

DEVELOPMENT CONTROL PLAN
FYSHWICK SECTION 9 BLOCKS 1 & 15
DCP NO. 171/95/1002

Preamble

The sites are to be used for industries with a strong service orientation, along with limited associated retailing, as well as retailing at a scale appropriate to serve the nearby workforce. Land use is restricted to those allowed for Precinct 'b' of the Industrial land use policy in the Territory Plan. Shops are restricted in the Territory Plan to a maximum of 3000m² per lease, and office space to a maximum of 2000m² per lease. The actual gross floor area permitted for each land use will be governed by the provisions of each respective lease.

The sites are to be developed with permanent buildings and landscaping of high quality consistent with its location adjacent to Approach Routes, as defined in the national Capital Plan. Consideration must be given in all respects to the impact when viewed from the two Approach Routes, Canberra Avenue and the Monaro Highway.

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

Urban Design Objectives

The site should achieve a high quality of development within a suitably landscaped setting. Siting of permanent buildings or structures should not adversely impact on the existing character of the locality. Consistency in built form, material and landscape design should be sought within the development on site and/or with development on adjacent blocks in the area.

Carparking and service areas require careful consideration to minimise their impact when viewed from Canberra Avenue and the Monaro Highway. Such areas should be screened by the building or an agreed appropriate landscape treatment.

Building Design

Buildings developed along Canberra Avenue frontage should have their primary address to the Avenue and also maintain a good presentation when viewed from the Monaro Highway.

Separate buildings or any future alterations and/or additions are to be designed to ensure an overall consistency in their form, massing, and external design detailing. A level of formality should be given to facades addressing Canberra Avenue.

Roof top plant and equipment should be restricted to the rear of the building and where possible, constructed so as to appear as an integral part of the building design, particularly when viewed from the Approach Routes.



Building Height

Buildings and other permanent structures are to be limited to a height not greater than 10 metres above natural ground level.

Building Setbacks

No setback restrictions exist on either site, but in order to ensure that development is of an appropriate scale and compatible with surrounding development, a maximum plot ratio of 1:1 is permitted.

Building Materials and Colours

Materials and colours used within the sites should generally be of a nature complementary to surrounding development and be durable and low maintenance. Highly reflective external materials should be avoided. Glazing with a reflectivity greater than 15% will not be permitted.

External materials should be predominantly light in tone. Contrasting colours for minor architectural features may be considered within an overall consistent theme.

Building Services, Storage and Service Area

All site 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 storage and service areas so that they do not detract from the overall amenity of the area. Such areas should be carefully sited and screened when viewed from Canberra Avenue and the Monaro Highway.

Landscape Design

Landscape for the site should be used to complement the building form and hard standing areas. Public entry areas and desirable paths of travel should be paved to avoid degradation of grassed areas.

A comprehensive landscape plan for the site should be prepared and submitted for consideration by the ACT Planning Authority and the National Capital Planning Authority as part of any development proposal for the sites. A Licence for off-site planting will need to be obtained from the ACT Government for any landscape proposed in the verge zone.

Tree species and planting character on site and in the verge should be consistent with the same existing in the area.



Vehicular Access and Car Parking

Access to Block 1 shall be from the Canberra Avenue service road and/or Ipswich Street, and to Block 15 from the Canberra Avenue Service road and/or Lithgow Street as shown in the *Development Control Plan Drawing No 171/95/1002*.

The carparking requirement for development on the sites should be based on the Parking and Vehicular Access Guidelines of the ACT Government. Car parking generated by the development is to be accommodated primarily on the site. Verge parking will not be permitted.

Careful consideration should be given to the visual impact of parking areas/facilities when viewed from Canberra Avenue and Monaro Highway. Such areas should be carefully sited (at the rear) and suitably screened using appropriate landscaping.

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.

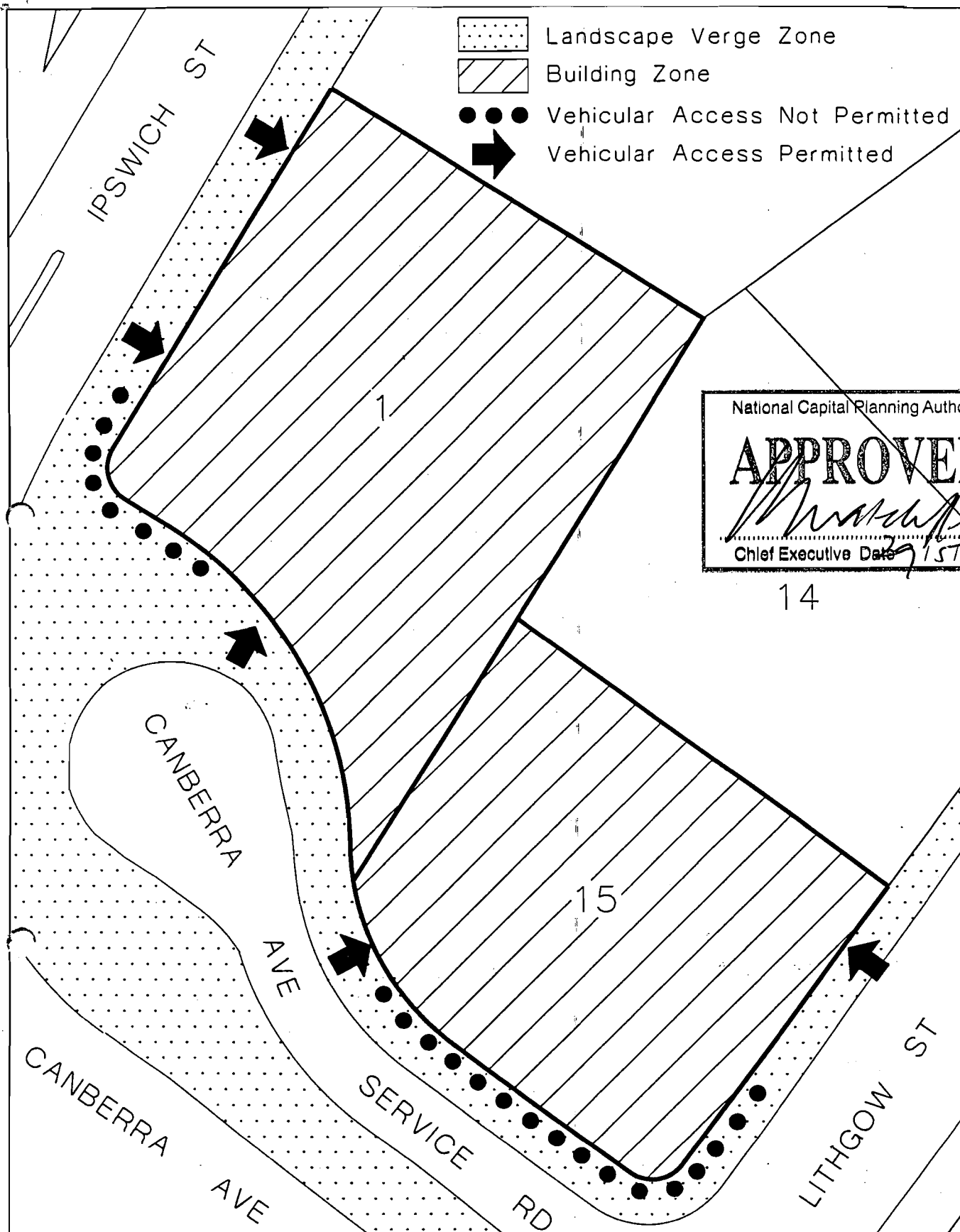
Details of all signs should be in accordance with Section C3 - Signs Policies of the Territory Plan and meet the objectives identified by the National Capital Plan for signs visible from an Approach Route.

Entrance signs and features should be carefully sited to ensure that they do not have any adverse visual impact or impact on traffic safety and flow on Canberra Avenue and Monaro Highway.

Environmental Considerations

Due consideration should be given towards minimising any impact on the physical environment in terms of air quality, noise and waste management and on the surrounding development. Stormwater runoff is required to meet the specifications of the ACT Government.





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