



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

# Development Control Plan 25/02

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Block 16 Section 18 Hume

January 2025

**APPROVED**  
for and on behalf of the  
National Capital Authority  
  
Andrew Smith, Chief Planner  
Date 23/01/2025

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## 1. Preamble

The subject area is situated adjacent to the Monaro Highway, and encompasses Block 16 Section 18 Hume as outlined in Drawing 25/02. The Monaro Highway, from the ACT border to Pialligo Avenue, 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 Monaro Highway AND is not more than 200 metres from the centreline of the road reserve.

The Special requirements for Approach Routes under section 4.24 of the Plan apply to the subject 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’.*

The provisions of this Development Control Plan (DCP) apply to the subject site. In the absence of a provision in the Plan or this DCP to the contrary, all development will be in accordance with the relevant provisions of the Territory Plan. Where an inconsistency arises between the Territory Plan and the Plan or this DCP, provisions of the Plan and the DCP prevail.

The subject area is Territory Land outside the Designated Area of the Plan and therefore the ACT Government’s planning and land authority is responsible for assessing development applications relating to the subject site. In doing so, the planning and land authority is required to ensure that the proposed development is consistent with this DCP and the Plan. Development must also comply with any relevant Territory legislation and regulations applicable to the subject site.

The Monaro Highway road reserve forms part of the Designated Areas of the Plan and therefore the National Capital Authority (NCA) is responsible for granting works approval within the road reserve.

## 2. Planning and Urban Design Objectives

The character of development in the subject area contributes to the experience and quality of Monaro Highway as a significant Approach Route to the National Capital. The Approach Routes play a critical role in the formation of the traveller’s perception of the city and alert the traveller to the special symbolic and functional significance of the National Capital.

The objective for planning and development of the Approach Routes is to establish and enhance the identity of the approaches. Design and development of the subject site must:

- Identify and enhance distinct realms and elements that will introduce visitors to the inherent characteristics of Canberra.
- Recognise and reinforce the importance of the setting of the National Capital by directing views to the rural landscape and surrounding hills.
- Ensure development is to a quality appropriate to its location adjacent to a National Capital Approach Route.

### 3. Land Use

- 3.1 Land use on the subject site shall be consistent with the land use of the National Capital Plan, and the land use of the Territory Plan.

### 4. Building Design

- 4.1 Development on the subject site is to achieve a high architectural design quality within a landscaped setting. Consideration must be given to the visual impact of proposed development, in particular when viewed from Monaro Highway.
- 4.2 Buildings are to be designed to appear as predominantly horizontal built forms, and site coverage of buildings must not result in a built form that is bulky and visually intrusive.
- 4.3 The quality, scale, form and siting of buildings or structures shall contribute to and not detract from the surrounding rural landscape character.
- 4.4 Articulated facades, varied setbacks and landscaping should be used to break up the visual appearance of longer buildings and structures that are parallel to Monaro Highway.

### 5. Building Height

- 5.1 The height of buildings and other major structures must not exceed 12 metres above datum ground level measured to the parapet or eaves.

The building height shall be measured from a horizontal plane 12 metres above natural ground level taken from Monaro Highway road reserve boundary. The height of the road reserve may be normalised where it passes over culverts and other localised earthworks.

- 5.2 Minor building elements (such as lift overruns and roof plant) may extend above the 12-metre building height where these elements are designed to be integrated into the architecture of the building.
- 5.3 Telecommunications towers and minor structures that are required for the operation of an emergency services facility may exceed the 12-metre height limit, provided there is not an adverse visual impact on the Monaro Highway. Structures above 12 metres should be screened to the maximum extent possible.

### 6. Roofscape Design

- 6.1 Careful consideration should be given to the roof form and roofscape of buildings as viewed from Monaro Highway.
- 6.2 Roof top plant and equipment, if installed, shall be fully concealed from view of the Monaro Highway road reserve. This may be achieved through integration with the roof form.

## 7. Building Setback

- 7.1 Buildings and other structures shall be setback a minimum of 20 metres from the Monaro Highway road reserve in accordance with DCP drawing 25/02.
- 7.2 Minor encroachments of building articulation elements, such as awnings or architectural detail, may be permitted providing the development meets the objectives set out under Section 2, 'Planning and Urban Design Objectives' of this DCP. The design and materials should be such that the visual integrity of the building line is retained.

## 8. Materials and Colours

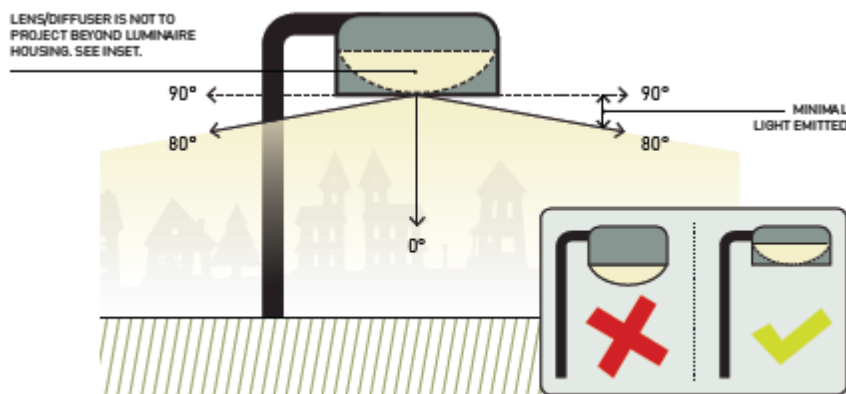
- 8.1 The façade and roof of buildings shall be constructed of high quality and durable materials.
- 8.2 Colour of the external finishes of buildings and structures must be appropriate to, and not discordant with, the general development and amenity of the locality. High contrasts in colours or material of external finishes will not be permitted.
- 8.3 Only low reflective materials on roofs and walls are permitted.
- 8.4 Building materials, construction and finishes should be responsive to microclimatic issues. Use of sun screening devices as articulation elements should be employed to achieve climate responsive facades where appropriately in relation to siting and orientation.

## 9. Signs

- 9.1 Careful consideration should be given to the integration of signs with the building design and landscaping to ensure that they do not detract from the Monaro Highway frontage.
- 9.2 All signs are to be of a high standard and are not to detract from the overall character of the built environment and its landscape setting.
- 9.3 Signage will be permitted on the subject site in accordance with the requirements of the Territory Plan.
- 9.4 A single main entry sign, of high quality design, may be erected adjacent to the site.

## 10. Lighting

- 10.1 All outdoor lighting, including security and car park lighting shall be designed and sited to minimise light pollution. Outdoor lighting shall use full cut-off light fittings. Any up-lighting of buildings should be carefully designed to keep night time overspill and glare to a minimum.
- 10.2 A full cut-off light fitting allows no light to be directed upward. No light dispersion or direct glare is allowed to shine at or above a 90-degree, horizontal plane from the base of the fixture. The lens/diffuser should not project beyond housing and minimal light should be emitted above 80 degrees as per Figure 1.



**Figure 1 – Full Cut Off Light Fixture**

## 11. Mechanical Plant and Equipment, Storage and Service Areas

- 11.1 All mechanical plant and equipment (including air conditioning units) is to be contained within a building form or located within service enclosures. Such elements, including storage, services areas and sheds must be carefully sited and should not be visible from the Monaro Highway.
- 11.2 Storage and service areas (including storage sheds) are to be suitably screened and must not be visible from the Monaro Highway.
- 11.3 Communications facilities should be screened from view of the Monaro Highway with landscaping to the maximum extent possible. Colours and materials for communications facilities shall be integrated with surrounding development and be consistent with Section 8 of this DCP.

## 12. Roads, Vehicular Access and Car Parking

- 12.1 Direct vehicular access from the Monaro Highway is only permitted from the entry identified in DCP Drawing 25/02. Vehicular access to the site is permitted from David Warren Road. Locations of site access from David Warren Road will be determined or agreed by the relevant approval authorities
- 12.2 The visual impact of car parking areas must be minimised through adequate screening and landscape treatment that appropriately considers view lines and safety.

## 13. Fencing

- 13.1 All fencing, whether to the site boundary or internal shall:
  - be highly integrated with landscape design
  - not be constructed of pre-coloured metal sheets
  - Not exceed 2.8 metres in height
- 13.2 Fences built along the external road frontages are to be behind landscape screening. A consistent standard of fencing is to be provided along the Monaro Highway and David Warren Road.

- 13.3 Noise walls and solid fencing may be permitted, provided that it must be appropriately screened behind soft landscaping and setback 12 metres minimum from the Monaro Highway road reserve. Colours, materials and finishes of noise mitigation measures must be appropriate to, and not discordant with, the general development and amenity of the locality.

## 14. Sustainable Development

- 14.1 Development will demonstrate a high level of performance in terms of environmental design where applicable, including energy efficiency, climate management and water sensitive urban design.

## 15. Landscape Design

- 15.1 Development along Monaro Highway should enhance the rural character and landscape of land adjoining the area before the road enters the built up areas of the National Capital.
- 15.2 A landscape plan must be submitted with any development proposal. The Landscape Plan must meet the following objectives:
- Minimise the visual impacts of buildings, car parking, open activities and storage areas viewed from the Monaro Highway.
  - Retain existing trees wherever possible, in particular any trees considered to have moderate to high conservation value.
  - Design for directed views into the site and to surrounding hills to enhance the character of the Approach Route.
- 15.3 A high standard of landscape design is required for the Monaro Highway frontage. This frontage should be maintained and enhanced with native shrubs, small trees and mass planted native grasses.
- 15.4 Mature trees should be retained to the maximum extent possible and integrated into the landscape design. Where existing trees must be removed, they must be compensated by planting elsewhere on the frontage. A tree assessment must accompany all development applications.
- 15.5 Signs may be permitted within the front setbacks provided they meet the objectives set out in Section 9 'Signs' of the DCP.
- 15.6 Planting along the Monaro Highway frontage is to form a Landscape Zone as shown in DCP Drawing 25/02.

## 16. DCP Drawing

- 16.1 The above provisions should be read in conjunction with the DCP Drawing 25/02, available at Appendix A, which forms part of this DCP.

# APPENDIX A – DCP DRAWING 25/02



- Area subject to DCP
- Landscape area
- 20m setback
- No access/egress
- Middle line
- Telecommunications facilities  
50m setback

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