



Australian Government
National Capital Authority

National Capital Plan

DEVELOPMENT CONTROL PLAN

03

11

APPROVED:

A handwritten signature in black ink, appearing to read 'W. H. ...', written over a dotted line.

Date 22/12/11

Chief Executive

**PART SECTION 48, PART BLOCK 4 SECTION 84,
PART BLOCKS 4 & 5 SECTION 85, SECTIONS 86 & 87,
AND PART BLOCKS 7 & 8 SECTION 47**

FYSHWICK

December 2011

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National Capital Authority
November 2011

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1. PREAMBLE

- 1.1** Part Section 48, Part Block 4 Section 84, Part Blocks 4 & 5 Section 85, Sections 86 and 87, and Part Blocks 7 & 8 Section 47 Fyshwick front Canberra Avenue. Canberra Avenue, between the ACT border and Hume Circle, is defined as an Approach Route in the National Capital Plan (the Plan). In accordance with the Plan, Special Requirements apply to development on all land which fronts directly onto an Approach Route and is not more than 200 metres from its middle line. Special Requirements state that:

Development is to conform to Development Control Plans agreed by the Authority, which seek to enhance the surrounding predominantly rural character and landscape outside 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 Part Section 48, Part Block 4 Section 84, Part Blocks 4 & 5 Section 85, Sections 86 and 87, and Part Blocks 7 & 8 Section 47 Fyshwick. In the absence of a provision in the Plan to the contrary, all development should accord with the relevant provisions of the Territory Plan. Where an inconsistency arises between the Territory Plan and the National Capital Plan, the National Capital Plan prevails.

The subject area is Territory Land outside the Designated Areas of the Plan and therefore the ACT Government is responsible for assessing development applications relating to the subject area. In doing so, the ACT Government is required to ensure any proposal is not inconsistent with this DCP or the Plan.

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

2. PLANNING AND URBAN DESIGN OBJECTIVES

- > Enhance and formalize the character of Canberra Avenue as an Approach Route.
- > Allow for development of Part Section 48, Part Block 4 Section 84, Part Blocks 4 & 5 Section 85, Sections 86 and 87, and Part Blocks 7 & 8 Section 47 Fyshwick with scale appropriate to Canberra Avenue.
- > Ensure that any buildings within the DCP area demonstrate a high architectural design quality, particularly when viewed from Canberra Avenue.
- > Ensure that any buildings within the DCP area are appropriately integrated within a landscaped setting.
- > Ensure that the height, massing, and spatial arrangements of buildings reflect the importance and prominence of the site.

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3. LAND USE

- 3.1** Part Section 48, Part Block 4 Section 84, Part Blocks 4 & 5 Section 85, Sections 86 and 87, and Part Blocks 7 & 8 Section 47 Fyshwick 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 site(s) is to achieve a high quality development design within a landscaped setting. Consideration must be given to the visual impact of proposed development of the site, in particular when viewed from Canberra Avenue. Buildings fronting Canberra Avenue should be sited parallel to the Avenue.
- 4.2** Building frontages to Canberra Avenue and Tom Price Street shall be articulated incorporating modulated form, tactility, silhouette and respond to human scale. Buildings shall have a maximum unarticulated length of 15 metres to the Canberra Avenue and Tom Price Street frontages. Articulation may be provided by:
- Changes in wall planes of a minimum one metre in depth and no less than four metres in length; and/or
 - Horizontally stepping facades by at least one metre; and/or
 - A change in materials, colours and textures.
- 4.3** Buildings along the Canberra Avenue frontage of the site are to present attractive facades to the Avenue. Car parking, storage and service areas are to be suitably screened from Canberra Avenue.
- 4.4** The corner of the building closest to the Canberra Avenue and Newcastle Street intersection is to be designed as a major architectural feature.

5. BUILDING HEIGHT

- 5.1** The height of the buildings and other permanent structures must not exceed 12 metres above natural ground level measured to the parapet or eaves.
- 5.2** Building up to a maximum height of 15 metres above natural ground level may be permitted where used to provide architectural emphasis at those locations identified on DCP Drawing 11/03.
- 5.3** In determining building height, natural ground level shall have that meaning ascribed by the Territory Plan.

6. BUILDING SETBACK

- 6.1** Buildings or significant structures should be setback a minimum of 10 metres from the Canberra Avenue and Newcastle Street frontages, for buildings up to six metres in height. The setback is to be increased by five metres for every three metres of additional height, up to the maximum height limit prescribed under section 5 of this DCP.
- 6.2** Corners and/or entry points of the building may be built up to the maximum height limit prescribed in section 5 of this DCP, provided the building has a minimum 10 metre setback from both Canberra Avenue and Newcastle Street.
- 6.3** Setbacks to internal roads shall be in accordance with the Territory Plan.

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- 6.4** Setback areas must be landscaped, with no more than 25% of the setback area being used for surface car parking. Such car parking areas must be landscaped and screened from view of Canberra Avenue.

7. BUILDING MATERIALS AND COLOURS

- 7.1** The facades and roofs of buildings shall be constructed of high quality and durable materials. Highly reflective external materials will not be permitted.
- 7.2** The colour of external finishes of buildings and structures must ensure that they are appropriate to and not discordant with, the general development and amenity of the locality. Pre-coloured metal is not permitted to be greater than 20% of wall cladding.
- 7.3** Building materials, construction and finishes should be responsive to microclimatic issues. Use of sunscreen devices as articulation elements should be employed to achieve climate responsive facades where appropriate in relation to setting and orientation.

8. LANDSCAPE DESIGN

- 8.1** A high standard of landscape design and verge treatment is required for the area along the Canberra Avenue frontage.
- 8.2** The site is to be landscaped in accordance with an approved Landscape Plan which responds to the significance of Canberra Avenue as an Approach Route to the national capital.
- 8.3** A consistency of landscape treatments should be sought along the Canberra Avenue frontage. The Landscape Plan should include trees endemic to the Canberra region (advanced stock) and fast growing shrubs.
- 8.4** Mature trees should be retained to the maximum extent practicable and integrated into the landscape design.
- 8.5** Development Applications are to be accompanied by individual landscape plans. Areas not required for building, car parking or driveways shall be landscaped to the satisfaction of the ACT Planning and Land Authority. Verge landscaping and adjacent pathways shall be integrated with on site landscaping.
- 8.6** Landscape Plans for individual sites should include species consistent with the overall Landscape Plan in order to provide an integrated approach to landscaping.

9. VEHICULAR ACCESS AND CAR PARKING

- 9.1** Access and egress to the subject site shall be permitted only from Canberra Avenue as identified in DCP Drawing 11/03.
- 9.2** No direct access to individual developments will be allowed from Canberra Avenue or Newcastle Street except for one direct left in, left out access to Block 8 Section 48 from Newcastle Street. Access to all other individual sites is to be from internal access roads only.
- 9.3** Onsite car parking is to be in accordance with the ACT Parking and Vehicular Access General Code of the Territory Plan.
- 9.4** The visual impact of car parking areas must be minimised through adequate screening and landscape treatment that appropriately considers view lines and safety. Under croft or basement car parking areas are encouraged where feasible.

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10. SIGNS

- 10.1** All signage located on the site is to be in accordance with a Signage Master Plan approved by the relevant ACT Government agency in consultation with the National Capital Authority.
- 10.2** Careful consideration should be given to the integration of signs with building design and landscaping to ensure they do not detract from the Canberra Avenue frontage. Roof signs, and large freestanding signs visible from Canberra Avenue, will not be permitted.
- 10.3** All signage is to be of a high design quality, and be consistent in design and detail. All signs on buildings fronting Canberra Avenue must be below the eaves or parapet capping.
- 10.4** Entrance signs and features should be carefully sited to ensure that they do not have any adverse visual impact on traffic safety and flow on Canberra Avenue. No signs will be permitted in road reserves.
- 10.5** A single main entry structure, of high quality design, may be erected adjacent to both the Newcastle Street and Canberra Avenue entries to the site.

11. FENCING

- 11.1** Fencing to site boundaries shall not be obtrusive and shall:
 - Allow filtered views into the site from Canberra Avenue;
 - Be constructed of high quality materials; and
 - Be highly integrated with landscape design.

12. MECHANICAL PLANT AND EQUIPMENT, ELECTRICAL SUBSTATIONS, STORAGE AND SERVICE AREAS

- 12.1.** All mechanical plant and equipment (including air conditioning units) is to be contained within buildings or located within service enclosures. Such elements, in addition to electrical substation, storage and service areas (including storage sheds), are to be carefully sited and must not be visible from Canberra Avenue.

13. LIGHTING

- 13.1** All outdoor lighting, including security and car park lighting, shall be designed and sited to minimize 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.

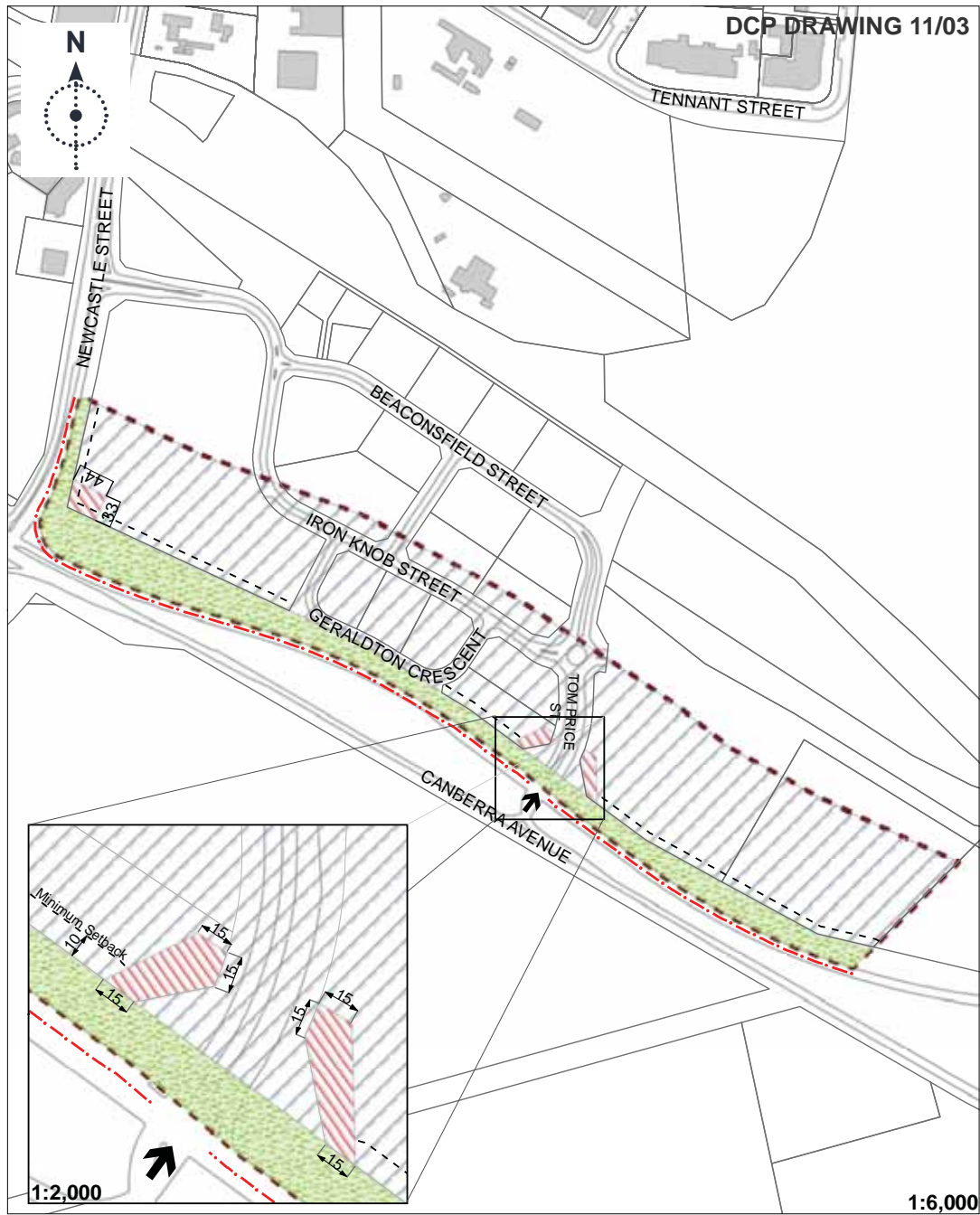
14. SUSTAINABLE DEVELOPMENT

- 14.1** Development proposals will demonstrate a high level of performance in terms of environmental design where applicable including energy efficiency and climate management. Special environmental measures will need to include effective management of the creek zone and adherence to principles of water sensitive urban design.








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15. DCP DRAWING

15.1 The above provisions should be read in conjunction with the Drawing No. 11/03, which forms part of this DCP



LEGEND

-  Area Subject to DCP
-  No Access
-  Access Point
-  Minimum 10m Setback
-  Developable Zone (Subject to Provisions of DCP and Territory Plan) (max. 12m above natural Ground Level)
-  Developable Zone (Subject to Provisions of DCP and Territory Plan) (max. 15m above natural Ground Level)
-  Predominantly Landscape Zone

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The National Capital Authority was established under the
Australian Capital Territory (Planning and Land Management) Act 1988

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