In November 2011, McGauran Giannini Soon Architects Pty Ltd (MGS Architects), was engaged by the City of Moonee Valley to provide an urban design review of the proposed Moonee Valley Racecourse Masterplan.

The proposal for the Moonee Valley Racecourse precinct as a mixed-use area would in our view if appropriately developed, benefit the future prosperity, economic growth and overall vibrancy of the Moonee Ponds Principle Activity Centre. That being said, the strategic case and design response underpinning the proposal warrants substantial review and amendment. In its current form it could not be supported.

A number of attributes of the current masterplan proposal for the relocation of the Grandstand, racecourse reconfiguration and a high density, high rise residential development needs to be reconsidered. This review has assessed the Masterplan against the following themes:

- Existing conditions
- Land use and configuration
- Racetrack and event operations
- Operations and design solutions
- Masterplan built form, street character and open space

Following the review of these themes, an assessment of the proposed master plan was undertaken. The following matters have been identified for further information and reappraisal.

- Site organisation
  - The proposal incorporates a number of land uses and facilities that individually require technical resolution of their operational and access arrangements and collectively require reconciliation as a precinct movement network. These studies will have implications for necessary access, grade separation and capacity provisions for the intended uses. Matters which require clarification include:
    - Movement walking networks for patrons, trainers and owners, jockeys, stewards and horses in racing event mode. Plans should demonstrate separation of patron and operations activities.
    - Movement and access for vehicles in racing event and grandstand event mode, which demonstrates how regional tourist and events buses, taxis, limousines, disability access, horse floats, public parking and horse float storage are to be managed and designated public transport stops and capacities.
    - It is noted that the traffic report only deals with race mode traffic access in considering conflicts with the adjacent school. Conference events and events involving alcohol consumption midweek may be more problematic modes that could be reasonably anticipated in such a facility might be likely to conflict with school activities.

- Built form
  - There is not a convincing narrative underpinning the existing proposals for building envelopes, heights and site bulk/massing. The development currently envisages residential towers of up to 25 storeys and a development capacity that could accommodate in excess of 3000 households in addition to racing operations. The quality of the resultant streetscapes, the capacity of road networks to manage these transformations, the resolution of pedestrian networks, the adequacy and accessibility of open space, the amenity of open space are not well argued. We would be surprised if development of more than 4 to 12 storeys could be reasonably accommodated in this context given the limited capacity of surrounding road networks, off site impacts of built form on abutting residential properties.

- The general organisation of the new western internal street network is supported however we are of the view that linkages between this area and the racecourse should interconnect the commercial hub of this area with the racetrack rather than the residential zone. The on site park is supported but should also be accompanied by a more considered use of out of race-day utilisation of the racecourse central car parking zone as envisaged for the MRC redevelopment at Caulfield with uses including jogging tracks, picnic areas, fishing etc. The availability of this area will in our view be a mandated deliverable necessary to warrant support for residential intensification above medium density in this location landlocked as it is by major roads to the east and west.

- Setbacks of development from the southern street interface, setbacks from podiums of upper level towers, principles of podium treatments to avoid inactive carparks forms onto street networks and design quality in the resolution of new residential development will also require considerably greater definition and refinement. Expectations for internal amenity, external amenity for shared and private space, car parking provision per dwelling, green travel planning, podium scale, tower scale and setbacks between towers, streets and spaces to be protected from overshadowing, ESD standards, integrated art, signage and wayfinding, public realm and street treatments and management, waste management are elements that individually require definition of minimum standards if a higher intensity development is to be achieved.

- Interfaces between the racetrack and residential (existing and proposed) require greater resolution and definition.

- Location of community programs and facilities generated by the new residential demand and their integration with the new and surrounding residential require articulation.

- Loading zones and service entries for the proposed Grandstand, mixed-use and residential development require clarification.

Executive summary
Planning context

ZONING

A number of the City of Moonee Valley Planning Scheme zones and overlays currently affect the areas immediately surrounding the Moonee Valley Racecourse:

**Residential 1 Zone (R1Z):**
This zoning affects the majority of land surrounding the MV Racecourse. It allows for residential development at a range of densities with a variety of dwellings to meet the housing needs of all households. In appropriate locations, it allows educational, religious, community and recreational uses to serve local community needs.

**Business 2 Zone (B2Z):**
This zoning affects the land to the south west of the site, on the corner of Dean and McPherson Streets. This zone encourages the development of offices and associated commercial uses.

**Business 5 Zone (BSZ):**
This zoning affects the land to the west of the site on McPherson Street. It encourages the development of offices or multi-dwelling units with common access from the street.

**Public Use Zone 2 (PUZ2):**
There is one site to the north of the Racecourse which is zoned a Public Use Zone 2, for the purpose of education (Moonee Ponds Central Primary School).

**Road Zone – Category 1 (RDZ1):**
The Citylink Tollway to the east is identified as a significant road.
There are no overlays that affect the Moonee Valley Racecourse and only the CLPO Citylink Project overlay abutting the site to the east.
Planning context continued

MOONEE PONDS STRUCTURE PLAN

The Moonee Ponds Structure Plan includes a vision, objectives and strategies that must be achieved in future developments and improvements to the Moonee Ponds Activity Centre.

Buildings, Design and Public Spaces:
High quality built form that is adaptable, innovative, sensitively designed, responsive and reinforces the centre’s heritage character.

Heritage:
To ensure the protection of valued features that contribute to the heritage and character of Moonee Ponds.

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.

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.

Community Services:
To reinforce MPAC’s local and regional role in providing a diverse and comprehensive range of community and cultural services.

Housing:
To encourage a diverse range of housing choices and affordability within the MPAC which caters to various residential needs of a growing community.

Sustainability:
To develop a more compact urban form through intensification of development within MPAC that maximises transport options available in the centre.
EXISTING CONDITIONS

The existing Moonee Valley Racecourse creates a large buffer against the Citylink Tollway to the east, while the majority of functions and activities are located in closer proximity to the Moonee Ponds Activity Centre and public transport options. This provides patrons arriving by public transport with convenient and immediate access to the grandstand function areas.

The abutting residential area of Moonee Ponds is predominantly low-density.

South
The sensitive interface along Dean Street to the south is comprised almost entirely of one-storey Victorian terraces, each with open space at the street interface. To the south east corner the Dawsons Street/Citylink overpass creates a barrier between the Dean Street residential and the current racecourse service entry.

West
To the west of the racecourse site is McPherson Street. This interface is comprised of a range of building/development types, including a large carpark situated to the south west in front of a four storey commercial building (Foxtel); a three storey medium-density residential development with frontages to the street; and one to two storey low-density residential dwellings with front and rear open space abutting the street.

North
To the north along Thomas and Wilson Streets the low-density residential housing continues, which is broken up mid-street by the full-block Moonee Ponds Central Primary School.

East
To the north east of Wilson Street (Victoria Street link), the Citylink overpass creates a physical barrier between the north residential and the racecourse site.

The noise from the Citylink Tollway creates interference at the eastern ends of both Wilson Street and Dean Street. Currently the operations of the grandstand event spaces are setback substantially from the residential street and therefore have seemingly reduced noise impacts on the surrounding residential to the west.
Site analysis continued

SITE PHOTOS
Tract proposal

TRACT ILLUSTRATIVE Masterplan
LAND USE AND CONFIGURATION

“The Moonee Valley Racecourse Master Plan has been prepared to ensure the long term viability of the Moonee Valley Racing Club in its current location. It will ensure the long term viability of the Moonee Valley Racing Club and to create a sustainable, residential and mixed use precinct for Moonee Ponds, including services that integrate with the local neighbourhood and enhances the role and function of the Moonee Ponds Principal Activity Centre.”

-Moonee Valley Racecourse Redevelopment Masterplan

The Master Plan provides a framework for the development of approximately 40 hectares of land (including racing facilities) with frontages to Wilson Street, McPherson Street, Thomas Street and Dean Street in Moonee Ponds.

It is anticipated that over a period of 20 years, the proposed development will provide between 2,500 and 3,000 dwellings to house a new residential population of approximately 6,000 people.

The current Moonee Valley racecourse has a car parking provision of:
- Members car park - approx. 570 vehicles
- Infield (only used for parking on large race days) - approximately 3,400 vehicles with access predominantly via the eastern end of Dean Street.

The proposed Master Plan provides the following car parking:
- Members car park under the new Grandstand will accommodate up to 300 vehicles.
- Infield (only used for parking on large race days) will accommodate approximately 2,000 vehicles.

(Figures above taken from Transport and Traffic Report, GTA consultants)

The proposed development of the Master Plan will include buildings with 9m -10m podiums, rising steadily to 76m high tower blocks to the centre of the site. For the discussion of heights we have assumed the following:
- Residential development - 3m floor to ceiling
- Mixed-use development - 4m floor to ceiling

1. 1.53km (approx. 18min walk) from Moonee Ponds Train Station to Grandstand via Alexandra Ave, west-end of proposed development, Thomas St and Wilson St.
2. 1.56km (approx. 18min walk) from Moonee Ponds Train Station to Grandstand via Alexandra Ave, west-end of proposed development and horse stalls.
3. 1km (approx. 12min walk) from Moonee Ponds Junction to Grandstand via Pascoe Vale Rd and Wilson St.
4. 1km (approx. 12min walk) from Melville Rd tram to Grandstand via Victoria/Wilson St or 2.5km [30min walk] from Brunswick Train Station to Grandstand via Victoria St.
5. 900m to Ormond Road off ramp from the Citylink Tollway and 2.5km to the Moreland Road off ramp to the north.
RACETRACK OPERATIONS

Clarification is required on how the racetrack will operate during ‘race mode’.
Areas that required clarification are:
> Access
> Security
> Horse movements
  - Mounting yard
  - Weigh-in / Stewards area
  - Post-race events

Observations:
1. Moonee Valley Racecourse Masterplan lacks clarity regarding the operations of all horse-related movements during and outside of race events.
2. The Masterplan should look to integrate the Racecourse site with local public transport destinations.
EVENT OPERATIONS

Clarification is required on how the racetrack events will operate and what the implications will be for the surrounding residential area:

> Arrival
  - Disability parking/access provisions
  - Arrangements of taxi areas - pick up/drop off/waiting
> Grandstand/Activities
> Parking arrangements
> Taxi/tourist bus drop-off during major events

Observations:

1. Traffic/noise implications along Wilson Street and Dean Street need consideration in regards to the proposed vehicle entries and taxi drop-off/pick-up stations.

2. Pedestrian link via abutting new residential to the west of the racetrack is disconnected from new plaza and mixed-use area.

3. Primary car parking access appears to be developed based on existing arrangements.

4. Clarification is sought to determine if it is intended to provide access to the central carpark from Wilson Street. This increased movement would in combination with residential intensification result in significant additional traffic movements and potential conflicts, notably with the primary school.
OPERATIONS AND DESIGN SOLUTIONS

Operations and design solutions need to minimise impacts arising from noise, waste management and deliveries, vehicle access and egress, bulk and overshadowing, and conflicts arising from the juxtaposition of licenced gambling venues in close proximity to community facilities and schools.

Design would need to be undertaken to ensure minimal conflict between racecourse operations and new abutting residential development. Given the racecourse is an open air operation, it is the residential development that will need to be designed to minimise the conflicts between the two uses.

Proposed management of a facility incorporating gambling machines and events and licensed venues for conferences and hospitality events in immediate juxtaposition with a school has not been explained. This would require careful resolution, especially regarding the coordination of drop-off areas for each facility.

Observations:

1. Relocating the high noise facilities (i.e. Grandstand and associated function spaces) from within close proximity of the town centre to interface with residential and community precincts raises a series of built form and operational questions.

2. Public transport upgrades have not been explained. With the proposed increase in residents to the precinct, it is an area that requires further discussion and incorporation into the masterplanning documents. At a minimum, the provision of upgraded bus stops linking the Brunswick and Moonee Ponds Activity Centres should be included in the Masterplan.

3. Initiatives should include bike paths along the southern boundary linking the Brunswick and Moonee Ponds Activity Centres.

4. Clarification of vehicle access on site is required - in particular, access via Wilson Street, opposite Juliet Street.

5. Guidelines for the interface between new residential and the racecourse need to be produced to minimise conflict.

6. Podium car parking at ground level - how will this be managed visually from the street and mixed-use zones?
**MASTERPLAN BUILT FORM, STREET CHARACTER AND OPEN SPACE**

Clarification is required on how the built form will enhance the amenity of the surrounding streets and open space.

Design of built form should create a more consistent street character and amenity throughout (and surrounding) the development. There is currently no evidence of any hierarchy of streets (residential vs. mixed-use/urban). The tower setbacks are inconsistent throughout the Master Plan and require clarification.

Enhanced site permeability is encouraged.

**Observations:**

1. The affect of the proposed building heights needs to be considered in regards to the surrounding low-density residential fabric. Massing and shadow diagrams are required to understand the limits of the built form.

2. Incorporation of a cycle path along Wilson street is supported.

3. Location of open space along McPherson Street is supported, with mixed-use fronting onto the parkland encouraged.

4. The community park located to the north east of the site needs to be reconsidered/repositioned. This space is currently separated from the surrounding street and sunlight amenities by the Citylink overpass to its immediate north.
MGS supports the open, penetrable nature of the proposed Masterplan, however the juxtaposition of the built form against low-rise residential needs careful consideration and management. To ensure minimal conflict between the existing residential area and the Moonee Valley Racecourse development, the concept should include strategic setbacks as follows:

**Residential:** A minimum 6 metre building setback (at street level) for all residential and mixed-use buildings along the perimeter of the site to provide opportunity for decent foreground trees/landscaping at the interface with existing streets.

**Grandstand:** A minimum 30 metre street width to include street capacity (carriageway, easements and pavements), landscape, vehicle drop-off and forecourt areas.

There should be an allowance for new tree-lined boulevards marking the residential streets and tree-line urban streets linking the site with the Moonee Ponds commercial centre and transport interchange.

**Observations:**

1. The role of Wilson street is altered with the relocation of the major grandstand to this interface. It could reasonably be anticipated that taxis, maxi cabs, buses and limousines would require access to this area with this transformation. This would require a widening of the street and provisions within the setback zones. This is not apparent in the Masterplan.

2. The main pedestrian link to the racecourse from the new residential development should be connected directly with the new plaza.

3. It is recommended that the proposed urban main street with mixed uses at street level link with Alexandra and Coats Streets, with a well-defined pedestrian link through to Dean St. The narrow pedestrian walk should be solely residential, with mixed-use located on the main spine.

4. Opportunity for landmark built form on the corner of McPherson and Dean Streets to act as the ‘gateway’ to the new Moonee Valley Racecourse.

5. Relocate the proposed public park at the north east of the site. The current position does not encourage use by surrounding residents (blocked by city link overpass). Consider replacing the park with a vehicle turning circle for bus loop during large events.
LINKS WITH THE COMMUNITY

As a precinct within the greater Principle Activity Centre, MGS would encourage integrating the development with the surrounding centre. This could be achieved by providing a range of mixed-use activities that could be utilised when the grounds were not being used for racing events. The Caulfield Racecourse has implemented strategies for community recreational areas within the racecourse infill and should be used as a reference for this Master Plan.

Bus movements need to be considered and incorporated into the Masterplan, including the possibility of bus loops during race events linking the Moonee Ponds and Brunswick Train Stations with the racecourse.
**MGS observations**

**BUILDING CAPACITIES**

The Master Plan building footprints indicate approximate floor areas as outlined in the table opposite:

<table>
<thead>
<tr>
<th>BUILDING</th>
<th>NO. OF FLOORS</th>
<th>GFA</th>
<th>RESIDENTIAL m²</th>
<th>COMMERCIAL m² (mixed-use)</th>
<th>SPECIALISED m² (grandstand)</th>
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<tbody>
<tr>
<td>A</td>
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Residential Floor area (m²) 356,320

Approximate no. of dwellings (GFA/80m²) 4,454

Residential Floor area (m²) 356,320

Approximate no. of dwellings (GFA/100m²) 3,563

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<tr>
<th>Percentage of total residential area utilised</th>
<th>60%</th>
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<td>Residential floor area (m²)</td>
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<td>Approximate no. of dwellings (GFA/80m²)</td>
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<td>4454</td>
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<td>Approximate no. of dwellings (GFA/100m²)</td>
<td>2138</td>
<td>2672</td>
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Note: Table above is intended as a guide only. Areas have been taken directly from Masterplan building envelopes. No allowance for podium car parking has been made. Figures are approximate.
MATTERS FOR CONSIDERATION

Having interpreted the proposed Master Plan of the Moonee Valley Racecourse, the major unresolved matters are:

1. Will the repositioning of the grandstand have impacts on the shift in operation and have these impacts been satisfactorily managed?

2. Is there insufficient public realm capacity for the operation of a grandstand / events facility at an interface with a modestly scaled residential street and is there clarity regarding the grandstand in operations mode in racing and alternative events scenarios? Have these various events and their impacts been assessed adequately in the draft material?

3. Current access to the Racecourse is very direct from the Activity Centre to the core function spaces (350m). Whilst the proposed access arrangements are perhaps more visually interesting, they represent a significant extension to walking distances from public transport to core racing areas. Has this been mitigated through public transport initiatives and improved pathway capacity?

4. Under the Masterplan themes, we have reviewed the level of improved amenity as follows:

<table>
<thead>
<tr>
<th>THEMES</th>
<th>IMPROVEMENT</th>
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<td>ACCESS AND FACILITIES</td>
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<tr>
<td>CAR PARKING AND SERVICE NETWORK</td>
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<td>CONNECTIVITY</td>
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<td>DIVERSITY</td>
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<td>LINKS TO PUBLIC TRANSPORT</td>
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<td>PLACEMAKING</td>
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<td>RACECOURSE OPERATIONS</td>
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<tr>
<td>STREET AMENITY</td>
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</tbody>
</table>

ISSUES WE THINK ARE PROBLEMATIC

> Scale, character and capacity of interface with Moonee Ponds Central Primary School.

> Clarity of wayfinding to grandstand from Activity Centre and public transport hub.

> Impact of increased traffic on surrounding streets and amenity through location of grandstand, residential and carpark access.

> Excessive scale and intensification of development.
  - Poor integration of development into the surrounding low density suburban fabric to the north and south.
  - Insufficient Setbacks and landscaping.
  - Insufficient upgrades to street capacity and amenity.
  - Insufficient public open space for the proposed new residential community.

> Configuration of mixed-use zones.

AREAS REQUIRING CLARIFICATION AND/OR FURTHER INVESTIGATION

> Built form details
  - More developed designs of the proposed buildings are required, including detailed plans of building envelopes (podiums and towers), building heights (actual height dimensions, and/or floor to ceiling dimensions for residential and mix-use) and the depth of tower setbacks from podium edges and an indicative development capacity for each development footprint. The current Masterplan’s Sub-Precinct Design Guidelines are too vague.
  - There needs to be a correlation between the built form in the Sub-Precinct Design Guidelines and the final illustrative Masterplan.
  - Massing and site arrangements need to be studied in 3D form to fully comprehend the proposed massing and bulk and to properly assess its impact from surrounding streets and locations as well as within the subject site.

> Street character and open space amenity

> Interface Guidelines
  - Racetrack and new residential
  - New residential and existing residential

> Location of community programs / activities / integration
  - Activities / recreational leisure facilities within racetrack centre for use when racing events are not occurring
  - Bicycle facilities

> Victoria Street and City Link overpass - proposed community park is graphically shown without overpass.

> Loading zones and service entries

> Massing / Shadow diagrams
  - Site cross sections / 3D modelling of entire proposal

> Topographical study
  - Site cross sections
## Appendix

### BUILDING CAPACITIES

<table>
<thead>
<tr>
<th>BUILDING</th>
<th>NO. OF FLOORS</th>
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**Note:** Tables above are intended as a guide only. Areas have been taken directly from Masterplan building envelopes. No allowance for podium car parking has been made. Figures are approximate.