



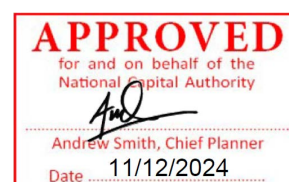
**Australian Government**  
**National Capital Authority**

# Development Control Plan 24/01

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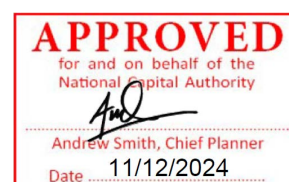
Section 8, Section 21 and Section 29 Hume

December 2024



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# 1. Preamble

1.1 The site is adjacent to the Monaro Highway, which is 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 Approach Routes AND is not more than 200 metres from their middle lines’*. Special requirements for Approach Routes under Section 4.24 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.’*

1.2 The provisions of this Development Control Plan (DCP) apply to Section 8, Section 21 and Section 29 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.

1.3 The site is located in the suburb of Hume, ACT, with direct frontage to the Monaro Highway.

# 2. Land Use

2.1 Land use on the site shall be consistent with the IZ1 – General Industrial Zone of the Territory Plan 2023.

# 3. Planning and Urban Design Objectives

3.1 Development along the Monaro Highway is required to contribute to the architectural quality and amenity of the industrial estate.

- a. Buildings shall be of a high standard in terms of building form, material and finishes.
- b. Building envelopes will be designed to enhance the visual amenity of the estate, particularly through the provision of generous landscaped external spaces.
- c. A consistency in architectural styles, colours and materials is required throughout the industrial estate.

3.2 The site is to be developed to a quality appropriate to its location adjacent to an Approach Route. Specifically, development should:

- a. respect the natural features, character and scale of the landscape in the locality

- b. be carefully sited within a landscaped setting with filtered screening of views to the Monaro Highway.

## 4. Building Design

4.1 Buildings are not permitted to encroach the Landscape Zone A (as shown in Figure 3).

4.2 Buildings should be oriented with north facing facades and with articulated frontages at 45 degrees to the Monaro Highway.

4.3 Site services, mechanical plant equipment including visually exposed air conditioning equipment condenser units and cooling towers shall be located within the building or serviced yards and shall not be visible from the Monaro Highway.

4.4 Outdoor storage areas are to be screened from public view from the Monaro Highway using mounds planted with local native grassland grasses, forbs and trees similar to those shown in Figure 1.

## 5. Building Height

5.1 Buildings on the Monaro Highway frontage are not permitted to exceed a maximum height of 15 metres.

## 6. Building Setback

6.1 Buildings should be located to reinforce the significance of the Monaro Highway, with a minimum setback of 10 metres from the property boundaries along the Monaro Highway. The buildings should be modulated and articulated at the setback boundary with the façades at 45 degree angles to the Monaro Highway.

6.2 The distance between the 'Woodland Community' identified on DCP Drawing No. 24/01 and the closest building will be no less than 20 metres, and must incorporate the following:

- a fire break of minimum 10 metres width separating the 'Woodland Community' and block boundaries
- a chainmesh fence of two metres in height that does not contain any gates allowing access onto the fire break separating the 'Woodland Community' and industrial blocks.

Any buildings must be set back a minimum of 10 metres from the chainmesh fence.

## 7. Building Materials and Colours

7.1 Colours of external finishes of buildings and structures should be appropriate to the site and landscape. Highly reflective, white and/or zinalume on roofs and walls will generally not be permitted, except where material for specific purposes are

available only in these colours/finishes and agreement for alternative colours/finishes has been granted by the NCA.

## 8. Fences

8.1 Fences built along the external road frontage are to be setback behind the landscape screens. A consistent standard of fencing of black wire mesh, with a minimum height of 1.8 metres, is to be provided along the Monaro Highway frontage.

## 9. Landscape Design

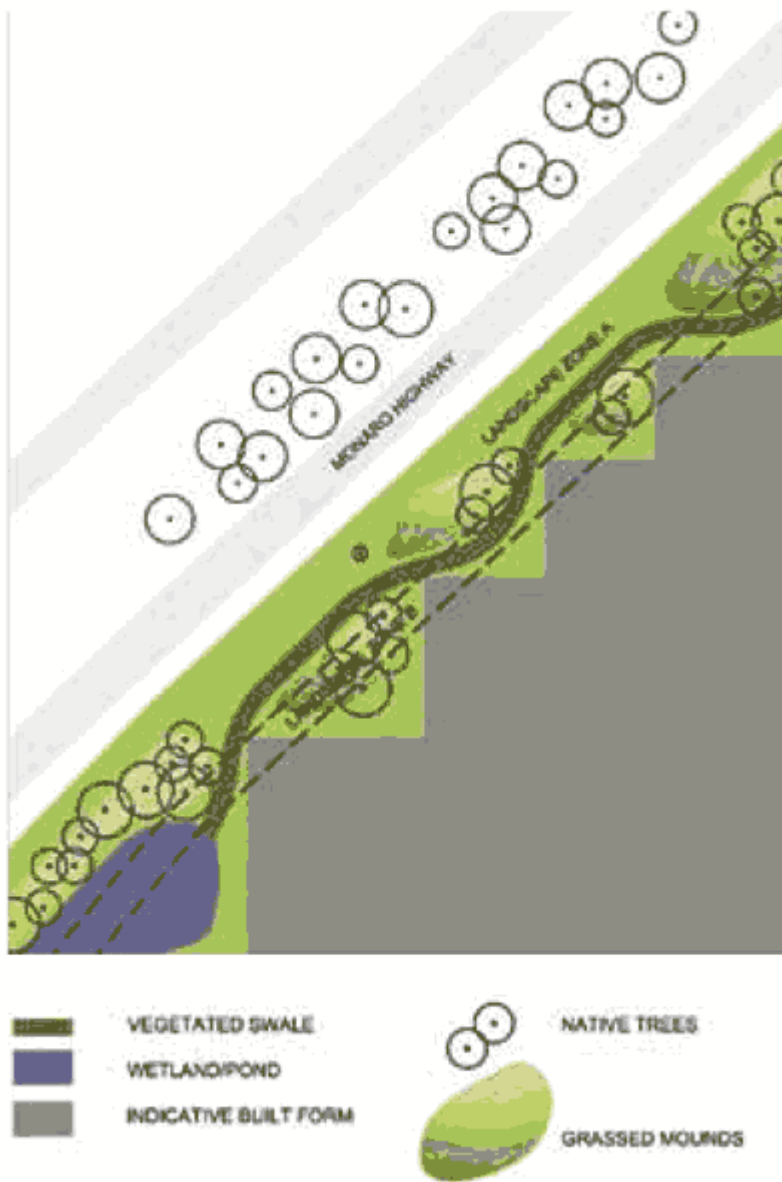
9.1 Plant material used within the Landscape Zones (both A and B) and in those areas visible from the Monaro Highway is to be composed predominately of local native grasslands plants.

9.2 A high standard of landscape design is required for the site frontage facing the Monaro Highway. This frontage should be maintained and enhanced with native trees and shrubs. Mature natives trees are to be retained where possible.

9.3 All landscaping should be considered in the context of bushfire risk mitigation and be in accordance with ACT Government's document titled 'Planning for Bushfire Risk Mitigation General Code'.

9.4 Planting within the landscape zones must allow for strategic views both towards and out of the site. The views into the site will allow the closest corners of buildings adjacent to the Monaro Highway to be seen from the southbound lanes of the highway. These views will be interspersed with groups of native trees on grassed mounds, as displayed in Figure 2.

Figure 1: Landscape zones A and B



**Figure 2: Indicative landscape along Monaro Highway**



## **10. Environment**

10.1 To avoid significant impacts on threatened species and ecological communities under the *Environment Protection and Biodiversity Conservation Act 1999*, no construction is permitted in the area identified as 'Woodland Community' in DCP Drawing No. 24/01. This includes construction of infrastructure or services such as electricity, gas and water mains.

## **11. Roads, Vehicular Access and Car Parking**

11.1 Vehicular access from the Monaro Highway is not permitted (refer to Figure 3).

11.2 Car parking shall not be visible from the Monaro Highway.

## **12. Signs**

12.1 Any proposed signage shall comply with the relevant ACT Government requirements. Signs are to address internal roads only. A single, main entry sign, of high quality design, may be erected on the south side of the Tralee Street/Monaro Highway intersection. No other signs will be permitted in road verges. Roof signs visible from the Monaro Highway will not be permitted.

## **13. Public Art**

13.1 Public art that also functions as a screening device may be incorporated into Landscape Zone A.

## 14. DCP Drawing

14.1 The above provisions should be read in conjunction with the DCP Drawing No 24/01, displayed in Figure 3, which forms part of this DCP.

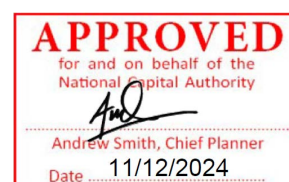




Figure 3: Development Control Plan Drawing No. 24/01

