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## **SCHEDULE 4 TO THE DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as **DDO4**

### **EPSOM VILLAGE CENTRE**

#### **1.0 Design objectives**

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To develop a new Epsom Village Centre with a strong community focus for the Northern corridor.

To integrate development with the surrounding neighbourhood and minimise adverse amenity impacts on the residential properties surrounding the site.

To achieve development that is of a high standard of urban and landscape design.

To ensure development maximises pedestrian access and encourages active street frontages.

To encourage development that maximises public safety by preventing dark and concealed spaces.

#### **2.0 Buildings and works**

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Building and works must be constructed or carried out in accordance with an approved precinct plan for the Epsom Village Centre, which outlines the broad land use and access arrangements for the site.

##### *Built form and landscaping*

Buildings must be of a scale, height and form that contributes positively to the neighbourhood and creates a people-centred, aesthetically pleasing environment.

Buildings and works should interact with street frontages by providing windows and/or active spaces.

Landscaping must be adaptable to act as a visual screen to adjoining residential areas and to soften the appearance of buildings, road and car parking areas, where appropriate.

Any development must retain the existing palm trees along the Midland Highway.

##### *Car parking and movement*

An application must be accompanied by a Traffic Impact Assessment Report to the satisfaction of VicRoads, which addresses issues such as: predicted traffic generation and distribution, the impact on the existing arterial road network and details of mitigating works required on the road network.

Traffic management and traffic control works considered necessary on the land and impacted roads must include safe and efficient pedestrian and cyclist routes to, from and on the land and adjoining roads.

The development must provide safe separation of pedestrian, cycle, shopper and delivery vehicles on the land.

Car parking areas should not be a dominant feature from the Midland Highway and Howard Street.

Any development must include the location and layout of all car parking areas and access to and from these areas should provide for public transport and passenger facilities including drop-off points, taxi stands, bus interchange area, bicycle racks and pedestrian accessways.

*Amenity*

Buildings and works must include measures that minimise adverse impacts of any development with respect to visual presentation, noise, external lighting effects and privacy issues on the amenity of the neighbourhood.

Loading and unloading areas, including waste storage areas and collection and removal facilities, must include effective screening from roads and nearby residential areas, and noise attenuation measures in relation to nearby residential areas.

*Drainage*

Drainage must be designed to ensure no increase in concentrated stormwater or sullage onto the Midland Highway. An innovative approach to on-site stormwater management will be required.

**3.0**

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**Decision guidelines**

Before deciding on an application the responsible authority must consider, as appropriate:

- The *City of Greater Bendigo Commercial Land Strategy 2004* and the *Northern Corridor and Huntly Local Structure Plan 2005*.
- Whether the location of the buildings and works are consistent with the broad land use and access arrangements shown on the approved precinct plan for the Epsom Village Centre.
- Whether the proposal contributes to the development of a strong community focus for Epsom.
- The impact of the proposal on the amenity of nearby residential properties.
- Whether the proposal creates a safe and secure environment at all times.
- Whether the proposal provides an integrated transport system that maximises opportunities for public transport use, pedestrian and cycle access.