

## AMENDMENTS TO APPROVED DEVELOPMENT CONTROL PLAN

Development Control Plan No. 171/94/853

For

Monaro Highway East  
Sections 1,2 and 3 Hume

Provision 2.2 Building Height, of the DCP is amended to read as follows:

**Building Height:**

The building height is to be a maximum of 10 meters above natural ground level. A minor variation to the maximum building height may be considered for large sites where it can be demonstrated that the development will not detract from the quality appropriate for the development adjacent to an Approach Route of the National Capital. In such cases high quality landscape corridor with a mature tree canopy should be maintained, and roof lines and buildings facades articulated to moderate the impacts of large scale buildings.

Provision 2.2 Roof Pitch, of the DCP is deleted.

Provision 2.2 Materials/Colours, of the DCP is amended to read as follows:

**Materials/Colour:**

External materials should generally be masonry or pre-finished metal cladding, and neutral in colour tone. Contrasting colours for architectural features may be considered within an overall consistent theme and where used to create interest and to reduce apparent bulk of the building. All materials used should be durable and require low level maintenance.

All graphics and signage should relate to the colour scheme and materials of the building.

Exposed air-conditioning equipment and building plant will not be permitted.



DEVELOPMENT CONTROL PLAN NO. 171/94/853

FOR

MONARO HIGHWAY EAST

SECTIONS 1, 2 AND 3 HUME

JULY 1994



DCPHUME  
29 July 1994

# DEVELOPMENT CONTROL PLAN FOR SECTIONS 1,2 AND 3 HUME ADJACENT TO THE MONARO HIGHWAY EAST BETWEEN SHEPPARD STREET NORTH AND TRALEE STREET

## 1. INTRODUCTION

### 1.1 Special Requirements for Approach Routes.

This Development Control Plan is required by the National Capital Plan which states that 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. Development flanking Approach Routes to the city is to be of a type and quality complementary to the role and status of the city.

The Monaro Highway from the ACT border and including its extension as the Eastern Parkway to Morshead Drive is one of these Approach Routes.

The Special Requirements of the National Capital Plan that need to be met by this Development Control Plan are set out at 2.4 of the National Capital Plan and are as follows:

*"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 Area subject to this Development Control Plan

This Development Control Plan applies to the eastern side of the Monaro Highway from the intersection of Sheppard Street with Tharwa Road to the intersection of Tralee Street with the Monaro Highway and includes Sections 1,2 and 3 Hume. Refer to Development Control Plan Drawing No. 171/94/853.1.

Subdivision has already occurred along the Monaro Highway in these sections and development approved in Section 3 and parts of Section 2. There has been no development on Section 1 apart from the Telecom Exchange on Block 1 (part) Section 1 Hume. The existing buildings comply with development conditions previously prepared for the Hume Industrial Area. These conditions have been used as a basis for preparing this Development Control Plan.

It is acknowledged that this Development Control Plan applies to only part of the Monaro Highway at Hume. A more comprehensive Plan will be prepared prior to expansion of the Hume Industrial Estate including the area to the west of the Monaro Highway.

## **2. DEVELOPMENT CONTROL**

### **2.1 Land Use**

Service stations will not be permitted on blocks which abut the Monaro Highway except on Block 23 Section 2 Hume.

### **2.1 Access**

Vehicular access from the Monaro Highway is not permitted other than existing access roads (Sheppard and Tralee Streets) and the existing drive entrance to the Telecom Exchange on Block 1 Section 1 Hume.

### **2.2 Urban Form**

Development along the Monaro Highway is required to contribute to the architectural quality and amenity of the industrial estate. Buildings shall be of a high standard in terms of building form, materials and finishes to meet the following objectives:

- Building envelopes that will enhance the visual amenity of the estate through the provision of adequate external spaces.

A consistency in architectural styles, colours and materials throughout the industrial estate.

The following controls apply to development on blocks within Sections 1, 2 and 3 Hume:

#### **Building Height:**

The building height is to be a maximum of 10 metres above natural ground level.

#### **Setback:**

Buildings shall be located towards the Monaro Highway with the minimum setback along the Monaro Highway being 10 metres. Separate consideration will be given to signage within this setback.

#### **Site Coverage:**

The maximum area of the site to be covered by building is not to exceed 50% of the total site area.

**Roof Pitch:**

Buildings shall have pitched roofs. A pitch of 15-20° is desirable, although variations will be considered where very large buildings are proposed. The gable end of the building shall face the street.

**Materials/Colours:**

External walls shall be masonry or pre-finished metal cladding, in an off-white to buff colour range. Roofs shall be pre-coated metal of the same colour as the walls. Additional colours may be considered to reflect the service station image on Block 23 Section 2 Hume subject to the concurrence of the National Capital Planning Authority.

**For all sites:**

Reflective window glass and coatings will not be permitted.

Exposed air-conditioning equipment will not be permitted.

All graphics and colours are to be considered as an integral part of the appearance of the development and are to be approved in conjunction with other colours and materials.

**Signs:**

Signs shall be in accordance with the Signs Policies of the Territory Plan and shall respect the scale and design of the building.

**Storage,Service Areas/Carparking:**

Storage, service and carparking areas may only be permitted on the Monaro Highway side of the buildings where they are suitably screened by planting.

## 2.3 Landscape

The National Capital Plan indicates the Monaro Highway/Eastern Parkway 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 shall be designed and constructed as an integral part of the development.

The following are considered to be the main landscape objectives of the Development Control Plan:

To minimise the visual impacts of buildings, carparking and storage areas viewed from the Monaro Highway.

To enhance the buildings and their appearance to the highway frontage rather than screen the buildings from the highway.

To retain existing trees, in particular mature native trees where possible.

**Landscape on Blocks Fronting Monaro Highway:**

Landscaping is to be carried out in accordance with a landscape plan that achieves the above objectives. Existing trees, in particular mature native trees are to be retained where possible. The areas between the buildings and the Monaro Highway are to be used generally for planting.

**Landscape along Monaro Highway:**

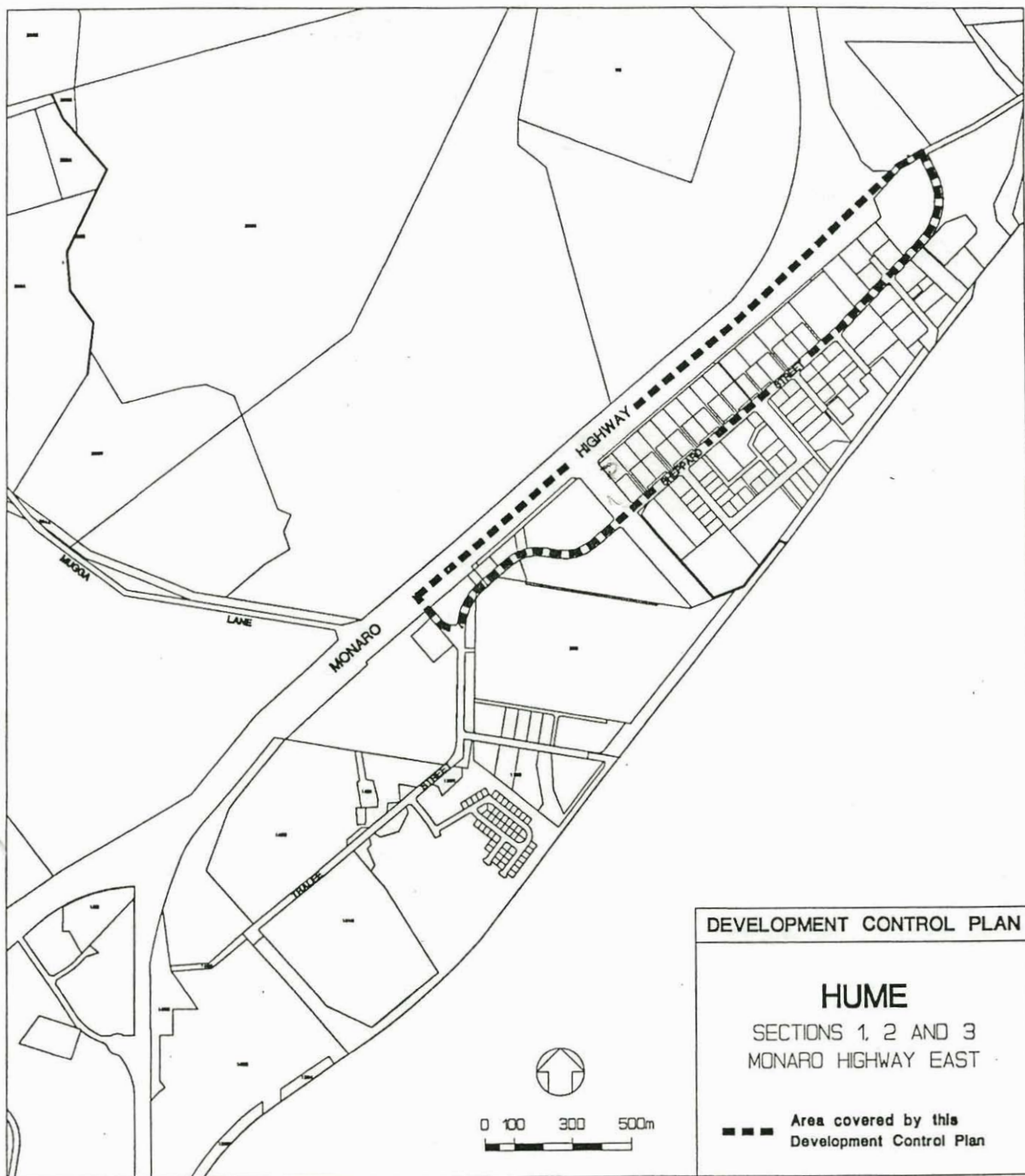
Existing planting in the Monaro Highway verge is to be retained and additional planting is to be provided in accordance with the Eastern Parkway Landscape Concept Plan (Hume Section). Structure trees referred to in this plan are to be single white-trunked Eucalyptus species to provide a visual connection between buildings and the landscape.

**2.4 Signs**

Signs within the Monaro Highway verge, other than Department of Urban Services approved road signs, will not be permitted.

**2.5 Communication Facility**

Radio masts, telecommunication towers and antennae which do not have an adverse visual impact on the Monaro Highway may be approved on Block 1 (part) Section 1 Hume (Telecom site) with the concurrence of the National Capital Planning Authority.



Drawing No. 171/94/853.1