Racecourse Road Major Activities Area
Structure Plan

Draft for Public Consultation
October 2012
Acknowledgements

Council would like to thank all the people who have provided their valuable input to the development of the Structure Plan, in particular:

• The ongoing support and dedication of the External Working Group and the respective Councillors who were appointed to sit on this group.

• The Strategic Planning officers who have provided input and project-managed the draft Structure Plan.

• The support and direction provided by the Internal Steering Committee and Technical Working Groups.

• Council staff who have shared their knowledge, provided input and support to the plan and assisted in the public consultation programs

• Numerous staff from various State Government agencies, referral authorities and Community organisations that have provided critical input to the preparation of the plan.

• Artist Bartoz Piaz for creating beautiful artist impressions of how the Racecourse Road Activities Area could look in the future.

• Council also acknowledges financial and technical support provided by the Department of Planning and Community Development through the Creating Better Places program.

And finally, the Project Team engaged to assist in the preparation of the structure plan:

• Tract, Booz & Co, ASR Research, Charter Keck Cramer and 10 Consulting.

They have provided Council with their technical expertise, advice and peer support.

Land located within the City of Melbourne has been included within the study area of the Structure Plan to provide the strategic context for the study area. However, Melbourne City Council has not formally considered or endorsed recommendations included for land within the City of Melbourne.
Since its settlement in the late 1840’s, Racecourse Road and its surrounds have undergone significant evolution and change.

The construction of the Flemington Bridge in the 1830’s led to the development of Mt Alexander Road, where the goldrush sparked the district’s growth. During this time small businesses set up along Mt Alexander Road, providing soap, candles and flour for the goldseekers.

The development of the Flemington Racecourse played a significant role in the future character of the area. Horse races have been run continuously at Flemington since 1840, when the first race meeting was held there. In the late 1850’s the cattleyards were relocated from the city to Flemington, with the Newmarket saleyards becoming one of the world’s largest livestock auction markets.

With much investment into the area, more people settled in Flemington and surrounds. During Melbourne’s population boom in the 1950’s, the area saw an influx of immigrants. The high rise towers, built in 1957, continue to house many newly arrived immigrants, creating the mix of cultures which exists in Flemington today.

As Melbourne experiences another population boom, the established areas of Melbourne must accommodate approximately 53 percent of this growth. The State Government’s planning blueprint Melbourne 2030 encourages ‘Activities Areas’, such as Racecourse Road, to be the location for increased retail, commercial, residential and community development as well as improved sustainable transport infrastructure. The strategy also encourages these changes to occur with sound urban design principals that protect and improve cultural identity, neighbourhood character, sense of place, heritage values and community safety.

1.1 What will the plan do?

The Racecourse Road Activities Area (RRAA) Structure Plan will be used by Council, land owners and the community to guide future development in the area. It will be used to:
1 Introduction

- influence future planning permit decisions
- coordinate better community services
- plan traffic and transport measures
- plan physical changes to streets and streetscapes
- guide both public and private sector investment
- advocate for and coordinate action by government agencies.

The RRAA Structure Plan will assist Council and the community in guiding future public and private redevelopments, whilst also protecting and enhancing Flemington’s heritage characteristics.

1.2 User guide

1.1–1 Reading the RRAA Structure Plan

The RRAA Structure Plan has been prepared in a way that it is easy to read and follow for planners, landowners, developers and the community and has been arranged into two documents:

- **Part 1** – The Background Report outlines the key opportunities and constraints for the RRAA. This report should be used as a reference tool when reading the Structure Plan as it contains background data and information which has led to the decisions and recommendations made in the Structure Plan.

- **Part 2** – The Structure Plan is the long term development plan for the RRAA. It contains the vision and future direction of how the centre should look and feel over the next 20 years.

1.1-2 Built Form and Design Guidelines

Council has also prepared detailed built form and urban design guidelines for the RRAA. These guidelines provide additional guidance to ensure that new development integrates and respects the character of Flemington. They will provide guidance to private and public development sites.

1.3 Study Area

The study area contains land located in the City of Moonee Valley and City of Melbourne.

Land located south of Racecourse Road in the City of Melbourne has been included as it contains community services and infrastructure which service both the communities of Flemington and Kensington. The RRAA Structure Plan will provide information and highlight opportunities regarding these assets.

Melbourne City Council has not formally considered or endorsed the recommendations included in the RRAA Structure Plan. It is intended that the RRAA Structure Plan will provide opportunities to advocate to the City of Melbourne. Guidance regarding built form for these areas is already contained within the Melbourne Planning Scheme.

A section of land located in the City of Melbourne (southeast corner of the study area) is within the Arden-Macaulay area and subject to the recently adopted Arden-Macaulay Structure Plan. This land is considered an area of influence for the purposes of this document and not located within the study area.
Figure 1 Racecourse Road Activities Area Study Area
The Structure Plan

The RRAA Structure Plan provides a vision for how the area will look and feel in the future. The Plan then outlines how it is proposed to achieve that desired future in relation to five key themes:

• Land uses
• Public spaces
• Buildings
• Heritage
• Movement

Each theme includes objectives - what is to be achieved, and strategies – how the objectives will be achieved. The series of actions to implement these strategies are outlined in Section 4 - Implementation Plan.

The vision for the RRAA was developed through a workshop with the External Working Group and is detailed below.

Vision for Racecourse Road

Racecourse Road will maintain and enhance its position as one of the region’s most vibrant, pedestrian-centric, culturally diverse and historic areas.

The area’s village atmosphere will inspire local pride and loyalty - contributing to the area’s vitality and making it a great place to shop, eat, relax, work, visit and live.

This will be achieved by:

• Successfully accommodating business and residential growth by providing a range of businesses and housing types to accommodate a diverse community, whilst also retaining a village feel.
• Ensuring new development incorporates the highest standards of environmental and architectural design, whilst being complementary to the area’s historic character.
• Enhancing the area’s public spaces, streets and laneways with more seating, shade and shelter so that they become enjoyable spaces for people to meet and relax.
• Ensuring a well connected, pedestrian-oriented area, where residents and visitors choose to travel by foot, bike or public transport.
• Providing a wide range of shops and facilities that are supported by those who live and work in the area whilst its historic pubs, multi-cultural eateries and festivities continue to attract regional patrons – adding vibrancy and safety to the area, both day and night.
• Celebrating the area’s diverse community and history
2.1 Land Uses

1 Encourage business and employment opportunities to ensure the ongoing viability of the area.
   a Encourage a diversity of employment-generating uses to occur at the street level of existing and new developments.
   b Encourage activities and events that coincide with cultural and tourism events such as Spring Racing Carnival, St Patrick’s Day and various religious festivals.
   c Support the establishment of businesses which represent the diverse community of the area.
   d Maintain and enhance the key industries within the area, including the retail core.
   e Encourage the establishment of high-quality hospitality uses which complement the existing range of uses within the area.

2 Support opportunities for development in the area, whilst minimising effects on the existing residential amenity.
   a Promote opportunities for new housing, office and mixed uses on sites designated ‘major development site’ in Figure 2 of the Structure Plan.
   b Protect the existing lower density character of surrounding residential areas outside of the activities area.
   c Increase the range of housing provided in the RRAA so that all household types, age groups, levels of mobility and affordability are accommodated in the area.

3 Plan for the social and cultural needs of the current and projected population profile of the municipality.
   a Identify the most appropriate locations for social and cultural services/facilities within RRAA in order to maximize access, amenity, effectiveness and the synergies between other social and cultural services and facilities.
   b Collaborate with the City of Melbourne to appropriately plan for the enhanced role and function of the Kensington Town Hall and Newmarket Reserve.
   c Encourage mixed-use development which contributes to the vibrancy of the RRAA.

2.2 Public Spaces

4 Create additional public spaces that residents, workers and visitors to the area can enjoy.
   a Redesign the public space on the west side of Newmarket Railway Station (outside Newmarket Plaza) and Pridham Plaza and create additional places to stop and rest.
   b Ensure that streets and laneways are safe, attractive, and shaded pedestrian-friendly spaces.
   c Encourage the creation of new public spaces within large-scale developments.

5 Improve the amenity and infrastructure of public spaces that exist within the area.
   a Provide a coordinated range of street furniture and amenities (seating, lighting, drinking fountains and bike rails).
   b Ensure the maintenance and enhancement of existing open spaces, including the provision of quality recreational facilities.
   c Enhance the character of Racecourse Road, Pin Oak Crescent and Newmarket Plaza through urban design and public art.

2.3 Buildings

6 Ensure that new development is of a high quality built form.
   a Encourage the consolidation of higher built form (preferred building height plus two additional storeys) on properties which meet the following criteria:
      • a total land parcel area of greater than 1,000m² with a frontage width of greater than 20m.
      • Within 400m of a tram stop or train station.
      • New vehicle access to the site can be achieved either via a side street or via a rear lane (where access is not more than 25m from the laneway entry).
      • The site is not part of or does not directly abut a building within a heritage overlay.
      • It can be demonstrated that the additional height has no significant amenity impacts. This refers to overlooking, overshadowing or significant detriment to existing view lines.
   b Encourage a mixture of modern and attractive architectural forms which blend with the built form of existing heritage structures.
   c Ensure that properties within gateway views, as identified in Figure 3, contain attractive, landmark buildings, used as points of reference throughout the RRAA.
   d Ensure that new development incorporates active uses on the roof areas of buildings, either for building users and
Residents or as part of a ‘green roof’ sustainability initiative.

Ensure that new civic and community buildings are designed to create ‘buildings and spaces for people’, emphasising community services and facilities as well as universal, safe and efficient access and viewlines.

Ensure that built form responds to the orientation of its site, any adjoining streets and lanes, and nearby public open spaces through sensitive setbacks and massing to ensure that daylight is maximised to street-level public and pedestrian spaces.

Ensure that new development includes attractive and well designed buildings to improve the feel and appearance of the area.

Ensure that new development creates and maintains interesting and active street frontages.

Encourage new development to address, enhance, and activate the public realm to create an attractive, comfortable, and safe activities area.

Ensure that new developments located along transport corridors mitigate associated noise impacts on future residents/tenants.

Ensure green design is incorporated into all new development.

Ensure that new development is adaptable in order to accommodate a change of uses throughout its lifecycle.

Ensure that new development makes the best use of available space, particularly through the development of land at the rear of shops and limiting the amount of area used for off-street car parking.

Ensure that new development is built, designed and operated to minimise energy consumption, water usage and waste.

d Ensure that new development includes a waste management strategy to minimise impacts on the amenity of tenants and surrounding properties.

e Ensure that new development incorporates Environmentally Sustainable Design (ESD) principles.

8 Protect the valued character and amenity of the surrounding established residential areas and open spaces.

a Ensure that the scale of new development complements the surrounding residential areas.

b Ensure a sensitively scaled transition between new development and low rise residential areas.

c Ensure that the built form of new development is not dominating, but demonstrates unique, high quality design excellence.

2.4 Heritage

9 Protect the valued heritage features that contribute to the character of Flemington.

a Encourage the reuse and retention of heritage buildings.

b Investigate ways to encourage property owners to undertake heritage protection/restoration works to historic commercial properties.

c Investigate other precincts/properties which have potential heritage values that may warrant protection.

d Ensure the preservation and enhancement of existing landmark buildings and viewlines to them, as identified in Figure 3.

10 Ensure that new development is sympathetic to the heritage character of the area.
Figure 3 Preferred Built Form Plan

2 Vision, Objectives, Strategies
a Ensure that new development in heritage areas, or adjacent to a heritage building, promotes architectural excellence and is incorporated sensitively into the streetscape.
b Ensure that new development not affected by a heritage overlay integrates with and does not dominate the adjoining and/or surrounding heritage properties.
c Ensure that new development is designed so that it does not block the views of the existing heritage and landmark sites. These places play an important role as focal points to the community and create a sense of place for the area.

11 Celebrate the heritage and cultural diversity of the area.

a Further develop heritage trails in and around the area, promoting and educating the community about the rich history of Flemington and surrounds.

2.5 Movement

12 Pedestrians and cyclists should have high priority over all other transport modes in planning for the area.

a Movement within, to and from the area should be as efficient as possible based on an agreed network operating plan (NOP) and greater priority given to pedestrians, cyclists and public transport users.
b Improve connectivity across Racecourse Road and within the intersection of Ascot Vale Road, Racecourse Road and Epsom Road for pedestrians with new signalised crossings at the points illustrated in Figure 4.
c Ensure that streets which are designated as enhanced pedestrian/cycling connections in Figure 4 - Access and Movement Plan have adjacent footpaths widened where possible, ensuring that any loss of on-street car parking is replaced elsewhere within the area.
d Improve pedestrian/cycling links to regional parks, Moonee Ponds Creek, Maribyrnong River and other cycling and walking trails.
e Improve the efficiency of signalised pedestrian crossings to improve pedestrian movements, without reducing the efficiency of the public transport network.
f Improve cycling infrastructure along Racecourse Road. This includes the consideration of segregated bicycle lanes.
g Additional grade-separated crossings should be built over or under the railway to improve north/south and east/west pedestrian/cycling connectivity in the area.
h High levels of accessibility to public transport should be provided to increase usage of the network.
i Encourage developers to provide secure bicycle parking facilities for new developments of two or more storeys.
j Introduce end-of-trip cycling facilities, including bicycle lockers, at the rail station.
k Encourage the introduction of commercial bicycle stations in the area (providing storage, bike hire facilities, showers and change rooms).

13 In order to reduce the reliance on private vehicular use, seek to support improvements to alternative forms of transport.

a Work with DOT and public transport providers to improve the frequency of service, safety and comfort of buses, trams and trains that service the RAA, without resulting in adverse impacts to the wider public transport network.
b Prioritise movement of public transport (i.e. Trams) along
Racecourse Road and Epsom Road, including the provision of tramway right of way (row) priority on all tram routes.

c. New accessible tram stops should include:
   - Additional pedestrian crossing opportunities.
   - Traffic calming opportunities.
   - Adequate separation from vehicular crossovers.
   - Easy Access Tram Stops (EATS) as they retain existing road conditions and are low cost.

d. Create appropriate pedestrian links to reduce travel times for patrons utilising multiple public transport modes.

14 Manage the supply of parking to meet the needs of the users in the area, whilst encouraging the use of other modes of travel.

   a. Ensure the best use of kerbside space to improve the street (i.e. some car spaces may be better used for footpaths, kerbside dining, etc).
   b. Ensure an appropriate level of public car spaces in the area within consolidated off-street facilities.
   c. Encourage developments to promote sustainable transport initiatives for occupants.
   d. Encourage car-share arrangements for larger residential developments either through body corporate or contracts with car-share operators.
   e. Ensure that off-street carparking areas are not dominant visual elements of the area and are provided to the rear of buildings or underground.
   f. Ensure 20m of kerbside space is clear on either side of tram stops boarding areas, in accordance with VicRoads requirements.

15 Manage privatised motorised vehicles to provide greater safety throughout the study area.

   a. Investigate the implementation of lower speed limits throughout the area to improve pedestrian/cycling safety.
   b. Work with DOT and VicRoads to investigate ways to reduce the amount of through traffic bisecting the area.
   c. Require new developments to mitigate potential traffic impacts resulting from the corresponding development.
   d. Ensure that private vehicle movements within the area are not detrimental to the public transport network (i.e. no right hand turns along tram routes).
Figure 4 Access and Movement Plan
3.0

Precincts

The Racecourse Road Major Activities Area is divided into 8 precincts within the RRAA boundary, with 6 precincts located within the City of Moonee Valley and the remaining 2, Saleyards and Kensington North, being located in the City of Melbourne. It is noted that Moonee Valley City Council does not have control over land managed by the City of Melbourne, and therefore the objectives contained within this plan which relate to the Saleyards and Kensington North precincts reflect either the existing policies of Melbourne City Council or the views of Moonee Valley City Council.

The boundaries of the precincts have been defined through undertaking an analysis of each area’s unique characteristics and strategic planning opportunities. It is not proposed that each precinct be developed in isolation, as they collectively form part of the wider area and should be viewed in that context.
3.1 Precinct 1
Ascot/Epsom Precinct

In the year 2030, the Ascot/Epsom Precinct will illustrate the old and new through its residential streetscape. It will house many new sustainable mixed use developments, and provide more public open space for the residents to enjoy. Those wanting to shop in Racecourse Road will be able to leisurely walk to the area via the new pedestrianisation of Racecourse Road; wide footpaths, newly planted mature trees and new seating will create an improved public realm. A new tram superstop will ensure safe access for public transport users, whilst the intersection of Ascot Vale, Epsom and Racecourse Roads will be upgraded.

3.1 - 1 Key Initiatives

1. Improve cycling connections along Epsom Road as part of the wider cycling network.

2. Work with Yarra Trams to implement a tram superstop with a design tailored to suit its location and surrounds, assisting in the implementation of traffic calming measures at the intersection of Ascot Vale, Epsom and Racecourse Roads.

3. Encourage developments along Epsom Road to include views towards the Flemington Racecourse for future owners/tenants.

4. Create better walking and cycling connections through the intersection of Epsom, Ascot Vale and Racecourse Roads.

5. Support the gradual transition of industrial land within the precinct to mixed use, which includes:
   - The remediation of contaminated land.
   - Staging of development so that existing/future dwellings are not adversely impacted by industrial uses.
   - retaining industrial uses which are viable and do not detrimentally impact on surrounding sensitive uses.
3.1 - 2 Built Form & Placemaking Guidelines

The main objective of the Ascot/Epsom Precinct is to allow for the transition of larger commercial/industrial sites to medium to higher density mixed use development which sensitively complements the established housing in the area.

As the preferred building heights may be in excess of what currently exists, the interfaces between old and new should respect the amenity, privacy and neighbourhood character of existing residences.

Key built form issues for consideration within this precinct include:

- Ensuring the appropriate transition of current commercial and light industrial uses within the precinct to mixed use, including land remediation and staging which does not result in detriment to existing or future dwellings.
- Ensuring landmark developments, such as that proposed for 1 Ascot Vale Road, establish a defined character for the western end of the activities area.
- Encouraging more dense built form along Epsom Road, Ascot Vale Road and the Flemington railway line with improved connections to public transport.
- Ensuring that proposed pedestrian and cycle links, walkways and connections are included in future development within the precinct.
- Supporting the transition of industrial land within the precinct to mixed use.

3.1 - 3 Public Realm Spaces

Improvement to public space opportunities within this precinct will be integrated with any new redevelopment.

The creation of a number of mid-block pedestrian walkways will allow people to access public transport and cycling connections on both Epsom Road and Ascot Vale Road. The intersection will benefit from pedestrian amenity improvements in conjunction with a new tram super-stop, as well as improved connections to Racecourse Road.

3.1 - 4 Detailed Delivery

Elements of the Structure Plan that are critical to implementation at a detailed level are:

- Upgrade of the tram stop on Epsom Road to a superstop.
- Streetscape and public realm improvements to the intersection of Epsom, Ascot Vale and Racecourse Roads.
- Ensuring that proposed pedestrian and cycle links, walkways and connections are included in future development within the precinct.
- Supporting the transition of industrial land within the precinct to mixed use.
3.2 Precinct 2
Edinburgh Precinct

3.2 - 1 Key Initiatives

1. Investigate improvements to Coronet Park to enhance the quality of the space. This may include passive and active uses to cater for the growing population of the surrounding neighbourhood.

2. Further develop the Crown Street Stables as the community heart/focal meeting point for residents in the area, in accordance with Council’s master plan. Expansion of this facility and uses could include providing:
   - More community rooms/meeting space.
   - Cafe services and facilities.
   - Artist studios and an exhibition space.

3. Advocate for the signalisation of the intersection of Ascot Vale Road and Edinburgh Street.

4. Improve pedestrian access from the public housing and medium density developments along Newmarket Street to Newmarket Plaza and the Railway Station.

5. Significantly enhance the pedestrian amenity of Edinburgh Street to establish it as the main east/west pedestrian connection through the precinct.

6. Initiate discussions with DOT, VicTrack and the relevant rail operator(s) to support the activation and daily use of the showgrounds/racecourse railway line for residents of the centre.

7. Work with VicTrack to investigate the short term conversion of the surplus land surrounding the building to public open space and the long term conversion of the substation to residential uses, retaining the public open space (subject to DOT’s
operational needs). The reuse of this building could provide surveillance to the open space opportunities surrounding the building.

8. Encourage the development of cycling and pedestrian links to the residential areas north of the precinct. This may include the development of a new street level pedestrian & cyclist crossing point over the railway line.

9. Work with the Department of Human Services to redevelop the public housing estates within this precinct, better integrating them within the surrounding community. This redevelopment should provide safe pedestrian and cycling connections and greater opportunities for public open space. The redevelopment should better accommodate for the needs of the existing tenants.

3.2 - 2 Built Form and Placemaking Guidelines

The expected gradual change in housing densities in the precinct should be coordinated with investment and increased amenity within the public spaces and streets.

Key built form issues for consideration within this precinct include:

- Ensuring that new development maintains sensitive interfaces to the existing low density housing and surrounds.
- Encouraging more dense built form on properties adjacent to the railway line with good connections to public transport and cycling routes to the south.
- Facilitation of more dense forms of small lot housing, such as three storey terraces, studios or townhouses with roof gardens on a lot-by-lot basis.

3.2 - 3 Public Realm Spaces

One of the main opportunities to encourage urban renewal within this precinct is through the improvement of the area’s public realm spaces and places. This includes creating improved space for people such as streets, lanes, walkways, footpaths and local parks.

Improvements to Coronet Park, Marshall Street and the installation of improved connections across the railway line are key works relating to the public realm. Traffic calming measures (which reclaim some of the local street reserves back to footpath) and improved nature strips will enhance the neighbourhood. These initiatives will also enable greater pedestrian and cycling connections through the precinct from the area north of the railway line through to Racecourse Road and beyond.

3.2 - 4 Detailed Delivery

Elements of the Structure Plan within Precinct 2 that are critical to implementation at a detailed level are:

- Investigate additional pedestrian and cycling crossings across the railway line to aid north/south movement.
- Ensure streetscape and public realm investment within Edinburgh, Marshall Streets and Newmarket Streets.
- Ensure that any proposed development of land adjacent to the railway line facilitates east-west pedestrian connections as well as north/south movement.
- Support increased public space amenity and use of Coronet Park through traffic calming and footpath widening around the park.
- Redevelop the Newmarket Street Housing Estate to better integrate it with the surrounding neighbourhood.

These initiatives should be the subject of further investigation to ensure the vision for the precinct is effectively implemented.
3.3 Precinct 3  
Racecourse West Precinct

In the year 2030, this precinct will exemplify the modern Flemington with substantial new mixed-use development fronting the spine of the activities area, Racecourse Road. New development will provide a western gateway to the RRAA. The precinct will also provide additional small scale offices which complement the other uses of the wider RRAA. Racecourse Road will be redesigned to cater for pedestrians including widened footpaths, increased shelter, more trees and improved seating provision.

3.3 - 1 Key Initiatives

1. Support the transitional change of this precinct to accommodate mixed use development, including office and residential, to assist in improving the streetscape. The large land parcels in the precinct provide significant opportunities to assist in delivering this change.

2. Improve the pedestrian experience and public realm along Racecourse Road from Ascot Vale Road to Newmarket Station by:
   - Increasing the width of the footpath.
   - Providing shelter from wind, rain and sun via built form design, canopies and trees.
   - Providing active frontages within new developments in the precinct.

3. Investigate traffic calming and improved pedestrian and cycling amenity to the western section of Racecourse Road.

4. Improve connections to Newmarket Reserve across Racecourse Road.

5. Encourage higher built form on properties adjacent to the intersection of Ascot Vale and Racecourse Roads.

6. Facilitate more dense forms of small lot housing, such as three storey terraces, studios or townhouses with roof gardens on a lot-by-lot basis.

7. Work with the Department of Human Services to redevelop the Crown Street public housing estates within this precinct, ensuring that there is no-net loss of public housing within the area. Ensure that any redevelopment of public housing estates provides safe pedestrian and cycling connections and greater opportunities for public open space.
8. Locate primary commercial uses to the east of Coronet Street to define an end to the retail/commercial corridor within the centre.

9. Provide a greater number of quality employment opportunities.

3.3 - Built Form and Placemaking Guidelines

Key built form issues for consideration within this precinct include:

- Ensuring that new development maintains sensitive interfaces to existing low density housing and surrounds.
- Encouraging more dense built form on properties fronting Racecourse Road.
- Encouraging more dense forms of small lot housing, such as three storey terraces, studios or townhouses with roof gardens on a lot-by-lot basis.

3.3 - Public Realm Spaces

The RRAA Structure Plan advocates for the western end of Racecourse Road to be limited to through traffic and partially reclaimed as pedestrian and public space, linking south to the Newmarket Reserve - the major open space within the area. This investment in the public realm, along with a new tram superstop within this section of Racecourse Road, will act as a catalyst for urban renewal.

The Newmarket Reserve is the major public open space within the area and, as it is located within the City of Melbourne, close liaison with Melbourne City Council (MCC) is required to integrate the revitalisation of this valuable space with the Structure Plan vision for the area.

3.3 - Detailed Delivery

Elements of the RRAA Structure Plan within this precinct that are critical to implementation at a detailed level are:

- Investigation and design of a new ‘pedestrianised’ western section of Racecourse Road between Newmarket Street to the east and Ascot Vale Road to the west. This should include the implementation of traffic calming and reconfiguration works through the western end of Racecourse Road in order to claim back a portion of the road reserve for public space, cycling lanes and a new tram superstop. This initiative should integrate with the master plan for Newmarket Reserve.
- Encouragement of medium-high density housing along Racecourse Road through complementary investment in the street-level public realm.
- Facilitation of development which improves quality employment opportunities within the precinct, including offices and commercial.
- Close liaison with Melbourne City Council (MCC) regarding the land to the south of the precinct, including the coordination of the Structure Plan initiatives with the MCC vision for the area.

Image 11 - Example of high quality mixed use development with office uses above
Picture 12 - An artist's representation of what the Racecourse West Precinct could look like in the year 2030, with a view from the east down Racecourse Road
3.4 Precinct 4
Newmarket/Pin Oak Precinct

In the year 2030, this precinct will form a vibrant, mixed-use destination, not only servicing the surrounding community but also becoming more prominent in a regional context. The Newmarket Shopping Centre will be a source of day and night activity, providing retail, entertainment and community uses with uniquely designed residences above. Pin Oak Crescent will seamlessly integrate with the Newmarket Centre and serve as an enclave of office tenancies and boutique cafes/shops. Newmarket Station will not only be a functioning multi-modal transport hub, but also an entertainment destination in itself.

3.4 - 1 Key Initiatives

1. Newmarket Plaza is a key site in the area with significant redevelopment potential. Any redevelopment of this site should:
   • Support an expansion of the retail component, potentially including a supermarket and specialty shops.
   • Provide active and attractive frontages to Racecourse Road and, where possible, Newmarket Street and Pin Oak Crescent.
   • Where possible, enhance east/west pedestrian connections through the site.
   • Reconfigure the car spaces on site to maximise development opportunities, whilst also providing an improved urban design outcome. Basement parking is preferred for any redevelopment as it would reinstate the Racecourse Road street frontage.
   • Encourage night time activities (community use, gym, cinema, etc.) to provide greater passive surveillance for the users of the railway station.
   • Accommodate residential uses at the upper levels, including the provision of low cost housing models.
   • Enhance the public realm by providing increased public space, coordinated urban design treatments, additional vegetation, shade and public amenity facilities (i.e. seating, etc).
   • Integrate with any redevelopment of the adjacent nursing home to the west (should it no longer be required). If this does not occur, the future redevelopment of the plaza should seek to respect the residential amenity of the nursing home.

2. Create a landmark public art piece in conjunction with the railway bridge to enhance this key western gateway to the retail core. Consider running a local design competition for this work to encourage ownership for the surrounding community.
3. Reinforce and improve the public open space located within this precinct and improve its interface with Racecourse Road.

4. Encourage the development of a tram superstop and create user-friendly crossing points to the shopping centre.

5. Strengthen pedestrian/cycling connectivity between Newmarket Plaza, Pin Oak Crescent and the Flemington Core in order to enhance the performance of these key activity nodes.

6. Through any upgrade and reconfiguration of the rail station access ramps, investigate the opportunity to develop the land underneath the ramps for retail, cafes and pub tenancies, essentially making the train station a destination in itself. This commercial development would contain the retail and cafe uses along the south section of Pin Oak Crescent, creating a vibrant, niche atmosphere with a character different to that of Racecourse Road.

7. Improve the public open space located along Pin Oak Crescent, working with VicTrack and the local community to improve the landscaping treatment.

8. Encourage development along Pin Oak Crescent to:
   • Retain the street’s unique heritage character.
   • Provide niche eatery/retailing businesses south of Norwood Street.
   • Contain night time activities to provide natural surveillance around the railway station.
   • Contain small scale periphery office uses between Norwood and Finsbury Streets.

3.4 - 2 Built Form & Placemaking Guidelines

The Newmarket Plaza site has a significant amount of development potential, considering the existing expanse of at-grade carparking and poor amenity of the existing public open space.

Furthermore, there is opportunity to create a high density, mixed use hub of buildings at six storeys in height, potentially featuring a supermarket and shops at street level, basement carparking, and high density housing within the upper levels. This scale of development would result in a significant improvement to pedestrian spaces at ground level, with better connections through to the station and a revitalised reserve and playground.

Key built form issues for consideration within this precinct include:
   • Facilitating a redevelopment of the shopping centre which improves connections to the station and to Racecourse Road.
   • Encouraging high density housing above the shopping centre with reduced carparking requirements (due to excellent links to transport and facilities).
   • Integrating upgrades to the station ramps and platforms with low rise shops and housing along Pin Oak Crescent.

3.4 - 3 Public Realm Spaces

The public realm improvements within this precinct are
Critical to the successful revitalisation of the station and plaza area. The appropriate design of the recreation and pedestrian spaces and an upgrade to the railway station will act as a catalyst for the redevelopment of the shopping centre, with a portion of the existing carparking being reclaimed for open space. Key public realm improvements for consideration include:

- The revitalisation of local public spaces, such as the Newmarket playground and the square on the corner of Pin Oak Crescent and Racecourse Road, to encourage use by local residents and pedestrians.
- The potential regeneration of the area under the station on Pin Oak Crescent through the creative design of new commercial spaces as well as a new small-scale open air cinema, and amphitheatre for live music.

3.4 - 4 Detailed Delivery

Elements of the structure plan within this precinct that are critical to implementation at a detail level are:

- Facilitation of the potential development of Newmarket Plaza, including re-design to eliminate at-grade carparking.
- The establishment of pedestrian and cycling links to the north of the shopping centre site to allow better north-south permeability to the station and to Racecourse Road.
- Revitalisation of the existing playground and reserve in conjunction with the proposed Newmarket Plaza redevelopment.
- Incorporation of higher-density housing models within upper levels of the shopping centre, providing ease of access to the rail station and adjacent tram stop.
- A detailed masterplan for the Pin Oak Crescent side of the railway station, potentially incorporating uses which encourage evening activity, such as an outdoor cinema underneath the station ramps and platforms.
3.5 Precinct 5
Flemington Core Precinct

In the year 2030, the southern section of this precinct will continue to operate as the retail heart of the RRAA containing a variety of shops, cafes, restaurants and entertainment uses along Racecourse Road. Pridham Plaza will be a vibrant focal point for the precinct with an abundance of seating and vegetation, integrating with the entrance to the revitalised library/community hub. The residential areas in the north of the precinct will retain the longstanding heritage character of the area. The precinct will be well-connected both internally and to the broader activities area.

3.5 - 1 Key Initiatives

1. Continue to support this precinct as the core retail and restaurant spine of the RRAA.
2. Maintain the vibrant streetscape and range of shops, cafes and restaurants for which Racecourse Road is renowned.
3. Improve pedestrian connections from this precinct to other key destinations in the RRAA, including the Newmarket Plaza and Railway Station. This will assist in improving the competitiveness of the centre as a regional destination.
4. Facilitate additional pedestrian crossings along Racecourse Road to create better north/south connections.
5. Create a new civic/community heart for the area at the current location of Pridham Plaza. Any redevelopment of this site must:
   - Ensure that the plaza is a user-friendly public space, maximising its access to sunlight and providing some ‘greenery’ to the area.
   - Investigate a potential land swap of the library with the ANZ/Fringe allowing the library to front onto Pridham Plaza. This has the potential to increase the use of both the library and the plaza, facilitating a ‘community hub’ for the activities area.
   - Expand on the community uses provided within the Flemington Library. This includes ensuring that any redevelopment of the library accommodates additional community uses which may include additional meeting spaces, a youth facility and/or other community facilities currently required by the local community, including those within the Debney Precinct.
6. Encourage the redevelopment of the properties located at 230-242 Racecourse Road and 252-260 Racecourse Road for mixed use. These sites present the opportunity to become new landmark sites and form the eastern gateway entrance to RRAA. Any redevelopment
should be of a high-quality built form and positively contribute to the public realm (including the removal of at-grade carparking).

7. Protect the distinctive heritage qualities of this Victorian era shopping strip.

8. Encourage residential/small office uses at the upper levels of development.

9. Ensure clear and safe connections to the public car park south of the library through improved lighting, signage and amenity.

3.5 - 2 Built Form & Placemaking Guidelines

The existing Racecourse Road streetscape is predominantly characterised by single level shopfronts and awnings with typically a second level above. This is to be retained with better access to upper level tenancies encouraged. In addition, infill housing or small commercial premises within upper levels may be appropriate.

Behind the Racecourse Road frontage, medium-density infill housing models are encouraged which activate adjacent laneways and streets and provide innovative and sustainable residences, close to transport and services.

Key built form issues for consideration within this precinct include:

- Facilitating innovative ‘shop-top’ and infill housing models in and around the core Racecourse Road strip.
- Reinforcing the ‘shopfront and awning’ appeal of the core retail strip, whilst encouraging larger mixed use, commercial and residential development on properties fronting Racecourse Road, east of Wellington Street.
- Encourage a diverse range of uses which provide activity day and night, promoting passive surveillance for the centre.
- Ensuring the activation of the laneways and side streets to the north of Racecourse Road, encouraging residents and businesses to better utilise these assets.

3.5 - 3 Public Realm Spaces

Improvements to the public realm spaces within the Flemington Core Precinct are critical to the successful development of the area. The streetscape of Racecourse Road will become more pedestrian/cycling friendly with the addition of a tram superstop and dedicated cycling lanes.

A revitalised Pridham Plaza will incorporate significant green landscaping elements for shade and relaxation, with seating and public art opportunities integrated into water sensitive urban design elements. This plaza will be active and inviting throughout all hours, with improved lighting to ensure after-hours safety. In addition, the public library will be relocated adjacent to Pridham Plaza and open out onto this space with seating, tables and potential cafe uses.

Key public realm improvements for consideration include:

- Streetscape works to Wellington Street which include the expansion of the footpath areas for public realm space and water sensitive urban design elements.
- Revitalisation of Pridham Plaza to include significant landscaping, shading, seating, public art and lighting for after-hours uses.
3.5 - 4 Detailed Delivery

Elements of the structure plan within this precinct that are critical to implementation at a detailed level are:

- Design and implementation of a new tram superstop on Racecourse Road.
- Design and implementation of dedicated cycling lanes along Racecourse Road including potential revisions to on-street carparking within the retail core.
- Investigate a relocation of the library to be adjacent to Pridham Plaza with the library fronting the plaza space.
- Capital works to the southern end of Wellington Street including a widening of the footpath with water sensitive urban design integration.

Image 18 - Example of a vibrant and functional public space containing adequate seating, greenery and shade
Image 19 - An artist’s representation of how the Flemington Core Precinct could look in the year 2030, with a view from the north towards Racecourse Road
In the year 2030, the Debney Precinct will contain a world-class model of public housing, with a high-quality public/private development in the current location of the Flemington Estate. The relatively large population of this precinct will be serviced by a number of community uses within the area, including a landmark community hub on the corner of Victoria Street and Racecourse Road. The precinct will be well-connected to the remainder of the activities area to the east, the new tram superstop to the south and the Flemington Bridge Rail Station to the west.

3.6 - Key Initiatives

1. Work with the Department of Human Services to redevelop and reconfigure the Flemington Public Housing Estate. This would be undertaken in a staged approach, with the redevelopment of the four storey component in the short term and the residential towers in the long term. Any redevelopment of this site would require coordination between Council, DHS and the community. Any outcome for the site should:
   • Include a public/private housing mix with no-net loss of public housing. This should include new medium to low rise housing models.
   • Reduce and consolidate the ground level carparking currently provided on site for residents, and ensure that carparking facilities do not detract from the amenity of the area.
   • Provide additional public open space and improved community facilities for the residents and wider community of Flemington.
   • Improve the interface between the residents of the estate and surrounding residential areas through innovative urban design treatments.
   • Provide an active and attractive frontage with built form located closer to Racecourse Road and Victoria Street.

2. Reevaluate the role of the Hopetoun Children’s Centre and investigate consolidating this use with the RRAA’s other community uses. Any redevelopment/reconfiguration of this centre should seek to provide adaptive facilities, including:
   • Additional meeting space.
   • Enhanced interfaces to the public open space within the area.

3. Ensure that the proposed super tram stop is tailored to suit the surrounds. This superstop should provide a weather proof shelter for commuters and have improved connections.
across Racecourse Road.

4. Develop an integrated walking and cycling network that links the precinct with the local street network.

5. Reevaluate the role of the Flemington Community Centre and investigate consolidating the services provided within this centre with surrounding facilities.

6. Continue to improve Debney Park in accordance with Council’s master plan for the site.

7. Initiate discussions with the Department of Education and Early Childhood Development regarding the future viability of the Debney Meadows Primary School.

8. Facilitate improved pedestrian and cycling connections across Racecourse Road and to/from Flemington Bridge Station.

3.6 - 2 Built Form & Placemaking Guidelines

The built form character of the Debney Precinct is defined by the Flemington Estate, which was developed in a style that is outdated and subject to change in the medium to long term future.

The large towers and surrounding four storey medium-density apartment buildings to the east of Victoria Street are in contrast to the surrounding low-density character of the area. The built form of the precinct also lacks an appropriate interface with Racecourse Road to the south, with poor frontages and fencing.

The appropriate redevelopment of the Flemington Estate would resolve many of the built form and urban design issues facing this precinct.

Key built form issues for consideration within this precinct include:

- Guiding the potential revitalisation and renewal of the Flemington Estate site in a master planned approach to facilitate a sustainable, affordable and vibrant high-density residential development which interacts with Racecourse Road and the adjacent community.
- Creating new smaller and larger scale public spaces to complement new medium-and high density housing within the precinct.
- Revitalising the Hopetoun Children’s Centre as a landmark community hub which is visually and environmentally innovative.

3.6 - 3 Public Realm Spaces

The success of public realm spaces within this precinct will depend on a master plan approach to the Flemington Estate site. Connections and interfaces with Debney Park should be improved, as well as pedestrian and cycling permeability through and around the precinct with cycling lanes on Racecourse Road and Victoria Street. The frontage of the high-density housing sites to Racecourse Road at street level are critical to maintaining an activated, interesting and vibrant RRAA.

Key public realm improvements for consideration include:

- Inclusion of new public space within the master plan for Flemington Estate.
- Improved access to Debney Park.
- Streetscape design and works to Racecourse Road.
- Improvements to the connections between the eastern end of Racecourse Road and Flemington Bridge Station.

3.6 - 4 Detailed Delivery

Elements of the structure plan within this precinct that are critical to implementation at a detailed level are:

- Ensure a staged masterplan approach to the whole of the Flemington Estate site.
- Ensure the provision of sustainable, affordable and vibrant high-density housing within the precinct.
- Establish improved connections from the precinct to Flemington Bridge Station.
- Establish a new community hub fronting Racecourse Road which is prominent along the streetscape.
3.7 Precinct 7
Saleyards Precinct
(located within City of Melbourne)

In the year 2030, Moonee Valley City Council would like to see the Saleyards Precinct continue to provide a diverse range of high-quality housing, surrounded by ample open space and community services. This includes the Stockroute shared path as a popular pedestrian/cycling thoroughfare, connecting the centre with the Maribyrnong River Trail and beyond. It also includes upgrades to key community facilities which continue to provide valuable services to the surrounding area.

3.7 - 1 Key Initiatives

1. Advocate to Melbourne City Council for the continued upgrade of the Newmarket Reserve, in accordance with the endorsed Newmarket Reserve Master Plan. This primarily includes:
   - Organised sport facilities.
   - Informal recreation opportunities.
   - Retainment of the Pavilion and Bowls Club buildings.
   - Entrance improvements.
   - Footpaths.
   - Reduced car parking.

2. Advocate to Melbourne City Council for the enhancement of the Stockroute shared path. This includes improving wayfinding signage along the path and ensuring that new developments provide attractive frontages to the path.

3. Encourage Melbourne City Council and the Victorian Government to continually upgrade and maintain the key community facilities within the precinct, including:
   - Kensington Community High School.
   - Flemington & Kensington Community Legal Centre.
   - Kensington Senior Citizens Club.
3.7 - 2 Built Form & Placemaking Guidelines

Moonee Valley City Council considers the key built form issues for consideration within this precinct to include:

- Ensuring that new development maintains sensitive interfaces to existing low density housing and surrounds.
- Encouraging more dense built form on properties fronting Racecourse Road.

3.7 - 3 Public Realm Spaces

Moonee Valley City Council considers the key public realm improvements for consideration to include:

- Redeveloping Newmarket Reserve in accordance with the Newmarket Reserve Master Plan.
- The enhanced role of the stockroute shared path as a public space.
- An improved public realm interface along Racecourse Road.
- Better utilisation of the land along the rail line to the east.

3.7 - 4 Detailed Delivery

Moonee Valley City Council considers the relevant implementation actions within this precinct to include:

- Ensuring the continued upgrade of the Newmarket Reserve in accordance with the Newmarket Reserve Master Plan.
- Ensuring the provision of sustainable, affordable and vibrant housing within the precinct.
- Improving the role of the stockroute shared path in the local transport network.
- Ensuring the upgrade and continued maintenance of the community facilities within the precinct.

Image 21 - An example of a residential street frontage which is visually engaging.
3.8 Precinct 8
Kensington North Precinct
(located within City of Melbourne)

In the year 2030, Moonee Valley City Council would like to see Kensington North Precinct continue to provide a diverse range of high quality housing. This includes mixed-use developments along Racecourse Road, continuing the vibrancy of the retail core to the east, containing a variety of businesses at ground level with residences/offices above. It also includes improvements to the amenity of the public car park behind the Flemington Library, as well as the shared path between the Craigieburn rail line and Eastwood Street providing a key pedestrian/cycling connection to the area from the south.

3.8 - Key Initiatives

1. Advocate to Melbourne City Council for improvements to the amenity of the public car park behind the Flemington Library, including lighting, more attractive interfaces from surrounding development and better connections to the surrounding area.

2. Advocate to Melbourne City Council to maintain and enhance the shared path which runs along the railway line. This includes better linemarking, wayfinding signage and connections from the terminus at Racecourse Road.

3. Advocate to Melbourne City Council for the redevelopment of properties fronting Racecourse Road to mixed-use. This would seek to complement the character of the adjacent Flemington Core Precinct, allowing for an integrated commercial corridor.

4. Encourage Melbourne City Council to develop built form controls for properties fronting Racecourse Road within this precinct.
3.8 - 2 Built Form & Placemaking Guidelines
Moonee Valley City Council considers the key built form issues for consideration within this precinct to include:

- Ensuring that new development maintains sensitive interfaces to existing low density housing and surrounds.
- Encouraging more dense built form on properties fronting Racecourse Road.

3.8 - 3 Public Realm Spaces
Moonee Valley City Council considers the key public realm improvements for consideration within this precinct to include:

- Enhanced amenity of the shared path/landscaping along the rail line to the west.
- An improved public realm interface along Racecourse Road.

3.8 - 4 Detailed Delivery
Moonee Valley City Council considers the relevant implementation actions within this precinct to include:

- Improving the amenity and safety of the public car park.
- Ensuring the provision of sustainable, affordable and vibrant housing within the precinct.
- Enhancing the shared path which runs along the rail line.
- Encouraging the high quality redevelopment of properties which front Racecourse Road.

Image 22 - An example of clear and effective wayfinding signage.
The Racecourse Road Structure Plan will be implemented by:

- Changes to the Moonee Valley Planning Scheme to give legal effect to the Structure Plan. This will include indicating preferred building heights and setbacks.
- Physical improvements to be undertaken by Council and other authorities (i.e., improvements to footpaths, seating).
- Other initiatives such as advocating for the better provision of public transport infrastructure and services.

The following provides an outline of short, medium and long term implementation milestones to be achieved over the next 20 years.

### 4.1 Priority Projects (1-5 years)

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Duration</th>
<th>Lead Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revise the Planning Scheme including MSS to reflect the objectives and recommendations of this document.</td>
<td>Immediate</td>
<td>Council - Strategic Planning</td>
</tr>
<tr>
<td>Develop and implement an Activity Centre Zone for land within the RRAA boundary.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prepare a detailed master plan for the area surrounding Pridham Plaza, potentially including the relocation of the library.</td>
<td>6-12 months</td>
<td>Council - Urban Design</td>
</tr>
<tr>
<td>Prepare and implement a street tree planting program for Wellington Street and other streets that have limited or no street trees.</td>
<td>12 months</td>
<td>Council - Parks &amp; Gardens</td>
</tr>
<tr>
<td>Initiative</td>
<td>Duration</td>
<td>Lead Agency</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------</td>
<td>--------------</td>
<td>--------------------------------------------------</td>
</tr>
<tr>
<td>Undertake a feasibility study to examine the potential for traffic calming measures on Racecourse Road, west of Newmarket Reserve.</td>
<td>12 months</td>
<td>VicRoads/Council - Transport &amp; Major Projects</td>
</tr>
<tr>
<td>Undertake a detailed design analysis of the bicycle linkages along Racecourse and Epsom Roads, including options for 'Copenhagen style' lanes or similar within the activities area core.</td>
<td>6 months</td>
<td>VicRoads/Council - Transport &amp; Major Projects</td>
</tr>
<tr>
<td>Review the provision of community facilities in the area, including both those under Council management and those associated with the Department of Human Services. This may include consolidation of existing services into a more centralised community hub.</td>
<td>Ongoing</td>
<td>Council - City Works &amp; Development</td>
</tr>
<tr>
<td>Ensure a coordinated planning approach for the area in discussions with Melbourne City Council, particularly addressing the roles of Kensington Town Hall, Newmarket Reserve and Flemington Library.</td>
<td>Ongoing</td>
<td>Council - Operations</td>
</tr>
<tr>
<td>Commence discussions with DHS regarding potential improvements/redevelopment opportunities for the DHS properties within the study area.</td>
<td>Ongoing</td>
<td>Council - Strategic Planning</td>
</tr>
<tr>
<td>Investigate the redesign of the Newmarket Rail station access ramps and adjacent open space.</td>
<td>6-12 months</td>
<td>VicTrack/Council - Urban Design</td>
</tr>
<tr>
<td>Investigate the development of a landmark public art and bridge enhancement program for the Newmarket railway bridge.</td>
<td>6 months</td>
<td>VicTrack/Council - Urban Design</td>
</tr>
<tr>
<td>Investigate the development of crossings over and/or under the railway at selected areas to improve connectivity within the activities area.</td>
<td>12 months</td>
<td>VicTrack/Council - Transport &amp; Major Projects</td>
</tr>
<tr>
<td>Investigate the introduction of end-of-trip bicycle facilities at Newmarket rail station.</td>
<td>6 months</td>
<td>VicTrack/Council - Transport &amp; Major Projects</td>
</tr>
<tr>
<td>Investigate the appropriate redevelopment of the VicTrack land within Newmarket Plaza.</td>
<td>6-12 months</td>
<td>VicTrack/Council - Strategic Planning</td>
</tr>
<tr>
<td>Encourage the development of a master plan for the Debney Precinct to ensure a coordinated approach is undertaken regarding this site. This should include the redevelopment of the Flemington Estate and the reevaluation of the community uses provided within the area.</td>
<td>12 months</td>
<td>DHS/Council - Strategic Planning</td>
</tr>
<tr>
<td>Investigate the preparation of a Development Contributions Plan and associated Overlay for the activities area, aimed at funding social and physical infrastructure.</td>
<td>12 months</td>
<td>Council - Strategic Planning</td>
</tr>
<tr>
<td>Provide a coordinated range of street furniture and amenities along Racecourse Road and surrounds.</td>
<td>6-12 months</td>
<td>Council - City Works &amp; Development</td>
</tr>
<tr>
<td>Initiative</td>
<td>Duration</td>
<td>Lead Agency</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------</td>
<td>---------------</td>
<td>-------------------------------------------------</td>
</tr>
<tr>
<td>Initiate a Parking Precinct Plan for the RRAA, in accordance with the Municipal Parking Strategy.</td>
<td>12 months</td>
<td>Council - Transport &amp; Major Projects</td>
</tr>
<tr>
<td>Investigate the installation of signalised crossings at appropriate locations across Racecourse Road and Ascot Vale Road, including the intersection of Ascot Vale Road and Edinburgh Street.</td>
<td>6-12 months</td>
<td>VicRoads/Council - Transport &amp; Major Projects</td>
</tr>
<tr>
<td>Commence discussions with relevant agencies regarding the upgrade of appropriate tram stops to ‘superstops’.</td>
<td>12 months</td>
<td>PTV, VicRoads, Yarra Trams/Council - Transport &amp; Major Projects</td>
</tr>
</tbody>
</table>

### 4.2 6-10 Years

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Duration</th>
<th>Lead Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commence the construction of traffic calming measures on Racecourse Road, potentially including improved bicycle lanes as well as streetscape improvements.</td>
<td>6 months</td>
<td>VicTrack/Council - Transport &amp; Major Projects</td>
</tr>
<tr>
<td>Commence/oversee the widening of footpaths along ‘future/enhanced pedestrian connections’. This may include landscape works (including WSUD).</td>
<td>6 months</td>
<td>Council - City Works &amp; Development</td>
</tr>
<tr>
<td>Ensure the enhancement of Coronet Park.</td>
<td>6-12 months</td>
<td>Council - Environment &amp; Lifestyle</td>
</tr>
</tbody>
</table>

### 4.3 11-15 Years

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Duration</th>
<th>Lead Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investigate the long-term redevelopment of the Newmarket Substation into residential and/or community uses.</td>
<td>12 months</td>
<td>VicTrack/Council - Strategic Planning</td>
</tr>
<tr>
<td>Ensure the upgrade of appropriate tram stops to ‘superstops’.</td>
<td>12 months</td>
<td>PTV/Council - Transport &amp; Major Projects</td>
</tr>
<tr>
<td>Investigate the use of the Flemington Railway for open space purposes when not in use.</td>
<td>12 months</td>
<td>VicTrack/Council - Strategic Planning</td>
</tr>
</tbody>
</table>

### 4.4 16-20 Years

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Duration</th>
<th>Lead Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investigate the redevelopment of the area surrounding Newmarket Substation for public open space purposes.</td>
<td>6 months</td>
<td>VicTrack/Council - Environment &amp; Lifestyle</td>
</tr>
<tr>
<td>Further develop heritage trails within the area.</td>
<td>6 months</td>
<td>Council - Strategic Planning</td>
</tr>
<tr>
<td>Investigate the introduction of commercial bicycle stations within the area.</td>
<td>6 months</td>
<td>Council - Transport &amp; Major Projects</td>
</tr>
</tbody>
</table>
### Initiative Duration Lead Agency/Involved

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Duration</th>
<th>Lead Agency/Involved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ensure the completion of all actions specified in this program, including the continued maintenance of all public works.</td>
<td>-</td>
<td>Council - Strategic Planning</td>
</tr>
</tbody>
</table>

### 4.5 Monitoring and Review

A monitoring and review program will be developed to allow for updates of the Racecourse Road Activities Area Structure Plan, ensuring that its recommendations remain relevant to the activities area. This will also ensure that the progress of projects outlined in this section are monitored and reviewed on a regular basis.

It is important that any comprehensive review of the RRAA Structure Plan itself is timed with the five-year review program the State Government has established for *Melbourne 2030*, with a review in the form of the Metro Strategy currently taking place (at the time of writing this document).
Moonee Valley City Council
9 Kellaway Avenue, Moonee Ponds Victoria Australia 3039
Telephone 03 9243 8888 • Facsimile 03 9377 2100
mvcc.vic.gov.au