

**DEVELOPMENT CONTROL PLAN  
HALL CEMETERY SITE ALONG BARTON HIGHWAY  
DCP NO. 171/03/0001**

**PREAMBLE**

The site flanks the Barton Highway which is defined as an Approach Route in the National Capital Plan (NCP). Special Requirements for Approach Routes, under Section 2.4 of the NCP apply to the site, which 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.”*

The area subject to this Development Control Plan is shown in the *Development Control Plan Drawing No.171/03/0001*. In the absence of a provision in this DCP to the contrary, all development should accord with the relevant provisions of the Territory Plan.

The site is to be used for the purpose of a cemetery consistent with the policies of the Territory Plan.

**DEVELOPMENT OBJECTIVES**

**National Significance**

To protect and enhance the character and the quality of the Barton Highway as a significant Approach Route, development should enhance the predominantly rural character and landscape of the area, in accordance with the provisions of the National Capital Plan (*Chapter 2 - Main Avenues and Approach Routes*).

**DEVELOPMENT CONTROLS**

**Building Form, Design and Siting**

The quality, scale, form and siting buildings and structures within the Hall Cemetery extension should contribute to and not detract from, the rural landscape character of the Barton Highway. Hence, along the northern boundary of the site between Blocks 307 and 310, and also along the boundary with the Barton Highway, trees should be planted to provide a filtered visual screen to the site.

The first burial sites to be developed should be located near the western boundary of the cemetery so as to allow the screen plants to grow and take effect.

A consistent approach should be adopted in the design of buildings and structures and also in the choice of materials and colours. ~~The design and colours should be sympathetic to the rural landscape setting.~~



## **Building Setback**

Buildings, graves, structures and hard paved areas (including parking and driveways) should generally be setback a minimum of 30 metres from the Barton Highway as shown in the *Development Control Plan Drawing No.171/03/0001*.

## **Landscape Design**

The landscape of the cemetery should maintain the grassy woodland character of the existing cemetery. A minimum 30m Landscape Zone is shown on DCP Drawing No.171/03/0001 which is to be free of buildings, structures and car parking. Tree planting within this Landscape Zone should allow filtered views into the site from the Barton Highway. Dense screen planting is not required.

Fencing which obscures filtered views into the site and detracts from the site's rural character presentation to Barton Highway will not be permitted.

A tree survey and assessment report is to be provided for all trees classified as significant under the *Tree Protection (Interim Scheme) Act 2001* and other non-significant trees as required by the Territory's planning authority. The survey shall identify and accurately locate existing trees within the lease boundary and those immediately adjacent. The tree assessment shall include the quality of trees and recommendations for retention status.

Unless otherwise approved, trees within the lease shall be retained and protected in accordance with the *Tree Protection (Interim Scheme) Act 2001* and the *Land (Planning and Environment) Act 1991*.

In order to protect the population of the endangered "Tarengo Leek Orchid" occurring within neighbouring Block 1 Section 21 Hall. The landscape design associated with development on Block 310 and 312 should be such that the overland flow conditions between these blocks and Block 1 are not significantly changed from pre-development conditions.

## **Vehicle Access and Car Parking**

Entry to the cemetery shall be via Wallaroo Road, and must be in accordance with ACT Government Standards. No direct access or egress to the cemetery will be permitted from the Barton Highway.

Car parking generated by development should be fully accommodated within the cemetery in accordance with ACT Government standards. Car parking areas should be carefully integrated within the natural and built form so as to be screened from the Barton Highway, and is to be appropriately landscaped. Large expanses of car parking visible from Barton Highway will not be permitted.



## Signs

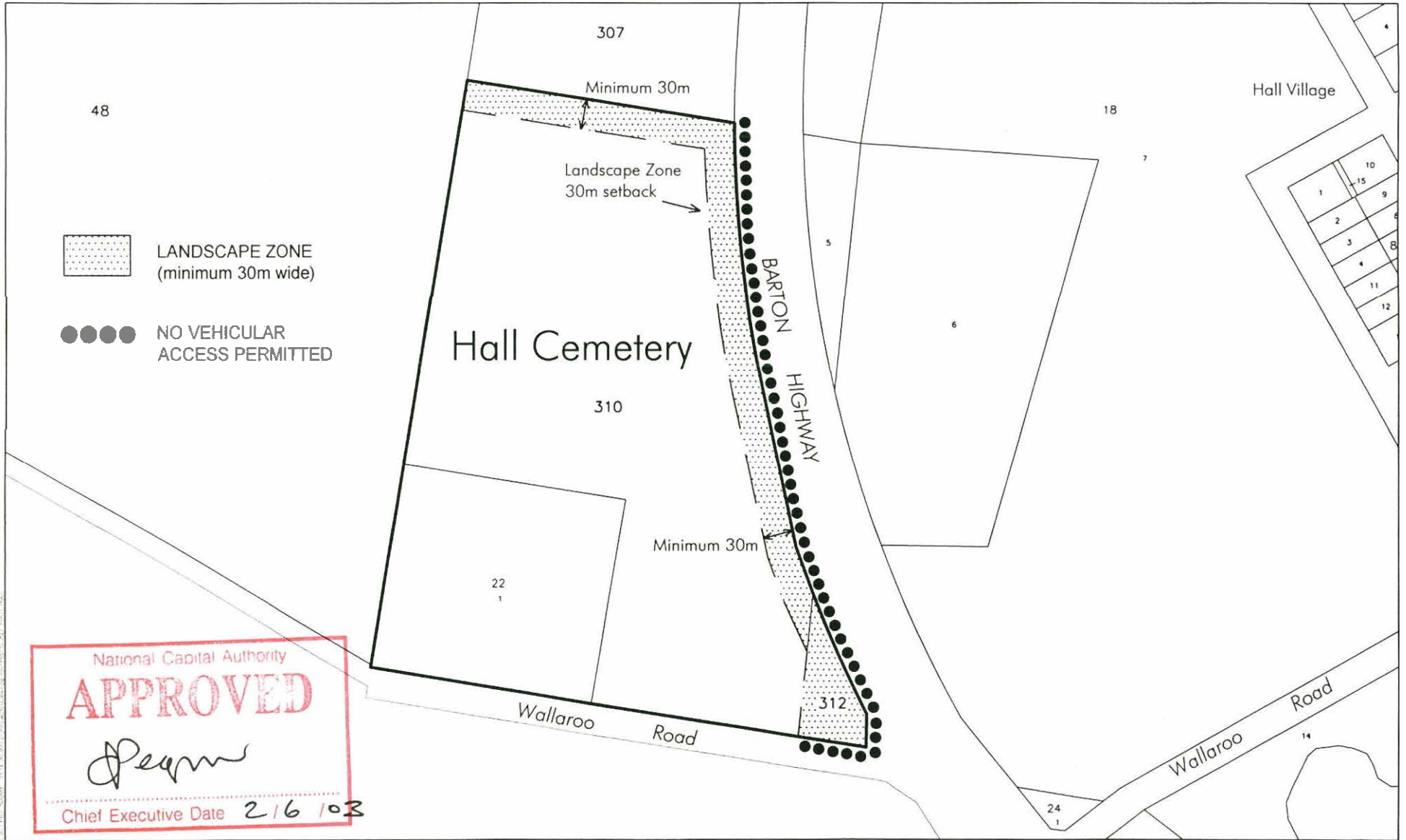
Apart from a standard directional traffic sign at the intersection of Wallaroo Road and Barton Highway that identifies the cemetery location, all other signs associated with the cemetery should be contained within the site and address Wallaroo Road, and not the Barton Highway.

Design of all signs on site should be modest in scale and sensitive to the historic and cultural character of the cemetery. The number, design and location of signage should be such that it does not detract from the rural woodland character of the cemetery and its landscape setting.

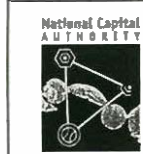
## Lighting

Night time illumination on site should be kept to a minimum.





National Capital Authority  
**APPROVED**  
*Dean*  
 Chief Executive Date 2/6/03



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REVISIONS		
NO	DESCRIPTION	DATE

DRAWING TITLE:  
 Development Control Plan  
 Block 310, 312 Hall  
 Hall Cemetery

Do not scale off this drawing. Use figured dimensions only.  
 Verify all dimensions prior to commencing work.

DATE	20 Mar 2003
SCALE	1:2000@A4
DRAWN	AS
CHECKED	
REVISION NO	

DRAWING NO  
  
 171/03/0001