



**DEVELOPMENT CONTROL PLAN  
HMAS HARMAN  
JERRABOMBERRA BLOCKS 2062(PART) & 2004  
DCP NO. 11/04**

**1. INTRODUCTION**

**1.1. Planning Provisions**

The subject site at HMAS Harman is identified as being within the 'Broadacre Areas' under the National Capital Plan (NCP). Therefore, the 'Policies for Broadacre Areas' of the Plan apply to the site and its development.

The site on the north flanks Canberra Avenue which is a designated Approach Route as defined under the National Capital Plan. Therefore, 'Special Requirements for Approach Routes' under section 2.4 of the Plan apply to the site which require *"that development flanking Approach Routes to the city is of a type and quality complimentary to the role and status of the city."*

The site is National Land and not included within a Designated Area of the National Capital Plan. Therefore, 'Special Requirements for Broadacre Areas' under section 5.3.1 of the Plan apply to the site. It requires a Development Control Plan (DCP) for the site to be prepared and agreed to by the Authority which reflects the relevant provisions of the Territory Plan and meets the broad requirements set under that section of the National Capital Plan.

This DCP is prepared towards meeting the Special Requirements of the National Capital Plan and forms the basis for assessment of development proposals proposed on the site.

**1.2. Area Subject to this Development Control Plan**

The area which is the subject of this Development Control Plan is bounded on the north by Canberra Avenue, on the north-east by Woods Lane and on the east, south and west by grazing land as shown in the *Development Control Plan Drawing No DCP 11/04/01*.

**2. DEVELOPMENT CONTROLS**

**2.1. Land Use**

The site is being and should continue to be used for the purpose of a "Defence Installation" which is defined as – *a building or place operated by the Department of Defence or the armed forces of Australia and includes Department of Defence offices, offices associated with national security and defence communication facilities, but does not include facilities associated with military aviation*. Other uses ancillary or supporting to the primary use shall also be permitted.



## **2.2. Urban Design Objectives**

The site is to be developed with buildings and landscaping of a high quality consistent with its location adjacent to an Approach Route (Canberra Avenue), as defined in the National Capital Plan, and the uses accommodated on the site.

The site should achieve a high quality of development within a landscape setting. Siting of development on the site should be in a manner which does not adversely impact on the ecology and undermine the landscape character of the locality. Consistency in the site development, built form and the landscape design should be sought.

## **2.3. Building Design**

Buildings (including any support structures) should be designed to ensure an overall consistency in their form, massing and external design detailing. Variation in design and construction detailing may be considered especially where the design expresses the function of the building, but such variations should be within the limits of an overall theme.

Due consideration should be given to the roof form and roofscape of buildings on the site. Roof top plant and equipment, if considered, should be carefully integrated with the roof form and design of the building.

## **2.4. Building Height**

Buildings and other structures on the site should be limited to a maximum of two storeys or equivalent in height within 200 metres of Canberra Avenue and Woods Lane road reserves.

Buildings and other structures on the site should be limited to a maximum of four storeys or equivalent in height for the remainder of the site.

## **2.5. Building Materials and Colour**

All external facades and roof should be of durable low maintenance materials. Highly reflective external materials are to be avoided. Glazing with a reflectivity of greater than 15% will not be permitted.

Colours of external facades and roof should be sympathetic to the rural setting and must ensure an overall consistency. Sympathetic variations in colours and materials between individual buildings will be considered. Strong contrasts in colour of major architectural features will not be supported.

## **2.6. Landscape Design**

The landscape should provide a context for the large masses of buildings, parking and paved areas and should moderate the visual impact of the development when viewed from public areas nearby, particularly from Canberra Avenue.

Development proposals on site should be accompanied by associated landscape works. Such proposals should attempt to retain significant trees on site to the extent practicable and integrate them in the landscape design. Care should be taken to protect the trees to be retained during construction.

## **2.7. Vehicular Access and Car Parking**

Vehicular access and egress to the site should be considered from Woods Land off Canberra Avenue as shown in the *Development Control Plan Drawing No. DCP 11/04/02*. The location and design of the access point should meet the requirements of relevant ACT Government authorities.

Vehicular circulation within the site should ensure efficient access for visitors and staff to the front address of various functional uses, car parking and service areas. Consideration should be given to disabled access and parking requirements.

All car parking generated by the development is to be fully accommodated on site.

Visual impact of large car parking areas should be minimised through adequate screening and proper landscape treatment. No carports or garages will be permitted forward of the building lines along the Canberra Avenue side frontage.

## **2.8. Signs**

All signs should be of a high standard and must not detract from the overall character of the built environment and its landscape setting. They should be consistent in design and appearance and meet the relevant requirements set out in the National Capital Plan.

## **2.9. Building Services, Storage and Service Areas**

All building services (sewer, water, stormwater, electricity, telephone, gas) should be in accordance with the requirements of the ACT Government and other relevant authorities.

Careful consideration should be given to the siting of ACTEW substation, storage and service areas so that their visual impact is minimised and they do not detract from the general amenity of the area. Such areas should be carefully designed and adequately screen from public view.

## **2.10. Environmental Considerations**

Adverse environmental impacts from on-site developments, on adjacent land and development, should be identified and redressed to the extent practicable.



Environmental protection measures should be adopted as appropriate to ensure that the sensitive elements of the site are protected.

Part of the site is within the 25 ANEF contour as shown in the *Development Control Plan Drawing No DCP 11/04/02*. Any development considered within the area west of the contour line would need to be examined by the Department of Defence in terms of possible impact of aircraft noise to ensure that the development/uses are compatible with the noise exposure.

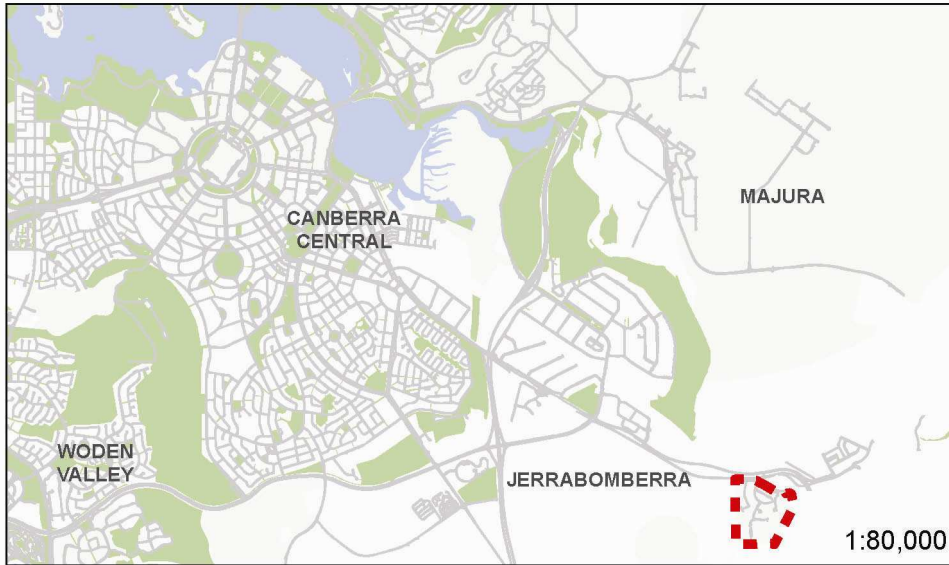
The site is adjacent to the Bonshaw Receiving Station. The nature of activities conducted on this site will need to be considered by the Department of Defence to ensure that all necessary actions are taken to maintain any possible interference within acceptable limits.

Due consideration should be given towards reducing/minimising any impact on the physical environment regarding air quality, noise and waste management. The stormwater runoff needs to meet the specifications of the ACT Government.


### **3. DEVELOPMENT ASSESSMENT**

The subject site is on National Land but is not included within the Designated Areas of the National Capital Plan. Therefore, development proposals on the site would need to be submitted to the Authority for assessment to ensure that they are not inconsistent with the provisions of the National Capital Plan as required under section 5.2(b) of the Plan.





## LEGEND

 Area Subject to DCP



National Capital Authority

**APPROVED**

  
Gary Rake - Chief Executive

DCP 11/04/01



# LEGEND

- Area Subject to DCP
- Accommodation Zone
- Operations Zone
- Recreational Zone
- ANEF 25
- 200m Buffer from Northern Boundary

DCP DRAWING 11/04/02

