

APPROVED:



Date 31/08/12

Chief Executive



Australian Government

National Capital Authority

National Capital Plan

DEVELOPMENT CONTROL PLAN

12

PART BLOCK 1677 TUGGERANONG
MONARO HIGHWAY

August 2012

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1 PREAMBLE

The site is adjacent to the Monaro Highway, an Approach Route as defined in the National Capital Plan (the Plan). Special requirements for Approach Routes apply 'to development on all land (not included within any Designated area) which fronts directly onto the Approach Routes AND is not more than 200 metres from their middle lines'. Special requirements for Approach Routes under section 2.4 of the Plan apply to the site and state:

'Development is to conform to Development Control Plans agreed by the Authority, which seek to enhance the surrounding predominately rural character and landscape outside the urban areas. As the Approach Routes enter the built up areas, the emphasis shall shift to a more formal character.'

The provisions of this Development Control Plan (DCP) apply to Part Block 1677 Tuggeranong. In the absence of a provision in the Plan to the contrary, all development should accord with the relevant provisions of the Territory Plan.

The subject area is Territory Land outside the Designated Area of the Plan and therefore the ACT Government is responsible for assessing development applications relating to the subject area. In doing so, the ACT Government is required to ensure any proposal is not inconsistent with this DCP or the Plan.

The Monaro Highway road reservation forms part of the Designated Areas of the Plan and therefore the National Capital Authority (NCA) is responsible for granting works approval within the Monaro Highway road reservation.

2 PLANNING AND URBAN DESIGN OBJECTIVES

The character of development in this area contributes to the experience and quality of the Monaro Highway as a significant Approach Route to the National Capital. In this respect, development of the area must respond to the following general objectives set out for Approach Routes:

- > Identify and enhance distinct realms and elements that will introduce visitors to the inherent characteristics of Canberra.
- > Recognise and reinforce the importance of the setting of the Capital by directing views to the rural landscape and surrounding hills and by ensuring adjacent development respects the natural features, character and scale of the landscape.
- > Ensure development is to a quality appropriate to its location adjacent to a National Capital Approach Route.

3 LAND USE

3.1 Land use on the site shall be consistent with the National Capital Plan and the Territory Plan.

4 BUILDING HEIGHT

4.1 Buildings and major structures shall not exceed 12 metres above natural ground level. Natural ground level shall have that meaning ascribed by the Territory Plan.

4.2 The quality, scale, form and siting of buildings or structures should contribute to, and not detract from, the surrounding rural landscape character.

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5 BUILDING SETBACK

- 5.1** Development must be located to reinforce the significance of the Monaro Highway, with a minimum setback of 25 metres from the property boundary along the Monaro Highway.
- 5.2** Development shall also be setback a minimum of 10 metres from the property boundary fronting Mugga Lane.
- 5.3** Buildings and major structures shall not encroach on the landscape zones as per DCP Drawing 12/06.

6 MATERIALS AND COLOURS

- 6.1** Material selection for buildings and structures should be sensitive and responsive to the site and landscape. Highly reflective, white and/or zincalume on roofs and walls will not be permitted.
- 6.2** Colours of external finishes of buildings should be sympathetic to the rural landscape. High contrasts in colours will not be permitted.

7 FENCES

- 7.1** Fencing to road frontages is allowable, provided it:
 - > is of a rural or agricultural character
 - > does not exceed 1.2 metres in height.
- 7.2** If security fencing is required, it must be of a consistent design and standard and shall not be located within the landscape zone.
- 7.3** All fencing, whether to the site boundary or internal shall:
 - > not appear solid, bulky or obtrusive
 - > be highly integrated with landscape design and allow filtered views into the site
 - > be constructed of high quality materials that minimise maintenance and maximise longevity of the fencing
 - > not be constructed of pre-coloured metal sheets or solid materials.

8 LANDSCAPE DESIGN

- 8.1** Development along the Approach Route should enhance the rural character and landscape of land adjoining the area before the road enters the built up areas of the National Capital. Landscape of a high standard is to be designed and planted as an integral part of the development, and is to conform to the principles shown on DCP Drawing 12/06. A Landscape Master Plan for the site is to be submitted to the ACT Government for approval as part of the development application.
- 8.2** The required landscape plan for the site must meet the following objectives:
 - > Minimise the visual impacts of buildings, car parking, open activities and storage areas viewed from the Monaro Highway and Mugga Lane.

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- > Retain existing trees , wherever possible, in particular the yellow box and red gum trees considered to have moderate to high conservation value.
- > Minimise impact on the Jerrabomberra to Murrumbidgee regional wildlife corridor extending through the site.
- > Design for filtered views into the site and to surrounding hills to enhance the character of the Approach Route.
- > Revegetate the Dog Trap Creek corridor, which includes associated fencing, as shown on DCP Drawing 12/06.

- 8.3** A high standard of landscape design is required for the Monaro Highway frontage. This frontage should be maintained and enhanced with native shrubs, small trees and mass planted native grasses. Mature native trees are to be retained wherever possible.
- 8.4** The Dog Trap Creek corridor, as shown in DCP Drawing 12/06, is to be retained as a revegetation zone and improved with native plants wherever possible. Vehicular crossings through this zone are to be kept to a minimum.
- 8.5** The north - east and south-east Monaro Highway frontages of the site are to form landscape feature zones as shown in DCP Drawing 12/06. These areas shall be densely planted with native trees and shrubs.
- 8.6** All landscaping should be considered in the context of bushfire risk mitigation and be in accordance with Planning for Bushfire Risk Mitigation General Code of the Territory Plan.
- 8.7** A tree assessment must accompany all development applications.

9 ROADS, VEHICULAR ACCESS AND CAR PARKING

- 9.1** Vehicular access from the Monaro Highway is not permitted. The main access to the site is to be from Mugga Lane. The actual locations of site access will be determined or agreed by the relevant approval authorities.
- 9.2** Car parking shall not be visible from the Monaro Highway. Car parking areas should be carefully designed and sited within the natural and built form so as to appear integrated with the landscape.

10 SIGNS

- 10.1** Signs are to be in accordance with the signs general code of the Territory Plan. A single site identification sign is permitted in the setback zone. No other signage should be visible from the Monaro Highway.

11 MECHANICAL PLAN AND EQUIPMENT, ELECTRICAL SUBSTATIONS, STORAGE AND SERVICE AREAS

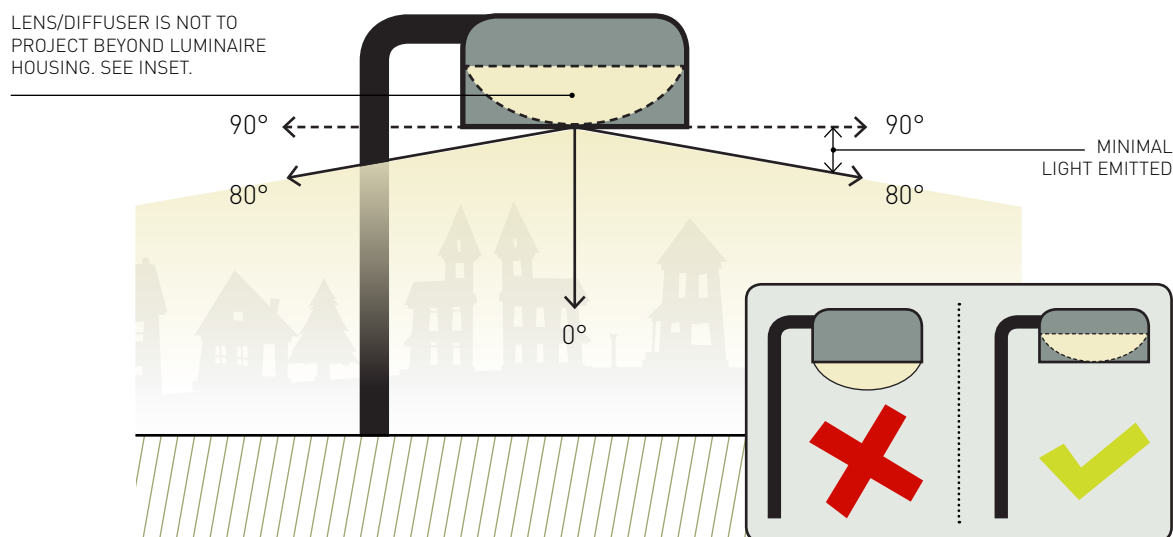
- 11.1** All mechanical plant and equipment (including air conditioning units) are to be contained within buildings or located within service enclosures. Such elements should not be visible from the Monaro Highway.
- 11.2** Storage and service areas (including storage sheds) are to be suitably screened and must not to be visible from the Monaro Highway.

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12 LIGHTING

- 12.1** All outdoor lighting, including security and car park lighting shall be designed and sited to minimise light pollution. Outdoor lighting shall use full cut-off light fittings. No up-lighting will be permitted.
- 12.2** Full cut-off light fittings allow no light to be directed upward. No light dispersion or direct glare is allowed to shine at or above a 90 degree horizontal plane from the base of the fixture. The lens/diffuser should not project beyond housing and minimal light should be emitted above 80 degrees as per Figure 1.
- 12.3** All lighting pollution, and glare, shall be mitigated in accordance with the Civil Aviation Safety Regulations Manual of Operation Standards 139, Section 9.21 'Lighting in the vicinity of aerodromes'.

FIGURE 1 - FULL CUT OFF LIGHT FIXTURE



13 SUSTAINABLE DEVELOPMENT

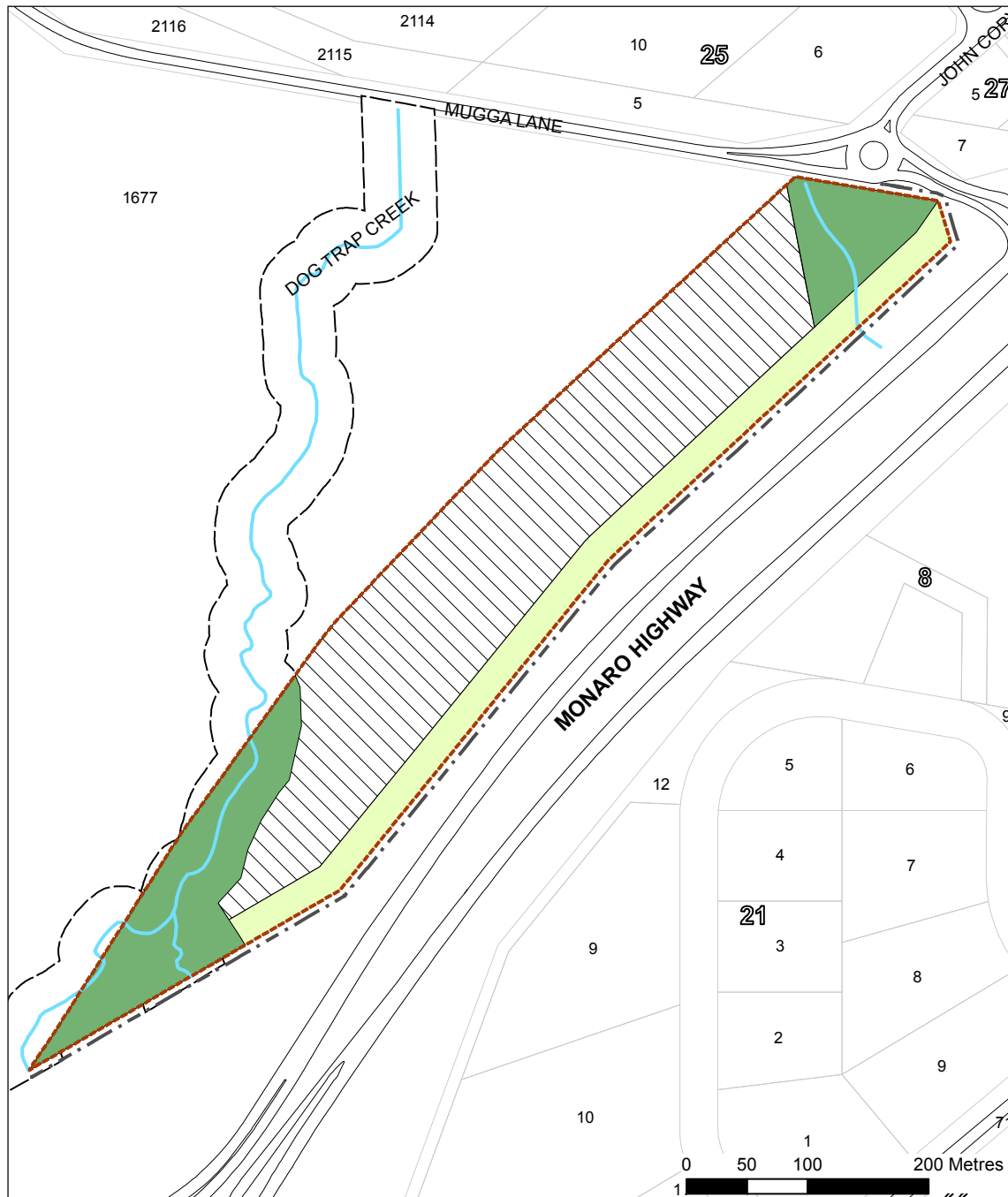
- 13.1** Development must demonstrate a high level of performance in terms of environmental design, including energy efficiency, climate management and water sensitive urban design.

14 DCP DRAWING

The above provisions should be read in conjunction with the DCP Drawing 12/06, which forms part of this DCP.

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FIGURE 2 – DCP DRAWING 12/06



Legend

- Area Subject to DCP
- Existing Waterway
- Developable Area
- Indicative Creek Corridor
- No Access/Egress
- Landscape Feature Zone
- Monaro Highway 25m Setback

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The National Capital Authority was established under the
Australian Capital Territory (Planning and Land Management) Act 1988

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