Planning and Environment Act 1987
Advisory Committee Stage 1 Report
Flemington Hill and Epsom Road Advisory Committee
Stage 1: Review and Consultation

17 December 2015

Kathy Mitchell, Chair

Des Grogan, Member
Jim Holdsworth, Member
Contents

Executive Summary ............................................................................................................. 1

1 Overview ........................................................................................................................ 4
  1.1 Initial Consultation ............................................................................................... 5
  1.2 Revised Plans ....................................................................................................... 6
  1.3 Site Inspections .................................................................................................... 7
  1.4 Purpose of this Report ....................................................................................... 9

2 The Project .................................................................................................................. 11
  2.1 Overview .............................................................................................................. 11
  2.2 The Revised Proposal .......................................................................................... 12
  2.3 Site Context ......................................................................................................... 14
  2.4 Strategic Planning Context ................................................................................. 15
  2.5 Issues for Resolution .......................................................................................... 16

3 Built Form, Heritage and Sustainability .................................................................... 17
  3.1 Overview .............................................................................................................. 17
  3.2 Issues ................................................................................................................... 21
  3.3 Discussion ............................................................................................................ 22
  3.4 Adequacy for Exhibition and Recommendations ............................................. 24

4 Traffic, Access and Parking ....................................................................................... 27
  4.1 Overview .............................................................................................................. 27
  4.2 Issues ................................................................................................................... 27
  4.3 Discussion ............................................................................................................ 27
  4.4 Adequacy for Exhibition and Recommendations ............................................. 29

5 Public Open Space/Development Contributions ...................................................... 30
  5.1 Overview .............................................................................................................. 30
  5.2 Issues ................................................................................................................... 30
  5.3 Discussion ............................................................................................................ 31
  5.4 Adequacy for Exhibition and Recommendations ............................................. 31

6 Affordable Housing .................................................................................................... 32
  6.1 Overview .............................................................................................................. 32
  6.2 Issues ................................................................................................................... 32
  6.3 Discussion ............................................................................................................ 33
  6.4 Adequacy for Exhibition and Recommendations ............................................. 33

7 Proposed Planning Controls ....................................................................................... 34
Appendix A  Terms of Reference
Appendix B  Stage 1 Consultation
Appendix C  Document list
Appendix D  Exhibition Documents: Flemington Green Site
Appendix E  Exhibition Documents: Epsom Road Site

List of Figures

<table>
<thead>
<tr>
<th>Figure</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Figure 1</td>
<td>Flemington Racecourse and indicative concepts</td>
<td>5</td>
</tr>
<tr>
<td>Figure 2</td>
<td>Area of site inspections</td>
<td>9</td>
</tr>
<tr>
<td>Figure 3</td>
<td>Land ownership</td>
<td>13</td>
</tr>
<tr>
<td>Figure 4</td>
<td>Subject land and surrounds</td>
<td>15</td>
</tr>
<tr>
<td>Figure 5</td>
<td>Built form envelope for Flemington Green</td>
<td>20</td>
</tr>
<tr>
<td>Figure 6</td>
<td>Built form envelope for Epsom Road</td>
<td>21</td>
</tr>
</tbody>
</table>

List of Abbreviations

- DELWP: Department of Environment, Land, Water and Planning
- OVGA: Office of the Victorian Government Architect
- RASV: Royal Agricultural Society of Victoria
- The Act: Planning and Environment Act 1987
- VRC: Victoria Racing Club
Executive Summary

The Victoria Racing Club (VRC) proposes to rezone two identified precincts within the Flemington Racecourse to Comprehensive Development Zone to facilitate the development of high rise residential towers with associated low-rise commercial precincts.

The Advisory Committee was appointed on 29 September 2015 pursuant to Part 7, section 151 of the Planning and Environment Act 1987 to report on the suitability of two draft planning scheme amendments which seek to facilitate these developments. The Terms of Reference require the Advisory Committee to undertake its work in four clear stages. The purpose of the first stage is to determine whether there is sufficient information before the Advisory Committee to enable the Department of Environment, Land, Water and Planning (DELWP) to exhibit the documentation for public comment. This report marks the completion of this first stage.

Provided the VRC accept the recommended changes to the draft amendment documentation, the documents shall be exhibited from 11 January to 19 February 2016 (with late submissions accepted up until 1 March 2016). A Directions Hearing will be held on Tuesday 1 March 2016 and public hearings are scheduled the weeks of 14, 21 and 28 March 2016 (excluding public holidays).

In considering the recommended changes, it is the prerogative of the VRC to decide whether or not to proceed with the draft amendment process. The VRC is to advise the Committee as soon as possible, but by 10.00am on Tuesday 22 December 2015 of its decision to enable exhibition to be progressed.

In considering the draft material for this Stage 1 report, the Committee has made recommendations and indicated initial opinions on the draft proposal. These recommendations and opinions do not represent the final views of the Committee and are made on a 'without prejudice' basis. The final opinion of the Committee will be reported via a written report to the Minister for Planning at the conclusion of the public hearing process at Stage 4.

The consolidated recommendations of the Committee are:

1. Provide an independent peer review report on town planning issues, including the strategic justification of the Project by 26 February 2016.

2. Express the heights of the proposed buildings in Schedule 4.2 to the Comprehensive Development Zones as mandatory, and delete the opportunity to apply for a permit to vary the heights in the schedule.

3. Provide the following information in support of the Project to the Committee by close of business on 23 February 2016:
   a) View lines to the proposed towers from these view points:
      • 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.

b) Shadow diagrams showing the extent of shadow, if any, cast by the proposed towers over the Maribyrnong River or its banks, at the winter solstice.

c) Built form impacts and its relationship with the Showgrounds.

d) An independent peer review report on the urban design and built form components of the Project.

4. Provide the following information in support of the Project to the Committee by close of business on 23 February 2016:

a) In relation to the GTA traffic report:

- update traffic volume diagrams to ensure clarity and readability.
- undertake a sensitivity analysis at the relevant intersections adopting a Thursday pm peak hour generation rate of 0.35 movements per dwelling for the Epsom Road site.
- comment on the traffic generation rate for the Flemington Green site, bearing in mind that the PTV response and the earlier work by GTA indicates no change in bus patronage, as a percentage of journey to work trips, in Flemington, Ascot Vale or Maribyrnong between 2001 and 2011.
- provide further information in relation to individual traffic movements at critical intersections.

b) In relation to VicRoads:

- provide advice regarding acceptance of the GTA modelling or any comment regarding the proposed mitigating works, including a written response outlining acceptance or otherwise of the mitigating works proposed, particularly the Epsom Road roundabout and pedestrian treatment.

c) In relation to PTV:

- provide information on current bus and tram peak hour occupancy rates on routes adjacent to the site.
- provide an indication on what measures are proposed to cater for the potential increase in demand for public transport services.

5. An independent peer review report on the traffic, access and parking components of the Project.

6. Provide the following information in support of the proposal to the Committee by close of business on 23 February 2016:

a) Reconcile how the public open space contribution will be allocated and implemented.
b) Define the extent of development contributions required for the Project in consultation with the Cities of Melbourne and Moonee Valley, and determine the planning mechanism for this to be implemented.

7. Provide the following information in support of the Project to the Committee by close of business on 23 February 2016:
   a) Work with the Cities of Melbourne and Moonee Valley to develop a proposal to identify reasonable affordable housing opportunities, and the planning mechanisms (or options) to implement such opportunity.
   b) An independent peer review report on social impact assessment, including commentary on public open space, development contributions and affordable housing.

8. Exhibit the draft Planning Scheme Amendments GC40 and Melbourne C290 in accordance with the following dates:
   a) Exhibition: 11 January to 19 February 2016, with any late submissions from the community accepted until 1 March 2016.
   b) Directions Hearing: 10.00am, Tuesday 1 March 2016 in Hearing Room 1, Planning Panels Victoria, 1 Spring Street, Melbourne.
   c) Advisory Committee Hearings: the weeks of 14, 21 and 28 March 2016 (but excluding public holidays) in Hearing Room 1, Planning Panels Victoria, 1 Spring Street, Melbourne

9. Undertake any necessary modifications to the draft Amendment documentation to ensure consistency with the amended draft Comprehensive Development Zones, and to add the dates of the exhibition and hearing processes to the notice of draft amendments.
1 Overview

The Flemington Hill and Epsom Road Advisory Committee (the Committee) was appointed by the Minister for Planning on 29 September 2015 under section 151 of the Planning and Environment Act 1987 (the Act) to provide advice on the suitability of two draft planning scheme amendments that seek to rezone and facilitate development of two precincts within the Flemington Racecourse to a Comprehensive Development Zone. The two precincts were previously known as ‘Flemington Hill’ and ‘Epsom Road’. However, the Committee was advised that Flemington Hill should be rebadged as Flemington Green so that is how it is now referred. The whole project is known as ‘Flemington Life’.

The Committee comprises:
- Kathy Mitchell (Chair)
- Des Grogan
- Jim Holdsworth

The Committee is assisted by Elissa Bell, Senior Project Manager of Planning Panels Victoria.

The Minister for Planning issued Terms of Reference on 29 September 2015 (Appendix A). The Terms of Reference provide that the Committee undertake its work in four clear stages as follows:
- Stage 1: Review and Consultation (12 weeks)
- Stage 2: Public Consultation (within 8 weeks of the completion of Stage 1)
- Stage 3: Public Hearing
- Stage 4: Outcomes (submission of final report within eight weeks of the completion of the hearings).

The Minister for Planning is the Responsible Authority for all of the land proposed to be rezoned.

This report provides advice in the form of written comments on the Victoria Racing Club’s proposal for the sites and the proposed draft Planning Scheme amendments.

Figure 1 provides an overview of the Flemington Racecourse and the indicative proposed developments, with Flemington Green in the foreground and Epsom Road in the background.
1.1 **Initial Consultation**

Clause 14 of the Terms of Reference require the Committee to convene an inception meeting with the following parties to initiate consideration of this matter:

- Melbourne City Council
- Moonee Valley City Council
- Victoria Racing Club (VRC)
- Department of Environment, Land, Water and Planning (DELWP)
- Royal Agricultural Society Victoria (RASV).

The Committee noted that Clause 8 listed a number of parties that it considered might benefit from being involved in the initial meeting, and invited the following parties to attend the inception meeting:

- VicRoads
- Public Transport Victoria
- Office of the Victorian Government Architect (OVGA)
- Department of State Development, Business Innovation (now Department of Economic Development, Jobs, Transport and Resources) (DEDJTR)).

This meeting was held on Tuesday 20 October 2015, and all invited parties were present, with the exception of DEDJTR who advised that it would be taking a ‘watching brief’ on the proposal.
On behalf of the VRC, Mr Barlow from Urbis provided a high level overview of the work undertaken to date and outlined some proposed changes (from the 2014 concept) to the form of the proposed development, particularly for the Epsom Road site in terms of height.

All parties generally agreed that the scale and height of the buildings proposed, and the associated traffic and access were the key issues to be reconciled.

Following the inception meeting, the Committee provided a letter (23 October 2015) that confirmed key dates for the process, comments and directions for further action, which related to:

- Site inspections
- Consultation and notification
- Built form
- Traffic, parking and access
- Development contributions
- Affordable housing opportunities
- Land ownership plans
- Documentation.

The Committee agreed to a timeframe for a more formal presentation by the VRC on its revised proposal, that being 23 November 2015.

At the inception meeting, the Committee indicated that it would be seeking early involvement of local community groups as part of the consultation process. Mr Barlow from Urbis indicated that the VRC also saw this as important, and to that end, he provided a list of groups which he considered to be integral to this process. This included:

- Flemington Association
- Ascot Vale Residents Action Group
- Save Moonee Ponds
- North East Moonee Ponds Residents
- Kensington Association
- Friends of Maribyrnong Valley
- Maribyrnong Residents Association
- Flemington Chamber of Commerce.

Relevant contacts were provided, and the Committee invited the nominated groups to attend the second meeting and the site inspection at the Flemington Racecourse, as well as the third meeting at PPV on 2 December 2015. The Committee acknowledges and thanks in particular the Flemington Association, Ascot Vale Residents Group, and the Maribyrnong Residents Group for their input to date and for written comments provided at the December meeting.

**1.2 Revised Plans**

The VRC provided revised plans and information on its amended Project to the Committee and other parties on 17 November 2015. This included ‘pre-exhibition’ versions of:

- Flemington Racecourse Urban Context Report (which included architectural and landscape plans)

The Committee convened a meeting at Flemington Racecourse with the relevant parties and nominated community groups on 23 November 2015 that provided the opportunity for the VRC to present its revised Project and to talk to the proposal. Some discussion ensued and the Committee found the initial responses to be instructive. A detailed site inspection followed that briefing (see Chapter 1.3).

To further inform the Committee’s deliberations, a further opportunity was provided to the VRC and other parties to provide comment and feedback to the Committee on Wednesday 2 December 2015.

That meeting was convened at Planning Panels Victoria and it included those parties who had been invited to the inception and second meetings, as well as Maribyrnong City Council. At the meeting, all parties were invited to comment on the pre-exhibition draft reports prepared on behalf of the VRC, and provide commentary on the proposed planning controls.

The Committee found the discussions and material provided to be very helpful, and it sincerely thanks the VRC, the Councils, agencies and the community groups for input thus far. Following commentary on the draft planning controls by the Melbourne and Moonee Valley Councils in particular, the Committee invited the VRC to provide updated versions of these controls that took into account what it considered to be relevant amendments to the Comprehensive Development Zones and Comprehensive Development Plans. This information was received by the Committee on 8 December 2015, and it is this version of the draft planning controls that the Committee has used as its base documents in Appendices D and E.

1.3 Site Inspections

The Committee undertook two accompanied site inspections as part of Stage 1.

The first site inspection was held on Thursday 5 November 2015, which was ‘Crown Oaks Day’. Along with members of the Committee and the Senior Project Manager, other parties present included VRC, Melbourne City Council, Moonee Valley City Council, and Royal Agricultural Society Victoria. It should be noted that this particular day was subject to adverse weather conditions, with torrential rain in the morning and early afternoon, along with a major storm cell in the afternoon that caused disruption to the course and the delay of some races due to safety reasons. The representative of the VRC advised that crowds were down because of the weather, and traffic conditions were non typical as many patrons came later than usual to the course. The Committee notes that the crowd figure was in the order of 58,000 patrons.

The day commenced with the Committee travelling to Flemington Racecourse by train from Flinders Street Station and then observing the general traffic conditions, including the taxi, limousine, and bus drop off areas and the general train activity. The Committee then walked around the Flemington Green site and noted the interfaces with the Royal Agricultural Society Victoria, Leonard Crescent and Fisher Parade.
It then walked around the Epsom Road sites and viewed the Former Jockeys Convalescent Lodge, including its interior. It observed the interface to the VRC offices and the Quest Apartments, as well as traffic including trams on Epsom Road and the arrival of patrons in that location.

The Committee viewed the Flemington Emergency Control Centre which demonstrated how traffic and pedestrian movements are controlled on big event days. This centre is located in the VRC head office adjacent to the Epsom Road site and is staffed by:

- Victoria Police
- Ambulance Victoria
- Metropolitan Trams
- Public Transport Victoria
- Metropolitan Fire Brigade
- St Johns Ambulance
- Victoria Racing Club
- Victoria Racing Club Security.

As part of the control activities, the Committee also observed the ‘help desk’ area, and the traffic control area.

The Committee observed busy race day conditions and activity, and finalised the inspection by observing the way in which patrons departed the site including the train platform. The Committee noted the conditions associated with the later train departures and issues relating to marshalling along the rail platform, the lack of crowd control with patrons seeking to access a train and the overcrowding associated with the later train departures.

The second site inspection occurred on the afternoon of 23 November 2015, after the VRC presented its revised proposal. A larger number of parties attended this inspection, including representatives of:

- VRC and its planning, traffic, architectural and public relations consultants
- Greenland (VRC’s preferred developer)
- City of Melbourne
- Moonee Valley City Council
- DELWP
- RASV
- Ascot Vale Residents Association.

This inspection included visiting many of the same sites as previous, as well as the interface with Flemington train station, heritage wall, residential properties and the RASV, the views from the western side of the Maribyrnong River and the Edgewater development, the Kensington residential area, various surrounding major streets and intersections and the area of Members Drive and the Showgrounds Station.

Figure 2 shows the general area visited as part of the second site inspection.
1.4 Purpose of this Report

The key purpose of this report is set out in Clauses 14 to 16 of the Committee’s Terms of Reference:

Stage 1: Review and Consultation

The Advisory Committee must meet with the Melbourne City Council, Moonee Valley City Council, Victoria Racing Club, the Department of Environment, Land, Water and Planning and the Royal Agricultural Showgrounds to initiate consideration of this matter.

The Advisory Committee must review and provide written comments on the proposed Comprehensive Development Plans and associated draft Planning Scheme Amendment documentation prepared by Urbis, on behalf of the Victoria Racing Club.

The Advisory Committee shall identify whether there is sufficient information before it to enable the Department of Environment, Land, Water and Planning to consult with the community in Stage 2 and if necessary, seek further information.

The Committee has met with the parties noted, as well as those additionally noted in Clause 8 (VicRoads, Public Transport Victoria, Office of the Victoria Government Architect (OVGA)), and various community groups identified by the VRC in its initial presentation to the Committee.
This report reviews and comments on the proposed Comprehensive Development Zone and Plans, and the overall conclusion of the Committee is that, subject to recommendations, the draft Planning Scheme amendments are in a form that is suitable for exhibition.

It is important to recognise that the Committee has prepared this Stage 1 report in the context of the information provided to it, and that through the formal exhibition and public hearing process many of the issues raised will be tested through evidence and submissions. All comments and recommendations made by the Committee in this report are provided on a ‘without prejudice’ basis and do not represent the Committee’s final position or opinions.
2 The Project

2.1 Overview

In June 2014, Urbis on behalf of the VRC, prepared a series of reports and planning controls for an Amendment process that sought to rezone two parcels of land for the purposes of predominantly residential development to the west and the east of the Flemington Racecourse. The ‘Flemington Green’ parcel is located to the north and west of the racecourse and the ‘Epsom Road’ site is located to the east. As the Committee understands, Urbis sought an Amendment through section 20(4) of the Act, and requested the then Minister for Planning to approve the Amendment without exhibition and notification. This process was not ultimately endorsed by the then Minister for Planning.

Since then, it is understood that the VRC and its consultants had discussion with DELWP about the most appropriate process to consider the proposal, and this Advisory Committee process was then established by the Minister for Planning.

The Committee was provided with a number of documents by Urbis at the commencement of its involvement, in summary these included (for both sites), reports on:

- Urban context
- Planning
- Architecture response
- Landscape architecture response
- Integrated transport and access plan
- Social impact assessment
- Sustainable management plan
- Aboriginal and historical heritage assessment
- Cultural heritage management plan
- Flora and fauna survey
- Arboicultural assessment.

Additionally, the Committee was provided with agendas, minutes and presentation materials from the Design Working Group and the Transport Working Group (March – June 2014, and then November 2015).

At the commencement of the current process, the RASV provided the Committee with the Melbourne Showgrounds Masterplan Report, October 2014. Moonee Valley City Council provided with the relevant VCAT decision for the proposed development at 1 Ascot Vale Road, Flemington.

The Committee is using the proposal as provided to it on 17 November 2015 and presented to it on 23 November 2015 as its starting point. The Committee see no logic in reviewing what was prepared as part of the earlier proposal, except where that information provides useful background.
2.2 The Revised Proposal

The Flemington Green site is currently located in Schedule 1 to the Special Use Zone in the Melbourne Planning Scheme and the General Residential Zone in the Moonee Valley Planning Scheme. The Epsom Road site is located in Schedule 1 to the Special Use Zone in the Melbourne Planning Scheme. The Special Use Zone prohibits use of the land for residential purposes while the General Residential Zone does not support higher density residential development.

It is proposed that both sites be rezoned to the Comprehensive Development Zone to facilitate the use of the land for non-racing purposes, and in particular to support the development of the sites for high-density residential uses. The Comprehensive Development Zone enables the creation of site specific controls which can permit or prohibit specific uses, the inclusion of building envelopes and detailed design guidelines.

Both Comprehensive Development Zones are accompanied by Comprehensive Development Plans that are proposed to be Incorporated Documents.

The Flemington Green proposal is for five buildings in three precincts ranging from five and six storeys abutting residential development along Fisher Parade to 20 and 25 storeys, with six storey podiums abutting the rail line and the Hill Gates away from the residential areas. The proposal will provide in the order of 700 dwellings with a population of 1400, 830 car spaces, 1500 square metres of retail services and 5% public open space.

The Epsom Road site comprises one tower of 31 storeys with a four storey podium, realising 398 dwellings, a population of 750, 323 car spaces and limited retail and services. The site includes the retention of the heritage listed Former Jockey Convalescent Lodge for community use. Public open space is not specified.

The subject land is freehold, with the Flemington Racecourse site being held in varying ownerships as highlighted in Figure 3.
Indicative Development Concepts have been prepared that provide an indication of the type of development that could occur if the amendments were approved. The Flemington Life Planning Report notes that:

The Indicative Development Concept does not necessarily represent the final form of development, but reflects the type, scale and siting of development that can be accommodated within the parameters proposed under the new planning controls.

The Indicative Development Concept illustrates a development potential of some 736 dwellings at Flemington Green and just under 400 dwellings at Epsom.

Much of the focus in the Planning Report is on the Indicative Development Concepts, yet these do not form part of the proposed exhibition material. There is significant detail in the pre-exhibition reports that surpass what is normally required to support a planning scheme.
Amendment process, with the level of detail being commensurate with a planning permit application process. It was suggested by Moonee Valley City Council that the Terms of Reference be amended to allow the Committee to consider this proposal as a permit application as well as an Amendment. However that option was not pursued by the Committee as it considers the Terms of Reference are quite specific in seeking an outcome on the amendments only. Additionally, the Planning Report notes that the plans as provided are not final and may change during a permit application process.

2.3 Site Context

The Flemington Life Planning Report provides the following locational context for the site:

The Flemington Racecourse precinct forms part of Melbourne’s inner north-west and is strategically positioned just 5km from Melbourne CBD on the north western edge of an expanded Central City, in Melbourne’s Metropolitan Planning Strategy: Plan Melbourne.

In its wider context, the Flemington Racecourse precinct is proximate to a number of identified major growth and urban renewal areas, including the Footscray Metropolitan Activity Centre, the Parkville Employment Cluster and the major identified urban renewal precincts of Dynon, City North and E-Gate.

The Flemington Racecourse precinct in its immediate context is characterised by direct proximity to existing and future nodes of activity and employment, including the Racecourse Road Activity Centre, the Union Road Activity Centre and the Flemington Rail Corridor Potential Urban Renewal Precinct. In both its wider and immediate context, the Flemington Racecourse and Melbourne Showgrounds precinct is firmly embedded within Melbourne’s inner west, which has become a significant location for future urban growth.

The Flemington precinct is located in the arc between the Craigieburn and Sunbury rail lines and positioned directly along the alignment of the Flemington spur line. The site is also served by tram route 57, which runs along Epsom Road and connects West Maribyrnong to Elizabeth Street/Flinders Street Station in the city, and a range of bus routes which operate regularly in the vicinity of the Racecourse.

Figure 4 shows the subject land and its immediate surrounds.
From its inspections of the racecourse and surrounds, the Committee considers that the subject sites can take a new built form that includes a degree of height. The main Grandstand is in the order of 12 - 14 storeys and there is an approved residential development at 1 Ascot Vale Road (in close proximity to the Epsom Road site) for a residential tower of 21 storeys.

2.4 Strategic Planning Context

The Committee has not undertaken a comprehensive strategic planning analysis of the Project, as it considers such analysis can be provided as part of the public hearing process. The Explanatory Report for both draft amendments includes a brief strategic assessment, which provides some context to the proposals. Both the Cities of Melbourne and Moonee Valley noted concerns about the lack of strategic assessment and Melbourne in particular suggested there is very little strategic planning support.

The strategic planning context and support is expected to be debated at the public hearing, and rather than enter into this debate now, the Committee has taken the view that this can be properly tested with rigor through submissions and evidence (and subsequent cross examination). To assist in this debate, the Committee recommends that the VRC undertake a peer planning review as part of its preparation for the hearing.

Suffice to say however, the VRC considers the proposals are supported through the following State and local planning policy:
(i) State Planning Policy Framework:
Clause 9: Plan Melbourne
Clause 11: Settlement
Clause 15: Built Environment and Heritage
Clause 16: Housing
Clause 17: Economic Development
Clause 18: Transport

(ii) Melbourne Planning Scheme: Local Policy Framework:
Clause 21.04: Activity nodes and potential urban renewal
Clause 21.07: Higher density development close to transport

(iii) Moonee Valley Planning Scheme: Local Policy Framework:
Clause 21.05: Activity nodes and higher density development close to transport

The Committee looks forward to exploring these issues at the public hearing and it makes the following recommendation to the VRC in this regard:

1. Provide an independent peer review report on town planning issues, including the strategic justification of the Project by 26 February 2016.

2.5 Issues for Resolution
The Committee considers that the key issues to be resolved in relation to whether the proposal is suitable for public exhibition relate to:

• built form, heritage and sustainability
• traffic, access and parking
• public open space and development contributions
• affordable housing
• proposed planning controls.
3 Built Form, Heritage and Sustainability

3.1 Overview

The Committee considers the Flemington Green and Epsom Road sites have capacity for more intensive redevelopment and the proposal to use them predominantly for housing has merit. Currently there is no resident population on either site (apart from several houses on Fisher Parade).

The introduction of residential uses, however, and the population density and appropriate built forms on these two sites require careful consideration of the capacity of each site for residential accommodation, the urban contexts of each site and the potential constraints and opportunities that each site has.

The VRC has prepared several documents describing the Racecourse and its operations and environs, the current uses of the sites and the rationale for the proposed redevelopment of the sites. The most concise document, in terms of urban design and the proposal, is *Flemington Racecourse Urban Context Report, Pre-exhibition Version, November 2015*. This Report has four parts:

- Introduction
- Part A: Rationale for Investment and Development
- Part B: Flemington Racecourse Investment Strategy

The Report commences with the statement that the project described in it is part of a “long-term plan involving the disposal of non-core land to generate funding for significant capital projects, in particular the construction of the new club stand”. The Report makes a convincing argument for the maintenance of Flemington as one of the world's pre-eminent racing venues and the need for it to have world-class facilities. This involves generating income from the sale and development of the two sites.

At Section 6.5, the Report identifies the two sites as “*No longer being required for racing or event day operations by the VRC and Melbourne Showgrounds*”. The current uses on the Flemington Green site are shown as largely open lot parking used for various purposes depending on the event at the Racecourse, and an area comprising several houses owned by the VRC and used for staff accommodation. The Epsom Road site comprises open space and a small historic building, formerly the Former Jockey Convalescent Lodge.

The Report states that the sites represent:

- A significant redevelopment opportunity with the potential to create landmark developments that will define the eastern and western gateways to the racecourse and add to its vitality, vibrancy and character as a major activity precinct in its own right, and
- Offer an opportunity to develop strategic brownfield sites, facilitate landmark urban renewal and deliver housing diversity in Melbourne's inner north-west.

The Report states that “*The design themes embodied in the new Club Stand are reflective of the future direction of architecture at Flemington. Redevelopment at the Flemington Green*
**Precinct and Epsom Road sites should take this as inspiration for their architectural directions**.

The Report states at page 60:

- The Flemington Green Precinct site represents a great opportunity to create an identifiable city-wide landmark to locate Flemington Racecourse.
- The Epsom Road site presents an opportunity to create a local landmark to locate Flemington Racecourse in the eastern approach.

The Report includes maps for a wide area around the sites, and supporting text that describes:

- Pedestrian and Cycle Connectivity (Figure 38)
- Public Transport Connectivity (Figure 39)
- Road Network Connectivity (Figure 40).

Further diagrams show local connectivity to and within the Flemington Green precinct in *Everyday* and *Event* modes.

In Section 9.2: Neighbourhood Context - Flemington Green Precinct includes several Key Directions statements that lead to the conclusion that a high density, high-rise form of residential accommodation is both right and appropriate. Of note, in particular, are these Key Directions statements relating to density and built form:

- Built form massing to provide a local landmark to contribute to way finding and legibility and identify the entrance to Flemington Racecourse.
- Built form massing to transition from mixed residential to future Urban Renewal Area character in both height and footprints.
- Built form massing for this site to accommodate the highest density of residential uses within the future urban renewal precinct due to proximity to the train station.
- Maximise the future development potential of the whole Racecourse Rail Corridor Urban Renewal Area to ensure efficient use of land.
- The future potential for the rail service to be upgraded beyond an event only line to everyday services and for development densities to support/generate demand for this change.

Section 9.3: Neighbourhood Context Epsom Road includes several Key Directions statements that lead to the conclusion that a high-rise building is appropriate, in particular:

- Built form massing to provide a landmark to contribute to way finding and legibility along Racecourse Road, Ascot Vale road and Epsom Road.
- Built form massing to contribute to framing of Newmarket Reserve.
- Built form to provide enclosure to Newmarket Reserve.
- Built form massing for this site to accommodate the high density of residential uses due to proximity to public transport and services.

Section 10: Urban Design Response provides a description of the *“key design principles and urban design response”* for each of the two development sites. For the Flemington Green site, it presents an analysis covering:

- Block layout
- Movement
- Public space
- Built form footprint
• Towers
• Tower heights
• Podium landscape
• Pedestrian movement
• Vehicle access and car parking
• Event Vehicle Movement.

For the Epsom Road site, a similar analysis is presented, covering:
• Site area
• Site access
• Open space
• Built form footprint
• Tower
• Podium landscape
• Pedestrian connection
• Vehicle access and car parking.

• Recognise Flemington Hill as an urban renewal area providing an intensity of residential infrastructure to support a new community
• Reinforcing existing major links
• Create a new public open space
• Enable different modes of public transport
• Create a hierarchy of street types
• Provide a mix of housing types.

Section 2: Masterplan Design Concept describes the proposed development in terms of such elements as ground level activation, built form typology and dwelling types, and plans at ground, podium and tower levels. Plans of car parking floors, residential floors in the three towers and shadow diagrams (for 4 November) are provided.

Section 3: Public Realm Design Concept describes the proposed street typologies for each street within the precinct in considerable detail, dimensioned to 0.1 of a metre in some instances. Streetscape elevations and perspectives from several ground level and elevated viewpoints are included.

Section 4: Architectural Design discusses the composition of the massing of the proposed low- and high-rise elements, tower orientation, external materials and the design detailing of the facades of the three towers.

This Section includes photomontages of the proposed podiums and towers, clad in their proposed external materials and colours, from key vantage points generally within or close to the sites.

The proposed built form envelope of the Flemington Green proposal is shown in Figure 5.
Part Two of the Masterplan addresses the Epsom Road site. As with Flemington Green, Section 1: *Design Initiatives* describes three ‘Key Moves’:

- Recognise Epsom Road site is within an urban renewal area providing an intensity of residential infrastructure
- Urban transition, demarcation of significant intersection
- Tower marker, street scale, podium interface response to Racecourse.

Section 2: *Context Design Response* considers the features on the site and views from it to support the location and orientation of the proposed tower and the location of the podium elements.

Section 3: *Proposed Design* includes detailed site and floor plans, sections and elevations. The approved 21 storey apartment building at 1 Ascot Vale Road is shown in silhouette.

Section 4: *Architectural Design* includes perspective views and photomontages of the buildings in their street context. The palette of external materials is provided. Shadow diagrams (for 22 September) are included.

Section 5: *Development Summary*, includes a Table showing the breakdown of apartments and ancillary floor areas for each of the tower’s proposed 31 levels.

The proposed built form envelope for the Epsom Road site is shown in Figure 6.
Figure 6  Built form envelope for Epsom Road

The Urban Design Report includes a Landscape Design Statement which addresses, for the Flemington Green precinct, such topics as existing trees, circulation, open spaces, street furniture design and placement, and the landscaping of the VRC Forecourt at the south-east corner of the site.

An Indicative Landscape Concept Plan provides suggested paving and species of trees in various parts of the precinct. A Planting Palette nominates proposed trees, shrubs, grasses, ground covers, roses and climbers and their proposed locations. Landscape materials and finishes are described for various locations.

For the Epsom Road site, an arborist assessment of existing trees is provided, together with an Indicative Landscape Concept Plan which covers similar topics to that for Flemington Green.

3.2  Issues

Based upon the available information, the Committee has determined that the following issues need to be addressed:

- Built form context in the existing urban environment
- Overall height
- Podium/tower concept
- Heritage.
3.3 Discussion

(i) Flemington Green

The context for the Flemington Green site includes a number of recent two to three storey residential developments on the west side of Fisher Parade and, to a lesser extent, on the western side of Leonard Crescent as it runs parallel to Fisher Parade.

The Flemington Green site rises towards the racecourse before the topography dips towards the Flemington Grandstand. The Committee was advised that the existing grandstand is an approximate 14 storey equivalent. It is understood that the proposed new grandstand will be slightly lower than this.

The proposal was presented to the Victorian Design Review Panel (VDRP) by Urbis and Woods Bagot on 11 November, followed by a site visit on 17 November. As a result, the Office of the Victorian Government Architect (OVGA) provided to the Committee (and others) a report titled ‘Flemington Life’, dated November 2015.

This report emphasised the opportunity that the two sites provide for an exemplary development, noting that “The scale of change ... requires more serious regard to be given to local conditions beyond the boundaries of each site” and encouraged the project team to “undertake further options in studies of form, precinct/site-planning, and architectural design ....”.

In terms of Affordable Housing, the report considers that the proponents’ response to be “unconvincing”. The Committee shares this view, as discussed further at Chapter 6.

In regard to Flemington Green, the OVGA report noted that the site “offers significant potential for an exemplar development” but that “the site’s full potential has neither been convincingly explored nor realised in the current proposal”. In particular, the report questioned the podium-and-tower model for built form and massing, considering that this site “presents a completely different design opportunity”.

The OVGA is “not yet convinced by the proposal for activation across the site” questioning the “location of the retail and commercial edges at the ground plane”. The type and scale of open spaces was considered to require further design consideration.

The report was concerned with the impact of the Flemington Green development on the existing road network due to the additional traffic pressures that it will generate, both during everyday activities and in race day mode.

In terms of architectural language, the report considered that the design references that determined the architectural response for each building “do not combine into a harmonious and meaningful architectural composition” and that this is an unsophisticated approach to interpretation. The report made some supportive comments regarding the internal layout of residential floors in the towers.

(ii) Epsom Road Site

The Committee observes that development in proximity to Epsom Road is generally low rise (1 to 2 storeys) with limited buildings above this including the Quest Apartments at three
storeys and the Crown Towers, a 13 storey public housing development on Crown Street to the east. In addition, the Committee is aware a permit has been granted at the direction of VCAT for a 21 storey (71.1 metres) mixed use development at 1 Ascot Vale Road on the north-west corner of the Epsom-Ascot Vale roundabout. Construction has commenced.

In relation to height, VCAT in the Ascot Vale Road decision (*Flemington Development Pty Ltd v Moonee Valley CC [2010] VCAT 1760*) noted that although the existing height is low rise the area is one ‘in transition’ which is likely to grow in height in the coming years. Thus, whilst the proposal for taller built form in the area may, in the current context, mean a punctuation in the skyline, this will in the future be less dramatic. The Tribunal considered that Activity Centre policy supported in both local and state planning policies provided support for future growth at the Ascot Vale Road site to a scale higher than existing conditions. Local policy referred to included the draft Racecourse Road Activity Centre Growth Plan which was the subject of the proposed Amendment C118 to the Moonee Valley Planning Scheme.

The Committee notes that Moonee Valley Council abandoned Amendment C118 on 23 July 2013. As a result of this, there is currently no local policy referring specifically to the Racecourse Road Activity Centre or Council’s preferred outcome for this area in terms of built form.

Despite Council abandoning Amendment C118, Racecourse Road continued to be identified as a designated Activity Centre under Plan Melbourne. The Plan Melbourne Refresh Discussion Paper indicates there may be some review or update of the designation of some Activity Centres, however the Committee considers such an update in the area of Racecourse Road would only be minor (in the context of other metropolitan Activity Centres).

In regard to the Epsom Road site, the OVGA was critical of the appropriateness of the podium-and-tower typology at this location, the proposed height of the tower and the active uses proposed for the Epsom Road frontage. The OVGA encouraged the design team to “come up with a more convincing design response”, and to discuss possible alternative solutions to the frontage to Epsom Road with planning authorities. The Committee notes the comments of the OVGA regarding the podium-and-tower configuration of the Epsom Road building. While the Committee respects the position of the OVGA, it does not necessarily share their criticism in this regard.

The OVGA considered that the Epsom Road tower to be “a generic tower with no evidence of the design excellence required to complement its prominent situating or to justify its proposed scale”, commenting that its orientation fails to optimise solar access to apartments.

Other comments were made about the ground plane, porte cochere and landscape on this site.

(iii) Heritage

Through the Melbourne Planning Scheme, the Flemington Racecourse is covered by HO272, including that part of the Flemington Green site that is contained within the City of Melbourne, as well as the Epsom Road site.
In the City of Moonee Valley, that part of the Flemington Green site is not covered by any Heritage Overlay.

The Former Jockey Convalescent Lodge is a building of historical and cultural significance within the Epsom Road site, and the proposal includes the retention of that small building and its landscaped setting as part of the development.

3.4 Adequacy for Exhibition and Recommendations

The Urban Context Report provides a considerable amount of detail which, while interesting in itself, is not relevant to the requirements for exhibition and, if included in exhibited material, would generate responses from the public that are not relevant to the purpose of the exhibition or what is sought to be achieved by the exhibition.

The Masterplan Design Response Report (Woods Bagot, November 2015) includes Indicative Development Concepts for both sites. However, the extent of detail that is included in these go well beyond concepts and into highly detailed designs, whether in terms of the adopted built forms and massing, street setbacks, internal floor plans, balcony details, landscape, plant species’ schedules, and so on. Balustrade details at a scale of 1:20 are provided (at reduced scales) for each tower to describe the construction method to achieve the proposed architectural design inspiration of each tower (One detail even describes the requirement for bolts to be countersunk).

The research and design process that is described in the Design Response Report fails to evaluate any built forms other than the predominantly podium-and-tower configuration that has been adopted for both sites. Whether other massing options were considered is not known. As a result, any evaluation of the appropriateness of the chosen built forms and heights against alternative designs cannot be made, or can the chosen designs be endorsed by such a comparative process.

The Design Response Report suggests that, in order to have landmark roles, the buildings need to be high-rise in terms of built form. This proposition is not convincingly made. In this regard, the Committee recommends that the first Purpose to the Schedule to the draft Comprehensive Development Zones be amended to include the words “and/or medium density” to enable this to be further explored through the public hearings. This is provided in Appendices D and E.

Developments can achieve landmark status other than by height. Medium-rise apartments, more in keeping with the predominant built form in the vicinity of the two sites can achieve landmark status. The inclusion of such features as adaptable apartments, leading edge sustainability and materials recyclability, including co-generation of energy, solar power and centralised waste management, are all possible in a new development of this scale on a large vacant site such as Flemington Green. A high proportion of dwellings with northern orientation and natural through-flow ventilation should be achievable on a site of the dimensions and orientation of both sites.

It is evident that the density of residential accommodation on both sites has not been justified having regard to such aspects as road network capacity, public transport capacity (now and in the future), ease of access to community services and facilities, and impacts on the amenity of adjacent sensitive land uses.
While these sites are new potential residential areas, they are not expressly identified in strategic documents such as Plan Melbourne or the forward planning of either of the two municipalities.

The reliance on the rail spur line being activated for everyday use is, given the recent advice from the PTV (letter to PPV dated 20 November 2015), an invalid premise on which to base the proposed density of development at Flemington Green. In this regard, the Committee notes the Key Directions statements in the Report (p.73):

- Built form massing for this site to accommodate the highest density of residential uses within the future urban renewal precinct due to proximity to the train station.

and

- The future potential for the rail service to be upgraded beyond an event only line to everyday services and for development densities to support/generate demand for this change,

The PTV letter challenges whether these Key Directions can be achieved or are legitimate ones on which to base the proposed population density.

The following matters have not been satisfactorily explained:

- Where the current uses on the Flemington Green land, whether in every day or event mode, are proposed to be relocated elsewhere within the VRC's land. Are these uses permitted on the leased VRC land and where will they be located?
- That the removal of current uses on the Flemington Green site does not adversely impact the operations of the Showgrounds.
- How the density of development is supported by current or committed public transport services.
- Why the current signage and entry arrangements are inadequate in terms of way finding and that this is a problem that must be resolved, and can only be resolved by the construction of four residential towers of the heights proposed.
- Is it agreed, in particular by Melbourne City Council, that the Newmarket Reserve requires 'framing and enclosure' and that an appropriate way to do this is to construct a 31 storey tower on VRC land?
- The impact of the under-construction tower at 1 Ascot Vale Road on the visual context, proposed landmark role and identity of the Epsom Road tower.

With regard to Flemington Green, Section 03 Public Realm of the Masterplan (included within the Urban Context Report) at pages 42 - 49 and pages 68 - 71 shows views of the buildings from various vantage points, generally within or close to the site. Two more distant views, from the Farnsworth Road bridge and from the west side of the Maribyrnong River, are provided at pages 73 and 74.

In regard to the Epsom Road site, Section 04 Architectural Design includes, at pages 34 - 41, views to the Epsom Road building from various vantage points which are generally close to the site.
The Committee considers that additional photomontages from vantage points within the public realm would assist all parties in envisaging the visual impact of all tower elements in their wider urban contexts.

While the Committee has a number of concerns about the Project, such concerns do not preclude exhibition, as the detail of the Project can be tested through submissions, evidence and cross-examination during the public hearing.

The Committee supports exhibition of the Project on built form grounds, subject to the following recommendations:

2. Express the heights of the proposed buildings in Schedule 4.2 to the Comprehensive Development Zones as mandatory, and delete the opportunity to apply for a permit to vary the heights in the schedule.

As the Committee is not convinced that the proposed density of development (in terms of number of dwellings) and the proposed heights of the towers on each of the two sites have been adequately explained or are supported by sound research, the following information should be provided by the VRC in support of the proposal:

3. Provide the following information in support of the Project to the Committee by close of business on 23 February 2016:
   a) View lines to the proposed towers from these view points:
      - 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.
   b) Shadow diagrams showing the extent of shadow, if any, cast by the proposed towers over the Maribyrnong River or its banks, at the winter solstice.
   c) Built form impacts and its relationship with the Showgrounds.
   d) An independent peer review report on the urban design and built form components of the Project.
4 Traffic, Access and Parking

4.1 Overview

This chapter discusses pedestrian, vehicular and public transport traffic. Although the two development sites are 1.3 kilometres apart there are some common elements of the transport network that impact upon both sites. Where possible issues common to both sites will be grouped and other issues will be site specific.

4.2 Issues

Based upon the available information, the Committee has determined that the following issues need to be addressed:

- the traffic impact upon the arterial and local road network
- the ability of the public transport infrastructure to cater for the increased demand
- pedestrian safety and connectivity within the sites and to the public transport network
- adequacy of car parking supply
- impact upon RASV activities
- the impact of additional traffic upon major event traffic in the precinct.

4.3 Discussion

Considerable data collection and traffic analysis has been undertaken to establish both existing intersection operating conditions and future conditions on the existing and recommended modified road network. However, the SIDRA analysis does not provide any details regarding degrees of saturation or queue lengths on specific movements such as right turn lanes. In addition there does not appear to be any information relating to frequency or the extent of loading on the existing public transport services.

There is no mention of the ability of the public transport network to service the future population generated by the proposed developments.

GTA mention the potential of ‘selected peak time services’ on the rail spur line and the potential reduction in peak hour traffic volumes if the rail spur is available.

At the Committee meeting on Monday 23 November 2015 at Flemington Racecourse, Mr Burton of PTV indicated that PTV had no plans to activate the spur rail line to provide a regular commuter service. When questioned about the potential of new customers generated by up to 1100 new dwellings in the Flemington precinct, he indicated that the demand generated from the expanding Craigieburn residential precinct would not permit trains from the spur line to connect into the Metropolitan rail network. When questioned further by the Committee, Mr Burton indicated that any upgrading of the rail network between Ascot Vale and North Melbourne and the City Loop would be very expensive and therefore is not being considered by PTV.

On 30 November 2015, the Committee received a letter from PTV (dated 20 November 2015), signed by Ms Amanda Fairley, Director Network Product Development. This letter
confirmed what Mr Burton had advised the Committee and indicated that “a regular commuter rail service to Flemington Racecourse is regrettably not supported, due to the need to reserve train paths for patronage growth along the Craigieburn rail corridor and the expense involved in upgrading rail infrastructure”.

The letter indicated that “there are existing public transport services in the vicinity of Flemington Racecourse”, including Newmarket Rail Station, approximately 800 metres walk from the site. No indication was given as to whether the other public transport services had capacity to cater for the future population.

The November 2015 GTA report refers to a study entitled Enhancing Transport Services to the Melbourne Inner North West, conducted in October 2011 by Urbis in conjunction with Evans and Peck. The report included a high-level assessment of potential patronage under future year scenarios both with and without the proposed developments and a connecting bus service. This study concluded as follows:

- The Flemington rail line is an under-utilised resource that presents an immediate low cost opportunity to better service the Flemington catchment and ease rail congestion. Combined with other development in the inner west, the Victoria Racing Club’s proposed high-density TOD on land adjoining Flemington Racecourse Stations provides the impetus necessary to introduce regular services to the line. The boost to capacity to be provided by RRL on the Craigieburn line provides an opportunity to reconfigure rail services and address accessibility problems in the inner north-west.

- Conservative patronage estimates indicate that ten 3-car train services would be required in peaks for a city shuttle service including Kensington and Newmarket from Flemington Racecourse.

- The use of existing infrastructure would enable the service to be implemented with minimal lead time and modest cost, providing additional commuter rail capacity for the region and considerable flow-on benefits. Including a reduction in demand for additional road system capacity.

The Committee accepts that this report was prepared in 2011 and is not aware of what rail patronage data was available or whether rail operation characteristics were provided. The Committee would be assisted by obtaining further information in relation to the assumptions used in the 2011 study.

The Committee considers that the PTV response is unambiguous and infers from its response than any increase in patronage other than that generated out of Craigieburn will not be catered for in the immediate future. Higher density residential development is occurring along a number of rail corridors, including Upfield and Craigieburn. The Committee is aware there is broad community support for development with reduced or no, on site resident car parking adjacent to major transport nodes. Furthermore, if Melbourne City Council pursue congestion policies for the Central Activities District, even more commuters/shoppers may try and use the already overcrowded rail network. The PTV response indicates however that the spur line is not considered a major transport node.

While the Committee recognises that additional services and passengers on the spur line will “require significant and expensive infrastructure works”, it considers that new residential development in and around Flemington may lead to PTV pursuing options to increasing patronage opportunities for an underutilised train line.
The Committee seeks further information at the public hearing from PTV to indicate the current level of service during the peak hours on the Craigieburn and Upfield rail lines between Pascoe Vale and Coburg respectively and the City Loop. PTV should also indicate its plans for improving the rail system, timetable issues and anticipated costs of any potential upgrade.

4.4 Adequacy for Exhibition and Recommendations

The Committee considers that while it has a number of concerns about the Project, such concerns do not preclude exhibition, where clearly the project can be tested through submissions, evidence and cross examination.

The Committee supports exhibition of the project on traffic, access and parking grounds.

As the Committee has concerns about various aspects of the traffic and access issues, it makes the following recommendations to the VRC and transport agencies:

4. Provide the following information in support of the Project to the Committee by close of business on 23 February 2016:
   a) In relation to the GTA traffic report:
      • update traffic volume diagrams to ensure clarity and readability.
      • undertake a sensitivity analysis at the relevant intersections adopting a Thursday pm peak hour generation rate of 0.35 movements per dwelling for the Epsom Road site.
      • comment on the traffic generation rate for the Flemington Green site, bearing in mind that the PTV response and the earlier work by GTA indicates no change in bus patronage, as a percentage of journey to work trips, in Flemington, Ascot Vale or Maribyrnong between 2001 and 2011.
      • provide further information in relation to individual traffic movements at critical intersections.
   b) In relation to VicRoads:
      • provide advice regarding acceptance of the GTA modelling or any comment regarding the proposed mitigating works, including a written response outlining acceptance or otherwise of the mitigating works proposed, particularly the Epsom Road roundabout and pedestrian treatment.
   c) In relation to PTV:
      • provide information on current bus and tram peak hour occupancy rates on routes adjacent to the site.
      • provide an indication on what measures are proposed to cater for the potential increase in demand for public transport services.

5. An independent peer review report on the traffic, access and parking components of the Project.
5 Public Open Space/Development Contributions

5.1 Overview

It was apparent to the Committee through the various meeting that resolution of how public open space and development contributions will be implemented could not be reconciled.

Initially, the Flemington Green site was proposed to provide a public open space contribution of 5% through a section 173 agreement, which is noted at Clause 3.0 Subdivision of the Comprehensive Development Zone. It stipulates that the agreement includes both the Cities of Melbourne and Moonee Valley, and "... will be vested as a reserve for the purpose of public open space in the relevant Council and that the provision of this land will satisfy the public open space requirements for the subdivision of land and buildings pursuant to the planning scheme and the Subdivision Act 1988".

There is no provision for public open space as part of the Epsom Road development.

Development contributions have not been included as part of the proposals and at the inception meeting, the Committee requested the VRC to provide further details on how these might be collected.

An unsatisfactory response was provided in the Social Impact Assessment Draft Updated Report. The basic thrust of the response was that it was too difficult to prepare and there was not enough time to do it. Further, the report indicated that it could be prepared at a later time.

5.2 Issues

For Flemington Green, the Masterplan Design Concept (Ground Level Activation, page 15) shows an area of public open space at the north-western corner of Leonard Crescent, close to the centre of the precinct. The Committee understands that its size represents at least 5% of the area of the development site. The Landscape Design Report (page 8) identifies this space as Village Green - public open space, and provides details of its design, as a predominantly grassed area with scattered tree planting and an informal play area (pages 18/19).

The Masterplan Design Concept shows an area designated as VRC Forecourt at the south-eastern part of the precinct, between Leonard Crescent and the Hill Gates. This area is proposed to be paved to allow for the expected vehicular and pedestrian traffic and includes some grassed areas and tree planting. To its east and west are the podiums of Towers 2 and 3 with frontages to this open space.

There has been no public open space included for Epsom Road site.

Two recent large scale redevelopment proposals have included development contributions as part of its proposals. These are Fisherman’s Bend ($15,500 per dwelling) and Moonee Valley Racecourse ($6,000 per dwelling). Additionally, while not yet implemented, the Standard Development Contributions Advisory Committee recommended that Strategic Development Growth Areas should provide $4,500 or $6,000 per dwelling, or $3,000 per
dwelling in metropolitan Urban Areas. These are appropriate benchmarks against which to consider the value of development contributions for these two sites.

5.3 Discussion

The areas allocated for public open space will serve a number of functions. The Village Square will serve local residents and racegoers as a passive landscaped area and as visual separation of buildings. The VRC Forecourt will serve primarily as access to the racecourse and as entries to the adjoining buildings.

These two spaces are seen as vital elements of a very high density mixed use precinct and, due to the commercial facilities in the area, are likely to attract residents from outside the precinct as well as residents of the proposed buildings. They are thus seen as important contributions to the amenity of the local and wider areas.

Shadow diagrams show that the VRC Forecourt will be shadowed by the towers before about 10.30am and after about 2.00pm. The Village Green will be largely unaffected by overshadowing.

While the Committee accepts that there is not enough time for the VRC to properly prepare a full Development Contributions Plan by the time of the exhibition, there must be a plan or alternative arrangement prepared by the Directions Hearing so that the Committee, and other parties can review and provide submissions and evidence (if necessary).

The Committee accepts that a Development Contributions Plan takes time to prepare, but it is surprised that the VRC has not attempted to undertake this work until it was raised at the Inception meeting. Development contributions are an essential component of any major development proposal and it is not satisfactory that little attempt has been made to thus far initiate such.

The Committee notes that the City of Moonee Valley included a provision for a section 173 agreement in its comments about the Comprehensive Development Zone, however, the Committee has not included this at this stage, as it recommends that the VRC and the Councils work together to better reconcile this aspect.

5.4 Adequacy for Exhibition and Recommendations

The Committee is satisfied that while the issues of public open space and development contributions require further attention, this does not represent any reason to defer exhibition.

As the Committee has concerns about various aspects about public open space and development contributions, it makes the following recommendations to the VRC:

6. Provide the following information in support of the proposal to the Committee by close of business on 23 February 2016:
   a) Reconcile how the public open space contribution will be allocated and implemented.
   b) Define the extent of development contributions required for the Project in consultation with the Cities of Melbourne and Moonee Valley, and determine the planning mechanism for this to be implemented.
6 Affordable Housing

6.1 Overview

Affordable housing is an objective that is supported as a means of ensuring that a proportion of dwellings in any large housing project are sold or rented at prices that are below market prices, thereby enabling persons on lower incomes to live in that development.

6.2 Issues

In Victoria there is no formal definition of ‘affordable housing’ or is there a fixed proportion of dwellings that are required to be ‘affordable’.

Clause 11.04-2 of the State Planning Policy Framework talks about Housing choice and affordability, and has the objective “To provide a diversity of housing in defined locations that cater for different households and are close to jobs and services”. Clause 16 notes that planning should have regard to provision of affordable housing through land use strategies and in making land use decisions. Clause 16.01-5 discusses integrated housing, location of residential development, housing diversity and housing affordability, and has the Objective “to deliver more affordable housing closer to jobs, transport and services”. Strategies to achieve this Objective include:

- improving housing affordability by:
  - promoting good housing and urban design to minimise negative environmental impacts and keep down costs for residents and the wider community, and
  - encouraging a significant proportion of new development, including development at activity centres and strategic redevelopment sites to be affordable for households on low to moderate incomes.

Recent large scale redevelopment proposals have included a provision for affordable housing options, including the former Channel 9 site at Yarra through Development Plan Overlay Schedule 5 (approved in April 2012), and the Moonee Valley Racecourse Redevelopment (Amendment C155, approved March 2015) and in particular Schedule 1 to the Activity Centre Zone.

The Social Impact Assessments for each site includes references to Affordable Housing, noting that, for the Epsom Road site (at page 41) and for the Flemington Hill precinct (at page 42):

The proposed development will increase dwelling diversity in the area [and] will increase the proportion of flats, units and apartments in the Total Study Area. The development will likely contribute positively to housing affordability in the area as if this scale and type of supply (one and two bedroom apartments) was not provided, then housing prices would likely rise, thus changing the affordability paradigm for the worse. Also by providing a greater weighting of cheaper one and two bedroom stock relative to average household prices, housing affordability will be further improved.

The VRC indicated through Mr Townshend QC at the meeting on 2 December 2015 that there is no definitive provision for any of the proposed buildings to specifically incorporate affordable housing. He further indicated the VRC will continue to liaise with Melbourne and Moonee Valley Councils in this regard.
6.3 Discussion

Plan Melbourne, at Initiative 2.4.2 notes that “What constitutes affordable housing means different things to different people” and seeks to “Increase our understanding of affordable housing in the context of changing household types and needs”. Initiative 2.4.3 is to “Accelerate investment in affordable housing”.

Affordable housing is an increasingly relevant topic in urban consolidation and large residential developments must be considered as a type of housing to be provided in the proposed developments.

Moonee Valley Council commented that the position expressed in the Social Impact Assessments (as in 6.1 above) proposes that prices will be kept down by the additional supply represented by these projects, not by the provision of any specifically cheaper housing targeted at low income earners.

6.4 Adequacy for Exhibition and Recommendations

The Committee is satisfied that, while the issue of affordable housing requires further attention, it does not represent any reason to defer exhibition.

As the Committee considers that options to provide affordable housing needs to be further explored, and the VRC should include affordable housing as a topic for consideration and resolution at the Hearing.

7. Provide the following information in support of the Project to the Committee by close of business on 23 February 2016:

a) Work with the Cities of Melbourne and Moonee Valley to develop a proposal to identify reasonable affordable housing opportunities, and the planning mechanisms (or options) to implement such opportunity.

b) An independent peer review report on social impact assessment, including commentary on public open space, development contributions and affordable housing.
7 Proposed Planning Controls

Following the meeting on 2 December 2015, the VRC provided updated and draft copies of:

- Explanatory Reports (Amendment C290 to the Melbourne Planning Scheme and Amendment GC40 to the Melbourne and Moonee Valley Planning Schemes)
- Schedule to the Comprehensive Development Zone
- Schedule to Clause 52.01
- Comprehensive Development Plans (Flemington Green and 550 Epsom Road).

At the request of the Committee, these draft documents took into account some of the issues raised by the various parties to the consultation meetings, but more specifically, the issues raised by the Councils. These draft documents are provided in Appendix D (Flemington Green and Appendix E (Epsom Road). The recommended modifications made by the Committee are highlighted and it is with these modifications that the Committee endorses the exhibition of the draft amendments.

In the first instance, the Committee agrees that the Comprehensive Development Zone and Comprehensive Development Plan are appropriate planning tools for the site to deliver the outcome sought as modified for the sites. The Residential Growth Zone is too limiting and the sites are clearly not in an Activity Centre Zone, nor should the sites remain in the Special Use Zone, even if the schedule was modified. The fact that the development sites are in freehold leads to the opportunity for tailored zone provisions.

A key feature of the comprehensive development tool is that any major modification would be subject to a planning scheme amendment process, so once approved, there is a high degree of certainty about what is ultimately to be developed.

The key modification proposed by the Committee to the Comprehensive Development Zone include specifying the heights for both sites as mandatory, with no opportunity to vary the heights through a subsequent planning permit process. The key reason for this is that the sites are not located in an identified strategic development area, nor are they in Activity areas or proposed high growth areas. On any view, they are somewhat isolated sites.

What should be placed on public exhibition?

In addition to the draft documents included in Appendices D and E, the Committee agrees that the supporting material for public exhibition should include the following:

- town planning report
- traffic report
- architectural/urban design report
- social impact assessment (including commentary of public open space and development contributions, and affordable housing options).

Each of these reports should be independently peer reviewed for the public hearing process.

Public exhibition period and Hearing dates

As discussed at the various meetings of the Committee, the draft amendments should be exhibited from 11 January until 19 February 2016. However, given the time of year and
issues with the summer holiday period, the Committee will accept late submissions from the community for an extended two week period up to 1 March 2016 (the date of the Directions Hearing). Notwithstanding, interested parties are urged to provide submissions in a timely manner so that the Committee can properly prepare for the Directions Hearing.

The VRC (and the nominated transport agencies) should provide updated reports on the specific matters raised in Chapters 2 to 6 by close of business on 23 February 2016.

As discussed at the meetings of the Committee, the notice of draft Amendments should provide the following dates:

- Directions Hearing – 1 March 2016
- Advisory Committee Hearings – the weeks of 14, 21 and 28 March (excluding the public holidays).

The Committee therefore recommends:

8. Exhibit the draft Planning Scheme Amendments GC40 and Melbourne C290 in accordance with the following dates:
   a) Exhibition: 11 January to 19 February 2016, with any late submissions from the community accepted until 1 March 2016.
   b) Directions Hearing: 10.00am, Tuesday 1 March 2016 in Hearing Room 1, Planning Panels Victoria, 1 Spring Street, Melbourne.
   c) Advisory Committee Hearings: the weeks of 14, 21 and 28 March 2016 (but excluding public holidays) in Hearing Room 1, Planning Panels Victoria, 1 Spring Street, Melbourne

Subject to acceptance of the draft documents proposed for exhibition, and recognising that this position does not represent the final views and opinions of the Committee on the project, the Committee endorses exhibition of the Project in accordance with its recommendations and the modified versions of the draft Comprehensive Development Zones provided in Appendices D and E.

It should be noted that the Committee has not modified the Explanatory Reports, the schedules to Clause 52.01 or the Comprehensive Development Plans. Any modifications to these are to be consistent with the primary recommendation of the Committee to exhibit the draft amendments with the height of the proposed towers to be shown as mandatory.

9. Undertake any necessary modifications to the draft Amendment documentation to ensure consistency with the amended draft Comprehensive Development Zones, and to add the dates of the exhibition and hearing processes to the notice of draft amendments.
Appendix A  Terms of Reference

Flemington Hill and Epsom Road Advisory Committee

Version: August 2015

*Advisory Committee* appointed pursuant to Part 7, Section 151 of the *Planning and Environment Act 1987* to report on the suitability of two draft planning scheme amendments that seek to rezone and facilitate development of two precincts within the Flemington Racecourse to a Comprehensive Development Zone. The two precincts are known as ‘Flemington Hill’ and ‘Epsom Road’ (as shown on the attached plan).

Name

1. The Advisory Committee is to be known as the ‘Flemington Hill and Epsom Road Advisory Committee’.

2. The Advisory Committee is to have members with strategic and statutory planning, social planning, traffic engineering and urban design/architectural skills.

Purpose

3. The purpose of the Advisory Committee is to provide advice to the Minister for Planning on all relevant matters associated with the proposed redevelopment of Flemington Racecourse including:

   • The proposed Flemington Hill Comprehensive Development Plan June 2014 and the proposed Epsom Comprehensive Development Plan June 2014;

   • The draft Planning Scheme Amendment documentation.

4. The draft amendments seek the following:

   • The ‘Flemington Hill’ precinct, which straddles the municipal boundary between Melbourne City Council and Moonee Valley City Council, is proposed to be rezoned from a Special Use Zone – Schedule 1 and General Residential Zone to a Comprehensive Development Zone (CDZ). The CDZ provisions, and associated *Flemington Hill Comprehensive Development Plan June 2014*, propose the development of this precinct with three residential towers, varying in height up to 25, 26 and 32 storeys and a low rise commercial precinct of 5-6 storeys.

   • The ‘Epsom Road’ precinct, located wholly within the City of Melbourne, is proposed to be rezoned from a Special Use Zone – Schedule 1 to a CDZ. The CDZ provisions, and associated *Epsom Road Comprehensive Development Plan June 2014*, propose the development of this precinct with a single residential tower up to 31 storeys including podium, with ground level commercial. The existing building on the site, the Jockey’s Convalescent Lodge is listed on the Victorian Heritage Register and will be retained.

Background

5. The Minister for Planning is the Responsible Authority for all land proposed to be rezoned. Within the Melbourne Planning Scheme, this is specified as all land zoned Special Use Zone –
Schedule 1 (SUZ1). Within the Moonee Valley Planning Scheme the land is shown on a map and matches the boundaries of the ‘Flemington Hill’ precinct.

6. The two precincts have been declared by the Victoria Racing Club as surplus and funds raised from their sale will be used to contribute to a series of investments the Victoria Racing Club will be making over the next fifteen years, including the construction of a new Members grandstand.

7. In February 2014, the Victoria Racing Club wrote to the former Minister for Planning seeking support for a ‘specialised planning approval process’ to facilitate the redevelopment of the two identified precincts.

8. Since this time further design and planning work has been undertaken in consultation with representatives of Melbourne City Council, Moonee Valley City Council, VicRoads, Public Transport Victoria, Office of the Victorian Government Architect, Department of State Development, Business Innovation and the former Department of Transport, Planning and Local Infrastructure.

9. In June 2014, the VRC again wrote to the former Minister for Planning formally requesting amendments to the Melbourne and Moonee Valley Planning Schemes, with an exemption from formal notice to Section 20(4) of the Planning and Environment Act 1987 (the Act). Instead a period of community consultation for 28 days was proposed.

10. On 18 April 2015 the Department of Environment, Land, Water and Planning, on behalf of the Minister, wrote to the Victoria Racing Club and advised them to approach the Cities of Melbourne and Moonee Valley seeking their support for the joint amendment of both planning schemes.

11. The Victoria Racing Club have now, with the support of both Councils, requested the appointment of an Advisory Committee to consider the development proposals and the best way to progress.

12. The Flemington Racecourse is listed on the Victorian Heritage Register and any approvals required under the Heritage Act 1995 will be considered separately at the appropriate time.

Method

13. The overall purpose of this Advisory Committee is to provide advice to the Minister for Planning on the draft planning scheme amendment controls and current proposal provided by the Victoria Racing Club. The Advisory Committee should undertake this in the form of four clear stages.

Stage 1: Review and Consultation

14. The Advisory Committee must meet with the Melbourne City Council, Moonee Valley City Council, Victoria Racing Club, the Department of Environment, Land, Water and Planning and the Royal Agricultural Showgrounds to initiate consideration of this matter.

15. The Advisory Committee must review and provide written comments on the proposed Comprehensive Development Plans and associated draft Planning Scheme Amendment documentation prepared by Urbis, on behalf of the Victoria Racing Club.

16. The Advisory Committee shall identify whether there is sufficient information before it to enable the Department of Environment, Land, Water and Planning to consult with the community in Stage 2 and if necessary, seek further information.
**Stage 2: Public Consultation**

17. The Advisory Committee will pre-set hearing dates.

18. The Department of Environment, Land, Water and Planning will exhibit the draft Planning Scheme Amendments and proposed Comprehensive Development Plans for a period of six weeks.

19. All submissions are to be collected at the office of Planning Panels Victoria and copies be made to the Department of Environment, Land, Water and Planning, Melbourne City Council and Moonee Valley City Councils within 5 working days from the close of the submission period.

20. The Department of Environment, Land, Water and Planning will give notice of the proposal to the following stakeholders:
   a) The proponent;
   b) Royal Agricultural Showgrounds;
   c) Prescribed Ministers;
   d) Melbourne City Council;
   e) Moonee Valley City Council;
   f) Maribyrnong City Council;
   g) VicRoads;
   h) Public Transport Victoria;
   i) Department of State Economic Development, Jobs, Transport and Resources;
   j) Department of Treasury and Finance;
   k) Heritage Victoria;
   l) Melbourne Water;
   m) Surrounding land owners; and
   n) Any other affected parties.

**Stage 3: Public Hearing**

21. The Advisory Committee is expected to carry out a public hearing and provide all submitters with an opportunity to be heard.

22. The Advisory Committee may meet and invite others to meet with them when there is a quorum of at least two of the Committee members.

23. The Advisory Committee may conduct workshops or forums to explore design issues or other matters. Any workshops or forums will be a public process.

24. The Advisory Committee may limit the time of parties appearing before it and may prohibit or regulate cross-examination.

25. The Advisory Committee may apply to vary these Terms of Reference in any way it sees fit prior to submission of its report.
Stage 4: Outcomes

26. The Advisory Committee may inform itself in anyway it sees fit, but must consider:
   - The objectives of the Planning and Environment Act 1987 and any other relevant provisions of the Melbourne and Moonee Valley Planning Schemes;
   - All relevant documentation prepared by the proponent for the redevelopment or otherwise provided to the Advisory Committee;
   - All submissions made in regard to the proposed Comprehensive Development Plans and associated draft Planning Scheme Amendment documentation.

27. The Advisory Committee must produce a written report for the Minister for Planning providing:
   - A strategic assessment of the proposed content of the Comprehensive Development Zone schedules.
   - An assessment of the proposed Flemington Hill Comprehensive Development Plan June 2014 and Epsom Road Comprehensive Development Plan June 2014 against the requirements of the proposed Comprehensive Development Zone schedules.
   - An assessment of the following issues as they relate to the use and development of each precinct;
     - General built form and design of the proposed buildings;
     - Height limits and building envelopes proposed;
     - Response to significant heritage elements;
     - Floor space caps for office, shop and place of worship;
     - Direct interface with adjoining residential properties (‘Flemington Hill’) and with the wider residential area for both precincts;
     - Amenity considerations/attenuation response, to protect future residents and the on going, commercially sustainable operation of the Racecourse and Showgrounds on event days and evenings;
     - Integrated Transport and Access Plan (ITAP) response to traffic, car parking and public transport movement, provision and access, including the proposal’s response to Showground traffic management and significant events; and
     - Pedestrian access and movement through the precincts, in particular on event days, and connections to the existing networks.
   - Advice as to whether the proposed changes to the planning scheme should be approved, subject to any recommended changes to the proposed zone schedules, Comprehensive Development Plans and any other relevant clauses of the Melbourne Planning Scheme and the Moonee Valley Planning Scheme.
   - Recommendations on the appropriate form and process of the amendments to introduce the planning controls into the planning schemes.
   - An assessment on the current Responsible Authority status and whether the Minister for Planning should continue as Responsible Authority for the development sites.
• Rationale in reviewing whether a municipal boundary re-alignment is required for the ‘Flemington Hill’ development site to ensure that the site is located within one municipality.
• An assessment of submissions to the Advisory Committee.
• Any other relevant matters raised in the course of the Advisory Committee hearing.
• A list of persons who made submissions considered by the Advisory Committee.
• A list of persons consulted or heard.

Submissions are public documents

28. The Advisory Committee must retain a library of any written submissions or other supporting documentation provided to it directly to it until a decision has been made on its report or five years has passed from the time of its appointment.

29. Any written submissions or other supporting documentation provided to the Advisory Committee must be available for public inspection until the submission of its report, unless the Advisory Committee specifically directs that the material is to remain ‘in camera’.

Timing

30. The Advisory Committee should complete Stage 1 within twelve weeks of being appointed.

31. The Department of Environment, Land, Water and Planning is required to complete Stage 2 within eight weeks of the completion of Stage 1, including receipt of exhibition material.

32. The Advisory Committee is required to submit its report in writing as soon as practicable but no later than eight weeks from the completion of hearings.

Fee

33. The fee for the Advisory Committee will be set at the current rate for a Panel appointed under Part 8 of the Planning and Environment Act 1987.

34. The costs of the Advisory Committee and associated public consultation notice (including collation and distribution of submissions) will be met by the project proponent, Victoria Racing Club.

HON RICHARD WYNNE MP
Minister for Planning

Date: 29/9/15
The following information does not form part the Terms of Reference.

**Project Management**

1. Day to day liaison for this matter from Department of Environment, Land, Water and Planning will be through Jason Close, Manager Central Metro, Department of Environment, Land, Water and Planning, 9098 8938 or by email jason.close@delwp.vic.gov.au.

2. Day to day liaison for the Advisory Committee will be through Elissa Bell, Senior Project Manager of Planning Panels Victoria on 9223 5317 or by email elissa.bell@delwp.vic.gov.au.
## Appendix B  Stage 1 Consultation

<table>
<thead>
<tr>
<th>Organisation</th>
<th>Representative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Victoria Racing Club</td>
<td>Paul Doman, VRC</td>
</tr>
<tr>
<td></td>
<td>Michael Barlow, Urbis</td>
</tr>
<tr>
<td></td>
<td>Laura Thomas, Urbis</td>
</tr>
<tr>
<td></td>
<td>Lauren Zammit, Wrights</td>
</tr>
<tr>
<td></td>
<td>Paul Chen, Greenland</td>
</tr>
<tr>
<td></td>
<td>Simon Dick, Woods Bagot</td>
</tr>
<tr>
<td></td>
<td>Tom Courtice, GTA</td>
</tr>
<tr>
<td></td>
<td>Tim de Young, GTA</td>
</tr>
<tr>
<td></td>
<td>Chris Townshend QC of Counsel</td>
</tr>
<tr>
<td></td>
<td>Emily Porter of Counsel</td>
</tr>
<tr>
<td></td>
<td>Phil Bisset, Minter Ellison Lawyers</td>
</tr>
<tr>
<td></td>
<td>John Carey, Minter Ellison Lawyers</td>
</tr>
<tr>
<td></td>
<td>Isabel Williams</td>
</tr>
<tr>
<td></td>
<td>Carrie Thompson</td>
</tr>
<tr>
<td></td>
<td>Julie D’Loughlin, Wrights</td>
</tr>
<tr>
<td>Melbourne City Council</td>
<td>Jill Cairnes, Policy Planner</td>
</tr>
<tr>
<td></td>
<td>Robyn Hellman, Coordinator Planning Scheme and Policy, Urban Strategy</td>
</tr>
<tr>
<td>Moonee Valley City Council</td>
<td>Louise Hicks of Counsel</td>
</tr>
<tr>
<td></td>
<td>Bryan Lancaster, Chief Executive Officer</td>
</tr>
<tr>
<td></td>
<td>Henry Bezuidenhout, Acting Director City Works and Development</td>
</tr>
<tr>
<td></td>
<td>Gilbert Richardson, Manager Technical Services</td>
</tr>
<tr>
<td></td>
<td>Tim Mileham, Acting Coordinator Strategic Planning</td>
</tr>
<tr>
<td></td>
<td>Brian Labadie, Senior Strategic Planner</td>
</tr>
<tr>
<td></td>
<td>Colin Harris, Senior Strategic Planner</td>
</tr>
<tr>
<td>Department of Environment, Land, Water and Planning</td>
<td>Jason Close, Manager Central Subregion</td>
</tr>
<tr>
<td></td>
<td>Sandy Ribic, Planner, Planning Services</td>
</tr>
<tr>
<td></td>
<td>Hannah Pascoe, Planner</td>
</tr>
<tr>
<td>VicRoads</td>
<td>Matthew Ryan</td>
</tr>
<tr>
<td></td>
<td>Simon Basic</td>
</tr>
<tr>
<td>Public Transport Victoria</td>
<td>Martin Veight</td>
</tr>
<tr>
<td></td>
<td>Mark Burton, Manager Place Planning</td>
</tr>
<tr>
<td>Office of the Victoria Government Architect</td>
<td>Sophie Patitsas, Principal Adviser, Urban Design and Architecture</td>
</tr>
<tr>
<td>Organization</td>
<td>Members</td>
</tr>
<tr>
<td>-------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| Royal Agricultural Society of Victoria | Mark O’Sullivan, Chief Executive Officer  
                                    | Natalie Gray, Planning Consultant  
                                    | Diana D’Silva, Cardno  
                                    | Peter Malley, Cardno  
                                    | Melissa Jacobs  
                                    | John Perry |
| Ascot Vale Residents Group          | Yvonne Kernan, Chair  
                                    | Peter Tyrrell, Member |
| Maribyrnong Residents Group         | Peter Ryan |
| Flemington Association              | Les Potts, President  
                                    | Jennifer Gallivan, Member |
| Maribyrnong City Council            | Adrian Havryluk, Manager City Strategy |
### Appendix C  Document list

<table>
<thead>
<tr>
<th>No.</th>
<th>Date</th>
<th>Description</th>
<th>Presented by</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>8/10/2015</td>
<td>Various letters to VRC relating to June 2014 proposal</td>
<td>VRC</td>
</tr>
<tr>
<td>2</td>
<td>13/10/2015</td>
<td>Moonee Valley City Council response to Flemington Life, letter and Attachment 1.</td>
<td>VRC</td>
</tr>
<tr>
<td>3</td>
<td>13/10/2015</td>
<td>Flemington Hill Technical documents June 2014 (A4 folder)</td>
<td>VRC</td>
</tr>
<tr>
<td>4</td>
<td>13/10/2015</td>
<td>Flemington Hill Planning Scheme Amendment 2014 (A3 folder)</td>
<td>VRC</td>
</tr>
<tr>
<td>5</td>
<td>13/10/2015</td>
<td>RASV Melbourne Showgrounds Masterplan Report October 2014 (Hard copy only)</td>
<td>RASV</td>
</tr>
<tr>
<td>6</td>
<td>16/10/2015</td>
<td>Royal Melbourne Showgrounds Masterplan Report - Additional Bridge Link Images (Hard copy only)</td>
<td>RASV</td>
</tr>
<tr>
<td>7</td>
<td>13/10/2015</td>
<td>Epsom Road Technical documents June 2014 (A4 folder)</td>
<td>VRC</td>
</tr>
<tr>
<td>8</td>
<td>13/10/2015</td>
<td>Epsom Road Planning Scheme Amendment 2014 (A3 folder)</td>
<td>VRC</td>
</tr>
<tr>
<td>9</td>
<td>19/10/2015</td>
<td>Amended Planning Permit MV/19743/2008 for 1 Ascot Vale Road and endorsed plans</td>
<td>MVCC</td>
</tr>
<tr>
<td>10</td>
<td>19/10/2015</td>
<td>Caydon Flemington Pty Ltd v Moonee Valley City Council (VCAT 2015)</td>
<td>MVCC</td>
</tr>
<tr>
<td>11</td>
<td>16/10/2015</td>
<td>Planning Permit MV/19743/2008 for 1 Ascot Vale Rd</td>
<td>MVCC</td>
</tr>
<tr>
<td>12</td>
<td>20/10/2015</td>
<td>Letter from DEDJTR regarding Advisory Committee</td>
<td>DEDJTR</td>
</tr>
<tr>
<td>13</td>
<td>20/10/2015</td>
<td>Design Working Group and Transport Working Group documents: Agendas, Minutes and Presentation Material.</td>
<td>VRC</td>
</tr>
<tr>
<td>14</td>
<td>14/10/2015</td>
<td>Flemington Racecourse Location Map</td>
<td>VRC</td>
</tr>
<tr>
<td>15</td>
<td>26/10/2015</td>
<td>Summary of Melbourne Showgrounds Land</td>
<td>RASV</td>
</tr>
<tr>
<td>16</td>
<td>29/10/2015</td>
<td>Flemington Life Presentation to Advisory Committee 20 October 2015</td>
<td>VRC</td>
</tr>
<tr>
<td>17</td>
<td>9/11/15</td>
<td>VRC Response to the Directions.</td>
<td>VRC</td>
</tr>
<tr>
<td>18</td>
<td>17/11/2015</td>
<td>Flemington Life – Pre-exhibition documents (2 hard copy documents)</td>
<td>VRC</td>
</tr>
<tr>
<td>19</td>
<td>13/11/2015</td>
<td>Various Cases Re. Caydon Flemington Pty Ltd v Moonee Valley CC &amp; Ors (Correction) and 1 Ascot Vale Road</td>
<td>Advisory Committee</td>
</tr>
<tr>
<td>No.</td>
<td>Date</td>
<td>Description</td>
<td>Presented by</td>
</tr>
<tr>
<td>-----</td>
<td>------------</td>
<td>------------------------------------------------------------------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>21</td>
<td>30/11/2015</td>
<td>Flemington Life Presentation to Advisory Committee 23 November 2015</td>
<td>VRC</td>
</tr>
<tr>
<td>22</td>
<td>30/11/2015</td>
<td>Tracked change version of CDZ for Flemington Green and Epsom Hill presented to Advisory Committee on 23 November 2015</td>
<td>VRC</td>
</tr>
<tr>
<td>23</td>
<td>30/11/2015</td>
<td>Letter from PTV to Advisory Committee Chair regarding Flemington Racecourse Rail Line</td>
<td>PTV</td>
</tr>
<tr>
<td>24</td>
<td>2/12/2015</td>
<td>PT Route Travel Times VicRoads</td>
<td>PTV</td>
</tr>
<tr>
<td>25</td>
<td>2/12/2015</td>
<td>Pre-exhibition package comments</td>
<td>Flemington Association</td>
</tr>
<tr>
<td>26</td>
<td>2/12/2015</td>
<td>Summary Comments and Tracked change comments on CDZ</td>
<td>City of Melbourne</td>
</tr>
<tr>
<td>27</td>
<td>2/12/2015</td>
<td>Letter dated 2 December from MVCC to AC regarding Flemington Life Amendment with attachments</td>
<td>MVCC</td>
</tr>
<tr>
<td>28</td>
<td>2/12/2015</td>
<td>Flemington Hill &amp; Epsom Road RASV Comments</td>
<td>RASV</td>
</tr>
<tr>
<td>29</td>
<td>2/12/2015</td>
<td>Comments and concerns</td>
<td>Ascot Vale Residents Action Group</td>
</tr>
<tr>
<td>30</td>
<td>4/12/2015</td>
<td>OVGA Victorian Design Review Report</td>
<td>OVGA</td>
</tr>
</tbody>
</table>
Appendix D  Exhibition Documents:  Flemington Green Site
WHO IS THE PLANNING AUTHORITY?

This amendment has been prepared by the Minister for Planning, who is the planning authority for this amendment.

The amendment has been made at the request of the Victoria Racing Club Limited (VRC).

LAND AFFECTED BY THE AMENDMENT

The land affected by the amendment is as follows:

Land within the City of Moonee Valley:
- 42-44 Fisher Parade (Volume 3290 Folio 970 (Lot 25 LP402))
- 48 Fisher Parade (Volume 10613 Folio 514 (Lot 26 LP402))
- 50 Fisher Parade (Volume 5639 Folio 680 (Lots 27-28 LP 402))
- 32-44 Leonard Crescent (Volume 9900 Folio 439 (Lots 39-40 LP402), Volume 9900 Folio 440 (Lot 38 LP402), Volume 1435 Folio 909 (Lot 37 LP402), part Volume 4554 Folio 668))
- 52 Fisher Parade (part Volume 4554 Folio 668 and part Volume 10063 Folio 862)

Land within the City of Melbourne:
- Lot 1, TP746972 (part City of Melbourne, part City of Moonee Valley)
- Lot 1, TP651088
- Lot 5, TP873878
- Lots 72-77 and Lot 80 and Lot 82 of LP402
- Allot 2219 and 2221 Parish of Doutta Galla
- Lot 1, TP618391
- Lot 1, TP886520
WHAT THE AMENDMENT DOES

Amendment GC40 proposes to make the following changes:

- Replacing Melbourne Planning Scheme Map No. 3 with a new map that shows the land zoned as Comprehensive Development Zone – Flemington Green Comprehensive Development.
- Replacing Moonee Valley Planning Scheme Map No. 14 with a new map that shows the land zoned as Comprehensive Development Zone – Flemington Green Comprehensive Development.
- Amend the schedule to the Clause 37.02 Comprehensive Development Zone of the Melbourne Planning Scheme to add Schedule X to the Comprehensive Development Zone – Flemington Green Comprehensive Development
- Amend the schedule to the Clause 37.02 Comprehensive Development Zone of the Moonee Valley Planning Scheme to add Schedule X to the Comprehensive Development Zone – Flemington Green Comprehensive Development
- Amend the schedules to Clause 52.01 Public Open Space Contribution And Subdivision to specify the Open Space Contribution for the Flemington Green Development will be met provided the land designated as Public Open Space in the Flemington Green Comprehensive Development Plan is vested in Moonee Valley City Council
- Incorporate the Flemington Green Comprehensive Development Plan, December 2015

STRATEGIC ASSESSMENT OF THE AMENDMENT

As required by the Minister’s Direction No. 11, under Section 12(2)(a) of the Planning and Environment Act 1987, the following strategic assessment has been provided.

Why is the amendment required?

The subject land is freehold land, owned by the Victoria Racing Club Limited. The subject land covers an area of just under 3 hectares and sits adjacent to a residential community in Ascot Vale undergoing major change. The subject site is bounded by the railway line to the east, RASV land and residential properties to the north, Fisher
Parade to the west and the heritage bluestone wall and the VRC Hill gates to the south. The subject land has been named ‘Flemington Green’.

The area around the Flemington Green site is already undergoing renewal, with catalysts for change including the proximity to the Flemington Racecourse rail line, the Victoria University and the development of individual parcels of land for higher intensity housing in the immediate locality.

The ‘inner city’ areas of metropolitan Melbourne are projected to experience a significant increase in resident and worker population over the next 35 plus years. A share of this growth will be accommodated in the Flemington-Kensington and Ascot Vale localities.

The opportunity for residential development on the Flemington Green site emerged when VRC determined that these land holdings were surplus to its operational requirements. The portion of the land within the City of Melbourne is currently zoned Special Use Zone (SUZ) under the Melbourne Planning Scheme. The specific purposes of Schedule 1 to the Special Use Zone are related to the use of the land as a Racecourse. The portion of the land in the City of Moonee Valley is currently zoned General Residential Zone under the Moonee Valley Planning Scheme.

A planning scheme amendment is required to facilitate the proposed use of the land for residential and supporting commercial and community uses.

The proposed Comprehensive Development Zone encourages the development of the site for high density urban living supported by a limited mix of complementary uses including community, commercial and retail. The Flemington Green site sits on a peninsula, outside of the Maribyrnong River Valley and commands views across towards the City as well as along the river. The proposed planning control will allow for a range of building types including landmark towers that will characterise the change between the lower built context and the Flemington Racecourse/ Melbourne Showgrounds activity precinct.

Rather than provide small open space areas in both the Cities of Melbourne and Moonee Valley, a design decision was taken to provide one public open space area for the development, to be located on the western side of Leonard Crescent. This site, which represents 5% of the total Flemington Green site, is within the City of Moonee Valley. The amendment seeks to amend the schedules to Clause 52.01 Public Open Space Contribution And Subdivision to confirm that the Public Open Space as proposed to be vested in Moonee Valley City Council will meet the obligations for both Councils. The provision of 5% open space is consistent with the Moonee Valley Planning Scheme and the Amendment to the Melbourne Planning Scheme currently with the Minister for Planning for approval.

- **How does the amendment implement the objectives of planning in Victoria?**

  The amendment implements the objectives of planning in Victoria by putting in place a suite of planning tools that facilitate the orderly development of the land. The amendment balances the present and future interests of all Victorians via the fair, orderly, economic and sustainable use and development of land and the securing of a pleasant and efficient working, living and recreational environment for all Victorians and visitors to Victoria.

- **How does the amendment address the environmental effects and any relevant social and economic effects?**

  The amendment is expected to have positive environmental, social and economic benefits.

*Environmental*

The proposed rezoning will not have any adverse environmental effects. The subject land is not impacted by any overlays (other than heritage for that part of the site in the City of Melbourne).

Assessments undertaken have suggested limited flora and fauna value of the site. The heritage bluestone wall located along the southern boundary of the site will be protected through the implementation of a minimum 6 metre setback prescribed in the Comprehensive Development Plan.
**Social and Economic**

Consistent with Plan Melbourne, the proposed use of the land for residential uses will help meet the needs of Victoria’s growing population, taking the pressure off more established neighbourhoods and reducing the pressures for urban sprawl. The size of the subject site at 3ha and its limited interface with existing residential development presents an opportunity for an intensity of residential development that would not be possible on the majority of sites within Ascot Vale.

In addition, the proposed rezoning is anticipated to have a number of positive social and economic impacts including:

- The creation of new jobs during the construction and operation phase of the development;
- Accommodating Melbourne’s growing population on a site with direct access to the Central City and major employment opportunities;
- Providing new commercial and business opportunities;
- Stimulating flow-on investment in the Flemington/ Melbourne Showgrounds activity precinct and wider locality;
- The sale of the rezoned surplus land by the VRC will in turn assist in the construction of a new members grandstand and the continuing improvement of the racing precinct and events, in particular the Melbourne Cup Carnival. This investment will provide state level benefits to the wider Melbourne economy, generating significant new jobs, investment and tourism;
- Social benefits arising from the proposal will include a new formal area of public open space to be vested to Council for the benefit of the community. This, together with a range of other pedestrian and cycling linkages initiatives will provide greater access to open space for the new residents and the broader community.

- **Does the amendment address relevant bushfire risk?**

  The municipal areas of Moonee Valley and Melbourne do not have any designated bushfire prone areas.

- **Does the amendment comply with the requirements of any Minister’s Direction applicable to the amendment?**

  The amendment is consistent with the Ministerial Direction on the Form and Content of Planning Schemes under Section 7(5) of the Act.

  The amendment is consistent with the Metropolitan Planning Strategy Schemes under Section 12 of the Act.

  The amendment is consistent with Ministerial Direction No. 11 Strategic Assessment of Amendments under Section 12 of the Planning and Environment Act 1987.

  The amendment is consistent with Ministerial Direction No. 1 Potentially Contaminated Land under Section 12 of the Planning and Environment Act 1987.

  The amendment will implement the policies and strategies in Plan Melbourne, consistent with Ministerial Direction No. 9 (Metropolitan Strategy).

  The amendment is not affected by any other Ministerial Direction.

- **How does the amendment support or implement the State Planning Policy Framework?**

  The amendment is consistent with State Planning Policy by supporting the regeneration of existing urban land and use of existing infrastructure.

  The amendment supports the following aspects of the State Planning Policy Framework:

  - Clause 9 – Plan Melbourne. The amendment will facilitate urban renewal within an existing urban area that can adequately service it.
• Clause 11 – Settlement. The amendment is consistent with the principles and objectives of Plan Melbourne and will provide a diversity of new housing to meet community need and population growth in an appropriate location in the existing Metropolitan area. The amendment will facilitate an increase urban density, create opportunities for complementary commercial, community and retail uses and bring vitality to the land.

• Clause 15 – Built Environment and Heritage. The amendment recognises the importance of the heritage bluestone wall on the southern boundary of the subject site and seeks to ensure a setback from this wall is maintained. The amendment ensures policy direction for a safe, functional and high-quality urban environment can be achieved. This amendment will ultimately facilitate a form of higher-density housing that is integrated through lower density housing with the surrounding residential area.

• Clause 16 – Housing. The proposed scope of activities that will be facilitated by way of this amendment will allow a transition from the established and emerging built form to landmark towers providing a diversity of housing typologies and increasing residential densities.

• Clause 17 – Economic Development. The proposal gives greater opportunities for residential growth.

• Clause 18 – Transport. The subject land is located on a bus route which links to Ascot Vale Station (on the Craigieburn line) and the Footscray Station (on the Werribee, Williamstown and Sunbury lines).

Themes of the State planning policies seek urban consolidation and infill housing in established urban areas. Planning policy seeks for a diverse range of housing to cater for Melbourne’s changing demographics.

The ongoing growth of metropolitan Melbourne over the next 35 years is forecast to accommodate population growth from 4.5 million to 7.85 million people (2051). This growth will create demand for 1.56 million new dwellings – a doubling of the current supply.

The Urban Growth Boundary has established a limit to the Melbourne’s geographic expansion. Plan Melbourne seeks to accommodate the majority of this growth within the existing established areas of the metropolis. The Plan Melbourne refresh recommends that 70% of all new dwellings be located within the established areas.

The ability of the metropolis to accommodate this forecast growth through to 2051 and beyond will be highly reliant on defined urban renewal areas and other large sites. Given the scale of the forecast change it is desirable to best utilize the scarce supply of development sites.

**How does the amendment support or implement the Local Planning Policy Framework?**

This amendment is consistent with the objectives and strategies outlined in the Local Planning Policy Framework of the Melbourne and Moonee Valley Planning Schemes.

In particular, the amendment responds to the policy context that provides:

• Growth in identified locations such as an expanded central city, key employment clusters/nodes, identified Activity Centres and on key transit orientated urban renewal sites consistent with Clause 21.04 of the Melbourne Planning Scheme and Clause 21.05 of the Moonee Valley Planning Scheme.

• Higher density residential development in locations which have the capacity for change or on strategic sites/locations in proximity to transport and services – Clause 21.07 of the Melbourne Planning Scheme and Clause 21.05-1 of the Moonee Valley Planning Scheme. The size of the site and its limited number of interfaces with existing residential development presents the opportunity to create an intensity of development and respond to demand for residential growth in the inner suburbs that could not be achieved on many other locations in the Moonee Valley.

• Higher density residential development in locations in close proximity to existing Activity Centres and close to high capacity transport nodes, such as the identified Racecourse Road Activity Centre and Union Road Activity Centre which are in proximity the site – Clause 21.05 of the Moonee Valley Planning Scheme.
• The development of future ‘Potential Urban Renewal Areas’ including the ‘Racecourse Rail Corridor’ between Flemington Racecourse and the Melbourne Showgrounds (Clause 21.04-1.4 of the Melbourne Planning Scheme). Whilst the Melbourne MSS support for the site as an urban renewal area is predicated on the upgrade of the Flemington Spur-line to regular commuter services, investment by PTV to facilitate this will not occur until a substantial population exists to create the required demand. The traffic and transport assessment for the proposal has been prepared without the activation of the spur-line and has shown that with mitigation measures, the site is capable of accommodating the intensity of development proposed.

• The identification of the land for ‘potential urban renewal area’ by the City of Melbourne recognises the existing under-utilised rail link the significant quantum of land located in proximity to the rail corridor that has the potential for higher order uses and the proximity of the precinct to the central city, other employment areas and a major educational precinct being the Victoria University.

• Does the amendment make proper use of the Victoria Planning Provisions?

The amendment makes proper use of the Victorian Planning Provisions. The amendment facilitates future land use and development on a strategic site by applying an appropriate zone which will allow for development envisaged by both State and Local Planning Policy Framework.

The Comprehensive Development Zone allows a site specific control to be designed and for the built form outcome to be controlled through the Comprehensive Development Plan.

• How does the amendment address the views of any relevant agency?

The rezoning is of interest to VicRoads due to the site’s interface to Fisher Parade (a Road Zone Category 1 road). The proponent has been in discussions with VicRoads regarding the appropriate access arrangements for the site.

• Does the amendment address relevant requirements of the Transport Integration Act 2010?

The rezoning will not have an impact on the transport system, as defined by Section 3 of the Transport Integration Act 2010.

The development provides a sufficient number of car spaces and is located in proximity to a number of public transport options.

RESOURCE AND ADMINISTRATIVE COSTS

• What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

The consideration and implementation of the proposed amendment and planning permit is not anticipated to have any significant impact upon DELWP resources.

WHERE YOU MAY INSPECT THIS AMENDMENT

The amendment is available for public inspection, free of charge, during office hours at:

• City of Moonee Valley, Civic Centre, 9 Kellaway Avenue, Moonee Ponds
• Moonee Valley City Council’s website www.mvcc.vic.gov.au
• City of Melbourne, Level 3, 240 Collins Street, Melbourne
• Melbourne City Council’s website www.melbourne.vic.gov.au

The Amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.delwp.vic.gov.au/public-inspection.
SUBMISSIONS

Any person who may be affected by the Amendment may make a submission to the planning authority. Submissions about the Amendment must be received by [insert submissions due date].
A submission must be sent to: Department of Land, Water, Environment and Planning
1 Spring Street, Melbourne, Vic, 3000 or via email: XXX

PANEL HEARING DATES

In accordance with clause 4(2) of Ministerial Direction No.15 the following Advisory Committee hearing dates have been set for this amendment:

- directions hearing: [insert directions hearing date]
- advisory committee hearing: [insert panel hearing date]
### SCHEDULE X TO THE COMPREHENSIVE DEVELOPMENT ZONE

Shown on the planning scheme map as CDZ #

### FLEMINGTON GREEN COMPREHENSIVE DEVELOPMENT

**Purpose**

To develop the Flemington Green comprehensive development area for high and/or medium density urban living supported by a mix of limited complementary uses including commercial, retail and a range of community facilities.

To provide for high quality exemplary urban design outcomes for the built form and the public realm.

To support the ongoing operation of the adjacent Flemington Racecourse and Melbourne Showgrounds by ensuring the Flemington Green comprehensive development area accommodates access to these important facilities on event days.

To provide for development of the land in accordance with the Flemington Green Comprehensive Development Plan, December 2015.

#### 1.0 Table of uses

#### Section 1 - Permit not required

<table>
<thead>
<tr>
<th>USE</th>
<th>CONDITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Animal Keeping (other than animal boarding)</td>
<td>Must be no more than 2 animals</td>
</tr>
<tr>
<td>Dependent person’s unit</td>
<td>Must be the only dependent person’s unit on the lot</td>
</tr>
<tr>
<td>Dwelling (other than Bed and Breakfast)</td>
<td></td>
</tr>
<tr>
<td>Food and drink premises (excluding Hotel and Tavern)</td>
<td>The leasable floor area must not exceed 150m². Must be in Precinct B or Precinct C in the Comprehensive Development Plan.</td>
</tr>
<tr>
<td>Home occupation</td>
<td></td>
</tr>
<tr>
<td>Informal outdoor recreation</td>
<td></td>
</tr>
<tr>
<td>Medical centre</td>
<td>The gross floor area of all buildings must not exceed 250 square metres. Must not require a permit under clause 52.06-3.</td>
</tr>
<tr>
<td>Minor utility installation</td>
<td></td>
</tr>
<tr>
<td>Office (other than medical centre)</td>
<td>The combined leasable floor area must not exceed 250m². Must be in Precinct B or Precinct C in the Comprehensive Development Plan.</td>
</tr>
<tr>
<td>Place of worship</td>
<td>The gross floor area of all buildings must not exceed 250 m². Must be in Precinct B or Precinct C in the Comprehensive Development Plan.</td>
</tr>
<tr>
<td>Railway</td>
<td></td>
</tr>
</tbody>
</table>
Residential aged care facility

Shop (other than Adult sex bookshop)  The combined leasable floor area must not exceed 2,000m². Must be in Precinct B or Precinct C in the Comprehensive Development Plan.

Tramway

Section 2 - Permit required

<table>
<thead>
<tr>
<th>USE</th>
<th>CONDITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accommodation (other than Corrective institution, Dependent Person’s unit, Dwelling)</td>
<td></td>
</tr>
<tr>
<td>Bed and Breakfast</td>
<td></td>
</tr>
<tr>
<td>Leisure and recreation (other than Informal outdoor recreation, Major Sports and Recreation Facility, Motor Racing Track)</td>
<td></td>
</tr>
<tr>
<td>Place of assembly (other than Amusement Parlour, Carnival, Circus and Nightclub)</td>
<td></td>
</tr>
<tr>
<td>Retail premises (other than Food and drink premises, Gambling premises, Hotel and Shop)</td>
<td></td>
</tr>
<tr>
<td>Tavern</td>
<td></td>
</tr>
<tr>
<td>Utility installation (other than Minor utility installation and Telecommunications facility)</td>
<td></td>
</tr>
<tr>
<td>Any other use not in Section 1 or 3</td>
<td></td>
</tr>
</tbody>
</table>

Section 3 - Prohibited

<table>
<thead>
<tr>
<th>USE</th>
<th>CONDITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adult sex bookshop</td>
<td></td>
</tr>
<tr>
<td>Amusement Parlour</td>
<td></td>
</tr>
<tr>
<td>Agriculture</td>
<td></td>
</tr>
<tr>
<td>Brothel</td>
<td></td>
</tr>
<tr>
<td>Corrective institution</td>
<td></td>
</tr>
<tr>
<td>Gambling premises</td>
<td></td>
</tr>
<tr>
<td>Hotel</td>
<td></td>
</tr>
<tr>
<td>Industry</td>
<td></td>
</tr>
<tr>
<td>Major Sports and Recreation Facility</td>
<td></td>
</tr>
<tr>
<td>Motor Racing Track</td>
<td></td>
</tr>
<tr>
<td>Nightclub</td>
<td></td>
</tr>
<tr>
<td>Saleyard</td>
<td></td>
</tr>
<tr>
<td>Stone extraction</td>
<td></td>
</tr>
<tr>
<td>Warehouse</td>
<td></td>
</tr>
</tbody>
</table>
2.0 Use of land

The use of land must be generally consistent with the *Flemington Green Comprehensive Development Plan, December 2015*.

Exemption from notice and appeal

An application for use is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act. Applications for the use of the land for tavern are not exempt from notice requirements, decision requirements and review rights.

Decision Guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the Responsible Authority must consider, as appropriate:

- The effect of the use on the amenity of the area and the means of addressing any unreasonable impacts
- The adequacy of carparking provision associated with the use
- Safety and efficiency of vehicle access arrangements and pedestrian movements

3.0 Subdivision

A permit is required to subdivide land.

Exemption from notice and appeal

An application for subdivision is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act, if it is generally consistent with the *Flemington Green Development Plan, December 2015*.

4.0 Buildings and works

Permit Requirements

A permit is required to construct a building or construct or carry out works.

This does not apply to:

- Buildings or works directly associated with the Victoria Racing Club Ltd and/or management of the Flemington Racecourse.
- An alteration to an existing building façade for a commercial use in Precinct B or Precinct C provided:
  - The alteration does not include the installation of an external roller shutter.
- At least 80 per cent of the building facade at ground floor level is maintained as an entry or window with clear glazing.

- Construct or carry out works normal to a dwelling
- Construct or extend an out-building (other than a garage or carport) on a lot provided the gross floor area of the out-building does not exceed 10 square metres and the maximum building height is not more than 3 metres above ground level.

### 4.1 Application Requirements

An application for buildings and works should include the following information, as appropriate:

- A site context and existing conditions plan, showing levels at AHD, existing land uses and building footprints, adjoining roads and access points.
- Plans drawn to scale which show:
  - The boundaries and dimensions of the site
  - Detailed land use plan
  - Locations of areas for public use and the intended use, including public open space
  - Any areas of private open space
  - Vehicle access and the location and layout of all carparking and loading areas and all pedestrian and cyclist ingress, egress and access way locations consistent with the approved ITAP (Integrated Transport and Access Plan)
  - Links between proposed pedestrian and cyclist access ways and the existing public transport network
  - All external storage and waste treatment areas
  - The location of all external plant, building services and equipment including lift over runs
  - Details of drainage works
  - Stages, if any, of development and the proposed treatment of areas not required for immediate use
- Proposed external materials, finishes and colours
- A floor schedule which describes the size and number of proposed dwellings and other uses
- A landscape concept plan consistent with the approved Public Realm and Streetscape Design Document
- A Plan showing existing vegetation to be retained and/or removed
- Shadow diagrams for 22 September on the hour between 9am and 3pm
- Cross-sections of all proposed built form
- Streetscape elevations
- A photomontage of the proposal from key public vantage points including the Maribyrnong River (from Cumberland Drive), Fisher Parade (at its intersection with Leonard Crescent) and the Flemington Racecourse Rail Station (from the southern end of the platform).
- A Heritage Impact Assessment
- A Wind Assessment which addresses
  - Short term stationary wind exposure for any proposed outdoor cafes and restaurants (should they be proposed)
  - Short term wind exposure for street frontages and trafficable areas used as a thoroughfare
- Design measures to minimise the effect of wind to streets and public open spaces and ensure that adverse wind effects over and above the conditions that are currently experienced at present are not created.

- An Environmentally Sustainable Development (ESD) report
- Social impact assessment, including contributions to existing and proposed community infrastructure

- A Traffic Management Plan which includes but is not limited to:
  - Estimated traffic generation (based on the indicative built form and land use mix) and the impact on the existing road network;
  - Carparking assessment
  - Preferred location for vehicle egress and ingress; and
  - A strategy to encourage walking, cycling and public transport use to guide the preparation of a Green Travel Plan

- An Acoustic Report which addresses
  - The likely noise sources to impact the proposed development
  - The maximum permissible noise from the nearby noise sources
  - The necessary measures to attenuate these noise impacts

### 4.2 Built Form

New development **should** **must** not exceed the Building Heights specified in the Map contained in Clause 6.1.2. New development should also provide the minimum setbacks specified in the Map contained in Clause 6.1.2.

A permit may be granted to exceed the Building Heights or provide less than the minimum setbacks. For the purposes of this Schedule, the Building Height for Towers includes the podium, it does not apply to architectural features and building service equipment including plant rooms, lift overruns, solar collectors and the like.

**Application Requirements**

An application to exceed the building heights or provide less than the minimum setbacks must be accompanied by an urban context report which demonstrates how the proposed building or works continues to achieve the Objectives of this Schedule and provides additional public benefit to support the additional height and/or reduced setback.

**Exemption from notice and appeal**

Except as set out below, an application under any other provision of the planning scheme is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act, if it is generally consistent with the Building Envelope Plan at Clause 5.1.2. An application to exceed the heights detailed in Clause 5.1.2 and the Comprehensive Development Plan is not exempt from notice requirements, decision requirements and review rights.

**Decision Guidelines**

Before deciding on an application to exceed the building heights or provide less than the minimum setbacks detailed in Clause 5.1.2, the Responsible Authority must consider, as appropriate:

- The impact on shadowing of the Maribyrnong River
The impact on shadowing of the primary public open space as shown on the Comprehensive Development Plan at Clause 5.1.2.

The impact on shadowing of the Flemington Racecourse Betting Ring before 3.00pm during the Melbourne Cup Carnival (early November).

5.0 Decision Guidelines

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

- The purpose of the zone, overlays and any other relevant provisions of the planning scheme.
- The relevant Objectives of this Schedule.
- The development’s contribution to the neighbourhood and sense of place.
- The impact on internal and external traffic movements.
- The quality of the pedestrian connections through the site and beyond.
- The impact on the heritage bluestone wall
- The ability for the proposal to not prejudice future development of the development area in an integrated manner.
- The views of the City of Melbourne and City of Moonee Valley.
- Impacts on existing community infrastructure

5.1 Flemington Green Comprehensive Development Area

5.1.1 Flemington Green Comprehensive Development Area Objectives

- To promote high density residential living that encourages both day and evening activity though the provision of complementary community, convenience and service uses.
- To provide for community facilities and other non-residential uses that support the current and future residential community and provide opportunities for social interaction.
- To provide ground level uses (including residential, community and retail) that promote activity to the street.
- To provide for a mix of residential accommodation including dwelling sizes and densities.
- To create a composition of varied building forms and heights across the development area.
- Materials and finishes to be of a high quality and generally consistent throughout the development, drawing design cues from the Flemington Racecourse precinct and the surrounding residential neighbourhood.
- To provide high quality internal amenity for future residents, including the provision of communal spaces for the overall development.
- To optimise solar access and minimise the effect of wind to public open spaces to enhance amenity and function throughout the year
- To avoid overshadowing the Maribyrnong River between 9am-3pm at the equinox (22 September)
- To avoid overshadowing of the Flemington Racecourse betting ring, which is a key heritage component of the racecourse activities, before 3.00pm during the Melbourne Cup Carnival (1 November).
- To contribute to the character and identity of Flemington Racecourse whilst defining a new character for the emerging new urban renewal precinct.
- To protect and enhance existing heritage elements.
- To provide sufficient car parking and utilise, where possible, the fall across the site to minimise the view of car parking areas from the street frontage.
- To provide a highly pedestrianised precinct, with attractive streets, well-located and useable public open space, and passive amenity for the community and local residents.
- To provide for an efficient movement network within the site with an emphasis on pedestrian and bicycle networks and promotion of public transport use.
- To provide a layout and design that caters for large crowds during Flemington Racecourse events.
- To provide pedestrian and bike paths to connect to the surrounding neighbourhoods, the principal pedestrian, bicycle and public transport networks and the Maribyrnong River.
- To ensure that the land is developed in an orderly and proper manner and that public realm improvements are provided at appropriate times relative to the staging of development.
- To ensure buildings achieve high environmental performance standards.
- To improve the water efficiency of buildings and encourage the use of alternative water sources.
- To minimise the impacts of waste on the community.

5.1.2 Precincts A (Low-rise), B (Residential Towers, South) and C (Residential Towers, East) Building Envelope – plan to be updated

NEW 3D PLAN TO SHOW HEIGHTS IN METRES, MAP IN COLOUR, LEGEND TO BE BIGGER AND INCLUDE SITE BOUNDARY, MINIMUM SETBACKS, POTENTIAL ACTIVE FRONTAGES ETC, However, the revised plan is not proposed to illustrate:
- Tower orientation - scope to change this to be retained, there are objectives on this issue in the CDP
6.0 Integrated Transport and Access Plan

A permit cannot be granted for use, development and/or subdivision of the whole or any part of the Flemington Green Comprehensive Development Area until an Integrated Transport and Access Plan is prepared to the satisfaction of the Responsible Authority in consultation with the Cities of Moonee Valley and Melbourne, VicRoads and Public Transport Victoria.

The Integrated Transport and Access Plan must be prepared generally in accordance with the Flemington Racecourse Development Hill Precinct Site & Epsom Road Site Integrated Transport and Access Plan, November 2015 prepared by GTA Consultants.

Any permit granted must be generally in accordance with the approved Integrated Transport and Access Plan.

7.0 Public Realm and Streetscape Design Document

A permit cannot be granted for use, development and/or subdivision of the whole or any part of the Flemington Green Comprehensive Development Area until a Public Realm and Streetscape Design Document is prepared to the satisfaction of the Responsible Authority in consultation with the Cities of Moonee Valley and Melbourne.

The Public Realm and Streetscape Design Document must be prepared and include the following information:

- Details of proposed street furniture including lighting, seating, bins etc
- Details of proposed kerb and channel details, pit covers and pavement surfaces
- Details of plant species

Any permit granted must be generally in accordance with the approved Public Realm and Streetscape Design Document.
8.0 Advertising signs

Advertising sign requirements are at Clause 52.05. All land is in Category 3.
### SCHEDULE TO CLAUSE 52.01

<table>
<thead>
<tr>
<th>Type or location of subdivision</th>
<th>Amount of contribution for public open space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fishermans Bend Urban Renewal Area</td>
<td>8%</td>
</tr>
<tr>
<td>550 Epsom Road</td>
<td>5% cash</td>
</tr>
<tr>
<td>Flemington Green</td>
<td>Nil. Provided the land designated as Public Open Space in the Flemington Green Comprehensive Development Plan is vested in Moonee Valley City Council.</td>
</tr>
</tbody>
</table>

07/08/2014
GC7
Moonee Valley Planning Scheme

XXX

SCHEDULE TO CLAUSE 52.01

<table>
<thead>
<tr>
<th>Type or location of subdivision</th>
<th>Amount of contribution for public open space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subdivisions of greater than 10 lots</td>
<td>5 per cent where provided as a percentage of the site value of the land</td>
</tr>
<tr>
<td></td>
<td>5 per cent or greater subject to negotiation of the density and layout of the development where provided as land</td>
</tr>
<tr>
<td>All other land</td>
<td>5 per cent</td>
</tr>
<tr>
<td>Flemington Green</td>
<td>Nil. Provided the land designated as Public Open Space in the Flemington Green Comprehensive Development Plan is vested in Moonee Valley City Council.</td>
</tr>
</tbody>
</table>
FLEMINGTON GREEN

COMPREHENSIVE DEVELOPMENT PLAN

DECEMBER 2015

TABLE OF CONTENTS

Introduction 4
Objectives .5
Whole of Site.6
1.1 Site Layout and Development Typology.6
1.2 Public Realm7
1.3 Building Design, Form and Massing.8
1.4 Access and Movement.9
1.5 Internal Amenity9
1.6 Staging10
1.7 Sustainability.10

PRECINCT A - LOW RISE: SPECIFIC OBJECTIVES.11
2.1 Site Layout and Development Typology.12
2.2 Public Realm.12
2.3 Building Design, Form and Massing.13
2.4 Access and Movement14

PRECINCT B - RESIDENTIAL TOWERS, SOUTH: SPECIFIC OBJECTIVES15
3.1 Site Layout and Development Typology16
3.2 Public Realm.17
3.3 Building Design, Form and Massing.17
3.4 ACCESS AND MOVEMENT NETWORKS.19

PRECINCT C: RESIDENTIAL TOWERS, EAST: SPECIFIC OBJECTIVES20
4.1 Site Layout and Development Typology.21

4.2 Public Realm.21

4.3 Building Design, Form and Massing.22

4.4 ACCESS AND MOVEMENT NETWORKS24

Introduction

Flemington Green is a key development site sitting adjacent to the Flemington Racecourse. More specifically it includes the following sites:

<table>
<thead>
<tr>
<th>Land within the City of Moonee Valley:</th>
<th>Land within the City of Melbourne:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• 42-44 Fisher Parade (Volume 3290 Folio 970 (Lot 25 LP402))</td>
<td>• Lot 1, TP746972 (part City of Melbourne, part City of Moonee Valley)</td>
</tr>
<tr>
<td>• 48 Fisher Parade (Volume 10613 Folio 514 (Lot 26 LP402))</td>
<td>• Lot 1, TP651088</td>
</tr>
<tr>
<td>• 50 Fisher Parade (Volume 5639 Folio 680 (Lots 27-28 LP 402))</td>
<td>• Lot 5, TP873878</td>
</tr>
<tr>
<td>• 32-44 Leonard Crescent (Volume 9900 Folio 439 (Lots 39-40 LP402), Volume 9900 Folio 440 (Lot 38 LP402), Volume 1435 Folio 909 (Lot 37 LP402), part Volume 4554 Folio 668))</td>
<td>• Lots 72-77 and Lot 80 and Lot 82 of LP402</td>
</tr>
<tr>
<td>• 52 Fisher Parade (part Volume 4554 Folio 668 and part Volume 10063 Folio 862)</td>
<td>• Allot 2219 and 2221 Parish of Doutta Galla</td>
</tr>
<tr>
<td></td>
<td>• Lot 1, TP618391</td>
</tr>
<tr>
<td></td>
<td>• Lot 1, TP8886520</td>
</tr>
</tbody>
</table>

Straddling the Moonee Valley and Melbourne municipal boundaries, the site is approximately 3ha in size and has been designated for high density residential development. This Comprehensive Development Plan has been developed to assist the delivery of the objectives as outlined in the Comprehensive Development Zone. New 3D plan to be prepared to include:

Building envelope – tower, Building envelope – podium (heights in metres)

Building setbacks

Potential active frontage

However, the revised plan is **not** proposed to illustrate: Tower orientation - scope to change this to be retained, there are objectives on this issue
OBJECTIVES

- To promote high density residential living that encourages both day and evening activity through the provision of complementary community, convenience and service uses.
- To provide for community facilities and other non-residential uses that support the current and future residential community and provide opportunities for social interaction.
- To provide ground level uses (including residential, community and retail) that promote activity to the street.
- To provide for a mix of residential accommodation including dwelling sizes and densities.
- To create a composition of varied building forms and heights across the development area.
- To provide an appropriate building height transition between new development and the interface with adjoining properties.
- Materials and finishes to be of a high quality and generally consistent throughout the development, drawing design cues from the Flemington Racecourse precinct and the surrounding residential neighbourhood.
- To provide high quality internal amenity for future residents.
- To optimise solar access and minimise the impact of wind to streets and public open spaces to enhance amenity and functionality throughout the year.
- To minimise the potential for overshadowing on the Maribyrnong River.
- To contribute to the character and identity of Flemington Racecourse whilst defining a new character for the emerging new urban renewal precinct.
- To protect and enhance existing heritage elements.
- To provide sufficient car parking and utilise, where possible, the fall across the site to minimise the view of car parking areas from the street frontage.
- To provide a highly pedestrianised precinct, with attractive streets, well-located and usable public open space, and passive amenity for the community and local residents.
- To provide for an efficient movement network within the site with an emphasis on pedestrian and bicycle networks and promotion of public transport use.
- To provide a layout and design that caters for large crowds during Flemington Racecourse events.
- To provide pedestrian and bike paths to connect to the surrounding neighbourhoods and the Maribyrnong River.
- To ensure buildings achieve high environment performance standards at the design, construction and operation phases.
- To improve the water efficiency of buildings and encourages the use of alternative water sources.
- To minimise the impacts of waste on the community.
Whole of Site

1.1 SITE LAYOUT AND DEVELOPMENT TYPOLOGY

**PRINCIPLE**

<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>ALL DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Character</td>
<td>▪ To contribute to the character and identity of Flemington Racecourse whilst defining a new character for the emerging urban renewal precinct.</td>
</tr>
<tr>
<td></td>
<td>▪ New building architecture should respond to and enhance existing key elements including the dominant element in precinct which is the Racecourse</td>
</tr>
<tr>
<td></td>
<td>▪ Ensure that the development contributes to the dominant landscape feature, being the Flemington Racecourse character, through use of precinct specific landscape elements within public open spaces and streets (e.g. exotic trees and rich palette of shrubs, ground covers etc.)</td>
</tr>
<tr>
<td>Protect and enhance heritage elements</td>
<td>▪ To protect and enhance existing heritage elements.</td>
</tr>
<tr>
<td></td>
<td>▪ Development in the eastern and northern portion of the Hill Precinct is generally not constrained in heritage terms in regards to height and density</td>
</tr>
<tr>
<td>Off-site impacts</td>
<td>▪ Avoid shadowing the Maribyrnong River between 9am and 3pm on 22 September (equinox)</td>
</tr>
<tr>
<td></td>
<td>▪ Avoid shadowing the Racecourse betting ring before 3pm on 1 November</td>
</tr>
</tbody>
</table>

Photos to be removed
## 1.2 PUBLIC REALM

<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>ALL DEVELOPMENT</th>
</tr>
</thead>
</table>
| **Provide high quality open spaces** | - Public open spaces to be contained by canopy vegetation and low plantings to provide a sense of enclosure and safety  
- Provision of lighting, seating, shade and shelter to ensure the space is usable by a variety of users at all times of the day and year. |
| **Pedestrian amenity** | - Provide pedestrian and bike paths to connect to the surrounding neighbourhoods and the Maribyrnong River.  
- The impact of wind is to be considered in design of public realm and pedestrian environments and wind tunnel testing must demonstrate appropriate conditions at street level  
- Create a safe street environment that provides amenity to pedestrians through canopies, generous footpaths, street furniture, lighting etc.  
- Provide areas for seating and respite |
| **Create active frontages to all streets** | - Design the streets to be places and not simply thoroughfares through the introduction of permanent seating and the development of expansive areas for movable café furniture and shading.  
- Leonard Crescent as the primary street for commercial, retail and community uses.  
- Provide residential uses fronting all other streets at the ground floor level – discourage high fencing to allow for natural surveillance from these dwellings. |
| **Materials** | - A design language for the public spaces should reinforce materials and furniture found throughout the City of Melbourne/Moonee Valley.  
- A select palette of materials is to be used to ensure a consistent visual language. |
Choice of materials should contribute to a sense of integration and continuity throughout the precinct

- Materials must have longevity and proven performance under high traffic. Ease and cost of on-going maintenance and replacement should be taken into account in the design of the public places.

### 1.3 BUILDING DESIGN, FORM AND MASSING

<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>ALL DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Varied skyline profile</td>
<td>- The height of the towers should be visibly varied, with a preference for higher towers towards the Racecourse (i.e. Precinct C)</td>
</tr>
<tr>
<td>Orientation</td>
<td>- Layout should maximise northern orientation for buildings and open spaces</td>
</tr>
<tr>
<td>Transition in built form scale</td>
<td>- Place higher elements within the site, with transition to lower elements to integrate with existing local, lower built form elements</td>
</tr>
<tr>
<td></td>
<td>- Variation in podium height is encouraged</td>
</tr>
<tr>
<td></td>
<td>- Height at podium corners to celebrate/active these edges is encouraged</td>
</tr>
<tr>
<td></td>
<td>- Towers should be located so as to not create adverse ensure wind impacts to the public realm</td>
</tr>
<tr>
<td></td>
<td>- Plant and other service equipment must be integrated with the design and appropriately screened</td>
</tr>
<tr>
<td>Public Realm</td>
<td>- Buildings to be designed to allow visual surveillance of the public realm</td>
</tr>
</tbody>
</table>

Remove images
### 1.4 ACCESS AND MOVEMENT

<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>ALL DEVELOPMENT</th>
</tr>
</thead>
</table>
| Provide a street network that integrates with existing street pattern     | - Street typologies should create a pedestrian friendly environment  
- Streetscape tree planting density and scale should reinforce the character of the street providing for improved legibility of movement                                                                 |
| Provide a highly walkable network                                         | - Create a pedestrian focused arrangement of paths and links within the Hill Precinct that allows easy connections between key destinations  
- Create connections to existing linkages and paths on adjoining land including Flemington Racecourse and Showgrounds land (including to the neighbourhood retail centre) as appropriate  
- Minimise the number of vehicle crossovers over the pedestrian path network |
| Streets to accommodate pedestrian and cyclist access and movement         | - Provide public bicycle parking in a number of visible and accessible locations  
- Provide bicycle parking in proximate to the main entrances of the major tower buildings                                                                                                                                 |
| Maintain and enhance traffic and pedestrian flows during VRC event mode   | - Ensure the design of streets ensure that residents can access the precinct during major event mode                                                                                                                                 |
| Wayfinding                                                                | - Create a wayfinding strategy to support pedestrian and cycling connections to key locations including the river corridor, transport routes etc.                                                                 |

### 1.5 INTERNAL AMENITY

<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>ALL DEVELOPMENT</th>
</tr>
</thead>
</table>
| Variety of Accommodation   | - Design to accommodate a variety of dwelling sizes and typologies  
- Allow flexibility of apartment planning (e.g. allow connection of units to create double-units)                                                                                                                                 |
| Avoid borrowed light       | - Habitable spaces including bedrooms should have direct access to natural light  
- Ensure habitable spaces including bedrooms have direct access to the outdoors and natural light |


<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>ALL DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design for privacy</td>
<td>▪ Orient and separate towers and design apartments to avoid direct overlooking</td>
</tr>
<tr>
<td></td>
<td>▪</td>
</tr>
<tr>
<td>Servicing to be on-site</td>
<td>▪ Provide adequate storage and loading bays within buildings for waste collection and for general removals.</td>
</tr>
<tr>
<td>Recognise development in proximity to Racecourse and Showgrounds</td>
<td>▪ Developments should incorporate design measures to attenuate against noise associated with the operation of other businesses and activities associated with the Flemington Precinct.</td>
</tr>
</tbody>
</table>

1.6 STAGING

<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>ALL DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure to match staging</td>
<td>Public realm and other infrastructure should be staged to be developed as integral components of each development release</td>
</tr>
</tbody>
</table>

1.7 SUSTAINABILITY

<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>ALL DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Make efficient use of energy, water and other resources</td>
<td>▪ Incorporate natural systems, plants, landscape and ecology as integral parts of the development (including services and landscape areas – not just buildings)</td>
</tr>
<tr>
<td></td>
<td>▪ Create a sustainable development through:</td>
</tr>
<tr>
<td></td>
<td>o Providing good access to natural light for all dwellings</td>
</tr>
<tr>
<td></td>
<td>o Providing good access to ventilation for all dwellings</td>
</tr>
<tr>
<td></td>
<td>o Implementing Water Sensitive Urban Design</td>
</tr>
<tr>
<td></td>
<td>o The use of energy efficient materials and technology</td>
</tr>
</tbody>
</table>
Precinct A - Low Rise:
Specific Objectives

- To respond to the interface with the Melbourne Showgrounds.
- To provide an appropriate built form interface from the adjoining residential sites
- To provide for a new east-west public street between Fisher Parade and Leonard Crescent.
- To clearly define building entries from the street frontage and provide individual street addresses.
- To discourage tower elements in this precinct
- To allow for built form scaled up to 6 storeys in height

### 2.1 SITE LAYOUT AND DEVELOPMENT TYPOLOGY

<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>PRECINCT A</th>
</tr>
</thead>
</table>
| Create a strong central community focus | - Locate public open space centrally to serve the residents and broader community  
- Establish links through the precinct to the open space |

### 2.2 PUBLIC REALM

<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>PRECINCT A</th>
</tr>
</thead>
</table>
| Provide high quality open spaces | - Provide centrally located dedicated public open space capable of accommodating a diversity of recreational activities and users ('village green')  
- Provide adequate levels of sunlight to public open space by ensuring:  
  - A minimum of 3 hours of direct sunlight between 9am and 3pm on June 22; and  
  - At least 5 hours of direct sunlight between 9am and 3pm on September 22 |

### 2.3 BUILDING DESIGN, FORM AND MASSING
Design

- Buildings should be of contemporary design
- Buildings to show familiar character but with variation to create architectural interest
- All parking to be included in buildings to be either in basements or concealed with a ‘skin’ of active uses
- Parapet heights to be varied to create visual interest

Materials

- Plant and other service equipment must be integrated with the design and appropriately screened
- A select palette of materials is to be used to ensure a consistent visual language.
- Choice of materials should contribute to a sense of integration and continuity throughout the precinct

Precinct A Palette Guide

Remove this

Remove image

2.4 ACCESS AND MOVEMENT

<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>PRECINCT A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide a street network that integrates with existing street pattern</td>
<td>Provide a new east-west link between Leonard Crescent and Fisher Parade</td>
</tr>
<tr>
<td></td>
<td>Maintain existing north-south street/right of way and consider potential for pedestrianisation in the southern portion</td>
</tr>
<tr>
<td>Create a clear hierarchy of streets – Proposed new east–west road and courtyards</td>
<td>CROSS SECTIONS TO RETAIN BUT TO BE ALTERED TO ROUNDED DISTANCES AND INCLUDE “APPROXIMATELY” AND STRIP OUT DETAILS OF THE BUILT FORM</td>
</tr>
</tbody>
</table>
2.5

<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>PRECINCT A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide an appropriate interface with adjoining residentially zoned land.</td>
<td>▪ Utilise Rescode as a guide to setback requirements. Applies to applications that interface with existing sites on Fisher Parade and Leonard Crescent</td>
</tr>
</tbody>
</table>

**PRECINCT B - RESIDENTIAL TOWERS, SOUTH: SPECIFIC OBJECTIVES**

▪ To provide for high density residential development in a podium-tower built form.
▪ Provide for community facilities and other non-residential uses that support the residential community and provide opportunities for social interaction.
▪ To clearly define building entries from the street frontage and provide individual street addresses.
▪ To provide activated and pedestrian friendly street frontages with opportunities for casual surveillance.
▪ Protect and enhance heritage elements and provide an appropriate setting for the heritage bluestone wall.
▪ To ensure no overshadowing of the Maribyrnong River between 9-3pm at the Equinox (22 September)
▪ To ensure no overshadowing of the betting ring in Flemington Racecourse before 3pm on 1 November.
▪ To allow for built form podium elements scaled up to 6 storeys in height and tower elements to 16 storeys (including podium height)

3.1 SITE LAYOUT AND DEVELOPMENT TYPOLOGY

<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>PRECINCT B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Create a strong central community focus</td>
<td>▪ Provide retail and associated services in locations to complement and support the public open space on Leonard Crescent</td>
</tr>
<tr>
<td></td>
<td>▪ Provide local conveniences and services without compromising existing neighbourhood level services and conveniences</td>
</tr>
<tr>
<td>Protect and enhance heritage elements</td>
<td>▪ Create a setback from the heritage bluestone wall of a minimum of 6 metres</td>
</tr>
<tr>
<td></td>
<td>▪ Free space should be retained around the wall, to maintain its setting and presentation</td>
</tr>
<tr>
<td></td>
<td>▪ Ensure the heritage bluestone wall is incorporated into</td>
</tr>
</tbody>
</table>
the pedestrian access network

- Recognise the importance of the Hill Gates as a key entry to the Flemington Racecourse and enhance the sense of entry
- Remove cross section – it doesn’t add more than the 6m setback identified above

Remove images

3.2 PUBLIC REALM

<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>PRECINCT B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide high quality open spaces</td>
<td>Enhance the Leonard Crescent entry to the Flemington Racecourse to:</td>
</tr>
<tr>
<td></td>
<td>- Provide a visual and pedestrian connection to the station/railway line</td>
</tr>
<tr>
<td></td>
<td>- Provide an open, publicly accessible area capable of accommodating pedestrian flows during major events at the racecourse</td>
</tr>
<tr>
<td></td>
<td>- Provide a strong sense of entry to the VRC gates</td>
</tr>
<tr>
<td></td>
<td>- Provide an ‘oversized’ footpath on the eastern side of Leonard Crescent to enhance the street’s use as a taxi pickup point during carnival</td>
</tr>
<tr>
<td></td>
<td>- Provide areas that can be used for a variety of activities outside major event times</td>
</tr>
<tr>
<td></td>
<td>- Draw a strong landscape character into and through the development</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>PRECINCT B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian amenity</td>
<td>Provide street planting for shade creating a boulevard character with street trees along Leonard Crescent</td>
</tr>
<tr>
<td>Create active frontages to all streets</td>
<td>Provide for retail and service uses together with residential uses fronting Leonard Crescent at the ground floor level.</td>
</tr>
</tbody>
</table>
3.3 BUILDING DESIGN, FORM AND MASSING

<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>PRECINCT B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction of tower elements</td>
<td>▪ Allow a maximum of three towers (greater than 10 storeys) across Flemington Hill</td>
</tr>
<tr>
<td></td>
<td>▪ Towers should be separated, by a preferred minimum of 20m to ensure a clear spacing between towers to create high quality internal amenity and opportunities for views for future residents</td>
</tr>
<tr>
<td></td>
<td>▪ Tower separation setbacks may be reduced where it can be demonstrated that towers are offset and habitable room windows do not directly face one another</td>
</tr>
<tr>
<td>Varied skyline profile</td>
<td>▪ The profile of towers should contribute visual interest to the skyline</td>
</tr>
<tr>
<td></td>
<td>▪ Where buildings rise into the skyline they should seek to minimise their bulk and scale on the skyline creating light / space between buildings – creating tall, slender buildings</td>
</tr>
<tr>
<td>Orientation</td>
<td>▪ Buildings should be oriented to take advantage of the views along the Maribyrnong River Valley, views across the Flemington Racecourse, views to Port Philip Bay and views to the CBD skyline</td>
</tr>
<tr>
<td>Design and materials</td>
<td>▪ Building design should be curvilinear/organic in form, slender buildings of contemporary design</td>
</tr>
<tr>
<td></td>
<td>▪ All parking to be included in buildings to be either in basements or concealed with a ‘skin’ of active uses</td>
</tr>
<tr>
<td></td>
<td>▪ Plant and other service equipment must be integrated with the design and appropriately screened</td>
</tr>
<tr>
<td></td>
<td>▪ A select palette of materials is to be used to ensure a consistent visual language.</td>
</tr>
<tr>
<td></td>
<td>▪ Choice of materials should contribute to a sense of integration and continuity throughout the precinct</td>
</tr>
</tbody>
</table>
Precinct B
Palette Guide

Remove this

3.4 ACCESS AND MOVEMENT NETWORKS

<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>PRECINCT B</th>
</tr>
</thead>
</table>
| Provide a street network that integrates with existing street pattern | ▪ Maintain Leonard Crescent as the primary focus for activity within the development
▪ Widen the east-west leg of the Leonard Crescent carriageway to accommodate all modes of transport |
| Flemington Train Station | ▪ Design the widened Leonard Crescent to be capable of accommodating two buses simultaneously in opposite directions |

PRECINCT C: RESIDENTIAL TOWERS, EAST: SPECIFIC OBJECTIVES

▪ To provide for high density residential development in a podium-tower built form.
▪ Provide for community facilities and other non-residential uses that support the residential community and provide opportunities for social interaction.
▪ To provide a tower design that is varied in height and contributes visual interest to the skyline.
▪ To clearly define building entries from the street frontage and provide individual street addresses.
▪ Provide activated and pedestrian friendly street frontages with opportunities for casual surveillance.
▪ Provide a new pedestrian connection/view line to the Flemington Railway Station north of the VRC gates.
▪ Provide an entrance forecourt adjacent to Flemington Racecourse entrance gates and accommodate a layout and design that caters for large crowds during Flemington Racecourse events.
▪ To ensure no overshadowing of the Maribyrnong River between 9-3pm at the Equinox (22 September)
▪ To ensure no overshadowing of the betting ring in Flemington Racecourse before 3pm on 1 November.
▪ To allow for built form podium elements scaled up to 6 storeys in height and tower elements to 25 storeys (including podium height)
▪ Maximum of two towers in this precinct
▪ Provide an ‘oversized’ footpath on the eastern side of Leonard Crescent (ie up to 10 metres in width) to enhance the street’s use as a taxi pickup point during carnival.

4.1 SITE LAYOUT AND DEVELOPMENT TYPOLOGY

<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>PRECINCT C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Create a strong central community focus</td>
<td>▪ Provide retail and associated services in locations to complement and support the public open space on Leonard Crescent</td>
</tr>
</tbody>
</table>
4.2 PUBLIC REALM

<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>PRECINCT C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide high quality open spaces</td>
<td>Enhance the Leonard Crescent entry to the Flemington Racecourse to:</td>
</tr>
<tr>
<td></td>
<td>• Provide a visual and pedestrian connection to the rail station</td>
</tr>
<tr>
<td></td>
<td>• Provide an open, publicly accessible area capable of</td>
</tr>
<tr>
<td></td>
<td>accommodating pedestrian flows during major events at the racecourse</td>
</tr>
<tr>
<td></td>
<td>• Provide a strong sense of entry to the VRC gates</td>
</tr>
<tr>
<td></td>
<td>• Provide an ‘oversized’ footpath on the eastern side of</td>
</tr>
<tr>
<td></td>
<td>Leonard Crescent to enhance the street’s use as a taxi pickup point</td>
</tr>
<tr>
<td></td>
<td>during carnival</td>
</tr>
<tr>
<td></td>
<td>• Provide areas that can be used for a variety of activities</td>
</tr>
<tr>
<td></td>
<td>outside major event times</td>
</tr>
<tr>
<td></td>
<td>• Draw a strong landscape character into and through the development</td>
</tr>
<tr>
<td>Pedestrian amenity</td>
<td>• Provide street planting for shade creating a boulevard</td>
</tr>
<tr>
<td></td>
<td>character with street trees along Leonard Crescent</td>
</tr>
<tr>
<td>Create active frontages to all</td>
<td>• Provide for retail and service uses together with</td>
</tr>
<tr>
<td>streets</td>
<td>residential uses fronting Leonard Crescent at the ground</td>
</tr>
<tr>
<td></td>
<td>floor level.</td>
</tr>
<tr>
<td></td>
<td>• Contribution to street activation should go beyond the</td>
</tr>
<tr>
<td></td>
<td>ground floor and include the lower levels (1-3) through the</td>
</tr>
<tr>
<td></td>
<td>creation of openings, glazing and outdoor spaces along the street</td>
</tr>
<tr>
<td>4.3 BUILDING DESIGN, FORM AND</td>
<td></td>
</tr>
<tr>
<td>MASSING</td>
<td></td>
</tr>
<tr>
<td>Introduction of tower elements</td>
<td>• Allow a maximum of three towers (greater than 10 storeys) across</td>
</tr>
<tr>
<td></td>
<td>Flemington Green</td>
</tr>
</tbody>
</table>
Towers should be separated, by a preferred minimum of 20m to ensure a clear spacing between towers to create high quality internal amenity and opportunities for views for future residents

Tower separation setbacks may be reduced where it can be demonstrated that towers are offset and habitable room windows do not directly face one another

**Varied skyline profile**

- The profile of towers should contribute visual interest to the skyline
- Where buildings rise into the skyline they should seek to minimise their bulk and scale on the skyline creating light / space between buildings – creating tall, slender buildings

**Orientation**

- Buildings should be oriented to take advantage of the views along the Maribyrnong River Valley, views across the Flemington Racecourse, views to Port Philip Bay and views to the CBD skyline

**Design and materials**

- Building design should be curvilinear/organic in form, slender buildings of contemporary design
- Buildings to show familiar character but with variation
- All parking to be included in buildings to be either in basements or concealed with a ‘skin’ of active uses
- Podium roofs must be designed
- Plant and other service equipment must be integrated with the design and appropriately screened
- A select palette of materials is to be used to ensure a consistent visual language.
- Choice of materials should contribute to a sense of integration and continuity throughout the precinct

Precinct C
Palette Guide
Remove this

Remove images

### 4.4 ACCESS AND MOVEMENT NETWORKS
| Provide a street network that integrates with existing street pattern | ▪ Maintain Leonard Crescent as the primary focus for activity within the development  
▪ Continue to allow vehicular access by the PTV to their land immediately adjacent to the railway line |
| Create a clear hierarchy of streets – Leonard Crescent | We will maintain the cross section but provide an update with less detail |

<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>PRECINCT C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Streets to accommodate pedestrian and cyclist access and movement</td>
<td>▪ Provide a widened footpath on the eastern side of Leonard Crescent capable of accommodating pedestrian flows during major events and outdoor seating at other times</td>
</tr>
</tbody>
</table>
| Maintain and enhance traffic and pedestrian flows during VRC event mode | ▪ Create generous decompression space for patrons leaving the racecourse  
▪ Separate pedestrians from vehicle flows |
| Flemington Train Station | ▪ Ensure the opportunity for direct access and movement to the station from the bus network is maintained through the open plaza north of the Hill Gate  
▪ Design the widened Leonard Crescent to be capable of accommodating two buses simultaneously in opposite directions |
Appendix E  Exhibition Documents: Epsom Road Site
• Planning and Environment Act 1987

MELBOURNE PLANNING SCHEME

AMENDMENT C290

EXPLANATORY REPORT

Who is the planning authority?
This amendment has been prepared by the Minister for Planning, who is the planning authority for this amendment.

The amendment has been made at the request of the Victoria Racing Club Limited (VRC).

Land affected by the amendment
The Amendment applies to 550 Epsom Road, Flemington. This land is also known as: Lot 2 on Plan of Subdivision 721821M.

What the amendment does
• The Amendment proposes to remove the subject land from the Special Use Zone – Flemington Racecourse and rezone the land to Comprehensive Development Zone. The amendment inserts a new schedule to Clause 37.02 of the Melbourne Planning Scheme – Epsom Comprehensive Development. The amendment will facilitate the development of the site for predominantly residential uses.
• Amendment C290 proposes to make the following changes:
  • Replacing Map No. 4 with a new map that shows the land zoned as Comprehensive Development Zone - Epsom Comprehensive Development.
  • Amend the schedule to the Clause 37.02 Comprehensive Development Zone to add Schedule X to the Comprehensive Development Zone - Epsom Comprehensive Development
  • Amend the schedule to Clause 52.01 to confirm the proposed development will make a 5% cash contribution for Public Open Space
  • Incorporate the 550 Epsom Road Comprehensive Development Plan, December 2015

Strategic assessment of the amendment
As required by the Minister’s Direction No. 11, under Section 12(2)(a) of the Planning and Environment Act 1987, the following strategic assessment has been provided.

Why is the amendment required?
The land at 550 Epsom Road is freehold land, currently owned by the Victoria Racing Club Limited.

This land has been designated as surplus to racing requirements. The land is currently zoned Special Use Zone (SUZ) under the Melbourne Planning Scheme. The specific purposes of Schedule 1 to the Special Use Zone are related to the use of the land as a Racecourse.

A planning scheme amendment is required to facilitate the proposed use of the land for residential and supporting commercial and community uses.

The ‘inner city’ areas of metropolitan Melbourne are projected to experience a significant increase in resident and worker population over the next 35 plus years. A share of this growth will be accommodated in the Flemington-Kensington locality.
The proposed Comprehensive Development Zone Schedule encourages the development of the site for high density urban living supported by a limited mix of complementary uses including commercial and retail. The zone makes specific reference to the need to appropriately respond to the former Jockey’s Convalescent Lodge and its landscape setting that forms part of the subject site.

The site represents an opportunity to provide increased residential densities in a location that sits within an area of no sensitive land uses and where the character of the area is being transformed. The Epsom site provides a natural conclusion to the western end of the Racecourse Road Activity Centre, providing a landmark development. The site’s location, in close proximity to the current VRC offices, Quest Apartment complex and recently approved residential tower at 1 Ascot Vale Road will create a hub of higher density activity that frames the Epsom Road/Racecourse Road/Ascot Vale Road intersection.

**How does the amendment implement the objectives of planning in Victoria?**

The amendment implements the objectives of planning in Victoria by putting in place a suite of planning tools that facilitate the orderly development of the land. The amendment balances the present and future interests of all Victorians via the fair, orderly, economic and sustainable use and development of land and the securing of a pleasant and efficient working, living and recreational environment for all Victorians and visitors to Victoria.

**How does the amendment address the environmental effects and any relevant social and economic effects?**

The amendment is expected to have positive environmental, social and economic benefits.

**Environmental**

The proposed rezoning will not have any adverse environmental effects. The subject land is not impacted by any overlays (other than Heritage).

Assessments undertaken have suggested limited flora and fauna value of the site. Whilst the existing trees have only moderate or lower arboricultural value, trees of a significant landscape heritage value have been identified in proximity to the Former Jockeys’ Convalescent Lodge and these are to be protected by the proposed CDZ control.

**Social and Economic**

Consistent with Plan Melbourne, the proposed use of the land for residential uses will help meet the needs of Victoria’s growing population, taking the pressure off more established neighbourhoods and reducing the pressures for urban sprawl. The subject site presents an opportunity for an intensity of residential development that would not be possible on the majority of sites within Flemington.

In addition, the proposed rezoning is anticipated to have a number of positive social and economic impacts including:

- The creation of new jobs during the construction and operation phase of the development;
- Accommodating Melbourne’s growing population on a site with: direct access to the Central City and major employment opportunities; immediate access to the Racecourse Road Activity Centre. The opportunity for development of accommodation opportunities within an area that is proximate to community facilities, open spaces areas and a range of public transport options;
- The development of the land as a mixed-use development, providing a range of dwelling types supported by limited commercial and retail offerings at the site;
- The opportunity to bring an adaptive use to the former Jockey’s Convalescent Lodge thereby securing its activity;
• Providing new (limited) commercial and business opportunities;
• Stimulating flow-on investment in the Flemington/ Melbourne Showgrounds activity precinct and wider locality;
• The sale of the rezoned surplus land by the VRC will in turn assist in the construction of a new members grandstand and the continuing improvement of the racing precinct and events, in particular the Melbourne Cup Carnival. This investment will provide state level benefits to the wider Melbourne economy, generating significant new jobs, investment and tourism;
• Social benefits arising from the proposal will include new pedestrian and cycling linkages to provide greater access to the nearby tram service and Newmarket Reserve.
• Does the amendment address relevant bushfire risk?

The municipal area of Melbourne does not have any designated bushfire prone areas.

**Does the amendment comply with the requirements of any Minister’s Direction applicable to the amendment?**

The amendment is consistent with the Ministerial Direction on the Form and Content of Planning Schemes under Section 7(5) of the Act.

The amendment is consistent with the Metropolitan Planning Strategy Schemes under Section 12 of the Act.

The amendment is consistent with Ministerial Direction No. 11 Strategic Assessment of Amendments under Section 12 of the Planning and Environment Act 1987.

The amendment is consistent with the Ministerial Direction No. 1 Potentially Contaminated Land under Section 12 of the Planning and Environment Act 1987.

• The amendment is not affected by any other Ministerial Direction.
• How does the amendment support or implement the State Planning Policy Framework? The amendment is consistent with State Planning Policy by supporting the regeneration of existing urban land and use of existing infrastructure.
• The amendment supports the following aspects of the State Planning Policy Framework:
  • Clause 9 – Plan Melbourne. The amendment will facilitate urban renewal within an existing urban area that can adequately service it.
  • Clause 11 – Settlement. The amendment is consistent with the principles and objectives of Plan Melbourne and will provide a diversity of new housing to meet community need and population growth in an appropriate location in the existing Metropolitan area. The amendment will facilitate an increase urban density, create opportunities for complementary commercial, community and retail uses and bring vitality to the land.
  • Clause 15 – Built Environment and Heritage. The amendment recognises the importance of the former Jockey’s Convalescent Lodge on the subject site and seeks to ensure an appropriate curtilage a setback is maintained. The amendment ensures policy direction for a safe, functional and high-quality urban environment can be achieved. This amendment will ultimately facilitate a form of higher-density housing.
  • Clause 16 – Housing. The proposed scope of activities that will be facilitated by way of this amendment will allow a diversity of housing typologies and increasing residential densities.
  • Clause 17 – Economic Development. The proposal gives greater opportunities for residential growth and provides for this growth adjacent to an existing activity centre, Racecourse Road.
  • Clause 18 – Transport. The subject land is located on a tram route and within walking distance to fixed rail at Newmarket Station allowing for future residents to utilise sustainable transportation.
• Themes of the State planning policies seek urban consolidation and infill housing in established urban areas. Planning policy seeks for a diverse range of housing to cater for Melbourne’s changing demographics.

• The ongoing growth of metropolitan Melbourne over the next 35 years is forecast to accommodate population growth from 4.5 million to 7.85 million people (2051). This growth will create demand for 1.56 million new dwellings – a doubling of the current supply.

• The Urban Growth Boundary has established a limit to the Melbourne’s geographic expansion. Plan Melbourne seeks to accommodate the majority of this growth within the existing established areas of the metropolis. The Plan Melbourne refresh recommends that 70% of all new dwellings be located within the established areas.

• The ability of the metropolis to accommodate this forecast growth through to 2051 and beyond will be highly reliant on defined urban renewal areas and other large sites. Given the scale of the forecast change it is desirable to best utilize the scarce supply of development sites.

• The Epsom Road site is adjacent to the potential urban renewal opportunity of the Flemington-Newmarket precinct as nominated in Plan Melbourne.

**How does the amendment support or implement the Local Planning Policy Framework?**

• This amendment is consistent with the objectives and strategies outlined in the Local Planning Policy Framework of the Melbourne Planning Scheme.

• The site enjoys many attributes of a strategic redevelopment site as outlined in Clause 16.01 including that the site is:
  
  • In or beside a Neighbourhood Activity Centre (Racecourse Road Activity Centre) that is served by public transport.
  
  • Abutting the Number 57 tram and within walking distance of the Newmarket train station.
  
  • Within 5km of the Central Activities District. In particular, the amendment responds to the policy context that provides:

  • Growth in identified locations such as an expanded central city, key employment clusters/nodes and identified Activity Centres consistent with Clause 21.04 of the Melbourne Planning Scheme. The subject site is located immediately adjacent to the Racecourse Road Activity Centre, a centre recognised as an activity centre in Plan Melbourne. The amendment will ensure the Activity Centre continues to be an active and vibrant hub and more closely integrate living, working and shopping functions.

  • Higher density residential development in locations which have the capacity for change or on strategic sites/locations in proximity to transport and services – Clause 21.07 of the Melbourne Planning Scheme. The subject site is located in proximity to transport and services and presents an unusual opportunity to increase residential densities in Flemington. The size and relatively unencumbered nature of the site presents an opportunity to positively respond to the challenge of housing more people in proximity of the central city area.

**Does the amendment make proper use of the Victoria Planning Provisions?**

• The amendment makes proper use of the Victorian Planning Provisions. The amendment facilitates future land use and development on a strategic site by applying an appropriate zone which will allow for development envisaged by both State and Local Planning Policy Framework.

• The Comprehensive Development Zone allows a site specific control to be designed and for the built form outcome to be controlled through the Comprehensive Development Plan.

**How does the amendment address the views of any relevant agency?**

• The rezoning is of interest to VicRoads due to the sites location on Epsom Road and proximity to Racecourse Road (two Road Zone Category 1 roads). The proponent has been in discussions with VicRoads
regarding the appropriate access arrangements for the site. The amendment will be referred to the relevant agencies as part of the exhibition process.

- How does the amendment address relevant requirements of the Transport Integration Act 2010?
  - The rezoning will not have an impact on the transport system, as defined by Section 3 of the Transport Integration Act 2010.
  - The development provides a sufficient number of car spaces and is located in proximity to a number of public transport options.

Resource and administrative costs

What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

The consideration and implementation of the proposed amendment and planning permit is not anticipated to have any significant impact upon DELWP resources.

Where you may inspect this Amendment

The amendment is available for public inspection, free of charge, during office hours at:

- City of Moonee Valley, Civic Centre, 9 Kellaway Avenue, Moonee Ponds
- Moonee Valley City Council’s website [www.mvcc.vic.gov.au](http://www.mvcc.vic.gov.au)
- City of Melbourne, Level 3, 240 Collins Street, Melbourne


Submissions

Any person who may be affected by the Amendment may make a submission to the planning authority.

Submissions about the Amendment must be received by [insert submissions due date].

A submission must be sent to: Department of Land, Water, Environment and Planning

1 Spring Street, Melbourne, Vic, 3000] or via email: XXX

Panel hearing dates

In accordance with clause 4(2) of Ministerial Direction No.15 the following Advisory Committee hearing dates have been set for this amendment:

- directions hearing: [insert directions hearing date]
- advisory committee hearing: [insert panel hearing date]
Melbourne Planning Scheme

SCHEDULE X TO THE COMPREHENSIVE DEVELOPMENT ZONE

Shown on the planning scheme map as CDZ #

550 EPSOM ROAD COMPREHENSIVE DEVELOPMENT

Purpose

To develop the 550 Epsom Road comprehensive development area for high and/or medium density urban living incorporating a variety of residential uses and dwelling types, supported by a limited mix of complementary uses including commercial and retail.

To encourage provide for an exemplary high standard of architecture and urban design, having regard to the site’s premier location close to both a major intersection and main entrance to the Flemington Racecourse.

To ensure that the design of buildings respects and enhances the heritage significance of the former Jockey’s Convalescent Lodge and its landscape setting, which is identified in the statement of significance for the Flemington Racecourse Heritage citation within the Victorian Heritage Database (HO220).

To provide development of the land in accordance with the 550 Epsom Comprehensive Development Plan, December 2015.
### Table of uses

**Section 1 - Permit not required**

<table>
<thead>
<tr>
<th>USE</th>
<th>CONDITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dependent person’s unit</td>
<td>Must be the only dependent person’s unit on the lot</td>
</tr>
<tr>
<td>Dwelling (other than bed and breakfast)</td>
<td></td>
</tr>
<tr>
<td>Food and drink premises (excluding Hotel and Tavern)</td>
<td>The leasable floor area must not exceed 150m².</td>
</tr>
<tr>
<td>Home occupation</td>
<td></td>
</tr>
<tr>
<td>Informal outdoor recreation</td>
<td></td>
</tr>
<tr>
<td>Minor utility installation</td>
<td></td>
</tr>
<tr>
<td>Office</td>
<td>The combined leasable floor area must not exceed 250m².</td>
</tr>
<tr>
<td>Place of worship</td>
<td>The gross floor area of all buildings must not exceed 250 m²</td>
</tr>
<tr>
<td>Railway</td>
<td></td>
</tr>
<tr>
<td>Shop (other than Adult sex bookshop)</td>
<td>The combined leasable floor area must not exceed 150m².</td>
</tr>
<tr>
<td>Tramway</td>
<td></td>
</tr>
</tbody>
</table>
Section 2 - Permit required

<table>
<thead>
<tr>
<th>USE</th>
<th>CONDITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accommodation (other than Dependent Person’s unit, Dwelling)</td>
<td></td>
</tr>
<tr>
<td>Bed and Breakfast</td>
<td></td>
</tr>
<tr>
<td>Leisure and recreation (other than Informal outdoor recreation, Major Sports and Recreation Facility)</td>
<td></td>
</tr>
<tr>
<td>Place of assembly (other than Amusement Parlour Carnival, Circus, and Nightclub)</td>
<td></td>
</tr>
<tr>
<td>Retail premises (other than Food and drink premises, Gambling Premises, Hotel, Tavern and Shop)</td>
<td></td>
</tr>
<tr>
<td>Utility installation (other than Minor utility installation and Telecommunications facility)</td>
<td></td>
</tr>
<tr>
<td>Any other use not in Section 1 or 3</td>
<td></td>
</tr>
</tbody>
</table>

Section 3 - Prohibited

<table>
<thead>
<tr>
<th>USE</th>
<th>CONDITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adult sex bookshop</td>
<td></td>
</tr>
<tr>
<td>Agriculture</td>
<td></td>
</tr>
<tr>
<td>Amusement Parlour</td>
<td></td>
</tr>
<tr>
<td>Brothel</td>
<td></td>
</tr>
<tr>
<td>Corrective Institution</td>
<td></td>
</tr>
<tr>
<td>Gambling Premises</td>
<td></td>
</tr>
<tr>
<td>Hotel</td>
<td></td>
</tr>
<tr>
<td>Industry</td>
<td></td>
</tr>
<tr>
<td>Major Sports and Recreation Facility</td>
<td></td>
</tr>
<tr>
<td>Nightclub</td>
<td></td>
</tr>
<tr>
<td>Stone extraction</td>
<td></td>
</tr>
<tr>
<td>Tavern</td>
<td></td>
</tr>
</tbody>
</table>
2.0 Use of land

The use of land must be generally consistent with the *550 Epsom Road Comprehensive Development Plan, December 2015*.

Exemption from notice and appeal

An application for use is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision Guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The effect of the use on the amenity of the area and the means of addressing any unreasonable impacts
- The adequacy of carparking provision associated with the use
- Safety and efficiency of vehicle access arrangements and pedestrian movements

3.0 Subdivision

A permit is required to subdivide land.

Exemption from notice and appeal

An application for subdivision is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act, if it is generally consistent with the *Epsom Development Plan, December 2015*.

4.0 Buildings and works

Permit Requirements

A permit is required to construct a building or construct or carry out works.

This does not apply to:

- Buildings or works directly associated with the Victoria Racing Club Ltd and /or management of the Flemington Racecourse.
- Construct or carry out works normal to a dwelling
• Construct or extend an out-building (other than a garage or carport) on a lot provided the gross floor area of the out-building does not exceed 10 square metres and the maximum building height is not more than 3 metres above ground level.

4.1 Application Requirements

An application for buildings and works should include the following information, as appropriate:

• A site context and existing conditions plan, showing levels at AHD, existing land uses and building footprints, adjoining roads and access points.

• Plans drawn to scale which show:
  - The boundaries and dimensions of the site
  - Detailed land use plan
  - Locations of areas for public use and the intended use, including public open space
  - Any areas of private open space.
  - Maximum building heights, building setbacks and building depths
  - Vehicle access and the location and layout of all carparking and loading areas and all pedestrian and cyclist ingress, egress and access way locations consistent with the approved ITAP - Integrated Transport and Access Plan
  - All external storage and waste treatment areas
  - The location of all external plant, building services and equipment including lift over runs
  - Details of drainage works
  - Stages, if any, of development and the proposed treatment of areas not required for immediate use

• Proposed external materials, finishes and colours

• A floor area schedule which describes the size and number of proposed dwellings and other uses.

• A landscape concept plan

• Shadow diagrams for 22 September on the hour between 9am and 3pm

• Cross-sections of all proposed built form, indicating level changes across the site.

• Streetscape elevations

• A photomontage of the proposal from key public vantage points, including the intersection of Racecourse Road and Ascot Vale Road and the Flemington Racecourse Members Grandstand.

• A Heritage Impact Assessment

• A Wind Assessment which addresses
  - Short term stationary wind exposure for any proposed outdoor cafes and restaurants (should they be proposed)
  - Short term wind exposure for street frontages and trafficable areas used as a thoroughfare
  - Design measures to minimise the effect of wind to streets and public open spaces and ensure that adverse wind effects over and above the conditions that are currently experienced at present are not created.
• An Environmentally Sustainable Development (ESD) report
• Social Impact Assessment including contributions to existing and proposed community infrastructure
• A Traffic Management Plan which includes but is not limited to:
  - Estimated traffic generation (based on the indicative built form and land use mix) and the impact on the existing road network;
  - Carparking assessment
  - Preferred location for vehicle egress and ingress; and
  - A strategy to encourage walking, cycling and public transport use to guide the preparation of a Green Travel Plan
• An Acoustic Report which addresses
  - The likely noise sources to impact the proposed development
  - The maximum permissible noise from the nearby noise sources
  - The necessary measures to attenuate these noise impacts

4.2 Built Form

New development should not exceed the Building Height specified in the Map contained in Clause 6.1.2. New development should also provide the minimum setbacks specified in the Map contained in Clause 5.1.2.

A permit may be granted to exceed the Building Heights or provide less than the minimum setbacks. For the purposes of this Schedule, the Building Height for Towers includes the podium; it does not apply to architectural features and building service equipment including plant rooms, lift overruns, solar collectors and the like.

Application Requirements

An application to exceed the building heights or provide less than the minimum setbacks must be accompanied by an urban context report which demonstrates how the proposed building or works continues to achieve the Objectives of this Schedule and provides additional public benefit to support the additional height and/or reduced setback.

Exemption from notice and appeal

Except as set out below, an application under any other provision of the planning scheme is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act, if it is generally consistent with the Building Envelope Plan at Clause 5.1.2. An application to exceed the heights detailed in Clause 5.1.2 or provide less than the minimum setbacks detailed in Clause 5.1.2 is not exempt from notice requirements, decision requirements and review rights.

Decision Guidelines

Before deciding on an application to exceed the building heights or provide less than the minimum setbacks detailed in Clause 5.1.2, the Responsible Authority must consider, as appropriate:

• The visual impact of proposed development on the surrounding environs.
• That the spatial arrangement of towers ensures the outlook and amenity of dwellings.
The impact on shadowing of the adjoining properties including the Newmarket Reserve and the Flemington Racetrack.

5.0 Decision Guidelines

Before deciding on an application the Responsible Authority must consider, as appropriate:

- The purpose of the zone, overlays and any other relevant provisions of the planning scheme.
- The relevant Objectives of this Schedule.
- The Incorporated Document titled *550 Epsom Road Comprehensive Development Plan, December 2015*.
- The development’s contribution to the neighbourhood and sense of place.
- The impact on internal and external traffic movements.
- The quality of the pedestrian connections through the site and beyond.
- The impacts on existing community infrastructure.
- The impact on the heritage former Jockey’s Convalescent Lodge and its landscape setting.
- The ability for the proposal to not prejudice future development of the development area in an integrated manner.
- The views of the City of Melbourne.

5.1 550 Epsom Road Comprehensive Development Area

5.1.1 550 Epsom Road Comprehensive Development Area Objectives

- To promote high density residential living that encourages both day and evening activity though the provision of limited complementary community, convenience and service uses.
- To provide for limited community facilities and other non-residential uses that support the current and future residential community and provide opportunities for social interaction.
- To provide ground level uses (including residential, community and commercial) that promote activity to Epsom Road.
- To provide for a mix of residential accommodation and dwelling sizes.
- Materials, finishes to be of a high quality and generally consistent throughout the development, drawing design cues from the Flemington Racecourse precinct and the surrounding residential neighbourhood.
- To provide high quality internal amenity for future residents, including the provision of communal spaces for the overall development.
- To optimise solar access and minimise the effect of wind to public open spaces to enhance amenity and function throughout the year.
- To limit the extent of overshadowing of the Newmarket Reserve between 9am-3pm at the equinox (22 September)
- To protect and enhance the former Jockey’s Convalescent Lodge including retaining a visual relationship between the Lodge and the Racecourse.
- To provide sufficient car parking and utilise, where possible, the fall across the site to minimise the view of car parking areas from the street frontage.
- To provide safe pedestrian and bike paths to connect to the principal pedestrian, bicycle and public transport networks.
- To minimise the impacts of waste on the community.

5.1.2 Epsom Building Envelope – to be updated

NEW 3D PLAN TO SHOW HEIGHTS IN METRES, MAP IN COLOUR, LEGEND TO BE BIGGER AND INCLUDE SITE BOUNDARY, MINIMUM SETBACKS, POTENTIAL ACTIVE FRONTAGE

However, the revised plan is not proposed to illustrate:
- Tower orientation - scope to change this to be retained, there are objectives on this issue
- Internal road network – the building envelope shows the primary access off Epsom Road any other detail will reduce development options
- Public Open Space/Private Realm – no this will be a feature of the design and can be shown on the plans with these elements now requested in the application requirements of the CDZ schedule
- Trees to be retained – this can be in the application plans

6.0 Integrated Transport and Access Plan
A permit cannot be granted for use, development and/or subdivision of the whole or any part of the 550 Epsom Road Comprehensive Development Area until an Integrated Transport and Access Plan is prepared to the satisfaction of the Responsible Authority in consultation with the Cities of Moonee Valley and Melbourne, VicRoads and Public Transport Victoria.

The Integrated Transport and Access Plan must be prepared generally in accordance with the *Flemington Racecourse Development Hill Precinct Site & Epsom Road Site Integrated Transport and Access Plan, November 2015* prepared by GTA Consultants.

Any permit granted must be generally in accordance with the approved Integrated Transport and Access Plan.

### 7.0 Advertising signs

Advertising sign requirements are at Clause 52.05. All land is in Category 3.
Melbourne Planning Scheme

SCHEDULE TO CLAUSE 52.01

<table>
<thead>
<tr>
<th>Type or location of subdivision</th>
<th>Amount of contribution for public open Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fishermans Bend Urban Renewal Area</td>
<td>8%</td>
</tr>
<tr>
<td>550 Epsom Road</td>
<td>5% cash</td>
</tr>
<tr>
<td>Flemington Green</td>
<td>Nil. Provided the land designated as Public Open Space in the Flemington Green Comprehensive Development Plan is vested in Moonee Valley City Council.</td>
</tr>
</tbody>
</table>
550 EPSOM ROAD
COMPREHENSIVE DEVELOPMENT PLAN
DECEMBER 2015
PG | 2
PG | 3

TABLE OF CONTENTS
Introduction4
Objectives .5
Whole of Site.6
1.1 Site Layout and Development Typology.6
1.2 Public Realm.8
1.3 Building Design, Form and Massing.8
1.4 Access and Movement.9
1.5 Internal Amenity9
1.6 Staging9
1.7 Sustainability.10
Epsom Road Palette Guide11
Introduction

Epsom is a key development site sitting adjacent to the Flemington Racecourse and has been designated for high density residential development. The site is approximately 1ha in size and includes the heritage listed former Jockey’s Convalescent Lodge. This Comprehensive Development Plan has been developed to assist the developer, Council and the public in the delivery of the objectives as outlined in the Comprehensive Development Zone.

New plan to be prepared to include:
- Building envelope – tower
- Building envelope – podium
- Building setbacks
- Potential active frontage
- Vehicle access
- Curtailage around the Jockey’s lodge
- General location of pedestrian crossing over Epsom Road to be shown

We note, MCC asked for:
- tower orientation - scope to change this to be retained and noting the design objectives discuss orientation;
- internal road network –the primary access off Epsom Road – to lock in anything else will limit the potential of the site
- Public Open Space/Private Realm – this will be a feature of the design and can be shown on the application plans (with these elements now required by the CDZ schedule)

Trees to be retained – this can be in the application plans but may vary
OBJECTIVES

- To promote high density residential living that encourages both day and evening activity though the provision of limited complementary community, convenience and service uses.
- To provide for limited community facilities and other non-residential uses that support the current and future residential community and provide opportunities for social interaction.
- To provide ground level uses (including residential, community and commercial) that promote activity to Epsom Road.
- To provide for a mix of residential accommodation and apartment sizes.
- Materials and finishes to be of a high quality and generally consistent throughout the development, drawing design cues from the Flemington Racecourse precinct and the surrounding residential neighbourhood.
- To provide high quality internal amenity for future residents.
- To optimise solar access and minimise the effect of wind to streets and public open spaces to enhance amenity and function throughout the year.
- To limit of overshadowing of the Newmarket Reserve between 9am-3pm at the equinox (22 September)
- To protect and enhance the former Jockey’s Convalescent Lodge including retaining a visual relationship between the Lodge and the Racecourse.
- To provide sufficient car parking and utilise, where possible, the fall across the site to minimise the view of car parking areas from the street frontage.
- To ensure buildings achieve high environmental performance standards at the design, construction and operation phases.
- To improve the water efficiency of buildings and encourage the use of alternative water sources.
- To minimise the impacts of waste on the community.

NB photo of Jockey’s hospital to be removed

Whole of Site

1.1 SITE LAYOUT AND DEVELOPMENT TYPOLOGY

<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>ALL DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Character</td>
<td>Development should contribute to the character and identity of Flemington Racecourse whilst defining a new character for the apex of Racecourse Road/Ascot Vale Road.</td>
</tr>
<tr>
<td></td>
<td>New building architecture should respond to and enhance existing key elements including the dominant element in precinct which is the Racecourse.</td>
</tr>
<tr>
<td></td>
<td>Ensure that the site contributes to the dominant landscape feature, being the Flemington Racecourse character, through use of local landscape elements within open spaces and streets (e.g. exotic trees and shrubs etc.) and retention of existing significant trees.</td>
</tr>
</tbody>
</table>
### PRINCIPLE

**Protect and enhance heritage elements**

- The Jockeys’ Convalescent Lodge forms a key heritage element on the site and its retention and adaptive re-use is to be complemented with respectful new development.
  
  - The heritage elements of the lodge includes the landscaped setting. New development should respect this setting.
  
  - Maintain a sense of its original garden setting of the lodge and enable the building to continue to be seen ‘in the round’.
  
  - No substantial new building should extend into the original circular garden around the Hospital, although a smaller/lower scale structure may be possible subject to siting, footprint, form, etc.
  
  - New building in close proximity to the lodge/circular garden should be low scale in deference to the single storey scale of the Lodge, but can step up in scale/height as it moves away from the Lodge.
  
  - New landscaping should reinforce/enhance an understanding of the historic circular garden setting of the Lodge.

### Off-site shadowing impacts

- Minimise shadowing the Newmarket Reserve between 9am and 3pm on 22 September (equinox)

- Minimise additional shadowing of the adjacent Quest Apartment primary open space between 9am and 3pm on 22 September (equinox)

## 1.2 PUBLIC REALM

### PRINCIPLE

### ALL DEVELOPMENT
Provide high quality open spaces

- Open spaces to be contained by canopy vegetation and low plantings to provide a sense of enclosure and safety
- Provision of lighting, seating, shade and shelter to ensure it is usable by a variety of users at all times of the day.

Create active frontages to Epsom Road

- Provide for uses fronting Epsom Road at the ground floor level to provide interest/activity to the street.
- The impact of wind to be considered in design of public realm and pedestrian environments and wind tunnel testing must demonstrate appropriate conditions at street level

1.3 BUILDING DESIGN, FORM AND MASSING

<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>ALL DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Orientation</td>
<td>Building orientation to respond to wind effects to ensure a safe public domain</td>
</tr>
<tr>
<td></td>
<td>Building should be oriented to take advantage of the views across the Flemington Racecourse, to Port Philip Bay and the CBD skyline.</td>
</tr>
<tr>
<td></td>
<td>Layout should maximise northern orientation for buildings and open spaces</td>
</tr>
<tr>
<td>Building Design</td>
<td>The profile of the tower should contribute visual interest to the skyline</td>
</tr>
<tr>
<td></td>
<td>Where buildings rise into the skyline they should seek to minimise their bulk and scale on the skyline creating tall, slender buildings</td>
</tr>
<tr>
<td></td>
<td>New buildings must contribute to the globally recognised role and identity of Flemington Racecourse</td>
</tr>
<tr>
<td></td>
<td>Building design should be curvilinear/organic in form</td>
</tr>
<tr>
<td></td>
<td>Building to show familiar character to the proposed development at the Flemington Green Precinct but with some variation</td>
</tr>
<tr>
<td></td>
<td>All parking to be included in buildings to be either in basements or concealed with a ‘skin’ of active uses</td>
</tr>
</tbody>
</table>
### Public Realm

- Plant and other service equipment must be integrated with the design and appropriately screened
- A select palette of materials is to be used to ensure a consistent visual language.

### 1.4 ACCESS AND MOVEMENT

#### PRINCIPLE

**Provide a walkable network**

- Create a pedestrian focused arrangement of paths within the site that allows easy connections between dwellings and the lodge
- Provide for connections to the Newmarket Reserve
- Minimise the number of vehicle crossovers over the pedestrian path network
- Encourage safe pedestrian movement over Epsom Road

**Streets to accommodate pedestrian and cyclist access and movement**

- Provide external public bicycle parking in a visible locations
- Provide bicycle parking with the tower proximate to the entrances

### 1.5 INTERNAL AMENITY

#### PRINCIPLE

**Variety of Accommodation**

- Design to accommodate a variety of dwelling sizes and typologies
- Allow flexibility of apartment planning (e.g. allow connection of units to create double-units)

**Avoid borrowed light**

- Habitable spaces including bedrooms have direct access to natural light

**Design for privacy**

- To provide high quality internal amenity for future residents.
- Orient towers and design of apartments to avoid direct overlooking
### Servicing to be on-site
- Provide adequate storage and loading bays within buildings for waste collection and for general removals.

### Recognise development in proximity to Racecourse and Showgrounds
- Developments should incorporate design measures to attenuate against noise associated with the operation of other businesses and activities associated with the Flemington Precinct.

### 1.6 STAGING

<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>ALL DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure to match staging</td>
<td>Public realm and other infrastructure should be staged to be developed as integral components of each development release</td>
</tr>
</tbody>
</table>

### 1.7 SUSTAINABILITY

<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>ALL DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Make efficient use of energy, water and other resources</td>
<td>Incorporate natural systems, plants, landscape and ecology as integral parts of the development (including services and landscape areas – not just buildings)</td>
</tr>
<tr>
<td></td>
<td>Create a sustainable development through:</td>
</tr>
<tr>
<td></td>
<td>o Providing good access to natural light for all dwellings</td>
</tr>
<tr>
<td></td>
<td>o Providing good access to ventilation for all dwellings</td>
</tr>
<tr>
<td></td>
<td>o Implementing Water Sensitive Urban Design</td>
</tr>
<tr>
<td></td>
<td>o The use of energy efficient materials and technology</td>
</tr>
</tbody>
</table>

---

Epsom Road
Palette Guide
THIS SECTION TO BE REMOVED

Materials