5 Key Development Considerations

5.1 Traffic and Transport

Moonee Valley Racecourse is ideally located to maximise use of sustainable forms of transportation. It is located in close proximity to 1 train line, 3 tram lines, 13 bus routes, and 4 bicycle paths on the principal bike network.

Please refer to Section 3 – Site Context and Analysis of the Master Plan for further detail.

GTA has prepared an assessment on the capacity of the existing movement network and modelled the potential demand generated by the proposed Master Plan. GTA concludes that the existing transport network has capacity to manage the potential increase in population. The GTA report models potential demand on the transport network at a higher level than is experienced in similar activity centres in Melbourne. This approach to transport modelling ensures that appropriate long term integrated transport planning can occur.

The report includes the following key findings:

- The proposal will provide an opportunity to significantly enhance the pedestrian and cyclist network and connections to the surrounding path network. Walking and cycling should be encouraged as an alternative to private vehicle travel through improving connectivity and increasing walk trips to and from public transport interchanges.
- The site is well located for high intensity development.
- There is sufficient capacity in the surrounding road network to accommodate additional traffic.
- It is expected that at full development (approximately 15 - 20 years), there would be sufficient demand for two additional tram services and three additional train carriages per hour to cater for peak demand.
- It is expected that a development of this size would be required to contribute to transport infrastructure upgrades in the immediate vicinity.

The Moonee Valley Racecourse Master Plan has been planned to integrate with, and promote access to, existing and future public transport services. Key features include:

- Provision of visible, safe, attractive and functional linkages to Moonee Ponds Railway Station, surrounding tram services to the west and east.
- Appropriate traffic management measures for bus and taxi pick-up/drop-off area to minimise congestion in Wilson Street during event days.
- Consideration of access to the principal pedestrian and bicycle network (PBN), with ultimate connections to the Moonee Ponds Creek Trail.
- Design that encourages pedestrian and cyclist use through appropriate end-of-trip facilities and storage for residents and employees.
- Provision of pavement and other detailing throughout the development that prioritises safe and convenient walking and cycling.
- Development of a signage and way-finding strategy to maximise the use of the public transport system through the provision of travel and access information at points across the site.
- Include the opportunity to provide significant streetscape enhancements to Wilson Street, including the provision of bicycle lanes.

The Moonee Valley Racecourse Master Plan acknowledges that there are busy major roads in the vicinity of the site, in particular Mt Alexander Road and Pascoe Vale Road. The Moonee Valley Racecourse Master Plan aims to:

- Ensure vehicle access is maintained for all existing residents in the surrounding area and new residents, visitors and employees using the site.
- Promote a pedestrian/cycle-friendly environment including the segregation of vehicle and pedestrian and cycle activity where possible.
- Provide for practical and workable public transport (bus), loading, service vehicle, waste management and emergency vehicle access.

The following outlines some of the potential works that will be required to accommodate the additional traffic:

- Wilson Street/Thomas Street – upgrade (roundabout or signals) (Refer to Image 23)
- Dean Street/McPherson Street – upgrade (roundabout or signals) (Refer to Image 24)
- Pascoe Vale Road between Mt Alexander Road and Wilson Street - introduction of clearways during peak hours. (Refer to Image 26)

The following outlines some of the potential works that may be required to accommodate the additional traffic:

- Wilson Street/Pascoe Vale Road – contribution to intersection upgrade
- McPherson Street/Alexandra Avenue/proposed access – construct roundabout
- McPherson Street/Coats Street/proposed access – construct roundabout
- Dean Street/Pascoe Vale Road/Mt Alexander Road – contribution to intersection upgrade

The approach to car parking includes the following elements:

- Provide for efficient access to a range of car parking spaces distributed throughout the site for convenience to the range of users.
- Provide for allocated private parking for long-term users such as residents and staff in separate locations or with separate access arrangements where relevant, and separately control it to maximise efficiency.
- Provide for residential visitor parking in a mix of on-street and off-street spaces, making use of the shared or common pool of car parking where relevant.
- Residential buildings will include residential parking in a basement or podium configuration where required.
- Investigate the feasibility of dedicated on-site car spaces for operators of shared car systems such as Flexcar or Go Get, as well as the ability for basement podium parking areas to accommodate scooter and motorcycle parking as a replacement for car parking.
- Investigate into methods of decoupling parking from buildings to retain flexibility for adaptation to future innovations and changes in demand.

It is envisaged that an Integrated Transport Plan will be required to be prepared to the satisfaction of the Responsible Authority as part of future planning permit applications.

A copy of the GTA report can be found in Volume 2.
5.2 Environmentally Sustainable Design

The Moonee Valley Racecourse Master Plan recognises the significant opportunity the site represents to facilitate Ecologically Sustainable Design (ESD). Recognising that the Master Plan will cater for long-term development, the approach to ESD is robust to ensure sustainable outcomes and retains flexibility to adapt to emerging technologies. One of the key opportunities for the Moonee Valley Racecourse is that being such a large site, there is an opportunity to implement site-wide initiatives that will provide greater benefits to new residents. It is envisaged that any development application will need to demonstrate ESD measures to the satisfaction of the Responsible Authority that exceed the minimum requirements at the time of the application.

ARUP Consultants have prepared an ESD Opportunities Report to inform the Master Plan. The report centres around four key themes, being Energy, Water, Transport and Waste. Any planning application should have regard to the following ESD principles:

5.2.1 Energy

The Moonee Valley Racecourse Master Plan energy approach seeks to consider:

- Demand-side energy solutions in the form of energy efficient houses, passive design and building orientation.
- Supply-side energy solutions such as the potential integration of low emission and renewable energy solutions such as co-generation or solar PV.

5.2.2 Water

The Moonee Valley Racecourse Master Plan water approach will seek to improve upon MVRC’s existing water saving and alternative water sourcing initiatives through:

- Demand-side water saving solutions in the form of water efficient fixtures, fitting and appliances with a minimum 6-star rating.
- Supply-side water solutions such as the expansion of the existing stormwater harvesting scheme and provision of third pipe water supply in new and redeveloped buildings to allow for fit for purpose water use.
- Provision of excess water to nearby community facilities such as schools and community green space.

5.2.3 Transport

The Moonee Valley Racecourse Master Plan transport approach will seek to facilitate mode shift from private vehicles to public transport, pedestrian and walking options by:

- Providing convenient, direct and safe bicycle and pedestrian links within the precinct and surrounding area.
- Providing appropriate levels of car parking commensurate with supporting a shift toward alternative transport measures.
- Providing bicycle parking and associated infrastructure to support cycling within and across the precinct.
- Where possible, better orient the site to existing or soon to be enhanced public transport infrastructure such as the nearby tram and bus stops.
- Considering new options such as car share schemes and the integration of capacity for electric vehicles.

5.2.4 Waste

The Moonee Valley Racecourse Master Plan waste approach will seek to augment or replace traditional waste management processes by considering:

- The balance between manual and automated systems.
- The balance between waste management solutions for the precinct as distinct from individual buildings.
- Separation of the waste management processes from normal site operations in order to enhance precinct amenity.
- New technologies and processes such as anaerobic digestion (for energy generation) and composting.

The Moonee Valley Racecourse Master Plan will ensure that minimum environmentally sustainable design standards for buildings are exceeded. Please see Volume 2 for the ARUP Report.
5.3 Community Infrastructure

ASR Research prepared a Community Infrastructure Assessment to assess the current needs of the community as well as additional requirements based on anticipated demands generated by the Moonee Valley Racecourse Master Plan. The report models the potential demand generated by the redevelopment of Moonee Valley Racecourse against the current facilities available. The report identifies where there are potential need for upgraded or new community infrastructure facilities will be required. The report covered the following key areas of community infrastructure:

- Open Space provision;
- Education facilities;
- Early years facilities including Kindergarten, Maternal Child Health;
- Public Art; and
- Community Meeting Spaces

The Assessment establishes the following key recommendations that indicate potential contributions that could be in the form of development on-site or contributions toward upgrading of existing facilities off-site:

- It is reasonable to expect that the Master Plan make provision for new open space on-site. An open space contribution should be agreed to by the Responsible Authority.
- The establishment of a multi-purpose community facility to service the new population, within the development or contribution towards upgrading facilities off-site, comprising:
  - Early Years including staff room and amenities.
  - Kindergarten.
  - Maternal Child Health and other complementary consulting suites.
  - General Community and learning components including: main office, large meeting space, kitchen, storerooms, amenities and classrooms.
- Identification of one or more public art initiatives, and the installation of interpretive signage.
- Moonee Valley Racing Club and Council establish and maintain dialogue with the Department of Education and Early Childhood Development (DEECD). At this stage, DEECD does not anticipate that development at Moonee Valley Racecourse will require the provision of a new school.
- Consider the opportunity to make a financial contribution toward the establishment of off-site pedestrian and bicycle trail infrastructure, particularly along Wilson Street.
- Consider the opportunity to make a financial contribution toward the upgrade of one or more nearby open space reserves.
- Consider the opportunity to make a financial contribution toward the upgrade of existing Maternal Child Health and early years facilities.

The Moonee Valley Racecourse Master Plan Development Guidelines identify preferred locations for community uses that are easily accessible and meet the anticipated future demand of the community.

The particular community infrastructure requirements are to be negotiated through the planning process. Through the planning approval process the type, size and delivery of any specific community infrastructure contribution will be agreed.
5.4 Heritage

There are no parts of the site subject to the heritage provisions of the Moonee Valley Planning Scheme.

The south-west corner of the Moonee Valley Racecourse was identified in the Moonee Ponds Activity Centre Structure Plan as an area that should be “subject to further heritage assessment” (See Figure 4 of the MPAC Structure Plan). Lovell Chen was engaged to undertake an assessment of the site for any potential heritage value.

The investigation area is situated in the vicinity of McPherson and Dean Streets. It contains a high red face brick wall divided into sections with indented panels. There is a gateway opening in the brick wall (horse gate), which has a terracotta-tiled pitched roof and features a weatherboard and timber shingle cupola forming a clock tower which is located to the centre of the roof form. The brick wall forms the external wall for the horse stabling stalls which extend along the eastern and northern portions of the wall.

The Assessment prepared by Lovell Chen makes the following comments:

- The wall, horse gate and stabling hold some historical interest in understanding the evolution of Moonee Valley Racecourse and the ongoing use of specific areas within the course (i.e. the stabling area).
- The existing entrance and current location of the parade ground are of little interest.
- The wall and horse gate, as visible from Dean and McPherson Streets, are understood as forming a type of boundary to the Racecourse...and as such, makes some contribution to the public entrance and presentation of the Racecourse from these streets. On this basis our preliminary assessment is that the significance of the structures, while of some historical interest, is not of a level which warrants inclusion in the Schedule to the Heritage Overlay and, as such, they can be demolished.

A copy of the Assessment prepared by Lovell Chen can be found in Volume 2.
6 Planning Policy Framework

The Moonee Valley Racecourse Master Plan has been prepared to implement the State and Local Planning Policy Framework.

The strategic imperatives for redevelopment of the Moonee Valley Racecourse were established with its inclusion in the Moonee Ponds Activity Centre as part of the Structure Plan approved by Council on 2 March 2010.

The following provides a review of the Master Plan against the Planning Policy Framework.

6.1 State Planning Policy Framework

The Moonee Valley Racecourse Master Plan is consistent with the State Planning Policy Framework. The Moonee Valley Racecourse is strategically located within the Moonee Ponds Principal Activity Centre which sets the strategic imperatives for the urban consolidation of the site.

Having regard to Clauses 11-19 of the Moonee Valley Planning Scheme, the Moonee Valley Racecourse Master Plan will facilitate:

- A mix of land use activities within the Moonee Ponds Principal Activity Centre. The Development Guidelines established in the Master Plan will encourage new buildings to be well designed and provide a net community benefit to future residents, the Moonee Ponds Activity Centre and wider community.
- An increase in housing choice and diversity in the area.
- High density residential development with excellent connections to the existing public transport network, particularly to the Moonee Ponds Junction.
- Opportunities for economic growth that will support and enhance the role and function of the Moonee Ponds Activity Centre.
- The long term viability of Moonee Valley Racing Club’s position as a major employer in the Municipality.
- The rejuvenation of Moonee Valley Racing Club as a world class Racing Club that attracts metropolitan visitors as well as international visitors to the site for horse racing and other functions.
- Appropriate upgrades to existing facilities and the development of new facilities to meet the needs of new residents and the wider community.
- An enhancement to the social, economic and environmental performance and amenity of the Moonee Ponds Principal Activity Centre.
- An urban environment that is safe, functional and provide good quality sense of place and cultural identity.
- Development that prioritises pedestrians, cyclists and public transport over personal vehicles by enhancing connection to the Principal Public Transport Network.

6.2 State Strategic Planning Documents

The Moonee Valley Racecourse Master Plan is consistent with and seeks to implement the key initiatives of the following State Strategic Documents:

- The Victorian Transport Plan (2008)
- Melbourne 2030 (October 2002)
- Melbourne @ 5 Million (December 2008)
- Guidelines for Higher Density Residential Development (October 2004)
- Activity Centre Design Guidelines (January 2005)
- Victorian Integrated Housing Strategy (March 2010)
- Planning and Building Tourism from Concept to Reality: Guidelines for Planning and Developing Tourism Projects in Victoria (2000)
- Victorian Cycling Strategy (April 2009)
6.3 Local Planning Policy Framework

The Local Planning Policy Framework (LPPF) of the Moonee Valley Planning Scheme comprises Clause 21 – Municipal Strategic Statement (MSS) and Clause 22 – Local Planning Policies.

Having regard to Clauses 21.01-21.09 and Local Planning Policy at Clause 22.01, the Moonee Valley Racecourse Master Plan responds to the Local Planning Policy Framework by:

- Facilitating intensive development in Moonee Ponds Principal Activity Centre.
- Setting clear rationale and guidelines for land use, built form, traffic and parking and access. The implementation of the Moonee Valley Racecourse Master Plan will enhance the role and function of Moonee Ponds as a key attractor for employment and tourism as well as being an attractive place to reside.
- Utilising existing services and infrastructure with excellent connections to the existing public transport network.
- Promoting Moonee Ponds Activity Centre as a place to work, shop, live and recreate to try and reduce car trips.
- Ensuring appropriate transitions in height from existing built form adjoining the site.
- Logically extending the existing street network from the west into the site and creating a clear and efficient movement network for all users.

The Moonee Valley Racecourse is well placed to accommodate community facilities that are sensitively located, well designed and meet the needs of the additional demand.

The Moonee Valley Racecourse Master Plan introduces new publicly accessible open space areas in the Moonee Ponds Activity Centre that do not currently exist. The publicly accessible open space areas vary in form and function and will be designed to meet the needs of the additional population as spaces that encourage people to meet, stay and play.

6.4 Local Strategic Planning Documents

The Moonee Valley Racecourse Master Plan responds to the following Strategies prepared by Moonee Valley City Council:

- Moonee Ponds Activity Centre Structure Plan (Adopted 3 March, 2010)
- Moonee Valley Open Space Strategy (Adopted 20 October, 2009)
- Moonee Valley Recreation Plan
- Moonee Valley Integrated Transport Plan (Adopted 5 August, 2008)
- Moonee Valley Cycling & Walking Strategy (September, 2004)
- Moonee Valley Housing Strategy (Adopted 1 June, 2010)
- Moonee Valley 2020 (revised, 2009)
6.5 Moonee Ponds Activity Centre Structure Plan

The Moonee Ponds Activity Centre Structure Plan was adopted by Council on 2 March 2010 and details the future development of Moonee Ponds. The Structure Plan was prepared to comply with State and Local Planning Policy and establishes the strategic imperatives for urban renewal and intensification within Moonee Ponds.

The Moonee Valley Racecourse is within the Activity Centre Boundary. The following analysis describes how the Moonee Valley Racecourse Master Plan responds to the provisions of the Structure Plan.

6.5.1 Vision for Moonee Ponds

Section 2 of the Structure Plan outlines a clear Vision for Moonee Ponds that includes, as relevant:

Moonee Ponds Activity Centre will be a vibrant, active and prosperous hub, where people will choose to live, work, invest, study and visit. This will be achieved by:

- Developing a truly sustainable centre – by improving pedestrian and cycling movements in the centre, undertaking major improvements to public transport services, traffic movements and carparking;
- Expanding community services and facilities, including community health and education;
- Fostering and nurturing a thriving retail, business and employment sector;
- Facilitating population growth as required in Melbourne 2030 in attractive medium to high density housing;
- Reinforcing and enhancing local neighbourhood character and protecting heritage qualities of the centre through good design; and
- Providing exciting recreational, arts and entertainment opportunities.

By 2030, it is envisaged that this Activity Centre will be highly competitive with a strong reputation in property growth, service provision, the arts, cultural diversity, economic development, business support and recreational opportunities.

The Moonee Valley Racecourse Master Plan responds to the Vision for Moonee Ponds by:

- Prioritising pedestrian and cycle movements in the centre through enhancing connections to the existing public transport network;
- Providing opportunities for mixed use development that will support and enhance the role and function of Moonee Ponds;
- Facilitating medium to higher density housing on a large site;
- Enhancing the Moonee Valley Racecourse as a key destination within the municipality for residents and visitors.

6.5.2 Buildings, Design and Public Spaces

The Structure Plan includes the following activity centre-wide objectives for buildings, design and public spaces:

- To ensure that development in MPAC provides a high quality built form that is adaptable, innovative, sensitively designed, responsive and reinforces the centre’s heritage character.
- To ensure new development interacts with the public realm providing a positive experience at the street level for all users.
- To ensure that uses that activate the streetscape (i.e. retail or commercial use) are located at ground/street level.
- To plan for all modes of movement, but reinforce pedestrian movement as priority within the centre.
- To improve and create additional movement links between the north and south areas of the centre.
- To acknowledge the wider strategic importance of creating attractive and iconic buildings at key landmark sites. This does not imply that they become ‘dominating’ in their built form but that they are established as key points of reference – becoming unique through design rather than through dominance, height, bulk and scale.
- To ensure that development achieves a compact urban form that consolidates land use so as not to underutilise land for its intended purpose and proposed intensity.
- To ensure that there are sufficient public places for people to meet, enjoy and relax in the centre.
- To ensure that the scale of new development will not be detrimental to surrounding residential areas of the Activity Centre.
- Create opportunities for the activation of the back of shops (i.e. café alfresco dining opportunities) within the proposed public open spaces and laneways—creating a shared experience.
- New development within MPAC will be designed to respect the interface and amenity of the residential areas on the periphery of the Activity Centre.

The Moonee Valley Racecourse Master Plan responds to the above objectives by:

- Incorporating the above objectives into comprehensive Development Guidelines that will guide future use and development on the site;
- Ensuring that development responds to its context in an activity centre abutting a Racecourse and existing residential and mixed uses;
- Ensuring an appropriate transition of height and density from existing residential areas.
- Prioritising pedestrian and cycle movement to and from and through the site, particularly to Moonee Ponds Junction and Moonee Ponds Creek;
- Encouraging high quality design to built form that is innovative, adaptable and responsive to the site and its context;
- Encouraging retail, commercial, community and residential uses at the ground level to activate the street;
- Ensuring there are sufficient public spaces to cater for increased demand generated by future development on the site. The vision for the open spaces is for truly urban spaces that can perform a number of different functions.
6.5.3 Heritage

The Structure Plan includes the following activity centre-wide objectives for heritage:

- To ensure the protection of valued features that contribute to the heritage and character of Moonee Ponds.
- To encourage the reuse and retention of places of cultural significance or potential cultural significance within MPAC.
- To ensure that new development is sympathetic to the heritage character of MPAC.
- To embrace and celebrate the centre's history and heritage.

The Structure Plan identifies the south-west corner of the site as an area for further investigation. The Moonee Valley Racing Club engaged Lovell Chen heritage consultants to review the heritage significance of the area. They concluded that there are no areas of high heritage significance.

Please see Section 5.4 of the Master Plan for further detail.

6.5.4 Economic Opportunities

The Structure Plan includes the following activity centre-wide objectives for economic opportunities:

- To develop a truly diverse and economically vibrant Activity Centre which reinforces its role as a regional centre in Melbourne's north-west.
- To ensure a well connected Activity Centre, allowing pedestrians to move easily within the retail and business areas.
- To encourage the reuse and retention of places of cultural signifi cance or potential cultural signifi cance within MPAC.
- To ensure that new development is sympathetic to the heritage character of MPAC.
- To embrace and celebrate the centre's history and heritage.
- To ensure centre users have a choice of transport modes when accessing the centre.
- To ensure that parking areas are visible, accessible and adequately meet an accepted level of anticipated demand.
- To ensure major retail and office developments occur within the Activity Centre boundary.
- To continue providing ongoing support for the operation of the Moonee Valley Racing Club (MVRC) for the primary activity of racing, whilst recognising the need for the MVRC to change and adapt to community and market needs to support a range of other uses compatible with the racecourse use.
- To encourage economic activity and business synergies via a range of initiatives as supported by Council's Economic Development Strategy.
- To promote the need for investment in infrastructure by utilities and service providers, and ensure developers contribute to the cost of infrastructure improvement and renewal.

The Moonee Valley Racecourse Master Plan supports these objectives by:

- Prioritising pedestrian and cycle movements to and from and through the site.
- Extending the existing street network into the site from the west to create a natural connection to Pasco Vale Road and the Public Transport Interchange.
- Ensuring an integrated approach to access and movement on the site.
- Providing the opportunity to enhance Wilson Street through the provision of designated bicycle lanes and improved streetscape to encourage pedestrian movement.

GTA Consultants have prepared an assessment of the capacity of the surrounding network. Please see Section 5.1 of the Master Plan for further detail.

6.5.5 Transport, Movement and Parking

The Structure Plan includes the following activity centre-wide objectives for transport, movement and parking:

- To create a well connected pedestrian orientated Activity Centre, providing clear connections to all parts of the centre for all levels of mobility. All new development should have pedestrian access as a number one priority.
  - To prioritise the transport movement to reflect the following hierarchy:
    - Pedestrian
    - Cyclist
    - Public transport user
    - Private motorist
- To significantly improve the cycling network, within and external to the centre.
- To improve the amenity, quality and safety of public transport infrastructure.
- To provide for carparking in accessible locations on a designated local access road for users of the centre travelling by vehicles.
- To ensure that the streets are designed as safe, attractive, and shaded pedestrian friendly spaces.
- To ensure that traffic movements will not compromise the pedestrianised nature and connectivity of the Activity Centre.

The Moonee Valley Racecourse Master Plan supports these objectives by:

- Ensuring the long term retention of the Moonee Valley Racing Club within the Municipality.
- Encouraging a mix of land uses on the site that will enhance the role and function of the Moonee Ponds Activity Centre.
- Implementing comprehensive Development Guidelines that ensure appropriate development occurs on the site.
- Prioritising pedestrian and cycle movements to and from and through the site.
- Extending the existing street network into the site from the west to create a natural connection to Pasco Vale Road and the Public Transport Interchange.
- Ensuring an integrated approach to access and movement on the site.
- Providing the opportunity to enhance Wilson Street through the provision of designated bicycle lanes and improved streetscape to encourage pedestrian movement.

GTA Consultants have prepared an assessment of the capacity of the surrounding network. Please see Section 5.1 of the Master Plan for further detail.
6.5.6 Community Services and Facilities

The Structure Plan includes the following activity centre-wide objectives for community services and facilities:

- To reinforce MPAC’s local and regional role in providing a diverse and comprehensive range of community and cultural services.
- To plan for the social and cultural needs of the current and projected population profile of the municipality.
- To identify the most appropriate locations for social and cultural services/facilities within MPAC in order to maximise access, amenity, effectiveness and the synergies between other social and cultural services and facilities.
- To identify opportunities for funding and funding models to support the development of appropriate social and cultural services and facilities within MPAC. Incorporate these into the MPAC Implementation Plan.

The Moonee Valley Racecourse Master Plan ensures that sufficient community services and facilities will be provided on and off site to accommodate the population growth anticipated on the site.

ASR Research prepared an assessment of the community needs of the area which is described in more detail in Section 5.3 of the Master Plan.

The assessment recommends potential contributions that may be required given the demand generated by additional population. The key recommendations include:

- An open space contribution to be agreed to by the Responsible Authority.
- The establishment of a multi-purpose community facility to service the new population, within the development or contribution towards upgrading facilities off-site, comprising:
  - Early Years including staff room and amenities
  - Kindergarten
  - General Community and learning components including: main office, large meeting space, kitchen, storerooms, amenities and classrooms.

- Identification of one or more public art initiatives, and the installation of interpretive signage.
- Consider the opportunity to make a financial contribution toward the establishment of off-site pedestrian and bicycle trail infrastructure, particularly along Wilson Street.
- Consider the opportunity to make a financial contribution toward the upgrade of one or more nearby open space reserves.
- Consider the opportunity to make a financial contribution toward the upgrade of existing Maternal Child Health and early years facilities.

It is expected that specific contributions will be negotiated and agreed with the Responsible Authority as part of the planning process.

6.5.7 Housing

The Structure Plan includes the following activity centre-wide objectives for housing:

- To reinforce MPAC as the premier location for large scale new housing developments.
- To encourage a diverse range of housing choices and affordability within the MPAC which caters to various residential needs of a growing community.
- To maximise developing opportunities within the Activity Centre for additional housing.
- To continue to support and encourage high density development in MPAC as it:
  - maintains activity in this centre day and night, seven days a week;
  - contributes towards the achievement of a sustainable orientated centre, ensuring people who use the centre primarily travel to and from the centre via foot and bike.
- To encourage a work/lifestyle environment for future residents of the centre and promote opportunities for living and working in the centre.
- To maximise energy-efficiency in design of new development and redevelopment of existing stock.
- To favour adaptive design in buildings which responds to the residents changing needs over time.
- To encourage the development of affordable housing in the Activity Centre.

The Moonee Valley Racecourse Master Plan implements a diverse mix of housing within the Principal Activity Centre. The Master Plan will improve housing choice in the area and supports the opportunity to explore the provision of affordable housing on the site.

The comprehensive Development Guidelines of the Master Plan ensure that future development and built form is responsive to the sites context and locates housing and employment opportunities within the Activity Centre.
6.5.8 Sustainability

The Structure Plan includes the following activity centre-wide objectives for sustainability:

- To develop a more compact urban form through intensification of development within MPAC that maximises transport options available in the centre.
- To engage in dialogue with key stakeholders to identify and find solutions for barriers to Environmentally Sustainable Development (ESD).
- To maximise opportunities for rain-water harvesting within new development and redevelopment of existing structures.
- To encourage the use of water efficient plant species in new development and/or street plantings.
- To encourage opportunities for roof-top gardens as part of new development.
- To assist businesses and residents in the transition to the carbon economy.
- To encourage new development and businesses to locate to the centre which match the skill-set of residents to reduce commuter distances.

The Moonee Valley Racecourse Master Plan supports these objectives by investigating the opportunity to implement whole of site opportunities and technologies rather than on an application by application basis. ARUP Consultants have prepared an initial review of the site and the proposed Master Plan to ascertain the opportunities and constraints of the site.

The Moonee Valley Racecourse presents a significant opportunity to contribute positively to the surrounding neighbourhood through clever design techniques and emerging technologies.

The ARUP report notes that the site is well placed to utilise existing infrastructure as well as provide enhancements to services over the period of the project.

Please refer to Section 5.2 for further detail on Environmentally Sustainable Development.

6.5.9 Precincts

The Moonee Valley Racecourse has been identified as Precinct J in the adopted Structure Plan. The key initiatives identified for the Moonee Valley Racecourse Precinct are to:

- Support and recognise the MVRC’s role as an integral part of the municipality generating major economic, social and tourist activity for the activity centre, Municipality and the State.
- Provide ongoing support for the operation of the MVRC, the racecourse and its associated function and entertainment facilities.
- Support and encourage residential type development at the site including medium to high density, diverse housing models with a mixture of residential typologies.
- Recognise the need for the MVRC to change and adapt to community and market needs - to support the primary activity of racing, and a range of other uses compatible with the racecourse uses.
- Support the modernisation of the complex with associated mixed development to underpin the function and entertainment facilities.
- Encourage the orderly planning and development of these facilities. Any redevelopment would be subject to a separate comprehensive planning process and would involve a series of urban design and development guidelines for the potential future development of part of, or the entire Racecourse site.
- Consider any retail, commercial or office element to any development of the racecourse, which does not compromise development of the Moonee Ponds Activity Centre.
- Improve the pedestrian connectivity from this precinct to MPAC.

The Moonee Valley Racecourse Master Plan supports these initiatives by:

- Facilitating much needed modernisation of facilities on the site that will ensure the long term viability of the Moonee Valley Racecourse as an integral part of the Municipality.
- Ensuring that clear and comprehensive Development Guidelines are implemented that guide future use and development on the site. The Development Guidelines include direction on land use, building height, setbacks, public realm and streetscapes.
- Providing potential for mixed use development on the site that will support and enhance the role and function of Moonee Ponds.
- Extending the existing street network into the site and prioritising pedestrians and cyclists through the site to improve connectivity to the rest of the Activity Centre and the surrounding neighbourhood.
6.6 Moonee Valley Open Space Strategy

The Moonee Valley Open Space Strategy (OSS) was adopted by Council on 20 October 2009. The OSS identifies all the public open space in the municipality and identifies where future open space should be located.

The OSS is currently the subject of Planning Scheme Amendment C98 to the Moonee Valley Planning Scheme.

The Moonee Valley Racecourse is located in the Moonee Ponds Precinct which is described in section 19 of the OSS. The Gap Analysis of open space in Moonee Ponds (Figure 19-2) shows that the Moonee Valley Racecourse is largely located within the catchments for key regional open space areas in Queen's Park, Ormond Park and Moonee Ponds Creek.

At the time of drafting, the OSS did not contemplate development on the Moonee Valley Racecourse site. The key recommendation for the Moonee Ponds Activity Centre is the development of an additional Small Local open space area. A Small Local open space is defined as:

- Being from 0.25 hectares to 0.03 hectares. It's purpose is to primarily provide for local needs with space available for a single use. For example, seats in a small park/garden, a small play area or a walk-through with seating. The primary users should be within 150 metres safe walking distance.

The Moonee Valley Racecourse Master Plan emphasises the need for provision of adequate open space whilst recognising the proximity to key regional open space assets in Queen's Park, Ormond Park and Moonee Ponds Creek. It is planned to provide a neighbourhood size park in the Moonee Valley Racecourse redevelopment area adjacent to McPherson Street.

Along with proposed public open space areas, the Moonee Valley Racecourse Master Plan will facilitate improvements to the existing streetscape and proposed new streets to encourage pedestrians and cyclists to move through the site.

The vision for open space at the Moonee Valley Racecourse is for a network of functional and attractive places that encourage people to stay, play and enjoy.

The ASR Report analyses the existing open spaces and where there is potential for improvements to these existing spaces. The assessment then contemplates the appropriateness of open space provision within the Moonee Ponds Activity Centre and what size and type of open space should be provided for.

The Master Plan provides for additional open space that will meet the ongoing needs of the new and surrounding community.

6.7 Moonee Valley Integrated Transport Plan

The Moonee Valley Integrated Transport Plan (ITP) was adopted by Council on 5 August, 2008. The ITP centres around five key themes, being walking, cycling, public transport, traffic and parking and land use and community transport. The Moonee Valley Racecourse Master Plan has been prepared to support the objectives of the ITP. GTA Consultants have assessed the proposed Master Plan and deemed it consistent with the objectives of the ITP. The ITP encourages the use of sustainable transport. The plan explains why business and services which generate transport should be in locations that offer a choice of transport and encourage people to make fewer and shorter trips. The main aim of the plan is to create choices for movement of people and goods through a network of vibrant, accessible mixed use centres which are closely aligned with and accessible by public transport, walking and cycling.

Please see Section 5.1 of the Master Plan and the GTA Assessment in Volume 2 for further detail.

6.8 Moonee Valley Cycling & Walking Strategy

The Moonee Valley Cycling and Walking Strategy (CWS) was adopted by Council in September 2004. The CWS preceded the ITP and established the following objectives for sustainable transport:

- Improve the physical cycling and walking networks.
- Overcome the perceived barriers through employing additional promotional and educational strategies.
- Encourage more people to cycle and/or walk or adopt changes in their lifestyle to cycle and/or walk more often.

The Moonee Valley Racecourse Master Plan supports the above objectives by prioritising pedestrian and cycle movements through the site and improving links from the site to the existing public transport interchange and employment areas.

Please see Section 5.1 of the Master Plan and the GTA Assessment in Volume 2 for further detail.

6.9 Zone and Overlay

Moonee Valley Racecourse is subject to the Special Use Zone (Schedule 2 – Racecourse) of the Moonee Valley Planning Scheme. The purpose of Schedule 2 to the Special Use Zone is:

- To provide for areas in private ownership to be used and developed for racecourse facilities, and a range of other uses compatible with the racecourse use.
- To encourage the orderly planning and development of these facilities and other uses in a manner which does not adversely affect the amenity of the neighbourhood and encourages consolidation of the existing urban area.

Under the provisions of the zone land uses associated with horse racing are supported. The current zone is inappropriate for the proposed redevelopment of Moonee Valley Racecourse to include new housing and mixed use activity. It is necessary for the land to be rezoned to facilitate this redevelopment.

The Moonee Valley Racecourse is not subject to any planning overlays.
### 6.10 Future Planning Controls

The Moonee Valley Racecourse Master Plan is intended to inform the preparation of a Planning Scheme Amendment that will rezone the site from Special Use Zone (Schedule 2) to the Activity Centre Zone.

The Activity Centre Zone will implement the Moonee Ponds Activity Centre Structure Plan and will apply to the whole of Moonee Ponds Principal Activity Centre as defined by the approved Structure Plan.

Amendment C100 to the Moonee Valley Planning Scheme has recently concluded a period of public exhibition. Amendment C100 seeks to apply the Activity Centre Zone (ACZ) to the Moonee Ponds Activity Centre (excluding the Racecourse site). The Amendment also seeks to remove existing Design and Development and Development Plan Overlay's from sites within the Activity Centre.

The Activity Centre Zone sets planning controls to be applied to the whole activity centre relating to:

- Land Use;
- Built Form;
- Public Spaces;
- Transport, Movement and Parking;
- Housing; and
- Sustainability.

The Activity Centre Zone also implements Precinct specific planning controls, including:

- Precinct Objectives;
- Building Height; and
- Building Setbacks

The Activity Centre Zone outlines requirements for future planning permit applications that must be addressed to the satisfaction of the Responsible Authority.

It is anticipated that the Moonee Valley Racecourse site will form a Precinct within the Activity Centre Zone Schedule in accordance with Practice Note 56 - Activity Centre Zone.

It is also expected that the Master Plan will become a Reference Document under the Activity Centre Zone.

See Figure 29- Indicative Future Zone Plan for the Activity Centre

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**Indicative Future Zone Plan**

See Figure 29 – Indicative Future Zone Plan for the Activity Centre
Implementation of the Moonee Valley Racecourse Master Plan will provide net community benefit for the long term through:

7.1 Economic
- The provision of additional resident population to Moonee Ponds which will further support the functions and role of the Moonee Ponds Principal Activity Centre. Delivery of new dwellings at a range of affordabilitys in a more convenient location to the CBD than the northern and western growth corridors, presenting an alternative for home buyers with the associated benefit of reduced transport costs to various inner urban employment centres.
- The opportunity for significant increase in both local and regional economic activity and employment. In particular, the significant direct and indirect employment, mainly from the racing facilities and operations and construction stage of the development.
- In addition to new employment generation, there are financial benefits for the broader community that can accrue from the conversion of underutilised land into a more productive use. These financial benefits are reflected in the rates and taxes payable to Government (all tiers) as a direct result of the development process and subsequent productivity (employment and commercial activity) that occurs within a development upon completion.
- The opportunity for mix of land uses will benefit the local community and encourage walkable access to services and facilities in the wider neighbourhood. The mixed use development will enhance the role of Moonee Ponds Principal Activity Centre.
- The re-investment of the Moonee Valley Racing Club, in combination with the implementation of the Moonee Ponds Activity Centre Structure plan, will complement and promote investment and new population in this inner north-west region.
- The retention of the Moonee Valley Racing Club in its current location will enhance the role and prominence of the Racing Club and Moonee Ponds as an attractive area for investment.

7.2 Social
- Facilitation of the proposed Master Plan will generate sufficient demand for local services and facilities to warrant consideration of the provision of additional on-site and off-site community infrastructure.
- The preliminary key considerations for the provision of potential community infrastructure at the Moonee Valley Racecourse site are:
  - Inclusion of a new Neighbourhood Park of at least 3,000 square metres on the edge of the site fronting McPherson Street.
  - The establishment of a multi-purpose community facility to service the new population, within the development or contribution towards upgrading facilities off-site, comprising:
    - Early Years including staff room and amenities
    - Kindergarten
    - Maternal Child Health and other complementary consulting suites
    - General Community and learning components including: main office, large meeting space, kitchen, storerooms, amenities and classrooms.
  - Identification of one or more public art initiatives, and the installation of interpretive signage.
  - Consider the opportunity to make a financial contribution toward the upgrade of one or more nearby open space reserves in combination with the new park in the site.
- Facilitate a diverse range of entertainment and recreation opportunities that will encourage visitors and residents in the area to activate the site all year round (on race and non-race days).
- Create meeting places within the site to benefit new and existing residents in the neighbourhood.

7.3 Environment
- The opportunity for the Moonee Valley Racecourse to be a net exporter of water that has the potential to be used to enhance not only the Racecourse site but nearby playing fields and open space assets such as Ormond Park and Moonee Ponds Creek.
- Increase the amenity of the area and improve the streetscapes of McPherson Street, Dean Street, Thomas Street and Wilson Street.
- Enable enhanced provision of services in proximity to established residential areas to encourage walkability and lesser dependence on motor vehicles.
- The reconnection of local streets, creation of new public spaces and other local amenity improvements, re-activate street fronts.
- Providing opportunities for development to promote environmentally sustainable design outcomes that exceed minimum standards.
- Integrating land use and public transport with potential to reduce the reliance on motor vehicle usage.
Assessment of Development Proposals

Any development proposal must be assessed against the Development Guidelines of the Master Plan to ensure that it is consistent with the intent of the Master Plan. An applicant must demonstrate how a proposal meets each of the following objectives, design principles and guidelines:

### Neighbourhood Development Objectives

Must meet each Neighbourhood Development Objective to the satisfaction of the Responsible Authority.

### Site Design Principles

Must meet the Site Design Principles Objectives and should be consistent with the Guidelines to the satisfaction of the Responsible Authority.

### Sub-Precinct Design Guidelines

Must meet the Sub-Precinct Development Objectives and should meet the Sub-Precinct Design Guidelines to the satisfaction of the Responsible Authority.

The Development Guidelines have been established to set a framework for future use and development at Moonee Valley Racecourse to achieve the desired outcomes for the Moonee Valley Racecourse, the Moonee Ponds Activity Centre and for the wider community. The Development Guidelines have been prepared in the context of the Moonee Ponds Activity Centre Structure Plan. The Activity Centre-wide objectives and strategies of the Structure Plan should be considered as part of any development proposal.

The Development Guidelines are applied to the development of the Moonee Valley Racecourse at three scales:

- **Neighbourhood Development Objectives**: The preferred outcomes for the integration of the Moonee Valley Racecourse development with the Moonee Ponds Activity Centre and the local community.
- **Site Design Principles**: The Site Design Principles have been formulated to ensure an integrated, 'whole of site' approach. They include guidance on streetscape context, built form, setbacks and articulation, access and parking, and public realm and landscaping and ESD initiatives as they apply to the whole site and inform the Sub-Precinct Guidelines.
- **Sub-Precinct Design Guidelines**: As the racecourse site forms the largest single precinct within the Moonee Ponds Activity Centre, it has been divided into Sub-Precincts to give more specific guidance to development on the site. Each Sub-Precinct includes written development objectives and design guidelines, envelope diagrams, typical street edge interface sections and illustrative sketch. The Sub-Precinct Guidelines set preferred land uses, building heights, setbacks and outline the vision for each sub-precinct. Each section should be read in conjunction with the other to ensure an integrated and appropriate design response to the site. This will ensure desired outcomes for the racecourse site are achieved and future development will have a clear direction.

Any planning permit application or development proposal must address the Development Guidelines to the satisfaction of the Responsible Authority.
8.1 **Neighbourhood Development Objectives**

The Neighbourhood Development Objectives ensure that future use and development on the Moonee Valley Racecourse site will be integrated with the surrounding community.

The Neighbourhood Development Objectives encourage common urban design objectives and design principles to be applied to any future development on the site.

There are 4 Neighbourhood Development Objectives. Each Neighbourhood Development Objective contains:

**Development Objective:** A statement of the development objectives that must be achieved on the Moonee Valley Racecourse Site.

**Illustrative Diagram:** A diagramatic representation of the Objectives. They should be seen as an illustrative representation of the Development Objectives to assist future consideration of development proposals.

Any development proposal must meet the development objectives to the satisfaction of the Responsible Authority.

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**Neighbourhood Development Objective 01 - Connectivity and Movement Patterns**

**Objectives:**

1. To engage with the surrounding community at all levels and scales via the public realm and integration of public spaces.
2. To ensure people can move to and from the site in a safe and secure environment.
3. To facilitate walkability and people movement between the site and the Moonee Ponds Junction.

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**Illustrative Diagram 1: Connectivity and Movement Patterns**

- Movement to Junction and surrounding area
- Connection to site from surrounding neighbourhoods
Neighbourhood Development Objective 02 - Street Activation and Placemaking

Objectives:
1. To activate street level and the edges of the development to encourage people to use and visit the site.
2. To encourage land use and building design which activates the street with people and creates a safe place.
3. To link new streets in the site into the existing neighbourhood to create ease of movement within the neighbourhood.
4. To encourage greening of the public realm and street based landscape response to complement the neighbourhood.
Neighbourhood Development Objective 03 - Access and Facilities

Objectives:
1. To provide facilities and open space at the site for the community which complement the existing facilities within the Moonee Ponds area.
2. To make Moonee Valley Racecourse and the new Grandstand a destination with social and entertainment facilities to benefit the community.
3. To provide a new residential population to support the Moonee Ponds Activity Centre.
4. To encourage people in the site to connect with Moonee Ponds Junction and associated retail, business, community and entertainment facilities.

Illustrative Diagram 3: Access and Facilities
Neighbourhood Development Objective 04 - Links to Transport

Objectives:

1. To provide excellent links to public transport.
2. To encourage new development to integrate with local walking, cycling, train and bus networks.
3. To encourage walkability to new services and facilities and prioritise non-car based travel and transport to and from the site.
4. To encourage greening of the public realm and street based landscape response to complement the neighbourhood.

Illustrative Diagram 4: Links to Transport
8.2 **Site Design Principles**

The Site Design Principles apply to the siting and design of buildings at Moonee Valley Racecourse. The Site Design Principles establish defined objectives and guidelines for the following key design criteria:

- Streetscape
- Building Design
- Building Height, Scale and Setbacks
- Access and Parking
- Public Realm and Landscaping
- Ecologically sustainable design.

The objective must be met and the guidelines should be met to establish quality development outcomes at the site.

The illustrative diagrams demonstrate the key principles and are just one way of implementing the described guidelines. Other design solutions may successfully meet the stated objectives and guidelines.

The Site Design Principles are to be read in conjunction with the Sub-Precinct Design Guidelines to guide future development on the site.

<table>
<thead>
<tr>
<th>Site Design Principle</th>
<th>Objective</th>
<th>Guidelines</th>
</tr>
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</table>
| Streetscape           | To encourage a street pattern, building design and land use mix which creates opportunities for street level activation, passive surveillance of the street and changing streetscapes. | - To contribute to an improvement in the local amenity of streets surrounding and adjoining the site.  
- To prioritise pedestrians and bikes over cars within local street spaces in order to encourage non-car based movements within, through and around the site.  
- Ensure an appropriate transition of height from existing residential streets (See Diagram 1).  
- To enhance the pedestrian experience through increased public activation, pedestrian use and an improved footpath environment (See Diagram 2).  
- Ensure built form that has been identified as having an active frontage addresses the street. Activation can be achieved through measures such as landscape, low front fences, pedestrian dwelling entries or balconies. (Please see Diagram 2).  
- Extend the existing street network into the site along Alexandra Avenue, Coats Street extension and Kenna Street extension.  
- Encourage the location and layout of buildings to allow for clear pedestrian movement through the Urban Plaza space, the pedestrian street space and associated links to the race track.  
- Encourage varied heights and architectural forms across the racecourse site to promote visual interest. |

[Diagram 1 - Transition of Height](image)

[Diagram 2 - Activation of the Street](image)
<table>
<thead>
<tr>
<th>Site Design Principle</th>
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<th>Guidelines</th>
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</table>
| 2. Building Design    | Ensure a high standard of building design that displays diversity, flexibility and site responsive design. | - Articulate facades by utilising a mix of materials and colours, projected and recessed building elements in order to ensure variation and visual interest in the built form. (See Diagram 3).
- Discourage the use of blank walls and reflective glazing that hides the presence of activity within buildings.
- Where possible, locate loading bays and site storage and access points for waste collection away from public spaces, streets and existing residential areas to minimise amenity issues associated with cooking exhausts, waste, plant rooms and service vehicles.
- Encourage built form that does not unreasonably overshadow existing dwellings during primary daylight hours at the equinox.
- Encourage the location and layout of buildings to allow for clear pedestrian movement through the Urban Plaza space, the pedestrian street space and associated links to the race track.
- Encourage built form that responds to climate and conditions.
- Ensure building entrances are clearly defined and identifiable from the street.
- Ensure buildings are accessible to persons with restricted mobility.
- Ensure the design of buildings incorporates articulation to discourage a 'wind tunnel' effect. (Please see Diagram 5). |

Diagrams

Diagram 3 - Setbacks and Articulation

Diagram 4 - Relationship between Podium and Tower elements

Diagram 5 - Wind Deflection
### Site Design Principle

#### Building Height, Scale And Setbacks

- Ensure a high standard of building design that displays diversity, flexibility and site responsive design.
- Provide a scale transition between buildings of differing heights and the surrounding neighbourhood (See Diagram 1).
- Encourage articulation of facades by utilising a mix of materials and colours, projected and recessed building elements to create a consistency of visual interest that contribute positively to the streetscape character. (See Diagram 3).
- Ensure appropriate separation between higher built form elements above the podium level. (See Diagram 7).
- Encourage higher level buildings to comprise podium and tower form that respects street level activation.
- Ensure that tower elements do not take up more than 50% of the footprint of the podium. (See Diagram 6).
- Tower elements over 15 storeys high should be at least 25m apart (See Diagram 7).
- Built form between 8 storeys and 15 storeys should be at least 15m apart.
- Unless specified in the Sub-Precinct Design Guidelines, there should be a maximum of 1 tower form per building envelope.
- Tower elements over 15 storeys high should be at least 25m apart.
- Built form between 8 storeys and 15 storeys should be at least 15m apart.

#### Access And Parking

- Provide vehicle and pedestrian access to the site that is clear and logical to avoid street congestion, and ensure the development is not dominated by car movements.
- Encourage pedestrian movement from Moonee Ponds Junction through the racecourse site on non-race days and race days.
- Provide visual pedestrian links and access to the precinct that encourage local residents in surrounding neighbourhoods to use and enjoy the public realm.
- Encourage on-street car parking that is dispersed within a landscape setting throughout the racecourse site to avoid large areas of visually dominated by cars on the street.
- Provide a continuity of cycle lanes and pedestrian paths that connect into the wider walking and cycling networks of Moonee Ponds Activity Centre, Moonee Ponds Creek and surrounding neighbourhoods.
- Create inclusive and inviting spaces that encourage people to walk and cycle in, around and through the site.
- Ensure adequate on-site parking is supplied to avoid street congestion.
- Provide basement car parking or car parking behind structure to minimise impacts on street views, and provide efficient car access to parking areas away from street level (See Diagram 8).
- Provide car park entries that are not visually dominant or located at the end of streets or view lines throughout the precinct.

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| 5. Public Realm And Landscaping | Create a public realm that is inviting for people to move through and congregate in. | - Encourage built form that does not unreasonably overshadow open space areas during primary daylight hours.  
- Encourage the open space areas to incorporate a mixture of hard and soft landscaping and furniture.  
- Where residential built form is at ground floor, encourage the street to be activated by private courtyards, front doors and habitable rooms.  
- Encourage activation of roof top spaces, particularly at podium level. |
| 6. Ecologically Sustainable Development (ESD) | Ensure that building design and siting, service provision and waste management incorporate appropriate ESD measures. | - Building design must take into consideration:  
  ▬ Orientation to maximise sun and daylight access;  
  ▬ Measures for passive heating and cooling;  
  ▬ Natural ventilation;  
  ▬ Solar absorption; and  
  ▬ Building materials which avoid or reduce environmental impacts (eg. insulation, double glazing, weather stripping etc.)  
- Building service design and provision must take into consideration:  
  ▬ Efficient heating and cooling systems;  
  ▬ Water saving fixtures;  
  ▬ Rainwater collection and reuse;  
  ▬ Grey water reuse;  
  ▬ Energy efficient electrical design; and  
  ▬ Building management systems which include energy monitoring and lighting control.  
- Design of the waste management system must take into consideration the inclusion of a multi-stream waste collection system incorporating the collection of recyclable material and the opportunity for green waste and composting areas in appropriate locations. |

Diagram 8 - Location of Parking Structures
8.3 **Sub-Precinct Design Guidelines**

The Sub-Precinct Design Guidelines have been developed in order to bring a more detailed level of guidance and certainty to each of the Sub-Precincts within the site. The Sub-Precinct Design Guidelines are intended to be read in conjunction with the Neighbourhood Development Objectives and the Site Design Principles.

The Sub-Precinct Design Guidelines set clear development parcels and nominate preferred land uses, setbacks and building heights as well as outlining the vision for each precint. They also include objectives for that Sub-Precinct, indicative building envelope diagrams and typical section diagrams, and artist impressions to illustrate potential outcomes for each Sub-Precinct.

The following components need to be read in conjunction to achieve a successful development that is consistent with the Master Plan:

**Land Use and Development Vision**: Outlines the vision for the Sub-Precinct that is to be achieved by implementing the Sub-Precinct Development Guidelines.

**Sub-Precinct Development Objectives**: The Sub-Precinct Development Objectives must be met. They set the desired vision for each Sub-Precinct.

**Sub-Precinct Design Guidelines**: The Sub-Precinct Design Guidelines contain the requirements to meet the Sub-Precinct Development Objective. The Sub-Precinct Design Guidelines should be met if a proposal does not meet the Sub-Precinct Design Guidelines it must be demonstrated to the satisfaction of the Responsible Authority that a proposal meets the Sub-Precinct Development Objectives.

**Envelope Diagrams**: The envelope diagrams describe the preferred building footprint for the Sub-Precinct. They illustrate preferred siting of buildings, key active frontages, pedestrian links and preferred building heights. An envelope can contain multiple buildings, they do not necessarily suggest a single building.

**Typical Street Section Diagram**: These diagrams represent a potential development outcome if the Design Guidelines are followed. They are illustrative only, to represent preferred street interface treatments.

**Artist Impression**: The artist impression is a representation of the potential building and streetscape at key view points in the site. The artist impressions are illustrative only and represent what could be potentially built within the Envelope Diagrams.

### 8.3.1 Sub-Precinct Delineation

- Sub-Precinct A - Mixed-Use
- Sub-Precinct B - Urban Village
- Sub-Precinct C - McPherson Street Edge
- Sub-Precinct D - Thomas St Edge
- Sub-Precinct E - Trackside
- Sub-Precinct F - Grandstand/Wilson Street West
- Sub-Precinct G - Wilson Street East
- Sub-Precinct H - Dean St East
- Sub-Precinct I - Race Track

Figure 30 – Sub-Precinct Plan
Sub-Precinct A - Mixed-Use

Location

Sub-Precinct A is located on the corner McPherson Street and Dean Street, and is an ideal location for a mix of land uses that can complement the role and function of the core of the Moonee Ponds Activity Centre around Moonee Ponds Junction and Puckle Street. Uses may include but are not limited to community facilities, residential, retail, food & drink premises, tertiary institution, medical facility or offices. It is expected that development will be highly activated at the street edges with opportunities for non-residential uses at ground level to encourage pedestrian movement around and through the site.

This area of new development provides a direct line of access to Moonee Ponds Junction and transport facilities, and will be a significant pedestrian entry point to the site on race and non-race days for residents and visitors. As the closest Sub-Precinct to Moonee Ponds Junction, Sub-Precinct A is important to provide employment generating land uses that enhance the primary business role of the Moonee Ponds Activity Centre.

The corner or McPherson Street and Dean Street should be the primary focal point within the Sub-Precinct to attract people and promote movement through the new development.

Land Use & Development Vision

Development Objectives

1. Streetscape
To create an improved street environment along Dean Street and McPherson Street that is attractive, safe, and pedestrian friendly.

- Ensure new built form fronting Dean Street complements the existing residential area to the south through appropriate transition in height.
- Locate front doors and foyer entries along Dean Street, McPherson Street and Alexandra Avenue extension to activate the streetscape and encourage surveillance.
- Enhance Dean Street through widening of the existing footpath and landscaping to enhance the pedestrian experience.
- Create a high quality pedestrian entrance on McPherson Street or Dean Street to encourage visitors to the site.
- Ensure the Sub-Precinct engages at its edges with the surrounding area in particular along Dean Street and McPherson Street.
- Maximise building frontages at street level that positively contribute to the area.
- Ensure all elements of the streetscape such as paving, trees, street lights, bench seats, fences and signage are coordinated and reflect a consistent design language.

2. Built Form
To encourage built form at street edges that complements the existing built form on McPherson Street and Dean Street.

- To encourage buildings with varying height and built form that articulates the street edge.

- Ensure any residential development at ground level fronting Dean Street is raised up to 1m above the footpath to door entry to encourage privacy of new dwellings in the streetscape.

Building Envelope 1

- Preferred maximum building height of the podium is up 3 storeys. Tower elements have a preferred maximum height of 12 storeys. One or more towers must be spaced to allow for amenity protection between the towers and to ensure reasonable sunlight access to Dean Street. The location and layout of buildings and uses should allow for clear pedestrian movement through the Precinct from Dean Street to the Urban Plaza within Sub-Precinct B.
- Buildings should be setback from Dean Street of a minimum 1.5m at ground level to encourage an improved pedestrian outcome. Walls or balconies on upper floors of the podium may project up to 1m into the setback area.
- Tower elements should be broken to prevent a ‘wall’ of higher built form along the length of Dean Street. Any tower element should be a focal point to the entry of the new development.
- Long views looking south along the new Main Street should achieve a clear view to the sky.
- Built form on McPherson Street is encouraged to be built to the boundary.
- The setback of the tower element along Dean Street should be calculated at a 45 degrees from the top of the podium level to avoid unreasonable overshadowing and visual bulk along Dean Street.
- The junction between podium and tower elements should be articulated.
- Non-residential uses fronting McPherson and Dean Street must be designed with entries at street/footpath level to encourage access and street activation.

Building Envelope 2

- Preferred maximum building height of the podium is up 3 storeys. Tower elements have a preferred maximum height of 12 storeys. One or more towers must be spaced to allow for amenity protection between the towers and to ensure reasonable sunlight access to Dean Street. The location and layout of buildings and uses should encourage pedestrian movement through the Precinct from Dean Street to Sub-Precinct E.
- Buildings should be setback from Dean Street of a minimum 1.5m at ground level to encourage an improved pedestrian outcome. Walls or balconies on upper floors of the podium may project up to 1m into the setback area.
- Tower elements should be broken to prevent a ‘wall’ of higher built form along the length of Dean Street.

Design Guidelines
Sub-Precinct A - Mixed-Use

<table>
<thead>
<tr>
<th>Development Objectives</th>
<th>Design Guidelines</th>
</tr>
</thead>
</table>
| **3. Access & Parking** To encourage vehicle and pedestrian access to the precinct to be clear and logical to avoid street congestion. | ■ On-street car parking for new development should not be provided on Dean Street or McPherson Street.  
■ On-street car parking for new development should be dispersed and located on Alexandra Avenue Extension.  
■ Car park access to basements should not be accessed from McPherson Street.  
■ Car park and service entries should be co-located and should not be visually dominant when looking east along Alexandra Avenue, south along the new Main Street and north from McNae Street.  
■ Cross overs should be minimal and where possible consolidated on Dean Street.  
■ Design new buildings to allow direct pedestrian connections from Dean Street through the Sub-Precinct to the centre of the development.  
■ Encourage safe pedestrian connection across McPherson and Dean Street from the existing neighbourhoods.  
■ Encourage connection from Dean Street to Sub-Precinct E to the north. |
| **4. Public Realm and Landscaping** To provide public realm spaces at street level that are coordinated with building entries, foyers, pedestrian walkways and commercial spaces fronting the street.  
To provide open space, landscaping and activation on the roof of podiums. | ■ Enhance Dean Street with landscape treatments on the northern side. New buildings must complement canopy tree planting along Dean Street.  
■ Podium roof spaces should be activated with landscape where possible. This can be achieved through uses such as rooftop gardens, tennis courts, netball courts, playgrounds or BBQ areas. |
Car park and service entries should be located so they are not visually dominant when looking east along Alexandra Avenue, south along the new Main Street and north from McNae Street.

Ensure new buildings allow pedestrian connections from Dean Street to the centre of the redevelopment.

Enhance the pedestrian experience of Dean Street through widening of the existing footpath or landscaping.

Encourage pedestrian connection from Dean Street to Sub-Precinct E.

Building envelope 1 has a preferred maximum height of 12 storeys with a preferred 3 storey podium to all streets.

Encourage the activation of podium roof spaces. This can be achieved through uses such as rooftop gardens, tennis courts, netball courts, playgrounds or BBQ areas.

Building envelope
Footpath within road reserve
Active frontage - preferred residential
Active frontage - preferred mixed use
Primary pedestrian access
Primary pedestrian access node
Section lines
Sub-Precinct A - Mixed-Use

Typical Street Section A-A

Typical Street Section B-B

Artist Impression

Image 31 – View from Dean Street looking east toward the intersection of Dean Street and McPherson Street.
Sub-Precinct B- Urban Village

Location

Development Objectives

1. Streetscape
   To create a street environment and public realm that is attractive, safe and pedestrian friendly.
   To ensure that new buildings engage at its edges with the surrounding area, particularly along McPherson Street.
   To ensure streetscapes are not visually dominated by cars or car parking.

2. Built Form
   To encourage buildings of varying heights and forms that articulate the street edges.
   To encourage a pedestrian scale of built form adjoining the Urban Plaza and pedestrian street.
   To encourage built form with setbacks and articulation to ensure continuity between old and new development.

Design Guidelines

- Ensure the provision of an Urban Plaza (with a minimum dimension of 18m) and pedestrian street is surrounded by mixed-use activity at street level and residential above to make the plaza a visually interesting and diverse place to be.
- Design a shared space, at the intersection of the Coats Street extension and the new Main Street, which prioritises pedestrians and cyclists over cars for the length of the Urban Plaza. There should be a blurring between the road, path and Urban Plaza spaces through the use of a mix of materials and design techniques.
- Ensure new internal roads provide a logical east-west extensions of Coats Street and Alexandra Avenue.
- Locate front doors and foyer entries to address McPherson Street, the new Main Street, Urban Plaza and pedestrian street to activate the streetscape and encourage surveillance.
- New buildings should front and activate the Urban Plaza for 100% of the frontage.

- Two building envelopes are encouraged, fronting the streets and separated by the pedestrian street, with the Urban Plaza forming the north-east corner.
- Buildings should be oriented to front and activate the Urban Plaza and pedestrian street.
- Built form in building envelope 1 (sited on west side of the Urban Plaza) should allow reasonable sunlight access to the Urban Plaza.
- The location and layout of buildings should allow for clear pedestrian movement through the pedestrian street into the Urban Plaza.
- The pedestrian street between building envelope 1 & 2 should be a preferred minimum width of 13 metres. The pedestrian street should encourage movement of people from the south-west (Sub-Precinct A and the junction) through to the Urban Plaza and racetrack entry to the north-east.

Building Envelope 1
- Preferred maximum building height of 6 storeys, comprising a maximum podium height of 4 storeys at the McPherson Street frontage.
- The building should be setback a minimum of 3m from McPherson Street.
- Building design should be articulated with a maximum of one third of the facade fronting McPherson Street encroaching up to 1m into the preferred setbacks.
- The siting of buildings should allow a canopy tree in the setback area.
- The upper levels 5 and 6 should be set back a minimum distance of 6m from the McPherson Street frontage.
- A maximum of one third of the building facade including balconies, eaves and shade structures may project up to 1m into the preferred setbacks.
- Any tower element should be setback a minimum 15 metres from the northern edge of the podium.

Building Envelope 2
- Preferred maximum building height of 18 storeys in the southern end of the envelope.
- The preferred podium height is to be 4 storeys, particularly adjacent to the Urban Plaza.
- The tower element should be setback to encourage a human scale of building when viewed from the Urban Plaza.
- The building(s) should be setback a minimum 3m from the proposed Main Street (east side) to allow for dwelling entries and landscape.
- A maximum of one third of the building facade including balconies, eaves and shade structures may project up to 1m into the setback area adjacent to the Main Street.
- Any tower element should be setback a minimum 15 metres from the northern edge of the podium.

Land Use & Development Vision

Sub-Precinct B is located adjacent to McPherson Street, between Coats and Alexandra Streets extensions and the new Main Street spine, central to the new neighbourhood. Sub-Precinct B is designed to be the ‘heart’ of the racecourse redevelopment and new community, a place to meet and a transient space.

The vision is for a true Urban Plaza that is activated at its edges, and creates a sense of place that encourages people to meet, stay and play. It is a natural meeting place providing the nexus point between the junction and the racetrack that will be enjoyed all year round. It is to be large enough to accommodate the high volume of people on Cox Plate Day and intimate enough to ensure it is activated and used on non-race days.

This Sub-Precinct will contain a vibrant mix of local shops and conveniences such as food and drink premises, retail, residential, civic and community facilities such as health care and maternal services. It will serve the new residents as well as the existing neighbourhood.

At the core of the urban village is the north facing Urban Plaza. The Urban Plaza is for the enjoyment of the community and to act as a setting for visitors to meet on both non-race and race days. A pedestrian street is encouraged to connect the Urban Plaza to Dean Street, Moonee Ponds Junction and transport facilities. Priority of pedestrians and cyclists is emphasised through a blurring of accessways and implementation of shared spaces. The combination of the pedestrian street, Urban Plaza and the planned park (north of Sub-Precinct B) will create a public destination. There is the potential for both residential and mixed-uses fronting these spaces. A mix of uses will also promote passive surveillance and activation at street level.
# Sub-Precinct B - Urban Village

## Development Objectives

### 3. Access & Car parking

To integrate walking and cycling connections through the site and surrounding local walking and cycling networks of Moonee Ponds.

To encourage the priority of pedestrians over vehicles and facilitate safe and convenient movement from Moonee Ponds Junction to the racetrack.

- New development should provide parking in concealed basements or podium structures.
- Parking access to buildings (basements) must be from Alexandra Avenue extension.
- Parking to buildings must not be accessed from the Urban Plaza.
- There must be provision for bicycle parking within the Urban Plaza.
- Pedestrians should be prioritised over cars around the Urban Plaza on the Coats Street extension and the new Main Street through design techniques such as no kerb and channel and varied surface treatments of road.
- There should be no individual vehicle crossovers to each dwelling on McPherson Street.
- Waste collection and service areas should not front the Urban Plaza or pedestrian street.
- There should be safe pedestrian connections across McPherson Street from the existing neighbourhood.
- On-street parking should be dispersed amongst landscaping and located on the new Main Street, Coats Street and Alexandra Avenue extension.

### 4. Public Realm and Landscaping

To create a high quality Urban Plaza that is the ‘heart’ of the site. This community space should be designed as the central gathering node where people can and shop, relax and play.

To enhance community identity within the landscape through integrated signage, wayfinding, lighting and street furniture.

- Create an Urban Plaza that is north facing to the street edge and has a minimum area of 500 square metres and a minimum dimension of 18 metres.
- Create a pedestrian street that has a minimum dimension of 13m between building envelope 1 and building envelope 2.
- The Urban Plaza should include a mix of soft and hard materials and design techniques to blur the vehicular and pedestrian spaces.
- The Urban Plaza should incorporate appropriate seating, bicycle parking and visual interest through a mix of materials and design techniques to enhance the experience for the community.
- The pedestrian street should be the primary pedestrian movement from the centre of MPAC to the central plaza and the racetrack and should be designed to encourage the movement of people.

## Design Guidelines

<table>
<thead>
<tr>
<th>Design Guidelines</th>
</tr>
</thead>
<tbody>
<tr>
<td>New development should provide parking in concealed basements or podium structures.</td>
</tr>
<tr>
<td>Parking access to buildings (basements) must be from Alexandra Avenue extension.</td>
</tr>
<tr>
<td>Parking to buildings must not be accessed from the Urban Plaza.</td>
</tr>
<tr>
<td>There must be provision for bicycle parking within the Urban Plaza.</td>
</tr>
<tr>
<td>Pedestrians should be prioritised over cars around the Urban Plaza on the Coats Street extension and the new Main Street through design techniques such as no kerb and channel and varied surface treatments of road.</td>
</tr>
<tr>
<td>There should be no individual vehicle crossovers to each dwelling on McPherson Street.</td>
</tr>
<tr>
<td>Waste collection and service areas should not front the Urban Plaza or pedestrian street.</td>
</tr>
<tr>
<td>There should be safe pedestrian connections across McPherson Street from the existing neighbourhood.</td>
</tr>
<tr>
<td>On-street parking should be dispersed amongst landscaping and located on the new Main Street, Coats Street and Alexandra Avenue extension.</td>
</tr>
</tbody>
</table>
Sub-Precinct B - Urban Village

Create an open north-facing Urban Plaza.

Ensure the provision of a pedestrian street between buildings to link the Alexandra Avenue extension with the Urban Plaza with a preferred minimum width of 13m.

Ensure a shared space, at the intersection of Coats Street extension and the new Main Street, which prioritises pedestrians and cyclists over cars for the length of the Urban Plaza.

Any potential mixed-use activity should front the Urban Plaza, and pedestrian street to promote activation and encourage pedestrian movement.

Ensure dwellings are designed with front door and entries to activate the street.

Building envelope 1 has a preferred maximum height of 6 storeys with a preferred 4 storey frontage to McPherson Street.

Building envelope 2 has a preferred maximum podium height of 4 storeys. Building height should transition from 4 storeys adjacent to the Urban Plaza up to 18 storeys towards the Alexandra Avenue extension. The tower element should be setback a minimum of 15 metres from the northern edge of the podium.

Building envelope 2 should encourage a podium & tower form near Alexandra Avenue extension so that the podium does not unreasonably overshadow the streets.
Sub-Precinct B - Urban Village

Typical Street Section A-A

Typical Street Section B-B

Artist Impression

Image 32 – View from the new Main Street, near the intersection of Coats Street Extension, looking south-west to the Urban Plaza.
### Sub-Precinct C - McPherson Street Edge

#### Location

![Map of Sub-Precinct C - McPherson Street Edge](image)

#### Land Use & Development Vision

Precinct C is to be primarily a new residential area framed by the extension to Kenna and Coats Streets across McPherson Street. These streets will connect into the site to encourage integration with the existing neighbourhood. It is envisaged that a neighbourhood park will be positioned at the McPherson Street edge. This public open space will offer a neighbourhood passive recreation function and will be an important public space adjacent to the planned Urban Plaza. This park will encourage neighbourhood wide access into the site.

New buildings will be designed to front onto the park to offer passive surveillance and safety.

The southern edge of the Sub-Precinct fronts onto the Urban Plaza (Sub-Precinct B). This offers an opportunity for mixed-use ground floor activity to encourage activation and surveillance of this key community space.

Sub-Precinct C offers a generally medium rise built form adjacent to the planned park as a transition from the lower density existing built form on McPherson Street to the proposed higher density built form in Sub-Precinct E near the racetrack. The Sub-Precinct has been designed to ensure equitable solar access to the publicly accessible open space and an appropriate transition of building height away from McPherson Street.

#### Development Objective

<table>
<thead>
<tr>
<th>Development Objective</th>
<th>Design Guidelines</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Streetscape</strong></td>
<td>Ensure any mixed-use within the Sub-Precinct fronts the Coats Street extension and the Urban Plaza at ground level to provide an interesting and diverse place to be.</td>
</tr>
<tr>
<td></td>
<td>Ensure new internal roads provide a logical east-west extensions of Coats Street and Kenna Street.</td>
</tr>
<tr>
<td></td>
<td>Locate front doors and foyer entries along Kenna Street extension, Coats Street extension and the new Main Street. Where appropriate, front doors and foyers should also front the park to encourage activation, safety and surveillance.</td>
</tr>
<tr>
<td></td>
<td>Ensure higher built form in the south-east corner does not unreasonably overshadow streets and public realm.</td>
</tr>
<tr>
<td><strong>2. Built Form</strong></td>
<td>Built form on the corner of Coats Street extension and the new Main Street should be sufficiently articulated and activated to encourage activity fronting the Urban Plaza.</td>
</tr>
<tr>
<td></td>
<td>Building Envelope 1</td>
</tr>
<tr>
<td></td>
<td>Preferred maximum building height of 5 storeys fronting the public open space in the north-western and south-western parts of the envelope.</td>
</tr>
<tr>
<td></td>
<td>Preferred maximum height of 13 storeys in the north-eastern end of the envelope near Kenna Street extension.</td>
</tr>
<tr>
<td></td>
<td>Preferred maximum height of 8 storeys at the south-eastern end of the envelope near Coats Street extension.</td>
</tr>
<tr>
<td></td>
<td>New buildings are encouraged to be built to the edge at the Kenna Street.</td>
</tr>
<tr>
<td></td>
<td>New buildings should have a preferred 3m setback on Coats Street extension to allow for street furniture and facilities. Upper storeys should have balconies to encourage passive surveillance of the Urban Plaza.</td>
</tr>
<tr>
<td></td>
<td>The building(s) should be setback a minimum 3m from the proposed Main Street (east side of the envelope) to allow for dwelling entries and landscape.</td>
</tr>
<tr>
<td></td>
<td>A maximum of one third of the building facade including balconies, eaves and shade structures may project up to 1m into the setback area adjacent to Coats Street extension and Main Street.</td>
</tr>
<tr>
<td></td>
<td>New buildings should be set back a minimum of 40m from McPherson Street.</td>
</tr>
</tbody>
</table>
# Sub-Precinct C - McPherson Street Edge

## Development Objective

### 3. Access & Parking

To encourage the priority of pedestrian over cars throughout the Sub-Precinct and create safe links between the park and Urban Plaza (Sub-Precinct B).

To encourage local residents in surrounding neighbourhoods to use and enjoy the public realm and publicly accessible open spaces.

- Provide parking for new buildings in concealed basements or out of public view.
- Car parking within a landscape setting should be encouraged around the publicly accessible open space.
- There must be provision for bicycle parking within the public open space.
- Waste collection and service areas should not front public open space.
- Pedestrian dwelling entries should front the local streets to provide passive surveillance to the street and maximise the engagement with the street and the local neighbourhood.
- Ensure safe pedestrian connection across McPherson Street from the existing neighbourhood.
- On-street parking should be dispersed and located on Kenna Street extension, Coats Street extension and the new Main Street.

### 4. Public Realm & Landscaping

To provide a high-quality public open space at street level where the community can gather, play and relax.

To provide public realm spaces at street level that are coordinated with building entries, foyers, pedestrian walkways and commercial or cafe spaces fronting the street.

- Ensure the provision of a public open space area with a minimum area of 3,000 square metres and a minimum dimension of 40 metres.
- The public open space should include a mix of hard and soft materials, furniture and design techniques to provide an inviting place for people where they can relax and play.
- Landscape elements on the southern edge of the Sub-Precinct should match seamlessly with the landscape treatment within Sub-Precinct B to provide a consistent streetscape along Coats Street extension and to facilitate safe and convenient movement from the park to the Urban Plaza.
- The public open space area should be designed to be accessible to all.

## Design Guidelines
Sub-Precinct C - McPherson Street Edge

Street Level Envelope Diagram

Encourage a high quality public open space that is designed to be a local meeting and gathering node where people can relax and play.

Dwellings fronting the public open space are encouraged to incorporate front doors and balconies facing the park for outlook and surveillance.

Any potential mixed use activity must front the Urban Plaza along the Coats Street extension and at the new Main Street corner.

Building envelope 1 has a preferred maximum 5 storeys fronting the public open space transitioning up to 13 storeys at the corner of Kenna Street extension and the new Main Street, and up to 8 storeys at the corner of the Coats Street extension and new Main Street corner.

Public open space
Publicly accessible open space
Landscaped frontage
Central shared zone
Kerb within road reserve
Active frontage - preferred residential
Active frontage - preferred mixed use
Primary pedestrian access
Section lines

Building envelope
Publicly accessible open space
Landscaped frontage
Central shared zone
Building height transition

Roof Level Envelope Diagram
Sub-Precinct C - McPherson Street Edge

Typical Street Section A-A

Typical Street Section B-B

Artist Impression

Image 33 – View of the large park looking south from the Kenna Street Extension.
### Location

Sub-Precinct D is located adjacent to McPherson Street, between Thomas Street and Kenna Street extensions. Sub-Precinct D is designed to have lower scale residential built form transitioning to a higher scale built form development fronting the new Main Street to the south-east corner.

The Sub-Precinct will contain a diverse mix of housing typologies including townhouses and terraces to front the existing neighbourhood extending the fine grain nature of McPherson Street and Thomas Street. Apartments in multi-storey buildings should be located to the south-east of the Sub-Precinct adjacent to the Main Street.

The lower scale residential nature and landscaping treatments along the existing streetscapes of McPherson Street and Thomas Street should be continued. Central to the Sub-Precinct is a publicly accessible open space for new residents and existing residents within the wider neighbourhood to enjoy, relax and play. Balconies, terraces and gardens should front the open space to promote activation and passive surveillance at street level.

### Land Use & Development Vision

Sub-Precinct D - Thomas Street Edge

### Development Objective

1. **Streetscape**
   - To create a street environment that is attractive and pedestrian friendly.
   - To ensure new development frontages, particularly on McPherson Street and Thomas Street contribute positively to the streetscape.
   - To create a high quality entry to the planned Main Street from Thomas Street.

   - Ensure the new internal road provide a logical east-west connection of Kenna Street.
   - Front doors to dwellings should address McPherson Street and Thomas Street, Kenna Street extension and the new Main Street to activate the streetscape. Where appropriate, front doors and foyers should front the publicly accessible central open space to encourage activation, safety and passive surveillance.
   - Design vehicle accessways to encourage movement to the rear of dwellings fronting external streets.

2. **Built Form**
   - To encourage a diverse range of housing typologies.
   - To encourage buildings of varying heights and forms that articulate the street edge and respect existing character.
   - To encourage built form with appropriate setbacks and articulation to ensure continuity between old and new development.

   - Preferred maximum building height of 3 storeys.
   - The building should be setback a minimum of 3m from McPherson Street, Kenna Street extension, Thomas Street and new internal roadway.
   - Building design should be articulated with a maximum of one third of the facade fronting McPherson Street and Thomas Street projecting up to 1m into the preferred setback.
   - The siting of buildings should allow a canopy tree in the setback area.
   - The 3rd storey should be setback a minimum distance of 4.5m from the McPherson Street, Kenna Street and Thomas Street extensions and new internal roadway frontage.
   - Balconies, eaves and shade structures may project up to 1m into the setback area adjacent to McPherson Street and Thomas Street and internal roadway.

### Design Guidelines

<table>
<thead>
<tr>
<th>Building Envelope 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preferred maximum building height of 3 storeys.</td>
</tr>
<tr>
<td>The building should be setback a minimum of 3m from McPherson Street, Kenna Street extension, Thomas Street and new internal roadway.</td>
</tr>
<tr>
<td>Building design should be articulated with a maximum of one third of the facade fronting McPherson Street and Thomas Street projecting up to 1m into the preferred setback.</td>
</tr>
<tr>
<td>The siting of buildings should allow a canopy tree in the setback area.</td>
</tr>
<tr>
<td>A maximum of one third of the building facade including balconies, eaves and shade structures may project up to 1m into the setback area adjacent to McPherson Street, Main Street and internal roadway.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Building Envelope 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preferred maximum building height of 3 storeys.</td>
</tr>
<tr>
<td>The building should be setback a minimum of 3m from Thomas Street, Main Street and new internal roadway.</td>
</tr>
<tr>
<td>The siting of buildings should allow a canopy trees in the setback area.</td>
</tr>
<tr>
<td>A maximum of one third of the building facade including balconies, eaves and shade structures may project up to 1m into the setback area adjacent to Thomas Street, Main Street and internal roadway.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Building Envelope 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preferred maximum building height of 13 storeys in the south-eastern end of the envelope.</td>
</tr>
<tr>
<td>Preferred maximum height of 6 storeys at the north-eastern end of the envelope.</td>
</tr>
<tr>
<td>New buildings should have a preferred 3m setback on Kenna Street extension and new Main Street. Upper storeys should have balconies to encourage passive surveillance of the public accessible open space.</td>
</tr>
<tr>
<td>A maximum of one third of the building facade including balconies, eaves and shade structures may project up to 1m into the setback area adjacent to the Main Street.</td>
</tr>
</tbody>
</table>
## Development Objective

### 3. Access & Parking

To ensure pedestrian access and movement is prioritised at street level. To encourage local residents in surrounding neighbourhoods to use and enjoy the public realm. To create new roadway/lanes and parking that does not visually impact on external streets.

- Parking access to dwellings in building envelope 1 and 2 should be from rear laneways and garages. Pedestrian entries to dwellings within building envelopes 1, 2 & 3 should front McPherson Street, Thomas Street and the public open space.
- Car parking within a landscape setting should be encouraged around the public open space.
- On-street car parking should be discouraged along McPherson Street and Thomas Street.
- Parking access to basements should be accessed from internal roads only.
- Encourage on-street parking to be dispersed in a landscaped setting on Kenna Street extension and the new Main Street.
- Create a pedestrian link from McPherson Street and new Main Street to the public open space.
- There must be a provision for bicycle parking within the public open space.
- There should be no individual vehicle crossovers to each dwelling on McPherson Street or Thomas Street.
- Waste collection and service areas should not front the public open space.
- Pedestrian dwelling entries should front the local streets to provide passive surveillance to the street and maximise the engagement with the street and the local neighbourhood.
- Ensure safe pedestrian connection across Thomas Street from the existing neighbourhood.

### 4. Public Realm & Landscaping

To provide a high-quality publicly accessible open space at street level where the community can gather, play and relax.

- Ensure the provision of a public open space area with a minimum area of 800 square metres and a minimum dimension of 20m.
- The public open space should include a mix of hard and soft materials, furniture and design techniques to provide an inviting place for people where they can relax and play.
- Provide high quality building and landscape spaces at the intersection of the new Main Street with Thomas Street to create a sense of entry.
Sub-Precinct D - Thomas Street Edge

Street Level Envelope Diagram

- Encourage front doors to dwellings to address McPherson Street and Thomas Street.
- Encourage a high quality public open space that is designed to be a meeting and gathering node where people can relax and play.
- Dwellings fronting the central open space are encouraged to incorporate balconies to encourage outlook and surveillance.
- Major pedestrian node and access.
- Create a new roadway (private) to improve internal vehicle movement away from McPherson Street and Thomas Street.

Building envelopes 1 & 2 have a preferred maximum height of 3 storeys with a 2 storey frontage to McPherson Street and Thomas Street.

Building envelope 3 has a preferred maximum 6 storey north edge transitioning up to 13 storeys towards the Kenna Street extension and Main Street corner.

Roof Level Envelope Diagram

- Publicly accessible open space
- Landscaped frontage
- Kerb within road reserve
- Active frontage - preferred residential
- Primary pedestrian access
- Primary pedestrian access node
- Section lines

6 Storeys

13 Storeys
Sub-Precinct D - Thomas Street Edge

Typical Street Section A-A

Artist Impression

Image 34 – View of the publicly accessible open space area looking south from Building Envelope 2.

Typical Street Section B-B

Artist Impression

Image 35 – View from McPherson Street looking south-east toward the townhouses of McPherson Street.
### Location

**Sub-Precinct E** is located adjacent to the racecourse and the new Main Street. Sub-Precinct E is central to the site providing the greatest opportunity for high density development away from the existing surrounding neighbourhood. The introduction of a higher built form typology will frame the western edge of the racetrack where the existing Grandstand currently sits.

Central to the Sub-Precinct is a planned pedestrian entrance to the Moonee Valley Racing Club. The Sub-Precinct will have a key role to facilitate pedestrian movement on race days for patrons from the core of the Moonee Ponds junction and transport hub, through the Urban Plaza and park at the site and across the racetrack to the new planned Grandstand on Wilson Street.

The Sub-Precinct has the opportunity for mixed-use development to front and activate the Urban Plaza framing up the corner of Coats Street extension and the new Main Street.

The Sub-Precinct will provide a focal point for the new development and the Moonee Ponds Activity Centre through high quality architectural forms and providing best practice design initiatives on land in close proximity to employment opportunities, public transport facilities and services.

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### Development Objective

#### 1. Streetscape

- To create a vibrant streetscape along the new Main Street activated by a mix of residential and non-residential uses.
- **Create a vibrant landscaped Main Street with canopy trees.**
- **Encourage new development to front the Main Street and create a safe pedestrian boulevard along the total length of the street.**
- **Facilitate new building development to activate the Main Street by including entrances to buildings and a landscape setback to front the Main Street.**
- **Encourage mixed use activity opposite the Urban Plaza.**
- **Create a high quality pedestrian entrance to the racetrack between building envelope 1 and 2.**
- **Minimise car park entrances on Main Street.**

#### 2. Built Form

- To encourage a diverse range of housing typologies.
- **Encourage high density and higher built form adjacent to the racetrack which respects the Thomas Street frontage.**
- **Encourage buildings of varying height and articulation, particularly along the new Main Street.**
- **To ensure built form frames the edge of the new Main Street, Urban Plaza and racetrack.**

**Building Envelope 1**

- **Preferred maximum height of buildings fronting Thomas Street is up to 3 storeys to respect the existing streetscape.**
- **Preferred maximum height of podiums is up to 3 storeys along the new Main Street frontage and the racetrack.**
- **Preferred maximum height of building tower element is up to 22 storeys. The tower element should have an oblique ground floor plane to the podium and should be set back a minimum of 35 metres from the northern edge of the podium fronting Thomas Street.**
- **Built form should be setback a preferred 3m from Thomas Street, the new Main Street and the racetrack.**
- **A maximum of one third of the building facade including balconies, eaves and shade structures may project up to 1m into the setback area.**

**Building Envelope 2**

- **Preferred maximum building height of podiums is up to 3 storeys at the new Main Street and up to 4 storeys at the racecourse frontage (due to change in levels).**
- **Preferred maximum height of tower elements up to 25 storeys. Tower elements should have an oblique ground floor plane to the podium.**
- **Built form should be setback a preferred 3m from the new Main Street and the racetrack.**
- **A maximum of one third of the building facade including balconies, eaves and shade structures may project up to 1m into the setback area.**

**Building Envelope 3**

- **Preferred maximum building height of podiums up to 3 storeys at the new Main Street and up to 4 storeys at the racecourse frontage (due to change in levels).**
- **Preferred maximum height of tower elements up to 25 storeys. Tower elements should have an oblique ground floor plane to the podium.**
- **Built form should be setback a preferred 3m from the new Main Street and the racetrack.**
- **A maximum of one third of the building facade including balconies, eaves and shade structures may project up to 1m into the setback area.**
### Development Objective

#### 2. Built Form (continued)

<table>
<thead>
<tr>
<th>Building Envelope 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>■ Preferred maximum building height of 7 storeys. Built form should consist of 4 storeys at the new Main Street transitioning to a preferred maximum height of 7 storeys on the racetrack side.</td>
</tr>
<tr>
<td>■ Encourage a perimeter block building with a central open space.</td>
</tr>
<tr>
<td>■ Encourage buildings to be built to the edge with no setback at ground level along the new Main Street.</td>
</tr>
<tr>
<td>■ Encourage a preferred minimum 3m setback from the racetrack. Balconies may project 1m into the setback.</td>
</tr>
<tr>
<td>■ Built form fronting the publicly accessible open space should have balconies at upper floors for passive surveillance.</td>
</tr>
<tr>
<td>■ Built form should activate the central open space through design measures such as pedestrian entries, balconies and landscaped courtyards with low fencing.</td>
</tr>
</tbody>
</table>

#### 3. Access & Parking

To ensure car access and movement particularly car park entries do not visually dominate the streetscape.

| Long views to the racing facility should be maintained and kept clear of visual clutter such as un-screened carpark entries, where possible. This is most relevant at the extension of Coats and Kenna Streets. |
| Parking access and structures should be located so they cannot be directly viewed when looking east along Kenna Street, east along Coats Street and east along Alexandra Avenue. |
| Service, waste and infrastructure access should be designed away from key public realm spaces and streets, and avoid adverse effects on the local amenity in their access and operation. |
| Bicycle lanes should be provided on the new Main Street. |
| On-street parking should be dispersed within a landscaped setting on the new Main Street. |
| Ensure there is a pedestrian entry to the Moonee Valley Racing Club and Grandstand facilities through the Sub-Precinct. As one of the potential primary entrances to the racetrack for pedestrians arriving from the Junction, the connection should be of high quality design that prioritises the experience of people entering the racetrack. |

#### 4. Public Realm & Landscaping

To create a high quality pedestrian environment along the main street with opportunities for canopy street tree planting.

| Create a vibrant and high quality Main Street with buildings creating a street edge at human scale. |
| Encourage canopy street landscape in the Main Street. |
| Encourage pedestrian movement from the Urban Plaza to the racetrack entry. |
Sub-Precinct E - Trackside

Street Level Envelope Diagram

- Building envelope
- Publicly accessible open space
- Landscaped frontage
- Central shared zone
- Kerb within road reserve
- Active frontage - preferred residential
- Active frontage - preferred mixed use
- Primary pedestrian access
- Primary pedestrian access node
- Section lines

1. Encourage pedestrian connection to the racetrack and Grandstand facilities through the sub-precinct.
2. Encourage the orientation of buildings to front and activate the central Urban Plaza and streets.
3. Encourage long views to the racetrack to be maintained along the street axis.
4. Discourage pedestrian connection to the racetrack and Grandstand facilities through the sub-precinct.

Building envelope 1 has a preferred height of 3 storeys fronting the Thomas Street, the new Main Street and Racecourse transitioning up to 22 Storeys at its southern end. The tower element should be setback a minimum of 35 metres from the northern edge of the podium.

Building envelope 2 has a preferred podium height of 3 storeys fronting the new Main Street and a preferred maximum height of 4 storey fronting the racecourse transitioning up to 25 storeys.

Building envelope 3 has a preferred podium height of 3 storeys fronting the new Main Street and a preferred maximum podium height of 4 storeys fronting to the racecourse transitioning up to 25 storeys.

Building envelope 4 has a preferred height of 4 storeys fronting the new Main Street transitioning to a preferred maximum height of 7 storeys fronting the racecourse.

Roof Level Envelope Diagram

- Building envelope
- Publicly accessible open space
- Landscaped frontage
- Building height transition
Sub-Precinct E - Trackside

Image 36 – View from the edge of the Urban Plaza looking north along the new Main Street.

Image 37 – View of the potential pedestrian entrance to Moonee Valley Racecourse from Main Street and end of Kenna Street extension.

Typical Street Section A-A

Artists Impression

Typical Street Section B-B

Artists Impression
Sub-Precinct F - Grandstand/Wilson Street West

Location

Sub-Precinct F is integral to the re-development of the racetrack as it will be the location of the new, state of the art Moonee Valley Racing Club Grandstand and associated facilities.

The relocation of the Grandstand to this position is linked to the realignment of the racetrack and the new position of the finishing line. The Grandstand will be a key destination point within the Moonee Ponds Activity Centre offering all year round access through events such as horse racing, functions and conferences.

Pedestrian and vehicle movement will be carefully managed into the internal track car park to maintain the amenity of the existing neighbourhood.

To the west of the Grandstand will be new residential development at the corner of Thomas and Wilson Streets. New development will anchor this prominent corner site and integrate with the Grandstand facilities such as the parade circle and racetrack viewing areas.

New residential development will be developed to the east of the Grandstand, which benefits from its proximity to the school on the northern side of Wilson Street. This Sub-Precinct, in conjunction with Sub-Precinct G to the east, has the opportunity to rejuvenate the Wilson Street streetscape, offering high quality built form outcome, public realm improvements and streetscape improvements.

Development Objective

1. Streetscape

To establish a new Moonee Valley Racing Club Grandstand that creates a new and improved streetscape character along Wilson Street.

To create a streets environment along Wilson Street that is attractive, safe and pedestrian friendly on both race and non-race days.

- Enhance Wilson Street through measures such as a shared path, landscaping (both soft and hard) and high canopy trees to frame up the streetscape.
- The Grandstand should provide visual connection into the racetrack at the ground level.
- The Grandstand should explore opportunities to improve the Wilson Street frontage through use of a mix of materials and design techniques.
- Locate front doors and foyer entries of new residential development to address Wilson Street to activate the streetscape and encourage passive surveillance.
- Encourage continuity and alignment of new built form along Wilson Street.
- Encourage the design of new built form to take advantage of views across the racecourse.

2. Built Form & Height

To encourage innovative design of the Grandstand and new buildings that breaks down the visual bulk and mass of the building through upper level setbacks, articulation, screening and clever use of materials.

To encourage buildings of varying heights and forms that articulate the Wilson Street Edge.

To encourage built form setbacks that allow for the creation of positive public spaces along Wilson Street.

- Encourage setbacks and articulation that create balconies, terraces and activity at upper levels as well as street level.
- Design new buildings to the corner of Wilson Street and Thomas Street that reflect the scale of the existing building in this location, and complement the new Grandstand to establish a coherent streetscape.
- Provide setbacks from Wilson Street for the Grandstand that enhance public realm spaces at street level, as well as the efficient operation of the Grandstand and the racetrack.

Building Envelope 1

- Preferred maximum building height of the podium up to 3 storeys at Thomas Street and Wilson Street frontage. Preferred maximum height of tower elements of 10 storeys.
- Built form within the building envelope is encouraged to be built to the Thomas Street edge for the first 3 storeys.
- The tower element should be setback a minimum of 10 metres from the northern edge of the podium.

Building Envelope 2 (Grandstand)

- Preferred maximum height of the Grandstand fronting Wilson Street is 9-10 storeys consisting of 5 equivalent residential storeys fronting Wilson Street and higher elements setback.
- Built form within building envelope 2 should be setback a preferred minimum 3m from Wilson Street.
- The innovative design of the Grandstand should be highly articulated and address Wilson Street.

Building Envelope 3

- Preferred maximum height of the podium of 4 storeys fronting Wilson Street.
- Preferred maximum height of tower elements is 10 storeys.
- Built form within building envelope 3 should be setback a preferred minimum 3m from Wilson Street for the first 3 storeys. A maximum of one third of the building facade including balconies, eaves and shade structures may project up to 1m into the setback area.
- Built form above 3 stories should be setback a minimum of 10 metres from the northern edge of the podium.

Design Guidelines
### Development Objective

#### 3. Access & Parking
To integrate walking and cycling connections along Wilson Street to the surrounding local walking and cycling networks of Moonee Ponds, in particular the Moonee Ponds Creek Trail.
To ensure primary vehicle movement to the Grandstand is from within the racetrack to maintain the amenity of Wilson Street.

- Any car parking required at the Grandstand should be within a basement car park to ensure amenity of Wilson Street.
- Where possible, loading, servicing and parking access should not front Wilson Street to minimise the impact on the active frontage and pedestrian friendly environment along Wilson Street.
- Ensure pedestrian access points at street level are clearly visible and attractive.
- Where possible, continue cycle lanes and pedestrian paths along Wilson Street that connect into the wider walking and cycling networks of Moonee Ponds through the incorporation of public realm spaces in the front setback on new buildings to Wilson Street.
- Promote vehicle access to the Grandstand from the centre of the racetrack, in order to minimise the traffic effects on Wilson Street.
- Ensure safe pedestrian connections from the neighbourhood to the north of Wilson Street and the west of McPherson Street.
- Ensure the provision of a vehicle entrance to the centre of the racetrack from Wilson Street.

#### 4. Public Realm & Landscaping
To create a quality forecourt and frontage to the Grandstand where patrons can meet and gather.
To improve the landscape design and appearance of Wilson Street.

- Prioritise pedestrians and cyclists throughout the precinct, in particular from the Moonee Ponds Creek Trail to and along Wilson Street.
- The forecourt of the Grandstand should be of high quality and be a mix of hard and soft material and design techniques to characterise the space as a destination.
The Grandstand should provide visual connection into the racetrack at the ground level. Front doors and foyer entries to dwellings should address Wilson Street. Create a safe and attractive vehicle entrance to the centre of the racetrack from Wilson Street.

Preferred building height of the podium up to 3 storeys at Thomas and Wilson Street frontages. Preferred maximum height of regular tower of 10 storeys as read from Wilson Street. Any tower form should be setback a minimum of 10m from the edge of the podium fronting Wilson Street and Thomas Street.

Encourage preferred height of the Grandstand of 5 equivalent residential storeys fronting Wilson Street. Higher elements fronting the racetrack should be up to a preferred maximum of 9-10 equivalent residential storeys and be appropriately setback from Wilson Street.

Encourage preferred height of the podium to be 4 storeys fronting Wilson Street. Preferred maximum height of tower elements is 10 storeys. The tower element should be setback a minimum of 10m from the northern edge of the podium fronting Wilson Street.
Sub-Precinct F - Grandstand/Wilson Street West

Typical Street Section A-A

Artist Impression

Image 38 - View from Wilson Street looking west to the new Grandstand

Typical Street Section B-B
Sub-Precinct G - Wilson Street East

Location

Sub-Precinct G is located on Victoria Street (extension of Wilson Street across Citylink) to the north-east of the site. Sub-Precinct G will be predominantly residential development and will provide a rejuvenated streetscape along Victoria Street in conjunction with Sub-Precinct F.

New residential development will offer a variety of housing types and densities with the opportunity for a mix of townhouses, terraces and apartments. A mix of housing choice is vital to the sustainability of the Moonee Ponds Activity Centre.

Land Use & Development

Built form throughout Sub-Precinct G will reinforce a 3 storey street interface to frame up the south side of Victoria Street. There is opportunity for higher built form adjacent to the racecourse which can maximise view of the race tracks straight and finishing line.

The Sub-Precinct has a publicly accessible open space in the eastern corner with the opportunity for a small playground and facilities. There is the potential for a small amount of convenience retail within new buildings to front the publicly accessible open space that will provide local amenity for the new and existing community.

Development Objective

1. Streetscape
   - To create a street environment along Victoria Street that is attractive and pedestrian friendly.
   - To ensure Victoria Street is not visually dominated by cars.
   - To ensure the building frontages along Victoria Street contribute positively to the streetscape.
   - Enhance Victoria Street through measures such as a shared path, landscaping (both soft and hard) and high canopy trees to frame up the streetscape.
   - Front doors and foyer entries to dwellings should address, activate and frame up the southern edge of Victoria Street and activate the streetscape.
   - Encourage continuity and alignment of new built form along Victoria Street.
   - Encourage the design of new built form to take advantage of views across the racecourse.

2. Built Form & Height
   - To encourage built form that is responsive in form, scale and height to its context and encourage higher built form to be setback from Victoria Street frontage.
   - To encourage built form setbacks that allow for the creation of positive public spaces along Victoria Street.
   - A maximum of two towers are permitted within the Sub-Precinct. One of the towers should be located at the eastern edge of the building envelope.
   - The preferred maximum building height of the podium is 3 storeys at Wilson Street, Victoria Street and racetrack frontages. Tower elements have a preferred maximum height of 8 - 15 storeys that are setback from the podium edge.
   - Any tower element on Victoria Street should be setback a minimum of 10m from the northern edge of the podium.
   - Buildings should be sited to front and activate the open space on the eastern side of the development and to take advantage of the views across the racetrack.
   - Buildings should front and activate Victoria Street and the racecourse.
   - Ensure the location and layout of buildings allows for an improved pedestrian experience along Victoria Street as well as periodic views south into the racetrack.
   - Encourage minimum separation of 15m between residential tower elements above the podium level (up to 15 storeys) in order to provide paces and viewlines from the public realm of Victoria Street and minimise the visual bulk of the buildings.
   - Built form should be setback at least 3m from the property boundary.
   - Facades should be articulated by utilising a mix of materials and colours, projected and recessed building elements.
## Sub-Precinct G - Wilson St East

### Development Objective

#### 3. Access & Car parking

To integrate walking and cycling connections along Wilson Street to the surrounding local walking and cycling networks of Moonee Ponds, in particular the Moonee Ponds Creek Trail.

To encourage any on-street parking to be set within the landscape of the street and create positive streetscape amenity.

- Close off existing vehicle entry point off Wilson Street.
- Where possible, loading, servicing and parking access should not front Victoria Street to minimise the impact on the active frontage and pedestrian friendly environment along Victoria Street.
- Ensure pedestrian access points at street level are clearly visible and attractive.
- Where possible, continue cycle lanes and pedestrian paths along Victoria Street that connect into the wider walking and cycling networks of Moonee Ponds through the incorporation of public realm spaces in to the front setback on new buildings to Victoria Street.
- Ensure safe pedestrian connections from the neighbourhood to the north of Wilson Street.

#### 4. Public Realm and Landscaping

To provide public realm spaces at street level that are coordinated with building entries, foyers and pedestrian walkways fronting the street.

- Ensure a public open space area with a minimum area of 600 square metres within the Sub-Precinct.
- Create high quality pedestrian and cycle pathways along Victoria Street.
- Encourage built form that allows canopy tree street planting.

### Design Guidelines

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| **3. Access & Car parking** | - Close off existing vehicle entry point off Wilson Street.  
- Where possible, loading, servicing and parking access should not front Victoria Street to minimise the impact on the active frontage and pedestrian friendly environment along Victoria Street.  
- Ensure pedestrian access points at street level are clearly visible and attractive.  
- Where possible, continue cycle lanes and pedestrian paths along Victoria Street that connect into the wider walking and cycling networks of Moonee Ponds through the incorporation of public realm spaces in to the front setback on new buildings to Victoria Street.  
- Ensure safe pedestrian connections from the neighbourhood to the north of Wilson Street. |
| **4. Public Realm and Landscaping** | - Ensure a public open space area with a minimum area of 600 square metres within the Sub-Precinct.  
- Create high quality pedestrian and cycle pathways along Victoria Street.  
- Encourage built form that allows canopy tree street planting. |
Sub-Precinct G - Wilson St East

Street Level Envelope Diagram

1. Front doors and foyer entries to dwellings should address Victoria Street.
2. Provide passive open space for accessible to the wider community.
3. Prioritise pedestrians and cyclists throughout the precinct - in particular from the Moonee Ponds Creek Trail to and along Victoria Street.

Roof Level Envelope Diagram

The preferred maximum building height of the podium is 3 storeys at the Victoria Street and racecourse frontages. Tower elements to have a preferred height of 8-12 storeys that are appropriately setback from the podium edge. The tower element should be setback a minimum of 10m from the northern edge of the podium.
Sub-Precinct G - Wilson St East

Typical Street Section A-A

Typical Street Section B-B

Artist Impression

Image 39 – View from new internal accessway looking west along Victoria Street and Wilson Street.
Sub-Precinct H - Dean St East

**Location**

Precinct H forms the south-east corner of the site. The Precinct will be for residential purposes as well as retaining its role as the primary vehicle entry point to the racetrack facilities. The precinct abuts the Dean Street service road and overpass to the south and the racetrack to the north, east and west.

The precinct will offer an opportunity for new residential development to frame the racetrack site as well as providing dwellings in close proximity to the activity centre and Junction to the west, Moonee Ponds Creek trail and Melville Road to the east and Ormond Park to the south.

The precinct is also the primary access point for vehicles to the parking in the centre of the race track and future residents. The entrance is therefore crucial in setting the scene for the experience of visitors to the Grandstand and racetrack at the site.

**Land Use & Development Vision**

**Development Objective**

1. **Built Form**
   
   To encourage the design and location of buildings to optimise outlook to the racetrack and minimise the impacts on Dean Street.
   
   - Built form should have a maximum height of 4 storeys above Dean Street overpass (equivalent to 7 storeys).
   - Encourage built form that does not unreasonably overshadow dwellings on the south of Dean Street.
   - Ensure the dwellings are appropriately setback a minimum of 5m from the race track.

2. **Access & Car parking**
   
   To ensure pedestrian access and movement is prioritised at street level. To facilitate development that encourages safe pedestrian and vehicle entry into the racetrack.
   
   - Encourage pedestrian connection between new development and Moonee Ponds Junction to the west and Melville Road to the east.
   - Encourage enhancement of the pedestrian experience along Dean Street. This can be achieved through measures such as widening of the footpath.
   - Encourage an attractive entrance for residents and visitors to the precinct as well as the racetrack to the north.
   - Ensure the proposed residential development does not prejudice access to the race track. This can be achieved by implementing separate entrances for residents and racecourse visitors.

**Design Guidelines**
**Sub-Precinct H - Dean St East**

### Street Level Envelope Diagram

- Building envelope
- Publicly accessible open space
- Landscaped frontage
- Kerb within road reserve
- Active frontage - preferred residential

1. 5m setback from the racetrack.
2. Create an attractive entrance for residents and visitors to the Sub-Precinct and the Racecourse.
3. Discourage dwellings on the ground floor that face south toward the retaining wall.

### Roof Level Envelope Diagram

- Building envelope
- Publicly accessible open space
- Landscaped frontage

1. Built form should be a maximum of 4 storeys above the height of the Dean Street overpass.

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- **DEAN STREET**
- **DEAN STREET BRIDGE**
- **CITY LINK**
Sub-Precinct I - Racing Track

Location

Land Use & Development

Precinct I is dedicated to the day to day function of the racing facility. It is centrally located on the site and will continue its use as a racetrack and will also contain track maintenance facilities, horse facilities, car park and water retention basin. The racetrack will be accessed by pedestrians from the west via new pedestrian tunnels under the racetrack. A second new pedestrian tunnel will connect under the finishing straight directly into the new Grandstand.

The Precinct is crucial to the ongoing viability of the Moonee Valley Racing Club through the realigned racetrack. The Precinct will accommodate facilities associated with racing days, including marquees, transport interchange and the primary pedestrian entrance and access to the Grandstand.

Development Objective

1. Built Form & Height
To ensure built form does not obstruct views of the racetrack
- New buildings will be limited to racetrack functions.
- Encourage built form that does not obstruct the view of the racetrack when viewed from the Grandstand.
- Encourage the maintenance and horse racing facilities to be of high quality design that contribute to the racing experience.

2. Access & Car parking
To encourage appropriate car parking to cater for race day and non-race day requirements.
To encourage all forms of transportation to the racing facility and Grandstand.
To encourage access for all to the Racecourse.
- Create an attractive car park that can cater for the peak parking demand of Cox Plate Day.
- Encourage the implementation of a 'transport interchange' in the central part of the racetrack where buses from Moonee Ponds train station can shuttle people to and from the racecourse on race days.

Design Guidelines

Artist Impressions
Sub-Precinct I - Racing Track

Illustrative Landscape Plan
9 Conclusion

The Moonee Valley Racecourse Master Plan will:

- Redevelop and modernise current horse racing facilities and operations at Moonee Valley Racecourse to ensure its long term viability.
- Facilitate a significant urban renewal opportunity on underutilised land within Moonee Ponds Principal Activity Centre with the potential to deliver a significant number of dwellings to support the function and role of Moonee Ponds. It will address the population targets for metropolitan Melbourne in an enviable location.
- Activate the site to the surrounding streets and create a place for the community to meet, live and enjoy. It will connect the community into the site.
- Introduce mixed use services to benefit the local community and encourage walkable access to services and facilities in the wider neighbourhood.
- Optimise the opportunity to include higher density residential development where it is best suited, on the Public Transport Network with direct access to the CBD and within a designated Principal Activity Centre.
- Create the potential to implement new community facilities such as an early years, maternal child health facility and community meeting spaces. The new residential population will support existing nearby community facilities.
- Implement new development with ease of access to transport options to reduce reliance on the motor vehicle. ESD initiatives will set the benchmark for Moonee Valley Racecourse to become a sustainable project.
- Include a mix of residential types, such as townhouses, terrace houses and apartments offer housing choice and a range of affordability options in the area.
- Deliver certainty over use and development of the site over an expected development timeframe of 15 - 20 years from commencement to completion.
- Consolidate the Moonee Valley Racing Club’s current employment role and generate significant direct and indirect employment over a 20 year period.