

**DEVELOPMENT CONTROL PLAN
BLOCK 2 AND PART BLOCK 3, SECTION 75 FYSHWICK
DCP NO. 171/03/0007**

PREAMBLE

This Development Control Plan applies to Block 2 and part Block 3 Section 75 Fyshwick. The sites have frontage to the Monaro Highway, as well as Ipswich Street and Newcastle Street, and are within 200 metres of the centre line of the Highway.

As the sites have a frontage to the Monaro Highway, an Approach Route as defined in the National Capital Plan, Special Requirements for Approach Routes under Section 2.4 of the Plan apply to the site. These state:

Special Requirements

Development is to conform to Development Control Plans agreed by the Authority which seek to enhance the surrounding predominantly rural and 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 Development Control Plan consists of this written statement and Development Control Plan Drawing No. 171/03/0007.

In the absence of a provision in this DCP to the contrary, all development should generally accord with the Design and Siting Conditions set down in the Territory Plan.

DESIGN OBJECTIVES

This DCP requires the development of high quality buildings and landscape appropriate to an Approach Route. This is to be achieved by a high standard of building design and finish and by screen planting to create an attractive landscape setting with some visual separation between the development and the Highway.

DEVELOPMENT CONTROLS

Building Design

- Buildings should be designed to a high standard and utilise high quality durable materials and finishes.



- The design of buildings should recognise the importance of their presentation to the Monaro Highway. Building elevations visible from the Monaro Highway should be of the same standard as that presents to Ipswich Street.
- External colours should be predominantly light in tone, and stark white or highly reflective materials should be avoided.
- Particular attention needs to be given to the design of the roofscape. Roof top plant and equipment, if considered, must be enclosed and carefully integrated with the roof form.
- Long, flat and uninterrupted facades will not be permitted along the Monaro Highway frontage.
- Ancillary structures should be consistent in form, materials and colours with the main buildings.

Building Height

- No building shall exceed 2 storeys in height, excluding basements located entirely below natural ground level.

Building Setback

- Buildings must be set back a minimum of 10 metres from the Monaro Highway boundary, ~~except where otherwise agreed to by the Authority.~~
- Buildings should be set back a minimum of 3 metres from Newcastle Street, Ipswich Street and the southern boundary.

Landscape Development

- A comprehensive landscape plan must be submitted with any application for development of the site. This plan should include planting of the Monaro Highway verge (allowing for the proposed location of the high voltage power lines) and the building setback areas where possible.
- Planting between the highway and the development is to provide a continuous visual screen. This can be achieved by a dense planting of a variety of pine and eucalypt species. Planting for the length of the site should be carried out prior to occupation of the first stage of development, and should include a significant proportion of mature specimens to give immediate visual impact.
- The area under the high voltage lines is to be grassed. Subject to the agreement of ACTEW, a strip of shrub planting should be included within the easement along the property boundary to soften the appearance of the fencing of the site.
- Existing eucalypt trees should be retained where practicable.
- Trees to be retained within the site and in the verge must be fenced beyond the dripline and protected during construction.
- The Monaro Highway road reserve is Designated Area as defined in the National Capital Plan. Works Approval must be obtained from the National Capital Authority for all works, including landscaping, in this area.



Vehicular Access and Carparking

- Access to the sites should be obtained from Ipswich Street. No vehicular access will be permitted from Monaro Highway or Newcastle Street.
- ~~Careful consideration should be given to the location and design of vehicular access points to the site to ensure that they meet the relevant standards and traffic safety requirements of the ACT Government.~~
- Carparking on site is to be provided in accordance with the ACT Government standards.

Signage

- No signs addressing the Monaro Highway will be permitted. This includes signs attached to boundary fencing, within the setback area, attached to the building or on the roof.

Fencing

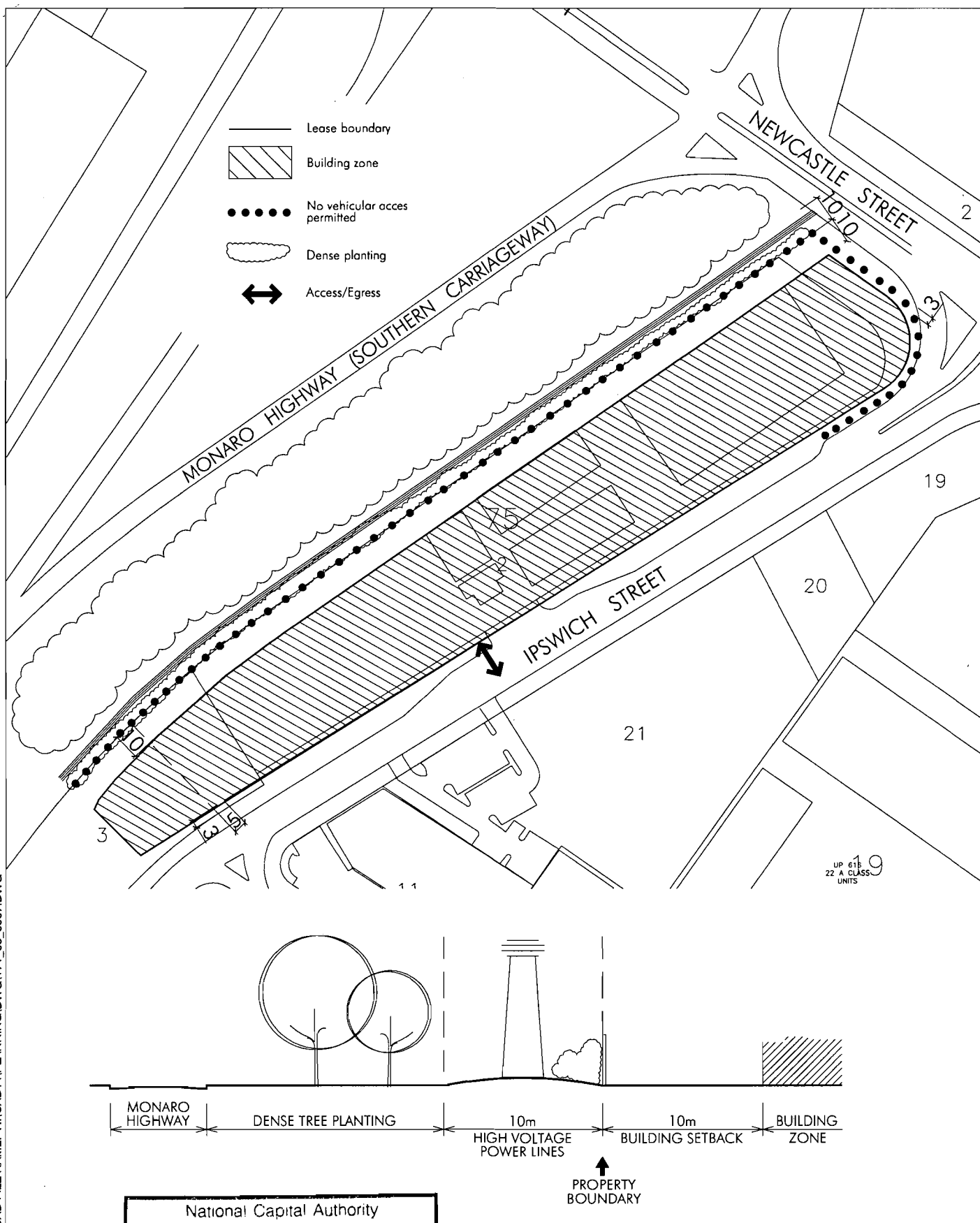
- Fencing along the boundary to the Monaro Highway should be transparent, or else constructed in materials and colours consistent with the design of the buildings on the site.

Service Areas

- Service areas, plant and equipment, storage areas and waste facilities must be located where they will not be visible from the Monaro Highway.
- If screens and fences are to be used, they must be designed as an integral part of the development, using colours, materials and landscaping to ensure that they complement the appearance of the buildings.

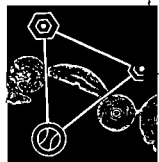


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National Capital Authority
APPROVED

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Authority



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Chief Executive Date 19/5/03



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DRAWING TITLE:

DEVELOPMENT CONTROL PLAN
BLOCK 2, PART BLOCK 3 SECTION 75, FYSHWICK

Do not scale off this drawing. Use figured dimensions only.
Verify all dimensions prior to commencing work.



NORTH

DATE: 12 May 03

DRAWN: AH AA

DRAWING NO:

SCALE: NTS

CHECKED: KW

171/03/0007