

19/01/2006  
VC37

## **SCHEDULE 1 TO THE DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as DPO1

This schedule applies to the former Epsom Training Facility, situated on land bounded by White Street, Boundary Road, Governor Road and McDonald Street, Braeside.

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### **Requirement before a permit is granted**

A permit may be granted to carry out earthworks or to remove, destroy or lop native vegetation before a development plan has been prepared to the satisfaction of the responsible authority.

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### **Conditions and requirements for permits**

Any permit granted to subdivide, use or develop land must include the following conditions, as appropriate to the application:

- Any building or works to be used for residential purposes or any other sensitive use specified by the responsible authority must be constructed so as to comply with any noise attenuation measures required by Section 3 of the Australian Standard AS2021 – 1994, Acoustics – Aircraft Noise Intrusion – Building Siting and Construction, issued by the Standards Association of Australia, to the satisfaction of the responsible authority.
- Upon the completion of any dwelling, a certificate must be provided signed by an appropriately qualified acoustic consultant certifying that the building complies with AS2021. The certificate must be to the satisfaction of the responsible authority.

Any permit granted to subdivide land must also set out a works program for any required traffic mitigation works.

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### **Requirements for development plan**

The development plan must show or include:

#### **General**

- The proposed use and development of each part of the land.
- The broad subdivision layout for each stage of the development, including details of lot mix, orientation and any areas proposed for medium density development.
- Indicative residential densities for the land.
- A report which addresses the contribution of the development to the implementation of the Former Epsom Training Facility and Environs Policy, included at Clause 22.10 of the LPPF.
- A site analysis plan.

### **Traffic and access**

- A report which includes an assessment of the likely traffic impacts associated with the development, and outlines the general traffic management and construction works necessary to accommodate the predicted traffic generated by the development.
- The proposed road layout (responding to the above report) showing all access points to the site, internal road network, traffic calming treatments, and details of required intersection treatments.
- Provision for road access along McDonald Street to be designed so that heavy vehicle access and maneuverability to industries between McDonald Street and Myrtle Street is not impeded as a result of any street closure.
- Provision of public access to public transport, bicycle and pedestrian routes to ensure that the future detailed subdivision design is able to comply with the provisions of Clause 56.

### **Drainage and flooding**

- A detailed drainage and servicing assessment addressing all relevant flooding, drainage and water quality issues.
- A detailed drainage design proposal, including internal stormwater detention and pre-treatment, layout and site levels of retarding basins and flood storage areas on the site and the adjoining Doug Denyer Reserve, and any other requirements of Melbourne Water.
- Any areas of the site which are proposed to be transferred to Melbourne Water for drainage purposes or to Council for public open space purposes as part of the redevelopment of the site.
- Provision for the cleansing drainage system (Polishing Pond) and associated plantings to be protected from saline groundwater intrusion by an appropriate clay liner.

### **Open space**

- Provision and layout of public open space on the site.
- Proposed pedestrian and cycling networks, including a link between Doug Denyer and the J. Grut Reserves.

### **Significant flora & fauna and landscaping**

- A report which contains an assessment of all flora and fauna on the site.
- A landscape master plan for the site.
- The retention of the remnant redgums in the north east corner of the site in the subdivision design, to the satisfaction of the responsible authority.

### **Heritage**

- A report which contains an assessment of all places of potential cultural heritage significance on the site, including any existing places or elements of cultural heritage significance which are to be retained.
- Provision within the subdivision design for the retention of the Totalisator Building, subject to an adaptive reuse being found for the place.
- A report which outlines, in brief, how the history of the site will be documented and archived and interpretive material located throughout the subdivision so that future residents have a sense of Epsom as a race track and training centre.

### **Buffers**

- The proposed setback of development from Boundary Road, Governor Road, McDonald Street and White Street.
- The proposed treatment of all site interfaces, showing the location of buffers, mounding and any other landscape devices to be used to assist visual screening between residential and industrial areas.
- Provision for an acoustic fence /or mounding to be provided along the site boundary with White Street and Boundary Road.

### **Noise Attenuation**

- An assessment of noise impacts on the site with reference to existing industrial development around the site and the impact of Australian Noise Exposure Forecasts associated with the Moorabbin Airport. The assessment should be prepared by a qualified acoustic engineer and should identify any noise mitigation treatments required to ensure a high standard of residential amenity on the site.