



# D2 STAGE 1

## DEVELOPMENT APPLICATION

| DRAWING LIST - DEVELOPMENT APPLICATION |                         |
|--|-------------------------|
| NO.                                    | SHEET NAME              |
| 00-0000                                | COVER SHEET             |
| 00-0011                                | LOCATION PLAN SHEET     |
| 00-0020                                | PROPOSED SITE PLAN      |
| 00-0030                                | PERSPECTIVE 1           |
| 00-0031                                | PERSPECTIVE 2           |
| 00-0032                                | PERSPECTIVE 3           |
| 00-0033                                | PERSPECTIVE 4           |
| 00-0034                                | PERSPECTIVE 5           |
| 00-0100                                | AREA SCHEDULE           |
| 00-0200                                | AXONOMETRICS            |
| 00-0300                                | SHADOW DIAGRAMS         |
| 00-0500                                | LOWER GROUND FLOOR PLAN |
| 00-1100                                | GROUND FLOOR PLAN       |
| 00-1301                                | LEVEL 1 FLOOR PLAN      |
| 00-1302                                | LEVEL 2 FLOOR PLAN      |
| 00-1303                                | LEVEL 3 FLOOR PLAN      |
| 00-1304                                | LEVEL 4 FLOOR PLAN      |
| 00-1305                                | LEVEL 5 FLOOR PLAN      |
| 00-0000                                | SECTIONS - SHEET 1      |
| 00-0001                                | SECTIONS - SHEET 2      |
| 00-7000                                | ELEVATIONS SHEET 1      |
| 00-7001                                | ELEVATIONS SHEET 2      |
| 00-7002                                | THREET & FOURTHS        |



|            |    |                                 |      |     |
|------------|----|---------------------------------|------|-----|
| 06/02/2024 | 2  | SPO-CA PACKAGE AMENDMENTS       | HSA  | ALL |
| 03/02/2024 | 2  | SPO-CA PACKAGE AMENDMENTS       | HSA  | ALL |
| 24/01/2024 | 5  | SPO-CA PACKAGE                  | HSA  | ALL |
| 21/01/2024 | 4  | SPO-CA REVIEW PACKAGE           | HSA  | ALL |
| 09/01/2024 | 2  | SPO-CA REVIEW PACKAGE           | HSA  | ALL |
| 20/12/2024 | 2  | SPO-CA REVIEW PACKAGE           | HSA  | ALL |
| 11/12/2024 | 1  | DEVELOPMENT APPLICATION PACKAGE | HSA  | ALL |
| 09/12/2024 | 2  | FOR INFORMATION                 | HSA  | ALL |
| 14/12/24   | 1  | FOR INFORMATION                 | HSA  | ALL |
| TOTAL      | 20 | DISPOSITION HISTORY             | DISP | ALL |

NOTE:

1. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ASSOCIATED SPECIFICATION
2. DO NOT SCALE FROM DRAWINGS
3. CONFIRM ALL MEASUREMENTS ON SITE
4. CHECK ON SITE PRIOR TO CONSTRUCTION AND REPORT ANY DISCREPANCIES
5. ENSURE COORDINATION WITH OTHER TRADES ON SITE

PRINCIPAL CONSULTANTS

Architect JAMES SHARLEY

Services AURECON

Structural PRITCHARD FRANCIS

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Key Plan



|      |       |                       |
|------|-------|-----------------------|
| Site | Stage | NEXTDC Project Number |
| D2   | 0101  | D1.0004               |

Project Address  
2 RYKO CT (LOT 9704) &  
6 RYKO CT (LOT 9703),  
DARWIN CITY, 8000,  
NORTHERN TERRITORY

|              |  |
|--------------|--|
| Project Name |  |
|--------------|--|

NEXTDC D2 STAGE 1

Drawing Title

COVER SHEET

Drawing Status  
SPATIAL COORDINATION  
FOR INFORMATION

|       |            |
|-------|------------|
| DRAIN | Date       |
| HSA   | 04/02/2025 |

|               |                    |
|---------------|--------------------|
| CHECKED<br>AD | Date<br>04/02/2025 |
| APPROVED      | Date               |

|       |       |                             |
|-------|-------|-----------------------------|
| JLS   |       | 04/02/2025                  |
| Scale | Sheet | File Name                   |
|       | A1    | D3-ABC-H5A-B24-A-0201-BJ-11 |

|  |       |
|--|-------|
|  | Dag n |
|--|-------|

|                            |     |
|----------------------------|-----|
| D2-ABC-HSA-DRG-A-0100-0000 | SPC |
|----------------------------|-----|





|            |     |                                 |        |      |     |
|------------|-----|---------------------------------|--------|------|-----|
| 02/02/2025 | SPC | DC PACKAGE - AMENDMENTS         | HSA    | ALL  | HSA |
| 24/07/2025 | SPC | DC PACKAGE                      | HSA    | ALL  | HSA |
| 21/01/2025 | SPC | DC REVIEW PACKAGE               | HSA    | ALL  | HSA |
| 08/01/2025 | SPC | DC REVIEW PACKAGE               | HSA    | ALL  | HSA |
| 28/12/2024 | SPC | DC REVIEW PACKAGE               | HSA    | ALL  | HSA |
| 11/02/2024 | SPC | DEVELOPMENT APPLICATION PACKAGE | HSA    | ALL  | HSA |
| 08/12/2024 |     | FOR INFORMATION                 | HSA    | ALL  | HSA |
| 08/12/2024 |     | FOR INFORMATION                 | HSA    | ALL  | HSA |
| 18/12/24   |     | FOR INFORMATION                 | HSA    | ALL  | HSA |
| DATE       | REV | DESCRIPTION / REVISION          | ISSUED | DATE | BY  |

NOTE:  
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PRINCIPAL CONSULTANTS  
Architect HAMES SHARLEY  
Services AURECON  
Structural PRITCHARD FRANCIS

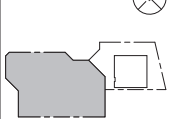
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(Contractor / Consultant / Document Author)  
**Hames Sharley**  
Document Author Project Number

Key Plan



|      |       |                       |
|------|-------|-----------------------|
| Site | Stage | NEXTDC Project Number |
| D2   | 0101  | D1.0004               |

Project Address  
2 RYKO CT (LOT 9704) &  
6 RYKO CT (LOT 9703),  
DARWIN CITY, 8000,  
NORTHERN TERRITORY

Project Name  
NEXTDC D2 STAGE 1

Drawing Title  
LOCATION PLAN

Drawing Status  
SPATIAL COORDINATION  
FOR INFORMATION

|          |            |
|----------|------------|
| DRAWN    | DATE       |
| HSA      | 09/02/2025 |
| CHECKED  | DATE       |
| AD       | 09/02/2025 |
| APPROVED | DATE       |
| JLS      | 09/02/2025 |

|         |       |                               |
|---------|-------|-------------------------------|
| Scale   | Sheet | File Name                     |
| 1 : 200 | A1    | 02-ARC-HSA-PCA-A-001-BUILDING |

|          |     |
|----------|-----|
| Drawn By | Rev |
|          |     |

D2-ARC-HSA-PCA-A-0100-0010 SPC-6







|            |     |                                 |        |        |        |
|------------|-----|---------------------------------|--------|--------|--------|
| 02/02/2025 | SPC | DA PACKAGE - AMENDMENTS         | HSA    | ALL    | HSA    |
| 24/07/2025 | SPC | DA PACKAGE                      | HSA    | ALL    | HSA    |
| 21/01/2025 | SPC | DA REVIEW PACKAGE               | HSA    | ALL    | HSA    |
| 08/01/2025 | SPC | DA REVIEW PACKAGE               | HSA    | ALL    | HSA    |
| 28/12/2024 | SPC | DA REVIEW PACKAGE               | HSA    | ALL    | HSA    |
| 11/03/2024 | SPC | DEVELOPMENT APPLICATION PACKAGE | HSA    | ALL    | HSA    |
| 08/03/2024 | D   | FOR INFORMATION                 | HSA    | ALL    | HSA    |
| 08/03/2024 | D   | FOR INFORMATION                 | HSA    | ALL    | HSA    |
| 18/10/24   | D   | FOR INFORMATION                 | HSA    | ALL    | HSA    |
| DATE       | REV | DESCRIPTION / HISTORY           | ISSUED | ISSUED | ISSUED |

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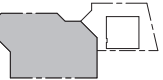
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Document Author Project Number

Key Plan



| Site | Stage | NEXTDC Project Number |
|------|-------|-----------------------|
| D2   | 0101  | D1.0004               |

Project Address

2 RYKO CT (LOT 9704) &  
6 RYKO CT (LOT 9703),  
DARWIN CITY, 8000,  
NORTHERN TERRITORY

Project Name

NEXTDC D2 STAGE 1

Drawing Title

PERSPECTIVE 1

Drawing Status

SPATIAL COORDINATION  
FOR INFORMATION

| Drawn    | Check      |
|----------|------------|
| HSA      | 09/02/2025 |
| Checked  | Date       |
| AD       | 09/02/2025 |
| Approved | Date       |
| JLS      | 09/02/2025 |

| Scale | Sheet | File Name                      |
|-------|-------|--------------------------------|
|       | A1    | 02-ARC-HSA-PCA-A-0100-BUILDING |

| Drawn by                   | Rev   |
|----------------------------|-------|
| D2-ARC-HSA-PCA-A-0100-0030 | SPC-6 |





|            |     |                                 |      |     |      |
|------------|-----|---------------------------------|------|-----|------|
| 02/02/2025 | SPC | DA PACKAGE AMENDMENTS           | HSA  | ALL | HSA  |
| 24/07/2025 | SPC | DA PACKAGE                      | HSA  | ALL | HSA  |
| 21/01/2025 | SPC | DA REVIEW PACKAGE               | HSA  | ALL | HSA  |
| 08/01/2025 | SPC | DA REVIEW PACKAGE               | HSA  | ALL | HSA  |
| 28/12/2024 | SPC | DA REVIEW PACKAGE               | HSA  | ALL | HSA  |
| 11/12/2024 | SPC | DA REVIEW PACKAGE               | HSA  | ALL | HSA  |
| 11/12/2024 | SPC | DEVELOPMENT APPLICATION PACKAGE | HSA  | ALL | HSA  |
| 08/12/2024 | SPC | FOR INFORMATION                 | HSA  | ALL | HSA  |
| 08/12/2024 | SPC | FOR INFORMATION                 | HSA  | ALL | HSA  |
| 18/11/24   | SPC | FOR INFORMATION                 | HSA  | ALL | HSA  |
| DATE       | WHO | REVISION/REMARKS                | DATE | WHO | DATE |

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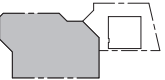


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**Hames Sharley**

Document Author Project Number

Key Plan



|      |       |                       |
|------|-------|-----------------------|
| Site | Stage | NEXTDC Project Number |
| D2   | 0101  | D1.0004               |

Project Address  
2 RYKO CT (LOT 9704) &  
6 RYKO CT (LOT 9703),  
DARWIN CITY, 8000,  
NORTHERN TERRITORY

Project Name  
NEXTDC D2 STAGE 1

Drawing Title  
PERSPECTIVE 2

Drawing Status  
SPATIAL COORDINATION  
FOR INFORMATION

|          |            |
|----------|------------|
| DRAWN    | DATE       |
| HSA      | 09/02/2025 |
| CHECKED  | DATE       |
| AD       | 09/02/2025 |
| APPROVED | DATE       |
| JLS      | 09/02/2025 |

|       |       |                                |
|-------|-------|--------------------------------|
| Scale | Sheet | File Name                      |
|       | A1    | 02-ARC-HSA-PCA-A-0101-BUILDING |

|                            |       |
|----------------------------|-------|
| Drawn by                   | Rev   |
| D2-ARC-HSA-PCA-A-0101-0031 | SPC-6 |









|            |     |                                 |        |      |     |
|------------|-----|---------------------------------|--------|------|-----|
| 02/02/2025 | SPC | CA PACKAGE - AMENDMENTS         | HSA    | ALL  | HSA |
| 24/07/2025 | HSA | CA PACKAGE                      | HSA    | ALL  | HSA |
| 21/01/2025 | SPC | CA REVIEW PACKAGE               | HSA    | ALL  | HSA |
| 08/01/2025 | SPC | CA REVIEW PACKAGE               | HSA    | ALL  | HSA |
| 28/12/2024 | SPC | CA REVIEW PACKAGE               | HSA    | ALL  | HSA |
| 11/12/2024 | SPC | CA REVIEW PACKAGE               | HSA    | ALL  | HSA |
| 11/12/2024 | SPC | DEVELOPMENT APPLICATION PACKAGE | HSA    | ALL  | HSA |
| 08/12/2024 | D   | FOR INFORMATION                 | HSA    | ALL  | HSA |
| 08/12/2024 | D   | FOR INFORMATION                 | HSA    | ALL  | HSA |
| 18/12/24   | D   | FOR INFORMATION                 | HSA    | ALL  | HSA |
| DATE       | WHO | REVISION/REMARKS                | ISSUED | DATE | BY  |

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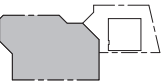


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**Hames Sharley**

Document Author Project Number

Key Plan



|      |       |                       |
|------|-------|-----------------------|
| Site | Stage | NEXTDC Project Number |
| D2   | 0101  | D1.0004               |

Project Address  
2 RYKO CT (LOT 9704) &  
6 RYKO CT (LOT 9703),  
DARWIN CITY, 8000,  
NORTHERN TERRITORY

Project Name  
NEXTDC D2 STAGE 1

Drawing Title  
PERSPECTIVE 4

Drawing Status  
SPATIAL COORDINATION  
FOR INFORMATION

|          |            |
|----------|------------|
| DRAWN    | DATE       |
| HSA      | 03/02/2025 |
| CHECKED  | DATE       |
| AD       | 03/02/2025 |
| APPROVED | DATE       |
| JLS      | 03/02/2025 |

|       |       |                                |
|-------|-------|--------------------------------|
| Scale | Sheet | File Name                      |
|       | A1    | 02-ARC-HSA-PCA-A-0101-BUILDING |

|                            |       |
|----------------------------|-------|
| Drawn by                   | Rev   |
| D2-ARC-HSA-PCA-A-0101-0003 | SPC-6 |





| NAME                      | Area               |
|---------------------------|--------------------|
| LOWER GROUND              |                    |
| CIRCULATION               | 29 m <sup>2</sup>  |
| FIRE TANK B               | 17 m <sup>2</sup>  |
| FUEL TANK A               | 79 m <sup>2</sup>  |
| FUEL TANK B               | 73 m <sup>2</sup>  |
| PARKING                   | 707 m <sup>2</sup> |
| POT. WATER                | 31 m <sup>2</sup>  |
| PWC HV A                  | 26 m <sup>2</sup>  |
| PWC HV B                  | 26 m <sup>2</sup>  |
| WASTE ROOM                | 38 m <sup>2</sup>  |
| WATER TANK A              | 12 m <sup>2</sup>  |
| WATER TANK B              | 12 m <sup>2</sup>  |
| WATER TANK C              | 12 m <sup>2</sup>  |
| WATER TANK D              | 12 m <sup>2</sup>  |
|                           | 1681               |
| LOADING DOCK              |                    |
| BATT A                    | 9 m <sup>2</sup>   |
| BATT B                    | 9 m <sup>2</sup>   |
| FIRE PARKING              | 35 m <sup>2</sup>  |
| CIRCULATION               | 16 m <sup>2</sup>  |
| FIRE BOOSTER              | 3 m <sup>2</sup>   |
| FIRE PUMP ROOM            | 43 m <sup>2</sup>  |
| FUEL CORR.                | 8 m <sup>2</sup>   |
| GOODS TRAP                | 38 m <sup>2</sup>  |
| HV A                      | 27 m <sup>2</sup>  |
| HV B                      | 27 m <sup>2</sup>  |
| LIFT                      | 15 m <sup>2</sup>  |
| LIFT                      | 14 m <sup>2</sup>  |
| LIFT                      | 2 m <sup>2</sup>   |
| LOADING                   | 36 m <sup>2</sup>  |
| NDC STORAGE               | 48 m <sup>2</sup>  |
| PUMP                      | 9 m <sup>2</sup>   |
| PUMP                      | 9 m <sup>2</sup>   |
| ROISERS                   | 23 m <sup>2</sup>  |
| STAGING                   | 21 m <sup>2</sup>  |
| STAGING                   | 21 m <sup>2</sup>  |
| STAR 1                    | 19 m <sup>2</sup>  |
| STAR 2                    | 19 m <sup>2</sup>  |
| STREET AIRLOCK            | 17 m <sup>2</sup>  |
| TELO RISER                | 3 m <sup>2</sup>   |
| UNPACK                    | 29 m <sup>2</sup>  |
|                           | 498 m <sup>2</sup> |
| GROUND FLOOR              |                    |
| BREAKOUT / TOWN HALL      | 102 m <sup>2</sup> |
| CIRCULATION               | 210 m <sup>2</sup> |
| CIRCULATION               | 27 m <sup>2</sup>  |
| CLEANERS                  | 11 m <sup>2</sup>  |
| COMMS                     | 8 m <sup>2</sup>   |
| CONCREGE                  | 11 m <sup>2</sup>  |
| CONTRACTOR BREAKOUT       | 26 m <sup>2</sup>  |
| ENTRY AIRLOCK             | 23 m <sup>2</sup>  |
| EOT                       | 14 m <sup>2</sup>  |
| EMALE                     | 14 m <sup>2</sup>  |
| FIRE TANK A               | 17 m <sup>2</sup>  |
| FIRE TANK B               | 17 m <sup>2</sup>  |
| INTERCONNECT              | 25 m <sup>2</sup>  |
| INTERCONNECT              | 25 m <sup>2</sup>  |
| LIFT                      | 15 m <sup>2</sup>  |
| LIFT                      | 15 m <sup>2</sup>  |
| LIFT                      | 14 m <sup>2</sup>  |
| LOBBY / ENTRY             | 109 m <sup>2</sup> |
| MALE                      | 14 m <sup>2</sup>  |
| MCX MEETING               | 23 m <sup>2</sup>  |
| MCX OFFICE                | 403 m <sup>2</sup> |
| MCX STORAGE               | 102 m <sup>2</sup> |
| MCX STORAGE               | 109 m <sup>2</sup> |
| NDC STORAGE               | 98 m <sup>2</sup>  |
| NEXTDC BREAKOUT           | 35 m <sup>2</sup>  |
| NEXTDC BREAKOUT (OUTDOOR) | 38 m <sup>2</sup>  |
| NEXTDC MEETING            | 20 m <sup>2</sup>  |
| NEXTDC OFFICE             | 108 m <sup>2</sup> |
| PNBALL / MESSAGE          | 14 m <sup>2</sup>  |
| PLANT OUPUS               | 67 m <sup>2</sup>  |
| QU RM                     | 6 m <sup>2</sup>   |
| QU RM                     | 6 m <sup>2</sup>   |
| SEC. TRAP                 | 10 m <sup>2</sup>  |
| SEC. TRAP                 | 5 m <sup>2</sup>   |
| SEC. TRAP                 | 5 m <sup>2</sup>   |
| SECURITY OFFICE           | 35 m <sup>2</sup>  |

| NAME                | Area                |
|---------------------|---------------------|
| SHR                 | 4 m <sup>2</sup>    |
| SHR                 | 4 m <sup>2</sup>    |
| STAIR 1             | 19 m <sup>2</sup>   |
| STAIR 2             | 17 m <sup>2</sup>   |
| UAT                 | 5 m <sup>2</sup>    |
| UAT                 | 6 m <sup>2</sup>    |
| UNIVERSAL           | 19 m <sup>2</sup>   |
| UTILITY             | 9 m <sup>2</sup>    |
| WATER TANK A        | 12 m <sup>2</sup>   |
| WATER TANK B        | 12 m <sup>2</sup>   |
| WATER TANK C        | 12 m <sup>2</sup>   |
| WATER TANK D        | 12 m <sup>2</sup>   |
|                     | 1000 m <sup>2</sup> |
| LEVEL 1             |                     |
| AMB W/C             | 3 m <sup>2</sup>    |
| BREAKOUT            | 19 m <sup>2</sup>   |
| CIRCULATION         | 47 m <sup>2</sup>   |
| COMMS               | 8 m <sup>2</sup>    |
| DATA HALL           | 1091 m <sup>2</sup> |
| LIFT                | 15 m <sup>2</sup>   |
| LIFT                | 14 m <sup>2</sup>   |
| LIFT LOBBY CORRIDOR | 91 m <sup>2</sup>   |
| RISER               | 4 m <sup>2</sup>    |
| SERVICES CORRIDOR   | 192 m <sup>2</sup>  |
| SERVICES CORRIDOR   | 173 m <sup>2</sup>  |
| STAIR 1             | 19 m <sup>2</sup>   |
| STAIR 2             | 17 m <sup>2</sup>   |
|                     | 1692 m <sup>2</sup> |
| LEVEL 2             |                     |
| AMB W/C             | 3 m <sup>2</sup>    |
| BREAKOUT            | 19 m <sup>2</sup>   |
| CIRCULATION         | 47 m <sup>2</sup>   |
| COMMS               | 8 m <sup>2</sup>    |
| DATA HALL           | 1091 m <sup>2</sup> |
| LIFT                | 14 m <sup>2</sup>   |
| LIFT                | 15 m <sup>2</sup>   |
| LIFT LOBBY CORRIDOR | 91 m <sup>2</sup>   |
| RISER               | 4 m <sup>2</sup>    |
| SERVICES CORRIDOR   | 173 m <sup>2</sup>  |
| SERVICES CORRIDOR   | 192 m <sup>2</sup>  |
| STAIR 1             | 19 m <sup>2</sup>   |
| STAIR 2             | 17 m <sup>2</sup>   |
|                     | 1692 m <sup>2</sup> |
| LEVEL 3             |                     |
| AMB W/C             | 3 m <sup>2</sup>    |
| BREAKOUT            | 19 m <sup>2</sup>   |
| CIRCULATION         | 47 m <sup>2</sup>   |
| COMMS               | 8 m <sup>2</sup>    |
| DATA HALL           | 1091 m <sup>2</sup> |
| LIFT                | 15 m <sup>2</sup>   |
| LIFT                | 14 m <sup>2</sup>   |
| LIFT LOBBY CORRIDOR | 91 m <sup>2</sup>   |
| RISER               | 4 m <sup>2</sup>    |
| SERVICES CORRIDOR   | 192 m <sup>2</sup>  |
| SERVICES CORRIDOR   | 192 m <sup>2</sup>  |
| STAIR 1             | 19 m <sup>2</sup>   |
| STAIR 2             | 17 m <sup>2</sup>   |
|                     | 1692 m <sup>2</sup> |
| LEVEL 4             |                     |
| BATTERY ROOM        | 19 m <sup>2</sup>   |

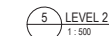
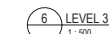
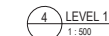
| NAME               | Area                |
|--------------------|---------------------|
| BATTERY ROOM       | 19 m <sup>2</sup>   |
| BATTERY ROOM       | 19 m <sup>2</sup>   |
| BATTERY ROOM       | 19 m <sup>2</sup>   |
| BATTERY ROOM       | 19 m <sup>2</sup>   |
| BATTERY ROOM       | 19 m <sup>2</sup>   |
| CIRCULATION        | 50 m <sup>2</sup>   |
| CIRCULATION        | 37 m <sup>2</sup>   |
| COMMS              | 9 m <sup>2</sup>    |
| GAS BOTTLE STORE A | 63 m <sup>2</sup>   |
| GAS BOTTLE STORE B | 61 m <sup>2</sup>   |
| HX / PUMPS         | 31 m <sup>2</sup>   |
| HX / PUMPS         | 31 m <sup>2</sup>   |
| HX / PUMPS         | 31 m <sup>2</sup>   |
| HX / PUMPS         | 31 m <sup>2</sup>   |
| HX / PUMPS         | 31 m <sup>2</sup>   |
| LIFT               | 15 m <sup>2</sup>   |
| LIFT               | 14 m <sup>2</sup>   |
| LIFT LOBBY         | 16 m <sup>2</sup>   |
| NDC STORAGE        | 19 m <sup>2</sup>   |
| NDC STORAGE        | 69 m <sup>2</sup>   |
| RISER              | 2 m <sup>2</sup>    |
| RISER              | 19 m <sup>2</sup>   |
| STAIR 1            | 19 m <sup>2</sup>   |
| STAIR 2            | 17 m <sup>2</sup>   |
| SWITCHROOM         | 72 m <sup>2</sup>   |
| SWITCHROOM         | 72 m <sup>2</sup>   |
| SWITCHROOM         | 72 m <sup>2</sup>   |
| SWITCHROOM         | 72 m <sup>2</sup>   |
| SWITCHROOM         | 72 m <sup>2</sup>   |
| SWITCHROOM         | 72 m <sup>2</sup>   |
| LEVEL 5            |                     |
| ANTA               | 9 m <sup>2</sup>    |
| ANTA B             | 9 m <sup>2</sup>    |
| CHEM STORE         | 12 m <sup>2</sup>   |
| CIRCULATION        | 25 m <sup>2</sup>   |
| CO                 | 2 m <sup>2</sup>    |
| CO                 | 2 m <sup>2</sup>    |
| FIRE PUMP ROOM     | 61 m <sup>2</sup>   |
| GENERATOR ROOM     | 37 m <sup>2</sup>   |
| GENERATOR ROOM     | 37 m <sup>2</sup>   |
| GENERATOR ROOM     | 37 m <sup>2</sup>   |
| GENERATOR ROOM     | 37 m <sup>2</sup>   |
| GENERATOR ROOM     | 37 m <sup>2</sup>   |
| LIFT               | 14 m <sup>2</sup>   |
| LIFT               | 15 m <sup>2</sup>   |
| LIFT LOBBY         | 16 m <sup>2</sup>   |
| PLANT OUPUS        | 46 m <sup>2</sup>   |
| ROOF SERVICES      | 1202 m <sup>2</sup> |
| STAIR 1            | 17 m <sup>2</sup>   |
| STAIR 2            | 17 m <sup>2</sup>   |
|                    | 1667 m <sup>2</sup> |

| Name         | Area                |
|--------------|---------------------|
| LOWER GROUND |                     |
| CAR PARK     | 719 m <sup>2</sup>  |
| LOADING      | 158 m <sup>2</sup>  |
|              | 877 m <sup>2</sup>  |
| GROUND FLOOR |                     |
| MCX OFFICE   | 413 m <sup>2</sup>  |
| MCX STORE    | 105 m <sup>2</sup>  |
| MCX STORE    | 112 m <sup>2</sup>  |
| NDC OFFICE   | 200 m <sup>2</sup>  |
| NDC STORE    | 103 m <sup>2</sup>  |
| OFFICE       | 27 m <sup>2</sup>   |
|              | 960 m <sup>2</sup>  |
| LEVEL 1      |                     |
| DATA HALL    | 1103 m <sup>2</sup> |
|              | 1103 m <sup>2</sup> |
| LEVEL 2      |                     |
| DATA HALL    | 1103 m <sup>2</sup> |
|              | 1103 m <sup>2</sup> |
| LEVEL 3      |                     |
| DATA HALL    | 1103 m <sup>2</sup> |
|              | 1103 m <sup>2</sup> |
| LEVEL 4      |                     |
|              | 1421 m <sup>2</sup> |
| PLANT        | 1421 m <sup>2</sup> |
|              | 1421 m <sup>2</sup> |
| LEVEL 5      |                     |
| PLANT        | 1403 m <sup>2</sup> |
|              | 1403 m <sup>2</sup> |
| Grand total  | 8962 m <sup>2</sup> |

| Name        | Area                |
|-------------|---------------------|
| LEVEL 1     |                     |
| DATA HALL   | 1103 m <sup>2</sup> |
|             | 1103 m <sup>2</sup> |
| LEVEL 2     |                     |
| DATA HALL   | 1103 m <sup>2</sup> |
|             | 1103 m <sup>2</sup> |
| LEVEL 3     |                     |
| DATA HALL   | 1103 m <sup>2</sup> |
|             | 1103 m <sup>2</sup> |
| Grand total | 3310 m <sup>2</sup> |

| Name         | Area                |
|--------------|---------------------|
| LOWER GROUND |                     |
| CAR PARK     | 719 m <sup>2</sup>  |
| LOADING      | 158 m <sup>2</sup>  |
|              | 877 m <sup>2</sup>  |
| GROUND FLOOR |                     |
| WICK OFFICE  | 413 m <sup>2</sup>  |
| OFFICE       | 27 m <sup>2</sup>   |
|              | 440 m <sup>2</sup>  |
| LEVEL 4      |                     |
| PLANT        | 1421 m <sup>2</sup> |
|              | 1421 m <sup>2</sup> |
| LEVEL 5      |                     |
| PLANT        | 1493 m <sup>2</sup> |
|              | 1493 m <sup>2</sup> |
| Grand total  | 4231 m <sup>2</sup> |

| Name                 | Area                |
|----------------------|---------------------|
| LEVEL 4              |                     |
| COMMS                | 12 m <sup>2</sup>   |
| CORE EAST            | 105 m <sup>2</sup>  |
| CORE WEST            | 83 m <sup>2</sup>   |
| GAS BOTTLE STORAGE A | 57 m <sup>2</sup>   |
| GAS BOTTLE STORAGE B | 55 m <sup>2</sup>   |
| PLANT                | 1421 m <sup>2</sup> |
|                      | 1744 m <sup>2</sup> |
| LEVEL 5              |                     |
| COMMS                | 11 m <sup>2</sup>   |
| CORE EAST            | 69 m <sup>2</sup>   |
| CORE WEST            | 54 m <sup>2</sup>   |
| FIRE PLANT ROOM      | 65 m <sup>2</sup>   |
| PLANT                | 1403 m <sup>2</sup> |
|                      | 1732 m <sup>2</sup> |
| Grand total          | 3476 m <sup>2</sup> |



NOTE:

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5. ENSURE COORDINATION WITH OTHER TRADES ON SITE

Architect HAMES SHARLEY

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STROUT & FRITCHARD FRANCIS

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*Journal of Management Inquiry*, Vol. 19 No. 1, March 2010  
DOI: 10.1177/1056492609358100  
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**NEXT DO**

GPU Box 3219  
Brisbane QLD 4001

412005SHARLEYDocument Author Project NumberKey Findings

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|      |        |                          |
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| Unit | Charge | NEXT-STEP Project Number |
| D3   | 0101   | D1.0004                  |

2 BYKOC.T (I OT 9704) &DARWIN CITY, 8000,

Project Name \_\_\_\_\_

### AREA SCHEDULE

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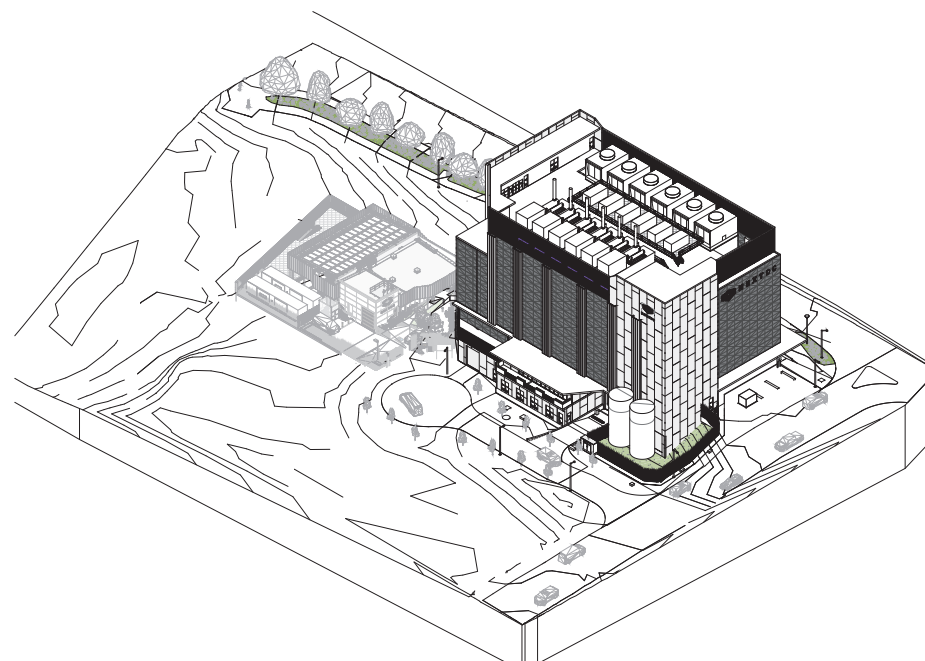
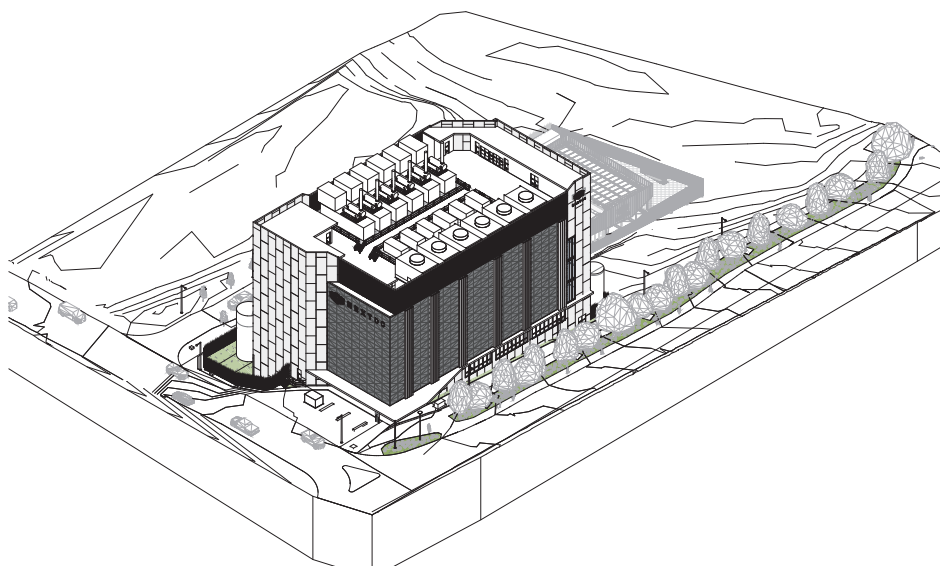
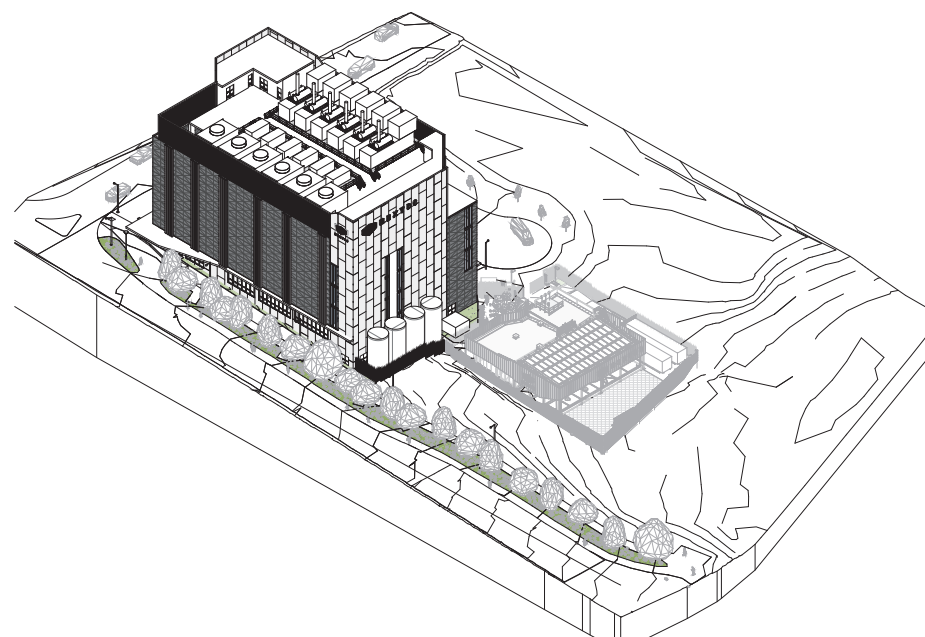
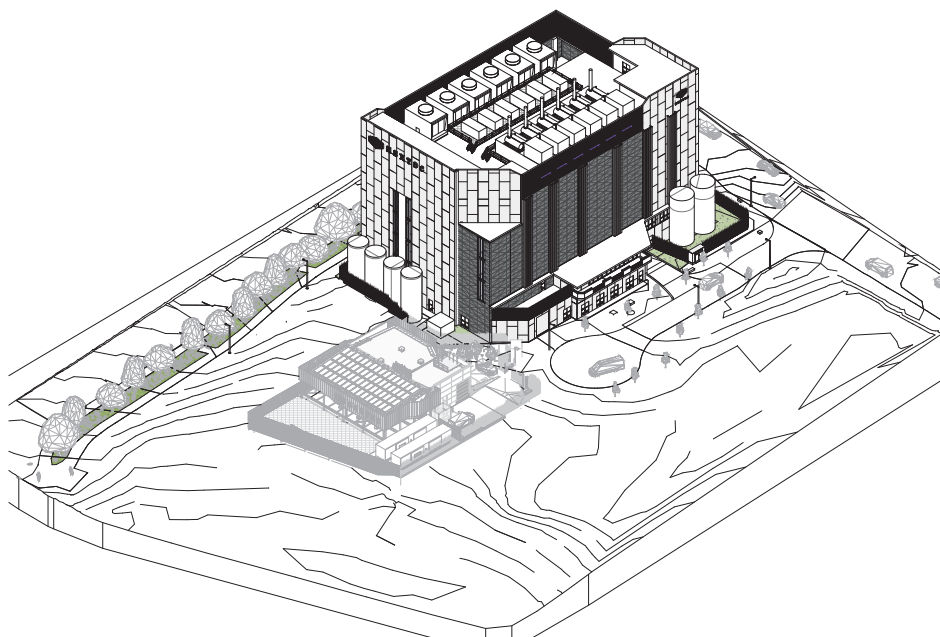
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| HSA   | 03/02/2025 |

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| APPROVED | Date       |
| JLS      | 03/02/2025 |

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| 1:500   | AI  | See Project Name and Date in Title Block |
| Des to: | Rev |  |

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|------------|-----------------------------|-----|-----|
| 03/03/2021 | SPC-DA PACKAGE AMENDMENTS   | HSA | ALL |
| 24/01/2022 | 5-DA PACKAGE                | HSA | ALL |
| 21/01/2022 | SPC-DA REVIEW PACKAGE       | HSA |     |
| 08/01/2022 | 4-DA REVIEW PACKAGE         | HSA | ALL |
| 30/12/2024 | 3-DA REVIEW PACKAGE         | HSA | ALL |
| 11/12/2024 | 2-DA REVIEW PACKAGE         | HSA | ALL |
| 09/12/2024 | SPC-DEVELOPMENT APPLICATION | HSA | ALL |
| 29/11/2024 | 1- PACKAGE                  | HSA | ALL |
| 14/11/24   | 2- FOR INFORMATION          | HSA | ALL |
| 14/11/24   | 3- FOR INFORMATION          | HSA | ALL |
| TOTAL      | No. SUBMISSIONS HELD BACK   | SDM | ALL |

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5. ENSURE COORDINATION WITH OTHER TRADES ON SITE

|                       |
|-----------------------|
| PRINCIPAL CONSULTANTS |
|-----------------------|

Architect JAMES SHARLEY

Services AURECON

214 BRITCHARD FRANCIS

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|----------------------|
| PRINCIPAL CONTRACTOR |
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[Contractor / Consultant / Document Author]

James  
SHARLEY

Document Author Project Number

Key Plans



|      |       |                       |
|------|-------|-----------------------|
| Site | Stage | NEXTDC Project Number |
| D2   | 0101  | D1.0004               |

Project Address  
2 RYKO CT (LOT 9704) &  
6 RYKO CT (LOT 9703),  
DARWIN CITY, 8000,  
NORTHERN TERRITORY

Project Name  
NEXTDC D2 STAGE 1

Drawing Title  
AXONOMETRICSDrawing Status  
SPATIAL COORDINATION  
FOR INFORMATION

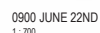
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| HSA     | 03/02/2025 |
| Checked | Date       |

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| AD  | 03/02/2025 |
| JLS | 03/02/2025 |

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|       | A1    | D2-ARC-HSA-R24-A-0201-BUILD |

|                            |     |
|----------------------------|-----|
| Desig no:                  | Rev |
| D2-ARC-HSA-DRG-A-0100-0200 | SPC |





| DATE | PREPARED BY | DESIGNED BY | CHECKED BY | DATE | DATE |
|------|-------------|-------------|------------|------|------|
|      |             |             |            |      |      |

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5. ENSURE COORDINATION WITH OTHER TRADES ON SITE

|                       |                   |
|-----------------------|-------------------|
| PRINCIPAL CONSULTANTS |                   |
| Architect             | HAMES SHARLEY     |
| Services              | AURECON           |
| Structural            | PRITCHARD FRANCIS |

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Key Plan



|      |       |                       |
|------|-------|-----------------------|
| Site | Stage | NEXTDC Project Number |
| D2   | 0101  | D1_0004               |

Project Address  
2 RYKO CT (LOT 9704) &  
6 RYKO CT (LOT 9703),  
DARWIN CITY, 8000,  
NORTHERN TERRITORY

Project Name

NEXTDC D2 STAGE 1

NEXT DC DZ STAGE 1

| Drawing Title |
|---------------|
|---------------|

## SHADOW DIAGRAMS

Drawing Status  
SPATIAL COORDINATION  
FOR INFORMATION

|              |                    |
|--------------|--------------------|
| DRAWN<br>HSA | Date<br>03/02/2025 |
|--------------|--------------------|

|               |                    |
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| CHECKED<br>AD | Date<br>03/02/2025 |
| APPROVED      | Date               |

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| JLS     |       | 03/02/2025                  |
| Scale   | Sheet | File Name                   |
| 1 : 200 | A1    | D3-ABC-HSA-B24-A-0201-BJ-11 |

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| Deg no:                    |    | Rev   |       |
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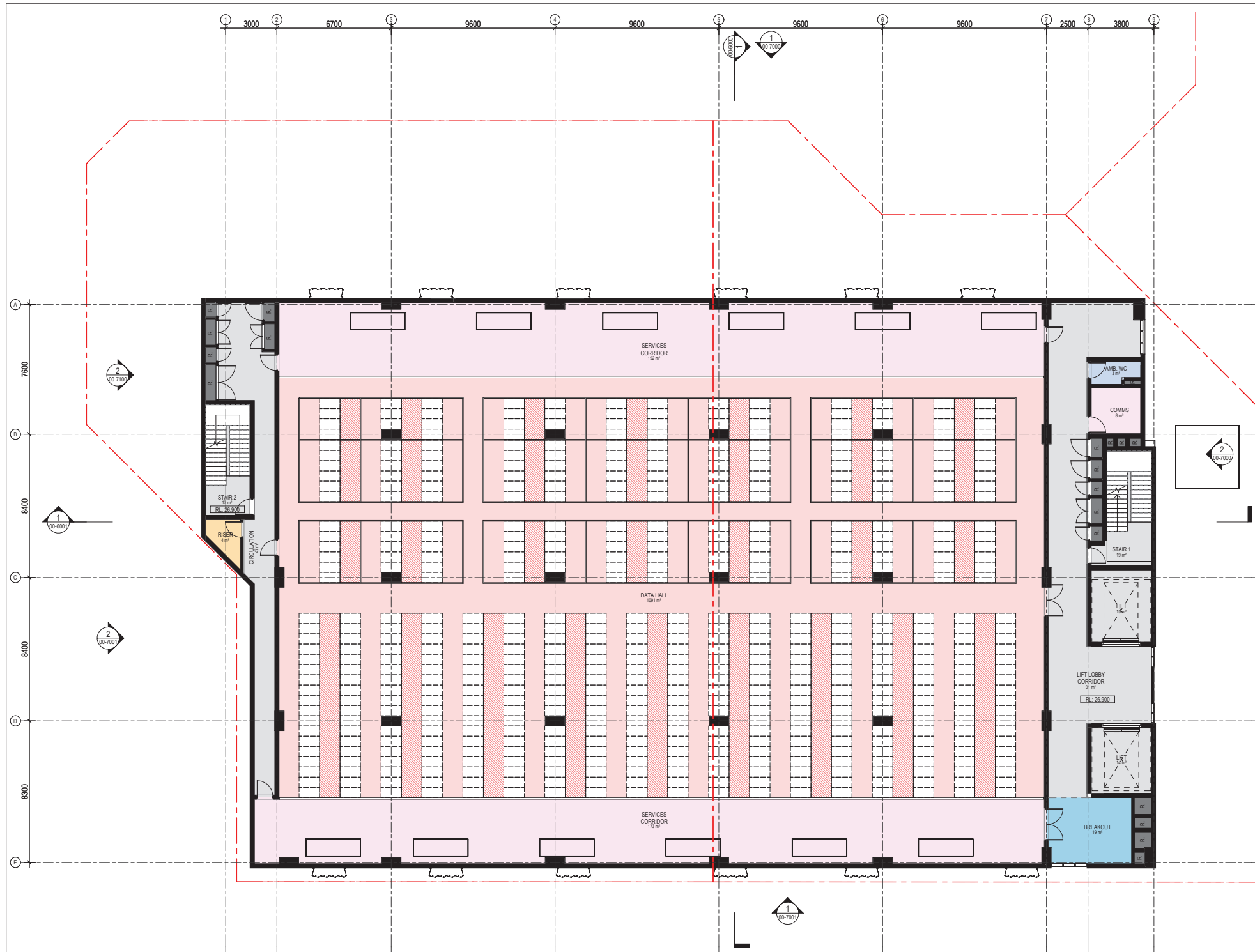










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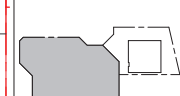
| PRINCIPAL CONSULTANTS |                   |
|-----------------------|-------------------|
| Architect             | HAMES SHARLEY     |
| Services              | AJURECON          |
| Structural            | PRITCHARD FRANCIS |



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Key Plan



|      |       |                       |
|------|-------|-----------------------|
| Site | Stage | NEXTDC Project Number |
| D2   | 0101  | D1 0004               |

2 RYKO CT (LOT 9704) &  
6 RYKO CT (LOT 9703),  
DARWIN CITY, 8000,  
NORTHERN TERRITORY

Drawing Title

100

Drawing Status

**SPATIAL COORDINATION**

|                |                    |
|----------------|--------------------|
| CREATED<br>HGA | Date<br>03/02/2025 |
| CHECKED<br>AD  | Date<br>03/02/2025 |
| APPROVED       | Date               |

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| D2-ABC-HSA-DRG-A-0100-3102 | SPC-6 |
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|----------|------------|-------------------------------------|----------|----------|----------|
| 02032023 | SPC        | SPC PACKAGE - AMENDMENTS            | HSA      | ALL      | HSA      |
| 24072023 | SPC        | SPC PACKAGE                         | HSA      | ALL      | HSA      |
| 21012023 | SPC        | SPC REVISION PACKAGE                | HSA      | ALL      | HSA      |
| 08012023 | SPC        | SPC REVISION PACKAGE                | HSA      | ALL      | HSA      |
| 28132023 | SPC        | SPC REVISION PACKAGE                | HSA      | ALL      | HSA      |
| 11132023 | SPC        | SPC DEVELOPMENT APPLICATION PACKAGE | HSA      | ALL      | HSA      |
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| 181323   | SPC        | SPC INFORMATION                     | HSA      | ALL      | HSA      |
| DATE     | 18/03/2023 | REVISION HISTORY                    | 02032023 | 02032023 | 02032023 |

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  4. ENSURE COORDINATION WITH OTHER TRADES ON SITE

PRINCIPAL CONSULTANTS

Architect HAMES SHARLEY

Services AURECON

Structural PRITCHARD FRANCIS

PRINCIPAL CONTRACTOR

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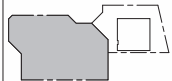
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[Contractor / Consultant / Document Author]

**Hames Sharley**

Document Author Project Number

Key Plan



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|------|-------|-----------------------|
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| D2   | 0101  | D1.0004               |

Project Address  
2 RYKO CT (LOT 9704) &  
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DARWIN CITY, 8000,  
NORTHERN TERRITORY

Project Name

NEXTDC D2 STAGE 1

Drawing Title

SECTIONS - SHEET 1

Drawing Status  
SPATIAL COORDINATION  
FOR INFORMATION

|          |            |
|----------|------------|
| DRAWN    | DATE       |
| HSA      | 03/02/2023 |
| CHECKED  | DATE       |
| AD       | 03/02/2023 |
| APPROVED | DATE       |
| JLS      | 03/02/2023 |

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| Drawn by | Rev |
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D2-ARC-HSA-PCA-A-0100-6000 SPC-6



| NO.  | DESCRIPTION                         | DATE       | BY | CHKD | APPD |
|------|-------------------------------------|------------|----|------|------|
| 0001 | SPC-DA PACKAGE- AMENDMENTS          | 15/04/2025 | AL | AL   | AL   |
| 0002 | SPC-DA PACKAGE                      | 14/03/2025 | AL | AL   | AL   |
| 0003 | SPC-DA REVEAL PACKAGE               | 21/03/2025 | AL | AL   | AL   |
| 0004 | SPC-DA REVEAL PACKAGE               | 08/03/2025 | AL | AL   | AL   |
| 0005 | SPC-DA REVEAL PACKAGE               | 28/03/2025 | AL | AL   | AL   |
| 0006 | SPC DEVELOPMENT APPLICATION PACKAGE | 11/03/2025 | AL | AL   | AL   |
| 0007 | FOR INFORMATION                     | 08/03/2025 | AL | AL   | AL   |
| 0008 | FOR INFORMATION                     | 08/03/2025 | AL | AL   | AL   |
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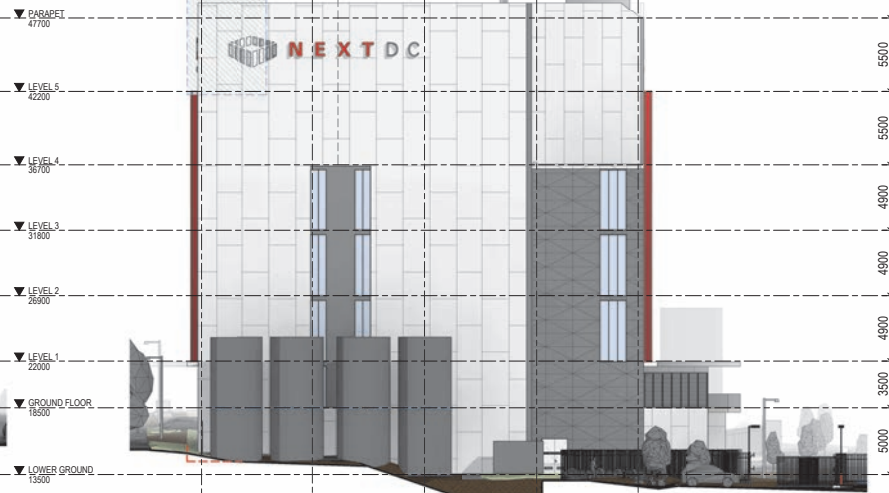
NOTE:  
1. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ASSOCIATED SPECIFICATION  
2. DO NOT SCALE FROM DRAWINGS  
3. CHECK ON SITE PRIOR TO CONSTRUCTION AND REPORT ANY DISCREPANCIES  
4. ENSURE COORDINATION WITH OTHER TRADES ON SITE

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**Hames Sharley**  
Document Author Project Number  
Key Plan  
  
Site Stage NEXTDC Project Number  
D2 0101 D1.0004  
Project Address  
2 RYKO CT (LOT 9704) &  
6 RYKO CT (LOT 9703),  
DARWIN CITY, 8000,  
NORTHERN TERRITORY  
Project Name  
NEXTDC D2 STAGE 1  
Drawing Title  
SECTIONS - SHEET 2  
Drawing Status  
SPATIAL COORDINATION  
FOR INFORMATION  
DRAWN  
HSA  
03/02/2025  
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JLS  
03/02/2025  
Scale Sheet File Name  
1:100 A1 03-ARC-HSA-PDR-A-0100-BUILDING  
Dwg No Rev  
D2-ARC-HSA-PDR-A-0100-6001 SPC-6





NORTH ELEVATION - RYKO CRT  
1:200



EAST ELEVATION - STAGE 1/PARK  
1:200

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DOI: 10.1002/for

1. *Journal of Management Studies*, 1996, 33, 1, 1-14.

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|----------------------|--|
| PRINCIPAL CONTRACTOR |  |
|----------------------|--|

1



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|  |                            |
|--|----------------------------|
|  | [Contractor / Consultant / |
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**Adi**

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| Document | Author | Project |
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Project Name  
NEXTRDC D2 STAGE 1

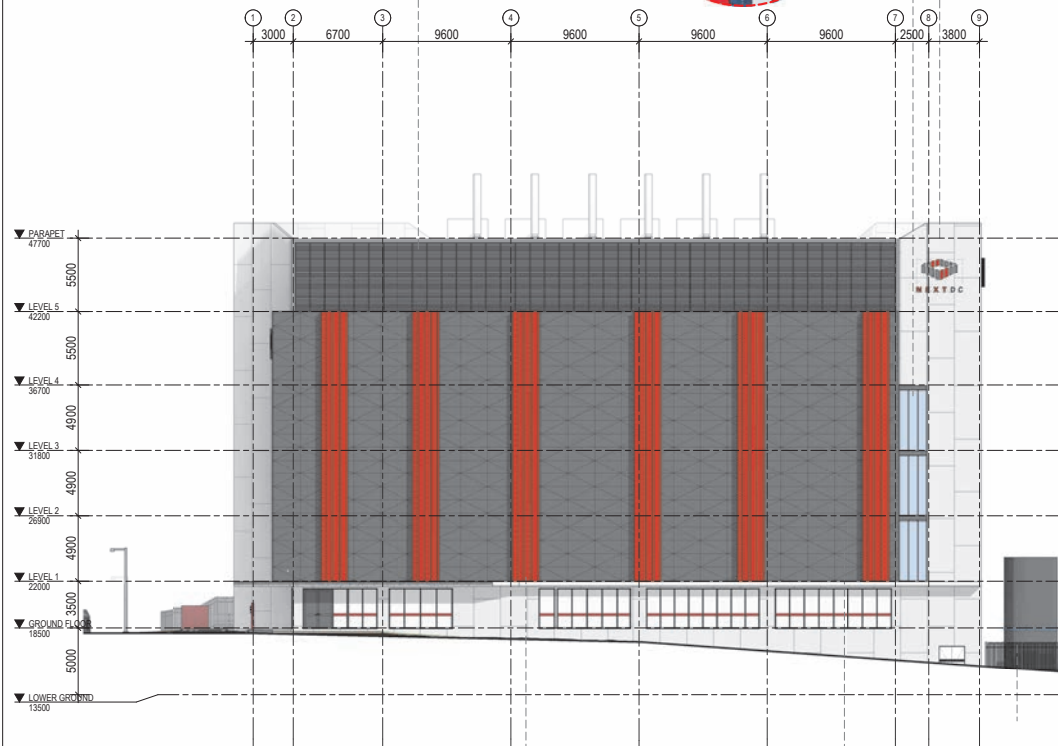
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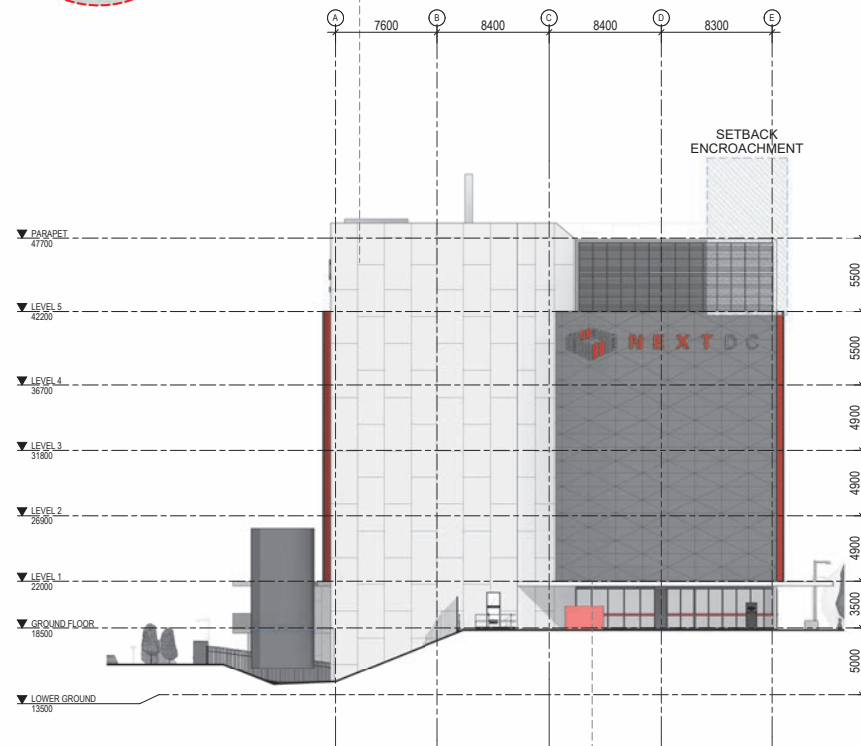
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| As indicated A1 |       | D2-ARC-HISA-R24-A-0201-BUILDING |

D2-ARC-HSA-DRG-A-0100-7000 SPC-7



SOUTH ELEVATION - GARRAMILLA BVD.  
1:200



WEST ELEVATION - HARVEY ST.  
1 : 200



| DATE       | No. | DESCRIPTION                              | STATUS | FILE |
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| 04/02/2024 | 2   | SPC-4 DA PACKAGE AMENDMENTS              | HSA    | ALL  |
| 03/02/2024 | 3   | SPC-4 DA PACKAGE AMENDMENTS              | HSA    | ALL  |
| 24/01/2024 | 2   | SPC-4 DA PACKAGE                         | HSA    | ALL  |
| 21/01/2024 | 2   | SPC-4 DA REVIEW PACKAGE                  | HSA    | ALL  |
| 09/01/2024 | 2   | SPC-4 DA REVIEW PACKAGE                  | HSA    | ALL  |
| 20/12/2024 | 2   | SPC-3 DA REVIEW PACKAGE                  | HSA    | ALL  |
| 11/12/2024 | 2   | SPC-3 DA DEVELOPMENT APPLICATION PACKAGE | HSA    | ALL  |
| 09/12/2024 | 3   | FOR INFORMATION                          | HSA    | ALL  |
| 29/11/2024 | 2   | FOR INFORMATION                          | HSA    | ALL  |
| 01/11/24   | 1   | FOR INFORMATION                          | HSA    | ALL  |
| DATE       | No. | DESCRIPTION                              | STATUS | FILE |

NOTE:

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|                       |
|-----------------------|
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[Contractor / Consultant / Document Author]

James  
SHARLEY

Document Author Project Number

Key Plan:



|      |       |                       |
|------|-------|-----------------------|
| Site | Stage | NEXTDC Project Number |
| D2   | 01    | D1.0004               |

Project Address  
2 RYKO CT (LOT 9704) &  
6 RYKO CT (LOT 9703),  
DARWIN CITY, 8000,  
NORTHERN TERRITORY

|              |  |
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| Project Name |  |
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NEXTDC D2 STAGE 1

Drawing Title  
ELEVATIONS SHEET 2

Drawing Status

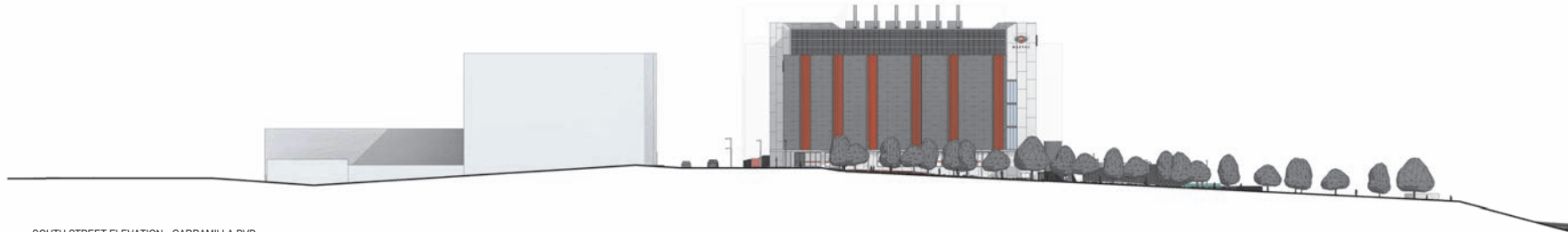
SPATIAL COORDINATION  
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| APPROVED<br>JLS | Date<br>04/02/2025 |

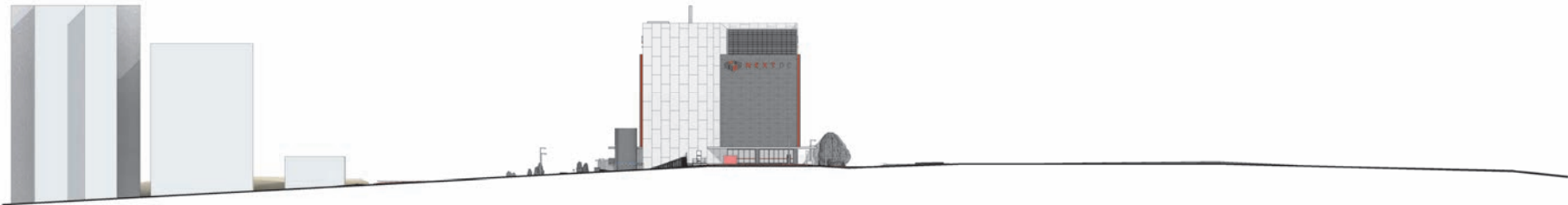
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| D2-ARC-HSA-DRG-A-0100-7001 | SPC-7 |





SOUTH STREET ELEVATION - GARRAMILLA BVD.  
1 : 500



WEST STREET ELEVATION - HARVEY ST.  
1 : 500



NORTH STREET ELEVATION - RYKO CRT  
1 : 500



EAST STREET ELEVATION - STAGE 1/PARK  
1 : 500

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| 08/03/2025 | 3   | FOR INFORMATION                 | HSA    | AL   | HSA |
| 18/03/25   | 4   | FOR INFORMATION                 | HSA    | AL   | HSA |
| DATE       | REV | DESCRIPTION/REVISION            | DESIGN | DATE | BY  |

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PRINCIPAL CONSULTANTS

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Services AURECON

Structural PRITCHARD FRANCIS

PRINCIPAL CONTRACTOR

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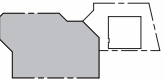
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Document Author Project Number

Key Plan



|      |       |                       |
|------|-------|-----------------------|
| Site | Stage | NEXTDC Project Number |
| D2   | 0101  | D1.0004               |

Project Address  
2 RYKO CT (LOT 9704) &  
6 RYKO CT (LOT 9703),  
DARWIN CITY, 8000,  
NORTHERN TERRITORY

Project Name

NEXTDC D2 STAGE 1

Drawing Title

STREET ELEVATIONS

Drawing Status  
SPATIAL COORDINATION  
FOR INFORMATION

|          |     |      |            |
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| DRAWN    | HSA | DATE | 03/02/2025 |
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| Drawn by                   | Rev   |
| D2-ARC-HSA-PCA-A-0100-7100 | SPC-6 |

25 March 2025

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

Dear Kaleb

**RE: PA2025/0044 Further Information and Response to Queries**  
**At: Lots 9703 and 9704 Town of Darwin (2-6 Ryko Court, Darwin City)**

Further to discussions regarding the above application, for the purpose of a *Data Centre with ancillary office in a 7-storey building*, please find attached amended site / ground and lower ground level plans (**Attachment A**) and amended landscaping plans (**Attachment B**). In response to specific queries raised via email on 12 March 2025, please be advised as follows:

**1.0      *Transport and Civil Services Division have queried whether the level 1 main pedestrian entry is able to face Harvey Street rather than Garramilla Boulevard?***

Per the amended site / ground level plan in **Attachment A1**, the primary pedestrian entry has been reoriented to face Harvey Street rather than Garramilla Boulevard in accordance with the request from TCSD, Department of Logistics and Infrastructure.

**2.0      *In response to comments from PWC (Distribution Development), either amended plans showing compliance with PWC substation requirements or confirmation that compliance with their requirements would not necessitate a change to the site layout.***

The proponents' design team have submitted revised plans to PWC (reflected in **Attachment A**) to address substation compliance requirements. NEXTDC is awaiting endorsement of the revised plans from PWC. The amendments shown in **Attachment A** confirm the changes will not necessitate a change to the site layout impacting on building height, car parking, driveways, bike parking or setbacks. It is requested that a condition precedent confirm the requirement for PWC to confirm in principle approval for the substation layout / design be included in any resultant development permit.



**3.0      *The exit driveway is dimensioned as 3.5 metres, however, the right-side of this measurement doesn't match the driveway.***

Graphic error has been corrected in **Attachment A**, demonstrating compliance with the parking layout requirements in **Clause 5.2.4.4** of the Planning Scheme.

**4.0      *Clarify purpose of the 'interconnect' rooms and the 'universal' room?***

Interconnect rooms are fibre pull through rooms for telecommunication providers to connect with the datacentre. This also negates the need for telecommunication providers directly accessing the data halls (for reasons of security control and risk mitigation). Multiple interconnect rooms are provided for redundancy purposes.

The universal room is a multi-function room for use as a prayer and/or parent room.

**5.0      *Separately define kitchenette / lunch area within NextDC office (noting separate areas for this area and remaining office space)***

The revised plans in **Attachment A** confirm the definition between office and 'breakout' space within the NextDC office, with the breakout space (including kitchenette, lunch and recreation space) at 58m<sup>2</sup>.

**6.0      *It is noted that 28 secure bicycle parking spaces are shown on the plans in the lower ground level bicycle parking facility. Is there any opportunity for bicycle parking spaces (non-secure) to be provided at the upper ground level (for site visitors)?***

The amended plans include four Bicycle Hoops within the site boundary at main entrance.

**7.0      *How will cyclists access the bicycle parking facility on the lower ground level? If it is via the street airlock, DAS don't consider the current design to be 'convenient', as it will result in future users navigating 3 x swing doors; Application states access to bicycle storage within the lower ground level is via the lift. The 2m<sup>2</sup> lift may be conveniently located, however, plans indicate that this lift may be approximately 1.3m by 1.4m, and as such, not fit bikes anyway. Other lifts are located on the far side of the building, and may require cyclists to navigate a short series of stairs once they arrive at the lower ground level.***

NEXTDC employees and customers will enter via Ryko court and enter via the street air lock for access to the basement bicycle parking and EOT facilities. This is in consideration with the space available within the entry driveway to Ryko Court and the low frequency of vehicle movements. The amended lower ground level plans confirm entry via 2 x swing and a single sliding door. Visitors will also be able to park bikes in the bike hoop located at the main pedestrian entrance adjacent Harvey Street.

**8.0** *There is a discrepancy in the proposed Harvey Street/Ryko Court corner. What is the proposed treatment?  
Note the profiles indicate this space will be fenced off. Landscaping plan shows pedestrian path.*

The proponent has confirmed that the updated landscape drawings will be the point of truth, with the architectural drawings providing a reference landscape which reference back to the landscape package. The revised drawings ensure consistency between the architectural and landscaping plans.

It is noted that minor layout changes as an evolution of design documentation and service coordination, including the segregation of the water tanks facing Ryko Court (via a low retaining wall), have resulted in a reduction in the extent of on-site planting. Notwithstanding, the extent of on-site planting, is equivalent to 272m<sup>2</sup> or 10.26% of the combined site area, above the minimum 10% per **Clause 5.2.6**.

**9.0** *Further clarification on function / use of Breakout / Town Hall – will staff be permanently based in this space, what will it be used for?*

The town hall space is usually used for breakout purposes, however can be readily converted for Town hall use for announcements, town hall meetings and presentations. No staff or customer will be permanently based in this location. For context, **image 1** shows the NEXTDC Adelaide A1 Data Centre's breakout used for a Town Hall event.



**Image 1:** NEXTDC Adelaide A1 Data Centre's breakout area being used for a Town Hall event.



Please do not hesitate to contact the undersigned with any queries regarding this matter.

**Brad Cunnington**



Cunnington Rosse Town Planning and Consulting











# NEXTDC D1 STAGE 2 LANDSCAPE WORKS

## GENERAL NOTES

### NOTES:

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE LANDSCAPE TECHNICAL SPECIFICATION AND THE FINISHES AND FURNITURE SCHEDULE PROVIDED AS PART OF THIS DRAWING SET.

THE CONTRACTOR AND SUB-CONTRACTORS SHALL VERIFY ALL DIMENSIONS, LINES, LEVELS, AND EXISTING SERVICE LOCATIONS PRIOR TO COMMENCEMENT ON SITE. PREPARATION OF DETAIL/SHOP DRAWINGS, AND FABRICATION OF CONSTRUCTION/BUILDING COMPONENTS.

CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS PRIOR TO FABRICATION AND INSTALLATION. IF ANY ANOMALIES ARISE THE CONTRACTOR IS TO ADVISE THE ENGINEER IMMEDIATELY. ALL DIMENSIONS ARE IN MM. DO NOT SCALE OFF DRAWINGS.

CONTRACTOR IS TO PROVIDE SHOP DRAWINGS (CAD DRAFTED TO SCALE WITH ADEQUATE NOTES AND DIMENSIONS FOR REVIEW AND FABRICATION) TO THE ENGINEER, FIXING COMPONENTS AND DETAIL TO BE CONFIRMED THROUGH THE SHOP DRAWING PROCESS.

ALL WELDS TO BE 4MM CFW ELECTRODE TO AS/NZ 1554, PART 1 AND 2 AS APPROPRIATE. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AS/NZ 4100 STEEL STRUCTURES. SHOP WELD WITH CFW ALL JOINS. ALL BUTT WELDS SHALL BE FULL PENETRATION. UNLESS SPECIFIED OTHERWISE ALL FABRICATION TOLERANCES SHALL BE WITHIN +/- 1.0MM AND ALL.

ANGULAR TOLERANCES SHALL BE +/- 1.0MM. GRIND SMOOTH ALL EDGES TO MAKE NEAT JOINS. REMOVE GLOBULES OF WELD METAL, WELD SLAG AND ALL FOREIGN MATTER.

FINISH VISIBLE JOINTS MADE BY WELDING USING METHODS, APPROPRIATE TO THE CLASS OF WORK, INCLUDING GRINDING OR BUFFING BEFORE FURTHER TREATMENT.

CONTRACTOR SHALL SUPPLY AND INSTALL ALL STAINLESS STEEL SCREWS, BOLTS, NUTS, WASHERS, HINGES, LOCKS, RIVETS AND FIXINGS.

WHERE FIXING TYPES OR STRUCTURAL SPACINGS HAVE NOT BEEN NOMINATED, CONTRACTOR TO ENSURE THAT ENGINEER HAS APPROVED ANY SIZINGS AND SPACINGS INSTALLED.

ALL HARDWOOD TIMBER TO BE SUPPLIED AND INSTALLED AS DURABLE CLASS 1 UNLESS OTHERWISE STATED IN THE TECHNICAL SPECIFICATION.

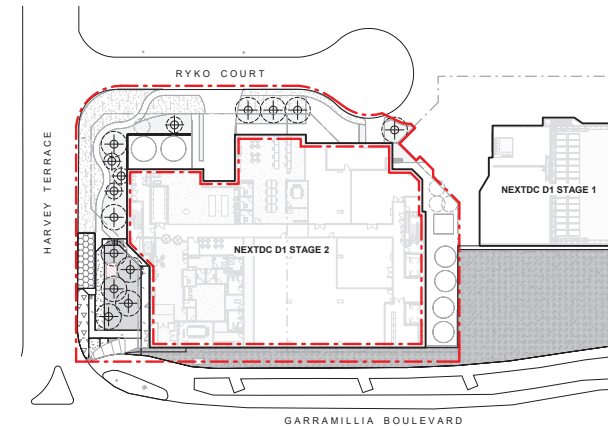
ALL PRECAST CONCRETE SURFACES TO BE 'CLASS 1' FINISH. REFER TO ENGINEER'S DRAWINGS FOR CONCRETE STRENGTH AND REINFORCING.

PRECAST CONCRETE UNITS WILL REQUIRE STEEL REINFORCEMENT - DESIGN TO BE PROVIDED BY THE FABRICATOR FOR THE ENGINEER'S APPROVAL. CONTRACTOR TO ALLOW FOR D10 REINFORCEMENT AT 150C/C ON EACH FACE.

## DRAWING LIST

| DRAWING                   | Drawing Title                      | Rev   |
|---------------------------|------------------------------------|-------|
| L0000-L0001               | GENERAL INFORMATION                |       |
| D1-LA-TCL-DRG-B-0201-0000 | COVER SHEET (& KEY PLAN)           | SPC-3 |
| L3000-L3999               | FLOOR PLANS                        |       |
| D1-LA-TCL-DRG-B-0201-3000 | SURFACES (LOWER GROUND FLOOR PLAN) | SPC-3 |
| D1-LA-TCL-DRG-B-0201-3001 | SURFACES (GROUND FLOOR PLAN)       | SPC-3 |

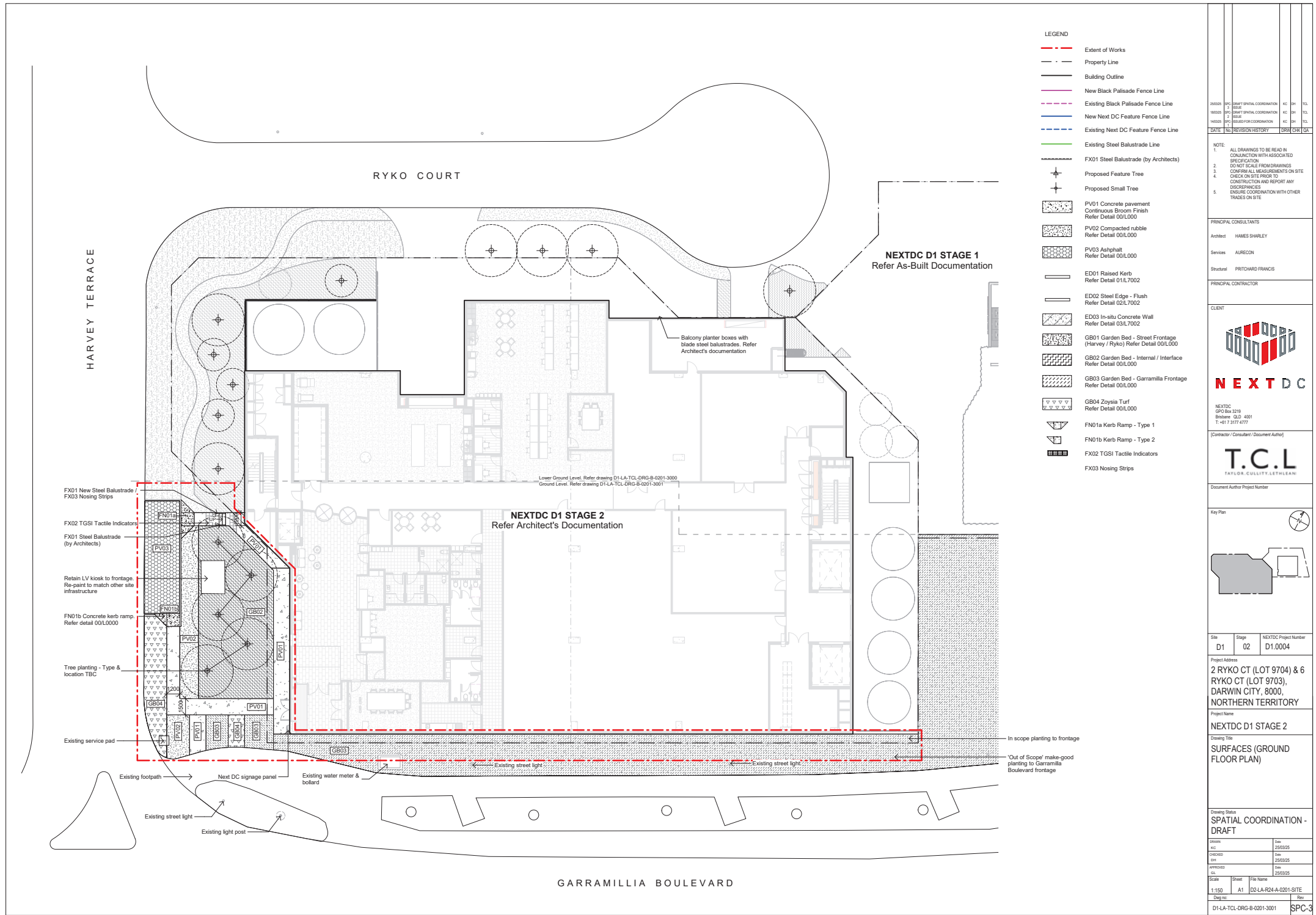
## KEY PLAN



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# Technical Assessment PA2025/0044

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

|                            |  |
|----------------------------|--|
| Application No:            | PA2025/0044  |
| Lot number:                | 9703 and 9704  |
| Town/Hundred:              | Town of Darwin   |
| Zone:                      | Zone CB (Central Business)   |
| Site Area:                 | 2650 m <sup>2</sup>  |
| Proposal:                  | Data Centre with ancillary office in a 7-storey building   |
| Plans used for assessment: | CRTPC107-22 Report 1.pdf (statement of effect); Attachment A - Architectural Set.pdf (dimension plans); Attachment B - Architectural Design Statement.pdf (dimension plans); Attachment C - Landscaping Design Set.pdf (dimension plans); Attachment D - Acoustic Report.pdf (dimension plans); Attachment E - Traffic Assessment.pdf (dimension plans); Amended plans (dimension plans) |

Date assessment finalised: 26 March 2025

This review has been completed pursuant to the Northern Territory Planning Scheme 2020 (the Planning Scheme). The proposal has been assessed as being for an undefined use within Zone CB (Central Business). The proposal is also considered to include office (up to 1 storey above ground level) as ancillary uses.

In addition, the subject lot is located on a hill, and proposes vehicle and secondary service/secondary pedestrian access to Ryko Court, and primary pedestrian access to Harvey Street. Schedule 2 of the NTPS 2020 defines ground level as *the ground surface level that exists on a site prior to the commencement of earth or construction works associated with the development of a building*. For the purpose of this application, car parking and office and levels are considered to be the ground level, and referred to as the lower ground level, and ground level, respectively.

The application requires consent under the Northern Territory Planning Scheme 2020 as described in the tables and sections below:



| Assessment Table – Zone CB (Central Business) |                          |   |  |  |  |
|---|--------------------------|---|--|--|--|
| Defined Use                                   | Assessment Category      | Overlays  | General Development Requirements   | Location Specific Development Requirements | Specific Development Requirements  |
| Office (Up to 1 storey above ground level)    | <i>Permitted</i>         | 3.4 - CR Coastal Reclamation<br><br>3.6 LSF – Land Subject to Flooding<br><br>3.7 - LSSS Land Subject to Storm Surge<br><br>3.8 - LADR Land Adjacent to a Designated Road | 5.2.1 General Height Control<br><br>5.2.4 Car Parking<br><br>5.2.5 Loading Bays<br><br>5.2.6 Landscaping<br><br>5.2.7 Setbacks for Development Adjacent to Land in Zones LR, LMR, MR or HR | 5.9.2 Darwin City Centre                   | 5.5.1 Interchangeable Use and Development<br><br>5.5.4 Expansion of Existing Development in Zones CB, C, SC and TC<br><br>5.5.15 Design in Commercial and Mixed Use Areas<br><br>5.5.16 Active Street Frontage |
| Data Centre (undefined use)                   | <i>Impact Assessable</i> | 3.13 - GL Gateway Locations<br><br>3.14 HHLSI – Land in proximity to Helicopter Landing Sites of Strategic Importance   | 5.3.7 End of Trip Facilities in Zones HR, CB, C, SC and TC   |  | N/A  |

The application is *Impact Assessable under Clause 1.8(1)(c)(i)* of the NTPS2020 as the use is shown as Impact Assessable on the relevant assessment table in Part 4 of the NTPS2020.

An assessment of the relevant clauses are summarised in the tables below.

| Part 5 Clauses – Commercial Specific Development Requirements              | Compliance |    |     |
|--|------------|----|-----|
|  | Yes        | No | N/A |
| 3.4 Coastal Reclamation  |            |    |     |
| 3.6 Land Subject to Flooding   |            |    |     |
| 3.7 Land Subject to Storm Surge  |            |    |     |
| 3.8 Land Adjacent to a Designated Road                                     |            |    |     |
| 3.13 Gateway Locations   |            |    |     |
| 3.14 Land in proximity to Helicopter Landing Sites of Strategic Importance |            |    |     |

| Part 5 Clauses (General Development Requirements)                            | Compliance |    |     |
|--|------------|----|-----|
|  | Yes        | No | N/A |
| 5.2.1 General Height Control   |            |    |     |
| 5.2.4.1 Car Parking Spaces   |            |    |     |
| 5.2.4.4 Layout of Car Parking Area   |            |    |     |
| 5.2.4.5 Vehicle Access and On-site Parking for Dwellings-Single on Lots Less |            |    |     |
| 5.2.5 Loading Bays   |            |    |     |
| 5.2.6.1 Landscaping in Zones other than Zone CB                              |            |    |     |
| 5.2.6.2 Landscaping in Zone CB   |            |    |     |

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

| Part 5 Clauses (General Development Requirements in Specific Zones) | Compliance |    |     |
|---|------------|----|-----|
|   | Yes        | No | N/A |
| 5.3.7 End of Trip Facilities in Zones HR CB C SC and TC             |            |    |     |

| Part 5 Clauses – Commercial Specific Development Requirements          | Compliance |    |     |
|--|------------|----|-----|
|  | Yes        | No | N/A |
| 5.5.1 Interchangeable Use and Development                              |            |    |     |
| 5.5.4 Expansion of Existing Use or Development in Zones CB C SC and TC |            |    |     |
| 5.5.15 Design in Commercial and Mixed Use Areas                        |            |    |     |
| 5.5.16 Active Street Frontages   |            |    |     |

| Part 5 Clauses – Location Specific Development Requirements         | Compliance |    |     |
|---|------------|----|-----|
|   | Yes        | No | N/A |
| 5.9.2 Darwin City Centre  |            |    |     |
| 5.9.2.1 Building Design in Darwin City Centre                       |            |    |     |
| 5.9.2.2 Volumetric Control  |            |    |     |
| 5.9.2.3 Building Height in the Esplanade Character Area             |            |    |     |
| 5.9.2.4 Development within the Darwin Waterfront                    |            |    |     |
| 5.9.2.5 Development along Priority Activated Frontages              |            |    |     |
| 5.9.2.6 Development Fronting Laneways                               |            |    |     |
| 5.9.2.7 Development along the Priority Pedestrian and Cycle Network |            |    |     |
| 5.9.2.8 Development in Gateway Locations                            |            |    |     |
| 5.9.2.9 Public Domain Contributions for Development on Large Sites  |            |    |     |
| 5.9.2.10 Alfresco Dining Areas                                      |            |    |     |
| 5.9.2.11 Car parking spaces in Darwin City Centre                   |            |    |     |
| 5.9.2.12 Reduction in car parking spaces in Darwin City Centre      |            |    |     |
| 5.9.2.13 Design of Car Parking Areas and Vehicle Access             |            |    |     |

## 1.8 When development consent is required

- The need for **consent** and the level of assessment that applies to the use and development of land is set out in the framework below:

- Permitted** – use and development that is compatible with the purpose of the zone provided it is established and operated to comply with all relevant development requirements.

Use and development of land is *Permitted* without **consent** when the following apply:

- it is shown as *Permitted* on the relevant assessment table in Part 4; and
- it does not require **consent** by virtue of an overlay in Part 3; and
- it complies with all relevant development requirements set out in Part 5; or
- a provision of the Planning Scheme expressly sets out that it is *Permitted*.

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

Use and development of land requires **consent** and is *Merit Assessable* when any of the following apply:

- it is shown as *Merit Assessable* on the relevant assessment table in Part 4;
- it is shown as *Permitted* on the relevant assessment table in Part 4 but:
  - requires **consent** by virtue of an Overlay as set out in Part 3; or
  - does not comply with the relevant development requirements set out in Part 5;

- iii. it is for the consolidation of land; or
- iv. it is for the subdivision of land for the purpose of a Unit Title Scheme, where:
  - (1) development consent has been granted; or
  - (2) the development is permitted in the relevant assessment table; or
  - (3) the Unit Title Scheme does not include vacant land.
- v. a provision of the Planning Scheme expressly requires assessment as *Merit Assessable*.

**Editor's note: the Planning Act and Regulations exempt some types of consolidation and subdivision from requiring consent.**

- (c) *Impact Assessable* – use and development that requires the exercise of discretion by the consent authority to determine if it is appropriate given the location of the **site** and the potential impacts on surrounding uses, and if it accords with the Strategic Framework.

Use and development of land requires **consent** and is *Impact Assessable* when any of the following apply:

- i. it is shown as *Impact Assessable* on the relevant assessment table in Part 4;
- ii. it is for the subdivision of land other than that included at Clause 1.8(1)(b)(iii); or
- iii. it is identified as *Impact Assessable* in Clause 1.9; or
- iv. it is a *Prohibited* development which relates to a **heritage place** as set out in Clause 1.10(7)(b); or
- v. a provision of this Planning Scheme expressly requires assessment as *Impact Assessable*.

- (d) *Prohibited* – use and development to which the consent authority must not grant **consent**.

Use and development of land is *Prohibited* if:

- i. it is shown as *Prohibited* on the relevant assessment table in Part 4, unless it is **ancillary** as allowed by Clause 1.9; or
- ii. a provision of this Planning Scheme expressly prohibits **consent**.

## 1.9 Ancillary use and development

- 1. Unless expressly provided for in this Planning Scheme:
  - (a) where the definition of a development in Schedule 2 includes use or development that may be established if **ancillary**, the **ancillary** use or development included in the definition are *Permitted* provided they comply with any relevant development requirements in Parts 3 and 5;
  - (b) if an **ancillary** use or development described in (a) does not comply with Parts 3 and 5, the **ancillary** use or development requires **consent** and the level of assessment that applies is *Merit Assessable*;
  - (c) an **ancillary** use or development not specified in the definition of the **primary use** in Schedule 2 requires **consent** and the level of assessment that applies to the **ancillary** use or development is either:
    - i. the assessment category specified in the assessment table for the zone in Part 4; or
    - ii. if Undefined or Prohibited it is *Impact Assessable*.

## 1.10 Exercise of Discretion by the Consent Authority

- 1. In considering an application for **consent** for a use or development, the consent authority must consider the use or development in its entirety except in relation to:
  - (a) an application to alter, change or vary a development permit under sections 43A, 46 or 57 of the Act;
  - (b) **access** to a **main road**; or
  - (c) a *Merit Assessable* application under Clause 1.8(1)(b)(ii)(2).



2. In considering an application for **consent** for a use or development that has become *Merit Assessable* under Clause 1.8(1)(b)(ii)(2), the consent authority must consider the requirements in Part 5 that are not complied with and whether the proposal meets the purpose of the requirements.
3. In considering an application for **consent** for a use or development identified as *Merit Assessable* the consent authority must take into account all of the following:
  - (a) the relevant requirements, including the purpose of the requirements, as set out in Parts 5 or 6;
  - (b) any Overlays and associated requirements in Part 3 that apply to the land; and
  - (c) the guidance provided by the relevant zone purpose and outcomes in Part 4 relevant to a variation of requirements in Parts 5 or 6.
4. In considering an application for a use or development identified as *Impact Assessable* the consent authority must take into account all of the following:
  - (a) any relevant requirements, including the purpose of the requirements, as set out in Parts 5 or 6;
  - (b) any Overlays and associated requirements in Part 3 that apply to the land;
  - (c) the guidance provided by the relevant zone purpose and outcomes in Part 4, or Schedule 4.1 Specific Use Zones; and
  - (d) any component of the Strategic Framework relevant to the land as set out in Part 2.
5. The consent authority may **consent** to a proposed use or development that is not in accordance with a requirement set out in Parts 3, 5 or 6 only if it is satisfied that the variation is appropriate having regard to:
  - (a) the purpose and administration clauses of the requirement; and
  - (b) the considerations listed under Clause 1.10(3) or 1.10(4).
6. When consenting to the use or development of land, the consent authority may impose a condition requiring a higher standard of development than is set out in a requirement of Parts 3, 5 or 6 if it considers it necessary to the achievement of the Strategic Framework, the purpose of the overlay or the zone, or it considers it is otherwise necessary to do so.
7. The consent authority must not grant **consent** for a use or development identified as *Prohibited* unless:
  - (a) the *Prohibited* use or development is **ancillary** as set out in Clause 1.9; or
  - (b) the *Prohibited* use or development relates to a **heritage place** and it has the approval of the Minister responsible for the administration of the *Heritage Act 2011*.

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

## 2. Strategic Framework

The site is located within the following strategic frameworks:

### Darwin Regional Land Use Plan (DRLUP) 2015:

The Darwin Regional Land Use Plan applies to the site. It provides a broad framework for developing land in the NT and identifies the subject area for urban land-uses. The DRLUP provides key residential and commercial objectives to identify adequate urban land, and ensure the detailed planning for future development in the region.

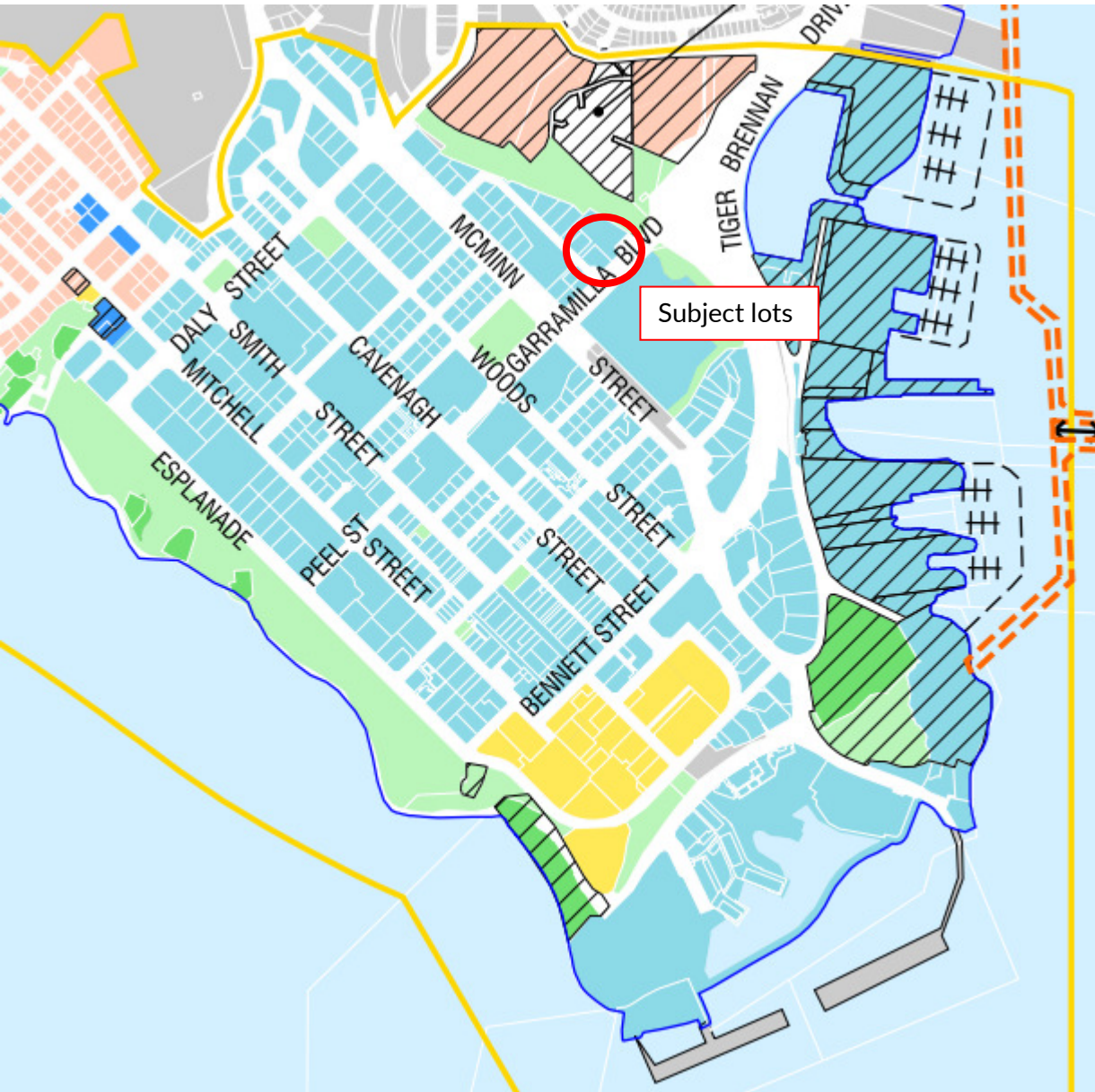


The subject lot is more specifically located within the Darwin Central Business District (CBD) activity centre which is identified as providing a capital city role and higher order function as the NT's dominant commercial, cultural, administrative, tourism and civil centre. The continued growth of the retail role of the CBD is identified as important to maximise tourism expenditure and to support further residential and commercial floor space growth.





The application states *The activity centre hierarchy on page 21 confirms the continued growth of the Darwin CBD in the provision of a full range of facilities and services, performing the critical capital city role and higher order function as the dominant commercial, cultural, administrative, tourist and civic centre. Consistent with the Northern Territory's confirmed intention to grow the digital ecosystem around a regional data centre, the proposal reaffirms the primacy of the Darwin CBD without compromising more central, higher value CBD areas (from a highest and best use perspective).*

Central Darwin Area Plan

The proposal is located within an area identified on the Land Use Vision Map for ‘Mixed use (Commercial, Civic, Residential, Education, Tourism, Recreation & Retail)’ development.



Legend

- |   |  |   |
|---|--|---|
|  Potential Area for Change                 |  Residential<br>Refer to page 16          |  Civic and Community Purpose<br>Refer to page 21   |
|  Study Area Boundary                       |  Organised Recreation<br>Refer to page 21 |  Mixed Use (Commercial, Civic, Residential, Education, Tourism, Recreation & Retail)<br>Refer to page 16 |
|  Potential Sea Wall/Storm Surge Barrier    |  Open Spaces<br>Refer to page 21          |  Tourist Commercial<br>Refer to page 16  |
|  Potential land reclamation and/or Mooring |  Heritage<br>Refer to page 21             |   |



| <b>2. Support a dynamic mix of uses that contribute to safe, active, attractive, and diverse localities</b>           |  |   |
|---|--|---|
| <b>Objectives</b>   | <b>Acceptable Responses</b>  | <b>Assessment</b>   |
| 2.1 Encourage development that provides for a mix of uses.  | i. Where there is reasonable capacity to do so, buildings and sites include a vertical mix of land uses on different floors/storeys such as:<br>a) residential;<br>b) commercial and retail;<br>c) community facilities; and<br>d) leisure and recreation.   | The proposal occurs in a single 7-storey building and includes 2 land uses, albeit, both are commercial in nature.  |
| 2.2 Encourage building design for new buildings that can be adapted to changing demand.                               | i. Proposed development demonstrates how ground floor tenancies have been designed to enable future conversion to commercial land use, i.e. sufficient ceiling heights.<br>ii. Floors constructed for car parking within a mixed use buildings are to have level surfaces (excluding ramps) and ceiling heights that enable future conversion to commercial or residential use.  | Refer to assessment in clause 5.9.2.1 (Design in Commercial and Mixed Use Areas) and clause 5.9.2.13 (Design of Car Parking Areas and Vehicle Access).            |
| 2.3 Provide activated frontages with ground floor commercial activities in priority locations.                        | i. Ground floor commercial and retail activation is provided within areas depicted as 'Activated Frontages' within the Residential and Mixed-Use Map.<br>ii. Buildings provide interest and active frontages at street level. Large expanses of blank walls or inactive frontages are to be avoided.   | Refer to assessment in clause 5.5.16 (Active Street Frontage).  |
| 2.4 Development mitigates against potential conflicts both within and between buildings.                              | i. Building design mitigates against potential conflicts between uses within the building and surrounds which are existing or can be reasonably anticipated.<br>ii. Building design mitigates against potential conflicts between uses of existing buildings and adjacent and/or nearby buildings and environments which are existing, or can be reasonably anticipated.   | Refer to assessment in clause 5.5.15 (Design in Commercial and Mixed Use Areas).  |
| 2.5 Provide landscaping and greening that contributes to the quality and amenity of communal and public spaces.       | i. Where there is reasonable capacity to do so, building design incorporates and maintains opportunities for planting on structures through techniques such as:<br>a) green walls, living walls or vertical gardens;<br>b) wall design that incorporates trellis structures;<br>c) landscaping of podiums;<br>d) planter boxes; and / or<br>e) landscaping incorporated into podium car parking screens.   | Refer to assessment in clause 5.2.6.2 (Landscaping in Zone CB).   |
| 2.6 Encourage development that contributes to the amenity of the public realm and reflects the character of the area. | i. Building design mitigates against potential conflicts between uses within the building and surrounds which are existing or can be reasonably anticipated.<br>ii. Development fronting existing and future public spaces and/or pedestrian and cyclist links:<br>a) responds to the role and function of the individual space; and<br>b) locates habitable rooms, or private open spaces of dwellings, overlooking the public space.<br>iii. For areas not within an area depicted as 'Activated Commercial Frontage', development may include ground floor residential including communal open space that enables passive surveillance from the ground floor.<br>iv. Communal facilities and meeting spaces near the building entry, such as bicycle parking and seating, are integrated into building design.<br>v. Sheltered pedestrian thoroughfares are integrated into the design of buildings. This may include, but is not limited to: awnings, covered walkways, colonnades or similar. | Refer to assessment in clause 5.5.15 (Design in Commercial and Mixed Use Areas) and clause 5.9.2.7 (Development along the Priority Pedestrian and Cycle Network). |
| 2.7 Design bus stops to enhance user comfort and safety.  | i. Bus stops and associated infrastructure are well considered components within development and road reserve design. This may include, but is not limited to:<br>a) high amenity pedestrian connections to the bus stop with protection from the elements;  | No bus stops are proposed, nor are they reasonably required as part of this development.  |

| 2. Support a dynamic mix of uses that contribute to safe, active, attractive, and diverse localities   |   |   |
|--|---|---|
| Objectives   | Acceptable Responses  | Assessment  |
|  | <ul style="list-style-type: none"> <li>b) technologically advanced bus stops displaying real time information; and</li> <li>c) implementation of crime prevention through environmental design (CPTED) principles for bus stop design.</li> </ul> ii. Bus stop locations facilitate access to efficient, linear and frequent public transport.  |   |
| 2.8 Design vehicle access points and onsite movement for new buildings to minimise streetscape impacts and avoid conflicts between pedestrians and vehicles. | <ul style="list-style-type: none"> <li>i. Locate and consolidate vehicle access, parking and loading areas away from street frontages.</li> <li>ii. Car park entry and access is from the lowest order vehicle access way. In order of priority access is from: a laneway, a secondary street, or a primary street if no other access is possible (refer to Transport Network Map).</li> <li>iii. Vehicles entering and manoeuvring within sites is minimised.</li> <li>iv. Crossover number and widths are minimised.</li> </ul>   | Refer to assessment in clause 5.2.4.4 (Layout of Car Parking Areas) and clause 5.9.2.13 (Design of Car Parking Areas and Vehicle Access). |
| 2.9 Encourage sustainable development.   | <ul style="list-style-type: none"> <li>i. Buildings and the urban environment demonstrate reasonable responses to support cooling, heat mitigation, greening, waste reduction, and water and energy efficiency.</li> </ul>  | Refer to assessment in clause 5.5.15 (Design in Commercial and Mixed Use Areas).  |
| 2.10 Design new buildings to address prominent corners and 'Gateway Precincts.'  | <ul style="list-style-type: none"> <li>i. Development proposed at locations identified as a 'Gateway Precinct', as indicated on the Residential and Mixed Use Map, provides:               <ul style="list-style-type: none"> <li>a) vertical elements, such as additional storeys, raised parapets, spires, roof sections and similar structures, as part of the building design;</li> <li>b) public art and signage within the design of buildings and related public spaces; and</li> <li>c) effective and visually appealing all-weather protection.</li> </ul> </li> </ul> | Refer to assessment in clause 5.9.2.8 (Development in Gateway Locations).   |
| 2.11 Prevent any new use or intensification of development that would prejudice the safety or efficiency of an airport.                                      | <ul style="list-style-type: none"> <li>i. Any proposed development determined to exceed the heights prescribed by the Defence (Aviation Areas) Regulations 2018, or Civil Aviation legislation, will need approval by the relevant airport authorities.</li> </ul>  | Refer to assessment in clause 5.9.2.2 (Volumetric Control).   |
| 2.12 New developments consider and respond to the potential use of laneways as shared spaces.  | <ul style="list-style-type: none"> <li>i. Providing windows and balconies at upper levels above the ground floor to overlook laneways.</li> <li>ii. Providing facades of buildings fronting laneways that create visual interest and architectural animation, particularly at the ground level, with large expanses of blank walls avoided.</li> </ul>  | This objective is not applicable as the proposal is not located along a laneway.  |

### Assessment

As discussed in the above table, the majority of the design elements from the Central Darwin Area Plan are captured within the Part 5 general and location specific development requirements. Any variations to the above objectives are discussed under the associated development requirement.

### GENERALLY SUPPORTS

### 3.4 CR – Coastal Reclamation

Purpose

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

Assessment

Not relevant – The application does not propose to reclaim coastal land. As such, this overlay is not relevant.

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### 3.6 LSF – Land Subject to Flooding

Purpose

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

Assessment

Not relevant – The subject lots are not located within land identified as subject to flooding. As such, this clause is not relevant.

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### 3.7 LSSS – Land Subject to Storm Surge

Purpose

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

Assessment

Not relevant – The subject lots are not located within land identified as subject to storm surges. As such, this clause is not relevant.

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### 3.8 LADR – Land Adjacent to a Designated Road

#### Purpose

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

#### Assessment

Not relevant – The subject lots are not identified as land being subject to this overlay. As such, this clause is not relevant.

### 3.13 GL - Gateway Locations

#### Purpose

Ensure that the use or development of land identified as a Gateway Location is designed to respect and enhance the unique characteristics of the locality.

#### Administration

1. This Overlay applies to any **site** within Zone C or CB identified as a Gateway Location in Clause 5.9 (Location Specific Development Requirements) except:
  - (a) where a use or development complies with Clause 5.5.1 (Interchangeable Use and Development), and but for this Overlay, would not require **consent**.
2. The use and development of land subject to this Overlay requires **consent**.
3. The consent authority may **consent** to a use or development that is not in accordance with sub-clause 4 only if it grants **consent** through the relevant clause in Clause 5.9 (Location Specific Development Requirements).

#### Requirements

4. Building design must be in accordance with the relevant requirements for gateway locations identified in Clause 5.9 (Location Specific Development Requirements).

Complies – The application is considered to comply with the requirements of clause 5.9.2.8 (Development in Gateway Locations), of the Darwin location specific development requirements.

#### Assessment

Complies – As discussed above, the application meets the requirements of the associated location specific development requirement for a gateway location. As such, the application is compliant with this clause.

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

#### Purpose

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

#### Assessment

Not relevant – The subject lots are not located within an identified helicopter land site of strategic importance. As such, this clause is not relevant.

### 4.10 Zone CB – Central Business

#### Zone Purpose

Promote an active and attractive mixed use environment that maximises its function as the commercial, cultural, administrative, tourist and civic centre for the surrounding region that is integrated with high density residential development.

#### Zone Outcomes

1. A diverse mix of commercial, community, cultural, recreational and residential developments of a scale and intensity commensurate with the role and function of the central business district.

Supports – The application proposes a commercial land use in an area of the Darwin that contains several undeveloped blocks of land. It is also considered that this development may improve digital connectivity in Darwin, in support of its role and function as the primary central business district in the NT.

2. Residential developments that cater for residents and tourists, including **dwelling-multiple**, **serviced apartment**, **rooming accommodation**, **residential care facility**, and **hotel/motel**, are usually of high density and are integrated with complementary commercial and entertainment activities that are located nearby or contained within the same building.

Not relevant – This application does not propose a residential land use. As such, this zone outcome is not considered relevant.

3. **Dwelling-community residence** and **home based business** are designed and operated in a manner consistent with the residential **amenity** of the building or surrounding precinct.

Not relevant – This application does not concern a dwelling-community residence or home based business. As such, this zone outcome is not considered relevant.

4. Commercial developments and entertainment and dining activities such as **bar-public, bar-small, food premises (all), leisure and recreation, market, night club entertainment venue, office, shops and sex services-commercial premises:**
- (a) encourage diversity and contribute to day and night activity within the zone; and
  - (b) are designed and operated in a manner that is considerate of the character and **amenity** of surrounding uses, having regard to the mixed use nature of the zone.

Supports –

In response to (a), it is considered that this application will result in the increased provision of daytime uses in this area, on a street which is currently primarily residential in nature.

In response to (b), the application is considered to be considerate of its location in the Darwin CBD, and at an identified gateway location, by its inclusion of façade treatments on all property boundaries. The application also includes a noise assessment, which details the measures taken to reduce adverse noise impacts on neighbouring uses. This aspect is detailed further in zone outcome (10).

5. Cultural and community focused activities such as **child care centre, community centre, exhibition centre, medical clinic, place of assembly and place of worship** support the needs of the local or regional population and contribute to the diversity and activity of uses within the zone.

Not relevant – This application does not propose any community or public spaces, nor does it concern a child care centre, community centre, exhibition centre, medical clinic, place of assembly or place of worship. As such, this zone outcome is not considered relevant.

6. Developments such as **veterinary clinic, plant nursery, shopping centre, showroom sales, education establishment, and passenger terminal** are established in locations that complement and do not undermine the core functioning of the city precinct.

Not relevant – This application does not concern a veterinary clinic, plant nursery, shopping centre, showroom sales, education establishment, or passenger terminal. As such, this zone outcome is not considered relevant.

7. Developments such as **vehicle sales and hire, motor body works, motor repair station, service station, industry-light and emergency services facility:**
- (a) are sited on the periphery of the CB area;
  - (b) are located with good **access** to the local road network; and
  - (c) are managed to minimise unreasonable impacts to the **amenity** of surrounding residents.

Not relevant – This application does not concern vehicle sales and hire, motor body works, motor repair station, service station, industry-light and emergency services facility. As such, this zone outcome is not considered relevant.

It is noted that applicant identified the data centre as having some light industrial aspects to it, by virtue that much of the floor space is dedicated to the storage of telecommunication plant. However, as no physical goods are regularly carried to or from the premises, and no physical processes take place at the development site, this is not considered to be genuine industry-light activity, per the relevant definition in the NTPS 2020.



8. Development incorporates innovative building design, **site** layout and landscaping that:
- (a) responds to and encourage pleasant microclimates, including through breeze capture and shading;
  - (b) minimises privacy and overlooking impacts on private spaces;
  - (c) maximises overlooking and passive surveillance of public spaces;
  - (d) maximises pedestrian activity along **primary street** frontages;
  - (e) reduces the appearance of building mass relative to its surroundings; and
  - (f) creates attractive outdoor spaces and enhances the streetscape.

Supports –

In response to (a), this application does not propose any design elements that would support passive design, as required by the necessity for mechanical cooling for the data centre component. However, awnings are provided over all external facing windows, and the NextDC outdoor space, which will adequately shade these areas during the day.

In response to (b), the subject lots are surrounded by three public streets, and an associated data centre. As such, there is not considered to be any potential for privacy or overlooking impacts.

In response to (c), the application proposes windows on the ground level floor to the Garramilla Boulevard, Harvey Street and Ryko Court frontages. It is noted though that the Ryko Court lower ground level frontage does not propose any active street frontage elements.

In response to (d), the application will likely improve the sense of security for pedestrians in the area, by the inclusion of active street frontage where none exists at the moment, and by the development of more day time uses in the area.

In response to (e), the building is considered to be well articulated, with distinctive bottom, mid-level, and upper portions. There is a large expanse of blank wall facing Harvey Street, however, as approximately 53% of this wall projects outwards, it is considered that this staggered reticulation breaks up the appearance of building massing.

In response to (f), This application will contribute to an attractive streetscape by including its primary pedestrian entrance adjacent to a primary pedestrian pathway. In regards the Harvey Street and Ryko Court frontages, the application relies on the provision of landscaping to contribute to streetscape. It is noted that no planting schedule was provided with the amended landscaping plans, however, this is acceptable.

9. Development contributes to the creation of an active, safe and legible public realm by:
- (a) incorporating and responding to high quality **public open spaces** including town squares, civic plazas and forecourts where appropriate; and
  - (b) integrating with walking, cycling and public transport networks to promote accessibility and use.

Supports –

In response to (a), this development will positively contribute to the public realm as it proposes ground level office space with large windows that overlook a priority pedestrian pathway and bike path, and windows overlooking Ryko Court.

In response to (b), the main pedestrian entrance to the building is located near the Harvey Street and Garramilla Boulevard street corner, and as such, is reasonably considered to be well integrated with the local active transport network.

10. Developments are designed and operated in a manner that avoids unreasonable loss of **amenity** for surrounding premises, having regard to the close proximity between residential and entertainment uses, and the overall mixed use nature of the zone.

Supports – The primary adverse impacts of this development that would not be ordinarily expected related to noise generation. As the application includes a noise assessment, and incorporates a 'selection appropriately low noise equipment', and modelling shows that routine operations at the development site would produce external noise of 45 db, which is equal to the NT EPA lowest recommended maximum assigned amenity noise level. This development is not considered to have any other unreasonably expected adverse amenity impacts on the locality.

11. An efficient pattern of land use with all lots connected to reticulated services, integrated with existing transport networks and with convenient **access** to open space, community and educational facilities.

Not relevant – The application is not for a subdivision. As such, this clause is not considered relevant.

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

Supports – the application is located at the periphery of the CBD, outside of the core area and city centre focus areas identified within the Central Darwin Area Plan. This application is located immediately adjacent another data centre (Stage 1, approved and constructed under DP23/0213), and although this application is of a much larger scale, the physical form of this application is reasonably expected in Zone CB (noting though that no windows are provided above the first floor for any property boundaries). This application is considered to support the role of Darwin as the primary centre of commercial development, by this improved provision of this data centre, and supports the relevant zone outcomes as discussed above.

### Assessment

This application is not considered to be inconsistent with the relevant zone outcomes for the reasons discussed above.

## 5.2.1 General Height Control

### Purpose

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

### Administration

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

### Requirements

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

Not applicable – The application is not located within the municipality of Alice Springs. As such, sub-clause (5) is not applicable.

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

Complies – The application is located within Zone CB, and as such, is not subject to a maximum height limit.

It is noted that although the application is subject to the Darwin location specific development requirements, the subject lots are not located in an area that introduces a height limit (i.e. the Esplanade area, Smith Street area, or Waterfront area). As such, the height limits in Table B are relevant to this application.



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

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

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

**Editor's Notes:**

- (1) If applicable, the residential plot ratio and/or the commercial plot ratio may impact on the building height.
- (2) Basements that protrude less than 1m from ground level are not considered as a *storey* for the purposes of this clause.
- (3) Any use or development of land that intrudes into a protected airspace, such as the use of cranes, within 15km of an airport or RAAF base may have additional restrictions and approval requirements from the airport operator under the [Airports Act 1996 \(Cth\)](#), [Airports \(Protection of Airspace\) Regulations 1996 \(Cth\)](#), and [Defence Regulation 2016 \(Cth\)](#). More information is available on [NT.GOV.AU](#).

**Assessment**

Complies – As discussed above, the application complies with this clause, by virtue that there is no applicable maximum height.

### 5.2.4.1 Car Parking Spaces

#### Purpose

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

#### Administration

1. This clause does not apply where alternative car parking space requirements are established under clause 5.9 (Location specific development requirements).

#### Assessment

Not applicable – Pursuant to sub-clause (1), as an undefined use and office is mentioned under clause 5.9.2.11 (Car Parking Spaces in Darwin City Centre), this clause is not applicable.

### 5.2.4.4 Layout of car parking areas

#### Purpose

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

#### Administration

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

### Requirements

6. A **car parking area** is to:

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

Complies – The only car parking area is proposed to be at ground level, and accessed off Ryko Court.

In response to (a), the closest car parking space is located over 8 m from the property boundary.

In response to (b), there are utility rooms located between the car parking spaces and the lot boundary, meaning the car parking area cannot be seen from the public domain. As such, this sub-clause is not considered applicable.

7. A **car parking area** is to be constructed and maintained to be:

- (a) of a suitable gradient for safe and convenient parking; and
- (b) sealed and well drained in urban areas, or dust suppressed in non-urban areas.

Complies –

In response to (a), the original dimensioned plans showed the car parking area is located at RL 13.5m. While this detail has not been included on the amended plans, it is still considered to be similar. No gradient is shown on the plans, however, it is reasonably believed that it will be even, and will allow for safe and convenient parking.

In response to (b), the car parking area is located at the ground level of a 7 storey development. As such, it is reasonably expected that it will be sealed and well drained.

8. The layout of a **car parking area** is to:

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

Complies –

In response to (a), the layout of the car parking area is reasonably considered to be able to allow for a vehicle to access and vacate each car parking space in a convenient manner.

In response to (b), the car parking area will be accessed via a dedicated one-way entrance, and a one-way exit. It is also considered that there is sufficient space in the car parking area to allow a vehicle to turn around.

In response to (c), the car parking spaces are 2.5 m wide by 5.5 m long, with the central driveway that is approximately 6.8 m wide. As such, the proposed car parking layout meets the dimensions set out in the diagram to this clause.

In response to (d), it is not considered that there are any car parking spaces that are located perpendicular to a driveway. As such, this sub-clause is not relevant.



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

Complies – Although this application proposes two crossovers, one for entering vehicles and another for exiting vehicles, it is not considered to be contrary to this clause.

In response to (a), the entry driveway is shown as 5.6 m at the property boundary (narrowing to 5.3 m in width at the entrance to the building), with the exit driveway shown as 3.5 m.

In response to (b), 'entrance planting' is proposed adjacent to the car parking area entrance, whereas the car parking area exit is located at the property boundary. While the application is considered to meet the criteria of this sub-clause, this aspect can be addressed via a standard permit condition.

*It is noted that the Diagram to Clause 5.2.4.4: Parking Layout can be found at the NTPS 2020 website.*

#### Assessment

Complies – As discussed above, the application is considered to be comply with the relevant requirements of this sub-clause, or otherwise can be addressed via a standard permit condition.

### 5.2.4.5 Vehicle Access and On-site Parking for Dwellings-Single on Lots Less than 600m<sup>2</sup> but not less than 300m<sup>2</sup>

#### Purpose

Ensure that vehicle **access** driveways and on-site parking spaces for **dwellings-single** on lots less than 600m<sup>2</sup> and not less than 300m<sup>2</sup> do not unduly reduce the **amenity** of a public road or the availability of kerbside vehicle parking in the public road.

#### Assessment

Not applicable – This clause is not relevant to this application.

### 5.2.5 Loading Bays

#### Purpose

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

#### Administration

- The consent authority may **consent** to a use or development that is not in accordance with sub-clauses 3 and 4 only if it is satisfied sufficient, safe and functional loading areas are available to meet the needs of the use with regard to:
  - the scale of the use and development on the **site**;

- (b) any potential adverse impacts on the local road network; and
  - (c) any agreements for off-site loading and unloading of vehicles, such shared loading areas or approval to carry out loading activities in a laneway or **secondary street**.
2. For the purposes of this clause, where an **exhibition centre, food premises (fast food outlet and restaurant), office, place of assembly, shop or shopping centre** are part of an integrated development, the minimum number of loading bays is to be calculated based on the combined **net floor area** of the integrated uses.

#### Requirements

3. Use and development is to include provision of a minimum number of loading bays in accordance with the table to this clause (rounded up to the next whole number).

Complies – The application is for an office and undefined use (data centre). For the purpose of this application, only the office component has been considered as requiring a loading bay. As the combined office space is 630 m<sup>2</sup>, the application would require 0.412 (1) loading bay facilities, where 1 is provided. It is considered that the ongoing operation of the data centre component of this application is able to utilise the same loading bay facility as the office.

4. A **loading bay** is to:
- (a) provide areas wholly within the **site** for loading and unloading of vehicles;
  - (b) be at least 7.5m by 3.5m;
  - (c) have a clearance of at least 4m; and
  - (d) have access that is adequate for its purpose.

Does not comply – The proposed loading bay is 2.5 m wide, 8.8m long, and the applications states has a clearance of 4.7 m. With the exception of the vertical clearance, it does not meet the dimensions required under this clause.

| Table to Clause 5.2.5: Minimum number of loading bays |  |
|---|--|
| Use or development                                    | Minimum number of loading bays   |
| Office  | 1 <b>loading bay</b> for every 2000m <sup>2</sup> of the total <b>net floor area</b> , or part thereof |
| All other uses  | No loading bays required   |

#### Assessment

Does not comply – As discussed above, the application does not meet a relevant requirement of this clause.

### 5.2.6.1 Landscaping in Zones other than Zone CB

#### Purpose

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

#### Assessment

Not applicable – The subject lot is located within in Zone CB. As such, this clause is not applicable.

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### 5.2.6.2 Landscaping in Zone CB

#### Purpose

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

#### Administration

1. The consent authority may **consent** to a development that is not in accordance with sub-clause 3 if:
  - (a) it is a small development and the consent authority is satisfied that it would be unreasonable to provide the required landscaping, having regard to the intended use of the development or whether the development would become unfeasible; or
  - (b) the development provides an alternative response to achieve the purpose of this clause.
2. This clause does not apply if the use or development is *permitted* through Clause 5.5.4 (Expansion of Existing Use or Development in Zones CB, C, SC and TC).

#### Requirements

3. Development in Zone CB is to provide areas of landscape planting equivalent to 10% of the **site** area.

Complies – The subject area has a size of 2650 m<sup>2</sup>, and as such, requires that 265 m<sup>2</sup> of landscaping is provided for this application. While the amended landscaping plans do not include an area calculation, the applicant has stated that 272 m<sup>2</sup> (10.26%) of landscaping is proposed at the development site.

No planting schedule was provided with the application. Although this is not a necessary requirement of the NTPS 2020, this can be addressed via a standard permit condition.

#### **Editor's Notes:**

- (1) Any vertical landscaping provided to meet subclause 3 may also contribute to a reduction of car parking under Clause 5.9.2.12
- (2) Refer to *Design Guidance: Landscaping in Zone CB* for guidance on interpreting requirement 3.

#### Assessment

Complies – As discussed above, the application is considered to comply with the requirements of this clause.

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

#### Purpose

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

#### Assessment

Not applicable – The subject lot is not located to land in zones LR, LMR, MR or HR. As such, this clause is not applicable.

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

#### Purpose

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

#### Administration

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



### Requirements

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

Complies – It is noted that net floor area is defined in Schedule 2 of the NTPS 2020 as *net floor area in relation to a building, includes all the area between internal surfaces of external walls but does not include: (a) stairs, cleaners cupboards, ablution facilities, lift shafts, escalators or tea rooms where tea rooms are provided as a standard facility in the building; (b) lobbies between lifts facing other lifts servicing the same floor; (c) areas set aside as public space or thoroughfares; (d) areas set aside as plant and lift motor rooms; (e) areas set aside for use of service delivery vehicles; and (f) areas set aside for car parking or access.*

The following spaces as shown on the plans are not considered to be measurable as an 'office' under this definition – All spaces shown on the lower ground floor; circulation (including traps); public thoroughfare (lobby/entrance/concierge); the tea room (breakout / town hall); all spaces associated with toilets, showers, and change rooms; plant (interconnect rooms, plant OAPUs) and storage rooms; and all spaces located above the upper ground level (considered to be part of the data hall undefined use).

As such, this assessment has considered the following types of spaces as measurable under this definition – Security office (42 m<sup>2</sup>); MCX meeting room (29 m<sup>2</sup>); MCX office (409 m<sup>2</sup>); NextDC office (103 m<sup>2</sup>); Utility meeting room (19 m<sup>2</sup>); NextDC meeting room (10 m<sup>2</sup>); Combined Quiet Rooms (18 m<sup>2</sup>); and concierge (7 m<sup>2</sup>).

As the combined office premises are 637 m<sup>2</sup>, the application requires 2.12 (3) bicycle parking spaces, where 27 are provided in a secure bicycle parking facility (Class B), and 4 non-secure parking facilities (bike hoops, Class C) are provided.

3. All bicycle parking facilities and associated bicycle parking devices should be designed in accordance with *Australian Standard AS2890.3 – Bicycle Parking* and must:
- (a) be located in a convenient and safe location with adequate security for the storage of bicycles;
  - (b) have an appropriate mix of long and short term, wall and floor mounted bicycle parking;
  - (c) where secure parking is provided, provide e-bike charging facilities, as necessary;
  - (d) not require **access** via steps;
  - (e) be protected from the weather;
  - (f) enable the wheels and frame of a bicycle to be locked to the device without damaging the bicycle;
  - (g) be located outside pedestrian movement paths;
  - (h) be easily accessible from the road;
  - (i) be arranged so that parking and manoeuvring motor vehicles will not damage adjacent bicycles;
  - (j) be protected from manoeuvring motor vehicles and opening car doors;
  - (k) be as close as possible the cyclist's ultimate destination;
  - (l) be well lit by appropriate existing or new lighting; and
  - (m) be sympathetic in design, material and colour to compliment the surrounding environment.

Does not comply –

In response to (a) and (h), the proposed lower ground level bicycle storage facility is located in a dedicated, secure room. It is reasonably expected that future site users will access this facility via a hallway ('street airlock') that connects to Ryko Court, which will result in cyclists navigating 2 swing doors. In addition, it is noted that the hallway exit does not appear to be connected to a footpath, and is separated from the entry and exit driveways by landscaping. As such, access to the secure facility is not considered to be convenient, or easily accessible from the road. Separately, it is noted that the provision of 4 non-secure bicycle parking spaces outside the primary pedestrian entrance is acceptable, as these will be accessible in a convenient manner to members of the public or site visitors.

In response to (b), although the plans only show spaces for bicycle parking, the application states proposes that a mix of vertical and horizontal bicycle parking will be provided in the secure facility. In addition, the application proposes 4 publicly accessible bicycle parking facilities.

In response to (c), the plans do not indicate if e-bike facilities will be provided. This is considered acceptable, as there is no minimum number is required.

In response to (d), future cyclists will not need to navigate steps in order to access the bicycle parking facility.

In response to (e), the bicycle parking facility is located within the development, and not exposed to outside weather.

In response to (f), while the application does not state that bicycle parking in this facility will be the requirements of AS2890.3, it is noted that the application states *Bicycle parking is located in a secure, internal facility in accordance with the requirements of subclause 3*. Any outstanding aspects can be addressed via a standard permit condition.

In response to (g) (i) and (j), the bicycle parking facility is located in a dedicated room, outside of pedestrian and vehicle movement paths, as well as areas where vehicle manoeuvring is expected.

In response to (k), the bicycle parking facility is located in close proximity to a stairwell, and lift, which permit access to the office spaces.

In response to (l), it is reasonably expected that adequate lighting will be provided to the bicycle parking facility, and the accesses to this facility from the public domain.

In response to (m), the bicycle parking facility is located within the development, and is not visible from the public domain.

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

Complies – These features were not detailed on the dimensioned plans. However, standard permit conditions can be applied to any resulting development permit requiring that the elements below are provided, to the satisfaction of the consent authority.

In response to (a), although the application did not explicitly state the number or dimensions of the lockers to be provided, the plans show the provision of lockers within a room on the upper ground floor.

In response to (b), the details of the lockers were not provided with the application.

In response to (c), the lockers are located in a room with two shower facilities (which are also considered to allow for users to get changed).

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

Complies – The application states that up to 40 staff are expected to work at this site. As such, 1 shower facility is required, where 2 are provided.

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

Complies –

In response to (a), the shower facilities are not located adjacent the bicycle parking facility, however, their location on the upper ground floor is not considered to be impractical.

In response to (b), the shower facilities are 5 m<sup>2</sup> each, which is considered sufficient to provide space for a future user to get changed in private. It is noted that the plans show the shower will be provided in a dedicated shower well.

In response to (c), two shower facilities are accessed via the same end of trip facility room, however, as each 5 m<sup>2</sup> shower facility is located in a dedicated room (and reasonably considered to be lockable), this is considered acceptable.

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

**Assessment**

Does not comply – As discussed above, the application is not considered to meet the criteria of sub-clause (3).

**5.5.1.1 Interchangeable Use and Development in Zone CB****Purpose**

Facilitate changes between the nominated use or development of premises within Zone CB.

**Assessment**

Not applicable – The application is for a new use. As such, this clause is not applicable.

**5.5.1.2 Interchangeable Use and Development in Zone C****Purpose**

Facilitate changes between the nominated use or development of premises within Zone C.

**Assessment**

Not applicable – The subject lot is not located in Zone C. As such, this clause is not applicable.

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

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

**Assessment**

Not applicable – The application is not for an expansion of an existing use. As such, this clause is not applicable.



### 5.5.15 Design in Commercial and Mixed Use Areas

#### Purpose

Encourage a diverse mix of commercial and mixed use developments that are safe, contribute to the activity and **amenity** of commercial centres, are appropriately designed for the local climate, and minimise conflicts between different land uses within and surrounding the commercial centre.

#### Administration

1. A development application must, in addition to the matters described in sub-clauses 12-23, demonstrate consideration of and the consent authority is to have regard to the Community Safety Design Guide in Schedule 5.
2. The consent authority may **consent** to a development that is not in accordance with sub-clauses 12-14 if it is satisfied that it is consistent with the purpose of the clause.
3. The consent authority may **consent** to a development that is not in accordance with sub-clause 15 if it is satisfied that services and utilities are appropriately concealed within the development to minimise their visual impact on the public domain.
4. The consent authority may **consent** to a development that is not in accordance with sub-clause 16 if it is satisfied that the development provides an appropriate level of shading that reduces heat capture of paved surfaces, having regard to the location of the **site** and scale of the development.
5. The consent authority may **consent** to a development that is not in accordance with sub-clause 17 if it is satisfied that:
  - (a) the development provides a considered response to the established character of the streetscape; and
  - (b) the development provides an alternative response for shading.
6. The consent authority may **consent** to a development that is not in accordance with sub-clauses 18 if it is satisfied that the development facilitates safe and shaded pedestrian movement through the **site**.
7. The consent authority may **consent** to a development that is not in accordance with sub-clause 19 if it is satisfied that all reasonable measures are taken to mitigate potential impacts between current and reasonably anticipated future developments.
8. The consent authority may **consent** to a development that is not in accordance with sub-clause 20 if it is satisfied that all reasonable measures have been taken to mitigate potential noise impacts on **habitable rooms** within the **site**.
9. The consent authority may **consent** to a development that is not in accordance with sub-clause 21 if it is satisfied that the development manages run-off from balconies to adjoining balconies and **dwellings** below.
10. The consent authority may **consent** to a development that is not in accordance with sub-clause 22 if it is satisfied that the development provides appropriate provisions for parenting activities relative to the nature and scale of the development.
11. The consent authority may **consent** to a development that is not in accordance with sub-clause 23 if it is satisfied that the development provides an appropriate response to waste management.

Requirements

12. Building design is to be sympathetic to the character of buildings in the immediate locality.

Complies – It is reasonably considered that the character of the locality, is made up of 7 to 10 storey tall residential buildings, 1 to 2 storey tall commercial and utility buildings, and several undeveloped lots. On this basis, it is considered that there is a diverse character of built form in the locality.

Ground level building façades in the locality generally comprise pedestrian entrances, windows, and sheet metal/brick walls. Only a few developments provide active street frontage, with even fewer providing awnings over public footpaths. It is noted that most developments in this locality are residential buildings without ground level commercial, as well as industrial (associated with power substation).

As this application is for a 7-storey building, and proposes multiple façade treatments, it is considered to sympathetic to the character of buildings in the immediate locality. This is by virtue that there are a variety of built forms and façade treatments in the locality, and considering the amount of undeveloped land, the character is expected to change with time.

13. Buildings are to incorporate and maintain passive climate control measures appropriate to the local climate.

Complies – Passive climate control is achieved for the office premises through awnings and landscaping. The application states that *the building itself well insulated to balance the adoption of passive climate control measures with the security and energy needs of a data centre.*

It is noted that the nature of the data centre component of this application relies airlock facilities, to prevent the ingress of external air into the development. As such, this assessment did not consider it appropriate to apply the passive climate control requirements to the data hall.

14. Building design is to minimise the expanse of blank walls facing the street and **public open spaces** and limit external finishes that could cause nuisance to residents or the general public, such as materials that would result in excessive reflected glare.

Complies – The development proposes multiple design elements that will create a varied façade from the public domain. These elements include windows /water tanks at the lower levels; blank walls interspersed with vertical lines/varying setbacks in the middle levels; and distinctive screening of plant at the top level.

It is noted that the Harvey Street frontage proposes two large expanses of blank walls, however, as the two walls have different setbacks, different treatments (one will have a criss-crossing banding pattern, and the other will have a vertical aligned, brick-laying pattern) and will be different colours, they're considered to be acceptable.

In regards to glare, the application states *No materials that will result in excessive glare will be utilised, and feature signage and screen lighting will be low (lux) level and non-intrusive.* This is accepted, with it considered unlikely that the application would result in excessive glare to nearby site users.

15. Services and utilities (such as bin storage areas, service ducts, pipes, air conditioner plants etc.) are to be integrated into the development and/or screened to the public domain and neighbouring properties.

Complies – These features were not shown on the dimensioned plans. However, standard permit conditions can be applied to any resulting development permit requiring that services and utilities be screened, to the satisfaction of the consent authority.

16. **Car parking areas**, including rooftop parking, and open expanses of pavement are to be shaded by landscaping and/or shade structures.

Complies – The entire car parking area is located within the development, at the lower ground level.

17. Unless advised otherwise by the relevant local government council or controlling agency for roads (whichever is applicable), development is to provide an awning or verandah to all street frontages that adjoin a footpath, which:

- (a) extends along the full length of the **site** boundary to provide continuous coverage for pedestrians;
- (b) covers the full width of the footpath or has a minimum width of 3m; and
- (c) allows for the growth of existing trees and the planting and growth of reasonably anticipated trees within the road reserve.

Complies – A approximately 4.2 m to 4.4 m wide awning is proposed at the Harvey Street and Garramilla Boulevard corner, in the vicinity of the pedestrian entrance.

In response to (a), it is noted that the only location in which a street frontage adjoins an existing footpath is the Harvey Street and Garramilla Boulevard corner.

In response to (b), the awning is approximately 4.2 to 4.4 m wide.

In response to (c), it is not considered likely that the placement of the awning would affect existing street trees (along Garramilla Boulevard), or restrict future plantings.

18. Development is to provide legible pedestrian access from the street and public pathways to building entrances that:

- (a) is direct and provides refuge from the sun and rain; and
- (b) avoids potential entrapment areas, blind corners or sudden changes in level that restrict sightlines.

Complies –

In response to (a), the application proposes a single pedestrian entrance and which is located at the Harvey Street and Garramilla Boulevard street corner. Prior to entering the building, site visitors will be sheltered by a ~4.2 m to 4.4 m wide awning.

In response to (b), the pedestrian entrance includes an airlock, which provides full height windows facing Harvey Street. This arrangement is not considered to create an entrapment issue

19. New developments are to be sited, designed and operated to minimise unreasonable impacts to surrounding uses and development related to noise, vibration, light, odours and other nuisance.

Complies – it is considered that this application may result in increased noise and light nuisances, compared to a standard office/commercial development. It not considered likely that this application will result in unreasonable impacts for vibration, odour, or other nuisances.

Noise – Potential noise impacts from this development may come from the data halls, power generation, and cooling/ventilation plant. The application included an acoustic assessment, which indicates that various treatments will be applied to on-site plant, including engine exhaust silencers, sound absorbing treatments, and acoustic attenuators. This report states that noise modelling shows that noise contours up to 35 decibels (db) may impact nearby existing dwellings during routine operation, and up to 45 db during generator testing events. Current NT EPA guidance is that maximum noise levels should not exceed 60 db during the day, and 45 db at night. Taking this into consideration, the application is not considered to be proposing unreasonably noise impacts on the locality. Any future development permit could include a condition requiring that a statement from a suitably qualified acoustic engineer confirming compliance with AS2021-2015 must be submitted prior to occupation of the development.

Light – There is the potential for nuisance light impact from the vertical lighting located on the north-western and south-eastern façades, and large signage on the south-western and north-eastern façades. The application states *Lighting will be low level and feature single phase signage lighting with no unreasonable impact on surrounding land uses*. This is considered reasonable to address concern around lighting, however, any future development permit could include a condition stating ‘if it is later found that lights or glare creates a nuisance to nearby site users, to the satisfaction of the consent authority, the developer may be required to extinguish or suitably modify the lighting’.

20. Development is to minimise the transmission of noise and exhaust from services by:
- (a) locating lift shafts away from **habitable rooms**, or by using other noise attenuation measures; and
  - (b) locating air conditioner plants away from openings in **habitable rooms**.

Not applicable – The NTPS 2020 definition for habitable rooms starts with *habitable room means any room of a dwelling*. As no dwellings are proposed in this application, this sub-clause is not considered applicable.

It is noted that the 2 main lifts are located in the north-east of the development, with risers located generally in 3 areas –one located in the south-western corner, another along the northern side, and third in the north-eastern corner. This layout is considered to reduce the impact of plant on future site occupants and visitors.

21. Buildings are to provide internal drainage of balconies.

Not applicable – No balconies are proposed in the application.



22. Development with a **floor area** of 3500m<sup>2</sup> or greater is to provide a dedicated parenting room (to allow for activities such as baby change and breastfeeding).

Does not comply – The NTPS 2020 defines floor area as *area in relation to a building, includes all wall thicknesses of the external walls and all roof areas used as floors, but does not include verandahs, balconies or areas set aside for car parking or access thereto.*

The floor area of the development 11,088 m<sup>2</sup> (combined room schedule areas not including the lower ground level car parking). As such, one dedicated parenting room is required, where none are proposed. It is noted that the application does propose a universal room, which is a multi-function room for use as a prayer and/or parent room. This is not considered to be a dedicated parenting room, for the purpose of this clause.

23. Development is to provide designated areas for rubbish collection.

Complies – A waste room is proposed in the lower ground floor.

#### Editors Notes:

- (1) **Balconies, rooflines, awnings and other protrusions may extend into the road reserve with approval of the relevant local government council.**
- (2) **The relevant local government council should be contacted to determine refuse collection requirements and specifications.**

#### Assessment

Does not comply – As discussed above, this application is considered to comply with 10 of the relevant design elements of the NTPS 2020, however, will require a variation due to not providing a dedicated parenting room.

### 5.5.16 Active Street Frontage

#### Purpose

Provide a site-responsive interface between commercial buildings and the public domain that:

- (a) is attractive, safe and functional for pedestrians;
- (b) encourages activity within the streetscape; and
- (c) encourages passive surveillance of the public domain.

#### Administration

1. This clause does not apply where:
  - (a) alternative **active street frontage** requirements are established under Clause 5.9 (Location specific development requirements); or
  - (b) the land is within the Darwin Waterfront identified on the diagram to Clause 5.9.2.4 (Darwin Waterfront Building Heights and View Lines).
2. The consent authority may **consent** to a development that is not in accordance with sub-clauses 5, 6 and 7 if:
  - (a) an alternative solution effectively meets the purpose of this clause;
  - (b) the **site** design reflects the established character of the area; or
  - (c) it is satisfied that compliance would be impractical considering servicing requirements and any advice provided under sub-clause 4.

3. Landscaping may be counted toward the percentage of **active street frontage** required under sub-clause 6 if it is comprised of:
  - (a) significant existing vegetation; or
  - (b) vertical landscaping for the full height of the **ground level** street frontage; and the development still meets the purpose of the clause.
4. Every application should include written acknowledgment from the agencies responsible for power and water, fire rescue services and the relevant local government council to confirm that all reasonable measures were taken to minimise the impact of servicing requirements on **active street frontages**.

#### Requirements

5. Services on street level frontages are to be limited to:
  - (a) a single vehicle entry and exit point to and from the building (except on larger **sites** where additional access points are supported by a Traffic Study for the **site**);
  - (b) a direct single point of **access** to service equipment for all service authorities;
  - (c) required fire egress; and
  - (d) required fire booster connection points.

#### Does not comply –

In response to (a), a dedicated entry, and a separate, dedicated exit is proposed at the development site. As no other vehicle access are proposed, this is considered acceptable.

In response to (b), 9 separate equipment accesses are proposed to the development from the public domain (or within 4 m of the property boundary). This includes 2 accesses to a fire booster, 1 to a fire pump room, 4 high voltage rooms, 1 for water, and another for telecommunications. As such, the proposed arrangement is does not comply with this sub-clause.

In response to (c), only 1 fire egress point is provided at the site, and which opens to Harvey Street. It is noted that site occupants using the north-eastern stairwell will exit the building either towards the north-east.

In response to (d), 2 fire booster points are proposed, and which are located adjacent the lower ground level vehicle entry.

6. Buildings are to provide a minimum of 60% of the length of each **site** boundary that fronts a **primary** or **secondary street**, or **public open space**, as **active street frontage**, made up of any combination of the following components, where the distance between individual components is no more than 1.5m:
  - (a) windows that maintain clear views to and from the street, with openings that have dimensions not less than 0.9m wide and 1.2m high;
  - (b) operational and legible entrances (excluding fire egress) that are directly accessible from the public domain;
  - (c) areas within the **site** that are used for alfresco dining that provide visual interaction with the street/**public open space**; or
  - (d) well-designed spaces that allow for pedestrian movement and/or seating.

Does not comply – Approximately 39% of the total building boundary (view at ground level) that faces the public domain is made up of windows or main pedestrian entrances.

Garramilla Boulevard building length is approximately 51.8 m, where approximately 33 m of this dimension is shown as windows. As such, approximately 63% of this site boundary as active street frontage.

Harvey Street building length is approximately 33.5 m, where 14 m of windows and main pedestrian entrance is proposed. As such, approximately 41% of this site boundary is considered to be active street frontage.

Ryko Court building length is approximately 45 m (subtracting the vehicle and pedestrian entrances), where no active street frontage is proposed. As such, 0% of this site boundary is considered to be active street frontage.

It is noted that a portion of the development site faces the north-east, towards land adjacent to Garramilla Boulevard. As this space has a distinctive slope, it is not considered to be a functional public open space. It is noted that public open space is defined in the NTPS 2020 as *public open space means outdoor spaces that are generally accessible to the community and provide for a range of sport, recreation, cultural, entertainment or leisure pursuits.*

In response to (a), the window panels are reasonably likely to be clear glass, are approximately 1.1 m wide by 2.9 m high (not including narrow, mid-level banding), however, are unlikely to be openable. This is considered acceptable.

In response to (b), the main pedestrian entrance is located at the corner of Garramilla Boulevard and Harvey Street. This entrance is considered to be reasonably well located and identified, and is directly accessible from the public domain.

In response to (c), no alfresco dining is proposed as part of this application. It is noted one of the office premises includes an outdoor breakout space, it doesn't meet the NTPS 2020 definition of alfresco dining as it is not in association with a *bar, club, food premises or nightclub entertainment venue.*

In response to (d), this application does not propose any public contributions to the movement or seating of pedestrians on the property. As such, this clause is not considered relevant. It is noted that the application does propose a small footpath over a portion of the Harvey Street frontage, however, this is not considered to be of a scale that warrants consideration under this sub-clause.

7. Building frontage that is outside the requirements of sub-clause 6, excluding areas for access, are to limit the scale and visual presentation of blank walls.

Does not comply – Although landscaping is proposed along the majority of the development site boundary, limited treatments have been applied to reduce the scale and visual appearance of the site from the vantage point of pedestrians walking past along Harvey Street.

**Editor's Notes:**

- (1) Refer to *Design Guidance to provide for Services* in Schedule 5 for more information on servicing requirements relating to requirement 5.
- (2) Refer to *Design Guidance: Active Street Frontage* for guidance on how to interpret sub-clause 6.

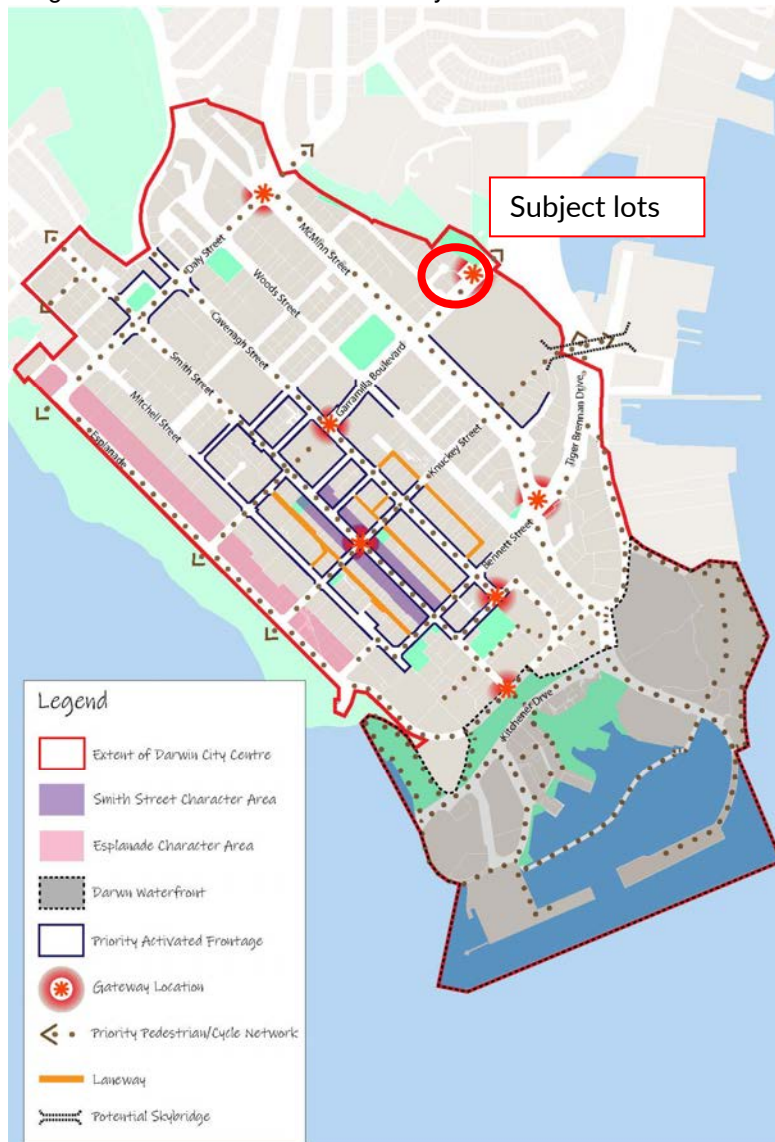
### Assessment

Does not comply – As discussed above, this application is not considered to meet the requirements of providing active street frontage at the development.

## 5.9.2 Darwin City Centre

1. This clause incorporates planning and design standards contained in the Central Darwin Area Plan.
2. The diagram to this clause identifies the land to which the requirements of the clauses within 5.9.2 (Darwin City Centre) apply, and the key features referred to in the requirements.

Diagram to Clause 5.9.2: Darwin City Centre Extent and Features





### Assessment

The development site is located within the Darwin City Centre Extent, and as such, is subject to the below clauses, when relevant.

## 5.9.2.1 Building Design in Darwin City Centre

### Purpose

Promote buildings in the Darwin city centre that are designed to support a mix of land uses now and in the future, contribute to a high level of **amenity** in the public domain and enable convenient pedestrian and cyclist movement to and across the city centre.

### Administration

1. This clause applies to land in Zone CB within the area included in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features).
2. The consent authority may **consent** to a use or development that is not in accordance with sub-clause 6 if it is satisfied that the development is designed to support the ability of the ground floor to adapt to different uses over time.
3. The consent authority may **consent** to a use or development that is not in accordance with sub-clauses 7 and 8 if it is satisfied that the design contributes to the functionality and visual interest of the streetscape.
4. The consent authority may **consent** to a use or development that is not in accordance with sub-clause 9 if it is satisfied that roof top plant equipment will not be seen from the street and will not unreasonably impact on the visual **amenity** of the public domain and neighbouring properties.
5. The consent authority may **consent** to a use or development that is not in accordance with sub-clauses 10 if it is satisfied there are sufficient existing connections in the immediate locality to facilitate safe and convenient movement between desirable locations and across the priority pedestrian/cycle network (identified in the Diagram to Clause 5.9.2).

### Requirements

6. New residential buildings are to provide a minimum 4m floor to ceiling height to the ground floor.

Not applicable – This application is not for a residential building. As such, this clause is not applicable.

7. Building facades are to have a clearly distinguished base, middle and top.

Complies – The application includes a variety of façade treatments on all four sides. In general, the lower portions of the building propose tanks/office/screening of plant, then solid wall/light treatments, then a top treatment including plant screening (approximately 1 storey in height).

It is noted that the Harvey Street frontage has limited distinction, with the side towards Ryko Court being a solid white wall from ground level to roof. This is considered acceptable, as it represents only about 53% of the façade, and projects approximately 3 m more forward than the adjacent building frontage.

8. Any communal facilities, such as bicycle parking and seating, located at the front of the building are to be integrated into the **site** layout and building design.

Not applicable – As this development is for a commercial use, the visitor entry/bike storage/kitchen spaces are not considered to be communal facilities for the purpose of this clause.

9. Any roof top plant and equipment is to be integrated into the building design, and screened from the public domain and neighbouring properties through planting or façade treatments.

Complies – The application proposes an extensive series of rooftop plant. As discussed under sub-clause (7), the proposed screening of this rooftop plant is considered to be adequately integrated with the building design, and contribute to a distinctive top treatment.

10. Buildings with dual street frontage, excluding corner lots, are to provide mid-block pedestrian linkages (arcades) through the building at **ground level** to connect the two street frontages.

Not applicable – Although this application is located over two lots, as the single building proposed is located over a corner lot, this sub-clause is not considered applicable.

### **Assessment**

Complies – As discussed above, the application is considered to meet the relevant requirements of this clause.

## **5.9.2.2 Volumetric Control**

### **Purpose**

Ensure the siting and mass of buildings within the Darwin city centre promotes urban form that is of a scale appropriate to the locality, and provides adequate separation to allow:

- (a) potential for view corridors to Darwin Harbour;
- (b) breeze circulation between buildings;
- (c) penetration of daylight into **habitable rooms**; and
- (d) reasonable privacy for residents.

### **Administration**

1. This clause applies to land in Zone CB within the area included in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features), with the exception of land within the Darwin Waterfront identified on the diagram to Clause 5.9.2.4 (Darwin Waterfront Building Heights and View Lines).
2. In this clause:
  - (a) the Smith Street Character Area is identified in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features); and
  - (b) the podium and tower components of a building are illustrated in the diagram to this clause.
3. The consent authority may **consent** to a development, excluding development located within the Smith Street Character Area, that is not in accordance with sub-clauses 5 and 6 if it is satisfied the development:
  - (a) is appropriate to the location considering the scale of the development and surrounding built form; and
  - (b) will not unreasonably restrict the future development of adjoining **sites**.

4. The consent authority may **consent** to a development within the Smith Street Character Area that is not in accordance with sub-clauses 5-7 if it is satisfied that the development:
- (a) provides adequate separation to neighbouring buildings and will not unreasonably restrict the future development of adjoining **sites**;
  - (b) responds to the existing street front **building heights**; and
  - (c) provides an equivalent or better outcome to maintain a human scale at street level.

#### Requirements

5. The podium of a development is to:
- (a) have a maximum height of 25m, excluding any plant, equipment, aerials, **outbuildings** or visually permeable balustrades; and
  - (b) provide a minimum setback of 6m from any **site** boundary, for any verandah, balcony or room designed for accommodation with a window other than to a street or **public open space**.

Complies –

In response to (a), although the application proposes a maximum building height of 34.2 m, only the height up to 25 m is considered to be the podium.

In response to (b), no balconies are proposed. As such, this sub-clause is not relevant.

6. The tower of a development is to:
- (a) have a footprint that covers a maximum of 56% of the **site** area, to a maximum of 1200m<sup>2</sup> in any single tower;
  - (b) have the length of each side of the tower be no more than 75% of the length of the adjacent boundary; and
  - (c) provide minimum setbacks of:
    - i. 6m from any **site** boundary; and
    - ii. 12m between towers on the same **site**.

Does not comply – It is noted that the tower of this development is considered to be the proposed built form located 25 m above ground level.

In response to (a), the maximum footprint of a level above 25 m is 1732 m<sup>2</sup> (level 5, per the total area table). As the development site is 2650 m<sup>2</sup>, the tower component will be 65% of the site area.

In response to (b), the tower exceeds 75% on all site boundaries –  
 Garramilla Boulevard boundary is 30 m, where the building is 25.7 m (86%).  
 Harvey Street boundary is 22.5 m, where the building is 16.6 m (74%).  
 Ryko Court street boundary is 28 m, where the building is 25.3 m (90%).  
 North-eastern boundary is 19.5 m, where the building is 18.9 m (97%).  
 Please note above dimensions are approximate measurements.

In response to (c), the tower breaches the 6 m setback for Garramilla Boulevard, Harvey Street, and Ryko Court, however, is located 6 m from the north-eastern property boundary.

7. Despite sub-clauses 5 and 6, development within the Smith Street Character Area may instead be designed so that:
- (a) the podium height is reduced below 25m; and
  - (b) the tower is setback a minimum of 3m from all street boundaries (including the Smith Street Mall); and
  - (c) the total volume of the tower section that is not in accordance with sub-clause 6 does not exceed the theoretical podium volume that is lost by reducing the height of the podium below 25m.

Not applicable – The application is not located within the Smith Street Character Area. As such, this clause is not applicable.

*The Diagram to Clause 5.9.2.2: Podium and Tower Components and Diagram B to Clause 5.9.2.2: Volumetric Control - Smith Street Mall Alternative can be found in Part 5 of the NTPS 2020.*

#### **Assessment**

Does not comply – As discussed above, this application exceeds the maximum dimensions for a tower.

### **5.9.2.3 Building Height in the Esplanade Character Area**

#### **Purpose**

Ensure that the height of buildings within the Esplanade Character Area optimise opportunities for harbour views, and deliver high quality built form outcomes appropriate for development that fronts Bicentennial Park and the Darwin Harbour.

#### **Administration**

1. In this clause, the Esplanade Character Area is identified in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features);

#### **Assessment**

Not applicable – The development site is not located within the Esplanade Character Area, as shown on the diagram to clause 5.9.2 (Darwin City Centre Extent and Features). As such, this clause is not applicable.



### 5.9.2.4 Development within the Darwin Waterfront

#### Purpose

Ensure that design and scale of development within the Darwin Waterfront responds to and respects the established role, character and constraints of the waterfront area and the surrounding escarpment.

#### Administration

1. This clause applies to the use and development of land within the Darwin Waterfront identified in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features).

#### Assessment

Not applicable – The development site is not located within the Darwin Waterfront, as shown on the diagram to clause 5.9.2 (Darwin City Centre Extent and Features). As such, this clause is not applicable.

### 5.9.2.5 Development along Priority Activated Frontages

#### Purpose

Prioritise active frontage along key streets in the Darwin city centre to encourage pedestrian activity and strengthen the relationship between buildings and the public domain.

#### Administration

1. 'Priority activated frontages' are identified in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features).

#### Assessment

Not applicable – The development site is not located adjacent an identified priority activated frontage as shown on the diagram to clause 5.9.2 (Darwin City Centre Extent and Features). As such, this clause is not applicable.

### 5.9.2.6 Development Fronting Laneways

#### Purpose

Ensure that new developments enhance the use of laneways as shared spaces, are functional for commercial loading and servicing requirements, are safe for pedestrians, and contribute to the visual **amenity** of the laneway.

#### Administration

1. This clause applies to any development with frontage to an existing laneway identified in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features), or any development that proposes establishment of a new laneway.

#### Assessment

Not applicable – The development site is not located adjacent a laneway identified in the diagram to clause 5.9.2 (Darwin City Centre Extent and Features). As such, this clause is not applicable.

### 5.9.2.7 Development along the Priority Pedestrian and Cycle Network

#### Purpose

Encourage development along the Priority Pedestrian and Cycle Network that facilitates safe and convenient pedestrian and cyclist movement to and across the Darwin city centre.

#### Administration

1. This clause applies to any use or development fronting the priority pedestrian/cycle network identified in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features).
2. The consent authority may **consent** to a use or development that is not in accordance with sub-clause 5 if it is satisfied an alternative layout provides safe and convenient pedestrian and cyclist movement to and from the **site**.
3. The consent authority may **consent** to a use or development that is not in accordance with sub-clause 6 if it is satisfied provision of lighting would be unnecessary or unreasonable, having regard to pedestrian and cyclist safety.
4. The consent authority may **consent** to a use or development that is not in accordance with sub-clause 7 if it is satisfied the use or development will not frustrate the ability to provide a future connection between the priority pedestrian cycle network and Frances Bay.

#### Requirements

5. Pedestrian and cycle links within a **site** are to be connected to the existing and future priority pedestrian/cycle network, identified in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features).

Complies – The main pedestrian entrance to the site is located at the corner of Harvey Street and Garramilla Boulevard, which fronts the priority pedestrian/cycle network.

It is noted that a secondary entrance to the site is located off Ryko Court. This is considered acceptable as the on-site secure bicycle parking facility (for which future site workers will use) is located on the lower ground level.

6. Any pedestrian or cycle links or facilities provided within a **site** are to be well lit.

Complies – Although no lighting schedule was provided with the application, it is reasonably considered that the pedestrian and cycle routes, and facilities will be well lit.

2. Use or development is to preserve the opportunity for a future sky bridge and landing connecting the priority pedestrian cycle network and Frances Bay.

Not applicable – The application is located at or adjacent to the area identified for a future sky bridge.

### Assessment

Complies – As discussed above, the application is considered to be comply with the relevant requirements of this clause.

## 5.9.2.8 Development in Gateway Locations

### Purpose

Ensure buildings are designed to accentuate prominent corner locations to aid wayfinding and establish a strong sense of arrival into the Darwin City Centre city centre.

### Administration

1. This clause applies to any use or development fronting a Gateway Location identified in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features).
2. Every application is to include a design statement prepared by a suitably qualified professional demonstrating how the proposed development meets the purpose and requirements of this clause.
3. The consent authority may **consent** to a use or development that is not in accordance with sub-clause 4 if it is satisfied that the development either:
  - (a) provides an alternative; or
  - (b) is a short term use or development that will not frustrate the ability for future use and development to maximise the development potential of the **site**.

Requirements

4. Development is to establish a strong sense of arrival through one or more of the following design elements:
- (a) an increased **building height** of at least one **storey** compared to adjacent buildings;
  - (b) varied roof sections, raised parapets and spires;
  - (c) signage incorporated into the building design; or
  - (d) public art.

Complies – The application is considered to satisfy the requirements of this clause for the following reasons:

In response to (a), the subject lot is bound by three public streets, and one neighbouring property. The neighbouring property, which is also owned by the same landowner, and is already developed as a data centre, is approximately 3 storeys tall from ground level. Although this development will utilise a similar style to the neighbouring data centre, as this application is for a 7-storey building, it meets the criteria of (a). It is noted that the neighbouring data centre is also affected by this overlay.

In response to (b), although there is a break in the visual appearance of the upper sections of the building, it is not considered that the application proposes 'varied roof sections, raised parapets and spires'.

In response to (c), the application proposes to incorporate distinct signage that states 'NextDC', with the entity logo next to this. This is considered to meet the criteria of (c). It is noted that the proposed signage is similar to that on the existing data centre, and as such, will contribute to a cohesive gateway entry point into Darwin CBD.

In response to (d), the original dimensioned plans showed that artwork would be applied to the external water tanks near Garramilla Boulevard (as well as the fire tanks near the corner of Harvey Street and Ryko Court). These tanks are approximately 2.5 storeys in height, however, will represent a sizable façade for pedestrians using Garramilla Boulevard. Following the end of exhibition, the applicant provided amended plans that removed this artwork.

**Editor's Note: Signage must be to the satisfaction of the relevant local government council.**

Assessment

Complies – As discussed above, even though this application is only required to satisfy one element of sub-clause (4), it is considered to reasonably comply with two of the four design elements to contribute to it being a landmark development.

It is noted that the application was accompanied by a design statement by Hames Sharley, who are the architects listed on the dimensioned plans.



### 5.9.2.9 Public Domain Contributions for Development on Large Sites

#### Purpose

Encourage development on large **sites** that supports the public domain by contributing to an integrated, high-quality network of public spaces, recreation facilities and places for wildlife.

#### Administration

1. This clause applies to the development or redevelopment of a **site** of 3500m<sup>2</sup> or more within the area included in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features).

#### Assessment

Not applicable – The development site is 2650 m<sup>2</sup>. As such, pursuant to sub-clause (1), this clause is not applicable.

### 5.9.2.10 Alfresco Dining Areas

#### Purpose

Provide for the establishment of **alfresco dining areas** that contribute positively to the **amenity**, safety and activation of streets in the Darwin's Central Business area.

#### Assessment

Not applicable – There is not alfresco dining elements proposed in this application. As such, this clause is not applicable.

### 5.9.2.11 Car parking spaces in Darwin City Centre

#### Purpose

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

#### Administration

1. This requirement overrides general car parking space requirements under general clause 5.2.4.1 (Car parking spaces) within the extent of the Darwin City Centre identified in Diagram to Clause 5.9.2 Darwin City Centre Extent and Features).
2. The consent authority may **consent** to a use or development that is not in accordance with sub-clause 5 as set out in clause 5.9.2.12 (Reduction in car parking spaces in Darwin City Centre).
3. An **alfresco dining area** on a **site** located along priority activated frontages identified in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features) may result in the loss of up to 25 **ground level** car parking spaces associated with any existing development without requiring replacement **car parking spaces**. However, a change of use from an **alfresco dining area** (including the provision of air conditioning) will result in the new use being subject to full car parking space requirements of this clause.

4. The consent authority may require the provision of **car parking spaces** for any **ancillary** use or development in addition to that specified for the **primary use** or development in the table to this clause.

#### Requirements

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

Complies – It is noted that net floor area is defined in Schedule 2 of the NTPS 2020 as *net floor area in relation to a building, includes all the area between internal surfaces of external walls but does not include: (a) stairs, cleaners cupboards, ablution facilities, lift shafts, escalators or tea rooms where tea rooms are provided as a standard facility in the building; (b) lobbies between lifts facing other lifts servicing the same floor; (c) areas set aside as public space or thoroughfares; (d) areas set aside as plant and lift motor rooms; (e) areas set aside for use of service delivery vehicles; and (f) areas set aside for car parking or access.*

The following spaces as shown on the plans are not considered to be measurable as an 'office' under this definition – All spaces shown on the lower ground floor; circulation (including traps); public thoroughfare (lobby/entrance/concierge); the tea room (breakout / town hall); all spaces associated with toilets, showers, and change rooms; plant (interconnect rooms, plant OAPUs) and storage rooms; and all spaces located above the upper ground level (considered to be part of the data hall undefined use).

As such, this assessment has considered the following types of spaces as measurable under this definition – Security office (42 m<sup>2</sup>); MCX meeting room (29 m<sup>2</sup>); MCX office (409 m<sup>2</sup>); NextDC office (103 m<sup>2</sup>); Utility meeting room (19 m<sup>2</sup>); NextDC meeting room (10 m<sup>2</sup>); Combined Quiet Rooms (18 m<sup>2</sup>); and concierge (7 m<sup>2</sup>).

As the combined office premises are 637 m<sup>2</sup>, the application would require 12.74 (13) car parking spaces, where only 12 are provided.

It is noted that it will be up to the consent authority to determine the minimum number of car parking spaces that should be associated with the data hall component, however, this assessment considers that a value of zero (0) per 100 m<sup>2</sup> should be considered appropriate, on the basis that the data halls are more akin to infrastructure/plant, and will be maintained by on-site workers (those utilising the NextDC or MCX offices).

**Table to Clause 5.9.2.11: Minimum number of required parking spaces in Central Darwin**

| Use or development                               | Minimum number of required car parking spaces  |
|--|--|
| Office (not elsewhere referred to in this table) | 2 for every 100m <sup>2</sup> of <b>net floor area</b> *<br><br>*Only 1 <b>car parking space</b> where a building has a <b>net floor area</b> of up to 500m <sup>2</sup> . |
| Any other uses                                   | Minimum number of <b>car parking spaces</b> to be determined by the consent authority  |

#### Assessment

Does not comply – As discussed above, the application does not provide the required number of car parking spaces.

### 5.9.2.12 Reduction in car parking spaces in Darwin City Centre

#### Purpose

Provide for a use or development with fewer **car parking spaces** than required by clause 5.9.2.11 (Car parking spaces in Darwin City Centre).

#### Administration

1. The consent authority may **consent** to:
  - (a) a reduction of 1 **car parking space** for every 3 motorcycle parking spaces proposed for a use or development, but only to a maximum of 1 motorcycle parking space for every 25 (or more) **car parking spaces** required by Clause 5.9.2.11 (Car parking spaces in Darwin City Centre); and
  - (b) for any bicycle spaces proposed for a use or development in excess of those required by the table to clause 5.3.7 (End of trip facilities in Zones HR, CB, C, SC and C), a reduction of 1 **car parking space** for every 10 excess bicycle parking spaces are appropriate in function and number for the use of the building, up to 2% of the number of **car parking spaces** required by Clause 5.9.2.11 (Car parking spaces in Darwin City Centre).
2. The consent authority may also **consent** to a use or development with fewer **car parking spaces** than required by Clause 5.9.2.11 (Car parking spaces in Darwin City Centre), in accordance with the table to this clause.
3. In using the table to this clause to calculate a reduction, only one reduction percentage is permitted per category.

**Editor's Note: Where a reduction in car parking is sought across 2 or more categories, the reduction percentages are combined, and the reduction is calculated cumulatively across all categories.**

#### Requirements

4. An application to reduce car parking requirements through the inclusion of vertical landscaping under category 3 of the table to this clause must demonstrate:
  - (a) vertical landscaping (such as green walls, living walls or vertical gardens) that is fully vegetated, well-integrated with the overall building design and publically visible on the external building façade(s) fronting key pedestrian thoroughfares, major public spaces and/or main entrance areas;
  - (b) the suitability of the plants to be used in the landscaping;
  - (c) sufficient soil depth to accommodate the proposed types of plants;
  - (d) how the landscaping will be practically maintained for the lifetime of the development; and
  - (e) suitable management of drainage.

In response to sub-clause (1)(a), although 5 motorbike spaces are proposed on-site, as the application does not propose at least 25 car parking spaces, this reduction cannot be considered.

In response to sub-clause (1)(b), 28 excess secure bicycle parking spaces are proposed at the development site (comprised of 24 excess secure spaces, and 4 non-secure spaces). As this application would be required to provide 12.8 car parking spaces, it can apply for a reduction of 0.256 (2% of the of the number of car parking spaces required by Clause 5.9.2.11 (Car parking spaces in Darwin City Centre)).

In response to category (1), the development site is located adjacent to a dedicated off-road bicycle path (located alongside Garramilla Boulevard). As such, this application can apply for a 5% reduction under this clause.

In response to category (2), the development site is located within 400 m of an existing, publicly accessible car park with over 100 car parking spaces (McMinn Street car park). As such, this application can apply for a 5% reduction under this clause. It is noted that the application has not sought a reduction using this category, on the basis that the referenced car parking facility is already overallocated, and as such, the consent authority may be unwilling to consider this category as appropriate.

In response to category (3), no vertical landscaping is proposed.

In response to category (4), the car parking area is considered to be at ground level.

In response to category (5), the application does not concern a heritage place.

| Table to Clause 5.9.2.12: Reduction in car parking spaces in Darwin City Centre |  |  |
|---|--|--|
| Category  |  | Reduction permitted  |
| 1   | Access to alternative transport options  |  |
| (a)   | The development is located within 200m walking distance of a public bus stop that provides <b>access</b> to:<br>five or more bus routes; or<br>a bus route with a minimum 15 minute frequency during morning and afternoon peak hours Monday to Friday.  | 15%  |
| (b)   | The development is located within 400m walking distance of a public bus stop that provides <b>access</b> to:<br>five or more bus routes; or+<br>a bus route with a minimum 15 minute frequency during morning and afternoon peak hours Monday to Friday. | 10%  |
| (c)   | The development is located within 200m of a dedicated off-road bicycle path or on-road bicycle lane.   | 5%   |
| 2   | Use of shared parking areas / proximity to public car parking  |  |
| (a)   | The development consists of two or more uses that have different day / night peak parking times and these uses share a <b>car parking area</b> on the <b>site</b> .  | 10%<br>This reduction applies to <b>non-residential</b> uses only. |
| (b)   | The development is within 200m walking distance of an existing, publically accessible <b>car park</b> with a combined total of 100 <b>car parking spaces</b> or more.  | 10%  |
| (c)   | The development is within 400m walking distance of an existing, publically accessible <b>car park</b> with a combined total of 100 <b>car parking spaces</b> or more.  | 5%   |
| 3   | Inclusion of vertical landscaping  |  |
| (a)   | Vertical landscaping that meets the criteria of sub-clause 4 covers an area of 75% or more of the <b>site</b> area.  | 25%  |
| (b)   | Vertical landscaping that meets the criteria of sub-clause 4 covers an area of 50-75% of the <b>site</b> area.   | 20%  |



|          |  |  |
|----------|--|--|
| (c)      | Vertical landscaping that meets the criteria of sub-clause 4 covers an area of 25-50% of the <b>site</b> area.   | 15%  |
| (d)      | Vertical landscaping that meets the criteria of sub-clause 4 covers an area of 10-25% of the <b>site</b> area.   | 10%  |
| <b>4</b> | <b>Improved car parking design outcomes</b>  |  |
| (a)      | All car parking on the <b>site</b> is provided in an underground parking area  | 20%  |
| <b>5</b> | <b>Preservation of a heritage place</b>  |  |
| (a)      | the use or development relates to a <b>heritage place</b> and the Minister responsible for the administration of the <i>Heritage Act 2011</i> supports the reduced provision of car parking spaces in the interest of preserving the significance of the <b>heritage place</b> . | As determined by the consent authority, taking into account advice received from the Minister responsible for the administration of the <i>Heritage Act 2011</i> . |

### Assessment

Complies – As discussed above, the application could apply for a 10% reduction to the required number of car parking spaces. If this were to be accepted, the 12.8 originally required would become 11.86 (less the bicycle parking reduction), and would become 11.24 (12) (using both the proximity to bicycle lanes and excess provision of bicycle parking reductions).

As 12 car parking spaces are provided on-site, the application would provide the required number of car parking spaces.

## 5.9.2.13 Design of Car Parking Areas and Vehicle Access

### Purpose

Promote design of car parking, vehicle access points and onsite movement that:

- (a) is easily adapted to meet changing demand;
- (b) minimises visual impact to the street and other public areas; and
- (c) minimises impacts to pedestrian and cyclist movement.

### Administration

1. This clause applies to the design of car parking, vehicle access points and onsite vehicle movement for new buildings, and the establishment of new **car parking areas** in Darwin City Centre.
2. The consent authority may **consent** to a development that is not in accordance with sub-clauses 3-6 if it is satisfied the use or development is appropriate to the **site** having regard the potential impact on the surrounding road network and the **amenity** of the locality.

### Requirements

3. **Ground level car parking areas** in buildings are limited to the number of **car parking spaces** required for **ground level** commercial tenancies.

Complies – As discussed in the introduction, the ground level is considered to be both the car parking level, and the first floor office level. As the car parking spaces provided on the lower ground level exist for the office use on the upper ground floor (noting that no car parking spaces are associated with the data hall components above the office level), they're considered to comply with this clause.

4. All car parking spaces are to be screened so that they are not visible from the public domain.

Complies – The car parking area is located within the development, and blocked by solid walls from the public realm.

5. Vehicle access and loading areas are to be consolidated and **car parking areas** are to be located away from street frontages.

Complies – Although the application proposes a dedicated entry and exit, this is considered reasonable given that it allows for a functional car parking layout at the site. In addition, the loading bay facility is located away from the street frontage.

6. Entry and access from a **car parking area** is to be from the lowest order vehicle access way. In order of priority, access should be from:
- (a) a laneway;
  - (b) a **secondary street**; or
  - (c) a primary street only if no other access is possible.

Complies – The application only proposes vehicular access of Ryko Court, which is considered to be the lowest order road out of Garramilla Boulevard, Harvey Street and Ryko Court.

#### **Assessment**

Complies – As discussed above, the application is considered to meet the requirements of this clause.

Mr Amit Magotra  
Manager Urban Planning  
Department of Infrastructure, Planning & Logistics  
GPO Box 1680  
DARWIN NT 0801

Please Quote: PA2025/0044

7 March 2025

Dear Mr Magotra

**Parcel Description:**                      **Lots 9703 & 9704 Town of Darwin  
6 & 2 Ryko Court, Darwin City**

**Proposed Development:**              **Data Centre with Ancillary Office in a 7-Storey Building**

Thank you for the development application referred to this office on 21 February 2025 concerning the above.

The following matters are raised for consideration by the Development Consent Authority (Authority):

### **Advertising Signs**

City of Darwin does not support the placement of advertising signs in the Harvey Street road reserve. City of Darwin requests that the Authority require amended plans demonstrating that all advertising signs are located entirely within the property boundary.

### **Harvey Street Road Reserve**

The application proposes significant works in the Harvey Street road reserve, including, but not limited to, landscaping, indented car parking, and fencing. An application must be submitted to City of Darwin for these works and approval must be obtained prior to commencement. Additionally, a report to Council may be required for some or all the proposed works in the Harvey Street road reserve.

The landscaping application is to include pedestrian connections from Harvey Street to Garramilla Boulevard, confirmation of a water supply point, a detailed landscaping and irrigation plan, ongoing maintenance, and tree pit/garden bed designs that allow adequate space for tree root development.



## **Traffic Impact Assessment Report (TIA)**

City of Darwin notes a Traffic Impact Assessment Report (TIA) was submitted with the application. To allow for proper assessment, City of Darwin requests that the TIA be included as a condition precedent, to the requirements below and will be assessed accordingly.

i). **City of Darwin requests that should a development permit be issued, that the following be provided as conditions precedent:**

- a). A dilapidation report covering all infrastructure (including street trees) located in the road reserve is to be submitted to the satisfaction of City of Darwin.
- b). Access to the site shall meet City of Darwin requirements, particularly the number of and width/s of the proposed crossover/s.
- c). **Stormwater**

City of Darwin requests that the Authority require an engineered plan completed by a suitably qualified civil engineer. The plan is to demonstrate the on-site collection of stormwater, surface levels and its discharge into the local underground stormwater drainage system be submitted to, and be approved by City of Darwin, prior to the stormwater condition precedent being cleared.

The plan shall include details of site levels, City of Darwin's stormwater drain connection point/s and connection details.

d). **Waste**

City of Darwin requests that the Authority require the applicant to submit a Waste Management Plan outlining the ongoing waste disposal, storage, and removal arrangements for the site following the completion of construction.

The plan must be prepared in accordance with City of Darwin's Waste Management Guidelines, which are available on City of Darwin's website or can be obtained by contacting City of Darwin.

e). **Traffic**

City of Darwin requires a comprehensive Traffic Impact Assessment Report (TIA), to be prepared by a qualified traffic engineer in accordance with the Austroads Document Guide to Traffic Management Part 12: Traffic Impacts of Developments, in the report structure provided as Appendix of that document, with particular attention to vehicular, pedestrian, cyclist and public transport issues, intersection/road network performance and opportunities.

The Traffic Impact Assessment report is to also include swept paths for waste collection vehicles entering and exiting the site.



The report should identify any necessary upgrades to the surrounding street network as a result of the implications of the development. The developer will be required to institute all required upgrade measures resulting from the traffic assessment at no cost to City of Darwin.

f). **Site Construction Management Plan**

City of Darwin requests that a Site Construction Management Plan (SCMP) be required.

The SCMP should specifically address the impact to City of Darwin owned land and infrastructure, including the following:

- waste management plan for disposal of waste to Shoal Bay
- traffic control for affected City of Darwin roads
- haulage routes
- storm water drainage & sediment control
- use of City of Darwin land, and
- how this land will be managed during the construction phase.

all to the satisfaction of City of Darwin.

**Note:** Sediment control measures are to be established and maintained, to prevent silt and sediment escaping the site or causing erosion.

Building rubbish or debris must not be placed, or be permitted to be placed, on any adjoining public reserve, footpath or road, without first obtaining approval from City of Darwin.

- g). All awnings over City of Darwin road reserves must be designed in accordance with City of Darwin Policy 6320.100.E.R – Awnings, Balconies and Verandahs on City of Darwin Land. The developer is required to obtain in principle approval from City of Darwin for the proposed awnings.

ii). **Should the above issues be adequately addressed, City of Darwin offers the following comments:**

City of Darwin comments on issues for which it is the sole responsible authority, under the Local Government Act and associated By-Laws:-

a). **Awning Overhang**

The proposal includes awnings extending over the City of Darwin road reserve. The applicant is required to seek all necessary approvals and obtain an Awning Agreement with the City of Darwin for these awnings.





**b). Works within City of Darwin Road Reserve**

The proposal includes works within the City of Darwin road reserve.

All works must comply with City of Darwin policies and guidelines and are subject to a separate assessment and approval process by City of Darwin. City of Darwin requires that the applicant obtain all necessary approvals before commencing any construction in the road reserve.

**c). Building Identification**

In accordance with City of Darwin By-Laws, prior to occupation, the applicant shall ensure that a building number is displayed in a position clearly visible from the street. The number must be visible against the background on which it is placed, to the satisfaction and at no cost to City of Darwin.

City of Darwin comments in relation to the *Planning Act*, the Northern Territory Planning Scheme and Land Use Objectives: -

It is noted that there is a car parking shortfall for this application. Should the Authority consider the proposed number of bays insufficient, it is requested that the Authority require a monetary contribution be paid to City of Darwin in accordance with its Car Parking Contribution Plan, in lieu of the on-site car parking shortfall as a result of this development.

Should this application be approved, the following conditions pursuant to the *Planning Act 1999* and City of Darwin's responsibilities under the *Local Government Act 2019* are also recommended for inclusion in the development permit issued by the Development Consent Authority.

- Any damaged or removed infrastructure located in, on or over the road reserve (inclusive of preexisting street trees), is to be repaired or replaced at either the developers or landowners' cost, to the satisfaction of City of Darwin.
- Designs and specifications for landscaping of the road verges adjacent to the property shall be submitted for approval by City of Darwin and all approved works shall be constructed at the applicant's expense, to the requirements of City of Darwin.
- The location, design and specifications for proposed and affected crossovers shall be provided at the applicant's expense, to the satisfaction of City of Darwin.
- Kerb crossovers and driveways to the site shall be provided and disused crossovers removed, public footpath and shared paths shall be provided, stormwater shall be collected and discharged into City of Darwin's drainage network, all of which is to be provided at the applicant's expense, to the requirements and satisfaction of City of Darwin.
- Sight lines shall be provided at crossovers to public streets, to the satisfaction of, City of Darwin. No fence or tree exceeding 0.6 metres in height shall be planted in front of the sight line.



- Pursuant to the Northern Territory Planning Scheme and s.70(5) of the *Planning Act* a monetary contribution shall be paid to City of Darwin for any determined parking shortfall.
- All developments on/or adjacent to any easements on-site, in favour of City of Darwin shall be carried out to the requirements and satisfaction of City of Darwin.
- Waste bin enclosures, storage and pick-up shall be provided in accordance with City of Darwin's Waste Management Guidelines.
- Advertising signs on the site shall be subject to a separate assessment in accordance with City of Darwin's Policy 6310.100.E.R – Outdoor Advertising Signs Code.
- All awnings extending over the City of Darwin road reserve shall have a valid Awning Agreement with the City of Darwin prior to final approval.
- All works on/over City of Darwin property shall be subject to separate application to City of Darwin and shall be carried out to the requirements and satisfaction of City of Darwin.
- Any proposed stormwater connections to City of Darwin stormwater system shall be subject to separate application to City of Darwin and shall be carried out to the requirements and satisfaction of City of Darwin.

If you require any further information in relation to this application, please feel free to contact City of Darwin's Innovation Team on 8930 0300 or [darwin@darwin.nt.gov.au](mailto:darwin@darwin.nt.gov.au)

Yours sincerely

Signed by:  
  
DC10593231DCDA51

**ALICE PERCY**  
**GENERAL MANAGER INNOVATION**





**Phone** 1800 245 092

**Web** powerwater.com.au

Record number: D2025/080821

Container number: NE200/9703

Your ref: PA2025/0044

Kaleb Thomas  
Development Assessment Services  
GPO Box 1680  
Darwin NT 0801

Dear Kaleb

**Re: Lot 9703 (6) and 9704 (2) Ryko Court Darwin City Town of Darwin**

In response to your letter of the above proposal for the purpose of Date Centre with ancillary office in a 7-storey building, Power and Water (PWC) advises the following with reference to electricity enquiries:

1. Lots 9703 and 9704 shall be consolidated to create one lot as only one point of supply shall be established for the above proposed development.
2. The Proponent NEXTDC Limited (NEXTDC) shall be responsible for the design and installation costs of the required indoor substation building infrastructure.
3. PWC received a revised Negotiated Connection (NC) application on 18/02/2025 for maximum demand of 2MVA, under the Australian Energy Regulator (AER) compliance process for assessment.
4. PWC advised NEXTDC (Neil Cross) on the submitted proposed layouts 'D2 – Lower ground layout' and 'D2 – ELC-AUR-DRG-2-0100-0100' are not acceptable as per PWC indoor substation building standards. A revised design layouts of suitable indoor substation building shall be submitted by NEXTDC's Aurecon consulting (Clint Tevlin) for PWC reviews and approval.
5. PWC Demand Planning group will carry out network capacity feasibility assessment and advise on applicable network upgrade works suitable for 11kV connection requirements for a 2MVA load indoor substation.
6. Aurecon consulting shall prepare detailed electrical design drawings with reference to:
  - Applicable network upgrade works and 11kV connection as advised by PWC demand planning group.
  - Establishment of a suitable indoor substation and
  - Suitable all weather access way (4m wide and 7m wide at the front of the proposed indoor substation) for heavy crane trucks up to 25 tons to the indoor substation location for 24hr operation and maintenance purpose.
7. PWC shall check and approve the consultant's electrical design drawings for construction and carry out final connection works at applicable cost under the AER assessment process.
8. NEXTDC shall engage an accredited electrical contractor (only with relevant fields of experience from the attached accreditation list) to construct the power servicing requirements as per the approved design drawings.
9. NEXTDC shall engage a licensed electrician to install internal electricity reticulation in accordance with PWC's current NP018-Service and Installation Rules and NP010-Meter Manual.

If you have any further queries, please contact the undersigned on 8924 5729.

Yours sincerely

Thanh Tang  
Manager Distribution Development  
28 Feb 2025

**POWER AND WATER CORPORATION**

GPO Box 1921, Darwin NT 0801 | ABN 15 947 352 360





POWER AND WATER CORPORATION (NT) - POWER SERVICES

**DEVELOPER WORKS - GIFTED ASSETS**

**LIST OF OVERHEAD ACCREDITED ELECTRICAL CONTRACTORS**

|    | Company Name                                | Contact Person   | Contact Phone No. | Contact Email                     |
|----|---|------------------|-------------------|-----------------------------------|
| 1  | AA ELECTRICAL SERVICES (NT)                 | SHELLEY GRAY     | 0448 298 158      | accounts@aaelectrical.com.au      |
| 2  | COPLINK (NT)                                | GRAHAM COPLEY    | 0409 842 598      | coplink@bigpond.net.au            |
| 3  | COWELL ELECTRIC SUPPLY (SA)                 | AARON JONES      | (08) 8629 2136    | admin@cowellelectric.com.au       |
| 4  | DEC INSTALLATIONS (NT)                      | ROBERT GRAHL     | (08) 8947 7650    | robert.grahl@dec.net.au           |
| 5  | ENERVEN (SA) - COMPANY OF SA POWER NETWORKS | ROD MITCHELL     | 0427 580 219      | rod.mitchell@enerven.com.au       |
| 6  | ESPEC (NT)                                  | PETER BADKIN     | 0491 148 543      | info@espec.com.au                 |
| 7  | DUITS ELECTRICAL (NT)                       | DENHAM HUSSIES   | 0447 187 032      | duits.electrical@outlook.com      |
| 8  | MECNT ELECTRICAL CONTRACTORS (NT)           | SAM MOLLOY       | 0427 055 165      | sam@mecnt.com.au                  |
| 9  | MG ELECTRICAL SERVICES (NT)                 | EUAN BUNTINE     | 0427 271 424      | euan.buntine@mgelectrical.com.au  |
| 10 | NIGHTCLIFF ELECTRICAL (NT)                  | RICHARD JOHNSTON | 0457 733 456      | admin@nightcliffelectrical.com.au |
| 11 | NORGROUP (NT)                               | DAMIEN RIDLEY    | 0427 040 078      | damian@norgroup.com.au            |
| 12 | NORTHERN POWER SERVICES (NT)                | GORDON JABOUR    | (08) 8983 3388    | admin@nps1.com.au                 |
| 13 | NT ELECTRICAL GROUP (NT)                    | BRAD FULLWOOD    | (08) 8947 5500    | admin@nteg.com.au                 |
| 14 | NT POWER LINES AND ELECTRICAL (NT)          | ROBERT TIMMS     | 0429 780 388      | manager@ntpowerlines.com.au       |
| 15 | AUS PROJECTS (NT) - previous Power Project  | ANDREW HARVEY    | (08) 8972 2211    | andrew@auspnt.com.au              |

**LIST OF UNDERGROUND ACCREDITED ELECTRICAL CONTRACTORS**

|    | Company Name                                | Contact Person    | Contact Phone No. | Contact Email                              |
|----|---|-------------------|-------------------|--|
| 1  | AA ELECTRICAL SERVICES (NT)                 | SHELLEY GRAY      | 0448 298 158      | accounts@aaelectrical.com.au               |
| 2  | ABR GROUP (NT)                              | ADAM RYKERS       | 0414 863 874      | adam.rykers@abrgroupnt.com.au              |
| 3  | ALENCO (NT)                                 | NATHAN DRUMMOND   | 0423 681 753      | nathan@alencont.com.au                     |
| 4  | AMPCONTROL NT                               | GARETH KRUGER     | 08 8947 5702      | NTadmin@ampcontrolgroup.com                |
| 5  | CENTRE ELECTRICAL SERVICES (NT)             | STEVE BASKERVILLE | 0427 976 952      | centreelectrical@bigpond.com               |
| 6  | CoMATE (NT)                                 | MARK DUFFY        | 0439 217 084      | mark.duffy@comate.com.au                   |
| 7  | COMBINED ELECTRICAL (NT)                    | JEFF REES         | (08) 8924 9700    | administration@combinedelectricalnt.com.au |
| 8  | COPLINK (NT)                                | GRAHAM COPLEY     | 0409 842 598      | coplink@bigpond.net.au                     |
| 9  | COWELL ELECTRIC SUPPLY (SA)                 | AARON JONES       | (08) 8629 2136    | admin@cowellelectric.com.au                |
| 10 | DEC INSTALLATIONS (NT)                      | ROBERT GRAHL      | (08) 8947 7650    | robert.grahl@dec.net.au                    |
| 11 | DELTA ELECTRICS (NT)                        | ANDREW BOLLER     | (08) 8984 4033    | reception@deltaelectrics.com.au            |
| 12 | DICE (AUST) NT                              | TERRY DENT        | (08) 8932 1109    | info@diceaust.com.au                       |
| 13 | DUITS ELECTRICAL (NT)                       | DENHAM HUSSIES    | 0447 187 032      | duits.electrical@outlook.com               |
| 14 | ENERVEN (SA) - COMPANY OF SA POWER NETWORKS | ROD MITCHELL      | 0427 580 219      | rod.mitchell@enerven.com.au                |
| 15 | ESPEC (NT)                                  | PETER BADKIN      | 0491 148 543      | info@espec.com.au                          |
| 16 | KELLYCO ELECTRICAL SERVICES (NT)            | DON KELLY         | 0429 897 630      | don@kellyco.net.au                         |
| 17 | KENNELLY CONSTRUCTIONS (NT)                 | SHANE KENNELLY    | 0409 411 658      | shane.kennelly@kennelly.com.au             |
| 18 | MECNT ELECTRICAL CONTRACTORS (NT)           | SAM MOLLOY        | 0427 055 165      | sam@mecnt.com.au                           |
| 19 | MG ELECTRICAL SERVICES (NT)                 | EUAN BUNTINE      | 0427 271 424      | euan.buntine@mgelectrical.com.au           |
| 20 | NIGHTCLIFF ELECTRICAL (NT)                  | RICHARD JOHNSTON  | 0457 733 456      | admin@nightcliffelectrical.com.au          |
| 21 | NILSEN (NT)                                 | BRENNAN PLOUGHMAN | (08) 8947 1134    | brennanploughman@nilsen.com.au             |
| 22 | NORGROUP (NT)                               | DAMIEN RIDLEY     | 0427 040 078      | damian@norgroup.com.au                     |
| 23 | NORTHERN POWER SERVICES (NT)                | GORDON JABOUR     | (08) 8983 3388    | admin@nps1.com.au                          |
| 24 | NRG SERVICES (QLD)                          | TIM O'NEILL       | 0498 989 048      | tim.oneill@nrgservicesqld.com.au           |
| 25 | NT ELECTRICAL GROUP (NT)                    | BRAD FULLWOOD     | (08) 8947 5500    | admin@nteg.com.au                          |
| 26 | NT POWER LINES AND ELECTRICAL (NT)          | ROBERT TIMMS      | 0429 780 388      | manager@ntpowerlines.com.au                |
| 27 | AUS PROJECTS (NT) - previous Power Project  | ANDREW HARVEY     | (08) 8972 2211    | andrew@auspnt.com.au                       |
| 28 | THE ELECTRICAL MOB (NT)                     | LEONARD EICHMANN  | 0402 519 851      | admin@theelectricalmob.com.au              |
| 29 | TOP END RACE (NT)                           | JASON KLEEFMAN    | (08) 8946 5400    | admin@topendrace.com.au                    |

**DISCLAIMER:**

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The Developer must carry out actual project checks from contractors' competency claims of specific fields of expertise prior to making appropriate decision for engagements.

Specific fields of construction expertise are: Overhead Reticulation Construction (up to 22kV), Underground Reticulation Construction (up to 22kV),

11kV/22kV Indoor Ground Level Substation Construction, 11kV/22kV Indoor Upper Level Substation Construction, Street Lighting Construction.





POWER AND WATER CORPORATION (NT) - POWER SERVICES

DEVELOPER WORKS - GIFTED ASSETS

LIST OF ACCREDITED ELECTRICAL DESIGN CONSULTANTS

|    | Company Name                             | Contact Person     | Contact Phone No. | Contact Email                         |
|----|--|--------------------|-------------------|---------------------------------------|
| 1  | AECOM AUSTRALIA (NT)                     | JAMES JENTZ        | 0409 665 088      | james.jentz@aecom.com                 |
| 2  | AGA CONSULTING ENGINEERS (NT)            | ALEK GANGUR        | 0411 262 714      | alekg@agaeng.com.au                   |
| 3  | APD ENGINEERING (NT)                     | DUMINDA BOWATA     | (08) 8995 5805    | admin.nt@apdeng.com.au                |
| 4  | ASHBURNER FRANCIS (NT)                   | GRAHAM HEASLIP     | (08) 8942 0585    | GrahamH@ashburnerfrancis.com.au       |
| 5  | AURECON AUSTRALIA (NT)                   | CLINT TEVLIN       | 0408 653 469      | clint.tevlin@aurecongroup.com         |
| 6  | BCA ENGINEERS (NT)                       | KELVIN LOI         | (08) 8132 1700    | kelvinloi@bcaengineers.com            |
| 7  | BESTEC (SA)                              | CLAIRE BARBER      | (08) 8629 2136    | cbarber@bestec.com.au                 |
| 8  | CELL ENGINEERING (NT)                    | NATHAN TING        | 0428 110 999      | nathan.ting@celleng.com.au            |
| 9  | CLARENCE CONSULTANTS (NSW)               | MATTHEW KARPIK     | (02) 6642 7239    | matt@clarenceconsultants.com.au       |
| 10 | ENERVEN (SA) (PART OF SA POWER NETWORKS) | ROD MITCHELL       | 0427 580 219      | rod.mitchell@enerven.com.au           |
| 11 | ERDS (QLD)                               | SHAY QUINN         | (07) 3518 3100    | admin@erds.com.au                     |
| 12 | GHD (NT)                                 | ANDREW SAXELBY     | (08) 8982 0150    | andrew.saxelby@ghd.com                |
| 13 | GPA Engineering (NT)                     | HANNAH FARROW      | (08) 8299 8300    | Hannah.Farrow@gpaeng.com.au           |
| 14 | HK SOLUTIONS (NT)                        | RICHARD OPPUSUNGGU | 0431 662 275      | richard.oppusunggu@hksolutions.com.au |
| 15 | JACOBS GROUP AUSTRALIA (NT)              | RYAN KRATE         | (08) 8982 4800    | ryan.krate@jacobs.com                 |
| 16 | JDSi CONSULTING ENGINEERS (WA)           | NORMAN MCKENDRY    | 0438 638 222      | norman.mckendry@jdsi.com.au           |
| 17 | PERACON GROUP (QLD) - previously LECTEL  | CHARLIE VELLA      | 0412 021 651      | cvella@peracon.com.au                 |
| 18 | LUCID (NT)                               | CIARAN FARRELL     | (08) 8947 6824    | ciaran.farrell@lucidconsulting.com.au |
| 19 | MDA CONSULTING (QLD)                     | MAURICE DUFFILL    | (07) 3252 9560    | info@mdaengineers.com.au              |
| 20 | NTBS CONSULTING ENGINEERS (NT)           | WILL PURTILL       | (08) 8981 9888    | will@ntbsconsulting.com               |
| 21 | PCE (POWER CONROL ENGINEERS) (NSW)       | BYRCE PARKER       | 0448 281 754      | byrce.parker@pceng.com.au             |
| 22 | SMEC (QLD)                               | TERRY McCAULEY     | 0457 821 034      | Terry.McCauley@smec.com               |
| 23 | TRINAMIC CONSULTANTS (SA)                | DAVID WILSON       | (08) 8232 3737    | davidw@trinamic.com.au                |
| 24 | Wallbridge Gilbert Aztec, WGA (NT)       | ANDREW McLEOD      | (08) 8941 1678    | AMcLeod@wga.com.au                    |
| 25 | WSP (NT)                                 | FIROUZEH AMANPOOR  | (08) 8980 5900    | Firouzeh.Amanpoor@wsp.com             |

DISCLAIMER:

Power and Water disclaims all liability for any damage or financial loss arising from the use or reliance upon the above consultant credentials.

The Developer must carry out actual project checks from consultants' competency claims of specific fields of expertise prior to making appropriate decision for engagements.

Specific fields of expertise are: Overhead 11kV/22kV Subdivision Design, Underground 11kV/22kV Subdivision Design, Overhead 11kV/22kV Servicing Development Design, Underground 11kV/22kV Servicing Development Design, 11kV/22kV Indoor Groung Level Substation Design, 11kV/22kV Indoor Upper Level Substation Design, Overhead 66kV and above Transmission Lines Design, Underground 66kV and above Transmission Lines Design.





Container No: LD200/9703

DIPL - Development Assessment Services  
GPO Box 1680  
Darwin NT 0801

Dear Kaleb Thomas,

**RE: PA2025/0044 - Lot 9703 Town of Darwin - 6 Ryko Court Darwin City - Data Centre with ancillary office in a 7-storey building.**

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

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

If you have any further queries, please email [waterdevelopment@powerwater.com.au](mailto:waterdevelopment@powerwater.com.au)

Yours sincerely,

*V. Ferraz*

Voyia Ferraz

**Customers Experience & Operations**

20 March 2025

cc: Brad Cunningham

email: [brad@crtpc.com.au](mailto:brad@crtpc.com.au)





Land information has been provided by the NT Department of Infrastructure, Planning and Logistics.  
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Scale 1: 535



Mr Kaleb Thomas  
Department of Lands, Planning and Environment  
GPO Box 1680  
DARWIN NT 0801

Dear Mr Thomas

**Re: PA2025/0044 Data Centre with ancillary office in a 7-storey building**

The above application has been assessed by the relevant environmental divisions within the department and the following comment is provided:

**Environment Division**

**Heritage Branch**

**Context of Heritage Branch Advice**

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

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

**Relevant parts under the NT's *Heritage Act 2011*:**

1. All provisionally declared and declared heritage places and objects are protected under the *Heritage Act 2011*;
2. All Aboriginal or Macassan archaeological places and objects are automatically protected - this includes places and objects not previously recorded;
3. Places and objects include an artefact or thing given shape by a person - examples include stone tools, stone arrangements, fish traps, rock art, modified trees, and shell middens;
4. Ancestral remains are also protected;
5. Underwater Cultural Heritage is protected, up to three nautical miles from the coast; and
6. There is an obligation to notify of the discovery of Aboriginal or Macassan archaeological places or objects.



## Conditions of advice

1. This advice is based on the description of the works provided to the Heritage Branch. If the work expands or changes significantly seek further advice.
2. In preparing this advice, the Heritage Branch has referred to the NT Heritage Register and the Heritage Branch archaeological database which includes information about Aboriginal and Macassan archaeological places and objects in the NT. However, the database only includes information about known archaeological places. The fact that there are no known archaeological places recorded may be because no archaeological surveys have been conducted in that particular area and is not necessarily an indication they do not exist.

## Actions

The following actions have been taken in relation to the enquiry:

- A search of the NT Heritage Register;
- A search for known archaeological places located within the subject site on the Heritage Branch archaeological database;
- A search for known archaeological places located within the proximity of the subject site on the Heritage Branch archaeological database;
- The extent of pre-existing ground disturbance;
- The scale and nature of the work proposed (major, moderate or minor);
- Areas identified as being excluded from the work footprint e.g. riparian buffers; and
- An assessment of the likelihood of unrecorded archaeological places existing within the subject site, based on landscape features, known archaeological places in the vicinity, and other predictive tools.

## Advice

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

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

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

Yours sincerely



Maria Wauchope  
Executive Director Rangelands

3 March 2025

Kaleb Thomas  
Development Assessment Services  
GPO Box 1680  
Darwin NT 0801

**T** 08 8999 4412

File reference  
DDL2012/0985-04-0426~0006  
TCSD Project No: 2025-0014

Dear Kaleb

**Re: DARWIN – LOTS 9703 AND 9704 TOWN OF DARWIN – 6 AND 2 RYKO COURT, DARWIN CITY – PROPOSED DATA CENTRE WITH ANCILLARY OFFICE IN A SEVEN (7) STORY BUILDING – NEXTDC LIMITED – CUNNINGTON ROSSE TOWN PLANNING AND CONSULTING**

I refer to the Development Assessment Services' correspondence of 21 February 2025 regarding Planning Application PA2025/0044 on the proposed data centre with ancillary office in a 7-storey building.

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

1. All proposed work (including the provision or connection of services) within, or impacting upon the Garramilla Boulevard road reserve shall be in accordance with the standards and specifications of the TCSD, DLI. Design documents must be submitted to the TCSD for road agency approval and no works are to commence prior to approval.

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

2. The developer, its contractor or service provider is required to obtain a "Permit to Work within the NTG Road Reserves" prior to the commencement of any works within the Garramilla Boulevard road reserve.
3. Access shall not be permitted to the subject lot from the Garramilla Boulevard road reserve. All access arrangements shall be via the internal local road network to the standards and approval of the City of Darwin council.
4. No temporary access for construction purposes shall be permitted from the Garramilla Boulevard road reserve. Construction and delivery vehicles shall not be parked on the Garramilla Boulevard road reserve.
5. The loads of all trucks entering and leaving the site of works are to be constrained in such a manner as to prevent the dropping or tracking of materials onto streets. This includes ensuring that all wheels, tracks and body surfaces are free of mud and other contaminants before entering onto the sealed road network. Where tracked material on the road pavement becomes a potential safety issue, the developer will be obliged to sweep and clean material off the road.
6. Surface stormwater run-off from the development site onto the Garramilla Boulevard road reserve is not permitted. The developer shall ensure that the stormwater run-off from the development site is collected to prevent uncontrolled discharge to adjoining lands through the provision of kerbing, transverse grated drains and inlet pits, or alternatively the site is to be graded to collect the run-off internally.

Accordingly, stormwater shall be wholly contained within the site and discharged into the local underground stormwater system to the standards and approval of the TCSD (where it impacts on the NTG controlled road reserves), the Crown Land Management Division (where it impacts on Crown land or a drainage easement in favour of the Territory) and/or the City of Darwin council. Stormwater design plans submitted for approval shall provide details of site levels and existing downstream drainage infrastructure.

7. Discharge of untreated waters into the stormwater drainage system is not permitted. Any contaminated stormwater shall be isolated, contained and treated prior to discharge off-site to the standards and requirements of the Department of Environment, Parks and Water Security and/or the Environment Protection Authority.
8. The Garramilla Boulevard verge fronting the development is to be topdressed, grassed and landscaped consistent with existing Departmental landscaping plans, to the TCSD's standards and approval.
9. Dryland grassing shall be established on the Garramilla Boulevard verge fronting the development and shall be undertaken to the Department's standards and requirements.
10. All landscaping and setback requirements under the Northern Territory Planning Scheme shall be contained within the Lot boundaries. Any landscaping proposed by the developer additional to planning requirements and within the Garramilla Boulevard road reserve shall be to the standards and approval of TCSD, DLI.
11. Any proposals for the upgrading/ resurfacing of the Garramilla Boulevard footpath/ verge fronting the development shall require the approval of the TCSD, DLI.
12. The construction of awnings over the Garramilla Boulevard road reserve is subject to TCSD, DLIs' approval (refer item 1 above) and will require the execution of a "Deed of Indemnity and Release" in favour of the Northern Territory of Australia prior to construction. An application with detail drawings of the proposed structures and locations in the road reserve, shall be submitted to the TCSD for consideration. Awnings proposed on Territory roads shall be in accordance with the Department's policy "Awnings and Columns in the Road Reserve".
13. Where unfenced, the Garramilla Boulevard frontage is to be appropriately fenced in accordance with the Department's standards and requirements to deter unauthorised vehicular and/or pedestrian movement. Any gates provided are to be fixed to open inwards only.
14. The developer shall consider the Department's Policy "Road Traffic Noise on NTG controlled roads" and have carried out, in accordance with AS3671 Road Traffic Noise Intrusion - Building Siting and Construction, an assessment by a suitably qualified person of the development's present and predicted future exposure to road traffic noise levels. Where required, the developer shall provide appropriate noise attenuation measures to the satisfaction of the Chairman, Development Consent Authority.

All noise attenuation works deemed necessary, e.g. building materials and design, lot layout or noise barriers, shall be wholly contained within the subject Lot (including foundations) and carried out and maintained at full cost to the developer.

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

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

16. Any floodlighting or security lighting provided on site is to be shielded in a manner to prevent the lighting being noticeable or causing nuisance to Garramilla Boulevard traffic.
17. Upon completion of any works within or impacting upon the Garramilla Boulevard road reserve, the road reserve shall be rehabilitated to the standards and requirements of DLI.

Note: The Department has recognised a potential conflict between pedestrian and bike riders at the location of the proposed pedestrian entry to the building. The Department suggests the entry be relocated to Harvey Street. Pedestrian accessibility and safety would also be enhanced by constructing a shared path between Garramilla Boulevard and Ryko Court.

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

Please quote the TCSD Project No 2025-0014 in all correspondence.

Yours sincerely



**Chandan Kalase**  
Executive Director, Transport Planning

06/03/2025



**From:** [Ranil Attanayaka](#) on behalf of [DevRoads NTG](#)  
**To:** [Brad Cunnington](#)  
**Cc:** [Kaleb Thomas](#); [Chandan Kalase](#); [DevRoads NTG](#)  
**Subject:** RE: PA2025/0044 - TCSD Submission ((TCSD Project Number 2025-0014 / ref DDLP2012/0985-04-0426-0006)  
**Date:** Monday, 17 March 2025 8:40:06 AM  
**Attachments:** [image003.png](#)

---

Hi Brad

I can confirm that the policy does not apply to this development.

Kind Regards,

**Ranil Attanayaka**

Senior Project Manager  
Corridor Management and Design, Transport & Civil Services  
Department of Logistics and Infrastructure

Floor 3, Highway House, Palmerston Circuit, Palmerston  
PO Box 61, Palmerston, NT 0831

t. 08 8999 4556  
e. [ranil.attanayaka@nt.gov.au](mailto:ranil.attanayaka@nt.gov.au) | [DevRoads.NTG@nt.gov.au](mailto:DevRoads.NTG@nt.gov.au)



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The NT Government acknowledges the Aboriginal people and cultures of the land and country on which we work and live. We acknowledge the ongoing connection to culture, land, sea and community and pay our respects to Elders past and present and to emerging leaders.

---

**From:** Brad Cunnington <[brad@crtpc.com.au](mailto:brad@crtpc.com.au)>  
**Sent:** Friday, 14 March 2025 11:42 AM  
**To:** Ranil Attanayaka <[Ranil.Attanayaka@nt.gov.au](mailto:Ranil.Attanayaka@nt.gov.au)>  
**Cc:** Kaleb Thomas <[Kaleb.Thomas@nt.gov.au](mailto:Kaleb.Thomas@nt.gov.au)>  
**Subject:** PA2025/0044 - TCSD Submission ((TCSD Project Number 2025-0014 / ref DDLP2012/0985-04-0426-0006)

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Hi Ranil

Regarding your attached submission to PA2025/0044 (Data Centre on 2-6 Ryko Court, Darwin City), I note paragraph 14 states:

*The developer shall consider the Department's Policy "Road Traffic Noise on NTG controlled roads" and have carried out, in accordance with AS3671 Road Traffic Noise Intrusion - Building Siting and Construction, an assessment by a suitably qualified person of the development's present and predicted future exposure to road traffic noise levels. Where required, the developer shall provide appropriate noise attenuation measures to the satisfaction of the Chairman, Development Consent Authority. All noise attenuation works deemed necessary, e.g. building materials and design, lot layout or noise barriers, shall be wholly contained within the subject Lot (including foundations) and carried out and maintained at full cost to the developer.*

I note that the NTG's Road Traffic noise on NT Government Controlled Roads policy ([Road traffic noise on NT Government controlled roads policy](#)) applies to residential and noise-sensitive developments only. The policy refers to *noise sensitive* uses as including *aged care facilities, hospices and nursing homes, and may include schools, libraries and hospitals*. The proposed data centre is neither a residential nor a noise-sensitive facility, and does not include any of these uses. Therefore on review it appears that the policy does not apply. Whilst a review of road traffic noise ingress will be undertaken as part of the project to specify general façade sound insulation requirements to office spaces, there does not appear to be any requirement for this to comprise an assessment against the NTG's policy, nor for this to be submitted to the authorities or for any post-construction commissioning to be undertaken.

Can you please advise accordingly.

Regards

Brad

**Brad Cunningham**

**M:** 0427 796 140 **E:** [brad@crtpc.com.au](mailto:brad@crtpc.com.au) **W:**

[www.cunningtonrossetownplanning.com.au](http://www.cunningtonrossetownplanning.com.au)

**A:** Darwin Corporate Park, Unit 6, T212, 631 Stuart Highway, Berrimah **P:** PO Box 36004 WINNELLIE NT 0821



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7 March 2025

**Development Assessment Services**

Department of Infrastructure, Planning and Logistics  
GPO Box 1680  
Darwin NT 0801  
[das.ntg@nt.gov.au](mailto:das.ntg@nt.gov.au)

*Submission uploaded direct to NT Government ILIS*

Dear Development Assessment Services,

**RE: PA2025/0044 Lot 09703 Town of Darwin, 6 Ryko Ct, Darwin City NT and  
Lot 09704 Town of Darwin, 2 Ryko Ct, Darwin City NT  
Data Centre with ancillary office in a 7-storey building**

Thank you for your email of 21 February 2025, with reference to online exhibition material and the opportunity for Airport Development Group (ADG) to provide comment.

ADG notes the Statement of Effect describes the proposal as an office and data centre in a 7-storey building, including semi-basement / lower ground car parking, service and mechanical equipment level accessed from Ryko Court.

ADG offers the following comments for Development Assessment Services' consideration:

**1. Location in relation to the airport**

Darwin International Airport is a joint-user operation with the Department of Defence (RAAF Base Darwin).

The site is approximately 6km south-west of the aerodrome reference point.

**2. Assessment against National Airports Safeguarding Framework (NASF)**

Guideline A – Managing impacts of aircraft noise

- The site lies outside the 20 ANEF contour of the joint military–civil 2043 ANEF.
- The site lies outside the 2043 joint military–civil N70 contours.
- The site lies outside the 2043 civil night N60 contours.



Guideline B – Building-generated windshear and turbulence

- The site lies outside the assessment footprints for building-generated windshear and turbulence.

Guideline C – Wildlife hazard management

- The site lies within 13km of the Darwin International Airport aerodrome reference point.
- Following the NASF Wildlife Hazard Management Action Table, an office building and warehouse (non-food storage) land use type in Area B (3-8km) requires 'No Action'.

Guideline E – Lighting in the vicinity of the airport

- The site lies outside the 6km radius of the lighting compliance limit.

Guideline F – Safeguarding airspace

Airspace around leased federal airports such as Darwin is protected under the *Airports Act 1996* and the *Airports (Protection of Airspace) Regulations 1996*. As Darwin is a joint-user airport with RAAF Base Darwin the *Defence Regulations 1996* also apply.

ADG has assessed this proposal against the Obstacle Limitation Surfaces (OLS) and Procedures for Air Navigation – Operations (PANS–OPS) surfaces for Darwin International Airport:

- Ground level at the site is 18.1m AHD, and the Conical Surface at 122m AHD.
- The development is unlikely to have any effect on prescribed airspace.

Should you have any queries regarding ADG's comments, feel free to contact me at [planning@adgnt.com.au](mailto:planning@adgnt.com.au) or 08 8920 1931.

Yours sincerely,



**Victoria Moore**  
Regulatory & Planning Manager

## Kaleb Thomas

---

**From:** Victoria Moore <Victoria.Moore@adgnt.com.au>  
**Sent:** Tuesday, 25 March 2025 9:47 AM  
**To:** Breanna Lusty; Amit Magotra  
**Cc:** Bob Calaby; Van Nguyen  
**Subject:** PA2025/0044 Lot 09703 Town of Darwin - Error in ADG submission  
**Attachments:** 20250307 ADG submission - PA2025-0044 - Lot 09703 and 09704 - 2 and 6 Ryko Ct Darwin City.pdf  
  
**Importance:** High

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Good morning Breanna and Amit,

Apologies, we've just noticed an error in our submission for development application PA2025/0044 (2 & 6 Ryko Ct, Darwin City).

Attached is our submission that was uploaded to ILIS on 7 March.

On page 2, under the heading 'Guideline F – Safeguarding airspace' the first dot point states the Conical Surface at the site is 122m AHD. This is an error, the Conical Surface is **111m AHD**.

I've not received any notification yet that this application has been determined, so can you please capture this revised figure in ADG's feedback for this development application.

Many thanks, and if you have any queries please let me know.

Victoria

**Victoria Moore** | Regulatory & Planning Manager | Airport Development Group Pty Ltd

☎ +61 8 8920 1931 | 📠 +61 481 192 000 | ✉ Victoria.Moore@adgnt.com.au

PO Box 40996 Casuarina NT 0811

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**From:** Van Nguyen <Van.Nguyen@adgnt.com.au>  
**Sent:** Tuesday, 25 March 2025 9:21 AM  
**To:** Victoria Moore <Victoria.Moore@adgnt.com.au>

**Cc:** Bob Calaby <Bob.Calaby@adgnt.com.au>; George Cheriyan <George.Cheriyan@adgnt.com.au>  
**Subject:** RE: 2 x Development applications - feedback due this Friday 7 March

Hi Vic,

We have received a crane application for 2 & 6 Ryko Court. I have reviewed the below assessment I provided to you and note there was an error in the Conical Surface for this location, it should be 111m AHD.

The crane application submitted by Kapitol Group requests to operate at a height of 101m, the ground RL for this site is 18.1 so they will infringe the OLS by 8.09m.

I am happy to reach out to Kapitol Group who made the request to advise their max crane height is 92m. Just want to run this by you if that is ok?

Kind regards

**Van Nguyen** | Airside Manager | Airport Development Group Pty Ltd  
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**From:** Victoria Moore <[Victoria.Moore@adgnt.com.au](mailto:Victoria.Moore@adgnt.com.au)>  
**Sent:** Thursday, 6 March 2025 1:29 PM  
**To:** Van Nguyen <[Van.Nguyen@adgnt.com.au](mailto:Van.Nguyen@adgnt.com.au)>  
**Cc:** Bob Calaby <[Bob.Calaby@adgnt.com.au](mailto:Bob.Calaby@adgnt.com.au)>; George Cheriyan <[George.Cheriyan@adgnt.com.au](mailto:George.Cheriyan@adgnt.com.au)>  
**Subject:** RE: 2 x Development applications - feedback due this Friday 7 March

Thanks Van, much appreciated!

**Victoria Moore** | Regulatory & Planning Manager | Airport Development Group Pty Ltd  
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**From:** Van Nguyen <[Van.Nguyen@adgnt.com.au](mailto:Van.Nguyen@adgnt.com.au)>

**Sent:** Thursday, 6 March 2025 1:28 PM

**To:** Victoria Moore <[Victoria.Moore@adgnt.com.au](mailto:Victoria.Moore@adgnt.com.au)>

**Cc:** Bob Calaby <[Bob.Calaby@adgnt.com.au](mailto:Bob.Calaby@adgnt.com.au)>; George Cheriyan <[George.Cheriyan@adgnt.com.au](mailto:George.Cheriyan@adgnt.com.au)>

**Subject:** RE: 2 x Development applications - feedback due this Friday 7 March

Hi Vic,

Please see my assessment results and feedback below

**PA2025/0044 – 2 & 6 Ryko Court, Darwin City:**

Ground Level 18.1m AHD, Conical surface 122m AHD. The development is unlikely to have any effect on the prescribed aerospace (PANS OPS)

**PA2025/0051 – 11 Pak St Berrimah:**

Ground Level 37m AHD, Approach Surface 72m AHD – Operating height max 35m or infringement on the OLS and PANS OPS

Kind regards

**Van Nguyen** | Airside Manager | Airport Development Group Pty Ltd

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**Australian Government**  
**Department of Defence**  
Security and Estate Group

ID-EP-DLP&R/OUT/2025/BS64515627

Development Assessment Services  
NT Department of Infrastructure, Planning and Logistics  
GPO Box 1680  
DARWIN NT 0801

Dear Sir/Madam

**RE: PA2025/0044 - PROPOSAL FOR THE CONSTRUCTION OF A DATA CENTRE WITH ANCILLARY OFFICE IN A 7 STOREY BUILDING AT 2 AND 6 RYKO COURT DARWIN CITY, NORTHERN TERRITORY**

Thank you for referring the abovementioned proposal to the Department of Defence (Defence) for comment. Defence understands that the application is for the construction of a data centre with ancillary office accommodation in a 7 storey building at 2 and 6 Ryko Court, Darwin City. The site is approximately 1.5 km west of the Larrakeyah Defence Precinct and 5.7 km south of RAAF Base Darwin.

RAAF Base Darwin is of strategic importance and an enduring Defence base, being an operated and controlled airfield in close proximity to Darwin, Northern Territory. Defence is planning for future development of the base, including potential for new capabilities and functions, which may be jeopardised by incompatible development on nearby properties.

Defence has assessed the proposal as presented for any possible impact on the safety of flying operations at RAAF Base Darwin and notes that the site is located in an area affected by noise, bird strike and structure height restrictions. Defence seeks to ensure that the long term viability of RAAF Base Darwin is not compromised by inappropriate development on surrounding land, as this has the potential to impact on Australia's Defence capability. On this basis, Defence would like to make the following comments.

**Defence (Aviation Area) Regulations**

Under the Defence (Aviation Area) (DAA) Regulations, the subject site is constrained by building height controls that protect airspace near RAAF Base Darwin to ensure the safety of aircraft on approach, departure and low-flying manoeuvres. The DAA requires Defence approval of any structure that may pose a hazard to military aviation within a radius of approximately 15 km of RAAF Base Darwin. This includes vegetation and man-made structures including ancillary structures such as plant equipment and aerials and temporary structures such as cranes.

The DAA constraint for the subject site is in an area where "structures higher than 45 metres above ground level (AGL) require approval". The structure height refers to height above natural ground level. If future buildings or structures were to infringe the building height

triggers applicable to the subject site Defence approval under the DAA regulations is required. Any temporary structures such as cranes used during construction would also need approval under the DAA.

Please note that DAA approval is separate to any approval that may be obtained under Northern Territory Legislation. Further information on the DAA Regulations, including the Defence (RAAF Base Darwin Defence Aviation Area) Declaration 2018 map is available through the following link <https://www.defence.gov.au/about/locations-property/defence-aviation-areas-regulation> to Defence's website.

Should you wish to discuss the content of this advice further, my point of contact is Matt Williams at [land.planning@defence.gov.au](mailto:land.planning@defence.gov.au)

Yours sincerely,

Timothy HOGAN

2

Digitally signed by Timothy  
HOGAN 2

Date: 2025.02.25 11:46:58 +11'00'

Timothy Hogan

Director Land Planning & Regulation

Department of Defence

(02) 5109 7933

[Timothy.hogan2@defence.gov.au](mailto:Timothy.hogan2@defence.gov.au)

25 February 2025