



Australian Government
National Capital Authority



National Capital Plan

Development Control Plan No:171/09/0005

Block 18 Section 106 Symonston

October 2009





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Development Control Plan No.171/09/0005



Block 18 Section 106 Symonston

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 2.4 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 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 provisions of this Development Control Plan (DCP) apply to Block 18 Section 106 Symonston. 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 Symonston, ACT, as seen in Figure 1, with direct frontage to the Monaro Highway.
- 1.4** The subject site is Territory Land outside the Designated Area of the Plan and therefore the ACT Planning and Land Authority (ACTPLA) is responsible for assessing development applications relating to the Subject site. In doing so, ACTPLA is required to ensure any proposal is not inconsistent with this DCP or the Plan.
- 1.5** The Monaro Highway 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 Monaro Highway road reservation.

2. LAND USE

- 2.1** Land use on the site shall be consistent with the NUZ1 – Broadacre Zone of the Territory Plan 2008.

3. PLANNING AND URBAN DESIGN OBJECTIVES

- 3.1** 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; and
 - (b)** be carefully sited within a landscaped setting with filtered screening of views to the Monaro Highway.
- 3.2** The existing 'open, treed grassland' appearance of the site is to be maintained with appropriate landscaping.
- 3.3** Buildings should not be dominant in the landscape, however should be of a high standard in terms of building form, materials and finishes.

Figure 1: Location Plan



Area subject to DCP No. 171/09/0005

National Capital Authority

APPROVED


 Chief Executive Date 24/11/09

4. BUILDING HEIGHT

- 4.1 Building height for the site shall not exceed RL582.

5. BUILDING SETBACK

- 5.1 A 132kv power line currently traverses the site along the Monaro Highway frontage. A forty (40) metre wide easement is required for this power line and prohibits buildings within this area. Any other development within this area, such as car parking, shall accord with the relevant ACTEW guidelines.
- 5.2 Buildings, other than minor storage sheds, will only be permitted in the Building Zone as shown on DCP Drawing No. 171/09/0005.

6. BUILDING MATERIALS AND COLOURS

- 6.1 Development is to be compatible with the surrounding landscape through sympathetic placement and form of buildings and appropriate materials. Materials and external finishes should be of earth tones with low reflectivity.

7. FENCES

- 7.1 A consistent, high quality standard of fencing is to be provided along the Monaro Highway frontage, commensurate with the rural location of the site.
- 7.2 Fencing that is visually obtrusive and detracts from the presentation of the Monaro Highway will not be permitted.

8. LANDSCAPE DESIGN

- 8.1 Special attention should be given to the integration of building design and landscape to ensure reinforcement of the rural character of the site.
- 8.2 Planting along the Monaro Highway frontage should include an informal composition of eucalypt trees in a native grass setting.

9. ROADS, VEHICULAR ACCESS AND CAR PARKING

- 9.1 Vehicular access is not permitted from the Monaro Highway. Access to the site is to be from a single entrance to Jerrabomberra Avenue only.
- 9.2 On-site car parking is to be in accordance with the *ACT Parking and Vehicular Access General Code* of the Territory Plan.
- 9.3 The visual impact of surface car parking areas must be minimised through adequate screening and landscape treatment.

10. SIGNS

- 10.1 No signage is permitted fronting the Monaro Highway or in the Monaro Highway road reserve. Advertising signage is not permitted on site.
- 10.2 Careful consideration should be given to the integration of signs with facility design and landscaping. All signs should be consistent with the *Signs General Code* of the Territory Plan.

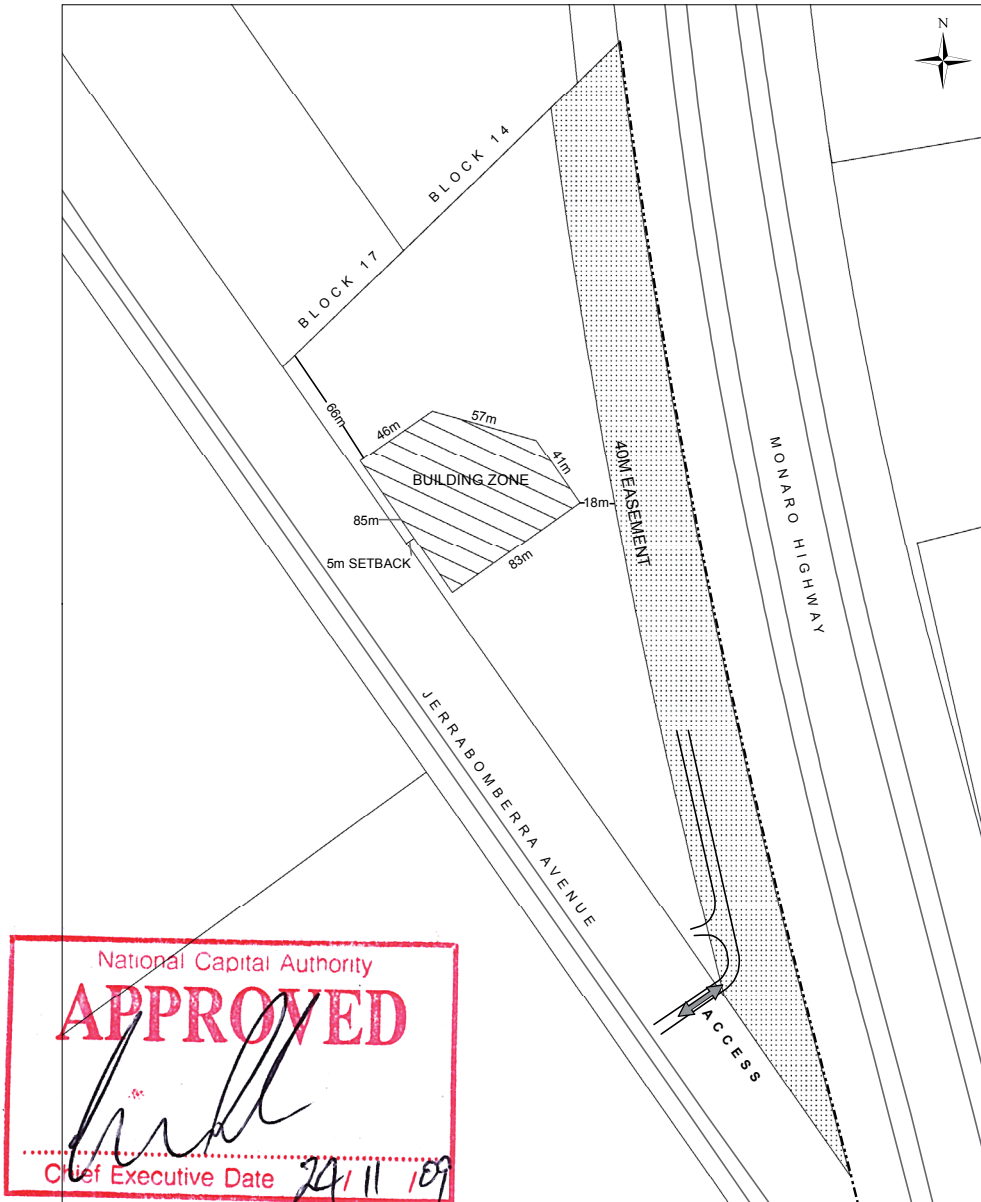


11. MECHANICAL PLANT & EQUIPMENT AND STORAGE & SERVICE AREAS

- 11.1 All mechanical plant and equipment shall be contained within buildings or located within service enclosures appropriately screened from the Monaro Highway. External air conditioning units and plant shall not be visible from the Monaro Highway.
- 11.2 Careful consideration should be given to the location of storage and service areas (including storage sheds) if required as viewed from the Monaro Highway. Such structures must be carefully sited and totally screened from the Monaro Highway.

12. DCP DRAWING

- 12.1 The above provisions should be read in conjunction with DCP Drawing No: 171/09/0005 which forms part of this DCP.



- Access Point
- No Vehicular Access
- Easement
- Building Zone



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