

APPROVED:



Date 31/08/12

Chief Executive



Australian Government

National Capital Authority

National Capital Plan

DEVELOPMENT
CONTROL PLAN

12

PART BLOCKS 1470 AND 1471 TUGGERANONG
MONARO HIGHWAY

August 2012

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National Capital Authority
August 2012

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1 PREAMBLE

The subject 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 predominantly rural character and landscape outside the urban areas. As the Approach Routes enter the built up area, the emphasis shall shift to a more formal character.'

The provisions of this Development Control Plan (DCP) apply to part Blocks 1470 and 1471 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. Where an inconsistency arises between the Territory Plan and the Plan, the National Capital Plan prevails.

The subject land 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 this locality contributes to the quality and experience 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.
- > Guide planning and design so that built elements are sited within a landscape setting with filtered screening of views from the Monaro Highway.

3 LAND USE

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

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4 BUILT FORM

- 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 within the area should contribute to, and not detract from, the rural landscape character of the Monaro Highway.

5 BUILDING SETBACK

- 5.1 Buildings and structures on Blocks 1470 and 1471 shall be setback a minimum of 30 metres from the property boundaries on the Monaro Highway frontage.
- 5.2 Buildings and structures shall be setback a minimum setback of 10 metres from the Angle Crossing Road frontage.
- 5.3 Buildings and structures shall not encroach on the landscape zone as shown in DCP Drawing 12/07.

6 COLOURS AND MATERIALS

- 6.1 Material selection for buildings and structures should be sensitive and responsive to the site and rural 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 FENCING

- 7.1 Fencing to site boundaries 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
 - > not be constructed of pre-coloured metal sheets or solid materials.

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8 LANDSCAPE DESIGN

- 8.1** Development along the Approach Route should enhance the rural character and landscape of land adjoining the area. Landscape of a high standard is to be designed and constructed as an integral part of the development and is to conform to the principles shown on DCP Drawing 12/07. A landscape plan for the site is to be submitted to the Territory for approval as part of the development application.
- 8.2** An integrated and responsive landscape design solution is required for the Monaro Highway frontage. This frontage should be maintained and enhanced with native trees and shrubs. Mature native trees are to be retained wherever possible.
- 8.3** Planting within the landscape zones must allow for filtered views into the site. These views will be interspersed with groups of native vegetation. Plant material used shall comprise of endemic trees and shrubs.
- 8.4** 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.
- 8.5** A tree assessment must accompany all development applications.

9 ROADS, VEHICULAR ACCESS AND CAR PARKING

- 9.1** Vehicular access from the Monaro Highway to Blocks 1470 and 1471 is not permitted. Access/ egress to these sites shall be from Angle Crossing Road as shown in DCP Drawing 12/07.
- 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. Signs are to address internal roads only. A single site identification sign, of high quality design, may be erected in the landscape zone. No other signs will be permitted in road verges.
- 10.2** Roof signs visible from the Monaro Highway will not be permitted.

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

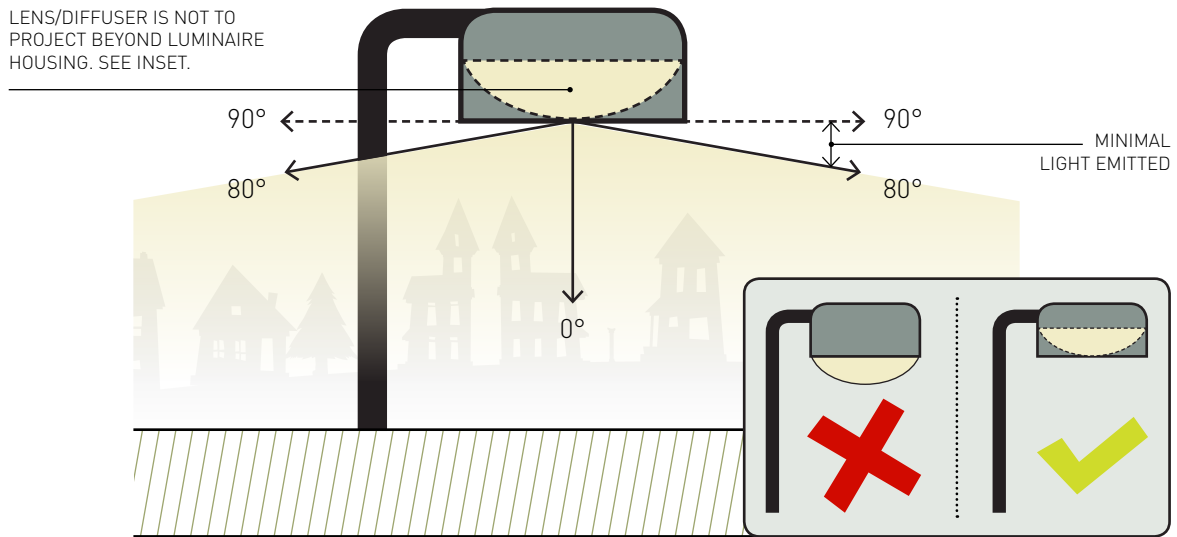
- 11.1** All mechanical plant and equipment are to be contained within buildings or located within service enclosures. Such elements should not be visible from the Approach Route.
- 11.2** Storage and service areas (including storage sheds) are to be suitably screened and must not to be visible from 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 must use full cut-off light fittings. Any up-lighting of buildings should be carefully designed to keep night time overspill and glare to a minimum.
- 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

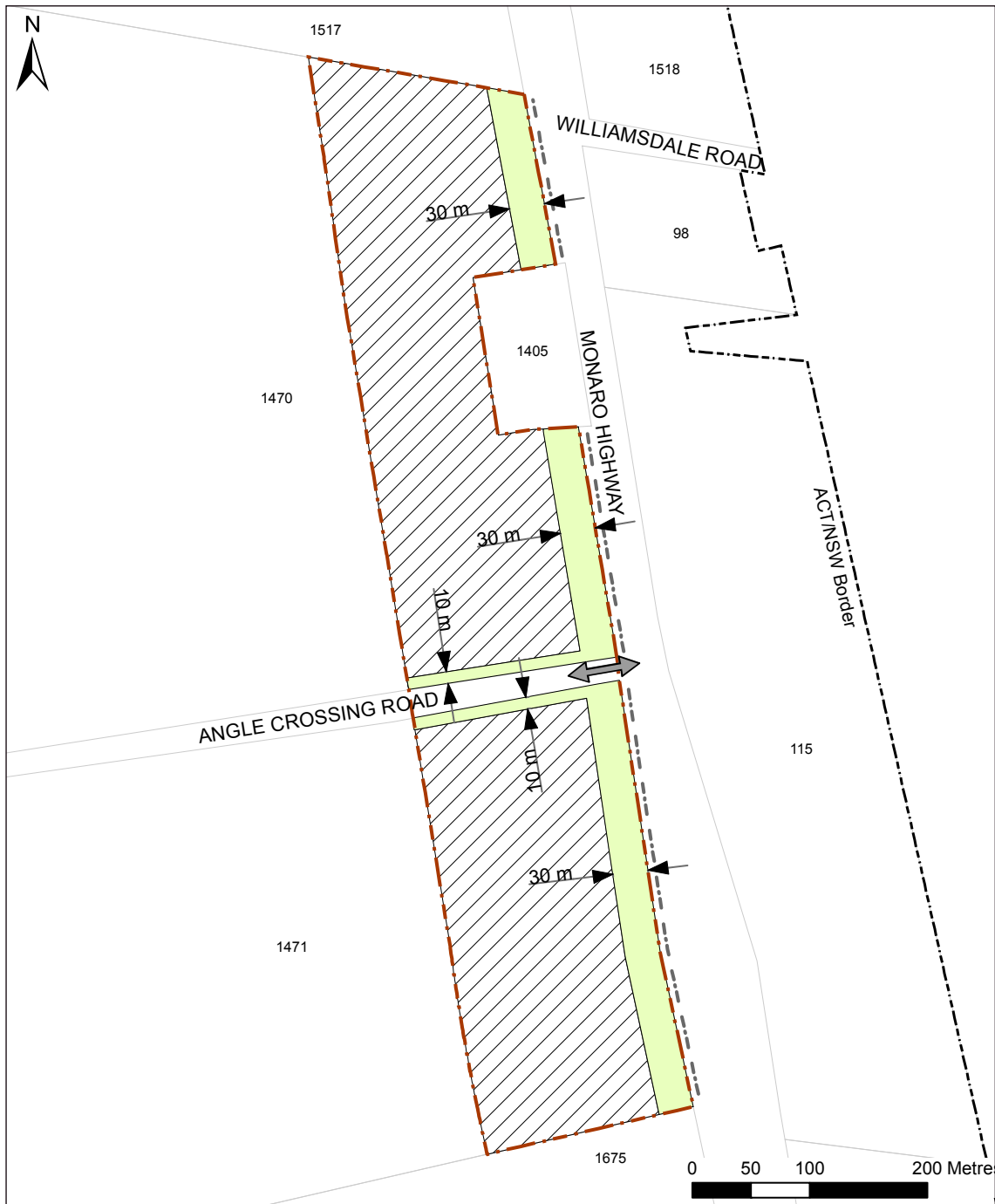


13 DCP DRAWING

The above provisions shall be read in conjunction with the DCP Drawing 12/07, which forms part of this DCP.

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FIGURE 2 – DCP DRAWING 12/07



LEGEND

- Area Subject to DCP
- Landscape Zone
- No Access/Egress
- Developable Area
- Access Point

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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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