The Victoria Racing Club (VRC) proposed to rezone two identified ‘surplus land’ precincts within the Flemington Racecourse for mainly residential development. The two precincts are known as the 'Epsom Road' precinct and the 'Flemington Green' precinct (see map below). The Minister for Planning is currently the responsible Authority for both precincts. In mid-2015, the Minister appointed an Advisory Committee to provide him with expert independent advice on the VRC’s proposal.

Q. What was the decision of the Minister for Planning?

After considering the recommendations of the independent Advisory Committee, the views of the community and other stake holders, the Minister for Planning has approved two planning scheme amendments to facilitate appropriate development in the two precincts.

**Epsom Road Precinct**

In the Epsom Road precinct, Melbourne Planning Scheme Amendment C290 rezones 550 Epsom Road, Flemington to Comprehensive Development Zone. This is to facilitate a new residential development, with a limited mix of residential, commercial and retail uses. The Schedule to the zone includes a maximum height of 15 storeys and a cap of 300 dwellings.

**Flemington Green Precinct**

In the Flemington Green precinct, Amendment GC40 to the Melbourne and Moonee Valley Planning Schemes rezones land either side of Leonard Crescent to Comprehensive Development Zone for a new residential development, with a limited mix of commercial and retail uses plus some community
FLEMINGTON GREEN AND EPSOM ROAD Q & As
Melbourne C290 & Melbourne and Moonee Valley GC40

facilities. The schedule to the zone includes a maximum height of 10 storeys (maximum 3 towers) and a cap of 520 dwellings.

All approved heights are mandatory.

Q. What were the findings of the Advisory Committee?

The Committee found the two sites are appropriate for residential use, with a small amount of supporting mixed uses. The Committee supported the rezoning of the land to the Comprehensive Development Zone, subject to changes to the proposed schedules to address key issues relating to transport, density, built form, open space, development contributions and amenity. Approval of the Comprehensive Developments Plans in the form prepared by the Victoria Racing Club was not supported by the Committee. The Advisory Committee made a total of 23 recommendations.

Q. What about setbacks and building envelopes?

The Committee recommended indicative building envelopes that have been adopted by the Minister, subject to changes to the height and dwelling caps (as set out above).

On the Flemington Green site, the Committee has recommended that building heights should be transitioned across the site, with a low-rise edge (2-4 storeys) to face the existing residential area. Higher buildings would be arranged away from existing houses, towards the railway line and racecourse. This approach has been approved by the Minister.

More detailed building envelopes and setbacks will be resolved through the next stage, which is the Comprehensive Development Plans, to be approved by the Minister.

<table>
<thead>
<tr>
<th>FLEMINGTON GREEN</th>
<th>Dwelling number</th>
<th>Building height</th>
</tr>
</thead>
<tbody>
<tr>
<td>VRC Proposal</td>
<td>740 dwellings maximum</td>
<td>Three towers at 14, 20, and 25 storeys</td>
</tr>
<tr>
<td>Advisory Committee Recommendation</td>
<td>600 dwellings maximum</td>
<td>Maximum of three towers no greater than 14 storeys and no other building to exceed 8 storeys for the remainder of the site (precincts B &amp; C)</td>
</tr>
<tr>
<td>Minister for Planning’s Decision</td>
<td>520 dwellings maximum</td>
<td>Maximum of three towers no greater than 10 storeys and no other building to exceed 8 storeys for the remainder of the site (precincts B &amp; C)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>EPSOM ROAD</th>
<th>Dwelling number</th>
<th>Building height</th>
</tr>
</thead>
<tbody>
<tr>
<td>VRC Proposal</td>
<td>400 dwellings maximum</td>
<td>One 31 storey tower</td>
</tr>
<tr>
<td>Advisory Committee Recommendation</td>
<td>300 dwellings maximum</td>
<td>One 15 storey tower</td>
</tr>
<tr>
<td>Minister for Planning’s Decision</td>
<td>300 dwellings maximum</td>
<td>One 15 storey tower</td>
</tr>
</tbody>
</table>
Q. What are the next steps in the approval process?

The approval of the Comprehensive Development Zone is only the first step of the approval process for future development. The proponent will need to resubmit new Comprehensive Development Plans to the Minister for approval, addressing the issues raised by the Committee, including issues relating to transport, density, built form, open space, development contributions and amenity.

The Minister will be required to consider the views of Melbourne City Council, Moonee Valley City Council and the Office of the Victorian Government Architect before deciding whether to approve the Comprehensive Development Plans.

If the Plans are appropriate for approval, this may be done via a ministerial amendment process provided it is within the next 12 months. If this time frame is exceeded, consultation through the standard amendment process may be undertaken at the discretion of the Minister.

If the Plans are approved the proponent will then need to apply for planning permits. Until all of these steps are approved, the land cannot be developed.

Q. Will it be possible to build 520 dwellings on the Flemington Green site?

The dwelling cap number of 520 is an upper limit.

The cap number may not be achieved if the proponent is unable to sufficiently address traffic management and other issues through the approval process of the Comprehensive Development Plan.

The exact number of dwellings will be finalised at the planning permit stage based on the resolution of traffic management issues, apartment sizes and car parking.

Q. What was the process leading up to this approval?

Following a request from the Victoria Racing Club (VRC) and with the support of both Melbourne and Moonee Valley Councils, the Minister established a Ministerial Advisory Committee to advise on the draft Planning Scheme Amendments to facilitate the development of surplus, freehold land at Flemington Racecourse.

The Committee considered 331 submissions and the views of the community and relevant stakeholders.

The key issues raised related to traffic, access and public transport, urban design and built form; density of the development, and other issues including development contributions, affordable and diverse housing; and public open space.
Q. Was the community able to have its say?

Yes, The Department of Environment, Land, Water and Planning exhibited the draft Planning Scheme Amendments and the proposed Comprehensive Development Plans for a period of six weeks from 11 January 2016 until 19 February 2016 with late submissions accepted from the community up until 1 March 2016. 331 submissions were received and considered.

Q. Who was notified as a part of the advisory Committee process?

The Department of Environment, Land, Water and Planning notified numerous government agencies and community groups.

A total of 11,717 letters were sent to owners and occupiers of the surrounding land in City of Moonee Valley and City of Melbourne advising of the draft Planning Scheme Amendments and an Information Sheet about the advisory committee process and how to make a submission was included.

Q. When will the VRC resubmit the Comprehensive Development Plans?

The timing will be up to the VRC but it is encouraged to undertake the further work without delay. A full planning scheme amendment process may not be required again for the approval if the plans are redrafted and resubmitted in a timely manner. If the plans are appropriate for approval, this may be done via a ministerial amendment process provided it is within 12 months from the rezoning.

Q. Why was a Comprehensive Development Zone approved without simultaneously approving the Comprehensive Development Plan?

The Comprehensive Development Plans require major refinement and are not appropriate to be approved in their current form. The Committee recommended the separate approval process for the Plans.

Q. How will the traffic issues for Flemington Green be addressed?

Traffic issues are to be addressed through the submission of an Integrated Transport and Access Plan which will analyse traffic, car parking and public transport movement, provisions and access, including the response to Showground traffic management and significant events. This must be prepared prior to consideration of Comprehensive Development Plans.

The Comprehensive Development Plan and planning permit can contain requirements and conditions relating to traffic and car parking.
Q. Will development on the Epsom Road precinct require Heritage Victoria approval, given the status of the heritage-listed Former Jockeys’ Convalescent Lodge?

The former Jockeys’ Convalescent lodge is listed on the Victorian Heritage Register. Heritage Victoria lodged a submission in response the proposed tower on the Epsom Road site. Any changes to the Lodge itself will require approval from Heritage Victoria. The Comprehensive Development Plan requires a minimum setback of 25m surrounding the former Jockey’s Convalescent Lodge, within which no development is to occur, with the exemption of landscaping.

Q. What about contributions to affordable housing and open space?

Significant contributions towards affordable housing, open space and community facilities will all be delivered as part of the project, as per the Advisory Committee’s recommendations.

For Flemington Green, a 5% allocation of affordable housing must be provided. For Epsom Road, 15 dwellings for low-income employees at Flemington Racecourse must be provided.

In terms of an open space contribution for Flemington Green, a 7.06% land contribution must be provided. For Epsom Road, a 5% cash contribution for public open space must be provided.

$3,000 per dwelling must be provided in both precincts as a contribution for community infrastructure.