

Moonee Valley Racecourse

Master Plan

QUALITY ASSURANCE

Moonee Valley Racecourse

Master Plan

October 2021

Prepared for Moonee Valley Race Club

The image used on the cover page is an artistic representation only and not a measure for consistency under this document. The final design of the grandstand will be subject to further review and planning approval.

Revisions

ISSUE	ISSUED	DETAILS	PREPARED BY	REVIEWED BY	PROJECT PRINCIPAL
00	22 December 2020	Issue to Council	Caroline Graham	Joseph Indomenico	Andrew Robertson
01	23 July 2021	Revisions following community consultation	Caroline Graham	Joseph Indomenico	Andrew Robertson
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03	1 October 2021	Minor revisions following Council comments	Caroline Graham	Joseph Indomenico	Andrew Robertson
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Acknowledgement of Country

The Moonee Valley Racing Club acknowledges the Traditional Owners of the land, the Wurundjeri People, and recognises their continuing connection to land, waters, and culture. We pay our respects to their Elders past, present, and emerging.

Foreword

It is with great pleasure that the Moonee Valley Racing Club presents this Master Plan for the Special Use Zone land parcel as we progress our vision to transform the Moonee Valley Racecourse into a world class sports, entertainment and community precinct.

This ambition informs the Club’s vision for ‘The Valley of Tomorrow’ and the entire redeveloped precinct as a landmark racing and lifestyle precinct recognised worldwide as a statement of quality and opportunity. Achievement of this vision will be built on the foundation of the Club’s existing racecourse operations, the unique characteristics of the land, and the well-established relationship the Club has in the community.

The Master Plan provides the planning and design framework in response to the determination of the Advisory Committee in 2013 in relation to the Special Use Zone, which, when endorsed, will inform the future sub precinct applications for the new Grandstand, Racing Infrastructure, and Infield.

The Club would like to thank the Moonee Valley City Council, and all community stakeholders who have participated in the Club’s redevelopment planning process to date, and we look forward to working collaboratively to deliver our transformational vision.

For your information and consideration.

Michael Browell

Chief Executive Officer
Moonee Valley Racing Club (Incorporated)

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1 EXECUTIVE SUMMARY

Established in 1883, the Moonee Valley Racing Club (MVRC) has enjoyed a rich and vibrant history of thoroughbred horse racing at its unique amphitheatre racecourse nestled in the heart of Moonee Ponds. Renowned for the W.S. Cox Plate, Australasia's Weight-for-Age Championship, the Moonee Valley Racecourse is also Australia's leading night racing venue.

The MVRC has embarked on a historic transformation of the Moonee Valley Racecourse in partnership with Hamton, Hostplus and ISPT (Hamton Hostplus JVMV Pty Ltd).

With an estimated capital investment value of \$2 billion, this once-in-a-generation opportunity will deliver a new world-class racing facility and create a night racing venue and experience unmatched in international racing to add to Melbourne's menu of the world's best sporting precincts. The redevelopment will also facilitate the opening up of the track in-field for public use, events and activities.

The racecourse will be supported by a meticulously planned residential, retail, commercial and lifestyle precinct known as Moonee Valley Park.

The Moonee Valley Racecourse Master Plan (the Master Plan) applies to the racing precinct, defined by land contained within Schedule 2 to the Special Use Zone (SUZ2) under the Moonee Valley Planning Scheme.

It has been prepared to guide and inform the redevelopment of the racing precinct and critical racing and event activities for the benefit of the MVRC, the Moonee Valley City Council, the community and other stakeholders interested in the redevelopment of the racing precinct.

The Master Plan accords with the provisions of the SUZ2, as well as the relevant outcomes and directions of the Moonee Valley Racecourse Redevelopment Advisory Committee with respect to the racecourse land.

This Master Plan will ensure the long term viability of horse racing at Moonee Valley Racecourse and the delivery of a world-class racing facility well into the future.

Key elements of the Master Plan include:

- › Modernisation of the racing precinct including realignment of the existing racetrack and consolidation of race day operations to the in-field of the racetrack.
- › Construction of a new world class, multi-function Grandstand and Legends Facility on Wilson Street.
- › Creation of new pedestrian access arrangements to the Grandstand and Legends Facility through the in-field and away from Wilson Street.
- › Creation of a new shared path along Dean Street that will represent a significant contribution to the local and regional bicycle network.
- › Significant improvements to the provision of open space within Moonee Ponds through the creation of new active and passive recreational facilities within the in-field of the racetrack. Access to these facilities will be available to the public outside of event times.
- › Achievement of significant environmental improvements through a whole of site approach to environmentally sustainable design.
- › Enhancement of the social and economic role of Moonee Valley Racing Club to the Moonee Ponds community through employment creation.
- › Enhance the role and function of Moonee Ponds as an area for major investment, entertainment, recreation and sport.

“The Valley of Tomorrow will create unique racing, hospitality, entertainment and leisure experiences for local, interstate and international visitors, while providing energy, employment, social and economic benefits to Moonee Ponds all year round.”



2 INTRODUCTION

2.1 Overview

The Master Plan has been prepared on behalf of the MVRC to accord with the SUZ2 of the Moonee Valley Planning Scheme and the relevant outcomes and directions of the Moonee Valley Racecourse Redevelopment Advisory Committee with respect to the racecourse land.

The Master Plan applies to the SUZ2 land within the Moonee Valley Racecourse landholding (refer to Figure 1).

The Master Plan will inform investment and development by the MVRC and its project partners, in their pursuit to create a strong future and deliver an asset that provides a substantial range of benefits for

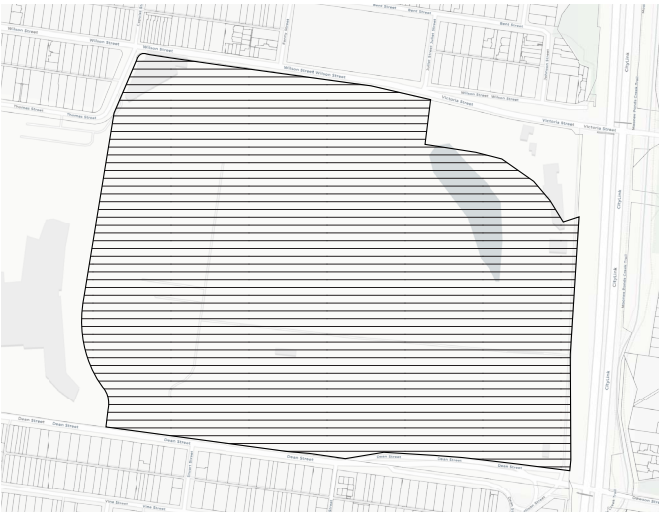


Figure 1. Map of SUZ2 Area

the entire community over the next century and beyond.

2.2 Purpose of Master Plan

The Master Plan has been prepared to guide the redevelopment of the SUZ2 land and inform how critical racing and event activities within it are to be carried out and managed. In particular, the Master Plan has been prepared to provide details on:

- > The racetrack realignment and general site arrangement.
- > The siting of the Grandstand and Legends Facility.
- > Access arrangements for typical non-racing and racing events for all modes of transport.
- > In-field activation opportunities and access to the public.
- > Staging.
- > Event Management.

2.3 Master Plan Structure

The Master Plan implements the objectives and requirements of the SUZ2 and is structured as follows:

- > Racing at the Valley- Section 3
- > Urban Context Review - Section 4
- > Moonee Valley Park - Section 5
- > Planning Framework - Section 6
- > Vision and Guiding Principles - Section 7
- > Master Plan - Section 8

- > Key Master Plan Elements - Section 9
- > Conclusion - Section 10

2.4 Master Plan Content

The Master Plan comprises two volumes, being:

- > Volume 1 - Master Plan Report
- > Volume 2 - Accompanying Specialist Reports

Volume 1 is based on technical analysis and inputs from a variety of consultants outlined in Section 2.5 below.

Volume 2 features two specialist reports in full. Where relevant, extracts of these specialist reports are included in Volume 1. Volume 2 should be read in conjunction with Volume 1.

2.5 Project Team

The following consultants were involved in the preparation of the Master Plan:

- > Tract - Planning Consultant and Landscape Architect
- > COX - Architect
- > GTA - Traffic Engineer
- > DCE - Drainage Engineer
- > Ascot Consulting Engineers - Electrical Engineer
- > Meinhardt - Civil Engineer

- > WSP - Waste Engineer
- > Event Advocates Australia - Event Management

2.6 Application of Master Plan

Subject to the consent of the Responsible Authority, in implementing the Master Plan, changes to the specific siting and size of proposed land uses and development may be made and considered as part of a future planning permit application. These changes must be within the scope of the SUZ2 and must be generally in accordance with this Master Plan, unless the changes are required due to:

- > Changes to the regulatory requirements relating to any land use.
- > The availability of more detailed and relevant information informing the planning process.
- > The requirements of a servicing authority or service provider.



3 RACING AT THE VALLEY

3.1 History & Heritage

The Moonee Valley Racecourse has a long and storied history in Melbourne’s racing world, spanning back to 1883 when William Samuel Cox purchased a farm belonging to John F Feehan for the purpose of establishing a racetrack.

From those early days, it proved to be a popular place to bet, socialise and enjoy the thrill of horse racing. Hundreds of Melburnians coming from across the city would flood the racecourse in their Sunday best to enjoy high-energy race days.

An icon of the racing calendar, the first W.S. Cox Plate was run at Moonee Valley Racecourse in 1922, offering a purse of 1,000 pounds – a fortune in those days. A weight-for-age race over 2,040 metres, it was named in honour of the club’s founder and its first winner was an imported stallion named Violencello.

Strategically placed on the race calendar between the Caulfield and Melbourne Cups, the W.S. Cox Plate has become a highly prestigious race and is regarded as the best weight-for-age race in Australasia – not to mention one of the most exciting race days in the world.

Among the champion horses that have their names etched on the W.S. Cox Plate Wall of Champions are Phar Lap, Kingston Town, Rising Fast, Dulcify, Might and Power, Makybe Diva and more recently Winx.

Over its 134-year history, the racecourse has undergone some major changes, with a major expansion of the racecourse facilities in the 1960s and the addition of harness racing in the 1970s until 2010.

A Proud History

1882

William Samuel Cox leases a farm belonging to John F. Feehan for the purpose of establishing a racetrack.

1883

Moonee Valley Racecourse is established, with the first race held on 15th September, featuring nine horses.

1922

The Cox Plate is inaugurated –later becoming one of the foremost events in international racing history.

1930

Phar Lap, Australia’s most famous racehorse, wins his first Cox Plate.

1931

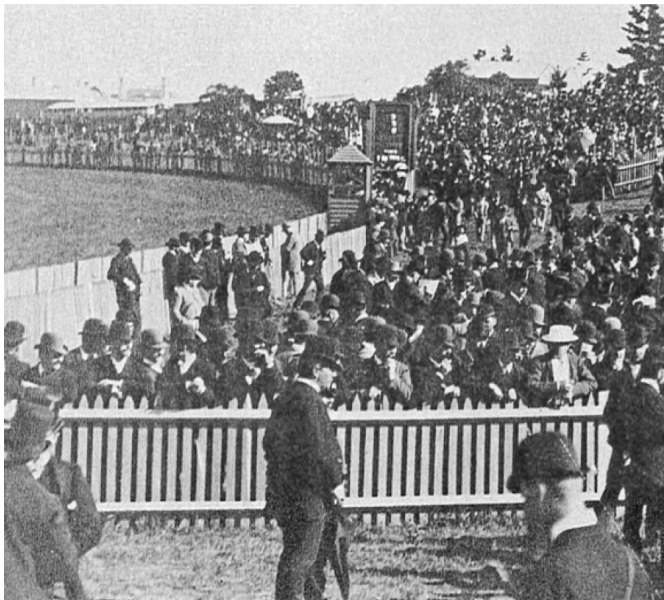
The first Tote building was erected at a cost of £60,000.

1998

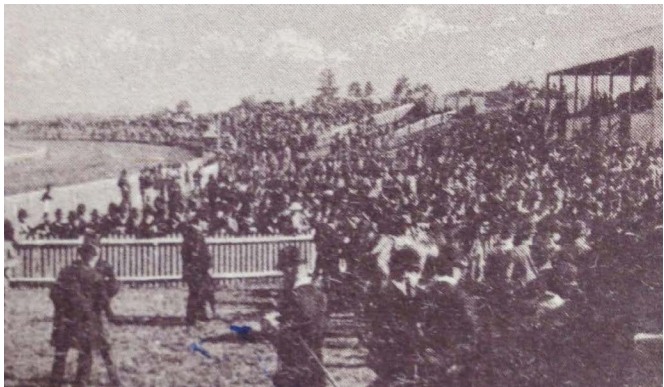
Moonee Valley pioneers the introduction of thoroughbred night racing in Australia.

2019

Moonee Valley Park is launched, defining a brand-new era for Moonee Valley Racecourse.



Moonee Valley Racecourse 1883



Race Day crowds at Moonee Valley in 1889



View from the South Hill Stand, looking north-east, 1945



Phar Lap wins Cox Plate 1930

3.2 A New Era

In 2009, the MVRC announced its intention to redevelop the racecourse and cement its future for generations to come.

Following an extensive period of consultation with key stakeholders, the Moonee Valley Racecourse Redevelopment Advisory Committee determined in March 2015 the appropriate planning framework that would enable the future redevelopment the MVRC site. This decision allowed the MVRC to proceed with its objective of building a new grandstand and racetrack thereby ensuring its long-term business future. The redevelopment of the racecourse landholding will also facilitate the building of a mixed-use precinct on approximately nine hectares of surplus land in the west and north-east.

In 2016, the process commenced appointing a development partner to work with the MVRC in undertaking this major urban redevelopment project. After an extensive selection process involving a detailed review and analysis of submissions from a range of Australia’s leading development companies, the MVRC selected Hamton and Hostplus as the joint venture development partner in late 2017.

The introduction of Hamton and Hostplus as the project partner has seen the creation of Moonee Valley Park, the construction of Tote Park and the approval of residential and commercial developments.



New grandstand. This image is an artistic representation only and not a measure for consistency under this document. The final design of the grandstand will be subject to further review and planning approval.



Cox Place and Tote Park (not subject to this master plan). Artistic representation only - subject to further design review and planning approval.



Cox Place(not subject to this master plan). Artistic representation only - subject to further design review and planning approval.



Tote Park.

4 URBAN CONTEXT REVIEW

4.1 Moonee Valley Racecourse

The Moonee Valley Racecourse is located within the suburb of Moonee Ponds, which is located approximately 7km north-west of the Melbourne Central Business District. The site is part of the Moonee Ponds Principal Activity Centre at the eastern extent of Moonee Valley City Council.

The suburb of Moonee Ponds is a well established, primarily residential suburb consisting of a mixture of period and more recently-built townhouses and detached dwellings. The area is a popular residential location which is attributed to its proximity to regional parklands, Moonee Ponds Activity Centre, Moonee Ponds Creek Trail and accessibility to the Central Business District.

The Moonee Valley Racecourse landholding is surrounded by significant open space networks including, Queens Park, Ormond Park, Moonee Ponds Creek Trail, Holbrook Reserve and Denzil Don Reserve.

Significant land uses within the Moonee Ponds Principal Activity Centre are Moonee Ponds Central shopping centre, Puckle Street shopping centre, Australian Tax Office, Moonee Valley City Council Municipal Building, Sam Merrifield Municipal Library and Clocktower arts and entertainment centre.

The Moonee Valley Racecourse is the largest single site within the Moonee Ponds Activity Centre.

It is approximately 40ha in size and is generally bound by Thomas Street, Wilson Street and Victoria Street to the north, Citylink to the east, Dean Street to the south and Feehan Avenue to the west.

The Moonee Valley Racing Club (Incorporated) is the sole owner and proprietor of the land.

At present, the land is used for horse racing entertainment and food and drink purposes.

As part of the MVRC’s master planning process in 2011, portions of its landholding in the west and north-east were deemed surplus to its future needs. These portions, together with the future racing portion, are described further below and identified in Figure 2.

4.1.1 The Racing Portion

The racing portion of the Moonee Valley Racecourse landholding comprises all land contained within the SUZ2.

This land currently contains the racetrack, the in-field and the Legends facility. It is generally flat with minimal landscaping.

4.1.2 The Western Portion

The western portion of the Moonee Valley Racecourse landholding comprises all land contained within ACZ1.

It is approximately 7.6 hectares in size.

The western portion of the Moonee Valley Racecourse features a topographical profile similar to a bowl with land at the external peripheries (Feehan Avenue, Dean St and Thomas Street) higher than in the centre of the Site where the existing grandstand lies. This change in level is in the order of 5-6 metres.

4.1.3 The North-Eastern Portion

The north-east portion of the Moonee Valley Racecourse landholding comprises all land contained within the MUZ2.

It is currently occupied by a caretaker’s house, plant nursery, and maintenance yard associated with the racecourse.

The north-east portion is approximately 1.6 hectares in size with a frontage of approximately 216m to Wilson Street / Victoria Street.

Despite the north-east portion being predominately flat in profile, its locality on the southern side of the Wilson Street / Victoria Street bridge means that it lies predominately beneath street level.

The level difference between the footpath and private land increases gradually from west to east.

4.2 Heritage at the Racecourse

Heritage assessments undertaken for the site have confirmed that the Moonee Valley Racing Club is at least of local significance to the City of Moonee Valley for its historic, aesthetic, architectural, technical and social heritage values. This is reflected within the Heritage Overlay which affects the entire Moonee Valley Racecourse Site.

The following registers of significance apply to the site, and elements of the site:

Primary Heritage Significance:

- > Club Secretary’s house (former), perimeter fence and garden
- > S.R. Burstons Stand
- > Main Tote
- > Alister Clark Rose Garden and Manikato Memorial Garden
- > Horse stalls, saddling paddock/parade ground, perimeter brick fence and mature trees
- > Racetrack

Secondary Heritage Significance

- > South Hill Stand
- > Former Cafeteria
- > Member’s Stand
- > Turnstiles

It is noted that with the exception of the racetrack, the SUZ land does not include any heritage elements as listed above.



Figure 2. Aerial Plan

4.3 Interface Review

The immediate interfaces surrounding the racing portion of the Moonee Valley Racecourse landholding are as follows:

North

- › Directly abutting the racing portion is Wilson Street, a connector street with a two-way road configured with one lane of traffic in each direction, with a 9.5 metre carriageway (approx.) set within a 15.3-metre-wide road reserve (approx.). Kerbside parking is generally permitted on the north side of the carriageway, with a bicycle lane provided on the south side east of Thomas Street.
- › Beyond Wilson Street is Moonee Ponds Primary School, Moonee Valley Views Apartments, and part of the residential area of Moonee Ponds. Dwellings are typically detached, single and double storey buildings, with setbacks generally in the order of 6 to 9 metres. A run of rear-loaded townhouses are located at the intersection of Wilson Street and Capulet Street.

East

- › Abutting the Site to the east is CityLink, a toll road with a split two-way road configured with five and six lanes of traffic in each direction.
- › Beyond CityLink is the Moonee Ponds Creek Trail, and the residential land of Brunswick West,

South

- › Directly abutting the Site to the south is Dean Street, a connector street with a two-way road configured with one lane of traffic in each direction, with a 9.2 metre carriageway (approx.) set within a 15.1-metre-wide road reserve (approx.). Kerbside parking is permitted on the south side of the carriageway.
- › Beyond Dean Street is part of the residential area of Moonee Ponds, including a variety of single and double storey dwellings. Dwellings are typically detached or semi-detached, single and double storey buildings, with setbacks generally in the order of 2 to 7 metres.

West

- › Moonee Valley Park sits to the west of the Site. Refer to Section 5 for further detail.
- › Abutting part of the Site is Thomas Street, a local street with a two-way road configured with one lane of traffic in each direction, with a 12.4 metre carriageway (approx.) set within a 20.2 metre road reserve (approx.). Kerbside parking is restricted as a ‘Permit Zone’ on both sides of the carriageway.
- › Beyond Moonee Valley Park is the balance of the Moonee Ponds Activity Centre.



1. Wilson Street looking east, Legends (R)



2. Wilson Street looking east.



3. Moonee Ponds Primary School, Wilson Street looking east.



4. Wilson Street looking east.



Figure 3. Urban Context



5. Dean Street looking west.



6. Dean Street looking east.



7. Dean Street looking east.



8. Vehicle entrance and maintenance facilities on Dean Street looking north-west.

4.4 Transport

The Moonee Valley Racecourse site has good road access to three major north-south arterial roads, Mt Alexander Road, Pascoe Vale Road and Ascot Vale Road and to the east of the site, Citylink. The site is within walkable distance to Moonee Ponds Rail Station, tram lines along Mt Alexander Road and Melville Road and several bus routes.

The Moonee Valley Racecourse has excellent connections to the following notable public transport options:

4.4.1 Train

- Moonee Ponds Station on the Craigieburn Line (western side of the activity centre)

4.4.2 Tram Route

- 59 Airport West – City via Elizabeth Street: Accessed from Moonee Ponds Junction
- 82 Moonee Ponds – Footscray: accessed from Moonee Ponds Junction
- 55 West Coburg – Domain Interchange: accessed from Melville Road

4.4.3 Bus Route

Accessed from Moonee Ponds Junction:

- 404 Footscray – Moonee Ponds via Newmarket
- 472 Williamstown – Moonee Ponds via Footscray
- 475 Moonee Ponds – East Keilor via Niddrie
- 476 Moonee Ponds – Hillside via Taylors Lakes & Watergardens Railway Station
- 477 Moonee Ponds – Broadmeadows via Essendon, Airport West, Niddrie
- 478 Moonee Ponds – Melbourne Airport via Essendon, Airport West, Niddrie
- 479 Sunbury – Moonee Ponds via Melbourne Airport, Airport West
- 483 Sunbury – Moonee Ponds via Diggers Rest
- 501 Moonee Ponds – Niddrie via Strathmore
- 504 Moonee Ponds – Clifton Hill via east Brunswick
- 505 Moonee Ponds – Melbourne University
- 506 Moonee Ponds – Westgarth Station via Brunswick (also accessible from Dean Street)
- 508 Alphington – Moonee Ponds via Northcote & Brunswick (also accessible from Wilson Street)
- 954 Nightrider – City – Craigieburn via Mt Alexander Road, Pascoe Vale Road.

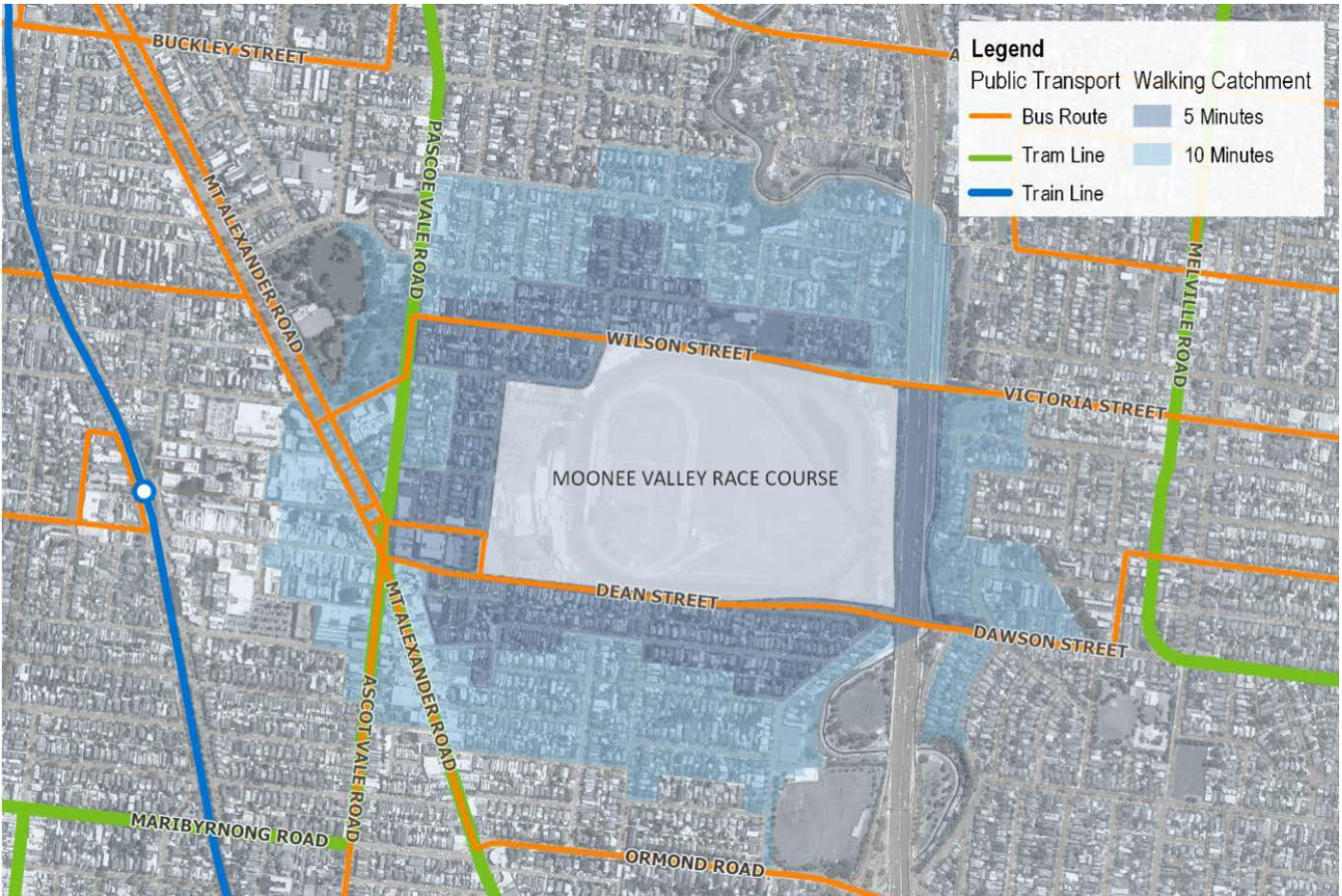
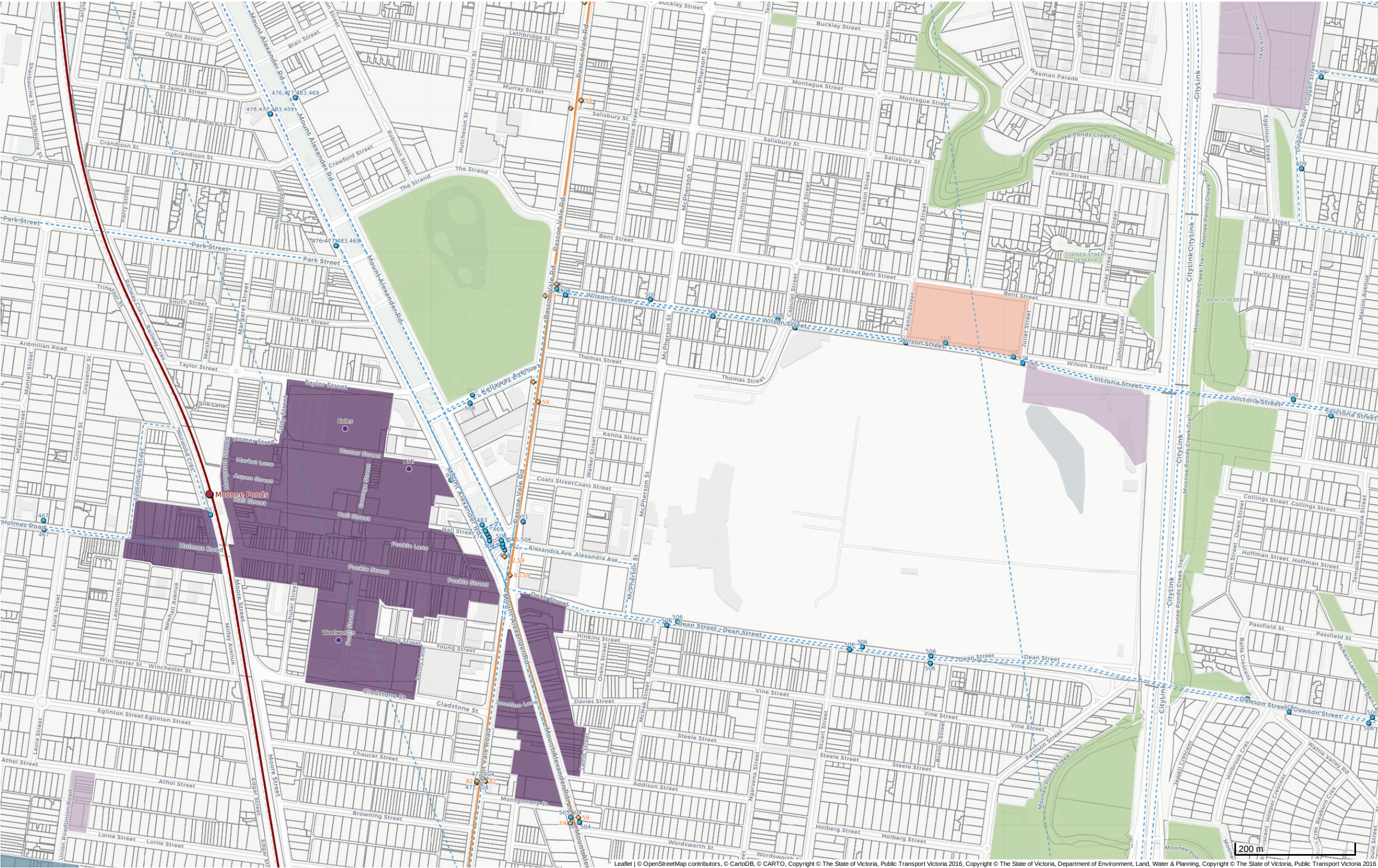


Figure 4. Public Transport Catchment Plan



PUBLIC TRANSPORT
CONTEXT

TRANSPORT

- TRAIN STATIONS
- ◆ TRAM STOPS
- SMARTBUS STOPS
- BUS STOPS
- TRAIN LINES
- TRAM ROUTES
- SMARTBUS ROUTES
- BUS ROUTES

- FUTURE TRAIN STATIONS
- ◆ FUTURE TRAM STOPS
- FUTURE TRAIN LINES
- FUTURE TRAM ROUTES

CONTEXT PLAN

LAND USE

- RETAIL
- MIXED USE
- OFFICE / COMMERCIAL
- INDUSTRIAL
- EDUCATION
- OPEN SPACE

TRANSPORT

- TRAIN STATIONS
- ◆ TRAM STOPS
- SMARTBUS STOPS
- BUS STOPS
- TRAIN LINES
- TRAM ROUTES
- SMARTBUS ROUTES
- BUS ROUTES

Figure 5. Public Transport Context Plan

4.4.4 Pedestrian Network

The external walking network abutting the Site includes footpaths provided on both sides of Wilson Street, Thomas Street, Feehan Avenue and Dean Street. The nearest formal pedestrian crossing points are located at the following locations:

- › School crossing – Dean Street between McNae Street and Feehan Avenue
- › School crossing – Wilson Street just east of Fanny Street.

Both of the school crossings currently operate before and after school only and are patrolled by school crossing supervisors.

The broader walking network consists of sealed pedestrian footpaths on both sides of the majority of local streets within the vicinity of the site. The broader walking network provides good pedestrian access to Moonee Ponds Activity Centre, the Moonee Pond Bus & Tram Interchange and Moonee Ponds railway station.

Given the level of traffic both Dean Street and Wilson Street carry, these collector roads act as somewhat of a barrier to north-south pedestrian movements to the nearby local residential area.

4.4.5 Bicycle Network

The Principal Bicycle Network (PBN) is a network of existing and proposed on and off-road arterial cycling routes in metropolitan Melbourne, for which VicRoads (DoT) has the primary responsibility to manage and develop.

- › As shown in Figure 7, the following PBN links exist in the vicinity of the site:
- › Dean Street, to the south of the site, provides an east-west connection to the surrounding bicycle network and the Moonee Ponds Activity Centre. West of Branch Street, cyclists mix with general traffic along Dean Street.
- › Mt Alexander Road, to the west of the site, provides on-street northwest-southeast bicycle connections to the surrounding bicycle network. In addition, these routes provide direct access to Parkville, North Melbourne, and the Central Business District (CBD).
- › The Moonee Ponds Creek Trail provides dedicated off-road shared pedestrian and cycle paths with excellent connections to inner Melbourne from Greenvale to Southbank via Moonee Ponds. The Moonee Ponds Creek Trail provides connection to the CBD via Docklands and links with many other cycle routes extending to much of inner Melbourne.

The routes which make up the existing cycling network generally provide limited connectivity and do not achieve separation to vehicular traffic. Dean Street does not currently provide any cycling facilities whilst Wilson Street provides a cycling lane on the southern side (westbound).



LEGEND

- KEY PEDESTRIAN LINK
- SIGNALISED CROSSING POINT
- UNSIGNALISED CROSSING POINT (SCHOOL CROSSING)



Figure 6. Surrounding Pedestrian Network Plan



LEGEND

- EXISTING ON-STREET CYCLING ROUTE (PRINCIPAL BICYCLE NETWORK)
- EXISTING ON-STREET CYCLING ROUTE (CONFIDENT USERS)
- EXISTING OFF ROAD PATH
- VICROADS SMARTROADS BICYCLE PRIORITY ROUTE



Figure 7. Surrounding Bicycle Network Plan

5 MOONEE VALLEY PARK

5.1 Overview

The introduction of Hamton Hostplus JVMV Pty Ltd as the MVRC’s development partner has seen the establishment of Moonee Valley Park in the western portion of the Moonee Valley Racecourse landholding.

Underpinned by the requirements and guidelines set out in the ACZ1, the Development Vision for Moonee Valley Park was prepared and settled in 2018 to help guide and inform the redevelopment of the neighbourhood.

Since that time, several planning permit approvals for residential, open space and commercial purposes have been secured.

5.2 Key Elements

The key elements of the Moonee Valley Park Development Vision relevant to the operation of the racing precinct are as follows:

5.2.1 Tote Park

Tote Park is located on Feehan Avenue, north of Cox Place. It offers approximately 5,000sqm of public open space for residents and visitors of Moonee Valley Park, Moonee Ponds Activity Centre and the broader residential hinterland surrounding the site.

Tote Park is critical to the operation of the racing precinct. It, together with Cox Place, will provide a natural meeting point for patrons accessing the racing precinct, particularly from tram, train and bus services found in the Moonee Ponds Activity Centre.

In consultation with Council and other relevant stakeholders, Tote Park will be utilised for event and non-event activation and engagement.

5.2.2 Cox Place

Cox Place is the heart of Moonee Valley Park.

Aligned with Alexandra Avenue to provide direct and convenient access to the broader Moonee Ponds Activity Centre, Cox Place will be a generous pedestrian-only zone that will be home to a curated collection of retailers, restaurateurs and entertainment uses.

On race days / nights, Cox Place will serve as a focal point for patrons to meet, dine and socialise on their way to and from the racing precinct. Cox Place will also act as the ‘gateway’ to the racing precinct by facilitating access to the in-field.

Like Tote Park, it is intended that Cox Place will be utilised for event and non-event activation and engagement.

Whilst Cox Place forms part of the Moonee Valley Park redevelopment, its construction will be integrated with the delivery of the broader racing precinct.

5.2.3 North-South Road

A new north-south road will be constructed along the eastern edge of Moonee Valley Park to provide an important vehicle, pedestrian and cycling connection between Dean Street and Thomas Street.

Like Cox Place, the construction of the north-south road will be integrated with the delivery of the broader racing precinct.

The indicative configuration and siting of the north-south road is detailed in the approved Moonee Valley Park Integrated Transport Plan (ITP) and Transport Assessment and Management Plan (TAMP). In these traffic documents, the north-south road has been designed to provide one lane of traffic in each direction, on-street car parking facilities, pedestrian / shared path facilities, and landscaped verges.

On race days / nights, rideshare drop-off/pick-up will be catered for primarily by a designated location within the in-field, accessed via Dean Street. Secondary drop-off/pick-up is planned to operate from the north-south road, subject to further event management and detailed design being undertaken at the planning permit application phase.

5.2.4 Shared Path Networks

New shared paths will be delivered throughout Moonee Valley Park and along the northern side of Dean Street

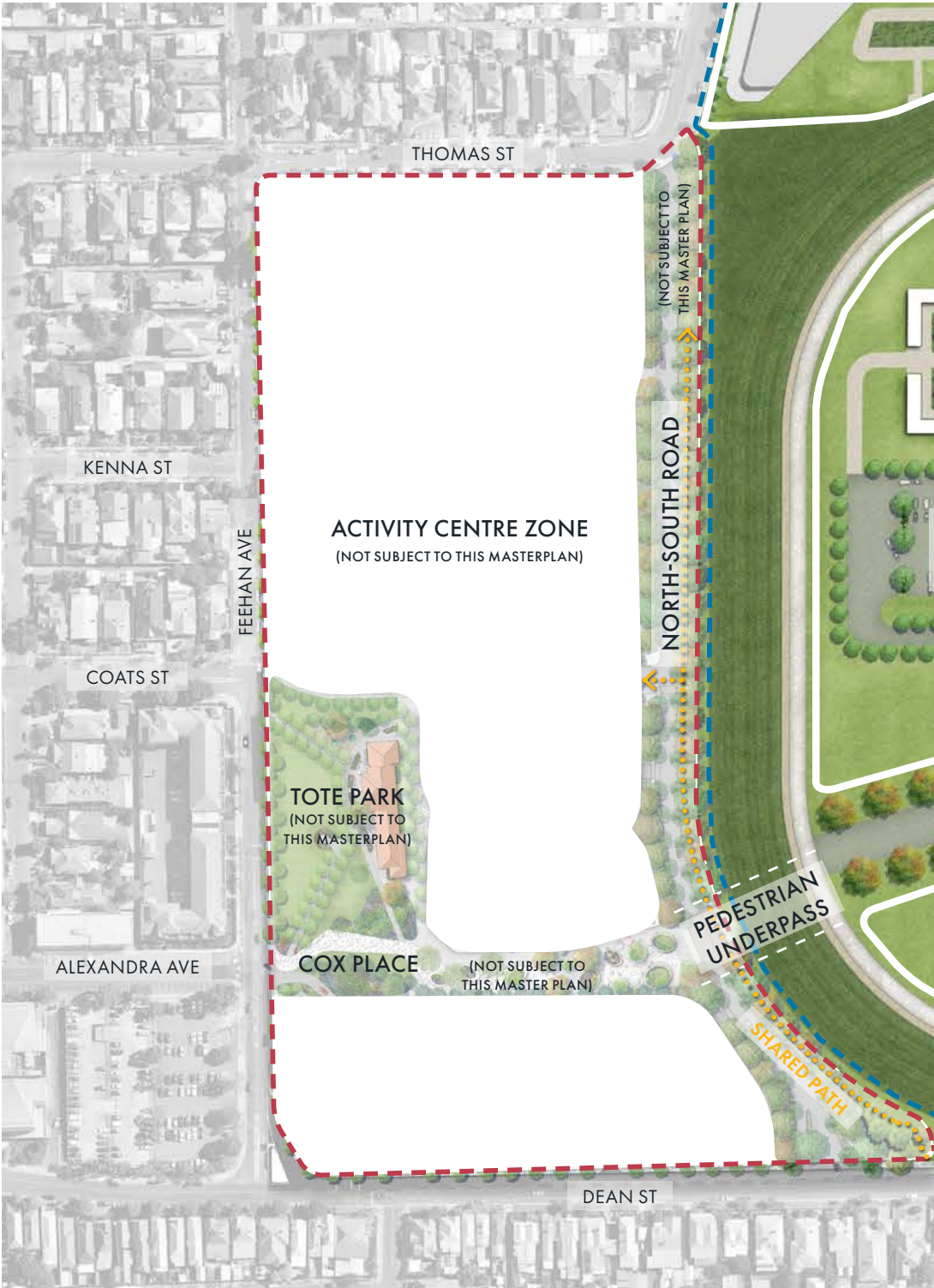
The Dean Street shared path is an important piece of community infrastructure that is recognised to be delivered as part of ITP, TAMP and SUZ2. It has been designed by DCE Consultants, with the assistance of Stantec, and it is shown on the indicative functional layout plan provided within this Master Plan.

Like Cox Place and the north-south road, the construction of the Dean Street shared path will be integrated with the delivery of the broader racing precinct. The MVRC is committed to delivering this connection as early as possible in the overall racing precinct redevelopment.

5.3 Other Elements

Other elements of the Moonee Valley Park vision include:

- › The provision of a new medium to high density residential community comprising in the order of 2,000 dwellings.
- › The creation of pocket parks and high quality landscape spaces to provide additional opportunities for residents and visitors to gather and connect.
- › The extension of the Activity Centre into Moonee Valley Park through the creation of a permeable street and block pattern that promotes and encourages sustainable transport movements.
- › Implementation of community facilities, including: kindergarten / early learning centre, public art and community meeting facilities, maternal child health services and meetings rooms to serve the wider community.





Cox Place (not subject to this master plan). Artistic representation only - subject to further design review and planning approval.



Tote Park.



Tote Park.



Tote Park.

6 PLANNING FRAMEWORK

6.1 Moonee Valley Racecourse Redevelopment Standing Advisory Committee

The Moonee Valley Racecourse Redevelopment Advisory Committee (Advisory Committee) was appointed by the Minister for Planning on 15 April 2013. The Committee’s principal role was to provide advice to the Minister for Planning and Moonee Valley City Council on all relevant matters associated with the redevelopment of the Moonee Valley Racecourse.

Following the appointment of the Committee, consultation was held with key stakeholders and the committee summarised its findings in its report Stage 1 Advice: Review and Consultation (05/07/2013).

The Committee ultimately supported the redevelopment of the Moonee Valley Racecourse and its rezoning, subject to density, building height and access arrangement changes.

The suite of planning controls now affecting the Moonee Valley Racecourse, and in particular the SUZ2 land, provide certainty on building height, setbacks and overall built form massing and scale. These are described further below.

The SUZ2 also provides guidance on access arrangements to and from the Racing Portion of the Moonee Valley Racecourse landholding. These were underpinned generally by the following directions of the Advisory Committee.

“Based on the responses and considering a balance among the various views expressed, notably the Club’s position on matters of design, practicality and meeting its desired outcomes for a world-class venue, the Committee:

- › *Is comfortable with the Club’s proposed VVIP, disabled, delivery and waste access to Wilson Street at the eastern end of the grandstand subject to implementing suitable controls on aspects such as delivery and waste collection times when there might be conflict with school start and end times;*
- › *Strongly favours moving the proposed grandstand pedestrian access on Wilson Street to Thomas Street, probably to a point south of the car park access ramp, and for it to be available for all events and functions using the grandstand area, noting there is potential for an improved podium arrangement linking with the western end of the grandstand*
- › *Supports providing an improved taxi drop-off and pick-up arrangement on the eastern side of Thomas Street and North-South Boulevard near the grandstand, but south of the car park access ramp, for use at all events and functions, as well as a taxi rank on the North-South Boulevard, preferably on the western side, at the pedestrian underpass to the infield area*
- › *Prefers the proposed signalised cross-intersection at*

- Wilson Street/Juliet Street, rather than an offset T-intersection arrangement, because of its advantages with safer operations, not only for access to the infield area, but for the broader local community, including the primary school, as well as not impacting on bus services, subject to implementing suitable priority measures; and*
- › *Agrees with use of the Wilson Street/Juliet Street intersection and underpass for access by pedestrians to the infield area on race days, subject to resolving any operational or safety concerns, and noting the low clearance would not allow access for buses/ coaches and other higher vehicles*

The Club [MVRC] had no concerns with moving the proposed pedestrian access from Wilson Street to Thomas Street. However, it believed the precise location and function of various points of access to and egress from the Racecourse and the grandstand by pedestrians and vehicles did not need resolution by the Committee.

The Committee agrees, and believes other matters, such as details of use of the Wilson Street vehicular access for VVIPs and others at the eastern end of the grandstand, can be considered as part of preparing an Integrated Transport Plan [the requirement for this being part of a planning permit application].”

6.2 Zone

6.2.1 Purpose of Zone

The purpose of the SUZ2 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.
- › 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.
- › Enhance the role and function of Moonee Valley Racecourse as a premier national and international horse racing venue.

6.2.2 Permit Triggers

Under the SUZ2, a planning permit is required for:

- › Various land uses. Land uses permissible within the SUZ2 are generally limited to those which are associated with horse racing and entertainment purposes.
- › Subdivision of land.
- › Construction of a building or to construct or carry out works.

6.2.3 Building Height Requirements

Under the SUZ2, the following building height requirements apply:

- › Buildings should not exceed an overall height of 26 metres.
- › Building elements above 20 metres (6 storeys) should be setback at an angle of 45 degrees (1:1) from the street wall up to 26 metres in height.
- › The height of a building or works is the height of its highest point above the permanent footpath at the centre of the site frontage. If there is no footpath, the natural surface level at the centre of the site frontage is the base level.

6.2.4 Setbacks Requirements

Under the SUZ2, the following setback requirements apply:

- › Buildings should be set back a minimum of 6 metres from the street.

6.2.5 Grandstand Guidelines

The SUZ2 includes the following guidelines which should be met for an application for buildings and works to construct a grandstand:

- › Ensure that the grandstand is architecturally compatible with the streetscape character of Wilson Street and has its primary pedestrian and vehicle access from Thomas Street.
- › Ensure that the Wilson Street side of the grandstand is placed within a high quality landscaped setting.
- › Ensure that ‘back of house’ areas are screened from surrounding residential streets and spaces.

6.2.6 Use of the Land for an Event or a Place of Assembly

The SUZ2 states that Land must not be used for a place of assembly (for non-racing events) for more than 400 people or for a place of assembly (for racing events) for more than 5,000 people unless an Event Management Plan has been approved by the responsible authority.

6.2.7 Application Requirements

The SUZ2 calls for several technical reports and plans to be provided as part of an application to construct a building or construct or carry out works.

Whilst not required, elements of these application requirements have been brought forward to inform the preparation of this Master Plan.

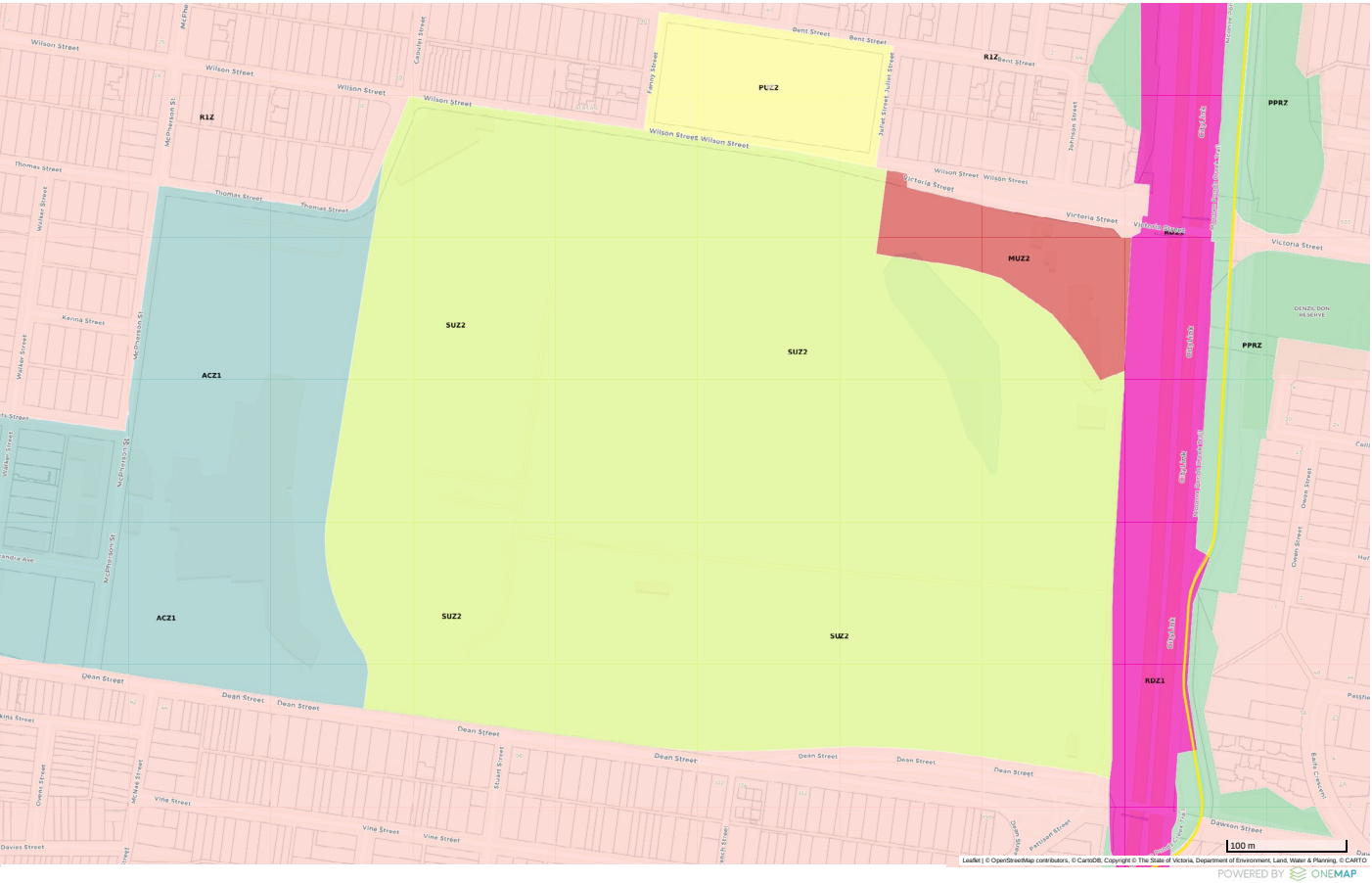


Figure 8. Zone Plan

6.3 Overlay

The Moonee Valley Racecourse is affected by the Heritage Overlay - Schedule 379 (H0379).

The purpose of the Heritage Overlay is to:

- › Implement the Municipal Planning Strategy and the Planning Policy Framework.
- › Conserve and enhance heritage places of natural or cultural significance.
- › Conserve and enhance those elements which contribute to the significance of heritage places.
- › Ensure that development does not adversely affect the significance of heritage places.
- › Conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place

H0379 applies to the Moonee Valley Racecourse and includes an Incorporated Plan of Moonee Valley Racecourse Incorporated Plan- Conservation Policy and Permit Exemptions (April 2014).

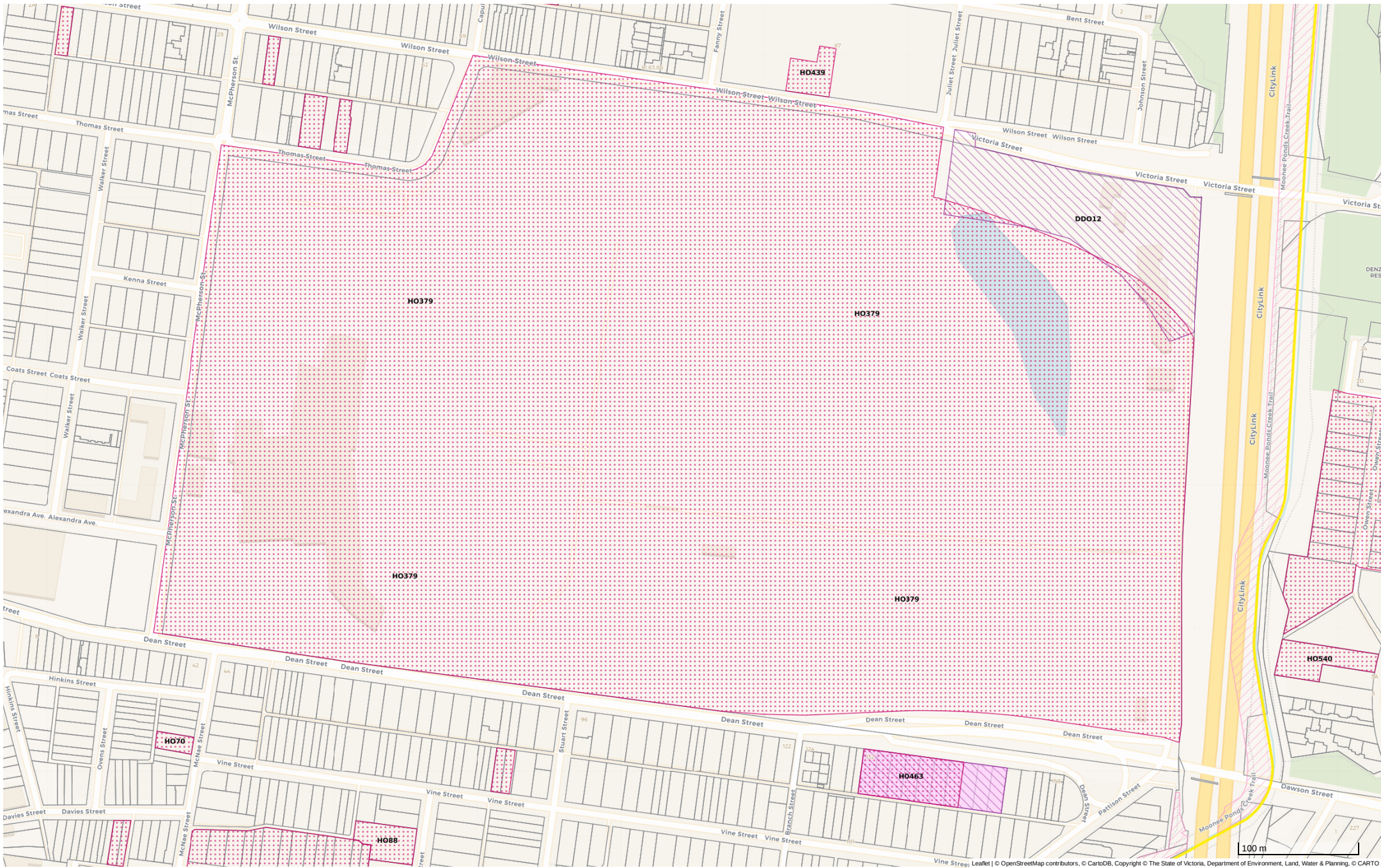


Figure 9. Overlay Plan

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7 VISION AND GUIDING PRINCIPLES

7.1 Vision

This Master Plan seeks to achieve the following vision for the Site:

“The Valley of Tomorrow will create unique racing, hospitality, entertainment and leisure experiences for local, interstate and international visitors, while providing energy, employment, social and economic benefits to Moonee Ponds all year round.”

7.2 Guiding Principles

In order to achieve the vision for the Site, the Guiding Principles have been developed following a comprehensive review of site, context, planning and best-practice racing and entertainment operational considerations. These principles have guided the preparation of this Master Plan and they are intended to be relied on to inform all future planning permit applications in relation to the Site.

The Master Plan for the Moonee Valley Racecourse redevelopment aims to translate the Vision for the site into a robust and logical set of guiding principles that inform all levels of design and detail for the development of the site. These principles will set the parameters for what development of the site is trying to achieve from a built form and operational sense.



Principle 01

“Redevelop and modernise current horse racing facilities and operations at Moonee Valley Racecourse to ensure its long term viability”



Principle 02

“Establish the new grandstand as a year-round multi-purpose facility”



Principle 03

“Create a highly connected place by engaging with Moonee Valley Park and the surrounding Moonee Ponds community”



Principle 04

“Ensure the grandstand is architecturally compatible with the streetscape character of Wilson Street, with a high quality landscape response and appropriate ‘back of house’ presentation”



Principle 05

“Create a precinct of exemplary environmental sustainability initiatives to benefit local residents and the wider community”



Principle 06

“Provide access arrangements and initiatives to integrate with local walking, cycling, tram, train and bus networks”



Principle 07

“Provide public access to and activation of the in-field to facilitate better inclusion and provide community benefit”



Principle 08

“Strengthen ties with the Moonee Ponds Activity Centre through the creation of sustainable employment and a world class racing and entertainment precinct that attracts people from a local, regional, national and international level”



Principle 09

“Maintain a strong relation with the local neighbourhood through careful and considerate management of events and servicing”

8 MASTER PLAN

The Master Plan has been prepared in collaboration with various relevant experts, and will guide the future development of the Moonee Valley Racecourse.

Key Elements of the Master Plan include:

- › Grandstand and Legends Facility, including:
 - › Permanent car park for staff, deliveries and back of house
 - › Legends Facility
- › A pedestrian underpass connecting to Cox Place, providing access into the in-field.
- › The Stalls Precinct which may include:
 - › Horse stalls
 - › Permanent car park
- › The In-Field Precinct 1 which will include:
 - › Publicly accessible infield facilities that support the primary role and function of the land as a racing and entertainment precinct.
- › The Racing Precinct which may include:
 - › Areas for temporary car parking
 - › Areas for temporary events

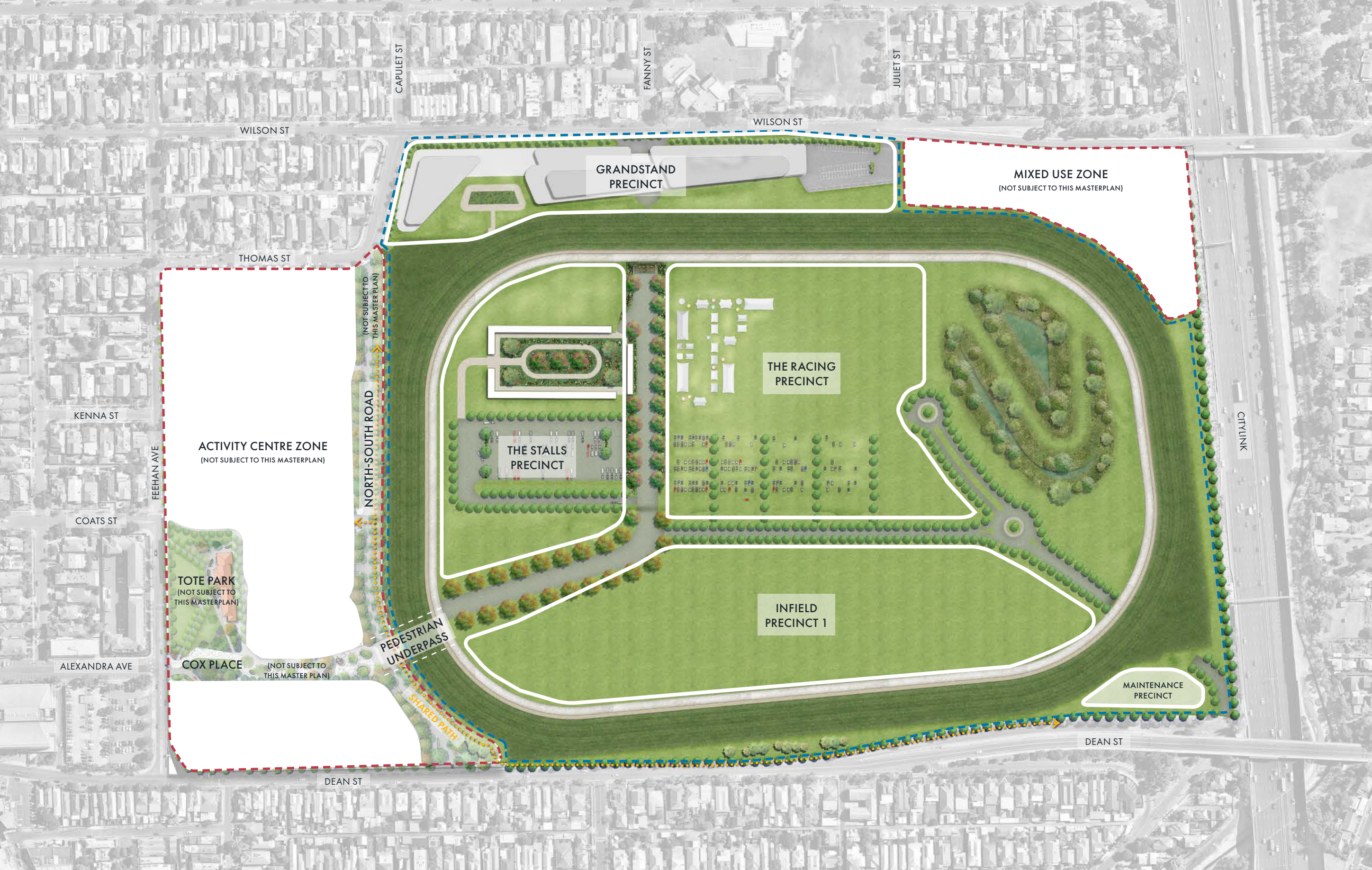


Figure 10. Master Plan

9 KEY MASTER PLAN ELEMENTS

9.1 Race Track Alignment

This section of the Master Plan responds to the following Guiding Principle:

PRINCIPLE 01

“REDEVELOP AND MODERNISE CURRENT HORSE RACING FACILITIES AND OPERATIONS AT MOONEE VALLEY RACECOURSE TO ENSURE ITS LONG TERM VIABILITY”

9.1.1 Overview

As a result of investigations into current horse racing operations, it was determined that the site should be reorganised to address the constraints of the race track alignment.

Specifically, the following constraints were identified with the current race track and alignment.

- › Track width is currently 24m which limits the number of horses that can run when the inside rail is moved out
- › The Moonee Valley Racecourse is known for its tight turns which can create a bias track.
- › Currently the home straight is very short at 171m. At this length, the potential viewing areas for spectators is limited and also potentially creates a bias in combination with the tight last turn.

9.1.2 Race Track Realignment

The key to unlocking the opportunities of Moonee Valley Racecourse is the realignment of the existing horse racing track.

The realignment of the racetrack creates significant opportunities to modernise the horse racing operations, re-build and upgrade facilities and implement more sustainable practices at Moonee Valley Racecourse. Dalton Consulting Engineer’s (DCE) was engaged to review the racetrack realignment from a functional perspective and the following areas have been highlighted (outlined in Sections 9.1.3 and 9.1.4).

9.1.3 Drainage & Stormwater

Moonee Valley Racecourse is currently irrigated from an on course dam. The dam harvests stormwater from adjacent stormwater pipes whose catchment includes the neighbouring residential areas. A Sitewide Stormwater Drainage Strategy, prepared by DCE Consultants, has been approved by the City of Moonee Valley.

An application to construct a building or construct or carry out works must be accompanied by a statement that demonstrates how the application is consistent with and introduces, where appropriate, the integrated water management (IWM) and water sensitive urban design (WSUD) initiatives called for in the Sitewide Stormwater Drainage Strategy

The new track will implement opportunities to utilise innovative techniques that will not only harvest water from stormwater pipes from adjacent residential areas, but will also capture all excess irrigation water from the track. The in-field areas could be a major catchment source for future stormwater harvesting.

The upgrade to maintenance and track facilities at the Moonee Valley Racecourse will be sustainable for irrigation use. The Moonee Valley Racing Club will continue to look into emerging technologies to ensure a sustainable approach to irrigation of the racetrack.

9.1.4 Lighting

As horse racing is currently held during the day and at night, it is imperative that an effective and efficient lighting system be implemented to ensure safety of the racetrack as well as minimising impacts to surrounding areas.

Lighting of the racetrack currently occurs from the outside of the racetrack to the inside. It is proposed that lighting of the racetrack will be upgraded to a more modern system. The Moonee Valley Racing Club is committed to exploring technologies and design techniques to minimise the light spill and glare from the horse racing operations to surrounding land.

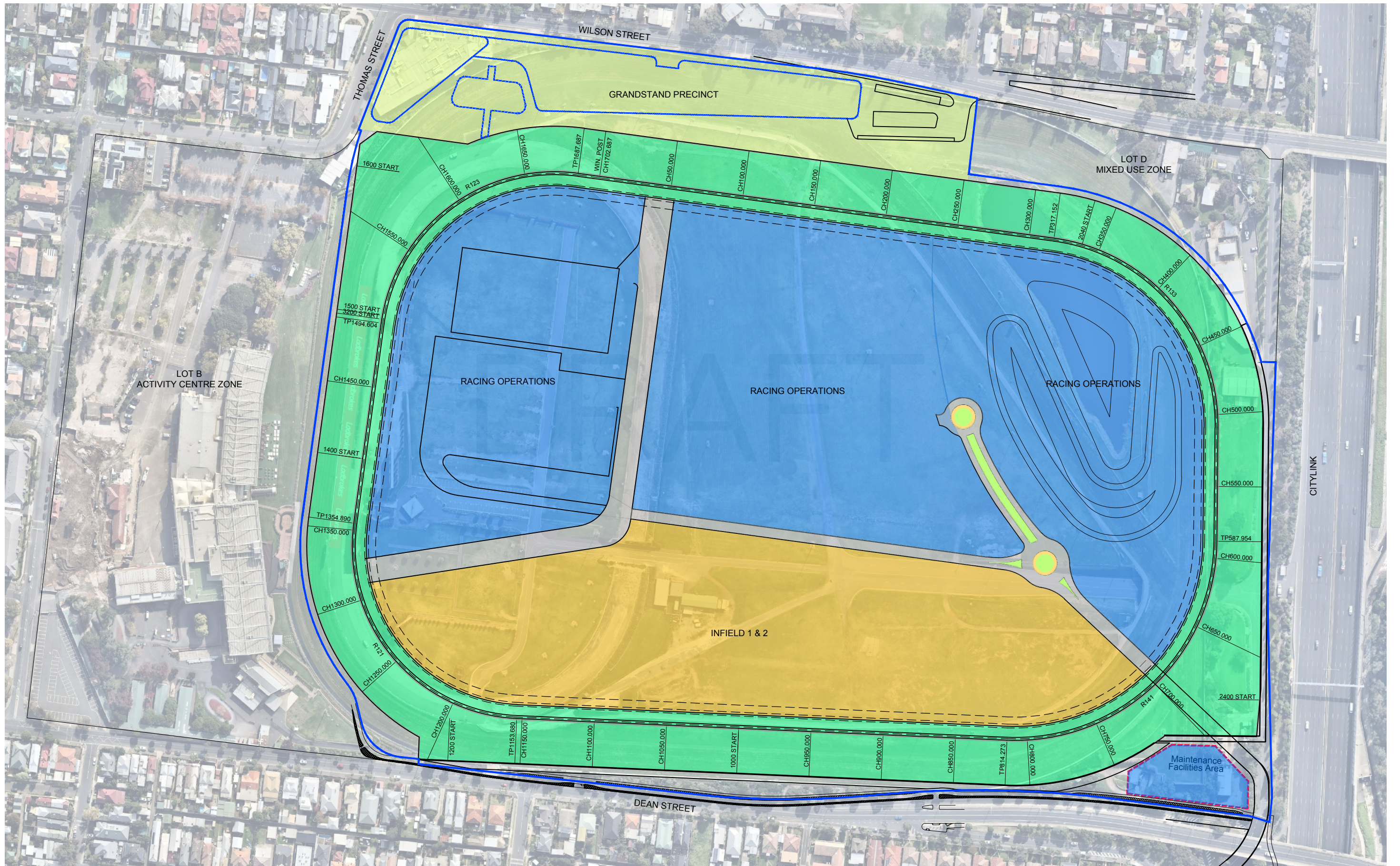


Figure 11. Race Track Alignment Plan

9.2 Built Form

This section of the Master Plan responds to the following Guiding Principles:

PRINCIPLE 02

“ESTABLISH THE NEW GRANDSTAND AS A YEAR-ROUND MULTI-PURPOSE FACILITY”

PRINCIPLE 04

“ENSURE THE GRANDSTAND IS ARCHITECTURALLY COMPATIBLE WITH THE STREETScape CHARACTER OF WILSON STREET, WITH A HIGH QUALITY LANDSCAPE RESPONSE AND APPROPRIATE ‘BACK OF HOUSE’ PRESENTATION”

PRINCIPLE 07

“PROVIDE PUBLIC ACCESS TO AND ACTIVATION OF THE IN-FIELD TO FACILITATE BETTER INCLUSION AND PROVIDE COMMUNITY BENEFIT”

PRINCIPLE 09

“MAINTAIN A STRONG RELATION WITH THE LOCAL NEIGHBOURHOOD THROUGH CAREFUL AND CONSIDERATE MANAGEMENT OF EVENTS AND SERVICING”

9.2.1 Overview

Schedule 2 of the Special Use Zone sets out key parameters for the future built form on the Site.

These parameters were a result of the Standing Advisory Committee process which occurred for the Site, taking into consideration various factors including sensitive interfaces and access, visual bulk and use requirements.

Specifically, the SUZ2 sets out the following:

- › Buildings should not exceed 26 metres in height.
- › Building elements above 20 metres (6 storeys) should be setback at an angle of 45 degrees (1:1) from the street wall up to 26 metres in height.
- › The height of a building or works is the height of its highest point above the permanent footpath at the centre of the site frontage. If there is no footpath, the natural surface level at the centre of the site frontage is the base level.
- › Buildings should be setback a minimum 6 metres from the street.

9.2.2 Grandstand and Legends Facility

The development of a new state-of-the-art Grandstand and Legends Facility is crucial to the ongoing success of the Moonee Valley Racecourse. The Grandstand is to be relocated from the west end of the site, along Feehan Avenue, to the north of the new horse racing track on Wilson Street.

For applications relating to Grandstand and Legends Facility, the SUZ2 sets out the following guidelines:

- › Ensure that the grandstand is architecturally compatible with the streetscape character of Wilson Street and has its primary pedestrian and vehicle access from Thomas Street.
- › Ensure that the Wilson Street side of the grandstand is placed within a high quality landscaped setting.
- › Ensure that ‘back of house’ areas are screened from surrounding residential streets and spaces.

Figures 12 to 26 have been prepared by COX, and provide the proposed building envelopes in accordance with the provisions set out in the SUZ2.

It is anticipated that the Grandstand and Legends Facility will have an overall gross floor area (GFA) of approximately 60,000 to 65,000 square metres inclusive of indoor and outdoor areas. We note that this is an estimation only and the GFA may vary once further detailed design and context analysis is undertaken at the planning permit application stage.

We note that the figures have been prepared to accord with the specific grandstand guidelines, however greater detail to demonstrate compliance with the guidelines will be included within a future planning permit application.

Any future planning permit application will be required to accord with the designated building envelopes in relation to setbacks, height and general siting.

9.2.3 In-field

The area in the in-field is set aside for racecourse operations. The in-field will also play host to recreation and other activation activities for the public when the land is not being used for racing and / or non-racing events.

The in-field will accommodate permanent and temporary buildings and structures, with the latter being commensurate to the type of racing / non-racing event being hosted and event management plans being in place. All permanent structures are required to be low-scale and modest in size and form so as to maintain a clear line of sight to the racetrack from the Grandstand and Legends Facility.

Examples of permanent buildings and structures include:

- › Horse stalls and associated facilities.
- › Race day Information Hub and Ticketing Office.
- › Site Maintenance Office and facilities.
- › Security / gate houses.
- › Ride Share Office.
- › Multi-purpose pavilion.
- › Amenities.
- › Destination adventure playground.

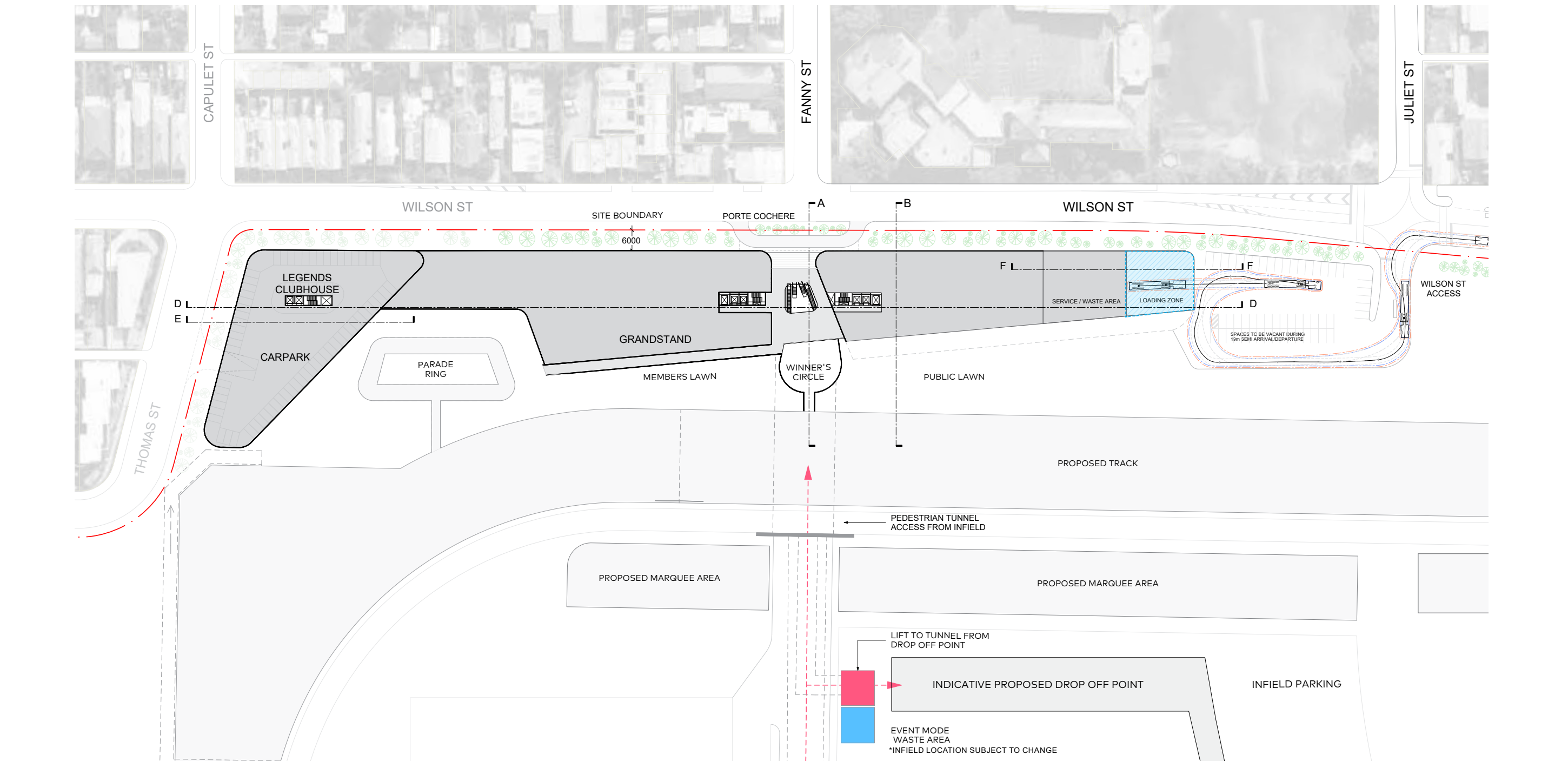


Figure 13. Lower Ground Level Envelope

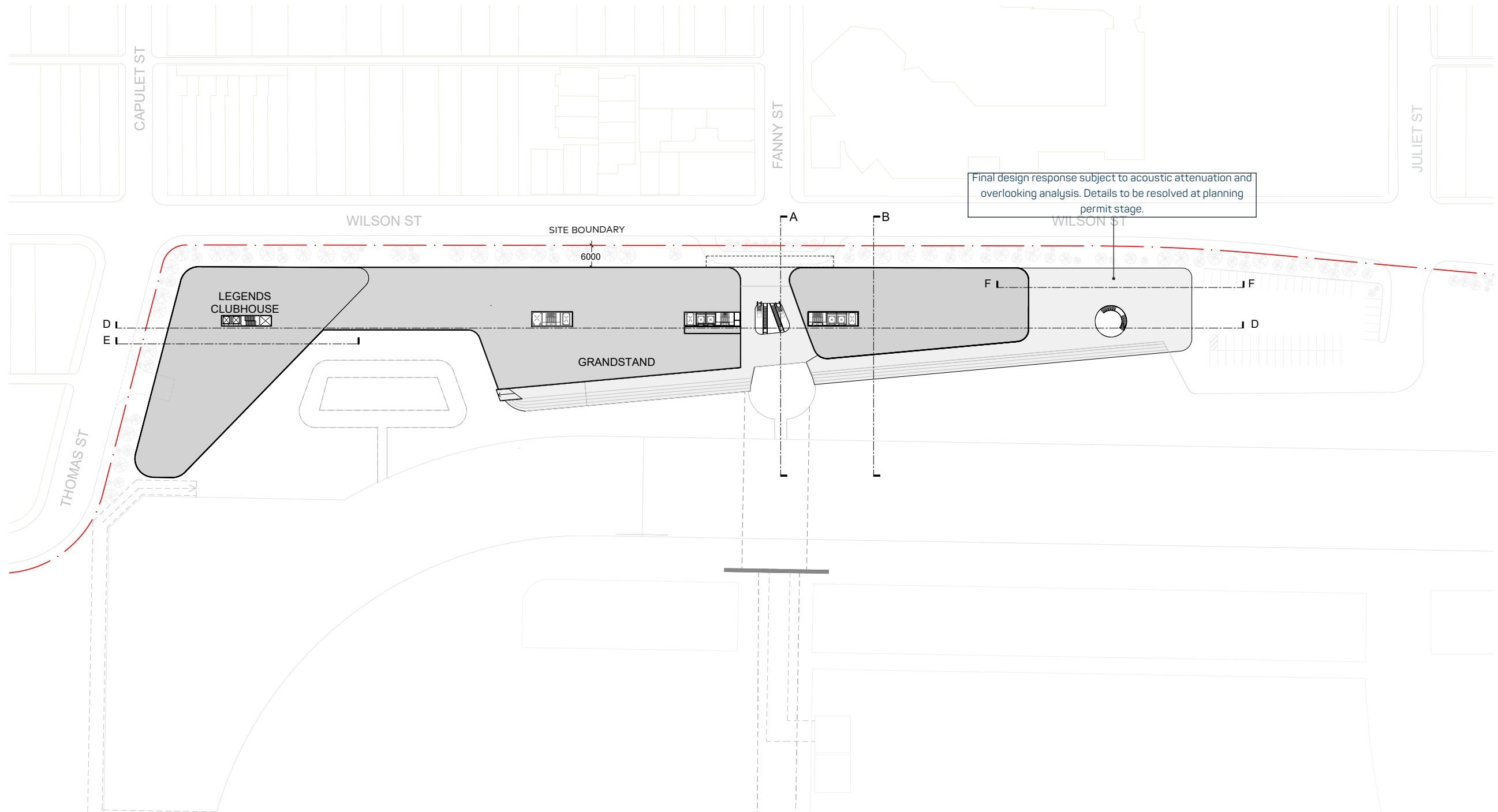


Figure 14. Ground Level Envelope

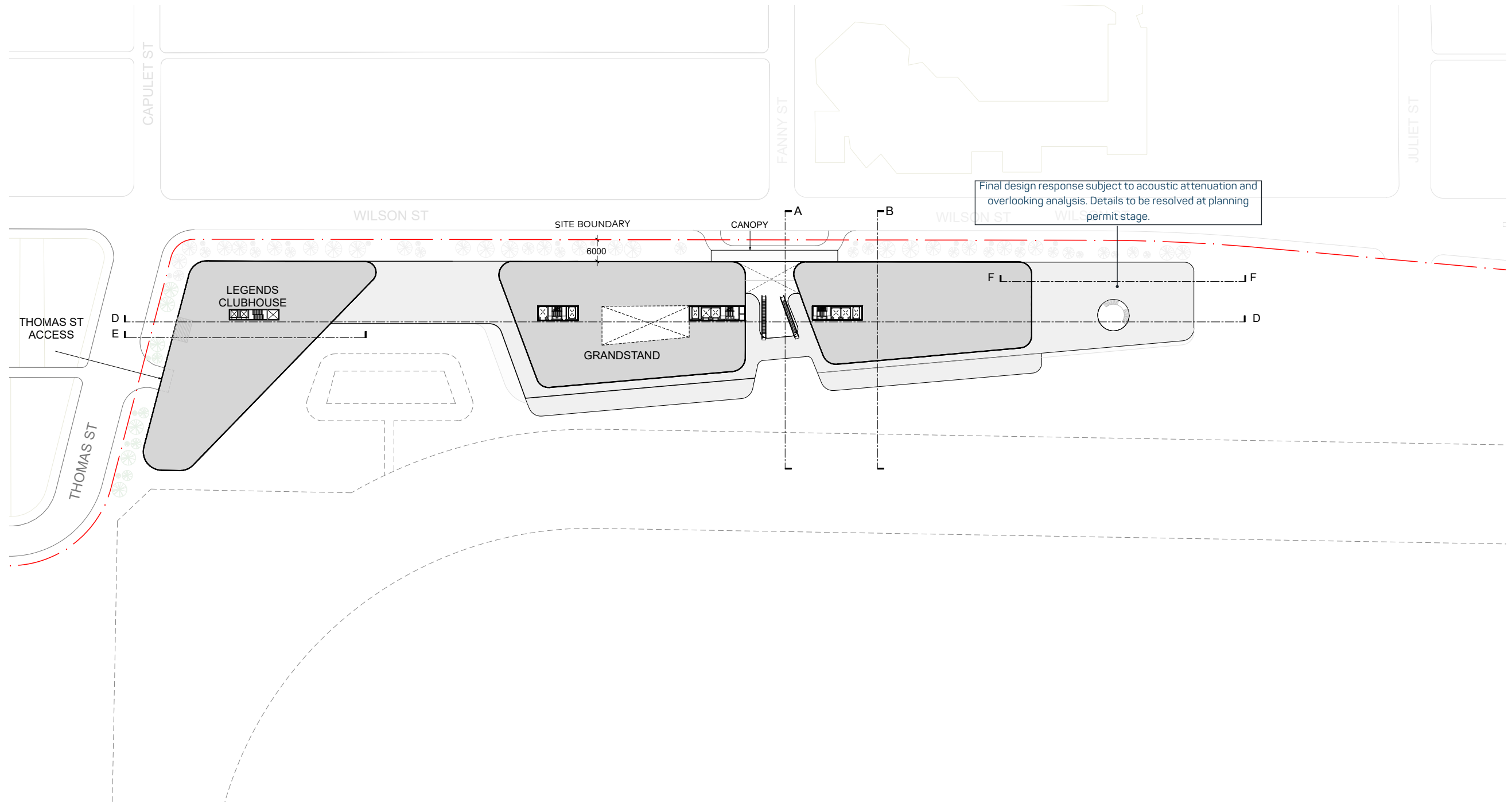


Figure 15. Level 1 Envelope

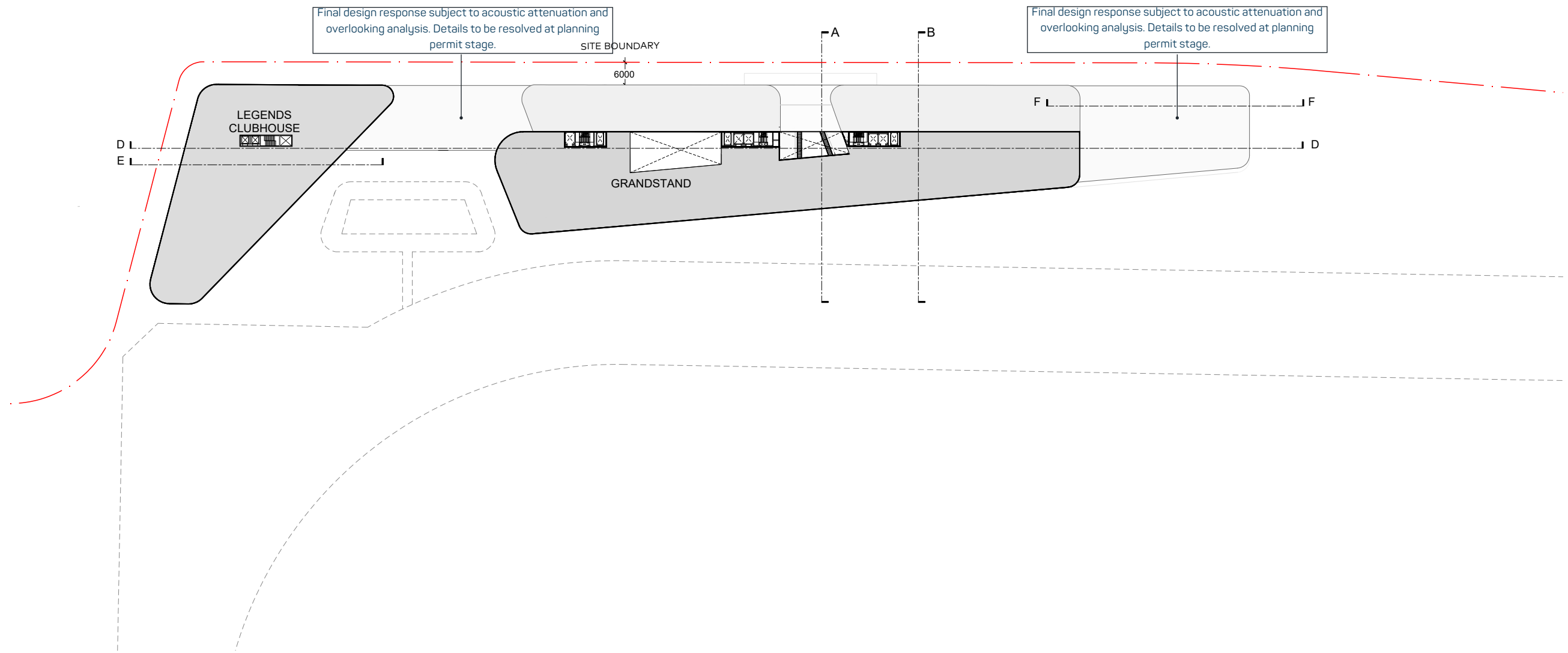


Figure 16. Level 2 Envelope

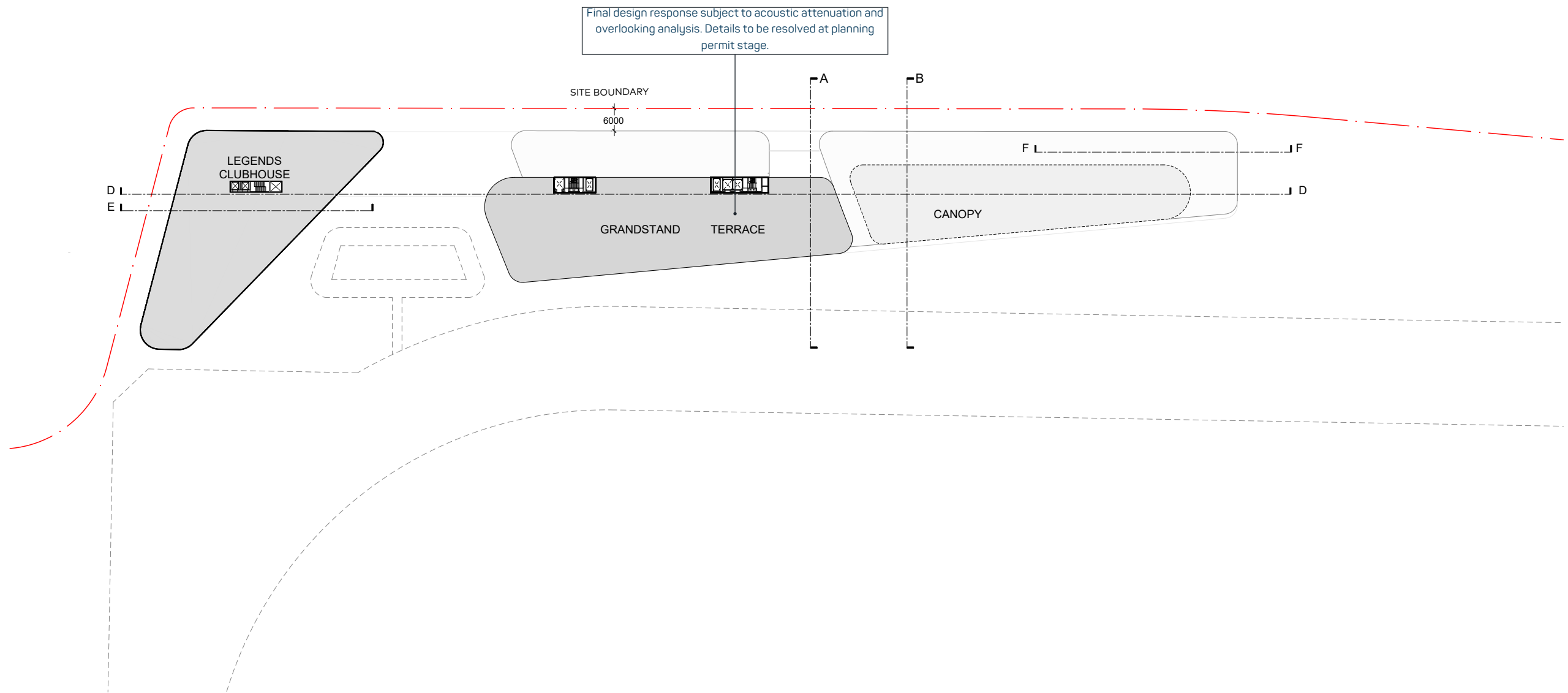


Figure 17. Level 3 Envelope

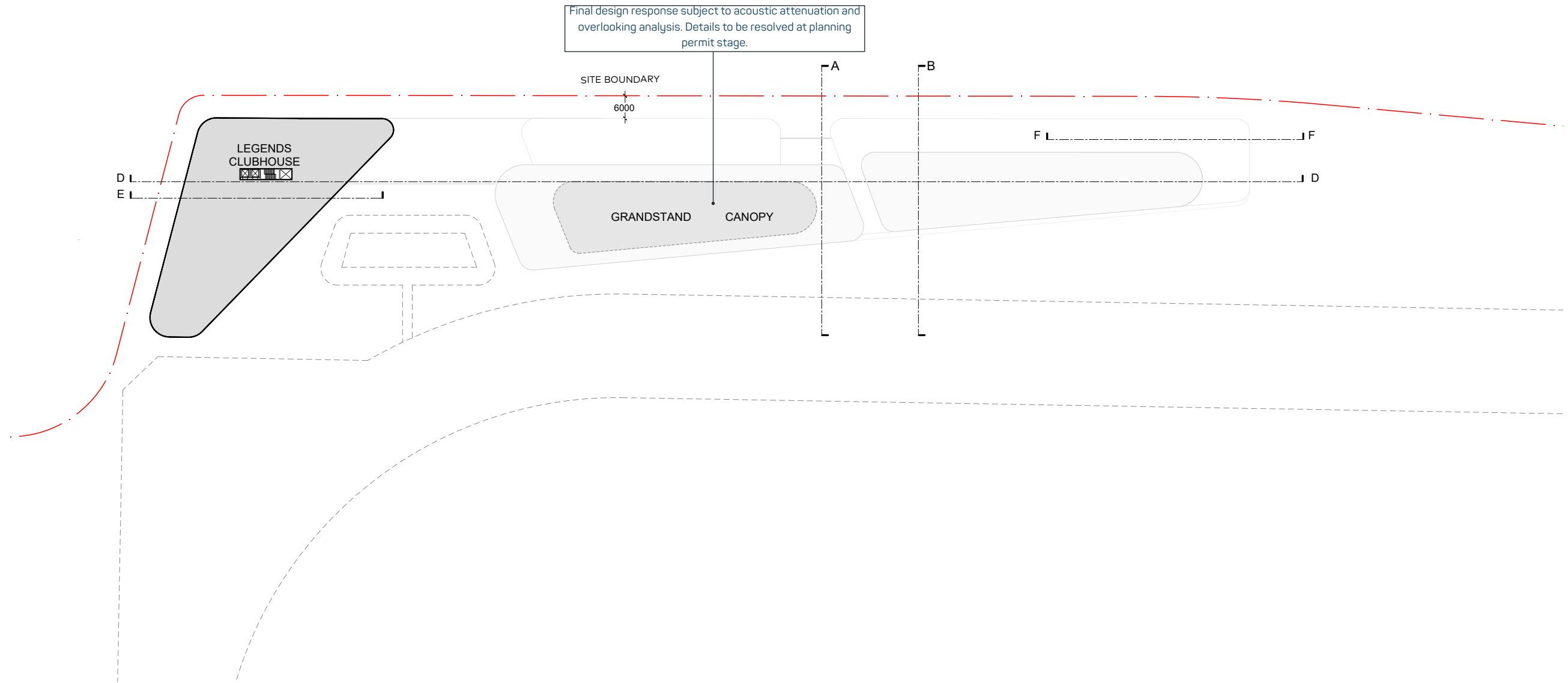


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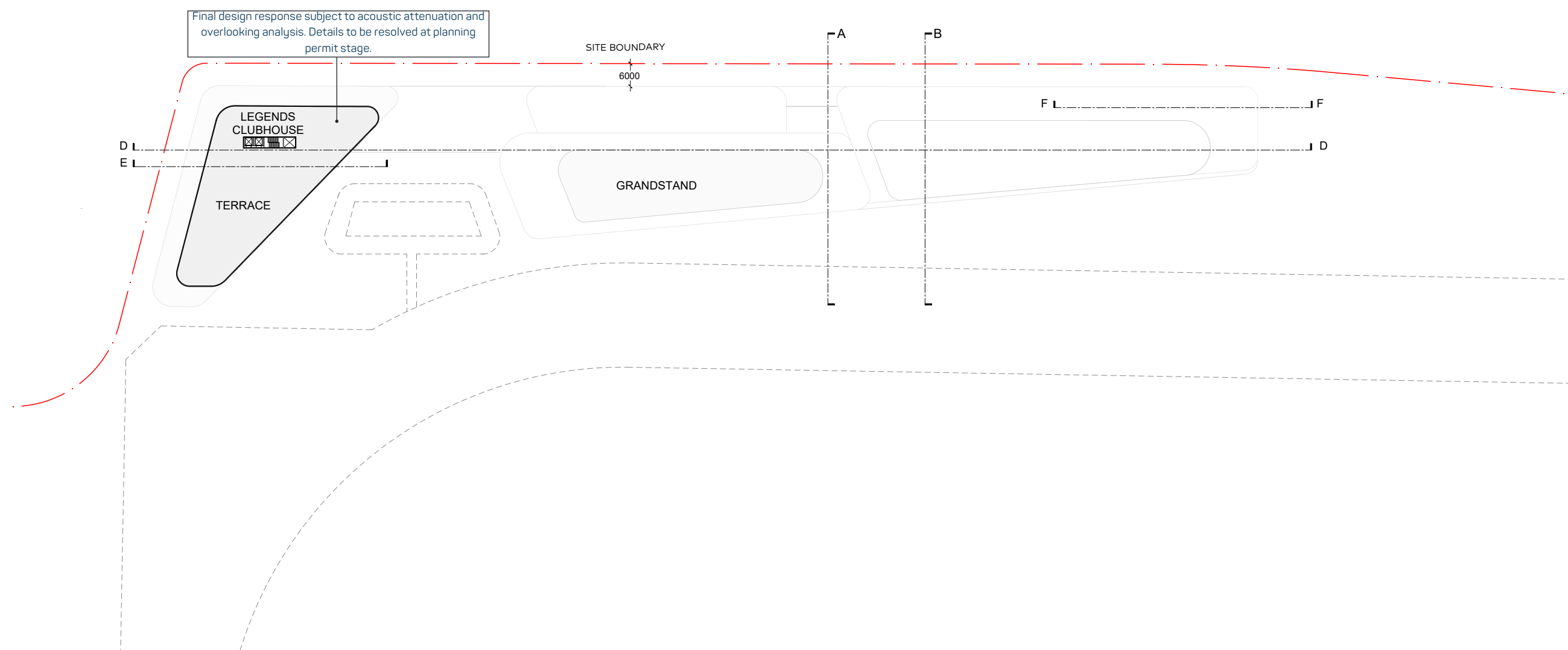


Figure 19. Level 5 Envelope

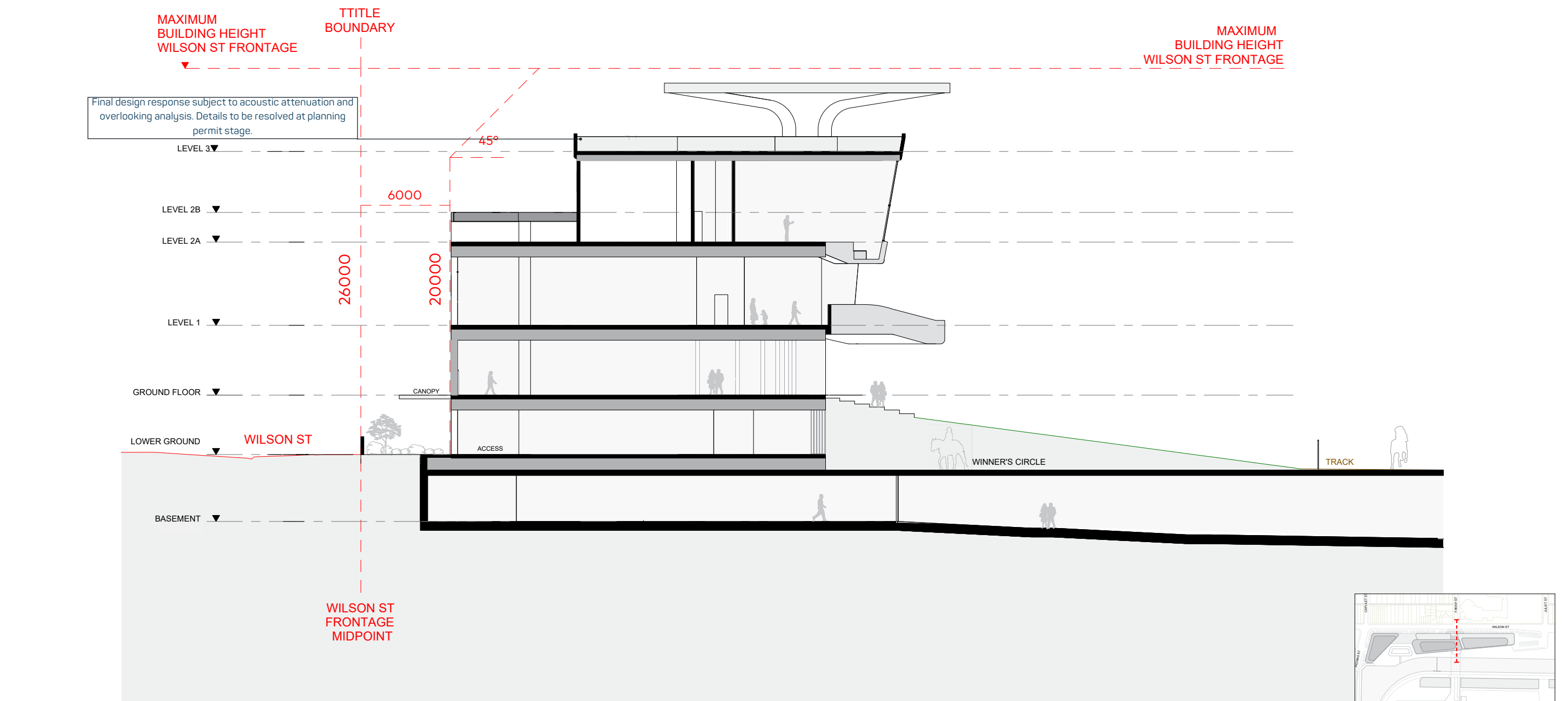


Figure 20. Section A

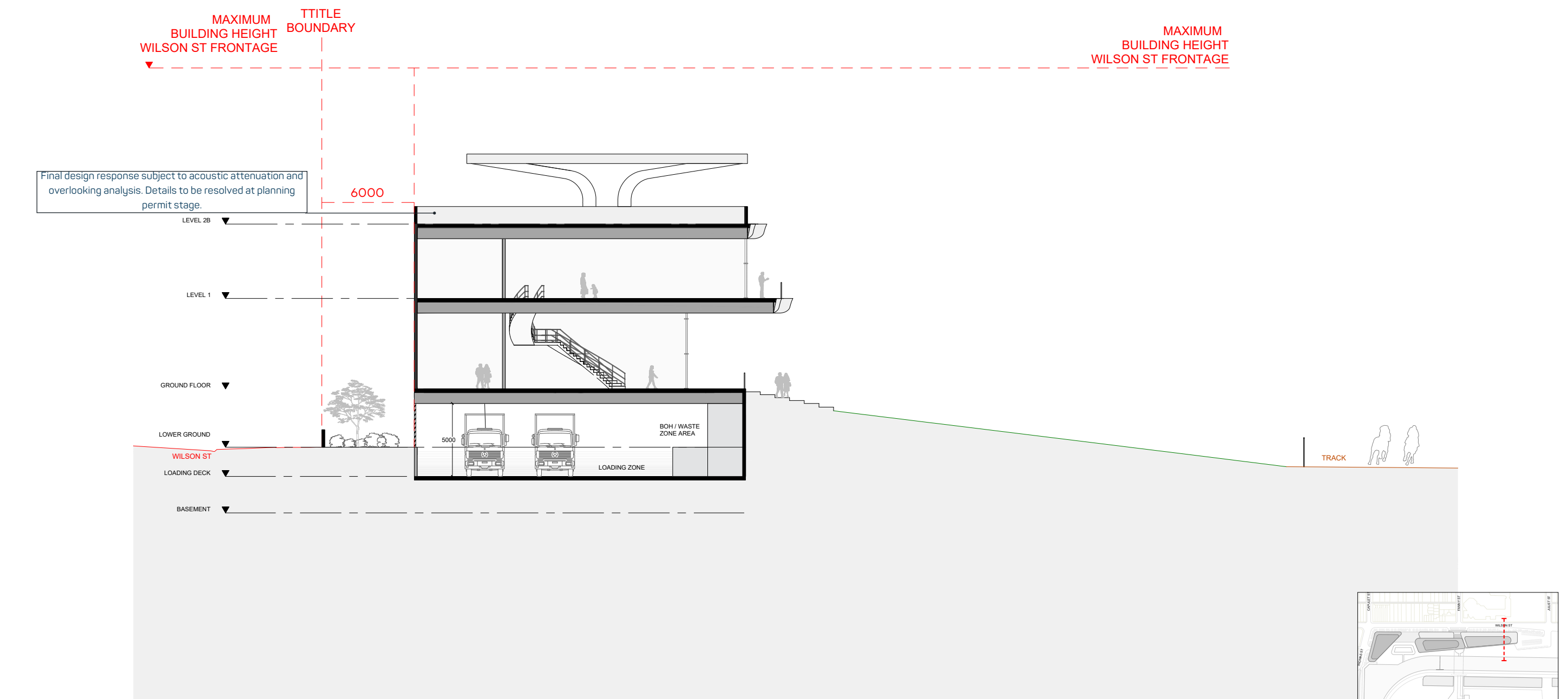


Figure 21. Section B

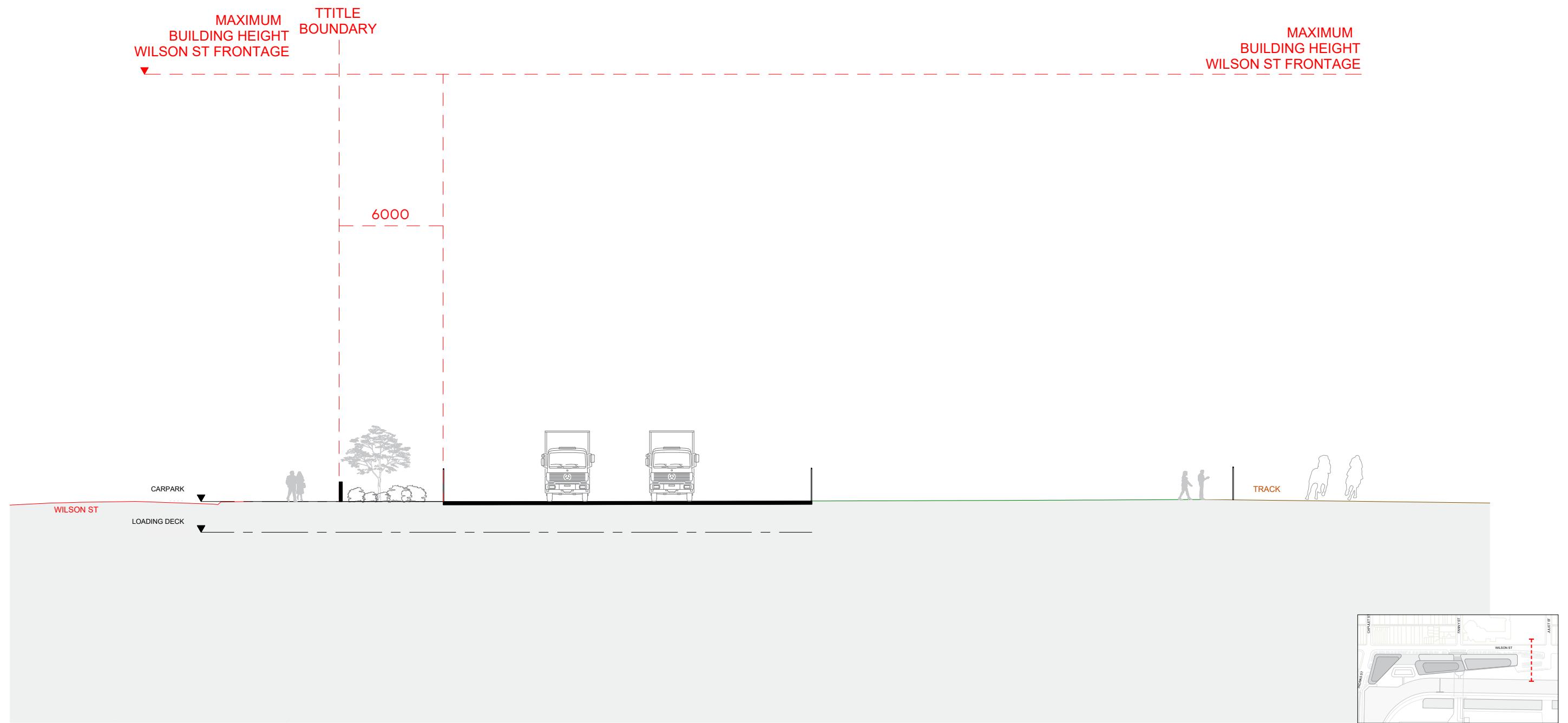


Figure 22. Section C

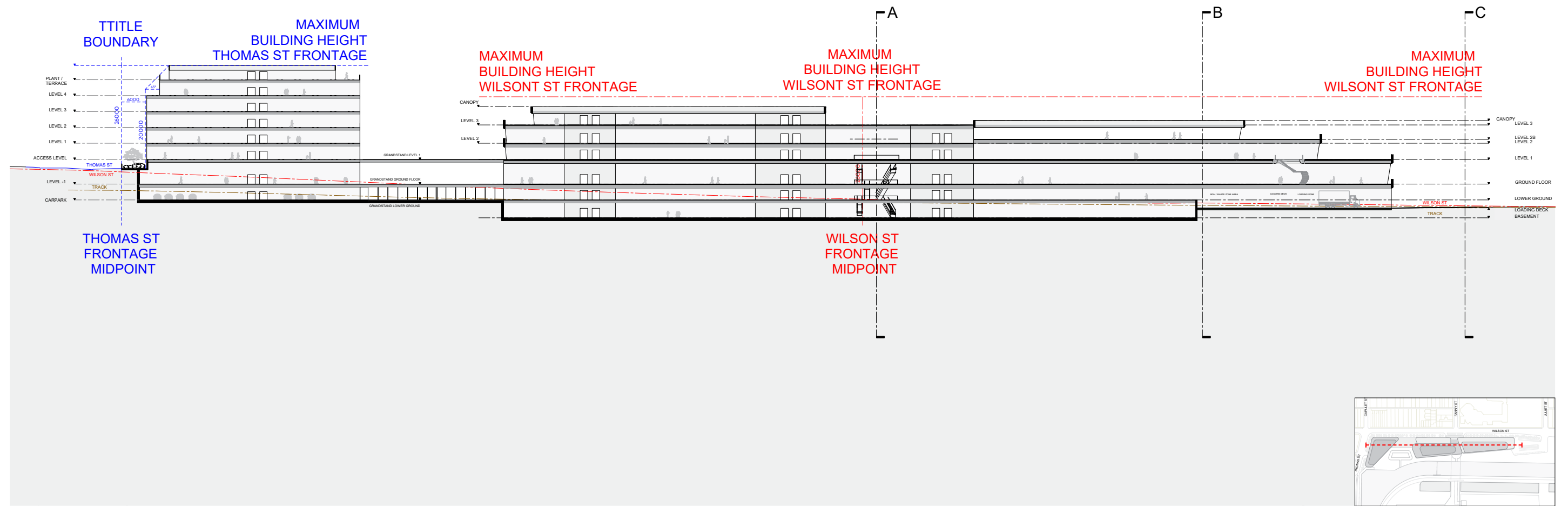


Figure 23. Section D(Long Section)

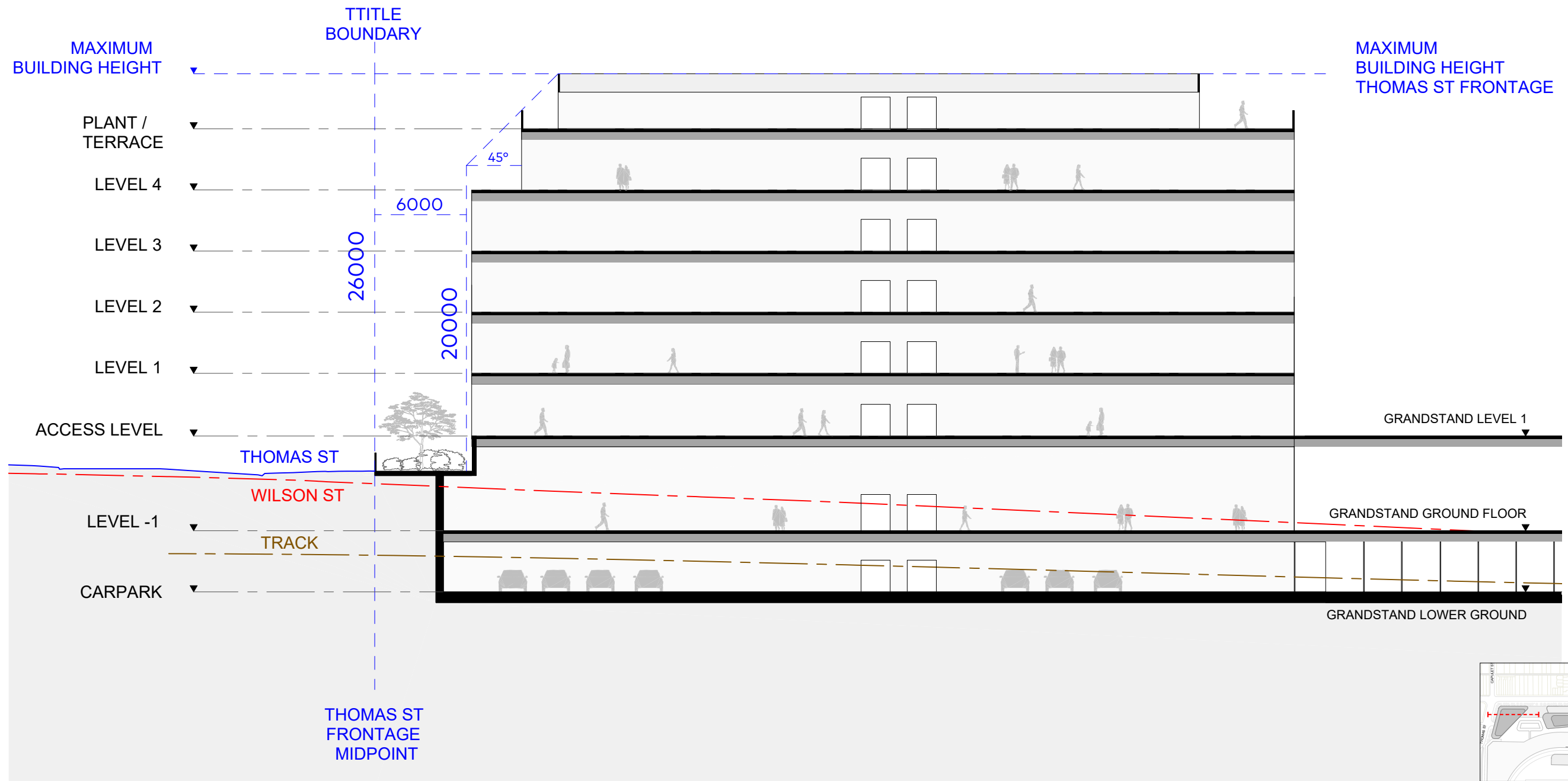


Figure 24. Section E

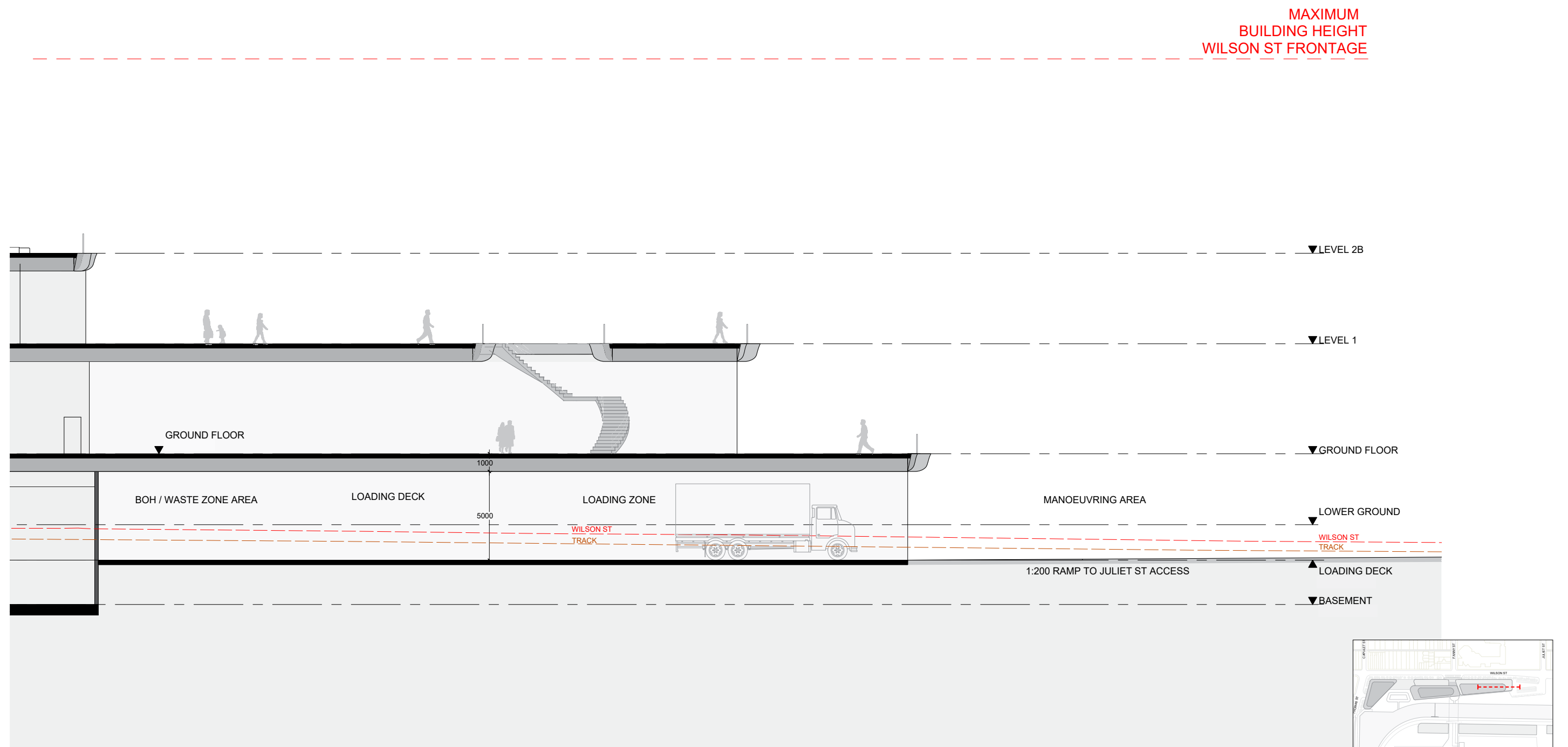
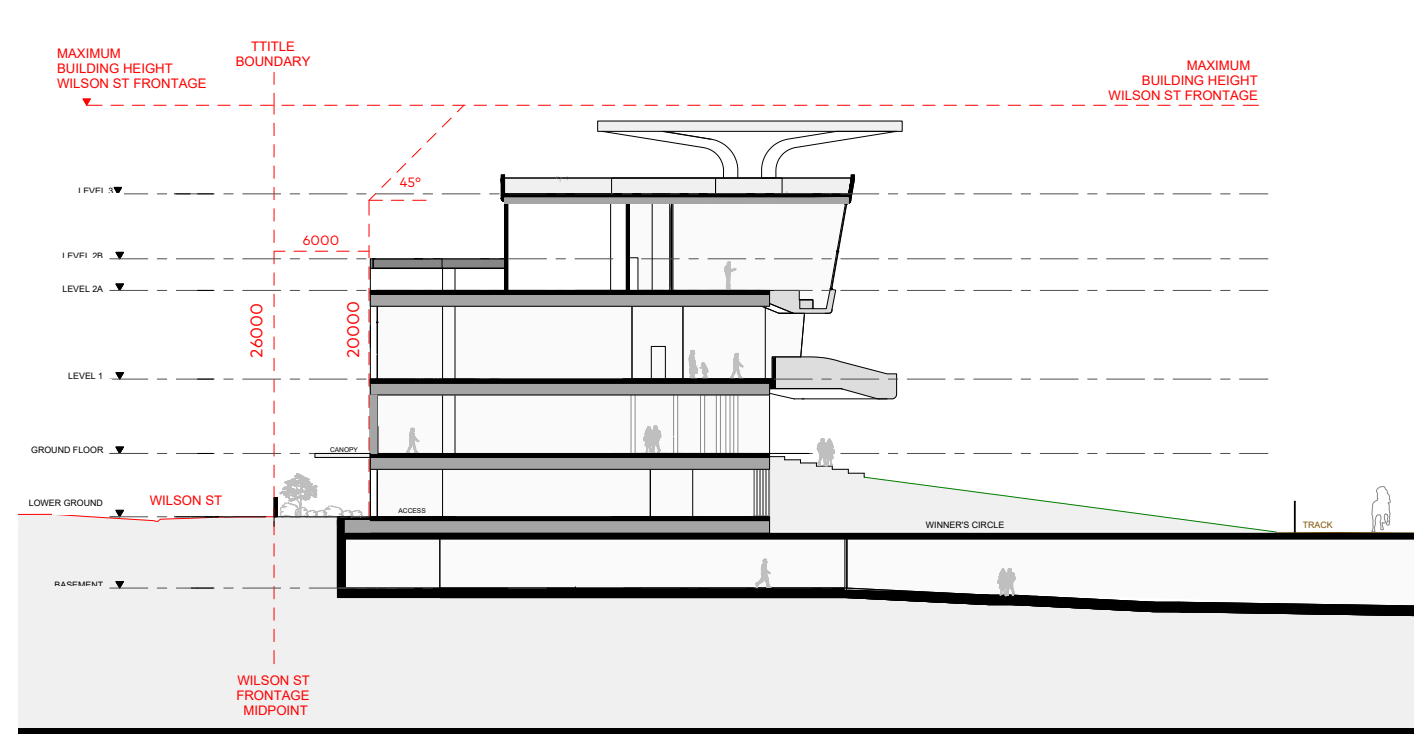
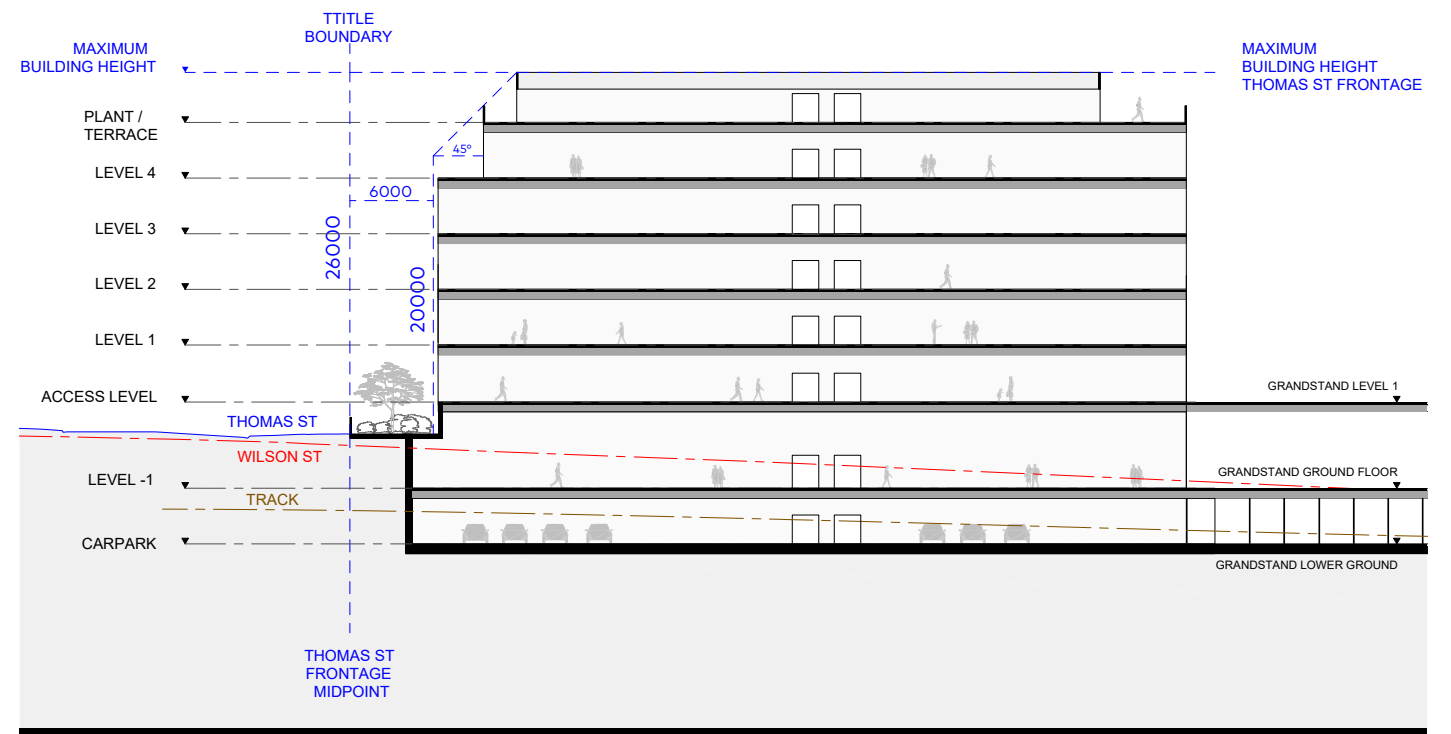


Figure 25. Section F



Wilson St Setback at Frontage Midpoint



Thomas St Setback at Frontage Midpoint

Figure 26. Setback Diagrams

9.3 Movement & Access

This section of the Master Plan responds to the following Guiding Principles:

PRINCIPLE 03

“CREATE A HIGHLY CONNECTED PLACE BY ENGAGING WITH MOONEE VALLEY PARK AND THE SURROUNDING MOONEE PONDS COMMUNITY”

PRINCIPLE 06

“PROVIDE ACCESS ARRANGEMENTS AND INITIATIVES TO INTEGRATE WITH LOCAL WALKING, CYCLING, TRAM, TRAIN AND BUS NETWORKS”

PRINCIPLE 09

“MAINTAIN A STRONG RELATION WITH THE LOCAL NEIGHBOURHOOD THROUGH CAREFUL AND CONSIDERATE MANAGEMENT OF EVENTS AND SERVICING”

9.3.1 Overview

The movement and access strategy has been guided by the Standing Advisory Committee process, as well as subsequent expert traffic engineering inputs.

A number of different modes of operation have been explored to understand how the Moonee Valley Racecourse will function under different circumstances. These have been categorised as:

- › Non-Race Day / Non-Events
- › Typical Small Non-Race Day Function (up to 400 attendees)
- › Typical Large Non-Race Day Function (400+ attendees)
- › Typical Race Function (except W.S. Cox Plate)
- › W.S. Cox Plate (up to 40,000 spectators)

It is critical that the Master Plan responds to these modes at street level via the ‘neighbourhood scale’ – links, connections and networks and the ‘footpath scale’ – the street-edge interfaces and public spaces.

Under this access strategy, Dean Street will continue to be the key vehicular entry to the racecourse. Detailed access and transport management will be determined at the time of each event depending on its size and type. This will be handled through an Event Management Plan.

9.3.2 Access Strategy Diagrams

Figures 27 to 31 have been prepared by COX in consultation with GTA, and provide the proposed movement and access strategy for different transport modes for the different day-to-day operations of the Site in accordance with the provisions set out in the SUZ2.

The access strategy gives effect to the Standing Advisory Committee directions and conclusions with respect to the general operation of racing and non-racing activities. The access strategy is predicated on limiting pedestrian and vehicle movements on Wilson Street associated with racing and non-racing activities, as much as practicable.

Any future application will be required to accord with the designated access points in relation to the various users and event type as specified.

9.3.3 Proposed Vehicle Access

The Master Plan seeks to maintain the centre of the track as the primary car park during functions and race day events, which will be achieved by retaining the existing access from Dean Street.

The Master Plan proposes the following new vehicle access points:

- › Legends patrons will have access to a new basement car park beneath the Legends Facility which will be accessed from Thomas Street in a similar location to the existing car park access.
- › A new car park abutting Wilson St on the eastern side of the grandstand will be accessible by authorised MVRC staff and loading vehicles. This car park and loading area will be accessed via the proposed signalised Wilson Street / Juliet Street intersection.

9.3.4 Proposed Pedestrian Access

Pedestrian access will be primarily facilitated through the in-field, with secondary access provided through Thomas Street.

Initial design investigations and constraints posed by land tenure and liability have suggested that pedestrian access from the Mixed Use Zone land for public purposes will be difficult to achieve. Notwithstanding this, additional public pedestrian access to the in-field from the Mixed Use Zone land will be investigated further at the design detail stage.

Further details on these access arrangements and how they will be managed according to the type of event to be held on site can be seen in figures 27 to 31.

It is noted that whilst the access strategy diagrams show access to the grandstand from the porte cochere area on Wilson Street is achievable, the use of this access point will be limited to VIP guests, such as heads of government, a handful of select sponsors and bridal parties, as an example for non-racing events. The management of this will be handled by the MVRC and in association with event management plan as required.

9.3.5 Dean Street Shared Path

The Dean Street shared path is recognised to be delivered as part of the ITP and TAMP. The path is subject to further design and approval processes, however is expected to include a combination of treatments, dependent on the width and fall of the land. The path will include a minimum of a three (3) metre wide shared path and may include sections of separated footpath and bicycle paths. The Dean Street shared path will connect to and be compatible with Council’s future path upgrades (including the Moonee Ponds Creek Path trail).

9.3.6 Car Parking

The Master Plan proposes the following new car parking areas:

- › A secure car park on the northern section of the site and accessed via Wilson Street. This car park will provide in the order of 50-60 spaces for authorised staff.
- › A basement carpark underneath the redeveloped Legends Facility which will include between 60-100 car parking spaces. This car park will primarily service Legends Club members and other authorised people for various event scenarios.
- › The centre of the track for patron parking including overflow car parking from Legends Facility. This will include a combination of formal parking areas for regular day to day use and informal parking for larger race day event parking.

The following vehicle access/parking facilities are also proposed as part of the Master Plan:

- › Centre of the track will also facilitate an Uber / car share /taxi / public drop-off and pick-up facility with direct pedestrian connection to the pedestrian underpass to the grandstand. The detailed use is to be designed as part of planning permit application.
- › A car share / taxi rank will also be provided on North-South Road for events
- › A porte cochere on Wilson Street will be provided solely for VIP / Disabled drop-off noting no public entry to the grandstand is provided via Wilson Street.

During major events, the porte cochere on Wilson Street will be used for VIP drop off and pick up only, such as heads of government and a handful of select sponsors.

On other typical events, such as weddings, the Porte Cochere could be used for the bridal party and not by other guests.

9.3.7 Loading Vehicles

The primary loading area for a future grandstand will be accessed from the proposed signalised intersection at Wilson Street/Juliet Street. Loading vehicles will arrive and depart via a secure access driveway, with a controlled vehicle entry and exit. The driveway will be gated shut outside of operation hours.

Once within the site, loading vehicles will circulate the perimeter of the staff car park and reverse into a loading area located to the east of the Grandstand. The loading area will be provided with a 5.0m height clearance.

9.3.8 Waste Collection

PRIMARY WASTE COLLECTION AREA (REAR OF GRANDSTAND VIA WILSON STREET)

Waste collection has been assessed for vehicles up to and including 19m heavy rigid vehicle, which provides flexibility, including collection of compactors.

Area has been designed at concept level to prove up access and area requirements and will be refined through a planning permit application process.

SECONDARY WASTE COLLECTION AREA (CENTRE OF TRACK VIA DEAN STREET)

Loading and waste collection will also take place in the centre of the track for major race meetings.

This caters for centre-of-track hospitality and provides for waste collection at the horse stalls area.

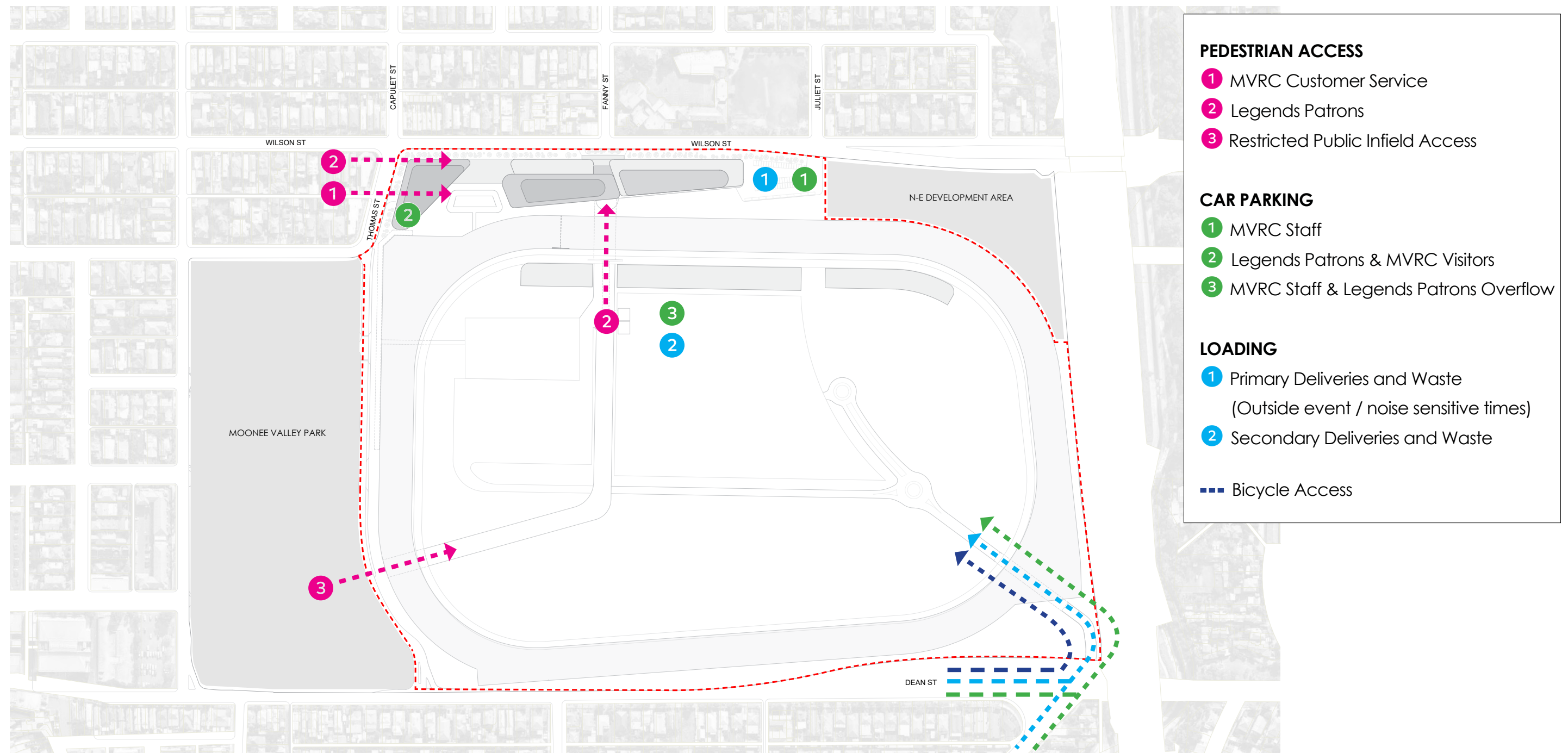


Figure 27. Access Strategy - Non-Race Day / Non-Events

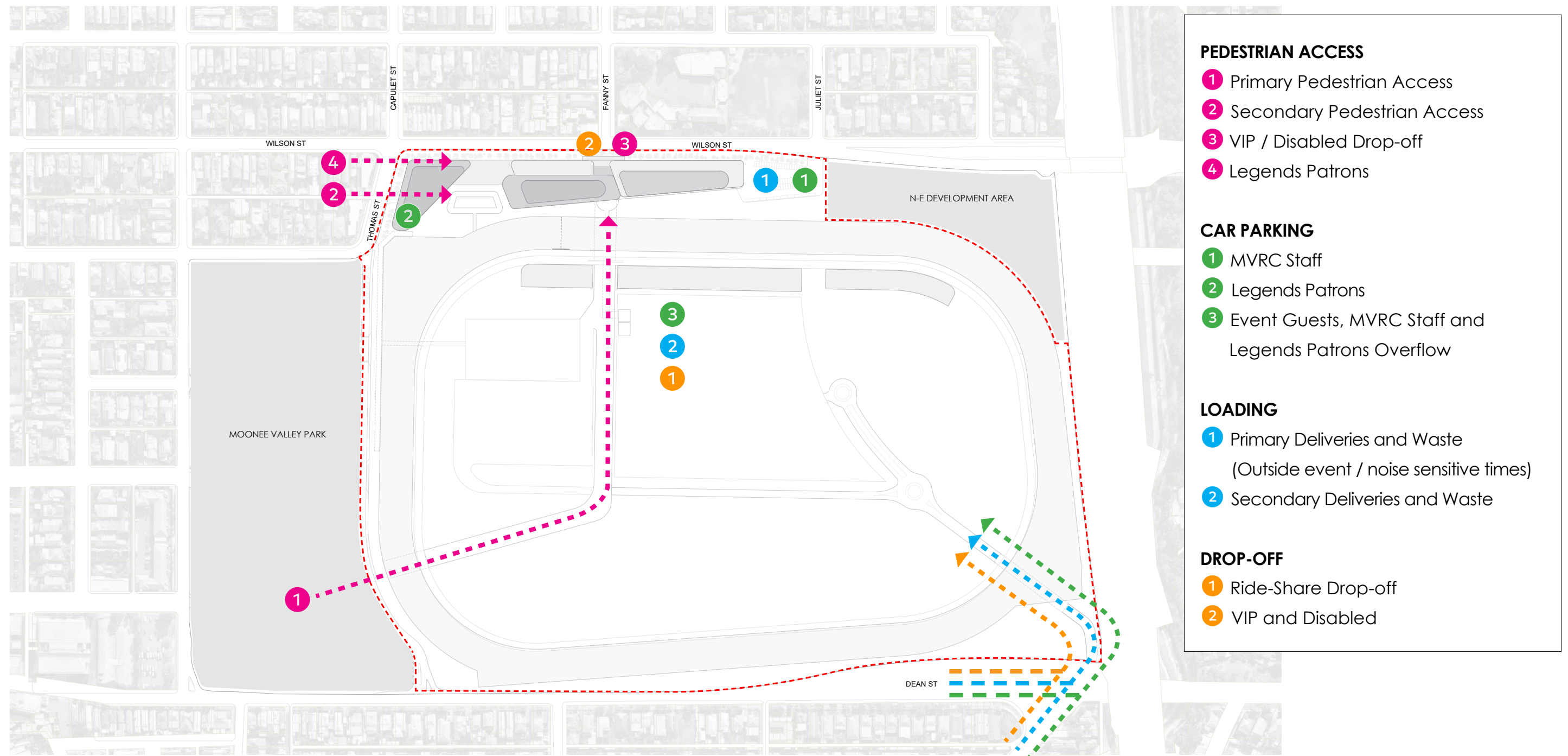


Figure 28. Access Strategy - Non-Race Day Function (up to 400 guests)

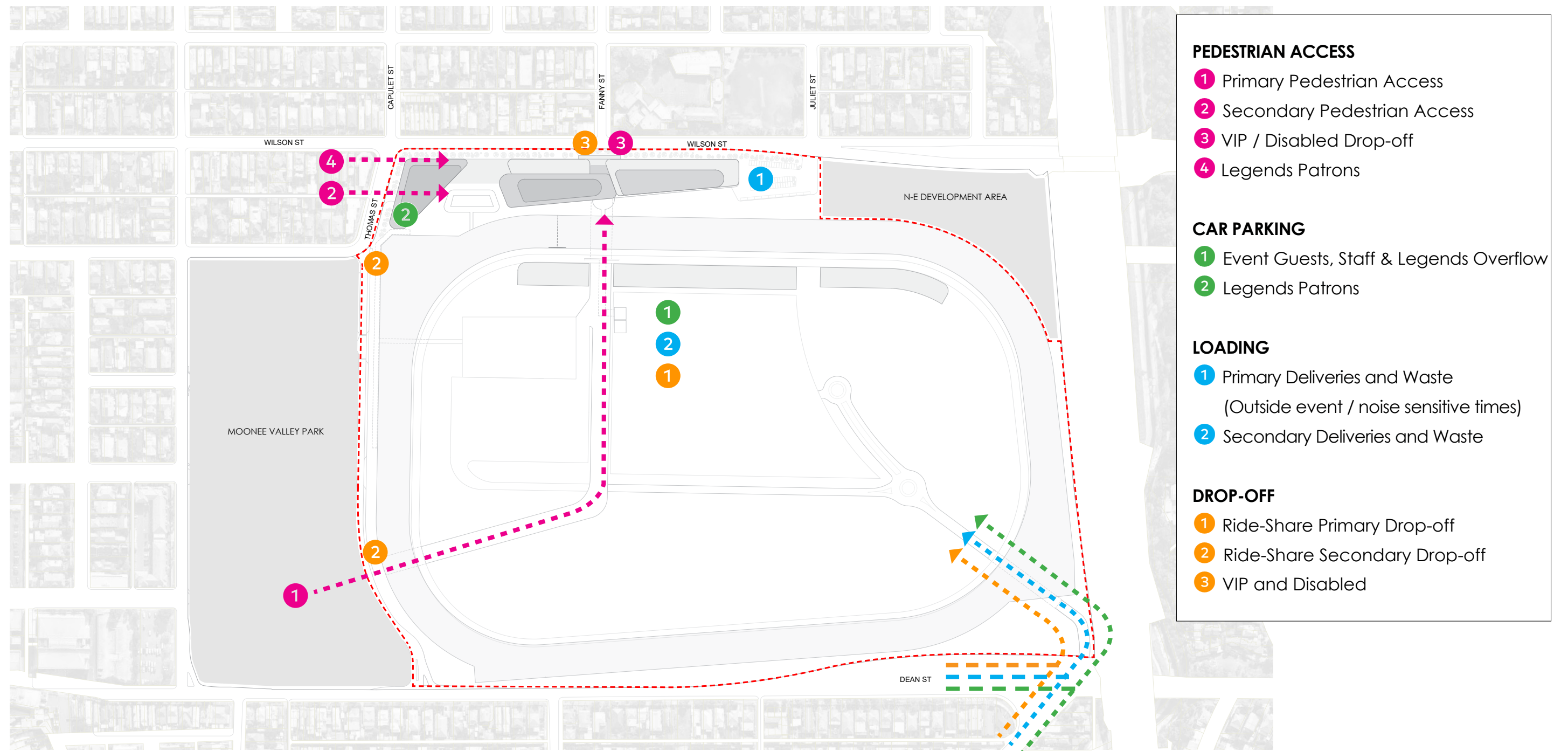


Figure 29. Access Strategy - Non-Race Day Function (400+ guests)

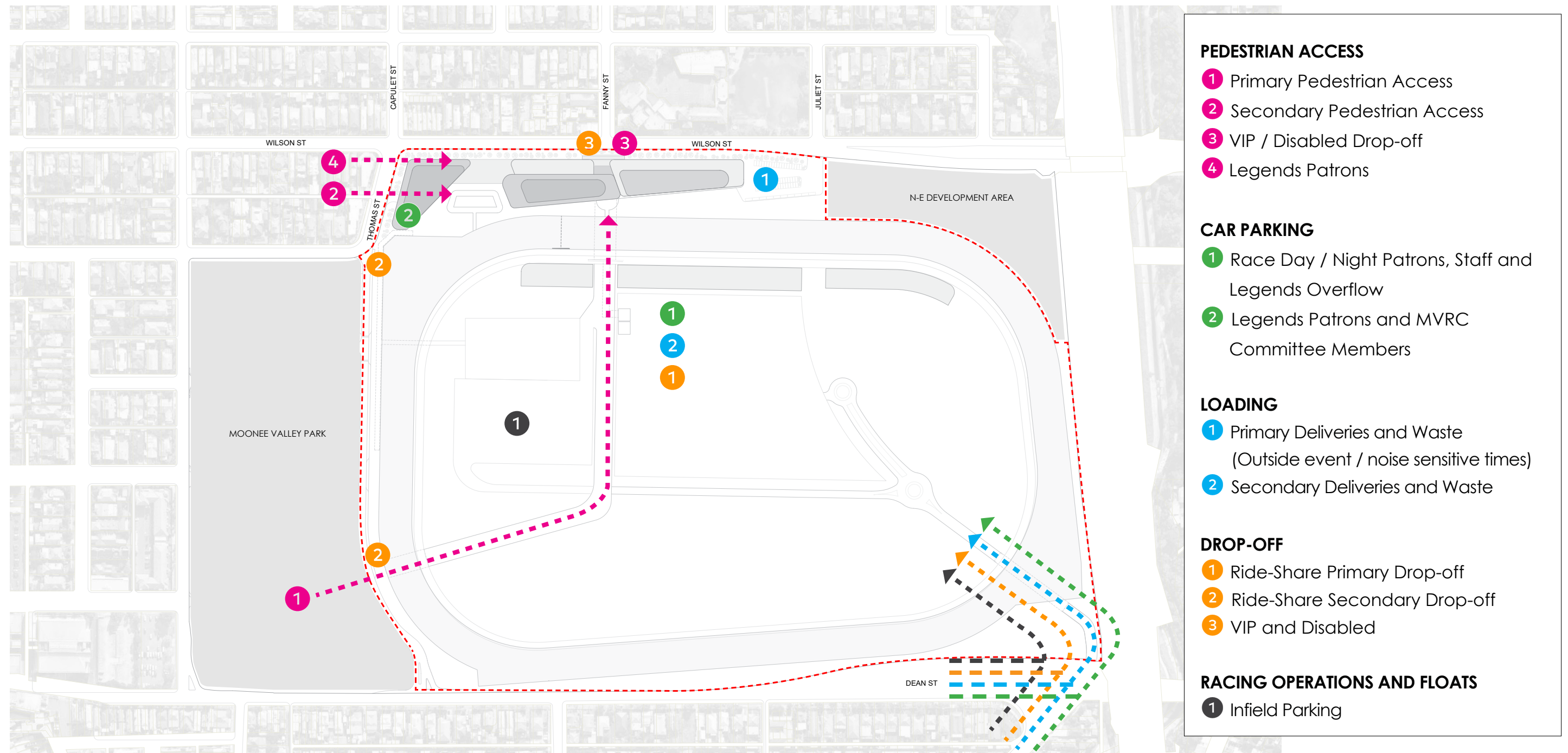


Figure 30. Access Strategy - Typical Race Day Function (except W.S. Cox Plate)

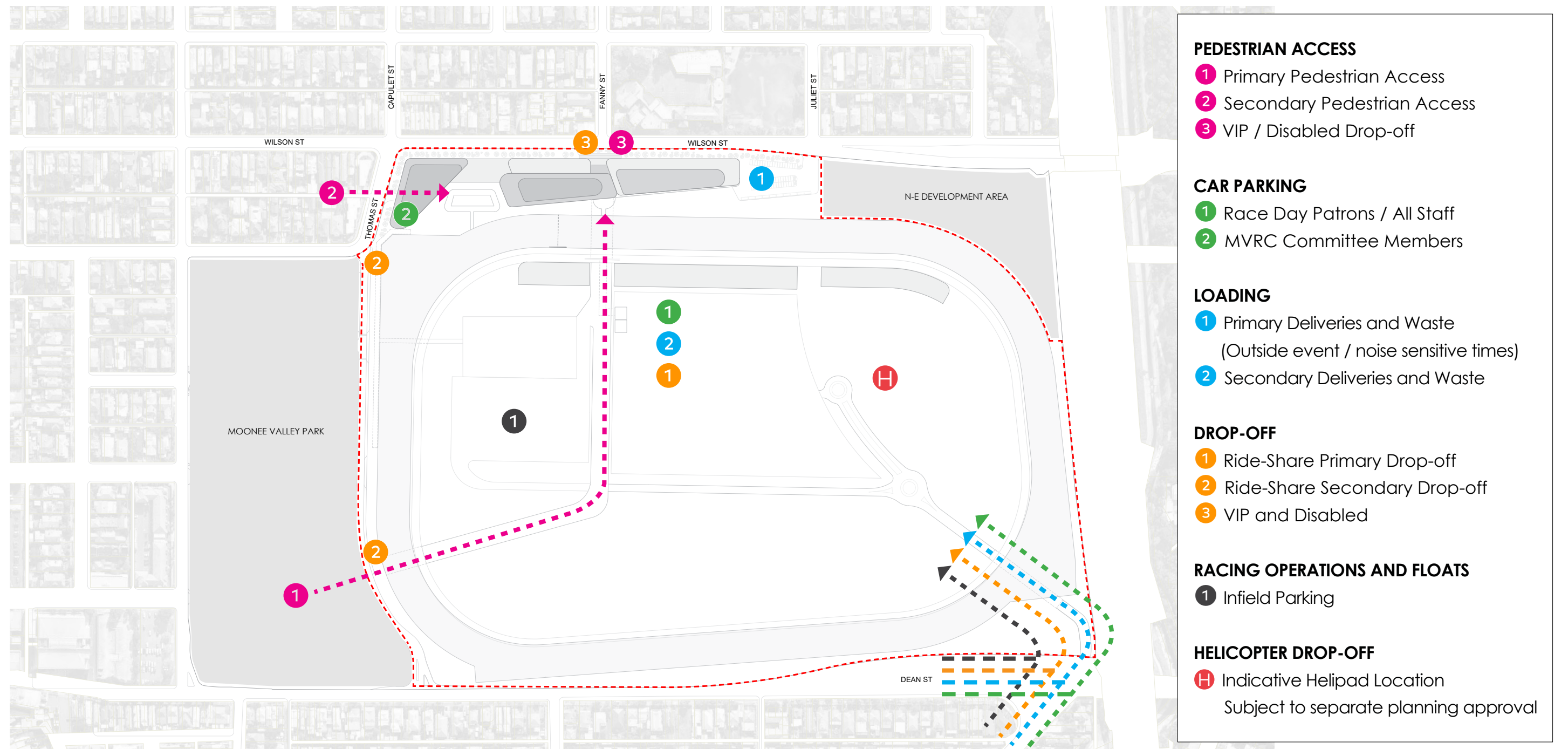


Figure 31. Access Strategy - W.S. Cox Plate

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9.4 Sensitive Interfaces

This section of the Master Plan responds to the following Guiding Principles:

PRINCIPLE 04

“ENSURE THE GRANDSTAND IS ARCHITECTURALLY COMPATIBLE WITH THE STREETScape CHARACTER OF WILSON STREET, WITH A HIGH QUALITY LANDSCAPE RESPONSE AND APPROPRIATE ‘BACK OF HOUSE’ PRESENTATION”

PRINCIPLE 09

“MAINTAIN A STRONG RELATION WITH THE LOCAL NEIGHBOURHOOD THROUGH CAREFUL AND CONSIDERATE MANAGEMENT OF EVENTS AND SERVICING”

9.4.1 Overview

Whilst the racing club has been an established land use on the Site for well over 100 years, it is acknowledged that the Moonee Valley racing precinct has sensitive interfaces to residential and education uses. It is therefore important that amenity is appropriately managed.

Key amenity considerations are outlined in the sections below. It will be at the planning permit application phase that these are investigated in detail to inform the extent and type of mitigation measure required to be introduced / applied.

9.4.2 Noise

While the racecourse is a long-established sporting facility which inevitably contributes to environmental noise in the area, there are potential amenity impacts associated with the change to environmental noise levels associated with the future redevelopment of the Grandstand and Legends Facility.

To ensure the future development of the Grandstand and Legends Facility do not result in an unreasonable level of additional environmental noise, the noise assessments required during the planning permit stage will involve:

- › Measurement of existing noise levels in the area around the Site;
- › Noise modelling of certain aspects of proposed future activities and noise sources;
- › Comparison of the predicted noise levels with existing noise levels; and
- › Comparison of the predicted noise levels with relevant assessment criteria and guidelines, where appropriate/required.

The objective of the noise assessments will be to:

- › Identify elements of the redevelopment that will require dedicated mitigation and management measures for the control of environmental noise;
- › Establish noise performance requirements and provide an indication of the types of measures that are likely to be required to achieve the performance requirements; and
- › Inform the development of suitable content for the management plans for the redevelopment to address environmental noise levels.

The outcomes and recommendations contained within these noise assessments will be relied upon to inform construction methodologies, the treatment of patron viewing areas and the management of events and the like on site under relevant planning permits.

9.4.3 Overshadowing

Overshadowing will be limited given the Grandstand and Legends Facility are sited south of Wilson Street and east of Thomas Street. Equally, the Maintenance Facility in the south-eastern corner of the racing precinct is located beneath the Dean Street Bridge and away from residential properties.

Whilst there are some existing residential properties on the western side of Thomas Street, directly adjacent the Legends Facility, these are separated from the racing precinct by Thomas Street.

As required under Clause 8.0 (Decision Guidelines) of the SUZ2, the amenity of these dwellings and associated private open spaces, and others, will be a critical consideration at the planning permit application phase.

9.4.4 Overlooking

The Grandstand and Legends Facility will be separated from residential properties by Wilson Street and Thomas Street, as well as internal setbacks to both of these streets. This ensures there will be no potential for overlooking to occur when considering the overlooking tests contained within the Moonee Valley Planning Scheme.

Notwithstanding this, the MVRC is committed to reducing the potential for patrons to directly view into private open space areas of adjacent properties and the Moonee Ponds Primary School from viewing areas on terraces. In these areas, permanent and fixed architectural and/or landscape architectural devices / interventions will be introduced to prevent direct views.

The application of these architectural and or landscape architectural devices / interventions will be determined at the planning permit application phase in consultation with Moonee Valley City Council.

9.4.5 Back-of-House Areas

Where back-of-house areas, such as service areas, loading areas and typical functions ancillary to a commercial building are to be sited along sensitive interfaces, architectural and/or landscape architectural devices / interventions will be introduced to conceal, soften and screen. These areas should be limited along Wilson Street and ensure they do not present to the street as a typical back-of-house area.

9.4.6 Light spill

Night racing commenced at Moonee Valley in 1998 and the lighting infrastructure which supports it has been outdated by modern technology.

Operators are now able to manage and control lighting for events in a far more sophisticated manner. Examples of this include ‘dimming’ and / or ‘turning off’ lights during events, as well as coordinating scripted lighting tasks and activities.

Light spill and energy consumption is also drastically improved through the use of modern lighting technology and design.

Managing light spill will be a critical consideration at the planning permit application phase.

9.4.7 Gaming and Gambling

Gaming and gambling have occurred at Moonee Valley historically. The importance of managing gaming and gambling is recognised by various regulations and the Moonee Valley Planning Scheme.

Details on licence types and areas, trading hours, and other relevant amenity matters will be managed under future planning permit applications.

9.4.8 Liquor Licensing

Managing the sale and consumption of liquor on site is important, not just for the safety and enjoyment of patrons and staff but equally for the amenity of the surrounding area. Details on licence types and areas, trading hours, and other relevant serving and amenity matters will be managed under liquor licences and event management plans.

9.4.9 Business Identification, Wayfinding and Advertising Signs

Given the nature of the existing land use, there will be a continued need for business identification, wayfinding and advertising signs.

The MVRC is aware of the residential and education sensitivities that exist around the edges of the racing precinct and what these mean for the siting and extent of business identification, wayfinding and advertising signs.

Any application for business identification, wayfinding and advertising signs will be subject to the provisions of Clause 52.05 and other relevant policies and provisions for signs under the Moonee Valley Planning Scheme.

9.4.10 Traffic and Transport Management

As detailed within this Master Plan, the type of event on site will determine the traffic and transport response required to be applied. Access arrangements are detailed in Section 9.3.3 of the Master Plan. Where necessary, these will be coordinated with event management plans to further guide traffic and transport movements.

In terms of loading associated with the Grandstand, this has been designed to allow forward-in and forward-out movements from the site through a signal-controlled intersection. This provides a safe and segregated (pedestrian and vehicle) access environment that will benefit the road safety of the area.

The number of vehicles accessing this area would be expected to be low, with a majority of vehicles typically expected to be vans and single unit trucks. Most of these will be smaller trucks of 6.4m to 10.0m long, with some access required for a 12.5m single unit trucks (the maximum allowable).

Semi-trailers are only required to bring in large-scale AV equipment for the Cox Plate Carnival. This is therefore not a typical occurrence.

A loading dock management plan may be required to be provided at the planning permit application phase to ensure truck access is open to planned deliveries only and loading arrivals are scheduled and controlled to reduce off-site amenity impact.

9.5 Staging

This section of the Master Plan responds to the following Guiding Principle:

PRINCIPLE 01

“REDEVELOP AND MODERNISE CURRENT HORSE RACING FACILITIES AND OPERATIONS AT MOONEE VALLEY RACECOURSE TO ENSURE ITS LONG TERM VIABILITY”

PRINCIPLE 07

“PROVIDE PUBLIC ACCESS TO AND ACTIVATION OF THE IN-FIELD TO FACILITATE BETTER INCLUSION AND PROVIDE COMMUNITY BENEFIT”

9.5.1 Outline of Staging

Redevelopment of Moonee Valley Racecourse will be guided by the racing needs of the Moonee Valley Racing Club and the realisation of Moonee Valley Park.

It is expected that the redevelopment of Moonee Valley Racecourse will generally occur in the following sequence:

EARLY WORKS

Early works, in the form of civil works which focus on dam consolidation and settlement to enable future track build, may be contemplated prior to 2024.

STAGE ONE – SITE PREPARATION AND ENABLING WORKS

Stage One is intended to commence immediately following the running of the 2024 Cox Plate Carnival. It will generally involve:

- › Demolition of existing racecourse infrastructure and facilities across the MVRC Landholding.
- › Earthworks and site preparations.

STAGE TWO – GRANDSTAND, LEGENDS FACILITY AND RACECOURSE DELIVERY

Stage Two is intended to generally commence following the completion of Stage One works to enable the new racing facility to be operational for the 2026 Cox Plate Carnival. Some activities noted below may commence whilst Stage One is underway, however, this will depend on the type of activity and its ability to integrate with the overall construction program.

Stage Two will generally involve:

- › Construction and delivery of new racetrack and associated civil infrastructure.
- › Construction and delivery of racing facilities, such as Horse Stalls, Parade Ring, Mounting Yard and Maintenance Facilities.
- › Construction and delivery of new Grandstand and Legends Facility on Wilson Street.
- › Construction of the Juliet Street Intersection.
- › Upgrade and renewal of the Dean Street Vehicular Access.
- › Construction of the Cox Place Pedestrian Underpass and internal accessways.
- › Construction of the Dean Street Shared Path.
- › Delivery of landscape works along external interfaces of the SUZ2 land.

Concurrent with the delivery of these items will be the construction of Cox Place, the North-South Boulevard and shared path within the Moonee Valley Park. Whilst these infrastructure items are to be delivered as part of Moonee Valley Park, they are integral to the operation of the new racing facility. The MVRC and Hamton Hostplus JVMV Pty Ltd acknowledge this and have mechanisms in place to ensure the integrated and coordinated delivery of these items.

STAGE THREE – IN-FIELD ACTIVATION

Stage Three involves the construction of the in-field recreational facilities. As detailed within this Master Plan, the extent and type of recreational facilities to be delivered in the in-field will be resolved following further consultation with the City of Moonee Valley and the community.

9.5.2 Staging Variations

Given the complexity of the project and its association with Moonee Valley Park, variations to the sequencing and potential concurrency of the development may occur. For example, there may be a need to consider and pursue an interim and ultimate arrangement with respect to existing racing infrastructure and / or buildings.

In these situations and where appropriate, a Staging Plan must be prepared and submitted to the Responsible Authority as part of a planning permit application for the associated use of the land and / or for the construction of a building or the construction or carrying out of works.

The Staging Plan must detail how the proposed use of the land and / or for the construction of a building or the construction or carrying out of works will not prejudice the ability to deliver the overall land use and redevelopment outcome sought by the Master Plan.



Figure 32. Master Plan

9.6 Heritage

Pursuant to the Heritage Overlay, a permit is required to:

- › Subdivide land.
- › Demolish or remove a building.
- › Construct a building or construct or carry out works.

Any future application will be required to comply with the purpose of the Heritage Overlay and associated relevant incorporated plan.

With the exception of the racetrack, the Special Use Zone land does not include any heritage elements as identified within the Incorporated Plan of Moonee Valley Racecourse Incorporated Plan– Conservation Policy and Permit Exemptions (April 2014).

Specifically in relation to the Racetrack, the Incorporated Plan outlines the following:

The racetrack has historic and social significance as an integral part of the MVR since its creation. While the position of the racetrack has remained the same the layout and fabric associated with it has been changed several times, with the existing racetrack dating from c.1995.

GUIDELINES

- › Prepare an interpretation plan in accordance with Conservation Policy 4.0.
- › The position of the racetrack should remain generally as existing, but changes to construction, alignment and layout of the track may be permitted in accordance with Conservation Policy 2.2, as they are not original.
- › Prior to any alteration or addition, or demolition, removal or relocation an archival quality photographic recording should be made of the heritage asset in accordance with Conservation Policy 1.4.

We note that under Clause 43.01-2 of the Planning Scheme, no planning permit is required for the following buildings and works:

- › Any works to the racetrack to facilitate racing including realignment of the track and its layout



Figure 33. Moonee Valley Racecourse Heritage Assets (Moonee Valley Racecourse Incorporated Plan, Figure 1)

Heritage assets of Primary significance:

1. Club Secretary's house (former), perimeter fence and garden
2. S.R. Burstons Stand
3. Main Tote
4. Alister Clark Rose Garden and Manikato Memorial Garden
5. Horse stalls, saddling paddock/parade ground, perimeter brick fence and mature trees
6. Racetrack (shown in part)

Heritage assets of Secondary significance:

7. South Hill Stand
8. Former Cafeteria
9. Member's Stand
10. Turnstiles

9.7 In-field Activation Opportunities

This section of the Master Plan responds to the following Guiding Principle:

PRINCIPLE 07

“PROVIDE PUBLIC ACCESS TO AND ACTIVATION OF THE IN-FIELD TO FACILITATE BETTER INCLUSION AND PROVIDE COMMUNITY BENEFIT”

The Master Plan provides an opportunity to include areas for public activation and recreation within the in-field.

This opportunity is beyond what was deemed required as part of the rezoning and Standing Advisory Committee process, to ensure the Site continues to contribute to the broader Moonee Valley community.

The curation of the in-field areas will be prepared in collaboration with Moonee Valley City Council at the time of detailed design delivery through a planning permit application process.

The in-field may provide for the provision of sports fields, play equipment or general passive recreation facilities. Specifically, in-field activation opportunities may include:

- > A walking / running track.
- > A destination adventure playground for children with associated park entertainment facilities.
- > Structured sports fields that are flexible to enable their easy conversion for racing / event operations, such as car parking.
- > Multi-purpose pavilion, including amenities.
- > Creation of quite and reflective spaces around the lake for passive recreation.
- > Creation of internal path network that links different in-field recreation nodes.

Public accessibility of this privately owned asset will provide substantial community benefit, through a potential range of active and passive open space areas.

Any planning permit application that contemplates public access to the in-field would need to be supported by a community needs appraisal that identifies any gaps in publicly accessible recreational facilities, in collaboration with Moonee Valley City Council.

Given the primary function of the Site will continue to be for the purpose of horse racing, public access to the in-field will need to be managed to ensure the function of the race course is not undermined. This is likely to include times outside of events, maintenance and other operational activities such as preparation for and decommissioning of event facilities. Details on public access times will be determined following further investigations of operational needs and event management, as part of a future planning permit application.

The Moonee Valley Race Club will maintain ownership and management of the Site, including the in-field. However, the Moonee Valley Race Club will continue to collaborate with Moonee Valley City Council in relation to the potential for temporary activation opportunities, such as community events. These may include community markets or similar.

We note some community events may require the approval of an event management plan in accordance with this Master Plan.



Indicative in-field activation opportunity. Artistic representation only - subject to further design review and planning approval



Indicative in-field activation opportunity. Artistic representation only - subject to further design review and planning approval



Indicative in-field activation opportunity. Artistic representation only - subject to further design review and planning approval



Indicative in-field activation opportunity. Artistic representation only - subject to further design review and planning approval

9.8 Sustainability

This section of the Master Plan responds to the following Guiding Principle:

PRINCIPLE 05

“CREATE A PRECINCT OF EXEMPLARY ENVIRONMENTAL SUSTAINABILITY INITIATIVES TO BENEFIT LOCAL RESIDENTS AND THE WIDER COMMUNITY”

This Master Plan will be used as a guiding document for any future application on the Site, however any future application will also be required to complete a full assessment against the Moonee Valley Planning Scheme.

To avoid the duplication and /or contradiction of requirements and to ensure that any future planning permit application will be created in accordance with the current standards for Environmentally Sustainable Development (ESD), future planning permit applications will be required to accord with the Environmental Sustainable Development local policy as contained within the Moonee Valley Planning Scheme (Clause 15.02-1L or equivalent).

The MVRC is committed to reducing its emissions through innovative technology, design and process. This builds on various existing sustainability initiatives that the MVRC has in place which deal with reducing energy and water consumption, transport movements, and waste.

Where possible, development within the racing precinct will target above benchmark sustainability outcomes which will be detailed in the applicable ESD Plan at the planning permit application stage.

It is a requirement of Clause 15.02-1L that an application must be accompanied by the following:

- › A Sustainable Design Assessment (including an assessment using BESS, STORM, MUSIC or other methods) for:
 - › A non-residential building with a gross floor area of 100 square metres to 10,000 square metres.
 - › An extension to an existing non-residential building creating between 100 square metres to 10,000 square metres of additional gross floor area (excluding outbuildings).
- › A Sustainability Management Plan (including an assessment using BESS, STORM, Green star, MUSIC or other methods) and a Green Travel Plan for:
 - › A non-residential building with a gross floor area of more than 10,000 square metres.
 - › An extension to an existing non-residential building creating more than 10,000 square metres of additional gross floor area (excluding outbuildings).

Any future planning permit application must meet the relevant Environmentally Sustainable Development requirements contained within the Moonee Valley Planning Scheme.



9.9 Critical Infrastructure

This section of the Master Plan responds to the following Guiding Principle:

PRINCIPLE 01

“REDEVELOP AND MODERNISE CURRENT HORSE RACING FACILITIES AND OPERATIONS AT MOONEE VALLEY RACECOURSE TO ENSURE ITS LONG TERM VIABILITY”

DCE Consultants, Meinhardt and Ascot Consulting have been commissioned by the MVRC and Hamton Hostplus JVMV Pty Ltd to assist with the delivery of civil infrastructure to service the Master Plan land and Moonee Valley Park. The investigations carried out to date has found the following with respect to critical infrastructure.

9.9.1 Sewerage

The ultimate trunk sewer infrastructure was designed and installed in 2019 in conjunction with Authority requirements to facilitate both the Racecourse Development and Moonee Valley Park. This trunk sewer reticulates through Moonee Valley Park, and then through the Racecourse Development land to ultimately meet the larger sewer running along the Tullamarine Freeway. This has now been installed and is operational.

This trunk infrastructure makes the necessary provisions for the future Racecourse Development.

An infrastructure masterplan has been developed with the relevant authority, and will inform all future works in relation to this service.

9.9.2 Drainage

A Sitewide Stormwater Drainage Strategy has been developed with and approved by Moonee Valley City Council.

The approved Sitewide Stormwater Drainage Strategy includes the following:

- › An assessment of the existing stormwater infrastructure servicing MVRC.
- › A description of the proposed drainage strategy and infrastructure required.
- › A stormwater drainage master plan, and associated staging plan.

Future planning applications within the Site will be required to include how the application is consistent with the Sitewide Stormwater Drainage Strategy.

9.9.3 Water

The infrastructure design for reticulated potable water supply will be designed in accordance with the Authority standards as well as the Water Services Association of Australia (WSAA) Codes.

The following items should be considered during the detailed design phase:

- › Alignment of reticulated water supply mains in conjunction with the development and authority requirements for alignment and the servicing corridors.
- › Suitable network planning of authority infrastructure.

Recent upgrades to the existing network have occurred in 2020 to enable the early stages of Moonee Valley Park.

Network planning indicates that the future grandstand will likely have a metered connection via a new and upgraded link off Wilson Street. An infrastructure masterplan has been developed with the relevant authority, and will inform all future works in relation to this service.

9.9.4 Communications

NBN Co. has reticulated fibre around the Racecourse Development land through the existing Telstra infrastructure and is now the telecommunications provider for the area.

As part of ongoing early planning, NBN Co. is ensuring that the infrastructure to the Racecourse Development has the appropriate capacity to facilitate the Future Racecourse Development.

The infrastructure design for telecommunications supply will be designed in accordance with NBN Co.’s conditions and standards or in accordance with the telecommunications and distributors requirements.

The following items should be considered during the detailed design phase:

- › Suitable network planning of authority infrastructure.
- › Alignment of telecommunications supply.
- › Location of NBN pits to satisfy NBN requirements.

9.9.5 Electricity

There are existing high voltage cables around the perimeter of the existing racing club which currently service the Moonee Valley Racing Club. Multiple substations currently exist within the Moonee Valley Racing Club’s landholding that will require upgrading to service the Racecourse Development.

The infrastructure design for underground power supply will be designed in accordance with the supply authorities conditions and standards.

The following items should be considered during the detailed design:

- › Sizing and alignment of underground power supply mains.
- › The electricity demands for each allotment.
- › Suitable network planning of authority infrastructure.
- › Substation requirements for the Racecourse development

9.9.6 Gas

The existing gas reticulation and branch location will need to be investigated for capacity and connection to facilitate the Racecourse Development. This will be confirmed at time of application to the relevant authority for offer and conditions.

The infrastructure design for reticulated gas supply will be in accordance with the Authorities conditions and standards and will be designed and constructed by the Authority.

The following items should be considered during the detailed design phase:

- › Schematic alignment of reticulation gas mains and property connection to service each allotment
- › Suitable network planning of authority infrastructure.
- › Detailed design is to be completed by the relevant authority.

9.10 Waste Management Strategy

This section of the Master Plan responds to the following Guiding Principle:

PRINCIPLE 09

“MAINTAIN A STRONG RELATION WITH THE LOCAL NEIGHBOURHOOD THROUGH CAREFUL AND CONSIDERATE MANAGEMENT OF EVENTS AND SERVICING”

A Waste Management Plan will be developed for each planning permit application, as appropriate, within the Site.

Each Waste Management Plan should be in accordance with the following principles:

- › Waste storage areas will be screened from external view where reasonably possible, to minimise impact to the local amenity;
- › Waste management equipment may include (but will not be limited to) compactors, dehydrators, macerators, and balers. Additional equipment may be introduced during events to manage the increase in waste volume, at the discretion of MVRC;
- › All waste collection and storage will occur onsite, with no waste is to be presented outside the title boundary for collection;
- › Waste collection for typical operation will occur at times generally in accordance with the EPA Victoria guidance. From time to time, collections required for events may occur on an as-required basis at times determined appropriate by MVRC;
- › Waste collection may occur up to 7 days per stream, per week, subject to appropriate disposal arrangements, with additional collections for events if required;
- › Where possible, waste storage areas will be consolidated to minimise vehicle movement requirements; and
- › Waste collection vehicle access will occur via Wilson Street or Dean Street, unless otherwise agreed.



9.11 Event Management

This section of the Master Plan responds to the following Guiding Principle:

PRINCIPLE 09

“MAINTAIN A STRONG RELATION WITH THE LOCAL NEIGHBOURHOOD THROUGH CAREFUL AND CONSIDERATE MANAGEMENT OF EVENTS AND SERVICING”

An Event Management Plan Framework has been prepared by Event Advocates Australia which sets out a framework for future Event Management Plans in accordance with the SUZ2.

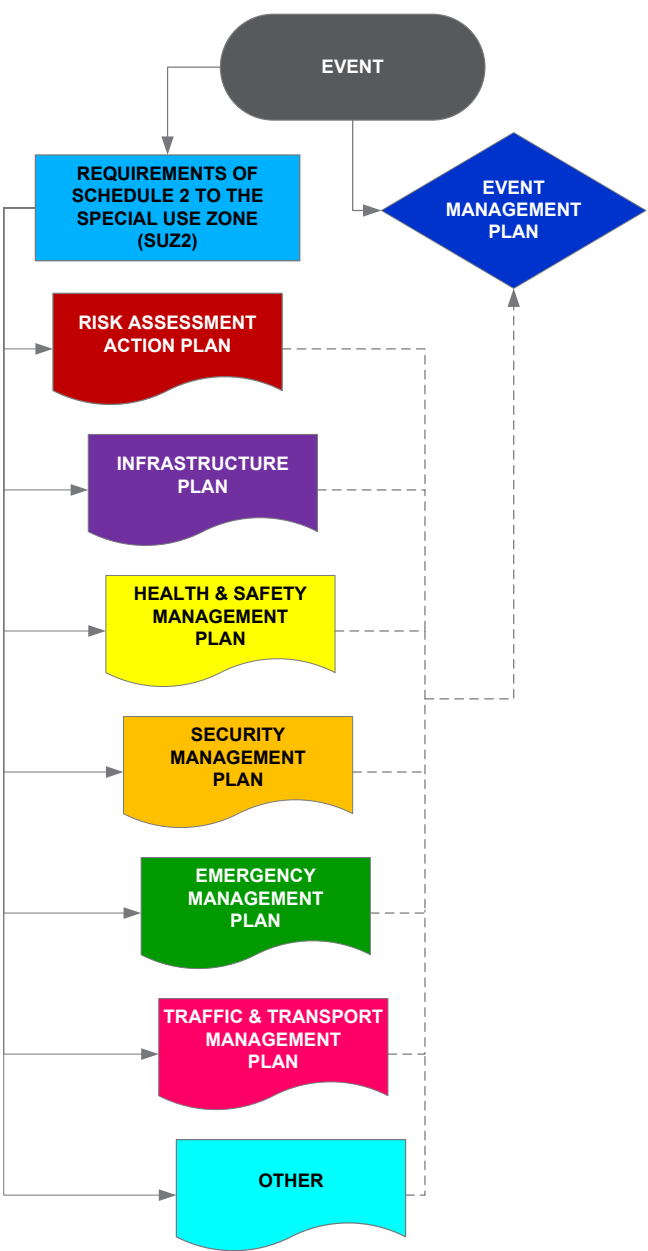
Specifically, the framework will ensure future Event Management Plans will:

- > Satisfy the event-related permit requirements of Moonee Valley City Council, as the responsible authority
- > Outline Victorian event industry best practice principles and considerations for managing events
- > Address implications to varying types and sizes of MVRC events, specifically those identified under the SUZ2, being:
 - > Non-racing functions and events expected to attract more than 400 people
 - > Racing events expected to attract more than 5,000 people
 - > The annual W.S. Cox Plate event

9.11.1 Content for the Event Management Plan

The Event Management Plan should be guided by considerations of the SUZ2 requirements (in particular section 5.0) and draw its information from a range of detailed internal plans or arrangements, whether formal or informal, to provide a complete event overview.

It is not generally considered a confidential document, hence commercially and operationally sensitive information (e.g. budget figures, fully security arrangements) should be excluded.



9.11.2 Event Management Plan Framework

Preparation of the Event Management Plan can be guided by the following framework:

- > Event details
- > Distribution list
- > Insurance
- > Key contacts list
- > Site plan
- > Temporary structures
- > Toilet amenities
- > Drinking water / tap locations
- > Emergency services vehicle access points
- > First aid
- > Event operations centre
- > Safety officer
- > Firefighting equipment
- > Evacuation procedures
- > Security personnel
- > Traffic management including:
 - > Pedestrian access / egress
 - > Drop off / pick up zone
 - > Public transport
 - > Car parks
 - > Road closures / traffic alterations
 - > Accessibility compliance
 - > Event bump in and bump out
- > Catering
- > Cleaning and waste management
- > Event signage
- > Event contractors

Refer to the Event Management Plan Framework for further information.



10 CONCLUSION

This Master Plan will facilitate the long term viability of horse racing at Moonee Valley Racecourse and the delivery of a world-class racing facility well into the future.

The Master Plan accords with the provisions of the SUZ2, as well as the relevant outcomes and directions of the Moonee Valley Racecourse Redevelopment Advisory Committee with respect to the racecourse land.

Redevelopment in accordance with this Master Plan will ensure that Moonee Valley Racecourse and the Moonee Valley Racing Club consolidates its role as a major asset to the community and will facilitate a new world class horse racing and entertainment facility.

Through the opening up of the in-field for public use and activation, including the potential for sporting fields, recreation and leisure facilities as well as opportunities for community events, the redevelopment will promote social activation and foster a sense of community within Moonee Ponds.



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