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This report was prepared for the Moonee Valley City Council and the Department of Planning and Community Development through the Melbourne 2030 Activity Centres Expert Assistance Program.

Disclaimer: The statements and opinions expressed in this report are those of Tract. The Department and its employees are not responsible for the items prepared by Tract and do not necessarily endorse the statements and opinions of the Government of the Day.
Historic Newmarket Station, the Activity Centre's main public transport hub.

Racecourse Road Urban Design Guidelines

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Vibrant and inclusive urban spaces, quality built architecture and thriving mixed-use neighbourhoods are the core elements of interesting and liveable communities in inner urban areas.

Activities Areas, such as Racecourse Road, provide a local focus for commercial, retail, social services and facilities, housing and employment within the area - in short, the hub of diverse social interaction for the community.

The ways people use, inhabit, work in and play within these places and spaces gives the activities area its identity and determines the success of the area.

The Urban Design Guidelines for Racecourse Road have been prepared to guide decisions made by Council for the public places and spaces related to capital works around the area. They will also act as a guide for development of built form within the area, and for the assessment of planning applications within the area.

Elaborating on the objectives and strategies of the Racecourse Road Activities Area (RRAA) Structure Plan, the guidelines will provide further detail and guidance on the design and construction of both built form and the public realm. They should be read in conjunction with the Racecourse Road Structure Plan to achieve a complete analysis and vision of the area.

In short they seek to give certainty to the type of place the RRAA will be in the future for its local community. They will ensure that future development creates an environment that accommodates growth and change, creating a vital and vibrant place for local people, while maintaining its strong local identity and reflecting sustainability at all levels of urban life.

Guidelines give strategic direction for retail and commercial uses and interfaces within the centre.

1 Racecourse Road
1.1 How to use this document

1.1.1 Where do the Guidelines Apply

The Guidelines apply to all land within the Racecourse Road Activities Area Study Area. (see Figures 1 & 4). This area was defined from the Racecourse Road Structure Plan (see Figure 3).

Flemington Flats define the eastern entry to Racecourse Road.

The history of the centre is reflected in the grain of its local streets and houses.

Introduction

It should be noted that the Study Area is split along municipal boundaries, generally with Moonee Valley City Council (MVCC) controlling areas to the north of Racecourse Road (and a section to the south), and Melbourne City Council (MCC) controlling land to the south of Racecourse Road.

These Guidelines apply predominantly to the municipal areas of Moonee Valley City Council, although the centre in its entirety has been used for the analysis, principles and objectives of the Guidelines.

1.1.2 How do the Guidelines Apply

The incorporation of the RRAA Urban Design Guidelines (UDG’s) will be incorporated into the scheme through the Activity Centre Zone.

The UDG’s will assist in developing the principles and guidelines for both the centre-wide and precinct-specific provisions of the zone schedule.

1.1.3 How are the Guidelines Structured

The guidelines have been structured into seven parts:

Activities Area Issues

This section provides a brief overview and defines the key issues affecting the Racecourse Road Activities Area.

Understanding these issues and their implications provides the basis for the development of successful Urban Design Guidelines for the Racecourse Road Activities Area.
Strategic Context

This section provides a background to the existing strategic direction of Racecourse Road undertaken through the Racecourse Road Structure Plan, prepared in 2010.

The Racecourse Road Structure Plan contains the strategic vision, strategic direction and initiatives and implementation measures for the activities area for the next 20 years. These strategic directions form the foundation of the Urban Design Guidelines.

Vision for the Area

As the Racecourse Road Structure Plan provides the strategic vision for the Activities Area, the Urban Design Guidelines must be completely consistent with this overall vision.

This section details the Structures Plan’s vision, five main themes with objectives and the strategies needed to be employed to meet this.

Urban Design Objectives and Principles

This section aims to synthesise the Structure Plan work and translate the strategic direction of the Structure Plan into the Guidelines. It outlines both the Urban Design Objectives for the Activities Area and Urban Design Principles for detailed on-the-ground public realm initiatives and development of the private land holdings.

Public Space Guidelines

This section documents more detailed urban design assessments undertaken for each of the structure plan precincts in relation to the Public Spaces. It identifies a number of areas where an integrated outcome between built form and public realm can be optimised.

It further identifies areas where facilitation of quality development should be prioritised in order to deliver the objectives for the public spaces within the area. These sites include both private and public land holdings and existing built forms nominated as appropriate for adaptive reuse.

It is intended that it be used as an ongoing resource/reference for Council as lead agency responsible for delivering the Vision for the area.

Transport Network Guidelines

Building upon the Racecourse Road Structure Plan, this section identifies the key issues and opportunities associated with the Transport Network servicing Racecourse Road. It provides Design Guidelines for how the four (4) main modes of transport within the Activities Area, might integrate with the public spaces and with private development.
Development Guidelines

This section builds on structure plan recommendations for the provision of built form edges and interfaces along key streets within the area. It does this by outlining the key elements of the Development Guidelines and differentiating and prioritising different street edge interfaces across the activities area.

Each street edge interface is supported by descriptive text and diagrams aimed at informing the development application process.

This section represents the key tool for Council’s Statutory Planners in assessing the built form component of proposed development within the activities area.

1.1.4 Implementation and next steps

Implementation of the Urban Design Guidelines is tied to the implementation and programming of the Structure Plan for Racecourse Road. This will be outlined in future Council internal planning and budgetary mechanisms.

Figure 2: Racecourse Road Urban Design Guidelines Flowchart
2 Activities Area Issues

2.1 Overview

Racecourse Road is an inner urban activities area that has a strong local character and ‘main street’ feel, and is evolving with more retail shops and increased levels of medium and high density housing.

The ability to which new developments within the RRAA respond to the local character and context, and are integrated with the streets, lanes and public spaces will determine the success of the urban environment within the area. This applies to significant ‘landmark’ style developments as well as ‘finer grain’ local street infill development.

Given the strong local urban character displayed within the Racecourse Road Activities Area, particularly in the local streets beyond Racecourse Road, it was determined that further design guidance was required. This is focused particularly on the interface of new development with the street edge, and is the basis for these development guidelines.

For Racecourse Road this means balancing out the retention of the ‘main street’ character with the potential for shop-top development on Racecourse Road, and the provision of infill housing development to the local street network.

In addition there is an emphasis on ensuring that all urban renewal and development within the area is integrated with local public transport networks and walking and cycling connections. The area is particularly well serviced by these, and Newmarket Train Station is at the heart of the RRAA.
The Racecourse Road corridor is clearly defined at each end by highly visible local features. To the west this refers to the Flemington Racecourse and proposed new landmark higher-density development at the junction of Racecourse, Ascot Vale and Epsom Roads. To the east, entry to the corridor is signalled by the distinctive Tullamarine Freeway overpass and the Flemington Estate.

Like most inner-urban activities areas, Racecourse Road suffers from a perceived lack of public ‘green space’ and landscaped public realm. In reality, the area features the significant Newmarket Reserve to the western end, and adjacency to Debney Park to the east - however both of these spaces have poor overall connection to the core of the area and the Newmarket Reserve is within the municipality of Melbourne City Council.

All of these issues and challenges form the basis of the objectives for new development of public spaces and built form within the area. The success of the area into the future will depend heavily on the ability of new investment and development to maximise the local opportunities to further improve the area.

### 2.2 Key Issues

The key issues identified within the Racecourse Road Structure Plan include:

- Giving structure to the increasing ‘densification’ of the centre in line with State Government policy such as Melbourne@5Million.
- Encouraging and planning for increased retail and commercial provision within the area.
- Incorporating more diverse, effective and local public spaces within the area.
- Retaining and reinforcing the existing local character of the area.
- Addressing improved pedestrian and cycling connections in and around the area.
- Better connecting the local community to the extensive public transport services.
- Planning for and facilitating medium-density development within local streets that contributes positively to the local neighbourhood character.
- Liaising with Melbourne City Council in relation to all issues on the area given the split nature of ‘stewardship’ of the area.

Guidelines will aid in formulating strategies to deal with the split nature of the stewardship of the centre between local authorities.
3 Strategic Context

3.1 The Structure Planning Process

The process of planning for the future of the RRAA involves a series of steps, including outlining a vision for the area and preparing tools to guide this vision. The first step is to undertake and prepare a Structure Plan for the area.

The purpose of the Structure Planning process is, as outlined by the Department of Planning and Community Development (DPCD):

“... to give effect to the policies and objectives set out for activities areas in State Policy to provide effectively for changing community needs.

Structure plans will provide the foundation for activities area change by defining the preferred direction of future growth and articulating how this change will be managed. Structure plans will guide the major changes to land use, built form and public spaces that together can achieve economic, social and environmental objectives for the area.”

DPCD - Structure Planning Practice Note

3.2 The Structure Plan

The RRAA Structure Plan has been prepared by MVCC in association with 10 Consulting, Tract Consultants, ASR Research, Charter Keck Cramer and Booz & Co. The area is designated as a Major Activities Area under the State Government’s metropolitan Melbourne planning policy, Melbourne 2030.

The Structure Plan is a long term plan that contains the...
Figure 3: The Racecourse Road Structure Plan.
detailed vision, strategic direction and initiatives and implementation measures for the activities area over the next 20 years. It also sets out the general directions for the precinct areas defined within the study area including preferred heights for areas in each precinct.

These strategic directions form the foundation of the UDG’s. The public realm guidelines, development guidelines and vision for the area are completely consistent with this strategic direction.

The structure plan will guide decisions made by Council about the major changes to land use, built form and public spaces in both the public and the private realm. It will also be used to guide decision making in relation to planning development applications in the area and amendments to the Moonee Valley Planning Scheme.

3.3 The Urban Design Guidelines

Stemming from the strategic direction established by the Structure Plan, these UDG’s represent a more detailed level of analysis for the area. Their purpose is three-fold, as outlined below;

- To create a detailed plan for the public realm to inform future project and capital works budgets.
- To assist Council statutory planners in assessing development proposals.
- To assist land owners and developers in preparing development proposals.

While the structure plan identifies a strategic vision for a 20 year horizon, the focus of these guidelines is to identify shorter term public realm initiatives, delivering positive change within a 4 year time frame. It is noted that this document only considers the land within the City of Moonee Valley, therefore Precincts 7 and 8 are not addressed in these guidelines and are subject to Melbourne City Council policies.

The recommendations of this work have been developed in collaboration with Council’s Strategic Planning team, Statutory Planning team and open space planning/design team and DPCD’s activities area unit.

This work is undertaken under the Department of Planning and Community Development Expert Assistance Program.
Strategic Context

Figure 4: The Racecourse Road Study Area.
Vision for Racecourse Road

The RRAA Structure Plan provides the long term vision for the strategic direction of the area. This guides development, investment and community-building within the RRAA over the next 20 years.

This vision forms the basis of the series of tools that are put in place to achieve implementation ‘on the ground’ - in this case the Racecourse Road UDG’s. The UDG’s are therefore completely consistent with this strategic vision and direction.

The Structure Plan outlines the following vision for the RRAA:

‘Racecourse Road will maintain and enhance its position as one of the City’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.’
The 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 of these themes contain ‘objectives’ detailing what is to be achieved and strategies for how the objectives will be achieved.

To achieve this vision for Racecourse Road the following strategies will be employed:

- Successfully **accommodating business and residential growth** by providing a range of businesses and housing types to accommodate its diverse community, whilst also retaining its village feel.

- Ensuring new development incorporates the **highest standards of environmental and architectural design**, whilst being complementary to the areas 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.

- Facilitating the development of a **well connected pedestrian-oriented area**, where residents and visitors choose travel by foot, bike or public transport.

- Providing a **great 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**.
5 Urban Design Objectives and Strategies

5.1 Urban Design Objectives

The following objectives underpin the Structure Plan and the Urban Design Guidelines.

- Create a **self-sustaining local neighbourhood** around Racecourse Road through a vibrant mix of land uses which provide for local people and draw people to the area.
- Support **urban regeneration and densification** along major **local corridors**, specifically to key sites along the length of Racecourse Road.
- Reinforce and enhance the **local identity and neighbourhoood character** of the area.
- Focus on **public placemaking** - investing and supporting well-designed spaces and places for people, such as the train station precinct and Pridham Plaza.
- Use public realm **investment as the catalyst** for private sector development, specifically elements such as tram superstops or the revitalisation of Newmarket Train Station.
- Increase the role of **non-car based transport** modes, such as dedicated bicycle lanes and connections along Racecourse Road, and integrated tram superstops aligned with key nodes such as Newmarket Plaza.
- Drive public and private sector growth and change that realises a future role for Racecourse Road as the **benchmark for sustainability in linear activity centres**.
- Support an interesting range of **quality architectural, landscape and engineering design** that is sustainable and adds value to the way people live, work and play within the area.

5.2 Key Strategies for Public Spaces

The UDG’s will assist in enhancing systems and values that make a place unique and memorable. The RRAA suffers from a shortage of effective and well-designed public realm space (notwithstanding the potential within Newmarket Reserve and Debney Park).

As an inner city area with significant existing housing and commercial mass, the overall quality of the existing public realm is relatively poor in terms of amenity, provision of facilities and general use by the community. The streets and lanes therefore need to provide the role and function of usable, inviting public spaces.

Where possible pedestrian uses should be prioritised over vehicle uses, and good landscaping, materials and access to sunlight enable local streets to be used and enjoyed by people in the area. This can be further accentuated by fine grain and small scale ‘nodes’ of features in the streets that act as local attractors or collectors - a footpath widening, a small landscaped seating area, or local reserve.

Key strategies relating to the public realm are:

- Creating and supporting **all-hours activity** within the area, focused around the key transport connections of Newmarket Train Station, and the tram superstops.
- Retaining and reinforcing local heritage and streetscape character whilst supporting new housing and commercial development, particularly along Racecourse Road.

- Developing new forms of local character and identity that reinforce the existing local identity but that also kindle an evolving ‘image’ for the area.

- Encouraging and facilitating collaboration between public and private sectors to better achieve good urban outcomes.

- Encouraging and facilitating key ‘landmark’ developments/buildings that increase local amenity, character and placemaking at street level.

5.3 Key Strategies for Development

Given the strong local urban character displayed within the RRAA, particularly in the local streets beyond Racecourse Road, the way that new developments interact with the street edge form the basis for the development guidelines.

Potential developments or development applications will be assessed and critiqued against the following key strategies:

- Create buildings, houses, shops or offices that leave the local streetscape and community better off for their presence.

- Create buildings which are sustainable, well designed and flexible.

- Contextually respond to the most appropriate locations for taller buildings, and high density housing (as referenced within the structure plan).

- Create buildings which integrate seamlessly with the adjacent public realm of streets, lanes or footpaths and that improve the street level experience for pedestrians.

- Create development that people want to use, engage with and experience in day to day activities, and which contributes to the local character and civic pride.

- Create buildings that incorporate natural systems, plants, landscape and ecology as integral parts of the experience for people.

The success of the urban areas of Racecourse Road depend on the quality of the edges between buildings and private/public spaces.
6 Public Spaces

6.1 Issues and Opportunities

6.1.1 Public Realm - Open Spaces

This section provides a description of the vision, framework and issues in relation to the treatment and character of the public realm throughout the activities area - that is, all of the places and spaces that the community move through and use. The treatment and consideration of these public spaces is at the core of a successful activities area.

The design of the public realm should aim to stimulate, vitalise and enrich people’s lives that live, work and move through the area. The public areas within RRAA are made up of complex and dynamic networks, and the design for these spaces needs to respond with diverse, sustainable and interesting solutions to enrich the local community. This is even more pertinent with the pressure of greater density, development and infill of housing and commercial uses to the area.

As the activities area evolves and infill developments provide more built form density, there is greater pressure and greater opportunities for the public realm to provide critical social and community functions. These spaces need to be planned for and designed to maximise the public interest, safety, security and activity throughout the activities area.

6.1.2 Character and Identity

The RRAA has a diverse and multi-cultural community and as such, opinions for the future of the area are many and varied. The challenge for the area is to establish an image and identity that is clear and communicable for its urban environment, and that has ‘shared ownership’ within the community, establishing an increased sense of civic pride.

Whilst some members of the community would like to see Racecourse Road develop as a food hub others are more concerned with conserving its racecourse heritage or other factors.

The UDG’s will:

- Create opportunities to drive community involvement in and ownership of public realm projects.
- Act to preserve iconic heritage elements within the activity centres.
- Ensure new development within the activities area respects the preferred character of its surroundings.
6.1.3 Elements for People-Friendly Spaces

There are a number of diverse elements that make up what would generally be acknowledged and enjoyed as a ‘people friendly’ activities area. Whilst many of these elements and their effect on the way residents and visitors live, work and play in the area are hard to measure or quantify, it is critical to constantly aim to improve them in order to make a better area.

It is evident that most of the elements relate to the way people walk and move around the area - that is, accessible, safe, easy and attractive routes, crossings, materials and wayfinding. While the planning focus may often be on the buildings and building height, land-use or issues like carparking; the combination of elements on this page make more of an impact on whether people enjoy and use the public realm spaces.

Often the implementation of these elements falls to finer-grain design or capital works projects, and as such these need to be undertaken in conjunction with the more ‘strategic’ planning processes to properly implement the ‘people friendly area’.

6.1.4 Creating Public Spaces

The way that Public Spaces within Racecourse Road can be created, assessed, and improved is based on the way people use and experience public spaces and places.

Generally, a good pedestrian experience can be categorised as having, amongst other things:

- An appropriate sense of **scale** and size in relation to its use, context and surrounding roads and buildings. This is so that public spaces are not too big or out of scale with their location or intended use.

- An appropriate and clear sense of **edge** that brings the activities of the space, and the adjoining buildings or land-use, together in a meaningful interface.

- A sense of **containment**, such that the space or place feels comfortable, safe and enjoyable to use. Often it is as much about a sense of **enclosure** as a sense of openness, as places that are too ‘open’ will not be used and enjoyed.

- A clear sense of its **role and function** within the wider area, and this role being explicit in all elements from its size and scale down to the materials, street furniture and lighting.

- A clear and visual sense of the **character** of the space, and the way it reflects the local image and identity of the neighbourhood.

- Integrated elements of **landscape**, that soften the often aggressive environment of inner-city urban areas and provide natural ‘relief’ for pedestrians. The landscape may provide shade, weatherproofing, permeable street surfaces, wayfinding, seating, visual cues or water management elements.
6.2 **Design Guidelines**

The following general principles for guiding the improvement of the public realm apply to all precincts within the RRAA. The role of the Precinct based public realm guidelines will be to get specific with the application of these general principles and describe opportunities for their implementation 'on the ground'.

6.2.1 **Scale**

*Why is this important?*

Scale for public spaces is important as it ensures people feel welcomed, comfortable, safe and uplifted by that space. It refers to the size and dimension of public space, but also to the relative scale of public spaces to the elements that make up their edges - buildings, structures, and roads.

Spaces are often referred back to the 'pedestrian scale' which is a visual cue that determines the comfort and suitability of spaces to the people using them at street level.

**Design Objectives**

- Where traditional residential development exists, pursue generally smaller scale, and finer grain local public space improvements. These might include localised widening of the footpath, or a featured street corner with landscaping.

- Ensure as the scale of buildings within the precinct evolves over time, with potentially higher buildings to the street, so the scale of the public realm evolves - ie. higher mature trees, larger public spaces, more generous footpath spaces.

- Require the provision of local public spaces such as widened footpaths or small scale park areas within new developments that are visible and link to the local streets.

**How does development respond to these issues and objectives?**

- Ensure the scale of proposed development is proportional and responds to the adjacent public spaces.

- Design and plan for more people using larger scale public spaces as the area grows and expands in population and use.

Integrate the image and identity of Racecourse Road Activities Area at all levels of design.

Adopt elements of water sensitive urban design within all areas of the area.

Reinforce local streets as areas that incorporate a sense of community sustainability.
6.2.2 Edges

*Why is this important?*

Edges are important to public spaces in that they define the boundaries of the space, and how people relate to and move through that place. Edges can create a place of retreat and comfort, an exposed plan to move through, or a space that feels unsafe and vulnerable. Edges create the sense of enclosure and containment that public spaces need.

*Design Objectives*

- Where possible, local public spaces should be visible along one or more viewlines - ie. at the end of a street view, or visible from a pedestrian connection.
- Local streets should always provide part of the edge to the public space - ie. Wherever possible they should not be contained internally to development sites.

*How does development respond to these issues and objectives?*

- Development can play a key role in framing the edges of public space, and determining the nature of that edge.
- Edges of development interfacing with public space should be sensitively designed to positively contribute to that space through the use of activated frontages and encouraging people to move through, around and to that public space.

6.2.3 Containment and Enclosure

*Why is this important?*

A sense of enclosure to a public space determines the character and use of the space. Spaces with a high level of enclosure may be more suitable to passive, public and semi-public uses while open and exposed spaces facilitate people moving through or gathering in large numbers.

*Design Objectives*

- Landscaping and the use of tree planting, paving and structures within the public realm spaces should be used to define the area and provide an appropriate level of containment and enclosure to the space.

*How does development respond to these issues and objectives?*

- The desired character and function of a space should taken into account when framing up the level and nature of the containment and enclosure to a public space.
6.2.4 Role and Function

*Why is this important?*

Pedestrian access and use should always be the key driver to the smaller public realm spaces.

Decision making in regard to the role or function of the public realm should have regard to the hierarchy of movement; pedestrian, cyclist, public transport user and private motorist.

*Design Objectives*

- These localised footpath spaces should, where appropriate, be located on strong pedestrian desire lines - i.e. on a path to a bus or tram stop or desire line to a local reserve.
- Investment in, and upgrades of the public realm should be focused on making easier and more enjoyable places to walk, live and move through this area.
- The public realm design should also act as a counter-point to any increases in density living, by giving residents and visitors public places to use and enjoy – the higher the density, the more land should be available for public open space.

*How does development respond to these issues and objectives?*

- Public spaces should be developed and designed with a clear role and function in mind, that is complementary with its location and context within the activities area.

6.2.5 Landscape

*Why is this important?*

Soft and hard landscaping is an essential element in the success of an activities area. It is used to establish the style and local character of public spaces, as well as bringing shade, cover, openness and enclosure to a place. Landscaping of plants within an urban area brings a much-needed softening to the hard edges of buildings and roads.

*Design Objectives*

- Capital works budgets should be directed to local street trees that increase the amenity of the street and provide some shade and weatherproofing to local pedestrians - particularly to laneways and in smaller car-based areas such as Marshall Street.
- In addition, ground-based soft and hard landscaping can be added that makes the pedestrian experience more comfortable to add softness to the footpath zones.
- Local water sensitive urban design treatments should be incorporated where possible into streetscapes, verges and local public places.

*How does development respond to these issues and objectives?*

- Public spaces should be designed as an appropriate mixture of soft and hard landscaped areas, that relate to the location and adjoining architecture.
- Landscaping should be prioritised in public spaces to bring elements of green, softness, light and shade to the urban spaces of the area.
6.2.6 Character

Why is this important?

It is important for the image and identity of the activities area that the character of the public spaces is well defined and coordinated. This should be considered in conjunction with the adjoining architecture, the context of the space within the area, and the way people are intended to use the space.

Public spaces have the opportunity to be the most visual conduit and expression of the local character of an area.

Design Objectives

- The local character of the area should be reflected in the public space.
- The role and function of each public space should be clearly defined in relation to its intended and desired character, and the way people are to use the space.
- Wherever possible the physical elements of a space such as hard and soft landscaping, street furniture, paving and lighting should be used to reflect the character of that space and the area in creative ways.

How does development respond to these issues and objectives?

- Design and plan for public spaces with the image and character of the area in mind.
- Ensure public spaces are coordinated with a clear role and function that relates to the character of the area.
6.3 Precinct 1 - Ascot / Epsom

6.3.1 Identity

The public realm character within Precinct 1 is largely what would be considered fairly typical inner urban local streetscapes. These incorporate street trees and some limited ground based landscaping around an asphalt footpath network. On street carparking is typical for local roads, and both Epsom Road and Ascot Vale Road carry larger volumes of vehicle, bus and tram traffic.

The structure plan identifies this precinct for a level of significant urban renewal and infill based around some of the larger land-holdings adjacent to the train line. In addition, a planning permit was issued in late 2010 for a 21 storey residential development on the corner of Ascot Vale Road and Epsom Road. The structure plan seeks to reinforce pedestrian permeability within the precinct, particularly to public transport links with the establishment of new pedestrian links within development sites.

6.3.2 Opportunities

A number of potential opportunities relating to public realm improvements and initiatives have been identified:

- Street level improvements in footpath paving, landscaping and bus/ tram stops integrated with the development of 1 Ascot Vale Road.
- Improve pedestrian connections from the inner streets of the precinct back to Epsom Road.
- Create new ‘green street’ pedestrian links east-west through any development of the land holdings adjacent the railway line.
- Reinforce the local street character with increased street trees, park benches and street furniture.
6.3.3 Design Guidelines

<table>
<thead>
<tr>
<th>Public Space Objective</th>
<th>Design Guidelines</th>
</tr>
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| Scale                  | • Respond to the proposed increased scale of the corner site at 1 Ascot Vale Road with more generous pedestrian spaces around the site.  
• Provide for widening of the pedestrian environment and on the western side of Ascot Vale Road in response to current and future opportunities for increases in density, ie larger trees and respond with an alternative treatment for the eastern side of Ascot Vale Road which responds to continued smaller scale role.  
• Provide opportunities for small public space through any long term re-development of the light industrial area. |
| Edges                  | • Protect viewlines to the corner site at 1 Ascot Vale Road.  
• Ensure development of 1 Ascot Vale Road allows for site lines at the intersection to be improved to Epsom Road from the south-bound lane on Ascot Vale Road. |
| Enclosure and Containment | • Encourage new public spaces within the precinct to be relatively open and inviting to foster better pedestrian links to surrounding areas.  
• Encourage awning enclosure of the footpath at 1 Ascot Vale Road to provide the right environment for pedestrian based retail to prosper. |
| Role and Function       | • Prioritise access to and from the new super stop proposed for Epsom Road with footpath improvements at this location.  
• Secure new pedestrian links through the redevelopment of any large landholdings that link with improved Council pedestrian infrastructure.  
• Explore localised improvements to minimise the traffic impacts of large development sites on the amenity of local roads. |
| Landscape               | • Reinforce the streetscape on Epsom Road (east) and Ascot Vale Road (west) adjacent to larger future developments by planting larger canopy trees to provide shelter for pedestrians.  
• Local public spaces should be landscaped with both hard and soft surfaces for locals, particularly kids, to use and play within. |
| Character               | • Aim to establish a landmark corner at 1 Ascot Vale Road which defines the strong local character of the western end of Racecourse Road.  
• New public spaces should reflect and build upon the strong character of the adjacent Flemington Racecourse and Newmarket Reserve.  
• Utilise elements of the public space such as seating, public art, lighting and paving in a coordinated approach to establish a local character to the western end of Racecourse Road. |

6.3.4 Key Outcomes

<table>
<thead>
<tr>
<th>Key Outcomes</th>
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</table>
| • Collaborate with the developer on 1 Ascot Vale Road to ensure street level interfaces support and contribute to a good pedestrian environment.  
• Collaborate with VicRoads to achieve a safer design for Ascot Vale / Racecourse / Epsom Road intersection.  
• Collaborate with DOT to ensure the upgraded tram super-stop site is integrated into the footpath and public realm network. |
6.4 Precinct 2 - Edinburgh

6.4.1 Identity

The public realm character within Precinct 2 is largely similar to that of Precinct 1 - typical inner urban local streetscapes. These incorporate street trees and some limited ground based landscaping around an asphalt footpath network. The precinct is punctuated by the public reserve of Coronet Park, but otherwise the public realm spaces are largely incorporated within the road reserves and footpaths.

The structure plan identifies this precinct for a level of significant urban renewal and infill based around some of the larger landholdings adjacent the train line, and linking back to Newmarket Plaza shopping centre. There are opportunities to establish and reinforce pedestrian and cycle links north-south across the railway line, and also to create smaller public realm spaces within the local streets.

6.4.2 Opportunities

The structure plan identifies a number of potential opportunities relating to public realm improvements and initiatives:

- Street level improvements in footpath paving, on street cycling lanes and landscaping along the length of Edinburgh Street.
- Localise street upgrades around Coronet Park to establish sections of ‘green streets’ either side of the park to limit traffic and emphasise pedestrian links to the park from Racecourse Road.
- Reinforce well-designed public realm space within any development of the larger landholdings adjacent the railway line and enable pedestrian access through and around these sites.
- Take the opportunity to establish smaller scale spaces for people to enjoy within the local street network that might be a small park, a landscaped seating area or shaded ‘rest’ space.
### 6.4.3 Design Guidelines

<table>
<thead>
<tr>
<th>Public Space Objective</th>
<th>Design Guidelines</th>
</tr>
</thead>
</table>
| **Scale**              | • Pursue smaller scale public realm improvements/opportunities such as on the corner of Coronet Park or at the end of Marshall Street which offers excellent landscape amenity.  
• Ensure any increases in density at the DHS site are met with corresponding changes to the public realm with more generous footpath provision in combination with a completion of the east-west link. |
| **Edges**              | • Ensure Coronet Park is visible from as many view points as possible (including potential for expansion of the park where road pavement width permits).  
• Pursue opportunities for opening up the street to the area around the substation through an investigation of open space opportunities. |
| **Enclosure and Containment** | • Public spaces within the precinct should incorporate a level of containment that reflects the nature of the local streets and makes comfortable and safe spaces for people to use at various hours of the day. |
| **Role and Function**  | • Prioritise the pedestrian and cycling movements across the railway spur with appropriate lane marking, footpath widening or shared path infrastructure.  
• Prioritise pedestrian links from Coronet Park along Crown and Coronet Streets to Racecourse Road. |
| **Landscape**          | Landscaping initiatives should focus on:  
• An investigation of open space opportunities for new open space around the Substation precinct and through redevelopment of other key sites.  
• Protect the role of Marshall street as home to the most significant canopy trees within the precinct.  
• Define different landscape roles for the east and west side of Ascot Vale Road.  
• Local water sensitive urban design treatments should be incorporated into streetscapes, verges and local public places particularly on Edinburgh Street and around Coronet Park. |
| **Character**          | • The local precinct character is predominantly smaller lot residential streets typical of the area.  
Encourage and reinforce this with the addition of increased streetscape trees and potential on-street bicycle lanes. |

### 6.4.4 Key Outcomes

<table>
<thead>
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<th>Key Outcomes</th>
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</table>
| • Collaborate with VicTrack and other rail asset managers to secure additional pedestrian and cycle links across the Craigieburn Railway Line.  
• Allocation of capital works budgets to proposed public realm improvements. |

Open spaces should respond to the scale of the local houses, and the adjacent higher density housing sites.

All public spaces in local streets should open on and engage with the local street as its edge.
6.5 Precinct 3 - Racecourse West

6.5.1 Identity

The public realm character for Precinct 3 reflects the dual identities of both Racecourse Road and the adjacent localised street network. Racecourse Road’s primary role as both a high volume arterial freight and tram route has resulted in a public realm that reflects a vehicle dominated streetscape. The streetscape is typified by wide asphalt verges and footpaths, sparse tree plantings, contained by either continuous on-street car parking or cycle lanes.

The vehicle dominance of the streetscape is juxtaposed against the precinct’s major area of public open space, Newmarket Reserve, which is currently subject to the recently endorsed Newmarket Reserve Master Plan. The existing pedestrian crossings linking it to the north side of Racecourse Road are currently quite limited and can be improved both visually and physically.

Elsewhere the area is defined by the localised street network which has a character largely similar to that of other residential precincts, having typical inner urban local streetscapes. These incorporate sparse street trees and some limited ground based landscaping around an asphalt footpath network.

The structure plan has identified the northern side of Racecourse Road as an area of significant urban renewal and seeks to integrate the precinct with surrounding open space and civic and retail areas through the transformation of the western end of Racecourse Road into a pedestrian and cycle friendly tree-lined boulevard.

![Racecourse Road Structure Plan - Precinct 3 Racecourse West](image-url)
6.5.2 Opportunities

There are a number of potential opportunities relating to public realm improvements and initiatives. These are outlined below:

- Establishing the western end of Racecourse Road as a pedestrian and cycle friendly tree-lined boulevard by reducing the vehicle dominance of the streetscape. This should aim to achieve traffic calming, wider streetscape verges and upgraded pedestrian footpaths. Extended cycle lanes and indented carparking will create an ‘Inviting Walk’.

- Extend and introduce on-road cycle lanes to Racecourse Road, Crown Street and Newmarket Street to better integrate the precinct with the local cycling network.

- Establish additional north-south crossing points at Crown Street and Coronet Street to link to Newmarket Reserve.

- Integrate the precinct with the revitalised Newmarket Reserve.

- Street level improvements in footpath paving, on street cycling lanes and landscaping along the length of Crown & Newmarket Streets.

- Reinforce well-designed public realm space within any development of the larger land-holdings adjacent to Racecourse Road and enable good pedestrian access through and around these sites.
### 6.5.3 Design Guidelines

<table>
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<tr>
<th>Public Space Objective</th>
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</table>
| **Scale**              | • Increase the scale of the public realm along Racecourse Road through verge widening, upgrading footpaths, extending cycle lanes and landscape treatments. This will be achieved by reducing traffic volumes to establish a more pedestrian friendly streetscape.  
• Ensure as the scale of proposed buildings along Racecourse Road evolves that the scale of the public realm evolves - ie. higher mature trees, larger public spaces, more generous footpath spaces. |
| **Edges**              | • Recognise that this section of Racecourse Road has two distinct edge types with the northside being defined by built form and the south side being defined by Newmarket Reserve and investigate methods such as traffic calming to better integrate both sides of Racecourse Road.  
• Protect viewlines west to the 1 Ascot Vale Road site and Coronet Park. |
| **Enclosure and Containment** | • Use street trees and landscape treatments within Racecourse Road to contain and define a boulevard style streetscape with Newmarket Reserve on one edge. Example: Domain Road  
• Use traffic calming / rerouting along Racecourse Road to minimise distances between the boulevard edges to reduce the separation between Newmarket Reserve and the adjoining and surrounding residential areas along Racecourse Road.  
• Frame the site at the end of Smithfield Road with landscape treatments of an iconic nature (in the absence of building redevelopment in the short term). |
| **Role and Function**  | • Alter the role of this section of Racecourse Road from a vehicle-dominated environment to a pedestrian and cycling friendly boulevard through the reduction of traffic volumes and incorporation of appropriate streetscape treatments.  
• Ensure that the public realm design along Racecourse Road acts as a counter-point to increases in higher density living, by giving residents and visitors views and access to Newmarket Reserve. ie upper level balcony and window surveillance of the street.  
• Upgrade existing tram stop to super stop and integrate with crossing linking Newmarket Reserve and Racecourse Road.  
• Encourage safer and easier local level pedestrian movement of the streets north of Racecourse Road. |

Newmarket Reserve defines the public realm on the south side of Racecourse Road.

Newmarket Reserve is isolated from residential areas north by the sheer scale of Racecourse Road.
6.5.4 Key Outcomes

Key Outcomes

- Collaborate with VicRoads to achieve a reduction or removal of through traffic in this area.
- Collaborate with DoT to ensure the upgraded tram super-stop site is integrated into the footpath and public realm network.
- Designation of the proposed public realm improvements as a major project.
- Development of a strategy to secure developers contribution from proposed increases in density towards these public realm improvements.
6.6 Precinct 4 - Newmarket/ Pin Oak

6.6.1 Identity

The public realm character for Precinct 4 reflects the area’s role at the core of the activities area. It will house many new sustainable dwellings, retail and commercial tenancies and as such will require more public open space for the residents to enjoy and interact in.

Those wanting to shop in Racecourse Road will be able to leisurely walk to the area via the new pedestrian friendly environment of Racecourse Road – wide footpaths, newly planted mature trees and improved links to the new tram super stop and back to the train station.

6.6.2 Opportunities

There are diverse public realm opportunities within the precinct at a number of layers - from the large scale grand gesture to the finer grain capital works.

The structure plan identifies a number of potential opportunities relating to public realm improvements and initiatives that include:

- An improved street level environment for pedestrians at the Racecourse Road frontage of Newmarket Plaza with safe and easy access to the new tram super stop.
- Landscape upgrades to the local children’s playground and small reserve on the western side of the train station, including safer walking paths to the train station itself.
- Significant opportunities to the eastern side of the train station on Pin Oak Crescent to revitalise the area around and underneath the station and station ramps, with creative public landscaping, and potential semi-permanent cafe-style tenancies.

- Opportunities within any significant redevelopment of the Newmarket Plaza site to incorporate a better pedestrian environment around the western side of the train station adjacent to the underpass, to establish pedestrian pathways north-south through the site and to the train station and incorporate expanded public open space.

- Create a designated public art precinct around the train station railway platforms to expand on the civic nature of precinct and reinforce the cultural identity of the area.

- Maintain and enhance significant tree-lined streetscapes along Norwood Street through finer grain landscape treatments incorporating widened footpaths and verge water sensitive urban design treatments.

- Secure links to medium density housing area to the north through redevelopment of the Plaza site.

- Reinforce the role of cycling with lanes under the Newmarket Station Rail Bridge linking existing on road cycle lanes along Racecourse Road, to better integrate existing cycle movement independent of traffic flows.

Newmarket Station is the central public transport hub for Racecourse Road Activity Centre.

Revitalise existing public assets such as the playground adjacent to Newmarket Station.
### 6.6.3 Design Guidelines

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<th>Public Space Objective</th>
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| **Scale**              | • Increase the scale of the public realm along Pin Oak Crescent to create tree-lined pedestrian friendly public space that compliments the existing cafe style nature of the streetscape. This can be achieved through the widening of verges and footpaths, indented car parking, street plantings and through the use of theme landscape treatments.  
• Ensure that the scale of the east west pedestrian connectivity from Newmarket Plaza to Pin Oak Crescent is increased through the creation of a larger, safer and more defined link helping to integrate both sides of the Newmarket train station.  
• Increase the scale of public realm in the local children’s park through an overall upgrade of parks equipment and landscape and the creation of well defined pedestrian trails linking the tram superstop, the playground, Newmarket train station and Newmarket Plaza.  
• Ensuring the scale of the public realm evolves over time to respond to the changes in the scale of buildings along Pin Oak Crescent. This includes larger trees, more generous footpath space (with continued change to prioritise pedestrian flows) and management of any increases in traffic through calming measures.  
• Reinforce a visual interest in the scale of public realm to both Pin Oak Crescent and Newmarket Plaza by integrating a public art trail reflecting the areas cultural identity along Newmarket Train Stations platforms and the railway bridge undertaken by a local art program. |
| **Edges**              | • Where possible, local public spaces should be visible along one or more view lines. New development should respond accordingly by maintaining visual links to key local spaces such as Newmarket Train Station. Any modification to landscaping around the train station should be of smaller scale to allow for the opening up of views from Racecourse Road to open up Pin Oak and improve way-finding to the station.  
• Where possible the barrier created by the raised railway line should be broken down using a series of stronger east-west visuals to give greater permeability between the two precincts.  
• The small reserve should be more strongly defined by a landscaped path edge.  
• Pursue removal of the complicated and visually obtrusive ramp system on the eastern edge of the train station and replacement with alternative in partnership with rail asset managers. |
| **Enclosure and Containment** | • Investigate the use of innovative landscaping and design to create new public and retail spaces to the street edge contained under the existing Newmarket rail platform. |
| **Role and Function**  | • Re-enforce pedestrian crossing at Racecourse Road adjacent to tram super stop to allow people to get off the tram stop and access the shops and the station.  
• Redefine and expand underpass between Newmarket Plaza and Pin Oak Crescent to better integrate the precincts, with improved lighting, public art and signage. |

![Poor quality pedestrian links between Newmarket Square and Pin Oak Crescent provide limited amenity and hamper integration between precinct.](image1.png)

![Pin Oak Crescent characterised by a pedestrian friendly and less vehicle dominated environment.](image2.png)
### 6.6.3 Design Guidelines

<table>
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<tr>
<th>Public Space Objective</th>
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</table>
| Role and Function (contd) | - Upgrade east west footpaths along Racecourse Road to better link the western end of the precinct with the train station and RRAA.  
- The public realm design along Pin Oak Crescent should also act as a counter-point to proposed increases in higher density living around the train station, by giving residents and visitors places to sit, eat and relax.  
- Support the upgrade of the tram stop to meet DDA compliance, whilst ensuring that the east west cycling and pedestrian needs are not compromised. |
| Landscape | - Introduce more consistent western shade on Pin Oak Crescent.  
- Expansion and upgrading (shade, seating and equipment) of the small railway reserve open space through redevelopment of the Plaza site.  
- A paving treatment that defines Pin Oak Crescent, south of Norwood Street.  
- Ground-based soft and hard landscaping can be added that makes the pedestrian experience more comfortable and softens the footpath zone.  
- Small scale, WSUD treatments should be incorporated into streetscape upgrades of Pin Oak Crescent.  
- Investigate harvesting storm water (or rain water off the train station) to provide a water resource for the landscape improvements.  
- Vegetation should be closely spaced but small on the eastern side of the road with larger trees in the rail reserve to the western side of the road (subject to viewlines from Racecourse Road). |
| Character | - Ensure all public space investment in the precinct is coordinated so that it reflects and builds upon the local character of this area.  
- Public spaces within or adjoining Pin Oak Crescent should reinforce the character of a boutique and local cafe strip fronting the street.  
- Public spaces in and around the Newmarket Train Station should reflect its own distinct character and act as wayfinding for the station and the way people move through and around it. |

### 6.6.4 Key Outcomes

<table>
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<th>Key Outcomes</th>
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</table>
| - Collaborate with VicTrack and other asset managers to achieve proposed public realm projects & retail tenancies in Pin Oak.  
- Collaborate with owner of Newmarket Plaza to implement vision.  
- Allocation of capital works budgets to proposed public realm improvements. |
6.8 Precinct 5 - Flemington Core

6.8.1 Identity

The public realm character for Precinct 5 reflects the area’s role as the civic and historical heart of the RRAA. The precinct encapsulates a typical urban inner city ‘High Street’ reflected in a streetscape made up of wide asphalt and paved verges with wide footpaths interspersed with some mature tree plantings and on-street parallel car parking.

Although the precinct’s public realm spaces are largely incorporated within the footpaths and verges of Racecourse Road and the surrounding streets, the precinct contains the key public reserve of the activities area, Pridham Plaza.

The Structure Plan seeks to clearly establish this precinct both as a key area of urban renewal and to enhance and expand its role as the civic and cultural heart of the activities area. This is to be created through a green tree-lined pedestrian and cycle friendly environment with a centralised community meeting space at Pridham Plaza.

The focus will be to improve the pedestrian links across the north and south sides of the road, prioritising east – west cycle links and managing the conflict of a traditional High Street on an arterial road which carries significant freight traffic.

Figure 10: Racecourse Road Structure Plan - Precinct 6 Flemington Core
6.8.2 Opportunities

The structure plan identifies a number of potential opportunities relating to public realm improvements and initiatives. These are outlined below:

- Create a continuous tree-lined pedestrian friendly streetscape on the southern side of Racecourse Road using fine landscape techniques that provides a seamless-integration of the streetscape with Pridham Plaza, re-enforcing the precinct’s role of the civic heart of the activities area.

- Support the relocation of the library to locations adjacent to Pridham Plaza (maintaining access from existing car park) to create a true multi-use community square and ensure that this has a role in activating the side frontages to the plaza.

- Upgrade tram stop to super stop opposite Pridham Plaza to create a centralised Public Transport Hub in the civic heart of the activities area.

- Provide for better integration between the north and south sides of the road.

- Establish both Victoria and Wellington Streets as pedestrian friendly ‘green streets’ incorporating both widened verges and footpaths that link existing and future residential areas with the RRAA core.

- Maintain and upgrade east west on road cycle lanes along Racecourse Road.

- Ensure that the area to the east of the core evolves to be defined by landscape and architectural elements.
### 6.8.3 Design Guidelines

<table>
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<th>Public Space Objective</th>
<th>Design Guidelines</th>
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</table>
| Scale                  | • Ensure as the scale of buildings along Racecourse Road's historic retail core and on key sites to the west evolves over time, that the scale of the public realm evolves - i.e. higher mature trees, larger public spaces, more generous footpath spaces (this is crucial on the north side east of Wellington Street).  
• Prioritise verge widening, upgrading footpaths and landscape treatments, to create pedestrian friendly and focused streetscapes in Wellington and Victoria Street south. |
| Edges                  | • Viewlines to local points of interest such as the Post Office should be protected |
| Enclosure and Containment | • Ensure the northern edge of Racecourse Road east of Wellington Street is framed by larger vegetation and/or buildings to reduce the 'floating' effect of the built form within the car parking area |
| Role and Function      | • Establish southern side of Racecourse Road and Pridham Plaza as a unified pedestrian-friendly streetscape creating a safe and comfortable environment that reinforces its role as the activities area's key civic and cultural heart.  
• Maintain the retail character of the northern side of Racecourse Road by maintaining on street car parking and upgrading existing pedestrian access and links.  
• Establish both Victoria and Wellington Streets as key north south pedestrian friendly streetscapes that encourage walking through a safe and comfortable environment.  
• Create consistency and safety for cycle movement along Racecourse Road with dedicated lanes.  
• The development of the remaining localised streets should encourage more walking within and through the precinct, that is comfortable, safe and easy. |

Investigate strategies to encourage more pedestrian movement through the precinct.

Seek methods to improve existing pedestrian access from Racecourse Road to MCC carpark.
6.8.3 **Design Guidelines**

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<th>Public Space Objective</th>
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</table>
| Landscape              | Priority of landscape investment should be directed to:  
  - Revised streetscape redesign along southern side of Racecourse Road and Pridham Plaza, including increasing the overall amenity of the street and plaza and to provide additional shade, and weatherproofing to local pedestrians.  
  - Inclusion of soft and hard landscaping can be added that makes the pedestrian experience more comfortable and breaks up the existing paving which dominates the southern side of the road (which gets more heat due to its solar aspect).  
  - Investigate opportunities for small scale WSUD elements to be included in streetscape redesign especially around Pridham Plaza, with further opportunity on Wellington Street adjacent to McDonalds car park thereby utilising the existing slope of the land.  
  - Modify the existing landscape of Pridham Plaza, by replacing its existing stark asphalt dominated character with planting, additional shaded areas, seating and theme paving that seamlessly integrate with increased public realm of southern side of Racecourse Road.  
  - Promote deciduous tree plantings that allow winter sun to the south side of the road, but offer protection during the summer. |
| Character               | Ensure all new and revitalised public spaces reflect the image and identity of the area through such elements as landscaping, seating, lighting, paving and signage. |

6.8.4 **Key Outcomes**

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<tr>
<th>Key Outcomes</th>
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</table>
| - Collaboration with VicRoads to better manage traffic impacts in the area  
- Collaboration with DOT to ensure good public realm outcomes from proposed public transport improvements  
- Direct capital works budgets towards proposed public realm improvements |
6.9 **Precinct 6 - Debney**

6.9.1 **Identity**

Precinct 6, which largely covers the eastern end of the activities area incorporating the Flemington Estate and Debney Park, has not been elaborated on in detail for the purposes of these guidelines.

The reason for this is that the Flemington Estate will be the subject of a more detailed master plan via the Department of Human Services. In addition, a master plan has been prepared for some sections of the Debney Park area that are currently under construction.

As a result, the primary issues, opportunities and constraints for the area from the Racecourse Road Structure Plan apply, and as such these shall form the structure of any more detailed studies in the area.

Moonee Valley City Council will continue to liaise with DPCD, and DHS in any master planning for the site to collaboratively map improvements for the Flemington Estate.
The Flemington Estate defines the eastern gateway to Racecourse Road.

Upgraded Tram Super Stop opposite Flemington Estate.
7 Transport

7.1 Issues and Opportunities

Providing a well coordinated and defined transport network that accommodates all modes of travel is a key element in the creation of a successful and functional activities area. The transport network servicing the RRAA has evolved over the years to cater for increased volumes, differing uses and different modes of transport.

The defining characteristic of the transport network for the activities area is the arterial traffic nature of Racecourse Road. This high volume freight link dominates both the character of the activities area and the other modes of transport.

The success of Racecourse Road as an activities area is dependant on establishing a people friendly urban environment which would subsequently require a movement hierarchy (moving down in priority) of pedestrian, followed by bicycle, followed by public transport, followed by private vehicle.

Encourage increased walking within the area through good design.

Figure 12: Traffic Hierarchy
The RRAA Structure Plan Issues Paper identified a number of key issues relating to how transport in and around the activities area currently operates. The success of creating a people friendly environment for the area is based upon adopting a transport hierarchy as outlined above and seeking a resolution to these issues.

The issues highlighted in the Issues Paper include:

7.1.2 Walking and Cycling
- Distribution of traffic lights for pedestrians is good, particularly around the railway station.
- Racecourse Road has quite a wide pavement (multiple lanes) for pedestrians to cross.
- Footpaths are in good condition but shelters are dispersed.
- The pedestrian experience is different in Racecourse Road west of the train line.
- There are very high volumes of traffic and heavy vehicles using Racecourse Road.
- Personal safety for pedestrians around the station and station underpasses is an issue.
- There is low permeability for cyclist in the area.
- The bicycle lane on Racecourse Road only runs between Flemington Road and Citylink and between the Flemington Estate and Epsom Road.
- The train line prevents connectivity for cyclists and pedestrians.
- There is a lack of local cycling infrastructure.

7.1.2 Public Transport
- The train and tram are the key modes of transport through the area.
- The train station is conveniently located in the middle of the area providing direct access to the CBD.
- Not all train services stop at Newmarket but the service is generally good.
- The no. 57 tram provides an alternative option for travelling to the CBD as it traverses through different localities such as North Melbourne and provides good access to the hospitals in Flemington Road.
- The frequency of the trams is very good and they are segregated from vehicular traffic.
- Bus routes travel through the surrounding area but not through the activities area.

Maximise the use of public transport and the way this connects to the area.

Give structure to the way people visit and use the area by vehicle.
7.1.3 Car Access and Parking

- Racecourse Road is an important route for many different road users including 25,000 freight vehicles a day.
- Racecourse Road provides good infrastructure for vehicles.
- Racecourse Road provides an alternative route to West gate Bridge and for vehicles that can’t use Citylink.
- Congestion is likely to become a problem and roads in the vicinity are likely to be affected by congestion.
- There is a high concentration of off street parking in Newmarket Plaza.
- There is interest from Woolworths to expand the car parking at the supermarket.

7.2 Design Guidelines

7.2.1 Walking and Cycling

- Improve east-west cycling connections along Racecourse Road.
- Improve pedestrian connections and street crossings throughout the area in particular the core business district of Racecourse Road.
- Provide better pedestrian amenity particularly along the core of Racecourse Road commercial precinct reinforcing consistent shopfront awnings and greening the streetscape.

7.2.2 Public Transport

- Work with Department of Transport to find innovative local solutions for tram stop accessibility opposite Pridham Plaza and Newmarket Shopping Centre.
- Reduce the ‘dividing’ effect of Racecourse Road as a major traffic route, and of the railway line, encouraging permeability within and through each area.
- Improve links between public transport modes such as from Newmarket tram stop to the Newmarket train station.
- Work with VicTrack to improve access and connections to the Newmarket Train Station and its integration with surrounding shops and housing.
- Improve lighting, safety and wayfinding to tram stops on Racecourse Road, and to the Newmarket train station.
7.2.3 Car Access and Parking

- Identify and implement opportunities for traffic modification which maintain traffic flows but improve the public realm within the commercial core of Racecourse Road.

- Encourage innovative, less-land intensive solutions to parking provision and the co-location of land uses that use car parking at different times of day. Potential for any redevelopment of Newmarket Plaza to capitalise on these issues.

- Maintain adequate car parking throughout the area whilst prioritising other transport modes in new development and Council capital works programming.

Maximise the use of public transport and the way this connects to the area.

Give structure to the way people visit and use the area by vehicle.
8 Development

8.1 Issues and Opportunities

The success of the future urban environment in the RRAA will be determined in the way that new developments respond to the activities area’s context and local character, and how these developments integrate with the streetscape and public spaces.

In seeking a balance that allows for ‘growth’ via new developments while maintaining the strong urban character of the RRAA, it has been determined further guidance in relation to built form is required.

This section of the guidelines provides this more detailed guidance in relation to new built form, in order to ensure consistency and design quality of development within the area.

The focus of this guidance has been directed particularly on the interface of new development with the street edge, and is the basis for these development guidelines.

For the purposes on informing and guiding new development within the area, these interfaces have been categorised into Street Edge Interfaces. For each Street Edge Interfaces, a specific set of design objectives and guidelines has been provided.

This section is consistent, and should be read in conjunction with the Racecourse Road Structure Plan. The Structure Plan outlines indicative building heights for the area and also identifies areas where upper level setbacks will be required.
8.2 Development Guidelines

The following general development principles should form the basis in guidance for redevelopment and urban renewal within the area. In short they seek to assist in creating positive on ground design outcomes for redevelopment, which in turn will contribute to the overall liveability of the area as a whole while respecting, reinforcing and celebrating Racecourse Road’s unique and diverse local character.

8.2.1 Density

Why is this important?

As a Major Activities Area with excellent access to public transport and other essential infrastructure, the RRAA has a significant role in increasing densities to make the most of these public assets and contributing to a reduction in urban sprawl in line with Melbourne 2030 principles.

Design Objectives

- The key role for the guidelines is to locate higher density living in appropriate locations where any adverse amenity to existing residents is minimised and where the access to transport and other infrastructure is maximised.
- Encourage and facilitate increases in density in areas that have good access to retail and public transport.
- Provide for increased density land mark built form on significant corner locations at key gateway entries and along key visual axes and view lines.
- Encourage and facilitate increased and better designed use of local laneways and mews for better ‘fine urban grain’ housing outcomes.
- Establishing clear direction for the evolution of the Flemington Estate that improves integration, maintains and improves density and makes a positive contribution to the public realm.
- Support and facilitate sensitive housing interfaces - to encourage new higher density housing whilst protecting and improving amenity to adjacent existing housing.
- All new urban renewal or development within the RRAA must ensure that densities respond positively to elements identified within the Structure Plan.

How does development respond to these issues and objectives?

In practise, this means;

- Integrate well designed shop-top housing within the retail areas of the area.
- Medium density type development to the streets and lanes just behind the Racecourse Road corridor can support good examples of townhouse, mews and terrace housing.
- Where landmark sites are developed, there should be a strong commitment to design, articulation and siting that contributes positively to the character of Racecourse Road.
8.2.2 Building Height and Massing

Why is this important?

Building height and massing can contribute greatly to an area’s local character, reflect local identity and pride, and signal the aspirations of the community.

The appropriate building height and massing for Racecourse Road have been determined from a detailed analysis and design response to the existing local context of the street and area, as well as responding to adopted future objectives for the precinct or area. This should reference the current Structure Plan in addition to responding to more detailed local built form context.

Design Objectives

New or significantly altered buildings within the RRAA should, amongst other objectives:

- Achieve a consistent urban form in keeping with the ‘high street’ nature of Racecourse Road
- Protect surrounding amenity of adjoining buildings or lots, particularly small-lot dwellings in the streets surrounding Racecourse Road
- Reinforce and respect local viewlines, vistas and visual axes
- Express and respond to local topography in respectful and interesting ways
- Protect and reinforce existing local character where this occurs and is celebrated

How does development respond to these issues and objectives?

Any proposed urban renewal or development within Racecourse Road should positively respond to these objectives through measures such as (but not limited to):

- Reinforcing the ‘street wall’ nature of Racecourse Road, in terms of built form set to the street frontage with shopfront and awning facade
- Setting upper levels back from the Racecourse Road frontage
- Ensuring development that interfaces with residential areas surrounding Racecourse Road establish effective setbacks to these areas to minimise visual bulk to adjoining residents
- Ensuring sites reinforce the existing character of Racecourse Road
- Ensuring higher built form is located on larger landholdings, encouraging the consolidation of smaller lots (where appropriate)
8.2.3 Relationship to Adjoining Buildings

*Why is this important?*

The proximity of adjoining buildings to each other within the RRAA affects the spaces both inside and outside the buildings, and has a significant effect on amenity and enjoyment of the buildings. The relationship between adjoining buildings should respond to the Racecourse Road local context and streetscape character. New development should always aim to respect and respond to provision of human environment factors such as daylight, fresh air, views outside and inside and a sense of space and enclosure.

**Design Objectives**

Development within the RRAA should, amongst other objectives:

- Ensure the relationships between adjoining buildings create quality, human spaces for people to enjoy.
- Respond to the local character of the street or precinct. Where existing facades are built wall-to-wall on the street, new development should respond to this relationship. Where significant setbacks or spaces between buildings are predominant, new development should reinforce this character.
- Respect planning requirements for visual privacy, acoustic privacy, overlooking and overshadowing, and solar access, whilst creating good design outcomes from these opportunities.

In particular for the RRAA, given the linear nature of the area, it is important that new development responds to its location –

- **Either located on, and fronting Racecourse Road,**
  - Development should generally adopt a ‘street wall’ approach with minimal or no side setbacks between buildings on the Racecourse Road frontage.
  - The ‘shopfront and awning’ character of Racecourse Road should be reinforced and adopted.

or,

- **Located away from Racecourse Road within the local street network**
  - Development should respond to the streetscape and character of its own street, reflecting the predominant relationship between buildings, be they single storey attached terraces, double storey detached homes, multi-level commercial or industrial buildings or otherwise.

**How does development respond to these issues and objectives?**

- All new development should respond to the streetscape and character of its own street, reflecting the predominant relationship between buildings, be they single storey attached terraces, double storey detached homes, multi-level commercial or industrial buildings or otherwise.
8.2.4 Views to and from Buildings

Why is this important?

Views and vistas to new development and buildings are extremely important as they help to create and reinforce the local image and identity of the urban form. They also need to respond to important visual axes within the centre such as Racecourse Road itself, Smithfield Road, Epsom Road and Wellington Street.

Views and vistas from new development are particularly important where significant higher-density residential development is expected and planned for - as in the RRAA.

The balancing of views to and from new development should form a central part of the design response and building layout and orientation, responding to the character of Racecourse Road at street level, the local topography and street alignments.

Where new development is located on an important viewline or will terminate an important local viewline within the area, the development should respond to this opportunity by carefully articulating its building height and massing, and using high quality and well designed facade elements and materials.

Design Objectives

New or significantly altered buildings within the RRAA should, amongst other objectives:

- Maximise the visual contribution the development makes to the area through good design, orientation and detailing.

- Acknowledge and respond to local heritage buildings or spaces by not blocking or visually disrupting views to these sites.

- Maximise passive surveillance and engagement of street level activities and spaces, particularly within the Racecourse Road retail core.

- Maximise local residential amenity through respecting and reinforcing existing views and privacy whilst still allowing new development.

- Ensure high quality, visually interesting and responsive landmark developments on sites identified in the RRAA Structure Plan as being of strategic significance.

Important sites for the consideration of views and vistas are higher buildings along Racecourse Road, including 1 Ascot Vale Road, the site at the Smithfield Road intersection, the Newmarket Shopping Centre, and the Flemington Estate. Within the local street network, viewlines along streets such as Pin Oak Crescent and Wellington Street may need detailed consideration.

How does development respond to these issues and objectives?

- All new development or urban renewal should indicate a detailed analysis of critical local viewlines within Racecourse Road, in conjunction with the current Structure Plan.

- The design response must detail how local views are being retained, and why the development contributes positively to the local character of Racecourse Road.
8.2.5 Facade and Roof Forms

Why is this important?

The design and articulation of the facade and roof forms of new development within the RRAA are important aspects through which new buildings integrate and respond to the greater area. These built form elements have significant impacts on viewlines, appearance and context, particularly on higher buildings within the area.

Roof forms incorporate opportunities to reflect local urban character and identity, as well as integrating useful human spaces such as green roofs, communal open space, or elevated landscape areas.

Facade forms incorporate significant opportunities to articulate the building for views, privacy, open space and form, and opportunities for solar capture and attenuation and acoustic treatments.

Both the roof and facade present significant sustainability opportunities to pursue solar energy collection, water collection and re-use, landscape integration and wind energy capture. New development that incorporates these elements within its design would be welcomed within the RRAA, and would contribute to a new standard of development for the area.

Design Objectives

New or significantly altered buildings within the RRAA should, amongst other objectives:

- Maximise design and articulation opportunities within the roof and facade forms.
- Maximise the sustainability opportunities in relation to water, wind, solar and landscape elements.
- Create a new standard of development for the centre that establishes quality benchmarks for future development in the area.
- Be cognisant and respectful of existing architecture and building forms in the vicinity of new development.
- Maximise opportunities for human spaces - balconies, terraces, winter gardens, roof-top recreational spaces and green roofs.

How does development respond to these issues and objectives?

- In the future, the RRAA should have a variety of facade and roof forms that contribute positively to the local character, and complement the existing streetscape.
- Development must incorporate visually interesting and appropriate articulation and detailing that represents high quality architecture, and that sets high standards for local buildings.
- It will also feature roofs and facades exhibiting innovative and visual ways to incorporate sustainability measures into the overall amenity of the Racecourse Road corridor.

Facade and roof forms should respond to the local context, and to local viewlines to contribute positively to the character of the area.

Articulation of facade forms should include elements of balustrading, solar screening and shading.

Roof and facade forms should maximise the opportunities for sustainable use of water and energy wherever possible.
8.2.6 Street Edge Integration

Why is this important?

Street edge integration is about ensuring that new buildings and developments engage with and contribute to the street level activity of RRAA in a positive way.

This is important as street level activity creates an interesting and vibrant urban precinct, creates a sense of safety and security, encourages people to visit and shop on a buzzing street, and is a sign of a liveable and sustainable local neighbourhood.

The street edge of a new development creates and articulates the transition between the public and the private realm, and encourages walkable streets where people interact with each other, with shops and with traders.

Design Objectives

New development should, amongst other objectives:

- Emphasise carefully designed street edges that establish a largely transparent and engaging interface between building and footpath in the retail core of Racecourse Road.
- Create engaging street edge interfaces in the local residential streets behind Racecourse Road that allow passive surveillance and involvement to the footpath, whilst retaining a level of privacy to the dwelling frontage.
- Enable and encourage development to incorporate a ‘usable’ street edge, where people can sit, lean, wait, or linger against or within the street edge of the building at footpath level, to contribute to the amenity of the retail core of Racecourse Road.
- Require high quality landscape elements and spaces as part of the street edge, to soften the footpath experience and enhance people’s enjoyment of the building interface.

How does development respond to these issues and objectives?

There are a myriad of interesting ways that new development within the RRAA can develop positive street edge integration, including (but not limited to):

- Designing building entries, foyer’s and front doors that engage with people on the street, and are transparent with good signage and wayfinding.
- Engaging with the street from levels other than street level, including undercroft levels, and upper level balconies.
- Ensuring carparking and service access/delivery areas are not located to the primary frontage of the development where possible, and do not dominate the street level interface.
- Incorporating human-scale front fencing, where it is applicable outside of the Racecourse Road retail core, of appropriate height and detailing that delineates public and private areas.
- Minimising any interface elements or treatments that create or promote inactive frontages, that are not focused on human movement, interest and engagement.
8.2.7 Building Entries and Access Points

*Why is this important?*

Building entries are important ‘nodes’ of activity within the activities area, often being the destination for shoppers, residents or visitors and being delineated with signage and wayfinding.

They provide access and egress to buildings as well as a variety of other activity off the street.

*Design Objectives*

New development or urban renewal should, amongst other objectives:

- Create prominent and clearly articulated building entries to the primary street frontage of the development site, in most cases to Racecourse Road.
- Allow the entry to be articulated or set into the building facade, to provide space for people to enter and exit with transparent street level windows or doors for surveillance and safety.
- Use well-designed signage and wayfinding to delineate important entries of foyers to upper levels of multi-storey buildings.
- Ensure secondary entries or service entries are located away from Racecourse Road or the primary street frontage wherever possible.

- Integrate retail, commercial and residential entries along Racecourse Road with well designed street level landscaping and detailing so that these are enjoyable and interesting places to use and move through.

*How does development respond to these issues and objectives?*

- All building entry points should provide clear visual cues to the street, particularly within the Racecourse Road core, to the location of the building entry.
- Formal pedestrian and visitor entry points must provide a positive contribution to footpath level, and service or vehicle access points must be located away from the main Racecourse Road public realm spaces.
- Where possible, these vehicle access points should be located to rear lanes or side streets, and shouldn’t adversely affect the local streetscape character or amenity of adjoining residences.
8.2.8 Car Parking and Car Access

Why is this important?

Car parking and vehicle movements are one of the most important constraints in inner urban development sites such as those within the RRAA.

Many of the key principles within this document are aimed at reducing and minimising the visual and spatial impact of car movements and parking. However, these need to be incorporated in all scales of retail, commercial and residential development.

New development within the RRAA will increasingly be expected to treat cars, car movements and parking in more sophisticated and thoughtful ways in order to prioritise pedestrians and public spaces over car-dominated zones.

Given the excellent proximity and service of public transport that Racecourse Road as an activities area enjoys, increasingly the centre will also be focused on more creative car-use initiatives, such as car-share schemes, in order to give residents and visitors more flexibility in the way they move around.

Site services provided by all new developments will also need to incorporate significant and effective bicycle and scooter storage, access and amenities that prioritise these modes over car access and parking.

Design Objectives

New development or urban renewal should, amongst other objectives:

- Always prioritise the needs and amenity of people, and particularly pedestrians, over the requirements for cars and carparking.
- Ensure that cars and carparking do not dominate street frontages, particularly those to Racecourse Road, and that carparking provision is generally allocated away from street level - either basement carparking or podium carparking.
- Minimise large areas of at-grade carparking, which are not suited to an inner urban activities area such as Racecourse Road.
- Provide key car access points and carparking entries for new higher density development on Racecourse Road from side streets or rear laneways wherever possible, and where traffic analysis allows, in order to retain the Racecourse Road frontage for people.
- Provide safe, secure and efficient access with good amenity from carparking areas to building entries, foyers, or dwellings.

How does development respond to these issues and objectives?

- New development within the RRAA must demonstrate that carparking and site services areas have been located and treated to minimise the visual impact to Racecourse Road or to local streets.
- Residential densities should correspond with the...
8.2.9 Site Services and Facilities

Why is this important?

Increasingly in inner urban areas such as Racecourse Road, development of residential and mixed use buildings incorporates a diverse and integrated set of site services and facilities.

These services acknowledge that with dwelling sizes reducing, and a denser form of urban fabric and inner urban living, people are relying on communal services, spaces and facilities provided by new development.

These might include building services such as mail and deliveries, concierge services, waste disposal, recycling, water capture, storage and re-use, and energy capture and re-use. The facilities may include provision for communal lounges, office and business suites and centres, shared gardens, sky-gardens or winter terraces, communal gardens, green roofs, lobbies and recreation spaces.

These spaces and services need to be carefully designed and located for service, access and egress, as well as ensuring that they create opportunities for people to use them and enjoy them. The experience of local residents and visitors should be at the core of all design considerations for site services and facilities.

Design Objectives

New development or urban renewal should, amongst other objectives:

- Ensure all site services and facilities within new development are designed to maximise the liveability, lifestyle, enjoyment and safety and security of the people using them daily.
- Ensure the location or operation of these services or facilities do not impose negative impacts or amenity on residents or users, or on adjoining properties or dwellings.
- Incorporate opportunities to integrate better services and facilities within new development to increase the overall local amenity of the area, where possible allowing private and public users to incorporate the whole community.

How does development respond to these issues and objectives?

- New developments, particularly residential, should provide site facilities appropriate to the scale and location of the development that complement and reinforce existing services, facilities or public spaces along Racecourse Road. In general, these services or facilities should wherever possible be focused on fronting Racecourse Road, and kept away from rear laneways or local side streets.
- Where possible on-site facilities such as communal lounges, courtyards or barbeque areas should be a part of the wider Racecourse Road streetscape, participating in the street activity and contributing...
positively to the vibrancy of Racecourse Road. Development should avoid hiding communal facilities within developments or sites.

8.2.10 Landscaping
Why is this important?

Landscaping and the incorporation of plants and trees to the public and private areas of the RRAA are crucial to constantly improving the ‘liveability’ and amenity of the inner urban area.

As new development and higher density housing evolves within the area, it puts more pressure on smaller spaces to perform multiple roles for residents, visitors, shoppers and commuters. These landscape spaces need to be carefully planned and sensitively detailed to provide enduring, interesting, safe and secure landscape areas that people can move through, use and enjoy.

Great spaces and places along Racecourse Road, both within the retail core and beyond, will enable a wider proportion of the community to use the street for a myriad of uses. This activity will build the sense of ‘local place’ and develop the vibrancy of Racecourse Road at street level.

Design Objectives

New development or urban renewal should, amongst other objectives:

- Ensure ‘green spaces’ are prioritised within new buildings along Racecourse Road.
- Include landscaped areas that provide shelter from the sun and the rain, for residents and pedestrians on the street where possible.
- Ensure significant areas of development are given over to permeable space where rain can soak into the earth and nourish local plants (avoid losing all rainwater to runoff).
- Maximise the on-site retention of rainwater and re-use for cost efficient watering of landscaping and plants.
- Create ‘special places’ along the length of Racecourse Road, within the private and public realm, where people can enjoy landscaped spaces for diverse activities.
- Incorporate landscaping to upper level balconies, terraces and roofs where possible that contribute to the residents amenity as well as the streetscape character of Racecourse Road.

How does development respond to these issues and objectives?

- Generally, all urban renewal or new development in and around Racecourse Road should prioritise landscaping as valuable part of the inner urban character of the area.
- Development should recognise the value in providing plants, water, shade and comfort to local residents on balconies, terraces, roofs and at street level.
8.2.11 Wind and Solar Protection

**Why is this important?**

It is critical for the liveability, sustainability and success of inner-urban areas such as Racecourse Road that medium and higher density models of housing maximise comfort and lifestyle for residents.

As residential densities increase and more dwellings are located in higher residential buildings, the issues of wind and solar protection and comfort become more important to the success of these buildings.

The amenity of internal living areas, and particularly external balconies and terraces is a key component of the liveability and comfort people will experience in their homes. In addition, adverse wind and solar conditions can be created or exacerbated between higher buildings if care is not taken in design, layout and orientation.

**Design Objectives**

New development or urban renewal should, amongst other objectives:

- Be designed so that the layout and orientation mitigates wind and solar conditions and maximises the comfort of people using the buildings and spaces.
- Ensure that negative amenity for surrounding lots or buildings in terms of wind or solar conditions is minimised.
- Provide protection for people at street level from wind, rain and solar conditions in the vicinity of building entries, frontages, shops and terraces.
- Provide areas of protection in public or communal spaces that encourage people to use these spaces year-round.
- Provide flexibility of detailing or construction of protection elements such as screens, pergola’s, awnings or landscaping so that they can be adjusted to the season and conditions.
- Ensure all upper level terraces, balconies or habitable roof areas provide some areas of protected space for people to use in comfort for most of the year.
- Maximise the potential of solar and wind conditions, particularly in taller buildings, for capture of energy within new development.
- Integrate any wind or solar protection elements with overlooking or privacy screening into the design and articulation of the building so that they are elements of the overall design rather than ‘add-on’s not in keeping with the design character of the development.
- Provide areas of protection in public or communal spaces that encourage people to use these spaces year-round.
- Provide flexibility of detailing or construction of protection elements such as screens, pergola’s, awnings or landscaping so that they can be adjusted to the season and conditions.
- Ensure all upper level terraces, balconies or habitable roof areas provide some areas of protected space for people to use in comfort for most of the year.
- Maximise the potential of solar and wind conditions, particularly in taller buildings, for capture of energy within new development.
- Integrate any wind or solar protection elements with overlooking or privacy screening into the design and articulation of the building so that they are elements of the overall design rather than ‘add-on’s not in keeping with the design character of the development.

**How does development respond to these issues and objectives?**

- New development has the opportunity to respond to wind and solar protection through well-designed building layout and facades.
- Developments that fail to acknowledge building users or residents comfort in respect to wind and solar protection will not be supported.
8.2.12 Building Layout

**Why is this important?**

The design and configuration of building elements and spaces within any new development is critical to the overall success of the development within the local character of the RRAA.

The building layout and orientation will determine the streetscape character, function, amenity and accessibility of the internal and external spaces. This should optimise the amenity, liveability and needs of the local community and neighbours and residents or building users, in the context of Racecourse Road or the local street network. In other words it should be a ‘good neighbour’ outcome for new development.

Building layout, particularly for higher-density residential developments, should optimise human comfort and enjoyment, with daylighting, fresh air and interesting outlook to all living areas and yard, balcony or terrace areas. This will ensure the standard and quality of housing within the RRAA is constantly evolving and improving.

In particular, the building layout should respond to the topography, location and context of its site by providing different and diverse models of housing and mixed-use tenancy that provide for all elements of the local community in Racecourse Road, avoiding a limited housing or tenancy mix.

**Design Objectives**

New development should, amongst other objectives:

- Achieve a building layout and orientation that is cognisant and respectful to neighbouring properties and the local streetscape character, whilst maximising the amenity and enjoyment to new dwellings and spaces.

- Ensure that a diversity of housing models and choices are provided within new developments, matched to the context of building layout and location.

- Respond positively to the other elements within these guidelines of viewlines, building height and massing, access and amenity.

- Provide internal and external human spaces to higher-density housing that match and exceed existing housing standards within the area.

**How does development respond to these issues and objectives?**

- All new urban renewal or development within RRAA must ensure that the layout of new buildings responds positively to elements identified within the Structure Plan.

- New buildings should positively address the street and enable good pedestrian movement in and around buildings to the public realm, focused on maximising the solar aspect to new and existing dwellings.
8.2.13 Private and Communal Space

**Why is this important?**

Access to private, and communal open space is an extremely important element of urban living, particularly in medium and higher density housing. These are places where people can eat, entertain friends, rest, relax and interact with other residents or neighbours in and around Racecourse Road.

These may take many forms in new development - front yards, terraces, balconies, winter-gardens, courtyards, rooftop terraces, communal foyers, lounges or gardens. The important elements to get right in new development are the opportunities for these spaces to get sunlight, daylight, fresh air and an interesting outlook, as well as encouraging interaction between people at various levels.

Quality open space must be available to all residents of the RRAA, and innovative new ways of providing private, or more particularly communal or shared open space are encouraged and should be explored.

**Design Objectives**

New development or urban renewal should, amongst other objectives:

- Always provide quality, well located open space for residents of new housing within the RRAA.
- Seek to utilise all elements of new developments in innovative ways for communal or shared space, including roof spaces, shared terraces, foyer and lounge spaces.
- Allow private and semi-private spaces to interact and engage with public realm spaces and street level pedestrian activity.
- Provide a range of uses to communal and shared spaces such as bbq’s, gardens, seating, recreation and activity spaces that can complement private yards or balconies.
- Incorporate landscaping, plants and trees at all levels and scales of private and communal space, in order to maximise liveability of these spaces and bring natural and landscape elements to all parts of the RRAA.

**How does development respond to these issues and objectives?**

- New buildings and development within the RRAA must demonstrate the provision of effective, useable, well-located and visually interesting communal spaces.
- Whenever possible and appropriate these should interact with the street level of Racecourse Road, and should contribute positively to the character for local residents and visitors.

8.2.14 Associated Public Realm Space

**Why is this important?**

Public realm spaces and places are at the heart of the local identity and character of urban areas such as the RRAA.

Refer to the section within this document on 'Public Realm Guidelines' for a detailed guide and outline of the public realm spaces and places throughout Racecourse Road.
8.3 Street Edge Interfaces

The purpose of the discussion on ‘street edge interfaces’ is to provide clarity and guidance on the way that new or proposed built form inter-relates with adjacent buildings, private spaces and the streetspace.

Providing clarity on how these interfaces should be treated will help to define and reinforce the local character and the identity of the area.

These ‘interfaces’ should be viewed as typical situations and treatments for new development. They will help to guide the design of development to ensure high quality outcomes are achieved both for the private and public realms for each particular edge interface.

Each development will need to be categorised (where indicated in Figure 14) by one of the four edge types outlined opposite. The key considerations for determining the edge type are as follows:

- The primary street level land use – this being the prominent land use of the frontage of building at street level.
- The street type – this being the type of street and what uses are permitted and how these uses interact with the adjoining built form.

Four key edge types have been identified that will aid the design and management of interfaces between buildings, adjacent lots and public realm spaces:

**Street Edge Interface 01 - Primary Active Frontage**

The Racecourse Road retail core and Pin Oak Crescent “the high street”

**Street Edge Interface 02 - Secondary Active Frontage**

Retail and mixed use areas beyond the core high street area “people living on the high street”

**Street Edge Interface 03 - Higher Density Residential**

Medium and high density residential “retaining the neighbourhood character”

**Street Edge Interface 04 - Laneways**

“Improving local places and spaces”

![Figure 13: Street Edge Interface Typical](image-url)
Figure 14: Racecourse Road Activities Area Street Edge Interfaces Location Plan.

Legend
- Street Edge Interface 01: Primary Active Frontage
- Street Edge Interface 02: Secondary Active Frontage
- Street Edge Interface 03: Higher Density Residential
- Street Edge Interface 04: Laneways
8.4 Street Edge Interface 01 - Primary Active Frontage

8.4.1 Issues and Opportunities

The street edge interface for primary retail areas should foster all activities that accord with a retail environment, and make shopping easier, more interesting and more ‘local’ to the area.

The objectives for these areas relate to surveillance and activity, encouraging shops and shopfronts to ‘participate in the street activity’. There are opportunities to achieve this by designing buildings to enhance the flow of activity between the shop and the street, and to provide a higher level of amenity for pedestrians.

The area has an existing character of main street-style ‘shop and awning’ giving the footpath cover from rain, shade from the sun, and a sense of comfortable enclosure that should be reinforced and replicated in future development or renewal.

Any new development or increase in height to the Racecourse Road retail core should respect and integrate this ‘shopfront and awning’ approach with shop-top development above either sympathetic to the parapet, or set back from the shop frontage.

This upper level development will be in the form of both shop-top dwellings that occur on a small-lot basis (ie. shop by shop) and larger more significant development that combines landholdings and frontage.

Visually, the effect of increased development to upper levels of Racecourse Road properties will be to reinforce and consolidate the sense of an enclosed ‘high street’ strip, where shop-front and awning style street level is complemented by upper level uses. This will encourage both upper level surveillance and human participation at street level.
### 8.4.2 Design Guidelines

<table>
<thead>
<tr>
<th>Objective</th>
<th>Design Guidelines</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Respect and reinforce the sense of a local ‘high street’ of Racecourse Road between Princess Street and Newmarket Street.</td>
<td>- Provide facades with appropriate scale, rhythm and proportion, which respond to the Racecourse Road character and streetscape. Street Edge facade heights should generally tie in with the predominate 2 to 3 storey scale of the streetscape. Additional height (where permitted in the Structure Plan) should be recessed from the street edge facade.</td>
</tr>
<tr>
<td>- Respect and reinforce the ‘shopfront and awning’ streetscape of Racecourse Road retail core.</td>
<td>- Utilise clear glazing and transparent doors to allow views into the building from the street.</td>
</tr>
<tr>
<td>- Create an attractive and safe streetscape to Racecourse Road.</td>
<td>- Design shop displays to actively engage pedestrians and at the same time allow views into the ground floor of the building.</td>
</tr>
<tr>
<td>- Provide for a high level of activity within the street.</td>
<td>- Design the internal layout of the ground floor to achieve a high level of visual and physical access between the building and the adjoining street.</td>
</tr>
<tr>
<td>- Provide for a high level of pedestrian amenity and comfort particularly around the new tram superstops and train station.</td>
<td>- Locate pedestrian entrances into buildings at the same level as the footpath, and ensure access is provided for all people with restricted mobility.</td>
</tr>
<tr>
<td>- Ensure new development provides a high level of visual interest to the street with activated frontages.</td>
<td>- Where an entrance for upper level or shop-top uses is required at the street frontage, it should be clearly demarcated, occupy a minimal proportion of the facade and be directly accessible from the street.</td>
</tr>
<tr>
<td>- Encourage and facilitate development of new offices and dwellings above shops to Racecourse Road retail core.</td>
<td>- Provide awnings for the full width of the block at a height which matches the predominant height of awnings within the street. Where there are few existing awnings in the street, provide awnings at a height of at least 3.5m. The depth of awnings should be a minimum of 2.5m.</td>
</tr>
<tr>
<td>- Provide development which allows for intensification of sites while maintaining the preferred character of the Racecourse Road retail core.</td>
<td>- Shop-top style development to upper levels fronting Racecourse Road should respect and reinforce the ‘high street’ character of the retail core.</td>
</tr>
<tr>
<td>- Encourage upper level terraces or balconies behind existing shopfront parapets to Racecourse Road for surveillance and activation of the street at upper levels.</td>
<td>- Encourage upper level terraces or balconies behind existing shopfront parapets to Racecourse Road for surveillance and activation of the street at upper levels.</td>
</tr>
<tr>
<td>- Provide passive surveillance of the adjoining streets and public spaces from upper levels, by providing habitable rooms with glazing or habitable outdoor spaces at the street frontages.</td>
<td>- Dwellings on corner sites should be designed to architecturally address both street frontages.</td>
</tr>
<tr>
<td>- Dwellings on corner sites should be designed to architecturally address both street frontages.</td>
<td>- Encourage street level seating and eating spaces to Racecourse Road where expanded verges and street corners allow this to occur.</td>
</tr>
<tr>
<td>- Provide visible roof forms from the street that complement the existing ‘street wall’ streetscape of Racecourse Road.</td>
<td>- Utilise balconies, projections, and a mix of materials to provide visual interest and articulation within the building facade.</td>
</tr>
<tr>
<td>- Pedestrian entries to apartment buildings should be clearly demarcated, and where possible located to secondary street frontages.</td>
<td>- Provide visible roof forms from the street that complement the existing ‘street wall’ streetscape of Racecourse Road.</td>
</tr>
<tr>
<td>- Car park and service entries should be at the rear or side of the building along secondary street frontages where possible, limited in number and width, and clearly distinguished from pedestrian access.</td>
<td>- Pedestrian entries to apartment buildings should be clearly demarcated, and where possible located to secondary street frontages.</td>
</tr>
<tr>
<td>- Driveways and crossovers should be sited so as to not interfere with existing street trees.</td>
<td>- Car park and service entries should be at the rear or side of the building along secondary street frontages where possible, limited in number and width, and clearly distinguished from pedestrian access.</td>
</tr>
</tbody>
</table>
8.5 Street Edge Interface 02- Secondary Active Frontage

8.5.1 Issues and Opportunities

Beyond the core primary frontage areas of Racecourse Road, there are a number of precincts within the area where non-core retail and commercial uses occur and are to be encouraged. These areas are denoted as secondary retail and commercial frontages, and occur in areas to the eastern and western edge of the central Racecourse Road retail core.

The uses within these secondary frontage areas are typically more service or community facility orientated, or are not core retail tenancies that require the activity of the core Racecourse Road strip to trade.

The key urban design drivers for these secondary areas, in relation to renewal and development, is to ensure that they uphold the principles of the retail core of Racecourse Road in terms of street level transparency and activity, whilst providing an appropriate transition to the adjacent residential uses.

These areas may be more likely to incorporate residential shop-top housing above any street level tenancies, and are also more likely to incorporate sensitive interfaces with next door residences.

Development within secondary frontage areas should encourage more mixed-use buildings to these areas, bringing a greater vitality to the area and promoting more diverse models of shops, small offices, and housing mixed into the existing local character of the area.
### 8.5.2 Design Guidelines

<table>
<thead>
<tr>
<th>Objective</th>
<th>Design Guidelines</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Create attractive and safe streets with a mixture of uses and activities.</td>
<td>- Provide facades with appropriate scale, rhythm and proportion, which respond to the desired land use and the desired contextual character. Street Edge facade heights should generally be 3 to 4 storeys. Additional height (where permitted in the Structure Plan) should be recessed from the street edge facade.</td>
</tr>
<tr>
<td>- Ensure new development provides a high level of visual interest to the street.</td>
<td>- Facades should be designed with a predominant use of clear glazing to allow clear views into the building. Avoid the use of blank walls and reflective glazing at the ground floor level.</td>
</tr>
<tr>
<td>- Provide a greater mix of housing types to the area, such as apartments, studio’s, and townhouses.</td>
<td>- Design the internal layout of the ground floor to achieve a high level of visual and physical access between the building and the adjoining street.</td>
</tr>
<tr>
<td>- Provide a greater mix of commercial tenancies to the area, such as home-offices, small office provision and studio spaces.</td>
<td>- Locate pedestrian entrances into buildings at the same level as the footpath, and ensure access is provided for all people with restricted mobility.</td>
</tr>
<tr>
<td></td>
<td>- Where an entrance for upper level uses is required at the street frontage, it should be clearly demarcated, occupy a minimal proportion of the facade and be directly accessible from the street.</td>
</tr>
<tr>
<td></td>
<td>- Address both street frontages at street level on corner sites.</td>
</tr>
<tr>
<td></td>
<td>- Provide passive surveillance of the adjoining streets and public spaces from upper levels, by providing habitable rooms with glazing or habitable outdoor spaces at the street frontage.</td>
</tr>
<tr>
<td></td>
<td>- Utilise balconies, projections, and a mix of materials to provide visual interest and articulation within the building facade.</td>
</tr>
<tr>
<td></td>
<td>- Provide vehicle and service access from rear laneways or secondary street frontages. Where this is not possible, ensure the entry is minimal in dimension.</td>
</tr>
<tr>
<td></td>
<td>- Locate car parking to the rear of the site or at basement level where possible.</td>
</tr>
<tr>
<td></td>
<td>- Driveways and crossovers should be sited so as to not interfere with existing street trees.</td>
</tr>
</tbody>
</table>

Secondary frontages should contribute positively to the more local streets.
8.6 Street Edge Interface 03 - Higher Density Residential

8.6.1 Issues and Opportunities

Given the strong local residential character of the majority of the RRAA, a key issue will be the way in which new higher density housing integrates with and enhances the existing neighbourhood character.

There are a number of areas within RRAA Structure Plan that have been identified as potential development sites for medium or higher density forms of housing.

These areas have a role to play in fostering urban renewal and growth of the RRAA while balancing existing resident’s amenity and respecting the neighbourhood character. They will provide for a greater diversity of housing choice in locations where the existing housing stock is typically small lot, terrace or attached dwelling. There are opportunities for new townhouses, apartments, loft studios and villa units that provide additional housing options for all segments of the local community.

The focus for new higher density housing in these areas is to encourage setbacks, building massing and articulation that complements the existing streetscapes. In addition, the interfaces should allow for positive activation of public spaces and streets.
8.6.2 Design Guidelines

<table>
<thead>
<tr>
<th>Objective</th>
<th>Design Guidelines</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Create a diversity of housing choice within the local area.</td>
<td>- Provide facades with appropriate scale, rhythm and proportion, which respond to the desired land use and the desired contextual character. Street Edge facade heights should generally be 2 to 4 storeys. Additional height (where permitted in the Structure Plan) should be recessed from the street edge facade.</td>
</tr>
<tr>
<td>- Allow and encourage high-density residential development that contributes positively to the area.</td>
<td>- New dwellings should complement local and existing housing orientation and visual scale.</td>
</tr>
<tr>
<td>- Create attractive and safe streets to Racecourse Road.</td>
<td>- Provide passive surveillance of the adjoining public realm by utilising glazing and locating habitable rooms at ground level. Avoid the use of high fencing which completely obstructs views to the street.</td>
</tr>
<tr>
<td>- Create attractive and safe local streets that retain the smaller-scale residential character.</td>
<td>- Articulate all visible facades by utilising a mix of materials and colours, projected and recessed building elements, balustrading, and composition of openings.</td>
</tr>
<tr>
<td>- Provide development which allows for intensification of sites while maintaining the preferred character of the street.</td>
<td>- Utilise simple design details and avoid excessive decoration and historical reproduction styles.</td>
</tr>
<tr>
<td>- Ensure upper levels of high-density residential development contributes activity to the streetscape.</td>
<td>- Provide visible roof forms from the street.</td>
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<td></td>
<td>- Dwellings on corner sites should be designed to address both street frontages.</td>
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<td></td>
<td>- Development should respect the pattern of front setbacks of the local context whilst maximising opportunities to increase the density of development. Refer to Figures 17 and 18 on how this could be achieved.</td>
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<td>- In areas where front setbacks are provided, the setback should be landscaped with planting that allows for views between the dwelling and the street.</td>
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<td></td>
<td>- Provide adequate privacy for ground floor apartments by raising the floor level of ground floor apartments or utilising materials and screening within the facade.</td>
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<td></td>
<td>- Ground floor apartments should be designed with direct access from the street where appropriate.</td>
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<td></td>
<td>- Pedestrian entries to terraces, townhouse and apartment buildings should be clearly demarcated.</td>
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<tr>
<td></td>
<td>- Car park and service entries should be at the rear or side of the building along secondary street frontages where possible, limited in number and width, and clearly distinguished from pedestrian access.</td>
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<td></td>
<td>- Driveways and crossovers should be sited so as to not interfere with existing street trees.</td>
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<tr>
<td></td>
<td>- Garages and carports should not be dominant elements of the dwelling and located behind the front facade where possible.</td>
</tr>
</tbody>
</table>

Encourage the provision of new and different housing models that broaden the diversity of housing choice in the area.

Encourage good medium density housing models that complement existing streetscapes.
8.7 Street Edge Interface 04 - Laneways

8.7.1 Issues and Opportunities

There are a significant number of smaller laneways within the RRAA which are typical of the inner-urban subdivision pattern of Melbourne.

These laneways have been traditionally used as the ‘back gate’ or service access to properties. However, more recently these laneways are playing a much greater role in housing and development. This reflects the changing nature of urban renewal and housing within the inner city areas, and is not without its challenges and issues.

A major issue for additional housing along lanes is resolving where the street address is located for new dwellings or premises. This is a challenge because laneways have traditionally been recognised as the rear of properties, and now, new housing is seeking to establish a primary street address to the lanes.

In addition, the laneways have significant areas of high fencing and garage doors fronting the public realm, which creates spaces that are not immediately inviting for pedestrians or visitors to walk along, or use. The issues of quality of pavement level for access, lighting, surveillance, overlooking and setbacks are all critical to the future success of renewed laneway spaces.

With this in mind, there are significant opportunities for the upgrade and renewal of laneways to create interesting and multifunctional spaces, within an existing neighbourhood. This will add life, new housing and public realm opportunities to these currently under utilised spaces.
### 8.7.2 Design Guidelines

<table>
<thead>
<tr>
<th>Objective</th>
<th>Design Guidelines</th>
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</thead>
<tbody>
<tr>
<td>- To allow newer forms of housing to exist on, and address local laneways.</td>
<td>- Ensure new housing that is located on laneways is complementary to existing housing and fronts the laneway with a garage and front door access where appropriate.</td>
</tr>
<tr>
<td>- To provide an appropriate interface between new housing developments and the laneways.</td>
<td>- Provide passive surveillance of adjoining laneways and land uses by locating habitable rooms with windows or habitable outdoor spaces on upper levels.</td>
</tr>
<tr>
<td>- To ensure laneways and mews spaces are enjoyable spaces to live in and move through.</td>
<td>- Provide front doors and entries for new development off laneways where appropriate and possible to activate laneways.</td>
</tr>
<tr>
<td>- To give equal status to laneways as local streets in terms of amenity, landscaping and capital works.</td>
<td>- Ensure new development contributes to landscaping of the laneway through interface planting that integrates dwellings with the laneway spaces.</td>
</tr>
<tr>
<td>- To provide safe and secure spaces for people in laneways through safe design principles such as lighting, viewlines, and attention to materials and detail.</td>
<td>- Implement street lighting to all laneways for safety and to encourage greater use and participation in the laneway spaces.</td>
</tr>
<tr>
<td>- To encourage people to use, and enjoy the local laneways spaces as ‘community spaces’.</td>
<td>- Where possible improve laneways materials for better pedestrian access and comfort.</td>
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<td>- Car parking for new development should have minimal visual impact on the laneway, and be screened from view where possible.</td>
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<td></td>
<td>- Provide bin enclosures for new developments which are designed to be a logical element of the building.</td>
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<td></td>
<td>- Where possible, provide a centralised bin enclosure for multiple properties, which can be conveniently accessed by residents / tenants, and waste collection services.</td>
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<td></td>
<td>- Any new housing or development to laneways must include compact landscape areas or elements fronting the lane, which help in softening the ‘lanescape’ and making it a more inviting and pleasant place.</td>
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All other languages 9280 0747