Memorandum

Project name
Flemington Hill and Epsom Road

Project number
130 185 & 130 275

Subject
Response to Flemington Hill and Epsom Road advisory Committee

Date
23 February 2016

From
Simon Dick – Woods Bagot

To
Advisory Committee

Copies to
Greenland / VRC / Urbis

Introduction

This memo has been prepared in response Item 3 (a) (b) & (c) of the consolidated recommendations of the Flemington Hill and Epsom Road Advisory Committee issued on 17th December 2015.

Woods Bagot have prepared a hypothetical development proposal based on proposed CDZ controls and exhibited Comprehensive Development Plan to enable visualisation of a possible built form outcome.

This response has been prepared using the hypothetical development proposal as basis for visualisation and shadow diagrams which for the purpose of this response shall be referred to as the “hypothetical development proposal”.

Additional view Lines - Item 3(a)

Additional view lines of the proposed towers envisaged by the hypothetical development proposal are provided from the following locations:

Flemington Green
- Smithfield Road at Lynch’s Bridge.
- Leonard Crescent, midway between Langs Road and the north end of the site.

Epsom Road:
- Ascot Vale Road at Edinburgh Street.
- Racecourse Road at Coronet Street.
- Epsom Road, midway between Smithfield Road and the site.

Please refer to attached images.

Additional Shadow diagraming 3(b)

- Additional Shadow diagraming undertaken show the extent of shadow cast by the hypothetical development proposal do not reach Maribyrnong River or its banks at 9.00 am on the 22 June.

The location of the towers envisaged by the hypothetical development proposal relative to the natural sweeping curvature of the Maribyrnong River and analysed against with the east to west trajectory and increasing altitude of the sun throughout the day means that any shadowing later in the day will move substantively away from the river and its banks. As such we have limited our attention to the 9.00 am condition only.

Please refer to attached image.
Built form impacts and its relationship with the Showgrounds. 3(c)

- The hypothetical development proposal interfaces with the RAS landholdings along its northern boundaries. Specifically at Lot 1 and Lot 5 of the proposed lot plan. Refer attached diagram.

- Lot 5 has a site area of 1935 m² and is proposed to have a maximum height to RL 42.5 inclusive of plan and architectural feature which gives this lot a maximum height relative to the natural ground (approx. RL 24.5) of 18 m or 5-6 levels.

- The based on proposed CDZ controls and exhibited Comprehensive Development Plan the hypothetical development proposal illustrates a 3 level residential development for the site which anticipates the application cascading setbacks similar to the Rescode requirements along the North and Eastern boundary interfaces.

- Lot 1 in the hypothetical development proposal is separated from a direct interface with the RAS landholding due to inclusion of a new east west access road that connects Leonard Crescent to the access gate to the Railway corridor. The inclusion of this road creates new future frontage to the RAS landholdings in an area which was previously inaccessible.

- The low scale of the built form and proposed road network envisaged by the hypothetical development proposal offers increased accessibility, creates opportunity and maximum flexibility when considering the relationship between the proposal and the RAS landholding.
03 PUBLIC REALM

1. LEONARD CRESCENT - WEST

4. LEONARD CRESCENT - SOUTH