

22.05

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FORMER EPSOM TRAINING FACILITY AND ENVIRONS POLICY

This policy applies to all land shown on the local policy map which forms part of this clause.

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Policy basis

This policy applies the MSS Residential Land Use objectives in Clause 21 relating to residential opportunity sites. The MSS identifies opportunities for the redevelopment of the former Epsom training track and the industrial and stable areas to the immediate north of Epsom for high quality integrated housing projects.

This policy also applies a number of the environmental and open space objectives of the MSS. In particular, the policy builds on objectives relating to flood plain management, improved water quality treatment, maintenance of flora and fauna diversity, promotion of recreational diversity, pedestrian and bicycle linkages.

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Objectives

Residential development

- To promote a range of dwelling densities and housing types which cater for a broad range of household types.
- To create and enhance linkages with the Mordialloc activity centre, Mordialloc Creek, and nearby open space areas.
- To ensure that new residential development addresses site constraints including potential contamination, drainage and flooding, aircraft noise from Moorabbin Airport, noise and other potential emissions from nearby industry, and traffic noise.
- To promote residential development which provides connectivity with the existing residential area in a manner which does not generate excessive traffic impacts on existing residential streets.
- To promote the consolidation and redevelopment of former industrial and stable sites for integrated medium density housing.
- To ensure that residential redevelopment within or near existing industrial areas takes into account potential future amenity impacts arising from its proximity to such uses.

Cultural heritage and environmental values

- To ensure that future development appropriately acknowledges and provides for the interpretation of the area's cultural heritage significance, particularly in terms of the area's association with the Victorian thoroughbred racing industry.
- To ensure that the highest quality ecological values of the Epsom site are clearly identified, protected and appropriately managed.

Public open space and recreational linkages

- To provide open space areas which meet the projected recreational needs of future local communities.
- To further enhance the existing recreational facilities at the Doug Denyer Reserve.
- To create and enhance pedestrian and bicycle links within and external to the policy area.

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Policy

It is policy to:

- Promote the creation of a mix of lot sizes and housing types in the residential redevelopment of Epsom.

KINGSTON PLANNING SCHEME

- Promote the consolidation of sites and the development of medium density housing on land to the north of Epsom.
- Ensure that all new development contributes to the creation of pedestrian and cycle linkages between the Wells Road corridor/Mordialloc creek open space areas and areas to the north/north-west of the policy area, and between the Epsom site, Doug Denyer reserve and the Mordialloc Activity centre, as identified in the Kingston Bicycle Integration Strategy.
- Ensure that all new development contributes to the cost of improvement, ongoing management and maintenance of stormwater drainage infrastructure.
- Ensure that all new development is sited and designed to:
 - Protect and where possible enhance the existing drainage and flood storage capacity of the area.
 - Detain and pre-treat urban stormwater in accordance with the design standards of the 'Best Practice Environmental Management Guidelines for Urban Stormwater' (Melbourne Water, et. al. 1999).
 - Satisfy the VicRoads Traffic Noise Reduction Policy standards.
 - Take account of the State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No N-1 and 'Recommended Buffer Distances for Industrial Residual Air Emissions' (July 1990).
- Ensure primary vehicle access from the Epsom site is provided to White street, with a secondary access provided to McDonald Street. Secondary access to McDonald Street should incorporate where appropriate traffic mitigation measures are provided to minimise the speed and volume of vehicle movements along McDonald street.
- Ensure that proposals to use and develop land to the north of Epsom for residential purposes address the following issues:
 - The appropriateness of developing housing in proximity to existing non residential uses and the range of means of mitigating the potential impact of such uses on the proposed residential use.
 - The creation of an active residential frontage and street address to McDonald Street.
 - The potential historic significance of any structures or objects associated with the stabling and training of horses, and the potential for retention and re-use of such structures or objects in the redevelopment of sites.
 - The need to minimise direct vehicle access to White street. Where development sites have access to a road other than White street, the alternative street frontage should be used as the vehicle access point for new developments
 - Site constraints including aircraft noise intrusion, traffic noise, potential contamination , drainage and flooding.
- Encourage the use of existing features and interpretive material into the subdivision design of the Epsom site which appropriately acknowledge and interpret the site's historic use as a race track and its associations with the Victorian thoroughbred racing industry.
- Ensure that the ecological significance of the Epsom site is assessed and the areas of higher significance are retained, managed and protected from identified threatening processes associated with the future redevelopment of the Epsom site.
- Facilitate the creation of seniors standard sports playing fields on as adjoining the southern portion of the Doug Denyer reserve.

- Create pedestrian and cycle links between the Doug Denyer and Jack Grut reserves.
- Maximise opportunities for the recreational use of areas set aside for drainage and flood mitigation purposes.

Application requirements

It is policy that all applications for use or development within the policy area be accompanied by the following information, as appropriate:

- Detailed site plans showing:
 - Proposed land use mix.
 - Lot size and configuration.
 - Car parking and access arrangements.
 - Layout and design of buildings (including elevations).
 - Drainage layout and design.
 - Residential development densities.
 - Layout and configuration of open space.
 - Landscaping and treatment of setback areas.
 - Location of buffers and other visual screening measures.
- An assessment of the likely traffic impacts generated by the proposal.
- An assessment of site contamination (where appropriate).
- An assessment of flooding, drainage and water quality issues.
- An assessment of potential historic significance of buildings or objects on the site.
- A site analysis report.
- An assessment of the proposal against the objectives of this policy.

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Decision guidelines

Before deciding on an application for use or development within the policy area the responsible authority will consider, as appropriate:

- The potential noise impacts of aircraft noise on the site and the appropriate attenuation of buildings in accordance with Australian Standard AS2021 'Acoustics- Aircraft Noise Intrusion - Building Siting and Construction'.
- The need to provide safe and efficient vehicle access from sites within the policy area to White and McDonald Streets.
- The views of VicRoads in respect to vehicle access on to White Street.
- The views of the Environment Protection Authority in respect to industry noise buffer issues.
- The views of the Department of Natural Resources and Environment in respect to protection and management of native vegetation.
- The views of Melbourne Water in respect to drainage and flooding issues.
- The potential for site contamination as required under Ministerial Direction No. 1 (Potentially Contaminated Land).
- The provision of noise attenuation measures, buffers and landscape setbacks between existing and proposed residential and industrial land uses.

- The need to identify and respond to the area's historic use for equestrian activities.
- The compatibility of new development on the western edge of the Epsom site with the Doug Denyer Reserve Landscape Concept Plan.

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Policy references

Kingston Bicycle Integration Strategy (Loder & Bayly, 1997)

Best Practice Environmental Management Guidelines for Urban Stormwater (Melbourne Water et. al., 1999)

VicRoads Traffic Noise Reduction Policy standards

State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1

Doug Denyer Reserve Landscape Concept Plan (Chris Dance Landscape Architects, undated)

Recommended Buffer Distances for Industrial Residual Air Emissions (EPA, July 1990)

Ministerial Direction No. 1 (Potentially Contaminated Land)

Australian Standard AS2021-2015 'Acoustics - Aircraft noise intrusion - Building Siting and Construction'

Map 1: Epsom and Environs Policy Area.

