

## 5. Broadacre Areas

### 5.1 Background

Broadacre Areas are defined on the General Policy Plan (refer Figure 1).

Broadacre Areas may act as buffers between towns, provide sites for uses which require large land areas or may benefit from or be best located within a non-urban setting, and in some cases provide a land bank for future urban areas.

To the east of the city, substantial areas of land are set aside in the Plan for broadacre uses. Subject to the outcome of detailed study and the qualifications detailed below, these areas may offer the opportunity in the long-term to be considered for the siting of future industry, transport facilities, defence installations, institutions and other activities requiring significant large sites. They may become of considerable economic importance to Canberra over time, and offer a basis for the further economic development of the city in a manner complementary to its function as the National Capital.

The Majura Field Firing Range occupies a substantial part of this area. The Department of Defence has advised that the Firing Range is a very important operational facility and there are currently no plans to relocate the Firing Range. If land ceases to be utilised by the Department of Defence at some time in the future, there may be scope for consideration of alternative development.

Aircraft noise under airfield approaches is an unavoidable by-product of flying operations associated with airports. The Australian Noise Exposure Forecast (ANEF) system, expressed by noise contours centred on the airport, is a scientific measure of forecast noise exposure levels based on current and future projections of operational activities in the vicinity of the runway approaches. The system can assist in planning and development decision making. Information about forecast noise exposure in relation to Canberra International Airport can be obtained from the Commonwealth agencies with responsibility for aircraft noise regulation (currently *Airservices Australia*, and *Department of Transport and Regional Services*. The Department and *Canberra International Airport Pty Ltd* both hold copies of the Airport Master Plan which includes detailed information about aircraft noise).

Protected airspace provisions in relation to Canberra International Airport apply to development independently of the National Capital Plan. To satisfy a requirement of the *Airports (Protection of Airspace) Regulations 1996*, Canberra International Airport Pty Ltd has prepared a diagram prescribing protected airspace. The diagram is incorporated in the Airport Master Plan prepared under the *Airports Act 1996*. Detailed information may be obtained from the Commonwealth agency with responsibility for protected airspace (currently *Department of Transport and Regional Services*).

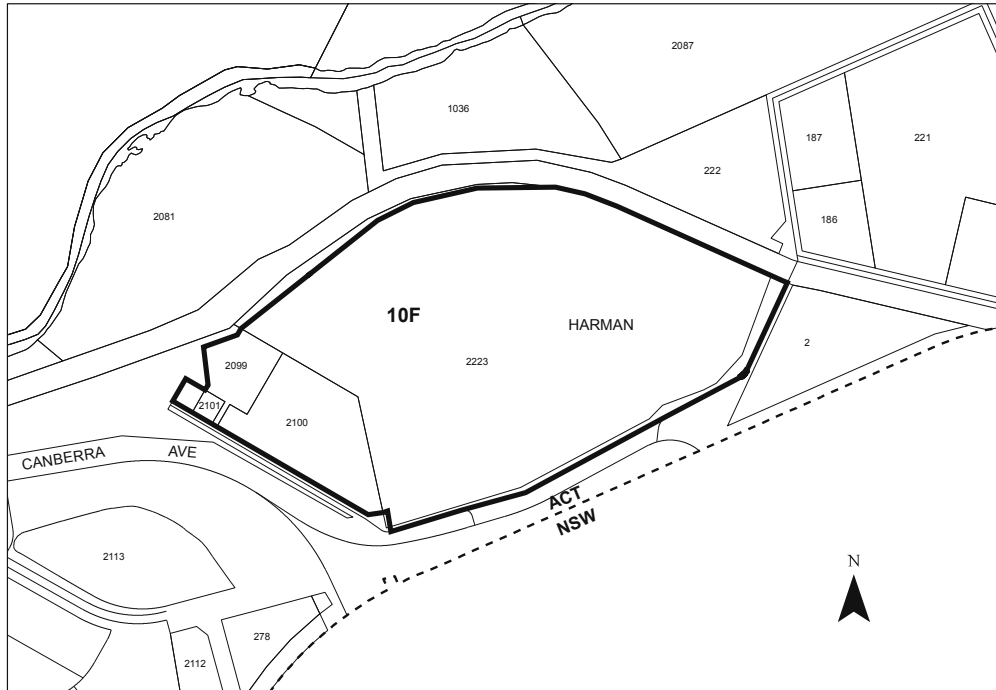
The Naval Receiving Station at Bonshaw is located within the Jerrabomberra/Symonston Broadacre Area. All reasonable steps shall be taken to protect Department of Defence wireless communications from significant adverse physical and generated effects of urban and associated development.

Some of the Broadacre Areas are included in the Central National Area (Designated Area) shown at Figure 4. These include the Duntroon Military College; the Australian Defence Force Academy; Campbell Park offices and the Canberra Airport/RAAF Fairbairn site.

## 5.2 Policies for Broadacre Areas

- (a) Building, site and landscape development shall be sympathetic to and not be discordant with the landscape setting of the National Capital.
- (b) Development proposals for National Land, including subdivision, and proposals to lease National Land, shall be referred to the National Capital Planning Authority. The Authority will assess proposals to ensure they are not inconsistent with the provisions of the National Capital Plan.
- (c) Broadacre Areas may act as buffers between towns, provide sites for uses which require large land areas or may benefit from or be best located within a non-urban setting, and provide a landbank for future urban areas.
- (d) All proposals for development within 2km of the Bonshaw radio station shall be referred to the Department of Defence for examination and comment and such comment shall be taken into account in arriving at a decision.
- (e) Within 5km of Mount Stromlo, development or installations which may, through night time illumination or significant vibration, adversely affect the operation of the Mount Stromlo Observatory or the associated seismological vault at Mount Stromlo, shall be referred to the Australian National University for examination and comment and reasonable steps shall be taken to mitigate adverse impacts.
- (f) Pine plantations permitted under 5.2(g) should be retained as multiple use areas. Native vegetation in plantations should be retained, particularly along plantation edges, public roads and rivers and creeks, to preserve wildlife corridors and habitats.
- (g) The range of uses permitted in the Broadacre Areas is as follows:
  - Administrative and Utility Services
  - Agriculture
  - Animal Care Facility
  - Airport (Canberra International Airport only)
  - Caravan Park/Camping Ground
  - Community Facility
  - Education and Office establishments used by the Department of Defence
  - Forestry (Majura and Kowen Pine Plantations only)
  - General Farming
  - Industries restricted to the Harman Industrial Area as delineated at Figure 4, Page 228 of the Territory Plan Written Statement (as Gazetted on 14 September 1994), subject to environmental assessment (as shown below)
  - Intensive Farming
  - Landscape Buffer
  - Open Space

## Harman Industrial Area




- Outdoor Recreation Facility
- Park
- Retail Plant Nursery
- Scientific Research Establishment
- The Royal Australian Mint on its present site only
- Tourist Facility
- Transport Facility, including Road and Rail
- Mobile Home Park (Blocks 6 & 8 Section 97 and Block 17 Section 102 Symonston only).

and may include Dwelling if necessary for the operation of any of these uses.

The nature of uses permitted in Broadacre Areas is defined in Appendix A.

In addition, the nature of uses shall be influenced by the following:

1. The Broadacre Areas at the junction of the Barton and Federal Highways and at the Jerrabomberra/Symonston area, are subject to planning studies. Pending completion of the studies, uses should remain rural in nature, or be of short duration and involve minimal improvements.

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2. The Broadacre Area between Curtin and Yarralumla is a buffer area between the towns. The nature of permitted uses in this area will be subordinate to the landscape setting.
  3. Within all Broadacre Areas, the land uses will be of a nature that they either require large sites that are not available within urban areas or, for their effective operation, need or would benefit from a non-urban setting.

(h) Canberra International Airport

The range and nature of uses permitted at Canberra International Airport is as follows:

*Primary Uses:*

- The landing and departure of aircraft
- The housing, servicing, maintenance and repair of aircraft
- The assembly and dispersal of passengers and goods
- Uses determined by the Authority to be associated with and ancillary to and enhance the operation of the airport.

*Other Uses:*

- The range of uses scheduled at clause 5.2(g)
- Commercial Accommodation
- Dwelling if necessary for the operation of any permitted use
- Light Industry
- Retail, provided that individual retail establishments outside the Terminal Building (other than "Retail" associated with a Primary Use) shall not generally exceed 500 square metres in Gross Floor Area.

*Office Use*

- Office is a permitted use at Canberra International Airport.
- There is no gross floor area limit for any office use, or for any particular office building, at the Airport where the office use is permitted as 'Primary Uses' or 'Other Uses'.
- The total gross floor area of all offices permitted as 'Office Use' shall not exceed 120,000 m<sup>2</sup>. This gross floor area limit applies to offices which are permitted only as 'Office Use'. The limit does not include offices which are permitted as 'Primary Uses' or 'Other Uses'.
- Subject to the gross floor area limitation, and subject to any other relevant provisions of the Plan, there is no gross floor area limit on any individual office building at the Airport.

(i) Campbell Park Offices

The range and nature of uses permitted at Campbell Park Offices is:

- Defence Installation
- Office (up to a maximum of 55,000 m<sup>2</sup> gross floor area)."

## 5.3 Special Requirements for Broadacre Areas

### 5.3.1 National Land Not Included Within a Designated Area of This Plan

It is in the interests of the National Capital that all National Land achieve a quality of development which reflects Canberra's significance as the National Capital, and that proposals be assessed in relation to the provisions of both the Territory Plan and the National Capital Plan.



## Special Requirements

Development, including subdivision and leasing proposals, of all National Land not included in a Designated Area of this Plan, is to conform to Development Control Plans agreed by the Authority. Development Control Plans are to reflect the relevant provisions of the Territory Plan, and meet the following requirements:

- (i) Adverse environmental impacts from on-site developments, on adjacent land and development, shall be identified and redressed to the extent practicable.
- (ii) Adequate provision should be made where appropriate for visitors to sites.
- (iii) Functional relationships between uses within and external to the site shall be provided for.
- (iv) Consistency in the external design and site layout of buildings and landscaping shall be sought.
- (v) Satisfactory arrangements shall be made for parking accommodation and vehicular access and egress. Traffic impacts of development shall be taken into account.

## 6. Transport

### 6.1 Background

The National Capital Plan is required to set out general principles and policies to be implemented throughout the Territory, for planning national and arterial road systems.

The interaction between land use activities and transport is important. The disposition and size of the centres for major employment and other uses places different demands and stresses on the transport system and the physical fabric of the City.

The hierarchical system of roads, developed successfully in the new towns of Canberra, provides a high standard of safety and service to all road users.

The overall transport system comprises the road network, car parking facilities and public transport. The efficiency of the road system depends, not only on the physical provision of infrastructure, but also on the operational policies adopted for the use and control of facilities including public transport.

The main elements of the national and arterial road systems are shown in the General Policy Plan at Figure 1.

The National road system are those roads and highways which support the role of Canberra as the National Capital by:

- providing the principal means of access between the National Capital and the State capitals, and between Canberra and the major national highways
- being designed for symbolic, formal or National Capital purposes
- being roads whose principal purpose is to provide access to National Capital facilities and vantage points within the Territory or, being roads located on land declared as National Land under the Act.


Roads which provide principally for intra and intertown traffic collection and distribution are arterial roads, which in the ACT have been classified under earlier planning policies as parkways (or freeways) and arterial roads. The main elements are shown on the General Policy Plan (Figure 1).

The arterial road system supports the urban structure of Canberra by:

- forming the principal access between town centres, industrial centres, major retail centres and residential areas
- providing access between the separate towns of the urban area.

Standards used in the planning of national and arterial roads should reflect the transport and symbolic functions that they perform and support the urban design, environmental, heritage and land use requirements of the corridor in which they are located.

The National Capital Plan defines the national and arterial road systems within Canberra and the Territory. The effective operation of these systems of roads depends on the planning and design of the total road network.



To ensure the efficiency of the national and arterial road systems, planning and design of all roads should meet nationally recognised practices and standards consistent with the traffic function of the road.

Efficient operation of the national and arterial road systems also requires that an effective public transport and priority system be established. It is important that the provision of public transport and the implementation of related policies by the ACT Government keeps pace with residential, commercial and industrial development needs. These policies should aim to minimise the consumption of energy and to enhance the physical environment of the Territory.

Provision will be made for the Very Fast Train route through the ACT following resolution of land use, transport and environmental concerns. After resolution of those concerns, a specific route would be the subject of an amendment to the National Capital Plan.

The General Policy Plan (Figure 1) identifies some of the arterial roads as “proposed”. Final alignments of these roads are not yet determined. Some flexibility as to the precise alignments shown on this plan for proposed arterial roads must be expected. However, the interpretation placed on the intent of the Plan shall, in each case, be the subject of consultation with the Authority to ensure that detailed proposals are not inconsistent with the Plan.

Some of the proposed roads were the subject of the Gungahlin External Travel Study, initiated by the National Capital Development Commission and completed by the National Capital Planning Authority.

The final resolution of the location, scale and timing of these roads will depend on the outcome of consideration of the proposals by the Commonwealth Joint Parliamentary Committee on the Australian Capital Territory; similar consideration by the ACT Government; and environmental impact assessments. Final roads as approved following these processes will be incorporated in the National Capital Plan at an appropriate future time.

## 6.2 Principle for Transport

Transport planning and provision will:

- reserve a route for the development of a public transport service to link major employment nodes. As far as practicable the service will be segregated from other transport systems and will operate with priority of right-of-way
- incorporate nationally recognised practices and standards consistent with the role and function of each road, or additional standards set out for the Designated Areas of this Plan.

## 6.3 Policies and Standards for Transport

(a) The National and Arterial Roads System will:

- generally not provide frontage access to development except where such access will meet appropriate design standards and road safety needs
- generally intersect with the local road network through distributor roads.

(b) A corridor between Civic, the town centres and major employment nodes, suitable for priority or segregated right-of-way for use by public transport services will be reserved against a possible

future need to develop a system of inter town and express routes suitable for buses or other technologies as appropriate.

- (c) Transport strategies should promote the convenience and efficiency of public transport use.
- (d) The final alignment of proposed arterial roads shall be subject to consultation with the Authority and to a determination by the Authority that proposals are not inconsistent with the Plan.