

**DEVELOPMENT CONTROL PLAN
SYMONSTON SECTION 1 BLOCK 1
DCP NO. 171/95/0979**

Preamble

The site is to be used for the purpose of a caravan and camping park, for tourists and non-permanent residents, in the form of caravans, tents, mobile homes, moveable dwellings, motel units, cabins and, associated therewith, serviced and unserviced sites, communal toilets, laundry, cooking and dining facilities, ancillary office, recreation and entertainment facilities. Tavern, restaurant, takeaway to a combined maximum gross floor area of 500m² and retailing to a maximum gross floor area of 400m² will also be permitted on the site.

The site is to be developed and landscaped to a high quality consistent with its location adjacent to Approach Routes, as defined in the National Capital Plan, and the uses accommodated on the site. Areas for temporary structures (caravans, mobile homes, tents, etc.) should be carefully designed and landscaped to minimise any adverse impact when viewed from the two Approach Routes.

In the absence of a provision in these conditions to the contrary, all development should generally accord with the Design and Siting Conditions set down in the Territory Plan.

Urban Design Objectives

Development on the site should achieve a high quality within a landscape setting. Siting of permanent buildings or structures and areas for temporary structures (caravans, mobile homes, tents, etc.) should not adversely impact on the landscape character of the locality. Consistency in the site layout, built form and the landscape design is required.

Careful consideration should be given to car parking and service areas within the site to minimise their visual impact when viewed from Canberra Avenue and Monaro Highway. Such areas should be suitably screened.

Building Design

Buildings developed along the Canberra Avenue frontage should have their primary addresses to the Avenue and also maintain a good presentation when viewed from Monaro Highway.

Buildings and other permanent structures are to be designed to ensure an overall consistency in their form, massing and detailing. Variation in design and construction detailing may be considered especially where the design expresses the function of the building, but such variations should be within the limits of an overall theme.



The length of building facades along the Canberra Avenue and Monaro Highway frontages should avoid the appearance of a solid, continuous wall of buildings. The facades along these important frontages should be carefully articulated through modulations and fenestrations and by using appropriate architectural elements consistent with the design of the building.

Due consideration should be given to the roof form and roofscape of buildings on the site. Single large span/s of roof/s will not be permitted. Roofs are to be low pitched and, depending on the height and size of individual buildings, the pitch is to be between 10 and 15 degrees.

Roof top plant and equipment (with the exception of minor telecommunication masts and aerials) will generally not be permitted. Any application to erect masts or aerials on roofs of buildings fronting Canberra Avenue and Monaro Highway will require specific approval of the ACT Planning Authority.

Building Height

Buildings and other structures (both permanent and temporary) on the site are to be limited to a maximum of two storeys or equivalent in height.

Building Setback

The minimum setback from the property lines for siting buildings and other structures on the site is shown in the *Development Control Plan Drawing No. 171/95/0979* attached. The area identified as *Landscape Zone A* should be devoted to intensive landscaping and be free of all structures, driveways (with the exception of the main entry driveway from Canberra Avenue) and car parking. Driveways and parking will be permitted in the area shown as *Landscape Zone B* but no buildings or other structures will be allowed.

Signs may be permitted within the specified Landscape Zones provided they meet the requirements set under the heading **Signs** of this Plan.

Building Materials and Colours

The external facades and roofs of buildings are to be of durable low maintenance materials. Highly reflective external materials should be avoided. Glazing with a reflectivity of greater than 15% will not be permitted.

Colours of external facades and roofs should be predominantly light in tone. Strong contrasting colours in general and of individual architectural elements will not be permitted.



Landscape Design

The landscape design for the site should provide a context for the massing of permanent buildings, temporary structures (caravans, mobile homes, tents, etc.), car parking and paved areas and should minimise the visual impact of the overall development when viewed from public areas nearby, particularly from Canberra Avenue and Monaro Highway.

A comprehensive landscape plan for the site should be prepared in consultation with the ACT Planning Authority and the National Capital Planning Authority as part of any development proposal for the site. The plan should include the Canberra Avenue and Monaro Highway verges showing the existing landscape character and nature of vegetation in that area.

Planting along the Canberra Avenue side frontage should maintain a composition of indigenous trees in dryland grass setting. Landscape development of the site is to be in the context of a comprehensive landscape plan with a predominant tree canopy of Eucalypt species. Native grass and any significant trees on site should be retained to the extent practicable and integrated in the landscape design. Care should be taken to protect trees during construction.

Vehicular Access and Car Parking

Access and egress to the site will only be permitted from Canberra Avenue at a single point as shown in the *Development Control Plan Drawing No. 171/95/0979*. The location and design of the access point should meet the requirements of relevant ACT Government authorities.

Vehicular circulation within the site should ensure efficient access for visitors and staff to the main address point of various functional areas, car parking and service areas. Consideration should be given to disabled access and parking requirements.

The car parking requirement for development on the site should be based on the parking standards of the ACT Government. All car parking generated by the development is to be fully accommodated on site.

Visual impact of large car parking areas should be minimised through adequate screening and appropriate landscape treatment. No carports or garages will be permitted forward of the building lines along Canberra Avenue and Monaro Highway frontages.

Signs

All signs should be contained within the site, be of a high standard and must not detract from the overall character of the built environment and its landscape setting. All signs on buildings should be below the roof line and generally integrated into parapets and facias. Design and details of all signs within the site should ensure an overall consistency.



Details of all signs should be in accordance with Section C3 - Signs Policies of the Territory Plan and Appendix H (Part 3 : Signs) of the National Capital Plan with special attention being given to the integration of signs with building design and landscaping consistent with the approach route concept. Should an inconsistency arise between the policies referred to, the policies of the National Capital Plan prevail.

Entrance signs and features should be carefully sited to ensure that they do not have any adverse visual impact or impact on traffic safety and flow within the site and on Canberra Avenue and Monaro Highway.

Siting of temporary signs within the road reservations of either Canberra Avenue or Monaro Highway is strictly prohibited.

Building Services, Storage and Service Areas

All site services (sewer, water, stormwater, electricity, telephone, gas) should meet the requirements of the ACT Government and other relevant authorities.

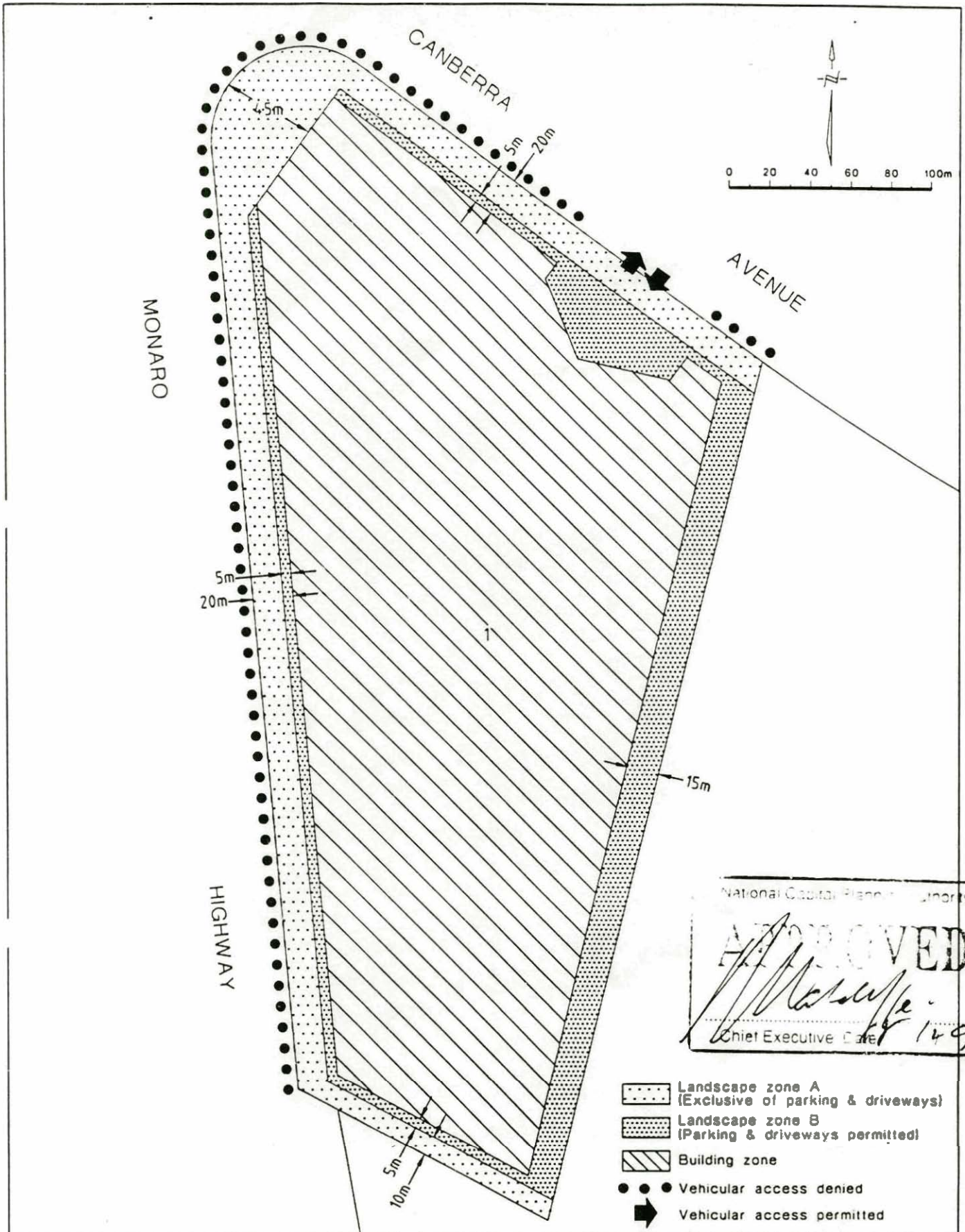
Careful consideration should be given to the siting of ACTEW substation, storage and service areas so that their visual impact is minimised and they do not detract from the general amenity of the area. Such areas should be carefully designed and adequately screened from public view.

Environmental Considerations

Adverse environmental impacts from on-site developments, on adjacent land and development, should be identified and redressed to the extent practicable. Environmental protection measures should be adopted as appropriate to ensure that the sensitive elements of the site are protected.

Due consideration should be given towards minimising any impact on the physical environment in terms of air quality, noise and waste management. The stormwater runoff is required to meet the specifications of the ACT Government.





National Capital Planning Authority
APPROVED
[Signature]
 Chief Executive Officer 14/9/95

- Landscape zone A (Exclusive of parking & driveways)
- Landscape zone B (Parking & driveways permitted)
- Building zone
- Vehicular access denied
- Vehicular access permitted



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Title: DEVELOPMENT CONTROL PLAN SYMONSTON SECTION 1 BLOCK 1			
Drawn: PS	Scale: As Shown	Date: December 95	
Checked:	Drawing No. 171/95/0979	Rev.	