

DEVELOPMENT CONTROL PLAN
INDUSTRIAL USE SITES ALONG CANBERRA AVENUE
Between Lithgow Street and Newcastle Street Fyshwick
DCP NO. 171/96/0029

1. PREAMBLE

- 1.1 Canberra Avenue between the ACT border and Hume Circle is defined as an Approach Route in the National Capital Plan (NCP). Special Requirements for Approach Routes under Section 2.4 of the NCP apply to all sites flanking that section of Canberra Avenue. The Special Requirements state:

"Development is to conform to Development Control Plans agreed by the Authority, which seek to enhance the surrounding predominantly 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."

- 1.2 The Development Control Plan (DCP) aims to set the primary controls for developments along the Avenue as the Special Requirements of the National Capital Plan. In the absence of a provision in the DCP to the contrary, all development should generally accord with the Design and Siting Conditions set down in the Territory Plan.
- 1.3 The area covered by this DCP is shown in the *Development Control Plan Drawing No. 171/96/0029*.

2. URBAN DESIGN OBJECTIVES

- 2.1 Development should aim to create an identifiable and distinct character for the precinct through consistency in the scale, form and materials of buildings and landscape design. Development should recognise that the character of the precinct is one of a transition between the rural and urban areas.
- 2.2 The sites within the precinct should be developed with permanent low-rise buildings separated by open spaces. Landscaping should be of a quality appropriate for the location adjacent to an Approach Route of the National Capital with predominant planting being canopy trees in a grassed setting.
- 2.3 Consideration must be given to the visual impact of new development or redevelopment on the sites particularly when viewed from Canberra Avenue. Careful consideration should be given to carparking, service and storage areas to minimise their impact when viewed from Canberra Avenue. Such areas should be located behind buildings and suitably screened through appropriate landscape treatment.
- 2.4 The crest of the hill at the intersection of Canberra Avenue and Newcastle Street (on Block 22 Section 13) represents the start of the transition from a rural to an urban setting. It is important to identify this edge to distinguish the change in the landscape character as a perceived entrance to the National Capital.



3. DEVELOPMENT CONTROLS

3.1 Building Design

3.1.1 Buildings fronting Canberra Avenue should be sited parallel to and have their main address to the Avenue.

3.1.2 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.

3.1.3 Roofs are to be low pitched. Roof top plant and equipment, if considered, should be restricted to the rear of the building and/or to be constructed so as to appear as an integral part of the building design, particularly when viewed from Canberra Avenue.

3.2 Building Height

3.2.1 The height of buildings and other permanent structures should not exceed 10 metres above natural ground level. A minor variation to the maximum building height may be considered where it can be demonstrated that the development will not detract from the design objectives of this Plan.

3.3 Building Setbacks

3.3.1 Buildings shall be set back a minimum of 6m from the service road along Canberra Avenue.

3.3.2 To ensure that developments are of an appropriate scale and compatible with surrounding development, a maximum plot ratio of 1:1 will apply.

3.4 Building Materials and Colours

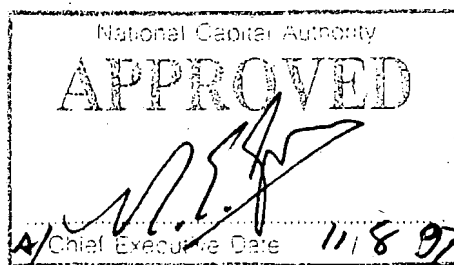
3.4.1 External materials should be predominantly light in tone and may include earth tone bricks and masonry. Contrasting colours for minor architectural features may be considered within an overall consistent theme.

3.4.2 Materials used should be durable and require low level maintenance. Highly reflective external materials should be avoided.

3.4.3 Large spans of continuous uninterrupted glazing will not be permitted. Reflectivity of glazing should not exceed 15%.

3.5 Landscape Design

3.5.1 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.



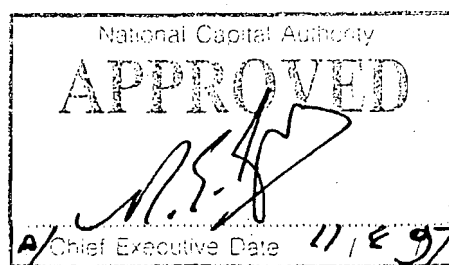
- 3.5.2 Planting on site, particularly along the Canberra Avenue frontage and within the road verge, should be predominantly canopy trees of Eucalypt species in a grassed setting. Use of shrubs and ground covers should be limited.
- 3.5.3 Significant trees on site and in the verge should be retained wherever possible and incorporated in the landscape design. Trees to be retained must be protected during construction.
- 3.5.4 Block 22 of Section 13 should be retained as a landscape park free of any buildings or significant structures. Landscape development works for the block should be undertaken within the context of a comprehensive landscape plan to be prepared for the site (including the Avenue verge) in consultation with Territory planning authority and the National Capital Authority. The landscape design should reinforce the gateway composition with formal rows of closely spaced Eucalypts at this point.
- 3.5.5 No boundary walls or fencing will be permitted along the Canberra Avenue frontage or along side boundaries forward of any buildings.

3.6 Vehicular Access and Car Parking

- 3.6.1 Access to the sites is only permitted from the Canberra Avenue service road and/or from one of the four side streets (Lithgow Street, Geelong Street, Yallourn Street, Whyalla Street). No direct access to the sites will be permitted from the main carriageway of Canberra Avenue.
- 3.6.2 On site parking should be provided to the satisfaction of the ACT Government. As a guide, the requirements will be based on the Parking and Vehicular Access Guidelines of the ACT Government. Car parking generated by the development should be accommodated primarily on the site. Verge parking will not be permitted.
- 3.6.3 Careful consideration should be given to the visual impact of parking areas/facilities when viewed from Canberra Avenue.
- 3.6.4 Parking areas, if located in front of buildings along the Canberra Avenue frontage, should be landscaped as part of a comprehensive landscape design for the site/s.

3.7 Building Services, Storage and Service Area

- 3.7.1 All site services (sewer, water, waste management, stormwater, electricity, telephone, gas) should be in accordance with the requirements of the ACT Government and other relevant authorities.
- 3.7.2 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 readily accessible for service vehicles so that they may enter and leave the site in a forward direction.



3.8 Signs

- 3.8.1 All signs should be contained within the site, be of a high standard and must not detract from the overall character of the built environment and the landscape setting.
- 3.8.2 Details of all signs should be in accordance with Part C3 - Signs Policies of the Territory Plan and meet the general objectives identified for signs in Appendix H of the National Capital Plan.
- 3.8.3 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.
- 3.8.4 Careful consideration should be given to the size and proportion of signs on building facades. Large disproportionate signs and signs that break the silhouette of the building will not be permitted.

3.9 Environmental Considerations

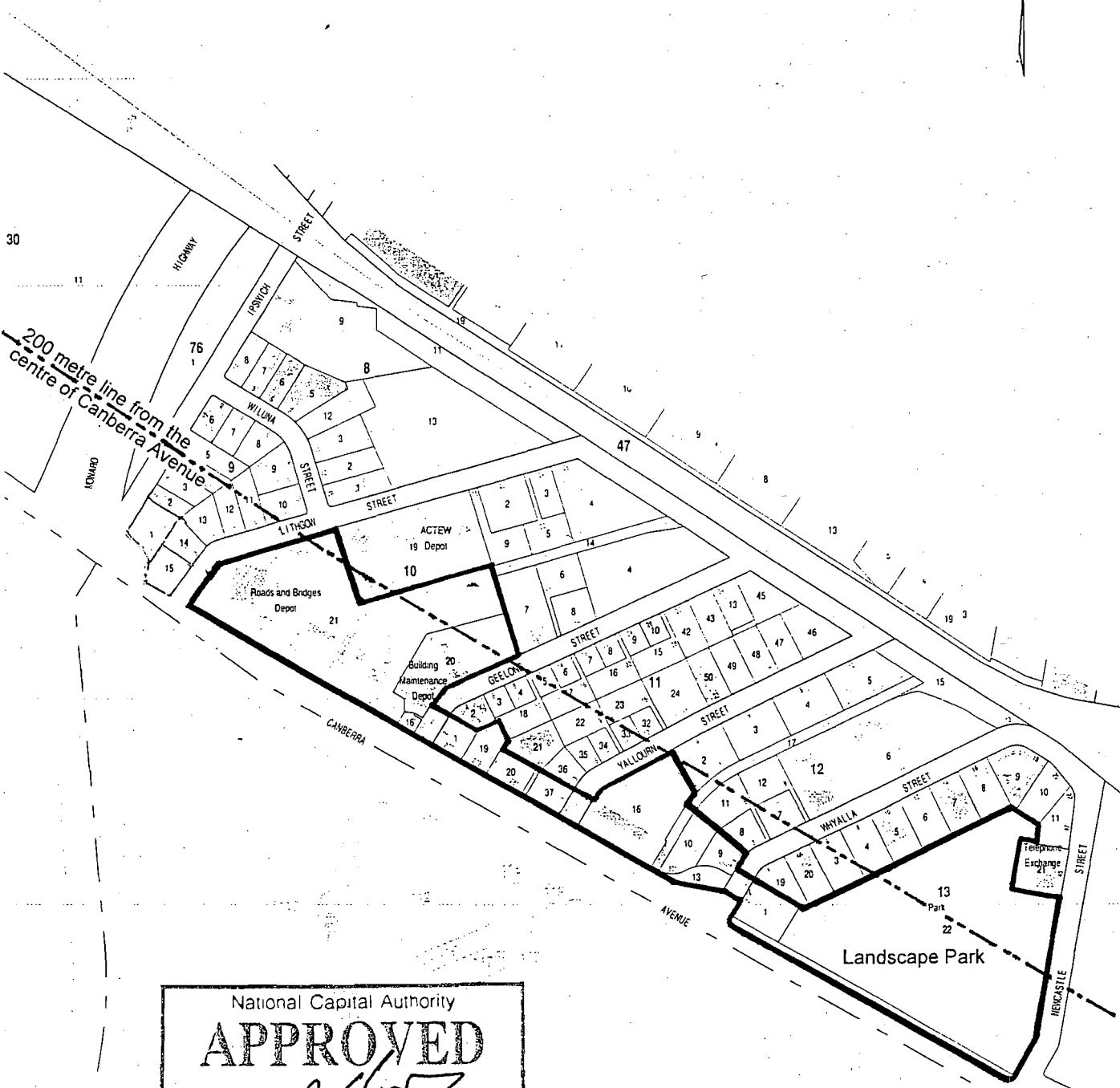
- 3.9.1 Due consideration should be given to minimising any impact on the physical environment in terms of air quality, noise and waste management and on the surrounding development. Stormwater runoff should meet the specifications of the ACT Government.





30

200 metre line from the
centre of Canberra Avenue



National Capital Authority
APPROVED
[Signature]
A/Chief Executive Date 11/18/96



Development Control Plan Area



National Capital Authority
10-12 Brisbane Ave, Barton, ACT
PO Box 373, Canberra 2601, Australia
one: (06) 271 2888 Fax: (06) 273 4427

Title: DEVELOPMENT CONTROL PLAN INDUSTRIAL USE SITE ALONG CANBERRA AVENUE Between Ipswich Street and Newcastle Street Fyshwick		
Drawn:	Scale: NTS	Date: November 1996
Checked:	Drawing No. 171/96/0029	Rev.