



Australian Government
National Capital Authority

National Capital Plan

Development Control Plan No:171/09/0001

Hume West Industrial Area
Part section 23, Sections 25, 26 and 27 Hume

February 2009

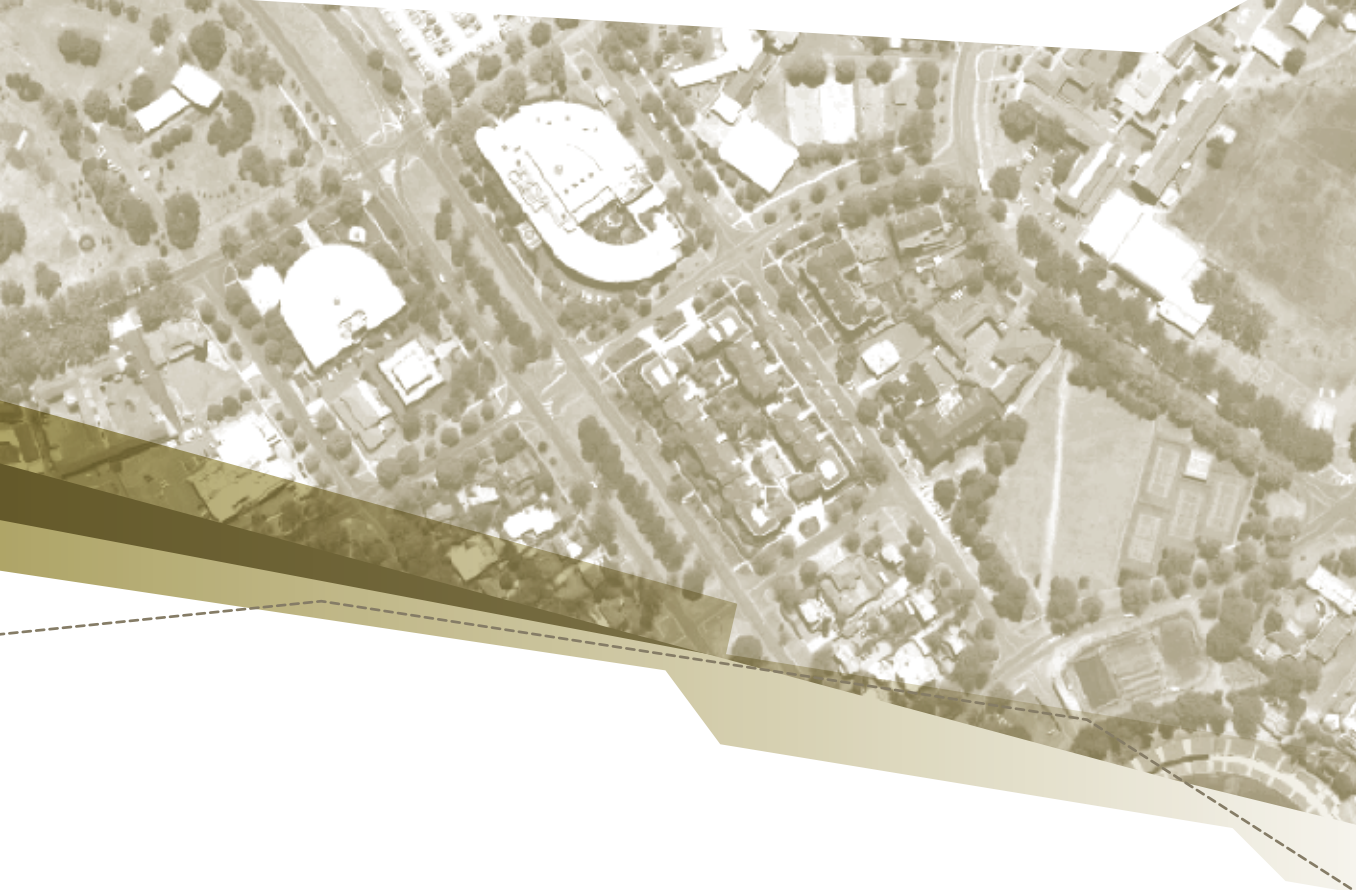


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Development Control Plan

No: 171/09/0001

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1 PREAMBLE

- 1.1 The National Capital Plan (the Plan) came into effect on 21 January 1990. The Monaro Highway from the ACT border, and including its extension as the Eastern Parkway to Morshead Drive, is an Approach Route as defined in the Plan.
- 1.2 In accordance with the Plan Special Requirements apply to development on all land (not included within any Designated Area) which fronts directly onto Approach Routes AND is not more than 200 metres from their middle lines.
- 1.3 Special Requirements state that development on land adjacent to the Monaro Highway 'is to conform to Development Control Plans agreed by the Authority, which seek to enhance the surrounding predominantly rural character and landscape outside urban areas.'

2 AREA SUBJECT TO THE DEVELOPMENT CONTROL PLAN

- 2.1 The Development Control Plan applies to the land on the western side of the Monaro Highway from its intersection with Mugga Lane to a point approximately 250 metres north east of its intersection with Shepherd Street, as shown on DCP Drawing No. 171/09/0001. The DCP extends from the Monaro Highway to the top of the eastern bank of Dog Trap Creek. All development must conform to the provisions in the DCP.
- 2.2 The National Capital Authority's primary interest is to ensure that an appropriate landscape character will be established on the Monaro Highway frontage, including extensive landscaping at the corner of the Highway and Mugga Lane. This will require effective landscaping both within the verge and on the sites of adjacent developments. Landscaping of roads and public spaces within the Estate is also required to both reinforce the Highway landscaping, and break up the visual expanse of the Estate.
- 2.3 The provisions of the Development Control Plan (DCP) apply to:
 - > Sections 25, 26 & 27 Hume;
 - > Blocks 11, 20, 21, 22 Section 23 Hume; and
 - > Part Block 19 Section 23 Hume.

In the absence of a provision in this DCP to the contrary, all development should accord with the relevant provisions on the Territory Plan.

3. TERRITORY PLAN OBJECTIVES

- 3.1** This DCP adopts the objectives contained in the Territory Plan for the IZ1 – General Industrial Zone, namely to:
- a.** Support the diversification and expansion of the ACT's industrial base and employment growth;
 - b.** Facilitate investment in a wide range of industrial and related activities, with efficient land utilisation and provision of infrastructure;
 - c.** Provide convenient access for ACT and regional residents to industrial goods, services and employment opportunities;
 - d.** Make provision for transport-related businesses in locations accessible to major road, rail and air links;
 - e.** Encourage the clustering of industrial activities according to the principles of ecology;
 - f.** Ensure that industrial development achieves high environmental standards of cleaner production, waste disposal, noise and air quality;
 - g.** Encourage the design and construction of industrial and commercial buildings that are energy efficient, functional and flexible;
 - h.** Ensure that development along major routes and major roads meets appropriate standards of urban design;
 - i.** Make provision for manufacturing, warehouse and transport land uses requiring large land area accessible to main interstate road and rail connections;
 - j.** Ensure that the use of the land for predominantly industrial purposes is not jeopardised by the uncontrolled development of higher rent commercial uses such as retailing and offices; and
 - k.** Provide small-scale services to meet the needs of the local workforce.

4. LAND USE

- 4.1** Land use on the site shall be consistent with the Broadacre Areas land use policy of the National Capital Plan and the IZ1 – General Industrial Zone of the Territory Plan.
- 4.2** Land uses within the site are to be graded so that those most likely to produce the highest quality development are closest to the Monaro Highway. This can be achieved by locating uses with substantial buildings nearest the highway, and by avoiding the location of uses that require substantial outdoor storage areas next to the Highway.

5. PLANNING AND URBAN DESIGN OBJECTIVES

- 5.1** Development along the Monaro Highway is required to contribute to the architectural quality and amenity of the industrial estate.
- 5.2** Buildings shall be of a high standard in terms of building form, material and finishes.
- 5.3** Building envelopes will be designed to enhance the visual amenity of the estate, particularly through the provision of generous landscaped external spaces.
- 5.4** A consistency in architectural styles, colours and materials is required throughout the industrial estate.





6 BUILDING HEIGHT

- 6.1** Building height should be appropriate for building function. To minimise visual impact of buildings on the highway, buildings will be limited to a maximum height of 30 metres (to the top of the roof line) above natural ground level and to a maximum height of 12 metres above natural ground level on blocks less than 5 hectares in area.
- 6.2** Minor building elements (such as lift overruns) extending above the roof line will only be permitted where a visual impact assessment demonstrates that these elements do not have an adverse impact on the surrounding character and landscape of the area.

7 SETBACKS

- 7.1** Buildings should be located to reinforce the significance of the Monaro Highway, with a minimum setback of 10 metres from the property boundaries along the Monaro Highway. Building shall also be setback a minimum of 10 metres from the property boundaries along Mugga Lane.

8 SITE COVERAGE

- 8.1** The area to be covered by building on any block created within the estate is not to exceed 50 per cent of the total block area.

9 MATERIALS/COLOURS

- 9.1** External walls should be generally masonry or pre-coated metal-cladding of low reflectivity. The roof should be of pre-coated metal of low reflectivity.
- 9.2** Reflective window glass and coatings will not be permitted. Exposed air conditioning equipment will not be permitted unless screened to the satisfaction of the Territory.
- 9.3** All graphics and external colours are to be considered as an integral part of the appearance of the development, and should be sympathetic to the area's rural landscape setting.

10 FENCES

- 10.1** Fences built along the external road frontage are to be set back behind landscape screens. A consistent standard of fencing of black wire mesh, with a minimum height of 1.8 metres, is to be provided along the Monaro Highway and Mugga Lane frontages.

11 SIGNS

- 11.1** Signs are to be in accordance with the Signs General Code of the Territory Plan. Signs are to address internal roads only. A single main entry sign, of high quality design, may be erected adjacent to the Mugga Lane entry to the site. No other signs will be permitted in road verges. Roof signs visible from Monaro Highway will not be permitted.

12 STORAGE, SERVICE AREAS AND CAR PARKING

- 12.1** Storage and service areas are to be suitably screened and in particular are not to be visible from the Monaro Highway.

13 ACCESS

- 13.1** The major access and estate entry is to be from Mugga Lane in the locations identified on DCP Drawing No. 171/09/0001. Vehicular access from the Monaro Highway is not permitted.

14 LANDSCAPE

- 14.1** The National Capital Plan identifies the Monaro Highway corridor, which bisects the Hume Industrial Area, as a Designated Area. Development along this route should enhance the rural character and landscape of land adjoining the area before the road enters the urban area. Landscape of a high standard is to be designed and constructed as an integral part of the development, and is to conform with the principles shown on Development Control Plan Drawing No. 171/09/0001. A Landscape Master Plan is to be submitted to the Territory for approval as part of the Development Application documentation.
- 14.2** The objectives of the Landscape Master Plan are to:
- > minimise the visual impacts of buildings, car parking, open activities and storage areas viewed from the Monaro Highway and Mugga Lane;
 - > retain existing trees wherever possible, in particular the yellow box and red gum communities and individual trees considered to have moderate to high conservation value;
 - > ensure consistency of street planting and landscaping;
 - > encourage appropriate on-site landscaping; and
 - > revegetate the edges to Dog Trap Creek.
- 14.3** Landscaping on blocks fronting the Monaro Highway is to be carried out in accordance with an approved Landscape Master Plan. Existing trees, in particular the yellow box, red gum and other mature native trees are to be retained where possible. The areas between the buildings and the Monaro Highway and Mugga Lane are to be used generally for planting, as a part of an integrated on-site and off-site landscape screen. The minimum width of the combined on-site and off-site buffer is to be 25 metres.
- 14.4** Effective screen planting is required along the north eastern boundary, and along the Dog Trap Creek corridor, consistent with principles shown on DCP Drawing No. 171/08/0009.
- 14.5** Existing screen planting in the Monaro Highway and Mugga Lane verges is to be supplemented by additional planting, both within the estate and in the road verges, in accordance with DCP Drawing No. 171/09/0001 and an approved Landscape Master Plan. The purpose of the landscaping is to provide an effective screen along external road frontages.
- 14.6** A double row of eucalyptus trees is to be planted along the spine road in accordance with DCP Drawing No. 171/09/0001.
- 14.7** Comprehensive implementation of the landscape screening and spine road plantings, as per the master plan, must be completed in conjunction with individual block developments.

15 COMMUNICATION FACILITIES

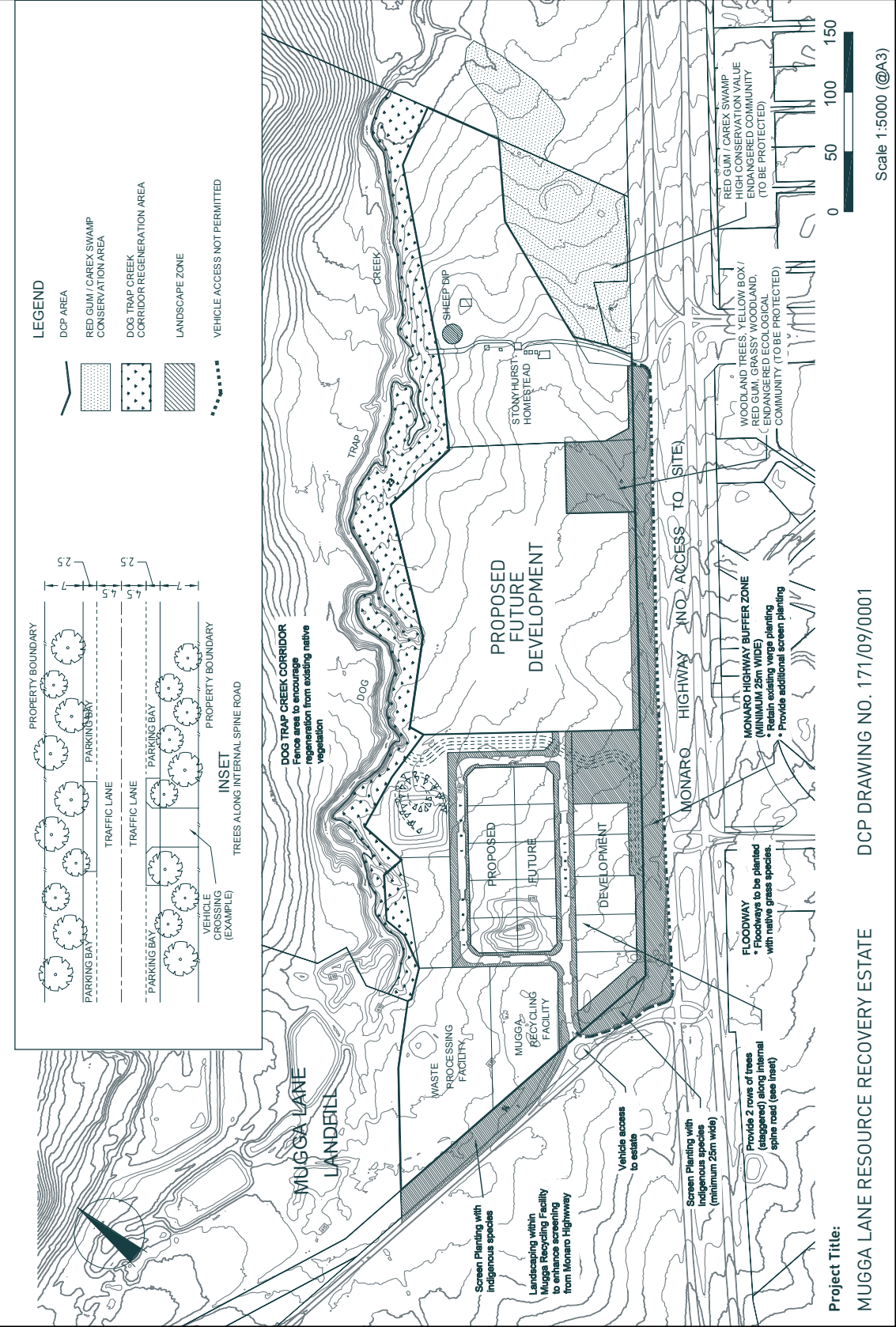
- 15.1** Radio masts, telecommunication towers and antennae which do not have an adverse visual impact on the Monaro Highway may be approved provided they are consistent with the principles and policies of the National Capital Plan and Territory Plan.

16 DCP DRAWING

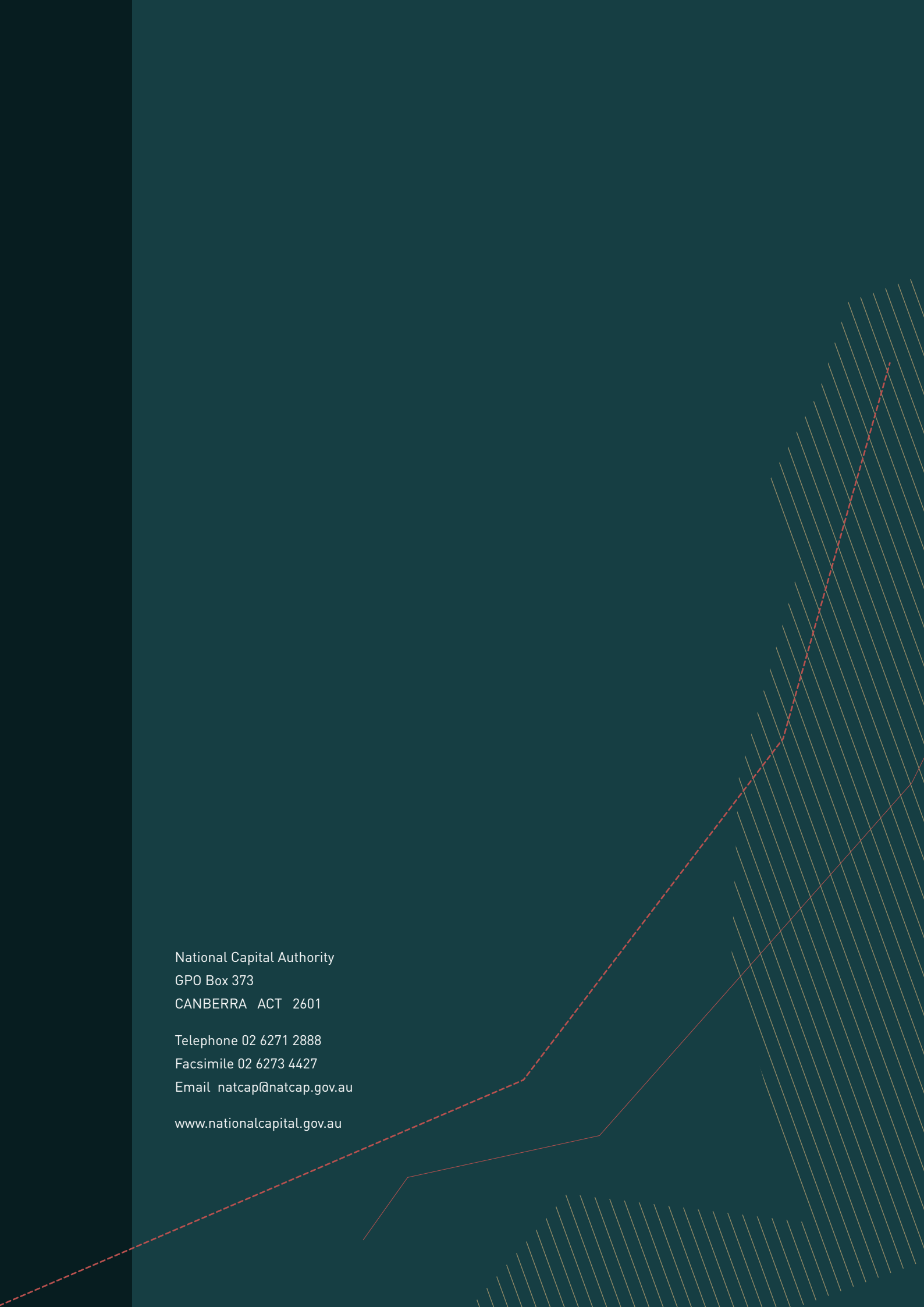
- 16.1** The above provisions should be read in conjunction with DCP drawing No. 171/09/0001, which forms part of this DCP.



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