



ACT Planning &
Land Authority

Structure Plan

Suburb of Crace Gungahlin

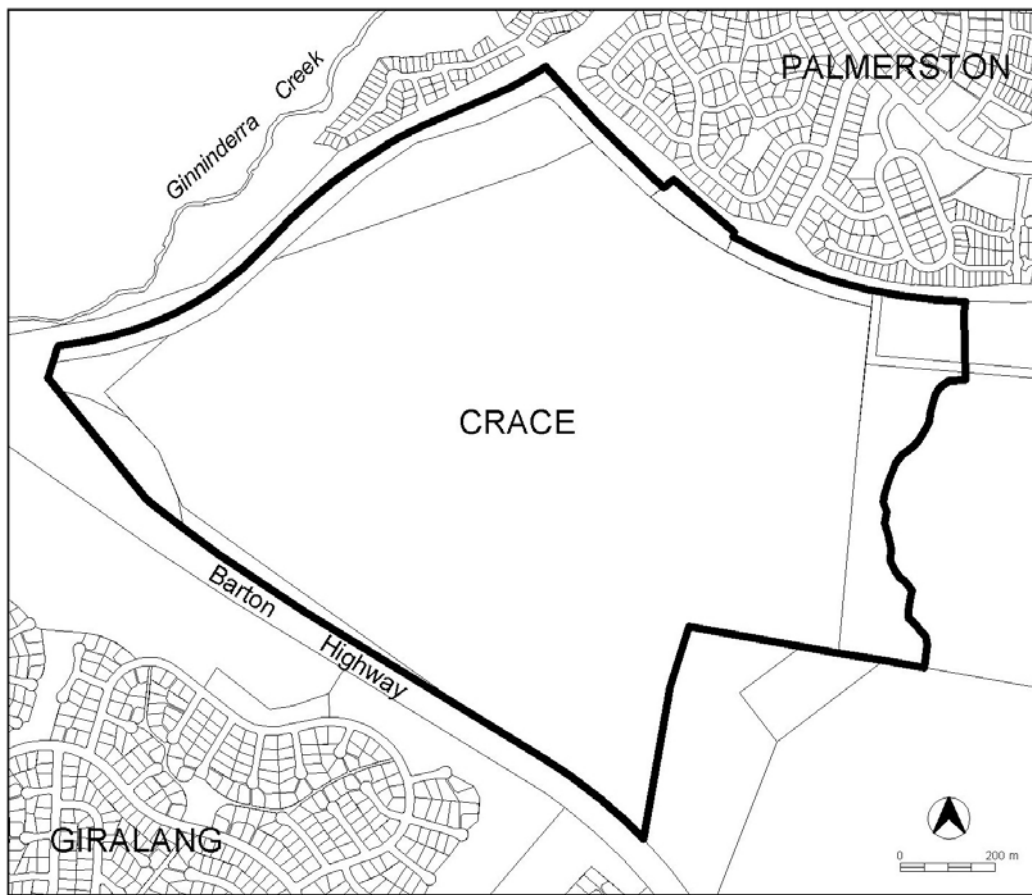
Introduction

The following principles and policies were originally included in the repealed Territory Plan through Variation No 257 as the principles and policies for the development of the Gungahlin suburb of Crace, identified as 'defined land' in accordance with Subdivision 2.3.4 of the repealed *Land (Planning and Environment) Act 1991*.

To assist in understanding the original application of the principles and policies for the “defined land”, the area identified in this structure plan is the original “defined land” area. Over time, part of the former defined land areas was undefined through statutory processes. The remaining areas to which these principles and policies apply is now identified in the current Territory Plan map as a future urban area, pursuant to section 50(2)(a) of the *Planning and Development Act 2007* (the Act). This structure plan sets out the principles and policies that apply to the area in accordance with section 91 of the Act. Concept plans may be prepared for all or part of the area subject to the structure plan.

Further information on the area subject to this structure plan can be found in the original Territory Plan Variation, available on the ACTPLA website

Figure 1.1 Area subject to the Structure Plan



1.1 Planning Principles

1.1.1 Principles and Policies

Crace

Crace is a discrete suburb that is bounded by the Gungaharra Grassland Nature Reserve and Gungahlin Hill to the east, Gundaroo Drive and Percival Hill to the west, the Barton Highway to the south and Nudurr Drive to the north. The suburb is located in the south west of Gungahlin and is adjacent to the suburb of Palmerston.

Crace is an undulating area that contains a number of scattered Yellow Box/Red Gum trees, which form an important landscape feature of the suburb.

1.1.2 General Planning Principles

The following General Planning Principles apply:

1. Planning and development of Crace should incorporate sustainability principles including social, cultural, economic, environmental and ecological considerations.
2. The landscape setting and values of Crace and surrounds are to be recognised and enhanced. The Hills, Ridges and Buffer Area Land Use Policy area along the Barton Highway is to be planted with appropriate native vegetation preferably from local seed provenance subject to the consideration of bushfire risk.
3. Existing important trees should be incorporated into the urban fabric as a priority and protected under the *Tree Protection Act 2005*.
4. Ensure land uses adjacent to conservation areas do not have significant adverse impacts on threatened species.
5. The subdivision design shall take advantage of view sheds provided by open space corridors and major collector road alignments.
6. Detailed planning is to preserve and enhance the natural, cultural and heritage characteristics and values of the area to support and strengthen the local community's identity.
7. Detail planning is to incorporate and make provision for linkages between places of heritage importance and areas of natural environment within the suburb and adjacent areas.

8. The local neighbourhood is to be based on a walkable radius of 400m, and focus on an activity node comprising commercial or community facility land use.
9. Community facility sites should be located, where possible, close to public transport and in places where, for reasons of safety, people already have a cause to congregate such as the local centre.
10. Public open space, within close proximity to, the local centre, together with various other nominated sites, may be utilised for possible community and recreation activities.
11. The retail centre should be well located on a major road in order to serve the population of the suburb and ensure the long-term viability of the centre.
12. Water sensitive urban design principles and measures are to be adopted to secure economic, social and environmental benefits and to assist in achieving the targets identified in the 'Think Water Act Water Strategy' for sustainable water use in the ACT.
13. An integrated cycling and pedestrian network should connect to the local centre, parks and hilltops within the suburb of Crace and provide links to trunk routes, services and facilities in other areas of Gungahlin and Canberra.
14. The road hierarchy should be legible, connected to the wider network and provide good and safe access to all users and encourage high levels of public transport usage. Roads should be designed to achieve the appropriate speed environment without the necessity to introduce traffic calming devices such as raised platforms and chicanes.
15. Subdivision design should encourage housing diversity and enhance access to energy efficient house design. Higher density residential development is to be located around activity nodes, including the local centre, water quality features and along transport routes.
16. Major public utilities are to be provided as required.
17. Aboriginal and historic heritage places are to be recognised and significant sites conserved in public open space.
18. Bushfire risk should be considered and mitigated appropriately in the planning and development of the suburb and its buffer areas.
19. The use of public art in defining an appropriate entry feature to the site is to be encouraged.
20. Careful consideration should be given to subdivision design to maximise solar access.

GENERAL POLICIES (Refer to Figure 1.2)

The following General Policies apply:

- A. The location of a local convenience retail centre and associated higher density residential are placed centrally within the suburb at the intersection of the collector road system.
- B. A local bus route will be accommodated through the suburb via the local centre and areas of higher density, facilitating and encouraging public transport use.
- C. Edge roads are to be utilised as a buffer between residential development and areas of open space and Gungahlin Grassland Nature Reserve.
- D. Open space spines to be based on existing prominent drainage paths.
- E. Water detention features are required and are to be located within the natural drainage lines in open space.
- F. Provide an area close to the local centre for a community facility site.
- G. Internal road access shall initially be of a boulevard character before merging into avenues.
- H. Opportunities are to be provided for small scale community facility uses (sites) in open space in convenient locations predominantly along public transport routes.
- I. The native landscape character within the buffer areas along Barton Highway and adjacent to Gungahlin Grassland Nature Reserve shall be strengthened with plants of local provenance. The bushfire risk associated with the additional landscaping of these areas will need to be considered further at the detail design stage and as part of the further bushfire risk assessment.

SPECIFIC POLICIES (Refer to Figure 1.2 and Figure 1.3)

The following specific policies apply:

1. The suburb is to be accessed from Gundaroo Drive from a single access point and Nudurr Drive at two points.
2. A trunk cycleway is to be provided to connect to Gundaroo Drive and link to the Barton Highway in south-east of site for commuter cyclists.

3. Existing Aboriginal site of significance are to be protected and preserved within Urban Open Space.
4. Higher density housing is to be provided adjacent to the local centre, the community facility site, public transport routes and adjacent to open space corridors and water quality features.
5. Provide playing fields (neighbourhood oval consisting of a Basic Sports Unit).
6. Provide hilltop park.
7. Retain important group of trees within open space.

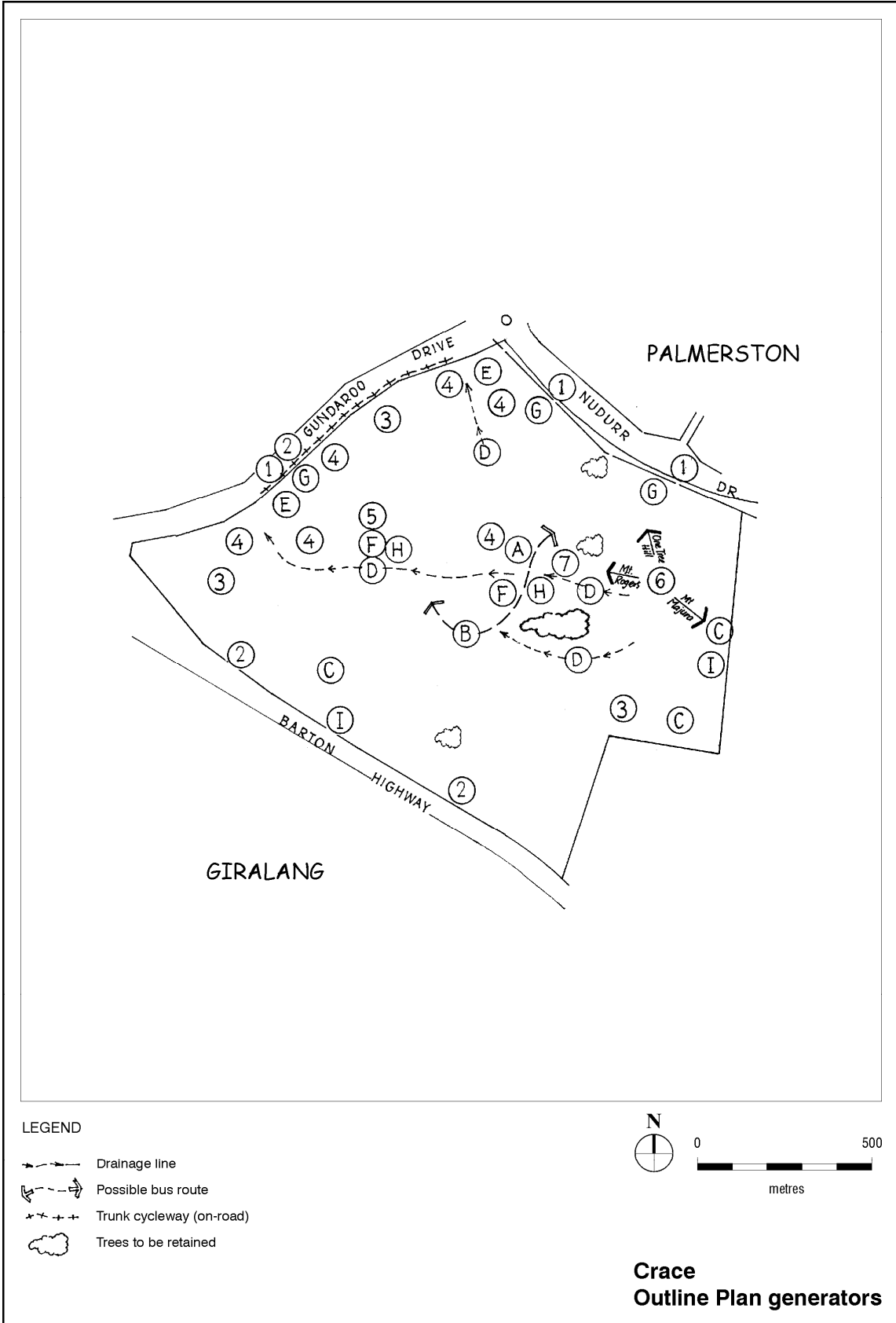


Figure 1.2

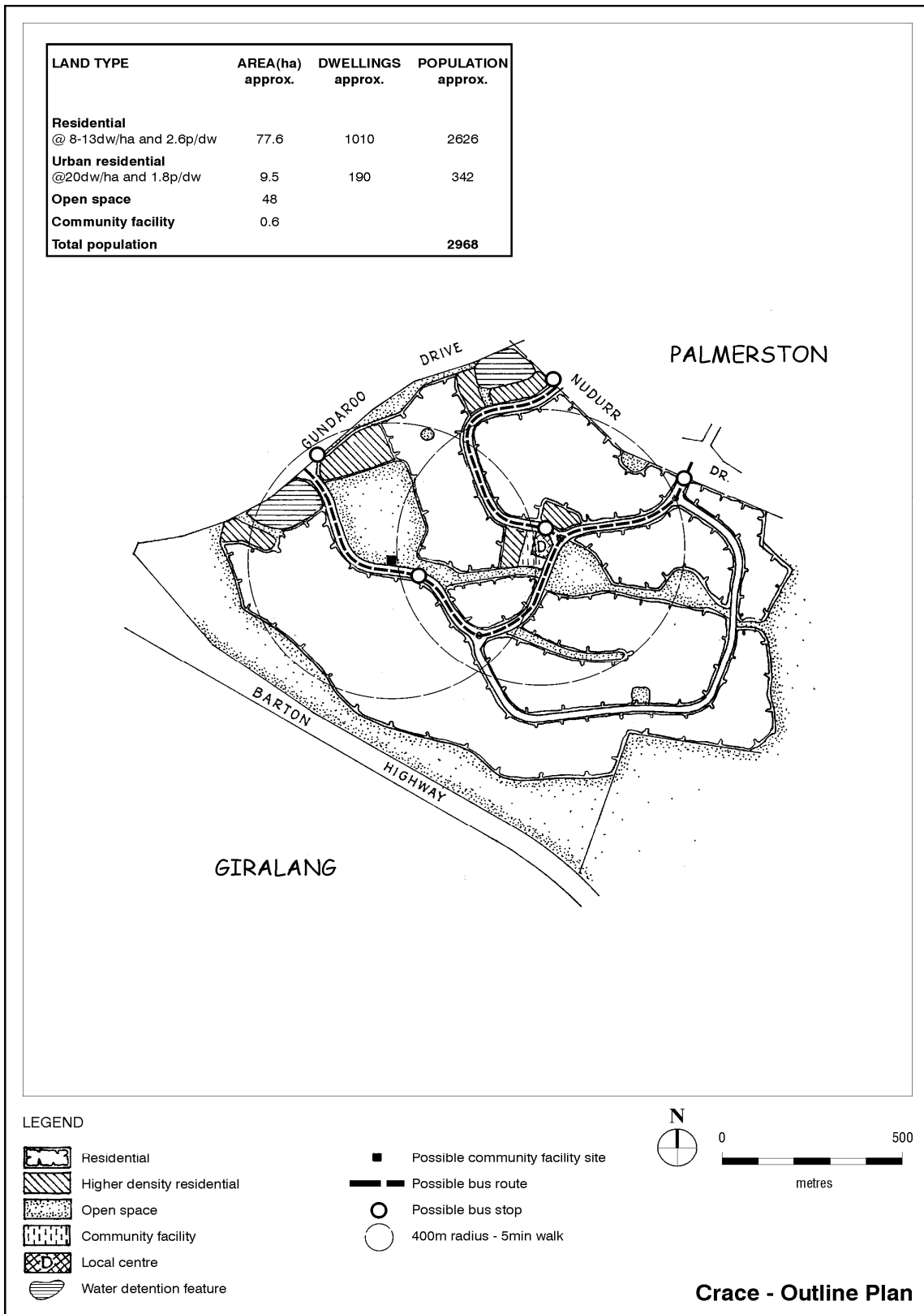


Figure 1.3