

D16 Medowie Planning Strategy (Precinct E and F)

Application

This Part applies to the land identified in Figure DAH Medowie Planning Strategy (Precinct E and F) land application map

D16.A Layout and staging

Objectives

- To ensure the timely and efficient release of urban land.
- To make provision for necessary infrastructure and sequencing.
- To ensure consideration is given to the overall planning and coordination of development within the precinct and sub-precincts.

Development controls	
Layout	
D16.1	Overall development layout needs to be consistent with the Figure DA1.
Staging	
D16.2	A development application for large-scale residential accommodation or major subdivision must include a staging plan demonstrating that development will occur in a coordinated sequence.
D16.3	Initial residential accommodation or major subdivision is to take place in proximity to the main intersection with Medowie Road and be staged sequentially from that location.
Sub-precincts	
D16.4	A development application for large-scale residential accommodation or major subdivision is able to occur separately within 'sub-precincts': one on the western side of Medowie Road and another on the eastern side of Medowie Road.
Lifestyle developments	
D16.5	A development application for 'lifestyle' residential accommodation must include a master plan demonstrating consideration and achievement of the objectives of C5 Multi Dwelling Housing or Seniors Living and identifying key common development design controls for dwellings (for example dwelling setbacks).

D16.B Natural resources Biodiversity

Objectives

- To provide an overall landscaping strategy for the protection and enhancement of riparian areas and areas of urban habitat linkage and remnant vegetation, including visually prominent locations, and landscaping requirements for both the public and private domain.
- To provide an attractive and low maintenance landscape along Medowie Road.
- To protect and enhance koala habitat.

Development controls	
General	
D16.64	Environmental areas, corridors and additional planting with koala feed trees will be retained and enhanced in general accordance with Figure DAI.
Precinct F	
D16.5	Within Precinct F, road and drainage networks must use native landscaping to retain and enhance the urban landscape, and where appropriate koala feed trees shall be planted.
D16.6	The indicative green street within the Eastern Precinct will provide for fauna connectivity. Development fronting the indicative green street must: <ul style="list-style-type: none"> • Provide minimum road verges of 8m; • Restrict fencing within the front setback; and • Enhance fauna connectivity through landscaping
D16.7	Within the Eastern Precinct, drainage infrastructure must be designed to facilitate ecologically beneficial landscaping and enhance fauna connectivity.
Vegetation management and biodiversity offsets	
D16.78	Development must take into consideration the implications of the vegetation management plan that applies to land within the precinct.
D16.89	Clearing of land on the eastern side of the precinct shall not occur until the requirements of the associated vegetation management plan are implemented (a vegetation management plan has been prepared that provides for vegetation offsets and improvements to vegetation corridors within the site – refer to vegetation management plan, Kleinfelder, 10 March 2017).
Landscaping along Medowie Road	
D16.9 10	A landscaping plan for major residential development or major subdivision must provide for an attractive and low maintenance landscape along the frontage with Medowie Road and Brocklesby Road.
D16.11	Landscaping provided with any new development should use locally endemic koala preferred species

D16.C Transport movement hierarchy

Objectives

- To provide an overall transport movement hierarchy for major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
- To maintain good traffic flow and safety along Medowie Road.
- To achieve connection between adjoining land and potential future residential precincts identified by the Medowie Planning Strategy.
- To ensure pedestrian and cycle connections are provided to the town centre, the Ferodale Park Sports Complex and the Medowie Community Centre for precinct residents and the broader community.

Development controls	
General	Street layout
D16.10 12	The transport movement hierarchy for private vehicles, pedestrians and cyclists needs to be generally consistent with the layout shown in precinct plan at Figure DAI. Note: C1.12 requires streets to comply with the Infrastructure Specification ¹²
D16.13	The subdivision of a lot that proposes a road layout that prevents the effective connectivity of the wider street network will not be supported. Development applications must provide for wider street network connectivity in a grid-like structure.
D16.14	Subdivisions that propose street networks are to be informed by road connections to future subdivisions on adjoining land. Development applications shall identify future road connections to adjacent land where necessary.
D16.15	Long straight roads include local area traffic management devices to slow traffic in accordance with the Infrastructure Specification ¹² .
Road connections to other precincts	
D16.11 16	The road layout must provide for potential future connections to other potential future residential planning precincts identified by the Medowie Planning Strategy including Brocklesby Road.
Road connections to Medowie Road	
D16.12	A roundabout intersection must be provided to Medowie Road to serve as the main access point for development.
D16.13	The main roundabout intersection must be designed to accommodate upgrades for increased future traffic flows along Medowie Road identified by the Medowie Planning Strategy.
D16.14	The main roundabout intersection may be provided by a staged approach to facilitate development of a single sub-precinct. Consideration for the future roundabout intersection must be included in the design and construction of any interim intersection.

Development controls

D16.15 ~~Additional intersections (intersections in addition to the main roundabout intersection with Medowie Road) must be limited in number and provided as left-in/left-out only.~~

D16.16 No direct **driveway** access to and from Medowie Road is permitted.

Road connections to Brocklesby Road

D16.17 Road widening must be provided along the frontage of Brocklesby including road drainage, kerb and gutter and pathways.

D16.18 No direct **driveway** access to and from Brocklesby Road is permitted.

Shared path connections

D16.17 ~~Walking and cycling infrastructure which connects the precinct to adjacent areas must be made accessible to precinct residents and the broader community.~~

D16.18 ~~A shared path must be provided along the eastern side of Medowie Road, in conjunction with the development of the land on the eastern side of Medowie Road. The shared-use path must be provided along the eastern frontage with Medowie Road and connect north to Ferodale Road (to the extent that a shared path is able to be accommodated).~~

D16.19 A **shared path** must be provided along the western side of Medowie Road, in conjunction with the development of land on the western side of Medowie Road. The shared path must be provided along the western frontage with Medowie Road and connect north to Ferodale Road and connect south to the small local neighbourhood centre (to the extent that a **shared path** is able to be accommodated).

D16.20 A **shared path** must be provided directly linking the precinct to the Ferodale Sports Complex, in conjunction with the development of land on the western side of Medowie Road - subject to engineering, risk, and cost/benefit assessment. Alternative solutions and routes can be considered.

D16.21 Consideration must be given to a potential mid-block **shared path** linking the western sub-precinct to the Medowie Community Centre - subject to engineering, risk, and cost/benefit assessment. Alternative solutions and routes can be considered.

Public transport

D16.22 Access to public transport routes or to future public transport stops should be no more than 400m walk by the most direct route.

D16.D Managing risk from agricultural land uses

Objectives

- To ensure the land is suitable for residential occupation in relation to previous agricultural land uses.
- ~~To ensure the potential for negative effects from the operation of poultry sheds on residential amenity are adequately managed.~~

Development controls

Managing the potential requirement for land remediation

- D16.22 24 A **development application** for large-scale **residential accommodation** or **major subdivision** must be accompanied by the contamination and remediation reports identified by NSW **SEPP** (Resilience and Hazards) 2021 with particular regard to the previous agricultural activities on the subject land.

Managing potential risk from odour and noise from poultry farming

- D16.23 New residential allotments and dwellings must not be constructed until the poultry sheds at 733 Medowie Road (Lot 199 DP 17437) are decommissioned.

D16.E Road noise

Objective

To ensure that **development** is not adversely affected by noise and vibration from traffic on Medowie Road

Development controls

Considering road noise from Medowie Road

- D16.24 A **development application** for large-scale **residential accommodation** or **major subdivision** must demonstrate by provision of an acoustic report that future residential development will meet appropriate noise and vibration standards for **development** along Medowie Road.

D16.F Stormwater drainage and water quality

Objectives

- To provide for common and adequate stormwater management within the precinct.
- To ensure environmentally sustainable and affordable water management solutions are implemented on a catchment-wide basis and not compromised by development on a single site.
- To improve or maintain water quality within the Grahamstown Dam Drinking Water Catchment.
- To ensure that stormwater from development is adequately managed to provide for common stormwater management infrastructure.

Development controls

Stormwater basins Drainage reserves

- D16.25 Stormwater basins Drainage reserves are located in general accordance with Figure DAI.

- D16.26 All new **development** must demonstrate that there would be no adverse impact on the operation of the drainage reserve or adjoining land on which stormwater is discharged.

Development controls

~~Stormwater basins~~ Drainage reserves

On-site detention / on-site infiltration

D16.27 **On-site detention / on-site infiltration** is required for all new development where impervious areas are proposed.

D16.28 The **on-site detention / on-site infiltration** is to be:

- Sized so that the post-development flow rate and volume equals the predevelopment flow rate and volume for all storm events up to and including the 1% Annual Exceedance Probability (AEP) storm event; and
- Provided by underground chambers, surface storage or a combination of the two.

Note: Part B4 provides further consideration towards on-site detention / on-site infiltration.

Note: Pre-development is prior to any development occurring on the land.

D16.29 When a **development application** is received for subdivision greater than three lots or would result in an impervious area greater than 70% of the site area, it must demonstrate that the quality of water that is released into public drainage meets the required water quality targets.

~~Stormwater culverts under Medowie Road~~

D16.26 **Development** must address the potential effect on the two main culverts under Medowie Road (the desirable design standard for these culverts is 1% AEP +0.3m obvert freeboard for 2100 climate change conditions).

D16.G Williamtown RAAF Base - aircraft safety

Objective

- To ensure that development adequately considers aircraft safety.

Development controls

Williamtown **RAAF** Base - aircraft safety

D16.27 Any requirements for dwellings are placed on the title of the land (for example for extraneous lighting and building height).

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Figure DAH: Medowie Planning Strategy (Precinct E) land application map

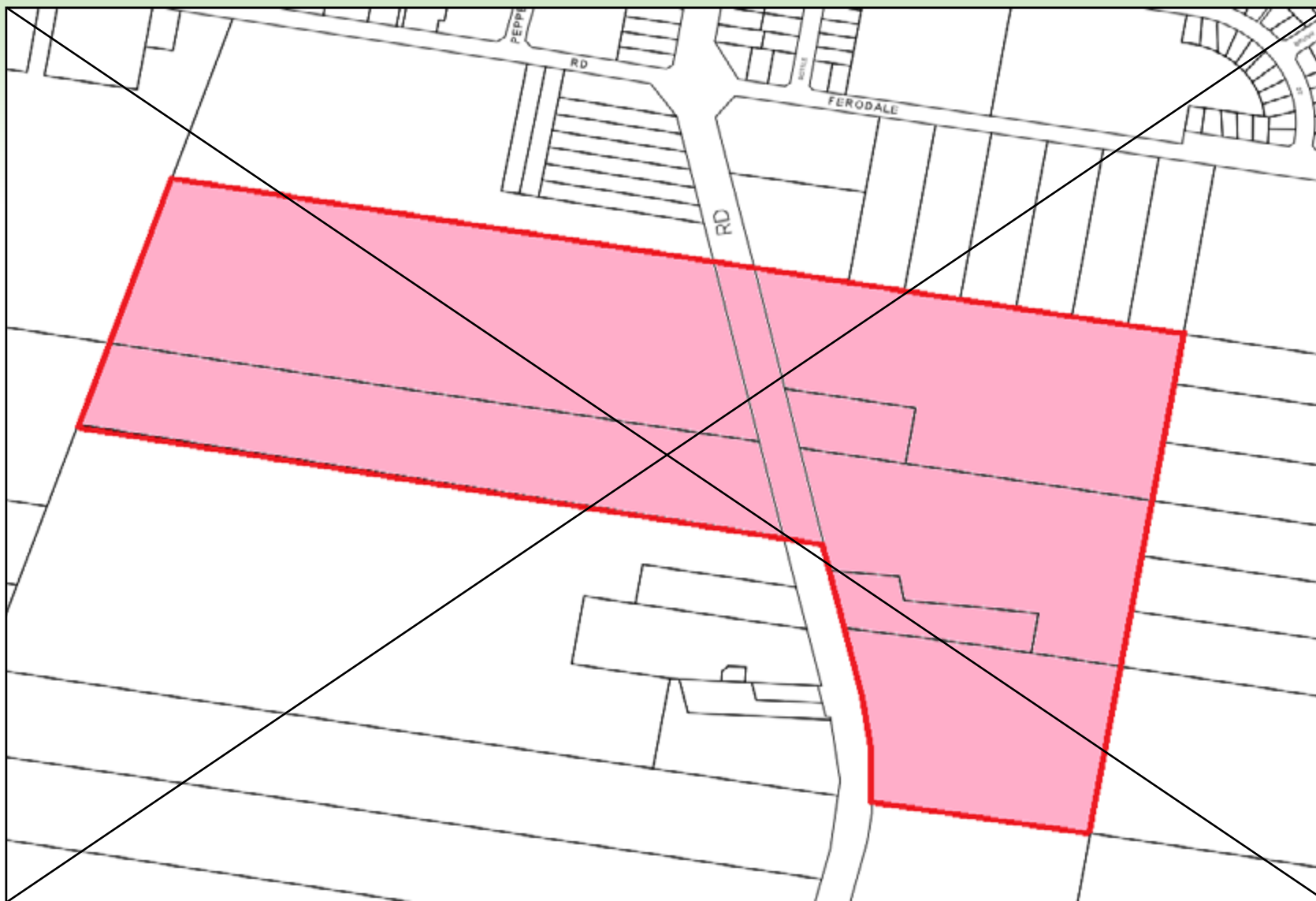


Figure DAH: Medowie Planning Strategy (Precinct E and F) land application map

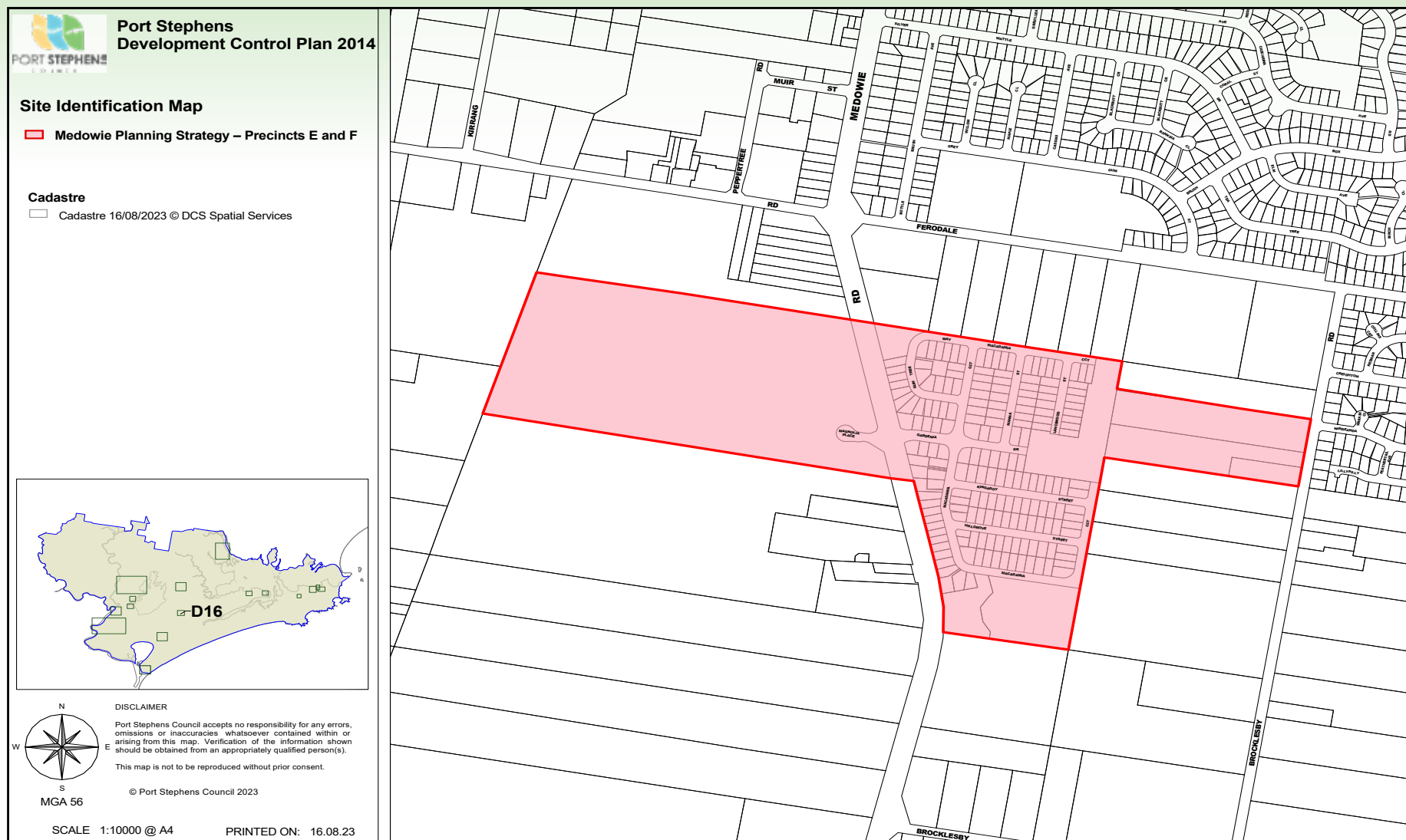


Figure DA1: Medowie Planning Strategy (Precinct E) locality controls map

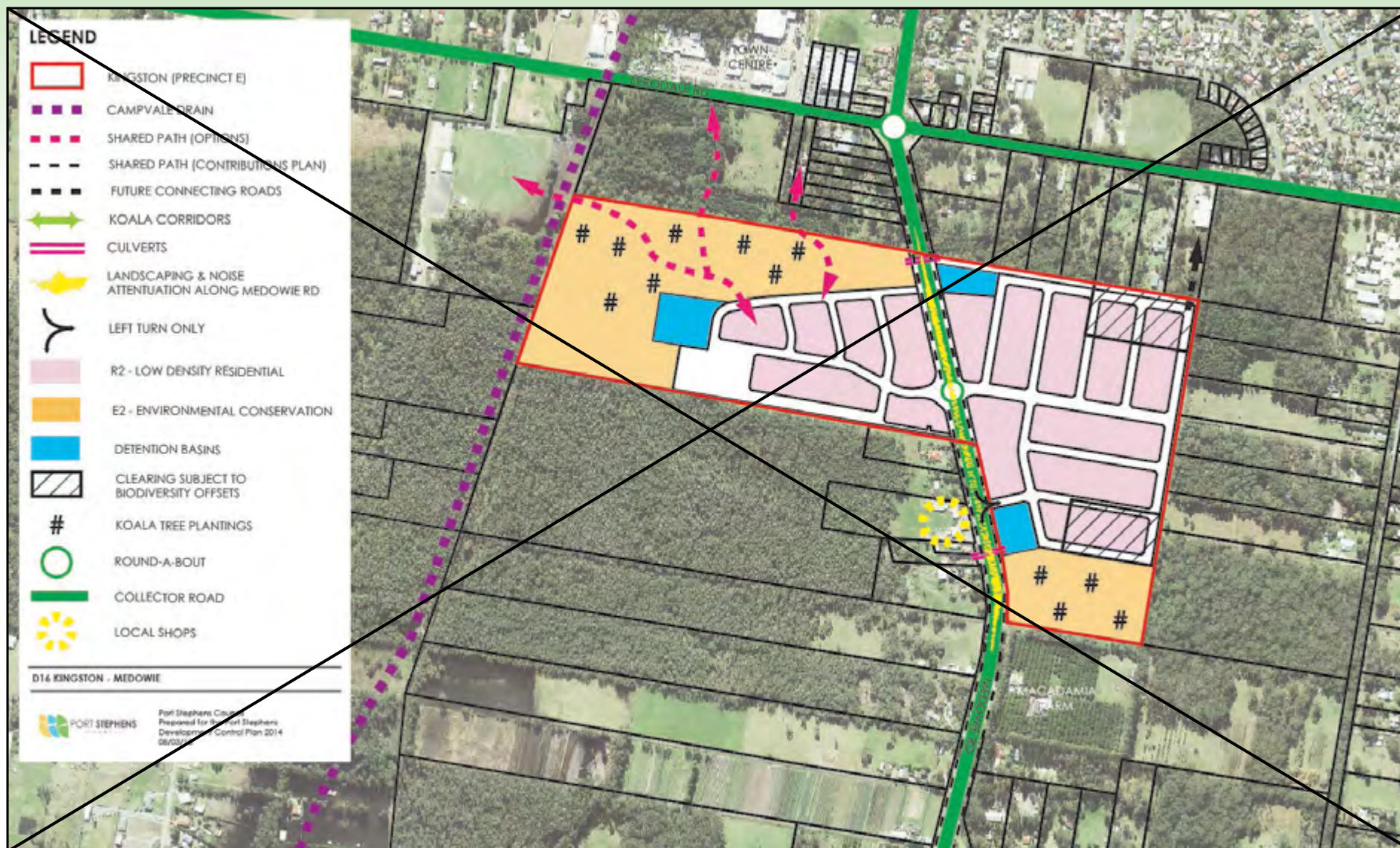


Figure DAI: Medowie Planning Strategy (Precinct E and F) locality controls map

