



Australian Government
National Capital Authority

DEVELOPMENT CONTROL PLAN

NATIONAL CAPITAL PLAN

DEVELOPMENT CONTROL PLAN NO: 11/02

GUNGAHLIN BLOCKS 292, 352, 499

**CRACE BLOCK 7 SECTION 2, PART CRACE SECTIONS 32,
33, 34, 35, 36, 37, 38, 40, 41, 42, 43 & 44**

AUGUST 2011

APPROVED

A handwritten signature in black ink, appearing to read 'Michael', written over a horizontal dotted line.

Chief Executive

Date 08/08/11



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National Capital Authority
August 2011

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1. PREAMBLE

- 1.1** Gungahlin Blocks 292, 352, 499, Crace Block 7 Section 2, Part Crace Sections 32, 33, 34, 35, 36, 37, 38, 40, 41, 42, 43 & 44 are adjacent to the Barton Highway, which is an Approach Route as defined in the National Capital Plan (the Plan). Special requirements for Approach Routes under Section 2.4 of the Plan apply to the site that 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 provisions of this Development Control Plan (DCP) apply to Gungahlin Blocks 292, 352, 499, Crace Block 7 Section 2, Part Crace Sections 32, 33, 34, 35, 36, 37, 38, 40, 41, 42, 43 & 44. In the absence of a provision in the Plan to the contrary, all development should accord with the relevant provisions of the Territory Plan. Where an inconsistency arises between the Territory Plan and the National Capital Plan, the National Capital Plan prevails.

The subject area is Territory Land outside the Designated Areas of the Plan and therefore the ACT Planning and Land Authority (ACTPLA) is responsible for assessing development applications relating to the subject area. In doing so, ACTPLA is required to ensure any proposal is not inconsistent with this DCP or the Plan.

The Barton Highway road reservation forms part of the Designated Areas of the Plan and therefore the National Capital Authority (NCA) is responsible for granting works approvals within the Barton Highway road reservation.

2. PLANNING AND URBAN DESIGN OBJECTIVES

- 2.1** The site is to be developed to a quality appropriate to its location adjacent to an Approach Route. Specifically, development should:
- > respect the natural features, character and scale of the landscape in the locality;
 - > enhance views into the site;
 - > be carefully sited within a landscaped setting and screened from view of the Barton Highway; and
 - > be sympathetic to the vernacular of the adjacent architecture.

3. LAND USE

- 3.1** Land use on Gungahlin Blocks 292, 352, 499, Crace Block 7 Section 2, Part Crace Sections 32, 33, 34, 35, 36, 37, 38, 40, 41, 42, 43 & 44 shall be consistent with the land use of the National Capital Plan, and the land use of the Territory Plan.

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4. BUILDING DESIGN

- 4.1 Buildings and other permanent structures are to be sympathetic to the vernacular of existing buildings and the rural heritage of the locality.
- 4.2 Buildings and other permanent structures are to be designed to a high architectural design standard and must ensure an overall consistency in form, massing and detail.

5. BUILDING HEIGHT

- 5.1 Buildings on the Barton Highway frontage is to be a maximum of 2 storeys. 'Storey' shall have the meaning ascribed by the Territory Plan.

6. BUILDING SETBACK

- 6.1 Buildings or significant structures should be setback in accordance with the requirements set out in DCP Drawing No. 11/02

7. BUILDING MATERIALS AND COLOURS

- 7.1 The facades and roof of buildings shall be constructed of high quality and durable materials consistent with existing development in the locality.

8. LANDSCAPE DESIGN

- 8.1 The buffer between the suburb and the Barton Highway is to be predominately native landscaping and strengthened. Landscaping of this area is to be considered within the context of a bushfire risk assessment. A Landscape Plan must accompany any development application, incorporating the following requirements:
 - > Significant existing trees and hedges are to be retained and form the key elements of the landscape plan. Existing Pine plantation of trees on the south east edge of the stage boundary are to be retained.
 - > The existing tree planting between the Barton Highway and the Building Zone is to be augmented.
 - > The Landscape Plan should include development and buffer planting within the two hundred metre zone between the Barton Highway and the Building Zone. New plantings should be of a similar scale and preference should be given to planting of locally indigenous species.

9. VEHICULAR ACCESS AND CAR PARKING

- 9.1 Final locations of site access will be determined or agreed by the relevant authorities.
- 9.2 A traffic and parking assessment should accompany development proposals for the site, and this will be determined in consultation with the approving authority.
- 9.3 Onsite car parking is to be in accordance with the ACT Parking and Vehicular Access General Code of the Territory Plan.
- 9.4 The visual impact of car parking areas must be minimised through adequate screening and landscape treatment that appropriately considers view lines and safety.

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10. SIGNS

- 10.1** Temporary signage, associated with land sales and establishment of the suburb of Crace is permitted.
- 10.2** Permanent commercial advertising signage is not permitted.
- 10.3** All signage is to be of a high design quality, and be consistent in design and detail.
- 10.4** All signs proposed on site are to be consistent with the relevant signs policies of the Territory Plan and the National Capital Plan.

11. FENCING

- 11.1** Fencing to site boundaries shall not be obtrusive and shall:
 - » allow filtered views into the site from the Barton Highway;
 - » be constructed of high quality materials; and
 - » be highly integrated with landscape design.

12. MECHANICAL PLANT AND EQUIPMENT, ELECTRICAL SUBSTATIONS, STORAGE AND SERVICE AREAS

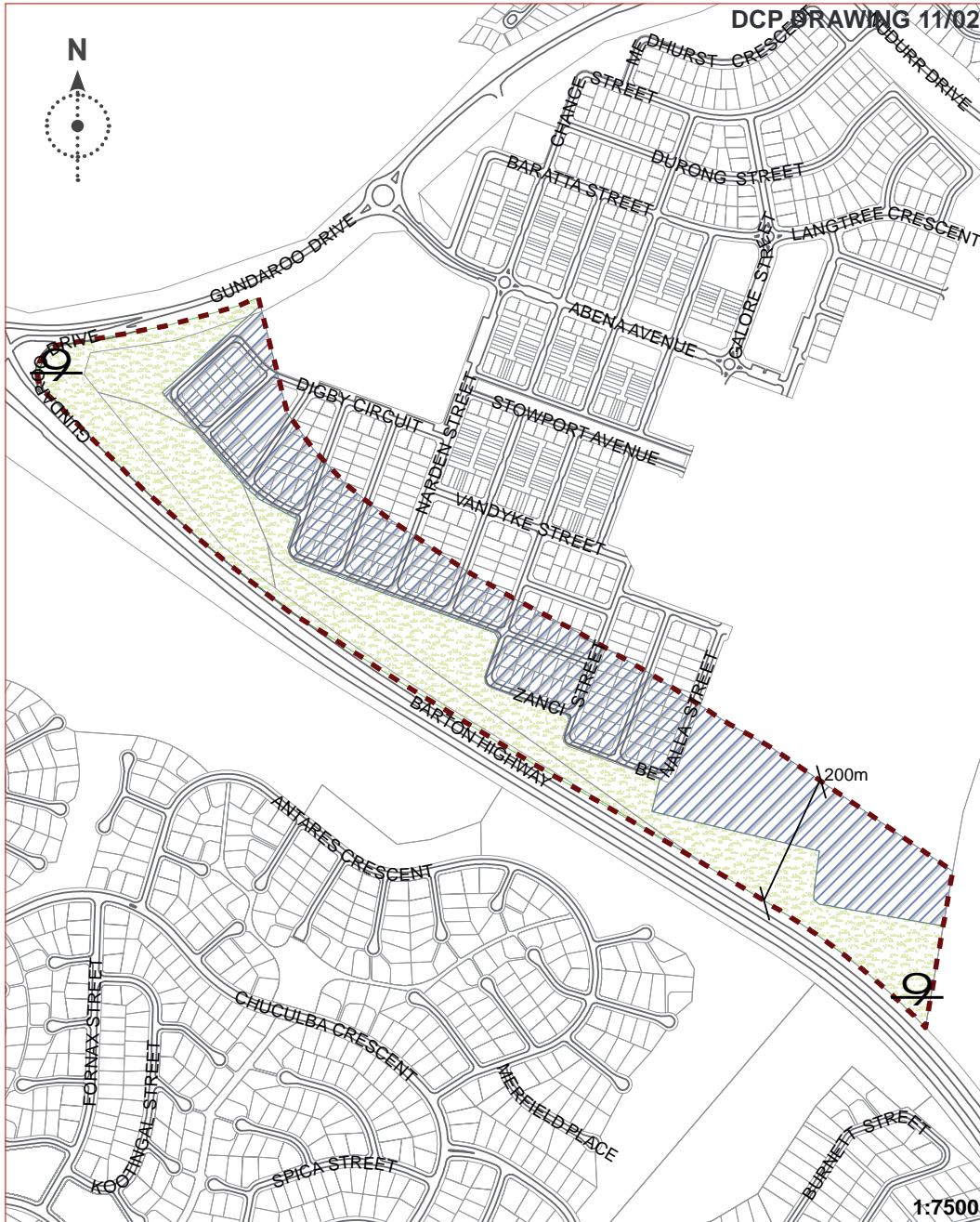
- 12.1** All mechanical plant and equipment (including air conditioning units) is to be contained within buildings or located within service enclosures. Such elements, in addition to electrical substation, storage and service areas (including storage sheds), are to be carefully sited and must not be visible from the Barton Highway

13. SUSTAINABLE DEVELOPMENT

- 13.1** Development proposals will demonstrate a high level of environmental performance in accordance with the provisions of the territory plan.

14. DCP DRAWINGS

- 14.1** The above provisions should be read in conjunction with the Drawing No. 11/02, which forms part of this DCP.



-  Area Subject to DCP
-  Developable Zone
-  Landscape Zone
-  Temporary Signage

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The National Capital Authority was established under the
Australian Capital Territory (Planning and Land Management) Act 1988

NATIONAL CAPITAL AUTHORITY

GPO Box 373, Canberra ACT 2601

Telephone: +61 2 6271 2888 **Facsimile:** +61 2 6273 4427

Email: natcap@natcap.gov.au

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