

APPROVED:



Date 14/01/14

Chief Planner

*National Capital Plan*

DEVELOPMENT  
CONTROL PLAN

13102

**Blocks 16 Section 18 Hume**  
MONARO HIGHWAY

JANUARY 2014



Australian Government  
National Capital Authority

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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 Block 16 Section 18 Hume. 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 the 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 site must respond to the following general objectives set out for all 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 National 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.

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## 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 shall contribute to and not detract from the surrounding rural landscape character.

## 5 BUILDING SETBACK

- 5.1 Development should 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 Buildings and major structures shall not encroach on the landscape zone as per DCP Drawing 13/02.

## 6 MATERIALS AND COLOURS

- 6.1 Colours and materials of external finishes of buildings and structures shall be appropriate to the site and sympathetic to the rural landscape. High contrasts in colours or material of external finishes and highly reflective (including white) materials on roofs and walls will not be permitted.

## 7 FENCES

- 7.1 Fences built along the external road frontages are to be behind landscape screening. A consistent standard of fencing is to be provided along the Monaro Highway and David Warren Road. Boundary fencing shall not exceed 1.8 metres in height.
- 7.2 All fencing, whether to the site boundary or internal shall:
- > not appear bulky or obtrusive
  - > be highly integrated with landscape design
  - > be constructed of high quality materials.
- 7.3 Pre-coloured metal fencing is not permitted.

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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 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 13/02. A landscape plan for the site is to be submitted to the Territory for approval as part of the Development Application documentation.
- 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.
  - > Retain existing trees wherever possible, in particular the yellow box and red gum trees considered to have moderate to high conservation value.
  - > Design for directed views into the site and to surrounding hills to enhance the character of the Approach Route.
- 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 Monaro Highway frontage of the site is to form a landscape feature zone as shown in DCP Drawing 13/02. These areas shall be densely planted with native trees and shrubs.
- 8.5** 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.
- 8.6** A tree assessment should 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 David Warren Road. 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 shall 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 identification sign is permitted in the setback zone. No other signage should be visible from the Monaro Highway.

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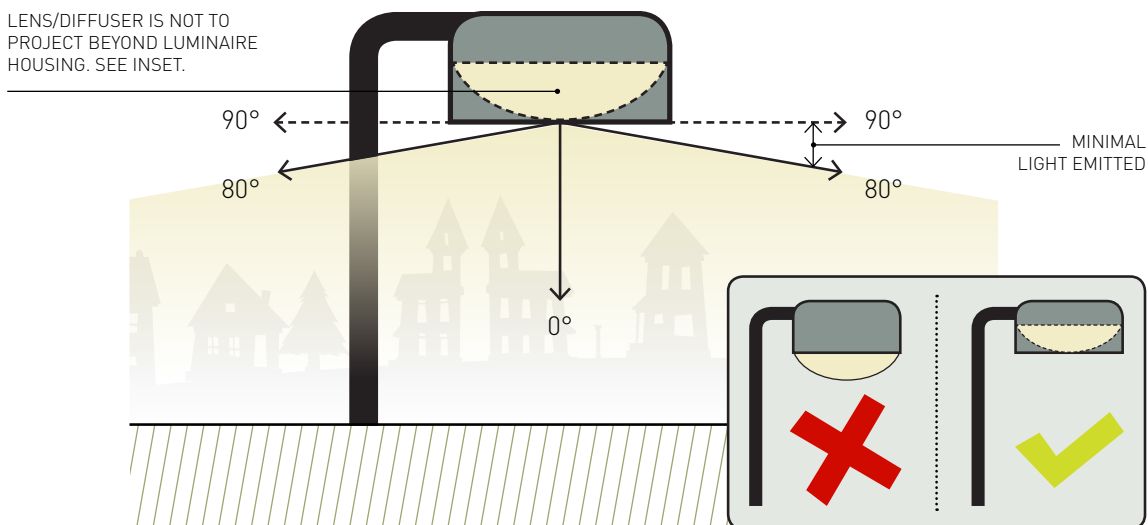
# 11 MECHANICAL PLANT AND EQUIPMENT ELECTRICAL SUBSTATIONS, STORAGE AND SERVICE AREAS

- 11.1 All mechanical plant and equipment (including air conditioning units) are to be contained within buildings or located within service enclosures. Such elements are to be carefully sited and 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 be visible from the Monaro Highway.
- 11.3 Communications facilities should be screened from view of the Monaro Highway as far as possible and landscaped where possible. Colours and materials for communications facilities shall be integrated with surrounding development and be consistent with Section 6 of this DCP.

# 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 A full cut-off light fitting allows 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° as per Figure 1.

**FIGURE 1 - FULL CUT OFF LIGHT FIXTURE**



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# 13 SUSTAINABLE DEVELOPMENT

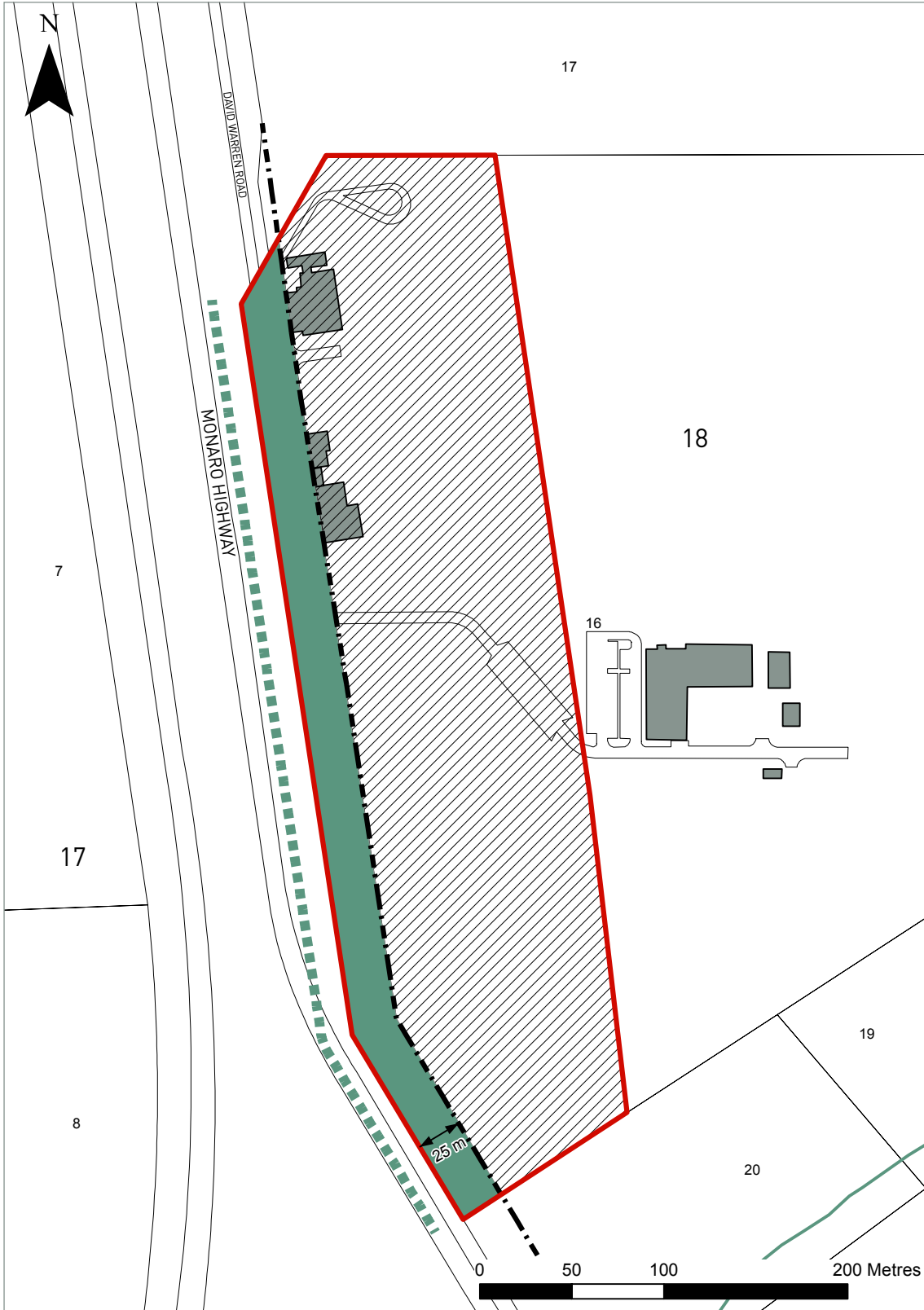
- 13.1** Development will demonstrate a high level of performance in terms of environmental design where applicable, including energy efficiency, climate management and water sensitive urban design.

# 14 DCP DRAWING

- 14.1** The above provisions should be read in conjunction with the DCP Drawing 13/02, which forms part of this DCP.

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- Area subject to DCP
- Setback
- Developable Zone

- Landscape Zone
- No Access/Egress

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*Australian Capital Territory (Planning and Land Management) Act 1988*

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