



# Caulfield Racecourse Reserve Land Management Plan

2020-2035



caulfield  
racecourse reserve

# Vision Statement

The Caulfield Racecourse Reserve is the centre of community life. It is a community and events destination of State significance. It is also one of the premier thoroughbred racing venues in Australia. It is an accessible, vibrant, flexible and inclusive space within the broader Caulfield precinct.

Welcome to the Caulfield Racecourse Reserve — a place for everyone.

Caulfield Racecourse Reserve Trust

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## **Acknowledgement of Country**

The Caulfield Racecourse Reserve Trust acknowledges the Traditional Owners of Country throughout Victoria and Australia and recognises their continuing connection to land, waters, and culture. We pay our respects to their Elders past, present, and emerging.

## **Caulfield Racecourse Reserve Act 2017**

In accordance to the Caulfield Racecourse Reserve Act 2017, the Caulfield Racecourse Reserve Trust (the Trust), is responsible for the planning, development, management, operation, care, promotion and use of the Reserve for the purposes of racing, recreation and a public park.

This report has been prepared by the Caulfield Racecourse Reserve Trust with MGS Architects.

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# Contents

	Chairperson's foreword
	Executive summary
<b>1.0</b>	<b>Introduction</b>
1.1	Project context
1.2	Land Management Plan vision and principles
1.3	What does success look like?
1.4	The purpose of the Land Management Plan
1.5	Methodology
<b>2.0</b>	<b>Caulfield Racecourse Reserve</b>
2.1	Overview
2.2	Reserve context
2.3	Current status of the Reserve
2.4	MRC access and use of the Reserve
2.5	MRC lease and licence
2.6	MRC freehold land
<b>3.0</b>	<b>Background analysis</b>
3.1	What we found
3.2	Issues and Opportunities Paper
3.3	Background reports
3.4	Demographics
3.5	Emerging trends
3.6	Post Covid-19 context
<b>4.0</b>	<b>Strategic opportunities</b>
4.1	Overview
4.2	Access and movement
4.3	Open space and recreation
4.4	Landscape, environment and sustainability
4.5	Culture, community and events
4.6	The digital experience
4.7	The racing experience
<b>5.0</b>	<b>Precincts, key projects and initiatives</b>
5.1.	Our approach
5.2.	Projects and initiatives
<b>6.0</b>	<b>Implementation</b>
6.1	Governance and management
6.2	Funding and staging
6.3	Project assessment
6.4	Next steps

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# Chairperson's foreword

**There is a great sense of excitement around the future of Caulfield Racecourse Reserve. This Land Management Plan is the culmination of efforts from the local community and their continued support and input since the Trust was formed to develop a vision and long-term strategy for the Reserve.**

I am very pleased to present how we plan to make that vision a reality over the next fifteen years.

The community, together with our key stakeholders, have played an invaluable role in allowing us to explore the full potential that the Reserve offers. Developing a clear outline for the future has been built on the heritage and history that already exists, diverse needs and aspirations of the community and the changes that we know the area will undergo as more people live, work and study in Caulfield in the future.

This Land Management Plan identifies how vibrant and inclusive the Reserve will be moving forward, and includes:

- Upgrades to existing tunnels to improve pedestrian and cyclist access.
- A new shared path around the perimeter of the Reserve.
- New seating, landscaping, and lighting upgrades to address issues around community safety and create an attractive and thriving destination.
- Improved signage and wayfinding around the Reserve.
- Family friendly social recreation spaces including a community garden, picnic areas and nature-based play to engage children.
- Year-round facilities for organised sports and recreation including a multipurpose indoor sports stadium, club room, change facilities and café.
- Brand new spaces for community and cultural events that can accommodate differing event sizes.
- Increased biodiversity and upgrades to wetland, including a new indigenous heathland.
- Continued enhancement and preservation of the racing experience as well as community access to the track for walking and jogging.

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Our focus in bringing together such a vast array of project initiatives remains true to the vision that we set out – to be the centre of community life and create a place for everyone.

This plan is the first step to delivering and realising our vision and will be used to provide guidance and direction, as well as being an advocacy document as the Trust continues to develop strong partnerships and seek funding to bring the plan to life. It will also be reviewed and monitored over time.

As we begin our journey towards a new future, I would like to invite you to find your own place within the Reserve.



Sam Almaliki  
Chairperson

**One precinct. One vision.**



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# Executive summary

**The Caulfield Racecourse Reserve Land Management Plan (LMP) articulates a vision that is consistent with the core purposes of the Reserve. Whilst recognising the significance of racing, this Plan is shaped around aspirations to create vibrant, inclusive and accessible public spaces for diverse communities.**

In 2018 the Caulfield Racecourse Reserve Trust was established by the State Government of Victoria to oversee the planning, development, management, care, promotion and use of the Reserve for racing, recreation and as a public park.

This LMP has been prepared by the Trust in order to meet its statutory obligations under *The Caulfield Racecourse Reserve Act 2017*. It provides guidance for the next 15 years, with the relocation of horse training as a significant change point, and has an appreciation that the benefits delivered to the community will be long-term.

Over the course of the next 15 years, the Reserve will undergo significant changes which are underpinned by renewed licence and lease agreements with the Melbourne Racing Club (MRC), and the relocation of horse training by 2023. An area of 23Ha will become available for expanded public use. This will include unrestricted access to land located at the periphery of the Reserve as well as increased access to the centre Reserve area.

In addition to these changes, significant government investment in the public transport network, the success of the Monash University Caulfield campus and projected residential and employment growth within the Caulfield and Glen Huntly activity centres create a context for the Reserve to be reshaped, expanding its role as a highly-valued public open space within south-eastern Melbourne.

The LMP will be a living document that can evolve and be updated to meet the needs of all stakeholders' and the broader community into the future. Further consultation will occur with any reviews or updates.

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### **What does success look like?**

Central to the LMP is the vision established by the Trust to create 'a place for everyone'. Through the aspirations outlined within the LMP, the Reserve will be transformed over time to improve both the amenity and the accessibility across the Reserve.



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### **Diverse uses, diverse events**

The ability to attract people to visit throughout the year for a broad range of exciting and stimulating cultural or sporting events, while continuing to provide a place for quiet and informal recreation within the landscapes and gardens, walking paths, and wetlands will be indicative of a successful Plan.



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### **Community places and destinations**

The Caulfield Racecourse Reserve will demonstrate how improvements and additions to both landscape and recreational amenities will provide places and opportunities for community connections for a wide range of people of all ages and all abilities, within local and regional, existing and emerging communities.



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### **Preserving and enhancing the racing and event experience**

Success will be measured by the Reserve's ability to not only continue to offer world-class racing events but to create a place that enhances the racing experience, including the quality of access to the Reserve. The renewal and ongoing improvements to the race experience are planned to protect the international significance of the Reserve.



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### **Sustainable, resilient and innovative**

Both flexible and resilient, the foci of the Reserve will evolve dynamically, based on emerging trends and contexts, continually adapting to meet changing needs of the community and the environment. Long-term outcomes will be underpinned by a framework of financial, social and environmental sustainability.



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### **Successful partnerships delivering shared benefits**

The LMP aims to facilitate successful partnerships to deliver project outcomes within the Reserve which yield the maximum benefits to the local and regional communities. Projects will align with the vision and principles of the LMP.



Auburn South Primary School, Auburn South, MGS Architects

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### **Strategic opportunities**

Expanding on the historic use of the site for racing, there are a number of potentially transformative project opportunities for the Reserve. These opportunities will be delivered through partnerships that will create innovative outcomes to ensure wide benefits for stakeholders and the community. The strategic opportunities address identified needs, current challenges and aspirations for the Reserve to become a local and regional destination for many people. The key strategic themes of the LMP are:



### **Access and Movement**

Improve existing access points into the Reserve and create new ones; create a movement network throughout the Reserve that is integrated with its context, safe and accessible.



### **Open Space and Recreation**

Provide new spaces and amenities for organised and informal or social recreation, including playing surfaces, outdoor and indoor courts, walking paths and picnic areas.



### **Landscape, Environment and Sustainability**

Improve the landscape amenity throughout the Reserve to create places for people to connect with nature to enjoy increased biodiversity values and climate-resilient landscapes and facilities.



### **Culture, Community and Events**

Preserve and celebrate the historic use of the Reserve for racing while creating new event spaces to support community, cultural or sporting events or festivals.



### **The Digital Experience**

Create the opportunity for integrated digital experience of the Reserve through Wi-Fi enabled spaces and digital communication and engagement platform.



### **Management**

Foster partnerships with shared goals to realise the Reserve vision; seek innovative solutions to deliver diverse community benefits.



## Precinct and Project Plan

### Outer Reserve

- 1 Perimeter trail, fencing and landscaping

### North Reserve

- 2 MRC Grandstand and Facilities, Northern Carpark and Multipurpose Building

### Centre Reserve

- 3 Racetracks
- 4 The Reserve Wetlands
- 5 Sports Hub A
- 6 Sports Hub B
- 7 Eastern Events Space
- 8 Western Event Space
- 9 Internal Walking / Cycling Track
- 10 Guineas Tunnel
- 11 Glen Eira Tunnel

### South Reserve

- 12 Neerim Community Hub
- 13 Neerim Tunnel

### West Reserve

- 14 Wedge Park

## Precincts, key projects and initiatives

The intent of the LMP is to describe the range and scope of projects to deliver over time within the Reserve. Partnerships will be core to the delivery of these elements in order to define funding objectives and ensure project outcomes meet the specific needs of community.

The LMP outlines five precincts which contain a range of project elements grouped together in sub-precincts to create distinct areas within the Reserve. A complete precinct will include the delivery of a range of project elements such as sporting fields, pavilions or structures, landscaping, quiet places to be in contact with nature, wayfinding and water management.

The final detailed design will be refined as partnerships are negotiated and funding becomes available. Individual projects, such as the upgrade of access points, could be delivered independently reflecting needs and priorities as they arise.

This LMP identifies the proposed direction for the Reserve to be transformed into a community driven destination and truly become 'a place for everyone'. Submissions and feedback received during the consultation process have been analysed and used to inform this final Land Management Plan.

The Trust will be seeking to work with partners to secure the necessary funding and to bring the Land Management Plan to life to deliver on its vision.



# Introduction



An aerial photograph showing the Caulfield Racecourse Reserve in Melbourne, Australia. The racecourse is a large, green, oval-shaped track with multiple lanes, situated on the right side of the image. To the left of the racecourse is a residential area with many houses and trees. In the background, the city of Melbourne is visible, including the city skyline and the bay. The text is overlaid on a dark, semi-transparent rectangular box in the upper left quadrant of the image.

**The Caulfield Racecourse Reserve Land Management Plan articulates a vision that is consistent with the core purposes of the Reserve. Whilst recognising the significance of racing, this Plan is shaped around aspirations to create vibrant, inclusive and accessible public spaces for diverse communities.**



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## 1.1 Project context



Above: Existing parking and toilets, centre Reserve area.  
Below: View across racetrack to MRC grandstand and facilities.

In 2018 the Caulfield Racecourse Reserve Trust was established by the State Government of Victoria to oversee the planning, development, management, care, promotion and use of the Reserve for racing, recreation and as a public park. This Land Management Plan has been prepared by the Trust in order to meet its statutory obligations under *The Caulfield Racecourse Reserve Act 2017*. It provides guidance for the next 15 years with an implicit understanding that the benefits delivered to the community will be long-standing.

The LMP articulates a new vision for the Reserve, one that is both consistent with the core purposes and ambitious in its aspirations to create vibrant, inclusive and accessible public spaces for diverse communities, both local and regional. The plan specifically seeks to address the historic in-balance of use as identified by the Minister when introducing the Act to Parliament (second reading speech).

Over the next 15 years the Reserve will undergo significant changes. Underpinned by renewed licence and lease agreements with the MRC and the relocation of horse training by 2023, 23Ha will become available for expanded public use. This will include unrestricted access to land located at the periphery of the Reserve, as well as increased access to Centre Reserve areas.

Access to the racecourse tracks will remain restricted when the Reserve is used for racing. The primary use of the racetracks for racing will be protected through an Access Management Plan (to be developed by the Trust) ensuring the MRC is able to maintain the racetracks to a high standard for racing.

With these changes, the Reserve has an opportunity to integrate sensitively within its surrounding context while leveraging its potential as a regional open space destination.

### **The Act**

The Caulfield Racecourse Reserve Trust was established in 2018, under its own act of Parliament, being *The Caulfield Racecourse Reserve Act 2017*.

The Act specifies the functions and powers of the Trust as:

- a. To be responsible for the planning, development, management, operation, care, promotion and use of the Reserve for the purposes of racing, recreation and a public park;
- b. To undertake proper financial management of the Reserve;
- c. To accept appointment and act as a committee of management of the Crown Land under the Crown Land (Reserves) Act 1978;
- d. To perform any other function conferred on or given to the Trust by or under this Act or any other Act.

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## 1.2 Land Management Plan vision and principles

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**Vision: The Caulfield Racecourse Reserve is the centre of community life. It is a community and events destination of State significance. It is also one of the premier thoroughbred racing venues in Australia. It is an accessible, vibrant, flexible and inclusive space within the broader Caulfield precinct. Welcome to the Caulfield Racecourse Reserve – a place for everyone.**

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The Trust has established the Vision for the Reserve along with the following guiding principles:

*Accessible and Inclusive*

- Safe and attractive entry points encouraging access into and through the Reserve.
- Easy to get to for all ages and abilities.
- Clear and easy to find information on hours of access, directions and events.

*Vibrant and Flexible*

- Attractive spaces offering a range of experiences including arrival spaces linking people, landscape and amenities.
- All places within the Reserve will promote social interaction and the ability for multiple uses to take place at any one time.

*Innovative and Sustainable*

- Creating a climate-resilient public Reserve.
- Leveraging opportunity to deliver public benefits.

**The Land Management Plan**

Drawing upon these principles, the Land Management Plan will:

- Ensure the Reserve is an accessible, vibrant, flexible and inclusive place.
- Ensure the Plan caters for a wide range of groups and events.
- Provide equitable access for people of all ages, abilities, and background.
- Is developed using research and evidence to underpin decisions.
- Be fully integrated into the vision for the Caulfield Station Precinct.
- Ensure best practice for the planning and development of public land.
- Incorporate environmental sustainability initiatives.
- Be deliverable within a 15-year time frame.
- Provide the Trust with a sustainable, integrated model for the Reserve.

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## 1.3 What does success look like?



### **Diverse uses, diverse events**

The ability to attract people to visit throughout the year for a broad range of exciting and stimulating cultural or sporting events, while continuing to provide a place for quiet and informal recreation within the landscapes and gardens, walking paths, and wetlands will be indicative of a successful Plan.



### **Community places and destinations**

The Caulfield Racecourse Reserve will demonstrate how improvements and additions to both landscape and recreational amenities will provide places and opportunities for community connections for a wide range of people of all ages and all abilities, within local and regional, existing and emerging communities.



### **Preserving and enhancing the racing and event experience**

Success will be measured by the Reserve's ability to not only continue to offer world-class racing events but to create a place that enhances the racing experience, including the quality of access to the Reserve. The renewal and ongoing improvements to the race experience are planned to protect the international significance of the Reserve.



### **Sustainable, resilient and innovative**

Both flexible and resilient, the foci of the Reserve will evolve dynamically, based on emerging trends and contexts, continually adapting to meet changing needs of the community and the environment. Long-term outcomes will be underpinned by a framework of financial, social and environmental sustainability.



### **Successful partnerships delivering shared benefits**

The LMP aims to facilitate successful partnerships to deliver project outcomes within the Reserve which yield the maximum benefits to the local and regional communities. Projects will align with the vision and principles of the LMP.

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## 1.4 The purpose of the Land Management Plan

The purpose of the LMP is to articulate the vision for the future use and development of the Reserve and provide guidance to the Trust on planning, development and management of the Reserve. The LMP preserves racing as the historical and foundational function of the Reserve and recognises its importance to the Victorian economy. The LMP builds on the previous work undertaken by the Trust, including community engagement activities, the Issues and Opportunities Paper February 2020, technical background reports and with the draft Land Management plan exhibited in June 2020.

Specifically, the LMP describes ways in which a range of community benefits might be realised through innovative partnerships and project opportunities. It maps out where these new places and facilities could be located to ensure the whole Reserve is increasingly activated through appropriately scaled, high-quality built and open space outcomes.

The Land Management Plan will be used to inform the design, development and management of the Reserve. All proposals for works, events, activities and uses will be assessed against the Land Management Plan and the Caulfield Racecourse Reserve Act for consistency and alignment with the vision. The Land Management Plan will also inform and guide the development of contemporary regulations as to how the Reserve is used.

The Caulfield Racecourse Reserve Trust in implementing the Land Management Plan will ensure compliance with other Government policies and directions, to ensure the implementation delivers on broader Government directions.

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## 1.5 Methodology

The Trust has actively sought to engage with the broader community and key stakeholders to identify the issues and opportunities, as they relate to the Reserve, through public workshops, online surveys, face-to-face meetings and submissions.

**The Land Management Plan has been developed from the following methodology:**

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Review background documents including technical reports, local and state strategic policies, and relevant documents from the VPA, the Trust and MRC.

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Review the Issues and Opportunities Paper issued February 2020.

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Understand emerging demographics and evolving role of open space in a post-COVID19 context.

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Undertake local and regional site context mapping analysis.

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Identify key initiatives for the Reserve which align with the established Vision.

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Establish an assessment criteria for all options.

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Develop and release the draft LMP for stakeholder and community engagement.

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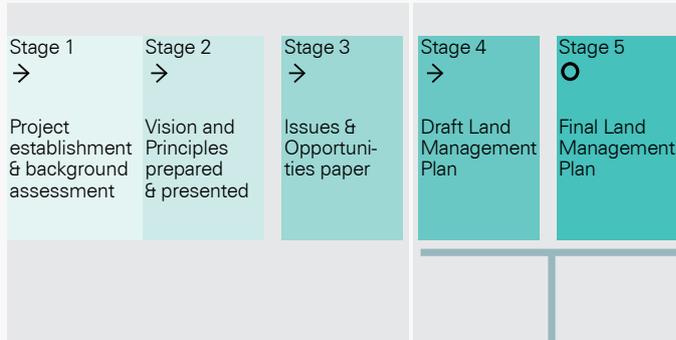
Integrate stakeholder and community feedback.

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Prepare the final LMP.

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Right: Project methodology diagram

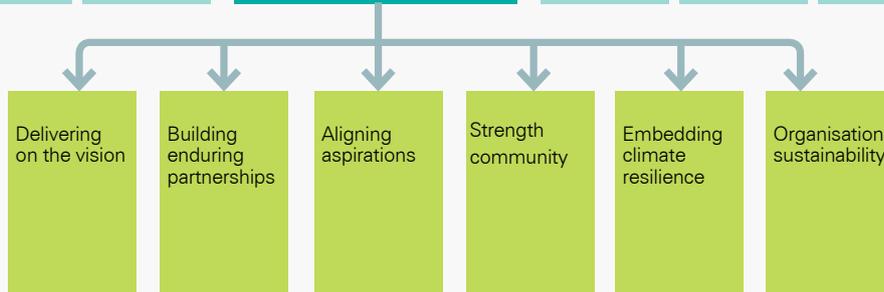


Previous work by Caulfield Racecourse Reserve Trust

LMP Project Process

Contextual policies and strategic plans

Stakeholder current and future needs





# Caulfield Racecourse Reserve

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Balwyn Tennis Club and Community Centre, Balwyn, MGS Architects



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## 2.1 Overview

The Caulfield Racecourse Reserve is a 54-hectare area of Crown Land located south of Caulfield Station. Established in 1859 as a public Reserve, it has evolved primarily to address the needs of racing, as well as being a place for recreation and a public park.

The Reserve includes:

- Racetrack proper and associated training and access tracks.
- Centre Reserve including a southern lake and northern lake and wetland.
- Northern precinct including the grandstand and car parking areas.
- A western area located south-west of the Reserve on the outside of the racetrack, currently used for horse training.
- Neerim Stables area located to the south and fronting Neerim Road, currently used for horse training.

Much of the built form and landscape assets have been established to serve needs associated with racing, including the grandstand, smaller pavilions and lakes. Around the northern lake and wetland, paths, a boardwalk, car parking and picnic shelter serve a range of users for informal and social recreation.

Although the Reserve is a significant public asset, historically, access to the Reserve has been challenging as a result of racing-related activities, or the perception of the access being unsafe, difficult or uninviting. When introducing the Caulfield Racecourse Reserve Act 2017 into Parliament (second reading speech) the Minister identified the need for action and to address the imbalance of uses and access at the Reserve.

The Caulfield Racecourse Reserve Act initiated fundamental changes to the future governance of, and lease/licence arrangements, for the Reserve. These changes included the relocation of horse training by 2023, and renewed MRC licence and lease agreements which will influence the accessibility to the Reserve. The 2018 65-year lease to the MRC provides for the MRC to own, maintain and operate facilities on the Crown Land, whilst providing for ongoing community access. As a consequence there will be increases in the hours and days of access and areas available to the public. A 10 year license was issued by the Trust in 2018 which provides for day and event parking in the middle of the Reserve. The licence encumbers the use of the Reserve until alternative parking is provided for the remaining period.

The use of the Reserve as one of Australia's pre-eminent racecourses will continue, with opportunity for enhancement of the racing experience through initiatives identified in the LMP.

## 2.2 Reserve context

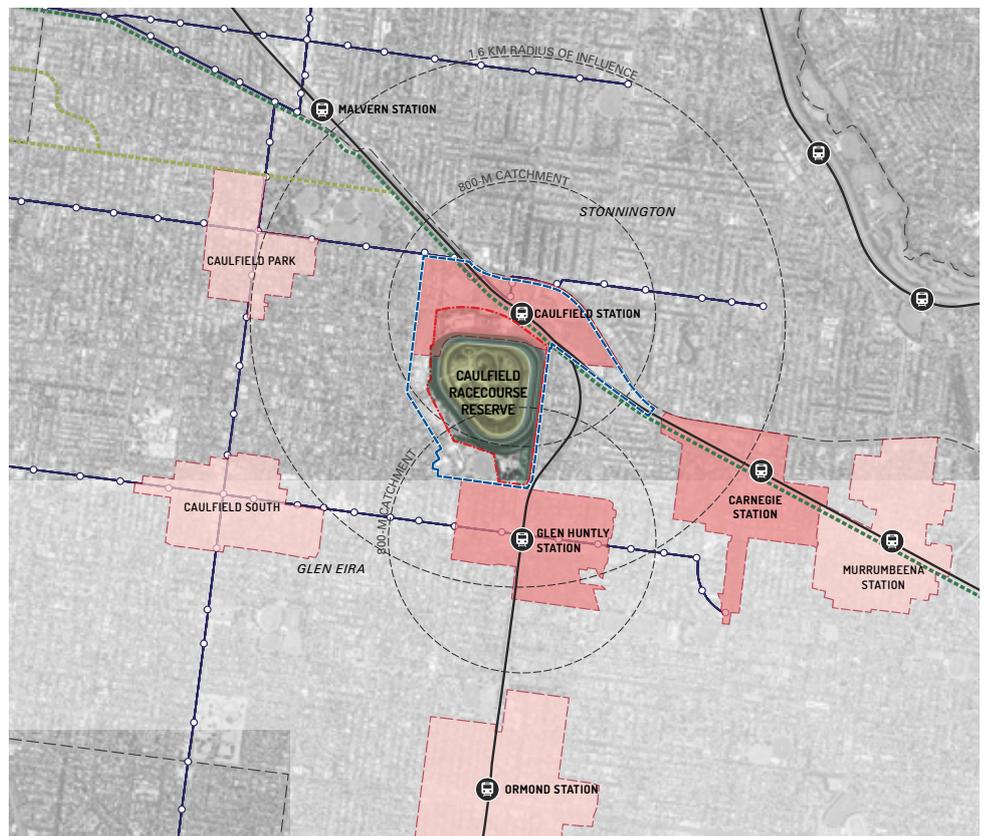
### Regional context

The Caulfield Racecourse Reserve is a regionally significant major events and recreation open space within the City of Glen Eira.

It is located adjacent to the southern boundary of City of Stonnington and is approximately 10km south-east of Melbourne CBD. It is well serviced by the existing road network and located south of the Caulfield Station, a strategic transport hub in Melbourne's South East. As part of the Melbourne Metro work currently underway, the Caulfield Station should be upgraded to improve the visitor experience and improve movement in the precinct. The Melbourne Metro works will see an increase in capacity of the train line highlighting the strategic location of the Reserve with respect to its future improved connectivity to greater Melbourne.

The Caulfield Racecourse Reserve is associated with a long history of racing and is a destination for race events of state, national and international significance. While horse training will relocate, racing days and racing carnivals will remain key events on the Reserve calendar.

-  Caulfield Racecourse Reserve
-  Station Precinct Boundary
-  Metro network
-  Tram network
-  Cycle network (rail corridor)
-  Cycle network
-  Major Activity centre
-  Neighbourhood Activity centre
-  Local Government



Above: Regional context plan.

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### **Planning and policy context**

Caulfield is identified in Plan Melbourne as a Major Activity Centre incorporating the State-significant Monash University Education Precinct. Future employment growth is anticipated to support the key education role, along with ancillary services, retail, commercial and accommodation.

The Reserve forms a significant part of the Caulfield Station Precinct. As part of the process for developing the Caulfield Station Precinct Structure Plan (PSP), the Victorian Planning Authority (VPA), in partnership with Glen Eira City Council and others, has conducted community and stakeholder consultations which identified six key directions which will guide the structure plan and future development of the precinct. One of these key directions is that the Reserve is opened up for recreation and civic uses in addition to world-class horse-racing events. The Trust is working closely with Council and the VPA to ensure the Land Management Plan complements and is aligned with the Caulfield Station Precinct planning.

Local planning policy also identifies the need to improve access to the Reserve in order to meet both existing and future demands for open space.

### **Local context**

The Caulfield Racecourse Reserve is located between two of Glen Eira's major activity centres, Caulfield Station Activity Centre to the north and Glen Huntly Activity Centre to the south. While the Reserve is currently strongly associated with the Caulfield Station Precinct, once the horse training is relocated by 2023, there is a significant opportunity to improve open space access and amenity for all residents, workers, students and community groups of both Activity Centres, as well as supporting safe and convenient pedestrian and cyclist movement between the two.

To the north of the Reserve is the Caulfield Village development, currently under construction. When complete, this will deliver over 2000 dwellings along with retail and commercial spaces. To the west of the Reserve is the MRC freehold land, which has been identified for future residential development by the Caulfield Precinct Structure Planning process. Combined, both developments are likely to bring additional residents into the Reserve's immediate catchment.

Legend:

- Caulfield Station Precinct
- Caulfield Racecourse Reserve
- Local Government
- Open space
- Metro network
- Tram network
- Bus network



Above: Local context plan.



Above: Booran Reserve, Glen Huntly.  
Below: Glen Huntly Park

The Caulfield Station Activity Centre planning will deliver a vision to upgrade the Caulfield Station area, improving connectivity within the precinct, increasing activity and catering for the increased demand and use of the Reserve into the future. The precinct planning should improve the connectivity and function of this area. Monash University is a key stakeholder within the precinct; staff and students regularly access the Reserve, both formally and informally, for uses such as car parking, space during exam periods and recreation such as jogging.

To the south of the Reserve is Glen Huntly Park, an active recreation space including a playing field and tennis club, and to the south-west, Glen Eira College. To the east of the Reserve is a residential area extending to Carnegie which is divided by the Frankston train line running north-south. Currently, a single pedestrian underpass provides links between the two residential areas either side of the train line. Additional or improved connections, delivered as part of the Melbourne Metro project, would improve access from the east, consolidating the eastern pedestrian and cyclist catchment area.

Extending north-south along the Reserve's eastern boundary, Queens Avenue provides a logical primary cycle link between Glen Huntly and Caulfield Station. The recently constructed Djerring Trail along the Pakenham line currently ends in East Caulfield Reserve.

An opportunity for the Reserve is the development and use of the Neerim Stables site, leveraging its proximity to the Glen Huntly Activity Centre through appropriate uses and intensity of use. The Neerim Stables site has the potential to provide a broad range of community uses that complement the existing community and open space network, including Glen Huntly Park and Booran Reserve. Creating an activated frontage along Neerim Road will encourage access to and use of this area and create sightlines into the Reserve.

### **Historic context**

While the Caulfield Cup was formally established on the Reserve in 1879, racing had been taking place on the land for several decades prior. Prior to use as a racecourse, the site contained heath, sand hills and snake-infested swamps.

The Caulfield Racecourse Reserve as a whole has social, cultural, aesthetic and architectural significance for the State of Victoria. While there are some individual buildings of significance, the use of the Reserve is the most significant element. Historically, the Reserve has contributed to the history of the development of racing in Victoria and Australia, and has been the location, for more than 150 years for important racing events and carnivals.



Above: Caulfield racetrack.  
Below: Northern lake.

The centre Reserve area has historically been referred to as 'The Flat' (in use from 1876). The northern lake (constructed in 1900-1905) is an important historical feature which continues to be the focus of public access today.

Incorporating the historic use of the Reserve is considered an important part of the LMP in order to create opportunities for users to engage with the history of the place. Traditionally, this has included access to the track for activities such as jogging and walking. The LMP seeks to find a balance between maintaining this tradition and preserving the safety requirements of the racing community.

### **Biodiversity and landscape quality**

A predominantly grassed space, the central Reserve area includes two lakes with associated vegetation. The northern lake and wetland includes a small boardwalk, children's play area and shelter structure, a public toilet building, car park, paths and a fenced grassed area. Whilst both lakes have some degree of biodiversity value, the northern lake and wetlands is the only lake currently accessible to the public. The quality of the landscape elements within this area of the Reserve require improvement to meet contemporary landscape needs and expectations.

The lakes provide water for irrigation of the Reserve and tracks, and also support indigenous wetland plants and water birds. A number of Coastal Manna Gums (*Eucalyptus viminalis* subsp. *pyroriana*) are located outside the central Reserve, within the Neerim Road Stables site. These specimens are representative of the 'Heathy Woodland' Environmental Vegetation Class which characterised the area prior to European settlement - a 'rather dense, shrubby or heathy understorey, on low rises with sand and gravel'. On the basis of the lakes and the Manna Gums, the Reserve is noted as a biodiversity 'hotspot' within the City of Glen Eira's Biodiversity Strategy although the trees are most likely not remnant trees. A small number of trees are located within the Reserve to the north-east of the Glen Huntly Tennis Club.

Landscape amenity and biodiversity value is generally low across most of the Reserve.

## 2.3 Current status of the Reserve



Above: Guineas tunnel, pedestrian/cyclist only.  
Below: Entrance to Glen Eira tunnel, vehicle, pedestrian and cyclist access.

The Reserve is comprised of the following areas:

- Racetrack proper and associated training and access tracks.
- Centre Reserve including two lakes.
- Northern precinct including the grandstand and car parking areas.
- A triangular area of land located to the south-west of the Reserve, currently used for horse training, referred to in the LMP as the Wedge Park.
- Neerim Stables area located to the south and fronting Neerim Road.
- Access into the Reserve is either walking across the racetrack or through a tunnel below the track (pedestrian, cyclist or vehicular).

### Existing public access locations and hours:

Type of access	Gate	Hours
Pedestrian and cyclist	Guineas Tunnel entrance (direct access to Reserve centre)	9.30am to sunset every day, apart from race days and major events
Pedestrian only	Queens Avenue entrance (main racetrack access only)	9.30am to sunset every day, apart from race days and major events
Pedestrian only	Neerim Road Entrance (main racetrack access only)	9.45am to 1.30pm and 4pm to sunset every day, apart from race days and major events
Pedestrian, cyclist and vehicles	Glen Eira Road tunnel entrance (direct access to Reserve centre)*	9.45am to sunset every day, apart from race days and major events

*\*Tunnel access is currently reliant on access across the MRC freehold land and the acquisition or transfer needs to be resolved through the Caulfield Station Precinct Structure Plan being facilitated by the VPA.*

### Racing, training tracks and facilities

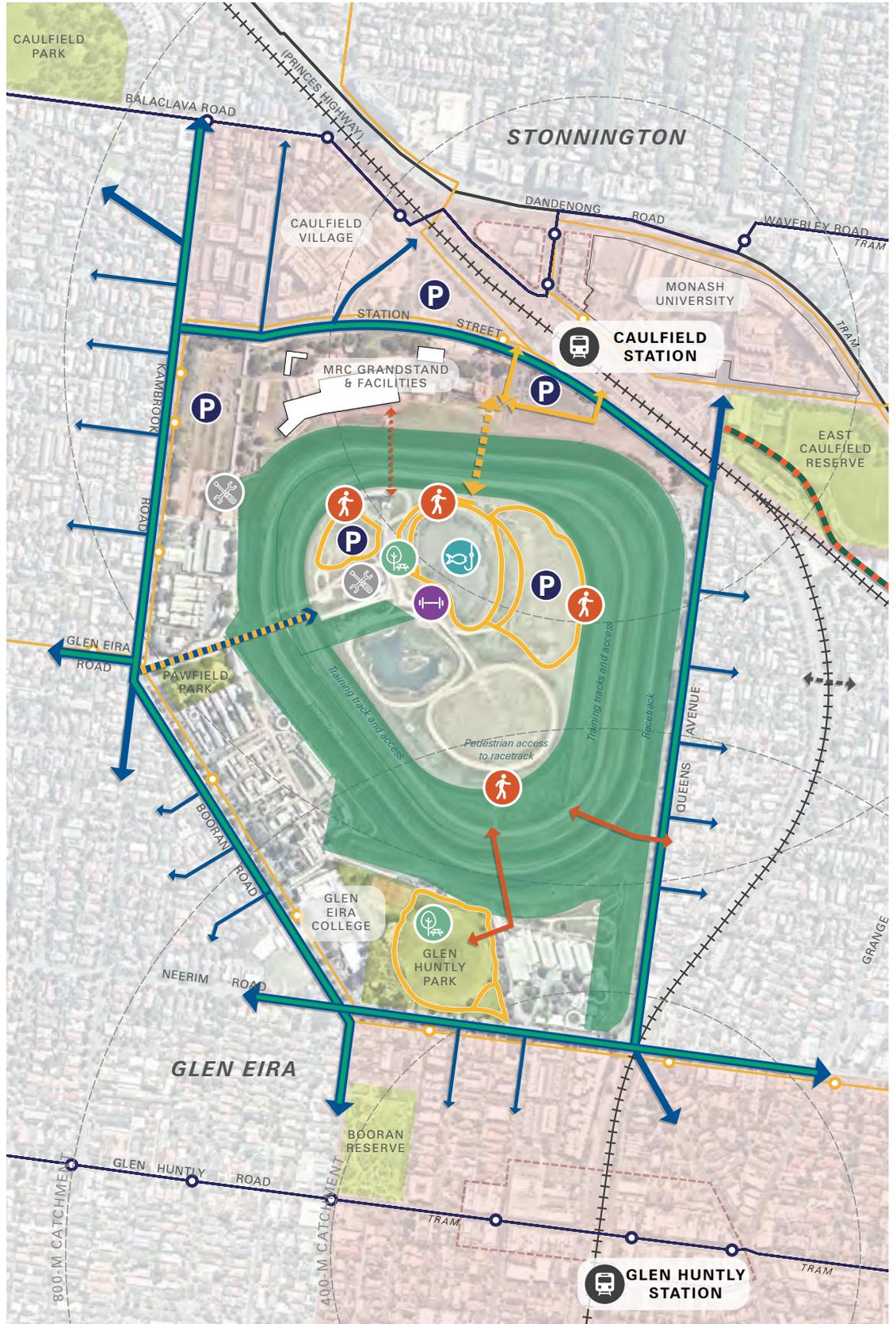
Much of the built form and landscape assets have been established to serve needs associated with racing, including the grandstand, smaller pavilions, lakes, racetracks and training tracks. Horse training activities currently access the Reserve each day constraining the hours the Reserve is publicly accessible. The maintenance and storage areas are predominantly on freehold land and will be relocated onto the Reserve in the future.

On race days, MRC have historically had exclusive use of the Reserve including access to areas of the centre Reserve for car parking. The current number of race days is approximately 23 per annum. The MRC are currently considering night racing as an expansion of their current racing calendar which includes construction of a second track. Under this scenario the number of race days could increase to around 45 days per annum.

Legend:

- Caulfield Racecourse Reserve
  - Local Government
  - Metro network
  - Tram network
  - Bus network
  - Open space
  - Activity centre
  - Racetracks, access and training tracks
- MOVEMENT
- Existing*
- Road network (vehicular, pedestrian and informal cyclist)
  - Vehicular with cycle lane (on road)
  - Shared trail (off road)
  - Pedestrian/cyclist underpass
- RESERVE ACCESS
- Vehicular/cyclist/pedestrian tunnel
  - Pedestrian/cyclist tunnel
  - Pedestrian access (across track)
  - Pedestrian tunnel - MRC access only
  - Pedestrian path
- Use
- Parking
  - Outdoor gym
  - Picnic Area
  - Fishing
  - Walking and passive recreation
  - Storage and maintenance facility

Note: Access to Centre Reserve from Queens Avenue via crossing tracks and passing under racecourse fencing.



Above: Current status of Reserve including access and uses.



Above: Caulfield Racecourse Reserve MRC Grandstand.  
Below: Northern lake and wetland with existing screen and pavilion, centre Reserve area.

### **Grandstand/ Northern Precinct**

The northern precinct includes the grandstand structure, several small buildings and facilities and on-grade car parking to the north-east. The northern entry to the Guineas Tunnel is located in the Northern Precinct adjacent to the car park. Public access through the tunnel is restricted as described above. The tunnel entrance is often concealed behind event infrastructure, impeding sight lines and reducing the sense of public access. During set up for major events this access is also often impacted.

### **Centre Reserve**

The centre Reserve includes large open spaces, walking paths, boardwalk around the lake picnic areas and car parking accessed via Glen Eira tunnel.

In addition, there are a number of smaller buildings and structures used by the MRC during race days or training. A large digital screen is located opposite the grandstand behind a small pavilion. This pavilion enables access to the grandstand area via a tunnel for patrons coming from the south. On race days the centre Reserve is also used for parking and hosting associated event activities.

The lakes provide water for irrigation of the Reserve and tracks, and also support indigenous wetland plants and water birds which are to be found in higher numbers here than in any other part of Glen Eira.

### **Wedge Park and Neerim Stables**

The area of land to the south-west of the Reserve, referred to as Wedge park, along with Neerim Stables to the south, will become publicly accessible parts of the Reserve following the relocation of horse training. As these areas are outside the course proper, public access to these spaces will be unconstrained by race day activities. Both sites currently contain a number of structures and spaces that support horse training activities. The Neerim Stables site has a number of established Coastal Manna Gums (*Eucalyptus viminalis* subsp. *pyoriana*).



## 2.4 MRC access and use of the Reserve



Above: Outdoor cinema screening.  
Middle: Horse racing events.  
Below: Family fun days.

A core purpose of the Reserve is for racing events. Caulfield Racecourse is highly regarded as an important international racing venue. The LMP recognises the value of this activity and identifies opportunities to enhance the experience of race days and carnivals through improvements and upgrades to facilities and access onto the Reserve. The MRC Masterplan for the renewal and and upgrades will ensure the future of racing at this Reserve and will need to be consistent with the LMP.

### Racing as an event

- The Track: the quality and condition of the track is critical for both horse and rider safety. Outside race events, access is required for maintenance operations such as mowing and irrigation.
- Spectators / participants: race events attract members of the racing community as well as members of the public.
- Corporate: The MRC events and spaces are frequently used for corporate hospitality and member activities.

On race days, the MRC has historically had control and management of the entire Reserve via the Government Gazette process. The LMP seeks to enable other complementary uses to occur on the Reserve which don't impact upon racing. On non-race days however, a number of other events or uses occur within MRC areas and facilities.

These include:

- University exams
- Weddings
- Corporate events and private functions
- Community events
- Shows and exhibitions

In the future, additional community groups could benefit from increased access to the MRC facilities in their current form or following upgrades and redevelopment. Further investigation is required and should inform the design and redevelopment process. Future outcomes may directly benefit the MRC in the form of income with funding arrangements, while also benefiting the community through increased access to and use of the Crown Land.

Access to the Reserve prior to or after race events is to be explored, noting that use of the gazetted area of the Reserve for racing will take precedence and priority on any gazetted event declaration. This includes the need to move race times on short notice and this will be further addressed as part of an Access Management Plan.

Right: The Caulfield Cup is an internationally recognised racing event.



## 2.5 MRC lease and licence



Stage One lease and licence plans  
Top: MRC lease including training  
Bottom: MRC licence for car parking

### Stage 1: Current agreement

Lease and licence arrangements with the MRC provide for them to develop, maintain and manage infrastructure for their needs, subject to approval by the Trust.

The lease is for 65 years from 2018 and enables the MRC exclusive use in the Reserve area, whilst not impeding established access and uses. This includes the racecourse, grandstand, gaming facilities, and the Guinness Car Park, allowing a range of uses pursuant to the established activities of the Club. Under the lease agreement MRC are required to maintain the track to the standard that supports safe and competitive racing.

The licence for car parking is for 10 years from 2018. The licence area is located within northern sections of the Reserve. In addition to parking on race days, Stage 1 allows access to parking on non-race event days within the licenced area (up to 12 non-race event days each year) and use of all of the licenced area for race days, plus Monash University exam days.

### Stage 2: After relocation of horse training

This is expected to occur within the next three years (by 2023). During Stage 2 of the lease, all previously permitted uses will continue to be permitted, with the exception of horse training.

The lease footprint is subject to change, dependent on the final design of a second racing track and maintenance/ operational facilities. The licenced use for Stage 2 is unchanged from Stage 1 (500 parking bays daily and 1,250 bays for up to 12 days per annum plus Monash University exam days). However, the licenced area itself will shift for Stage 2 so that patron parking is consolidated along the northern boundary and in the north-western corner of the centre of the Reserve.

Legend:

-  Caulfield Racecourse Reserve
-  Open Space
-  Activity centre
- Lease & licences (Stage 2)*
-  MRC Leasehold area
-  Licence area



Above: Stage Two MRC lease and licence plans, areas once training is relocated.



Anderson Road, Sunshine, MGS Architects

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## 2.6 MRC freehold land

### **Current status and future use**

- Currently used for horse training and car parking.
- Relocation of horse training by 2023 from the Crown Land area.
- Planned residential development including some areas for community use, such as the proposed heritage area along Booran Road.

### **Preferred outcomes for the LMP**

The proposed redevelopment of the MRC freehold land has the potential to be a positive addition to the Caulfield Station Precinct and Reserve, creating a place for a new community, contributing to the vibrancy of the activity centre as well as renewed and expanded local amenity. A collaborative approach underpinned by engagement with the Glen Eira Council and other relevant agencies will ensure the development is aligned with local policy and aspirations noting the proposed development will be subject to the council planning process. The proposed design should reflect the importance of the Reserve by advocating for the preservation of its valued characteristics as a regional and community asset. Specific outcomes sought by the Trust include the following, with outcomes to be determined through the Precinct Structure Plan (PSP) process:

- Provision of an open, transparent link to Wedge Park in the area of the heritage precinct.
- Shared path around the Reserve to be located on the MRC freehold land.
- Provision of a road between the proposed development and the Reserve for public access.
- Transfer of land for road access to Glen Eira tunnel to Council or the Trust.
- Seek to maximise ground floor activities for community and commercial use to increase activity
- Preservation of view corridors into Reserve from adjoining local streets.
- Minimise overshadowing of the public realm or racecourse.
- The design, materials and form not to dominate the open feel of the Reserve.
- Minimise the impacts of wind tunnelling and turbulent effects on the Reserve and its users, as well as wind mitigation to the perimeter of the Reserve.
- Ensure that the design promotes the safety of the public realm, such as through passive surveillance of the Reserve from residential dwellings.



# Background analysis

3



Monash University, Caulfield Campus Masterplan, MGS Architects and Aspect Studio

The strategic priorities for the Land Management Plan are to address access and activation of the Reserve. Improving the quality and location of access points as well as creating new destinations and places to spend time in is critical for the Reserve's future success.



## 3.1 What we found



Above: The Reserve currently provides space for informal and social recreation.

Below: The northern lake and wetland is enjoyed for its environmental values.

### Overview

- There is an existing and growing demand for open space, both locally and regionally and therefore a need for the Reserve to become a more activated and accessible public space.
- There is a shortfall of open space in the region and a shortfall in the provision of sporting infrastructure for established and emerging sports.
- Due to the size, orientation and current use within the Reserve, there is capacity to accommodate a number of uses and facilities, including space for both social or informal recreation and organised recreation such as sport.
- There is an opportunity to expand the Reserve’s current role as an event destination.
- By increasing the range of facilities and amenities within the Reserve a greater number and more diverse groups of people are likely to access the Reserve.
- The Reserve has a number of preconditions, such as biodiversity and its function as water catchment and storage; there is an opportunity to improve these characteristics and functions.
- The Reserve is well serviced by public transport, being located midway between Caulfield Station and Glen Huntly Station, with excellent access to trams and buses. The Metro upgrades and proposed light rail to Rowville will enhance this access.
- The Reserve functions as a key destination with many reliant on travelling by car. Traffic management and parking will remain important to the function of the Reserve as a destination.
- The Reserve will retain the historical function for racing.

## 3.2 Issues and Opportunities Paper



The Issues and Opportunities Paper identified priorities and key themes as well as potential projects or transformations of the Reserve which would benefit the community over time.

The two strategic priorities identified were **access** and **activation**. Many of the projects or opportunities directly related to these issues, which included upgrading or creating new paths and access points, as well as introducing a range of new activities in to the Reserve. Biodiversity and environmental issues were also outlined, recognising the existing value that the Reserve has in its current status, such as the northern lake and wetland.

Importantly, the Issues and Opportunities Paper explored the possibility that night time activity may be appropriate for the Reserve, including racing, thereby extending its hours of use and meeting the increasing demands for open space to support recreation and events.

Other uses identified by the community and stakeholders of the Reserve include playgrounds, community garden, passive open space, and informal recreation areas such as walking paths. These suggestions were adopted by the Trust as representing what were known and perceived by the community as aspirations. No weight or decision was placed on any element. The LMP considers the input received to date from consultation, the Issues and Opportunities Paper and background studies.

### Key themes:

- [1 Environment](#)
- [2 Access and movement](#)
- [3 Culture, community, events](#)
- [4 Open space and recreation](#)
- [5 Management](#)

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## 3.3 Background reports

### **Environment**

**Biodiversity:** Opportunity to improve ecological and biodiversity value of Reserve as a valued passive open space in Glen Eira. The lakes and wetland contain some indigenous species considered locally significant.

**Water and drainage:** The catchment for the Reserve is limited to the Reserve and is not naturally supplied from the surrounding area. Over 90% of irrigation demands are met by the northern lake, which is topped up from the catchment within the Reserve; new landscaping works should prioritise increasing water catchment and retention on-site. The Trust will seek to work with the MRC on an integrated water management plan for the whole Reserve to enable best practice in water management to be included.

### **Access and movement**

**Parking and Transport:** There is a need to provide parking on the Reserve for visitors whether attending events or visiting the park for recreation purposes. Car parking should be located to improve access for users whilst minimizing the impact on open space and public use.

**Municipal cycling policy:** A cycle route between Glen Huntly Station and Caulfield Station has been identified as a missing link.

**Caulfield Station Precinct key ideas:** Lack of access to the Reserve and the quality of the pedestrian environment within the precinct are considered key issues. Key ideas include improving access to the Reserve by improving strategic links and connections and improving the use of the Reserve as a park and for recreation.

### **Culture, community and events**

**Heritage:** There are currently no heritage controls for the Reserve although opportunities exist for retaining, re-purposing and reuse of existing site buildings and features, as well as creating placemaking opportunities. The use of the Reserve, for racing and as a public park and recreation, is the most significant heritage element rather than the Reserve buildings or structures.

**MRC Freehold Land:** The MRC are proposing significant redevelopment of this land including residential areas and the potential for the heritage precinct to be used for community uses. The Trust will seek to be engaged in the process, although this is a decision for Council.

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## **Open space and recreation**

**Sport and Recreation:** Current and future demand for indoor and outdoor sports were assessed in the context of the emerging demographic and balanced against the need to maximise active recreation opportunities with passive recreation and places to host events and social recreation.

Examples of sports with a significant shortfall in access to infrastructure include: hockey, soccer, football, cricket, basketball, netball and gymnastics.

**Municipal Open Space Policies:** Open spaces need to be climate-resilient, enhance biodiversity values, and be safe and accessible. There is a demonstrated demand for open space within walkable distance within Caulfield. The Reserve meets some of this need and also serves a broader function as a regional open space, specifically the middle area of the Reserve is used as a flexible open space for informal use.

## **Management**

**Caulfield Station Precinct:** Strong advocacy role for the Trust is ensuring planning policy and schemes best support the Reserve's ongoing and future uses. The Trust will seek to work with the State Government, City of Glen Eira, City of Stonnington, Monash University and MRC through the planning process to improve the access and permeability of the precinct for all.

**Monash University:** Opportunity to reinforce pedestrian connectivity between the Reserve and campus. Increased demand on open space and recreation from increasing student and staff numbers.

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## 3.4 Demographics

### **Demographics**

Over the next two decades and beyond, the neighbourhood, local and regional populations will look to the Reserve to meet growing needs for access to open space. In addition to increased demand for both passive and active spaces from Glen Eira and Stonnington residents, there will be demand from the expanding student and staff numbers at Monash University. The Caulfield Station Precinct and the Glen Huntly Structure Plan also highlight key features of expected population growth, with a particular focus on employment.

Supporting its regional role, the Reserve will become increasingly accessible with upgrades to both transit infrastructure and active transport networks.

Within its immediate context, total residential growth from the Caulfield Village and the proposed MRC developments will create a significant new community within walking distance of the Reserve. Residents of higher density housing typologies will look to public parks and reserves to meet their open space needs.

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## 3.5 Emerging trends

### **The expanding role of open space**

Located to the north, Monash University, a key stakeholder, anchors the Education Precinct. Within Monash University, evolving typologies of educational spaces promote collaborative learning.

Wi-Fi enabled outdoor spaces expand traditional teaching formats, highlighting the campus and campus context as potential teaching spaces. The Reserve has the opportunity to support this trend, recognising that open spaces can support more than recreational or social activities but also support teaching, learning and research both at Monash University and the nearby Glen Eira College. By extension, this applies to other levels of education, as well as people who might be working from home.

### **Equitable access to sport**

Compliance of new sporting facilities with the Disability Discrimination Act will ensure increased equitable access for both participants and spectators of differing abilities. The demand for sporting fields and facilities specifically for women's and girls' sports, such as cricket and AFL, has also increased and is expected to experience continued growth. A key opportunity for the LMP is to address equitable access at the outset of a project, ensuring all aspects of planning and design meet the needs of sporting participants and spectators visiting the Reserve.

### **Personal safety in urban environments**

The design of parks and open spaces to create safe and secure environments has also become increasingly important and will continue to do so as the local resident population grows in the future. The adoption of CPTED (Crime Prevention Through Environmental Design) guidelines will increase equitable access, a core principle of the LMP.

### **Digital engagement with place**

Understanding a place is increasingly tied to a concurrent digital experience. Online maps, data, information and images support how we understand a place, respond to it and engage with it. Sharing details such as lap times, photographs or comments is embedded into our cultural expression and forms the basis of online communities in which like-minded people connect. In addition, digital engagement can be an effective way of telling the stories of the Reserve in relation to its ongoing significance to traditional owners, its history, as well as new activities on the site.

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Digital engagement can offer a richer experience of the Reserve, linking with existing platforms, such as citizen science apps, as well as creating the means to communicate clearly around access and events. It will enable people visiting for active recreation, that are not part of a team or club, to interact with other users in a meaningful way.

### **Active transport and mode shift**

As private vehicle ownership per capita rates drop and roads reach peak capacity, Melbourne's urban populations are increasingly choosing alternative travel modes (for example bicycle) and multi-modal travel (for example car and train) for short and longer trips. In addition, the Glen Eira Council is shifting away from cars as the predominant transport mode through its planning amendments and policies.

Positioned between two metro stations, two metro lines and two activity centres, the Reserve has the potential to provide a logical link to local active transport networks. The Reserve's proximity to Caulfield Station is an opportunity to support multi-modal travel through car and bicycle parking close to the station. Integrating vehicle drop-off areas will also support this trend away from private vehicle ownership.

The role of the Reserve as a destination will increase and the demand for all forms of transport to be considered by Council is essential. This includes daily activities, as well as event planning for pedestrian, public transport, cycling, ride share and taxi. This will be addressed in the Caulfield Station Precinct planning process.

### **Development models and typologies**

Innovative development models which deliver community benefits by leveraging existing assets will deliver a wider range of outcomes. Fundamental to this is the establishment of partnerships with shared goals and values. Understanding the needs of the local community and the changing urban context is important to foster project collaborations. Community spaces, sporting venues and places for informal or social recreation such as gardens, parkour or skate parks could be delivered concurrently, yielding stronger and more resilient development models.

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### **Existing and emerging demographic**

In general, Glen Eira has seen a demographic change over the past few years with the increase of migrant populations. In the Caulfield Station Precinct, proposed new residential and mixed-use developments, namely the MRC's freehold land and the Caulfield Village, will highly increase resident population and daytime population as new retail and commercial office spaces bring in new jobs. On the other hand, Monash University Caulfield campus remains a strong attractor of the younger student population and education-based employees and their numbers are expected to increase as the university expands its floorspaces. Thus, the Reserve, as a key open space within the precinct and its local catchment, will have to respond to the changing needs, to be able to cater for all current and future users regardless of gender, ability, background, and interest.

### **Sustainability**

There is broad community expectation on all agencies and organisations to achieve the highest performance on Sustainability measures possible to mitigate the impacts upon the environment and future communities. Areas of focus include water management, energy, waste, biodiversity and the urban heat island effect.

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## 3.6 The post Covid-19 context

At the time of writing, the global urban condition has undergone a rapid and significant change due to the Covid-19 pandemic. The increasingly urbanised populations of both greater Melbourne and regional Victoria have both seen an alteration of everyday patterns to accommodate the current requirement for physical distancing.

Consequently, open spaces, including the Caulfield Racecourse Reserve, have experienced an increase of usage by residents, many of whom are no longer commuting to other locations for work but working from home. Local parks and reserves have become even more important as places of recreation and relaxation, particularly for individuals and households. Moreover, along with the need for exercise, contact with nature which promotes health and well-being will be increasingly sought after.

While these trends will shift as we move towards a post Covid-19 context, it is possible that a larger percentage of the population working from home will become the norm and therefore open spaces, including the Caulfield Racecourse Reserve, will need to be adaptable to accommodate the increased demand for open space for informal recreation as well as working and studying spaces.

The Land Management Plan provides an ideal investment opportunity in the post Covid-19 environment, to create employment opportunities, to improve access to open space and opportunities to ensure the Reserve is a destination for everyone.



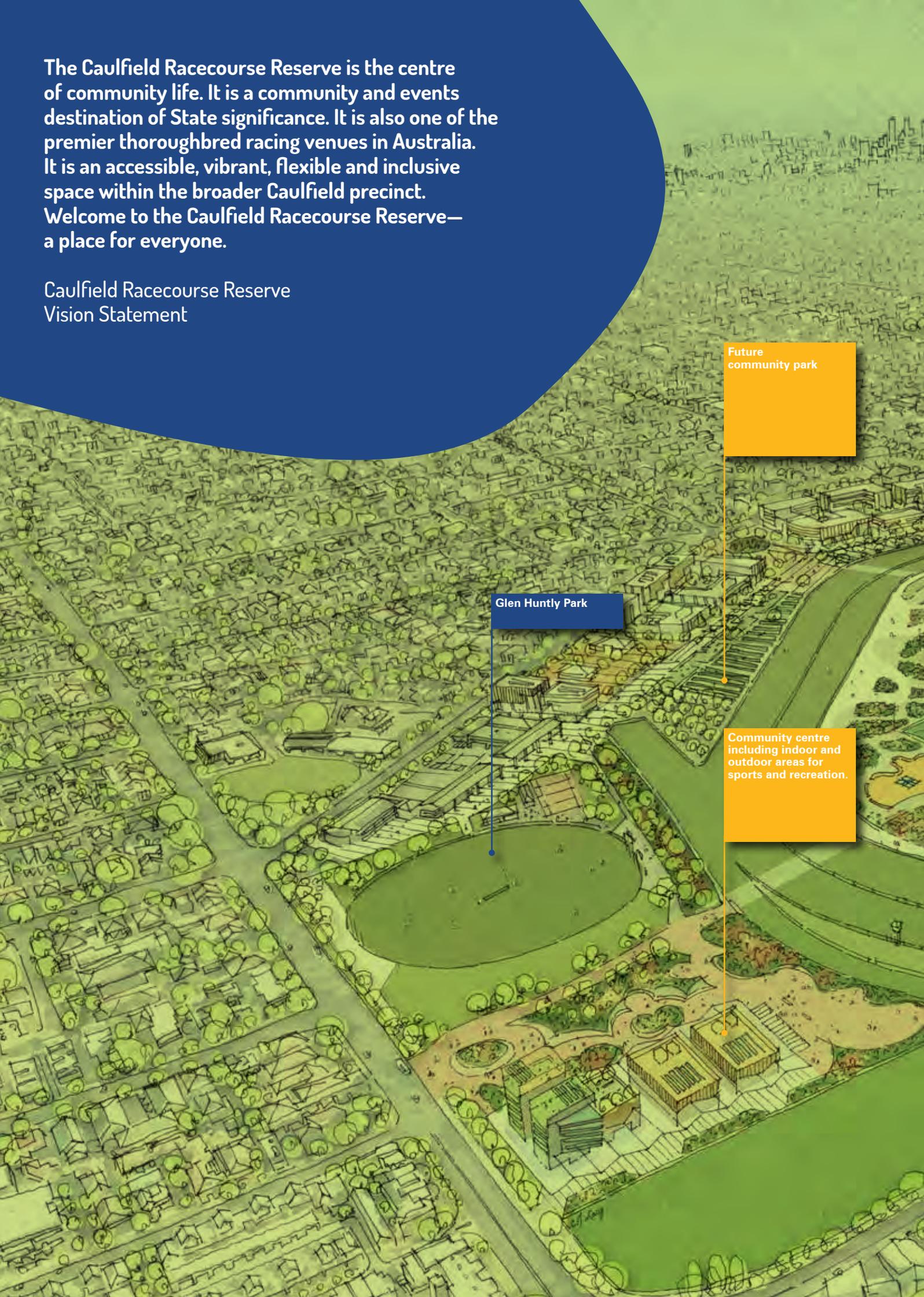


# Strategic opportunities

4

The Caulfield Racecourse Reserve is the centre of community life. It is a community and events destination of State significance. It is also one of the premier thoroughbred racing venues in Australia. It is an accessible, vibrant, flexible and inclusive space within the broader Caulfield precinct. Welcome to the Caulfield Racecourse Reserve— a place for everyone.

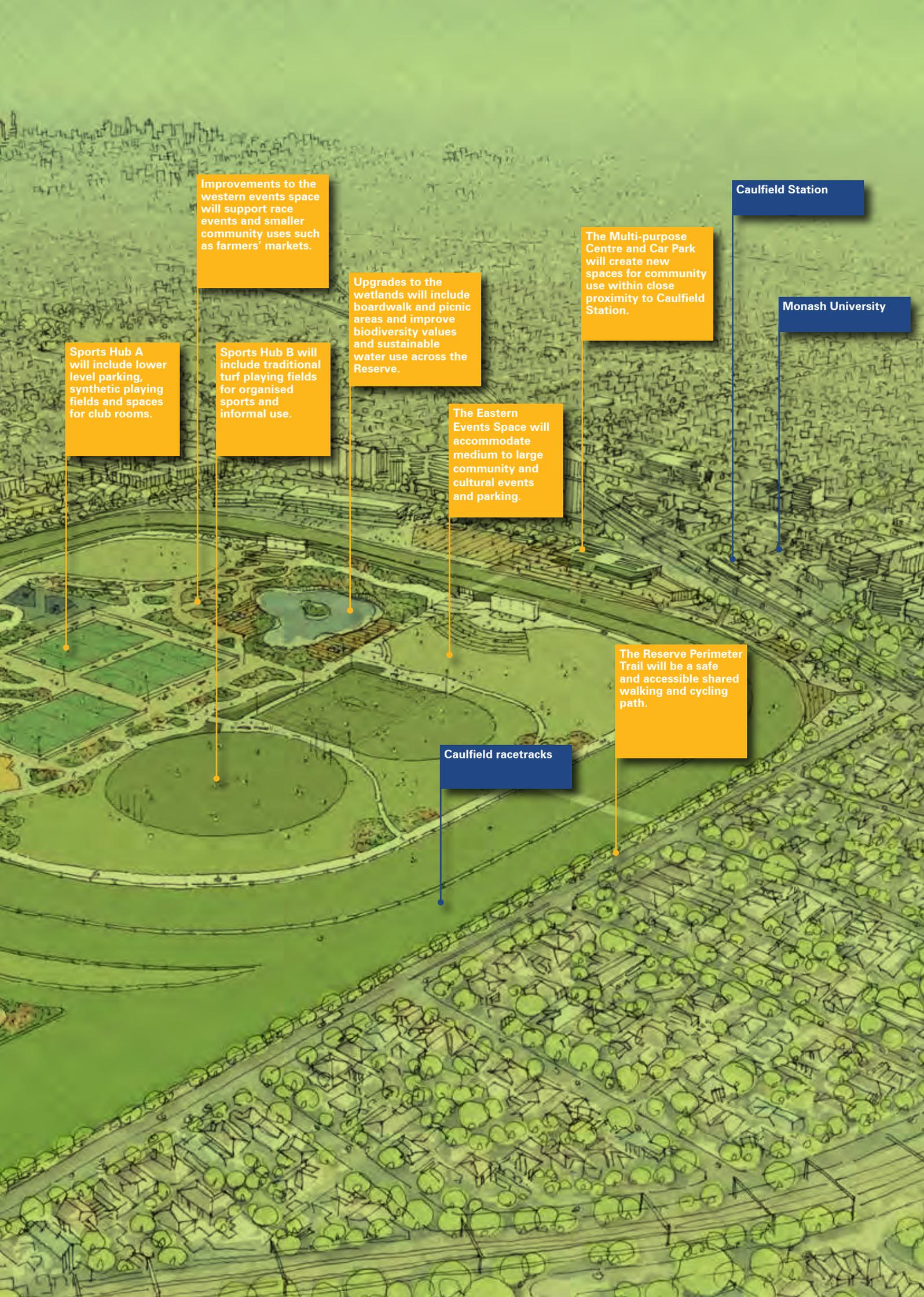
## Caulfield Racecourse Reserve Vision Statement



Glen Huntly Park

Future  
community park

Community centre  
including indoor and  
outdoor areas for  
sports and recreation.



Improvements to the western events space will support race events and smaller community uses such as farmers' markets.

Sports Hub A will include lower level parking, synthetic playing fields and spaces for club rooms.

Sports Hub B will include traditional turf playing fields for organised sports and informal use.

Upgrades to the wetlands will include boardwalk and picnic areas and improve biodiversity values and sustainable water use across the Reserve.

The Eastern Events Space will accommodate medium to large community and cultural events and parking.

The Multi-purpose Centre and Car Park will create new spaces for community use within close proximity to Caulfield Station.

Caulfield Station

Monash University

The Reserve Perimeter Trail will be a safe and accessible shared walking and cycling path.

Caulfield racetracks

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## 4.1 Overview

The Caulfield Racecourse Reserve LMP provides the framework to create the Reserve as ‘a place for everyone’. The key themes address specific issues for the Reserve and identify a range of project opportunities that will transform the Reserve into an activated and accessible public space.

### **Governance of the LMP**

The Trust established a Governance Structure to help guide the preparation of the Land Management Plan with the early establishment of two Project Advisory Groups (PAGs).

- The Civic and Corporate PAG includes: Glen Eira City Council, City of Stonnington Council, Monash University, Sport and Recreation Victoria, Melbourne Racing Club and the Victorian Planning Authority.
- The Community PAG includes Glen Eira College, Glen Eira Residents Association, Malvern East Group, Vic Sport and Glen Eira Environment Group.

The Trust has also actively collaborated with the VPA and Glen Eira City Council to ensure alignment with the Caulfield Station Precinct planning work they are undertaking, and has worked to understand the needs and aspirations of all key stakeholders to develop the vision for the Reserve, and consider how the LMP can deliver this.

Future projects for the Reserve will seek to create the very best outcomes possible. In addition to the ongoing engagement with the current Project Advisory Groups there is an opportunity to create project specific design advisory groups to support world class design outcomes.

### **Building capacity, partnerships and financial autonomy**

Intrinsic to the LMP is the recognition of the strength of delivering projects through partnership. Robust decision-making processes will ensure priorities and values for each project align with the vision and principles of the LMP. Delivering projects that build upon increasing financial autonomy underpins the long-term goals for the Trust – expanding the role and values of the Reserve.

### **The importance of quality landscape and built form outcomes**

High-quality design and sustainable and climate-resilient landscapes will ensure long-term success for the Reserve. A high-quality landscape can play an important role in raising the profile of the Reserve as a desirable destination for cultural and sporting events or activities, or informal and social recreation.

Well-designed buildings and venues will ensure shared needs are met as well as create spaces and places that are interesting and attractive, whether in use as an event space or as a destination in its own right. Buildings should also ensure activation at ground floor street frontages to contribute to a safe and vibrant precinct.

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### **Optimising opportunities through innovation**

The LMP aspires to deliver innovative and creative outcomes including new and exciting places and spaces for the broader community. Innovative thinking is required to overcome challenges around funding and costing projects as well as the ongoing management of the Reserve. Innovative solutions will build the capacity for delivering a wider range of community benefits across the Reserve.

### **Stageable and scalable**

The LMP incorporates projects and initiative that are stageable and scalable. Key decisions on the development of the Reserve will be guided by the LMP as well as responding to partnership and funding opportunities as they emerge. The LMP will be flexible to enable projects to be delivered according to budget, timing and design constraints.

### **Evidence based**

Inclusive and equitable places are essential for all communities. As a regionally significant open space, the Reserve must provide opportunity for engagement with people of all ages and ability. Decisions and priorities for the Reserve will be founded in evidence such as sporting demand needs, demographics and projected future growth.

### **Promoting health and well-being**

Development of the Reserve over time will create many opportunities for the community to connect with green spaces and nature, as well as access sporting reserves and facilities. Making the Reserve a comfortable and safe place to spend time in, as well as provide places such as playgrounds and garden for social connection is an important factor in community happiness and well-being. Green spaces will also play a role in mitigating the urban heat island effect. Irrigated turf creates a cooling effect as does shade from either shelters or tree canopies.

### **Night activity**

Expanding hours of use of the Reserve will include planning for night activities. The Reserve is ideally located to support a range of night events, such as night-time racing and events, as well as provide a destination for evening training and sports, and informal recreation such as jogging. The LMP acknowledges the need to manage issues such as light spill within an established urban area.

### **Management of Reserve access**

The management of access to the Reserve will continue to be important in order to minimise risks, preserve current and ongoing uses and manage access to the Reserve as it is transformed over time. An Access Management Plan will be developed by the Trust which will propose specific solutions to when there will be competing interests for access to the Reserve, for example racing and active sports.

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## 4.2 Access and movement



Above: Separated cycle path.

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**Upgrade existing tunnels to improve pedestrian and cyclist access.**

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**Improve access to the perimeter of the Reserve through a new shared path.**

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**Investigate additional access points onto the Reserve.**

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**Create a clear network of paths throughout the Reserve.**

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**Consolidate and upgrade parking to the Reserve.**

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**Improve personal safety throughout the Reserve.**

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**Collaborate with Glen Eira Council to develop an integrated transport plan for the precinct recognising the Reserve as a significant destination.**

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The Land Management Plan seeks to significantly grow access to the Reserve as a 'place for everyone', through increasing uses and becoming more attractive as a destination to a diverse group of users. The increased use needs to be balanced with maintaining an internationally significant thoroughbred racecourse in a safe and high quality standard as a primary use.

Access to the Reserve prior to or after race events is to be explored, noting that use of the gazetted area of the Reserve for racing will take precedence and priority on any gazetted event declaration. This includes the need to move race times on short notice and this will be further addressed as part of an Access Management Plan.

A key aim of the LMP is to address the need to improve access to the Reserve. This is critical to the future success of the Reserve as it becomes an increasingly activated open space and ensures that the Reserve is better integrated within its local context, connected to the adjoining street network and enabling logical desire-lines of movement to key destinations within the Reserve.

Traffic planning in the precinct will be led by Council and will need to consider the Reserve as a destination for major events, including horse racing, and other less formal uses in addition to movement around the precinct.

Improved access includes expanded hours and days of access, the location and number of entry points, and the quality of experience of moving into and through the Reserve. Reserve access will be safe and support all ages and abilities with a clear and legible network of paths, lighting, seating and resting areas. Accessibility will be prioritised in all upgrades to existing tunnels and the design of future tunnels.

Historically, access to the Reserve has been driven by existing entry points, in particular from the Caulfield Station to the north. As horse training relocates by 2023, the Neerim Stables site can become a southern gateway or 'front door' to the Reserve. Management and decision for issues related to access to the Reserve will be guided by an Access Management Framework based on the principles following.

Legend:

- Caulfield Racecourse Reserve
- Local Government
- Metro network
- Tram network
- Bus network
- Open space
- Activity centre
- Racetracks
- Guineas Forecourt

MOVEMENT

Existing

- Road network (vehicular, pedestrian and informal cyclist)
  - Vehicular with cycle lane (on road)
  - Shared trail (off road)
  - Pedestrian/cyclist underpass
  - Maintenance access
- Proposed
- Vehicle
  - Vehicle and pedestrian/cyclist
  - Pedestrian thoroughfare
  - Shared trail (off road)
  - Potential shared trail extension

RESERVE ACCESS

- Upgrade existing vehicular/cyclist/pedestrian tunnel
- Upgrade existing pedestrian/cyclist tunnel
- Proposed pedestrian cyclist tunnel
- Existing pedestrian access (across track)
- Proposed pedestrian across track
- Pedestrian tunnel - MRC access only
- Pedestrian paths
- Proposed below grade parking
- Proposed on-grade parking (MRC Plan)

Note: Plan indicates preferred location for access on MRC freehold land, subject to PSP and future negotiations



Above: Access and movement plan.



Above: High-quality pedestrian spaces, Monash University, Clayton, Taylor Cullity Lethlean.

## Management of Reserve access

The management of access to the Reserve will continue to be important in order to minimise risks, preserve current and ongoing uses as it is transformed over time. The Reserve Access Management Plan to be developed by the Trust will propose specific solutions to competing interests for access to the Reserve, for example racing and active sports. This management plan will be based on the following framework:

### Principles:

- Support racing as a primary use of the Reserve.
- Maximise access, ensuring the Reserve can be accessed across as many hours of each day as is possible and appropriate, for example, creating accessible centre reserve areas on race days.
- Minimising exclusivity, ensuring the Reserve landscape and facilities are designed to optimise ‘shared-use’ throughout the week.
- Minimise conflict between operational and maintenance activities, for example, ensuring adequate access for setting up of racing events.
- Safety (both for works & services/use): creating a safe place through appropriate risk management, appropriate access for emergency operation and maintenance services, and the application of Crime Prevention Through Environmental Design principles.
- Protection of an asset: maintaining the quality and condition of existing on-Reserve assets and ensuring high quality outcomes for all new works and upgrades.
- Ongoing access to improve and upgrade facilities.

### Guidelines

A set of guidelines will be developed to inform how any access restrictions to the Reserve will be managed. The guidelines will include the key themes below:

#### *Planning:*

Community, cultural or sporting groups will be required to work with the Trust to plan for their events and uses. Where a closure or restricted access is required:

- Minimise duration
- Minimise area
- Provide an alternative access option where feasible

Consideration will also be made of tenure including duration and the appropriate legal mechanism i.e. licence, lease or occupancy permit.

#### *Communication:*

Communication of Reserve access will be important for groups, stakeholders, and individuals. As a shared public asset, a number of uses and users are likely to be accessing the Reserve on any given day. A communication strategy for the Reserve will outline

how all communication about the Reserve, including any times of restricted access, will be communicated to visitors and stakeholders. For example, through digital platforms and signage. It will also be important to provide advance warning of closures or restrictions and develop consistent and accessible communication channels with community groups, individuals and stakeholders on any upcoming events, maintenance or other uses that may restrict or prevent access to the Reserve.

*Reserve closure:*

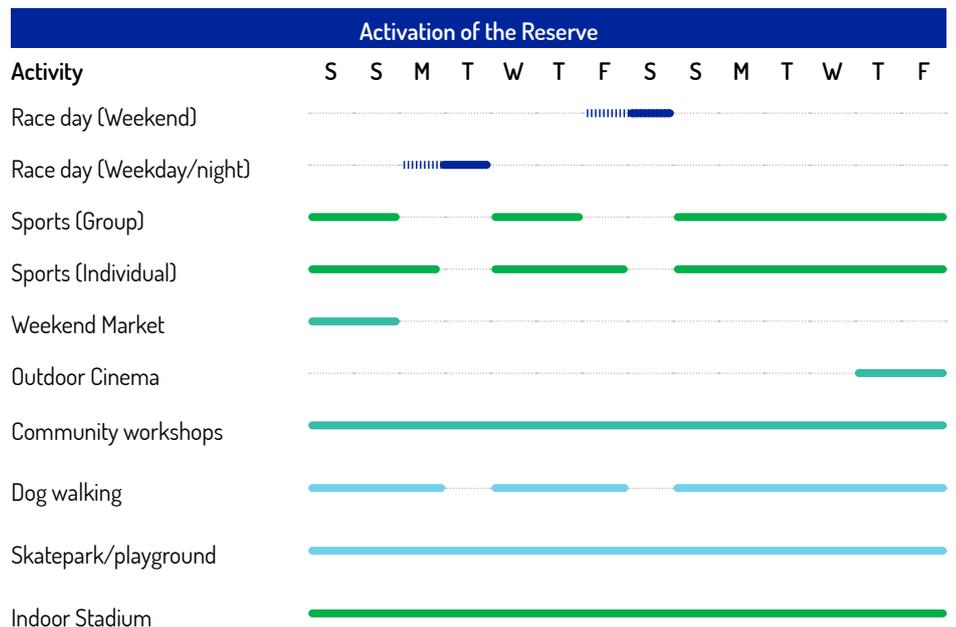
The Trust will be utilising leases, licences and event declarations for parts of the Reserve for specific time periods and extents, to enable these activities to be pursued in a safe, timely and equitable manner. The Trust will be seeking to minimise the impacts that these events have on the broader enjoyment of the Reserve, whilst maximising the potential participation and success of these activities.

Each partial or full closure of the Reserve is likely to require appropriate support infrastructure. This could include a combination of physical barriers, such as temporary fencing and signage, or by other management, such as stewards while the use or event is occurring reflecting suitable levels of security for events, including community events.

The improvements and activation of the Reserve can be achieved in a way that realises community aspirations, and ensures that it is an accessible, vibrant, flexible and inclusive space. The planning and scheduling of events at the Reserve will consider and allow for the potential need to change the race calendar at times.

A fortnight in the Reserve: diagram showing the possible range of uses across the Reserve over a typical fortnight.

-  Racing-related events (including preparation)
-  Events (public)
-  Sports
-  Recreation



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Signage should clearly state why the Reserve has restricted access, the duration of the Restriction, clarify which areas or facilities are restricted and indicate other areas or access points on the Reserve still open or available for use.

### **Pedestrian and cyclist access**

Improving walking and cycling access to, from and within the Reserve will be a critical measure of success. Along with new internal paths and entry points, the Reserve has the opportunity to contribute to the expansion of the local bicycle and pedestrian networks, connecting to existing routes and including supporting infrastructure such as seating, water fountains and bicycle storage. Improved integration with Caulfield Station transport interchange as described above, will play an important role in establishing neighbourhood connectivity.

A new path network will extend throughout the Reserve to facilitate movement to key destinations such as playgrounds and sporting areas. Where possible paths will logically extend the adjoining street network. As demands and patterns of use of the Reserve change over time, additional entry points may be appropriate, including a tunnel below the track from Neerim Stables and Queens Avenue.

Cyclist access into the centre of the Reserve will be improved with new tunnels from Neerim Road and Queens Road as well as part of upgrades to existing tunnels.

### **Personal safety**

It is important that all visitors feel safe in the Reserve environment.

A combination of elements combine to create safe places including clarity and legibility of paths and destinations, lighting and consideration of sightlines, and a positive sense of natural surveillance within a space. Creating a safe work zone is also important for both maintenance and use of the racetrack.

Communication about any restrictions to access for maintenance will improve safety for all visitors to the Reserve.

Using CPTED principles, safety will be considered through the design process. The future planning of the Reserve will increase the number and type of activities taking place within the Reserve and, in turn, will attract more users of all ages. This will support an increased sense of personal safety. The design of trails and paths will need to be resolved in detail with stakeholders, to ensure conflicts of movement modes or paths are appropriately managed.



Above: Existing car parking.  
 1. Infield car park  
 2. North Reserve (east) car park  
 3. MRC freehold land (north-west)  
 4. Glasshouse car park

Below: Proposed car parking.  
 1. Below ground  
 2. Above ground (major events)

## Vehicular access

Currently, vehicular access to the Reserve is either through the northern precinct car park, through the Glen Eira tunnel or through the north-west members' car park over the MRC freehold land. The Glen Eira tunnel is also currently reliant on access across MRC freehold land. There are several reasons for vehicle access to the Reserve including: race days (including emergency vehicles and parking), horse training, and access to the car park west of the northern lake and wetland for recreational use.

Future traffic planning by Council as part of the Precinct Structure Plan process will need to consider current and projected traffic requirements to the Reserve including drop-off and loading during peak periods, such as large events. In addition, long term ownership of the Glen Eira Road tunnel access road will need to be resolved through the Caulfield Station Precinct Structure Plan and protected for Reserve access.

An important part of the LMP is to support ongoing and changing vehicular access needs while creating distinct areas that are pedestrian-focused. The LMP proposes that vehicular access to the centre Reserve be predominantly limited to the west, including tunnel entry and car parking. An internal walking/cycling path will also provide vehicular access around the centre Reserve for race days and non-race events. Vehicular access to Neerim Stables site is proposed to be limited to a drop-off area and access to a below ground car park. Providing vehicular access to the Wedge Park is important along its boundary. This could be a one-direction local street incorporating drop-off areas and limited parking.

## Car parking

The Reserve is already a significant destination within Victoria and will only increase through the development of community, sporting and event infrastructure within the Reserve over time. The Reserve is well served by rail, tram and buses and the shift to a reduced reliance on cars is expected to continue in line with the planning for Melbourne. Increased use and the shift in modal use will need to be balanced and evolve over time.

There is a community desire to maximise open space within the Reserve, maintain the sense of open space and amenity whilst acknowledging the existing lease and licence agreements which enable car parking at-grade. The provision of dedicated open space needs to be balanced with meeting the car parking requirements of users of the Reserve in support of both racing and non-racing activities.

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The Reserve is currently serviced by four car parks, two on Reserve land and two adjacent to it including:

- Infield car park
- North Reserve (east) car park
- MRC freehold land (north-west)
- Glasshouse car park

These car parks are all on-grade parking with the grassed centre Reserve areas used for race days and events. The challenge for the Reserve is to provide sufficient parking for race days, ongoing and daily appropriate requirements as well as spaces required to support new facilities and amenities throughout the Reserve. These demands are offset by the broader trends of increasing travel mode shifts towards public and active transport and to car-share and taxi services. The Issues and Opportunities Paper also noted the declining rate of demand for car parking for race days.

The MRC are seeking to locate all car parking on the Reserve as part of their future planning, with a license for car parking for 10 years from 2018. This license provides for 1,250 car spaces for non-race day events. Major events may need ongoing access to parking in the Reserve to compliment this. Replacing on-grade parking with either below or partially underground parking will unlock Reserve surface areas' capacity for other uses and maximise its value when compared with on-grade parking. In future, car parking should be as close as practicable to the destination, while being located underground so as to maximise the available land.

To meet these needs the LMP proposes consolidating car parking to the three main locations, below, with overflow parking for major race days in the event areas.:

- North Reserve (east)
- Centre Reserve
- Southern Reserve

These would either be fully or partially underground parking below any hard surface or structures as they are developed and with the potential to incorporate cyclist parking and end of trip facilities. Major event and overflow parking will continue to be accommodated at-grade where appropriate. Below grade parking under the proposed Event Deck will continue to be explored with the MRC.

An integrated transport, parking and access plan to be developed jointly by precinct stakeholders including the MRC, CRRT, Monash University and Glen Eira Council, would ensure all modes of transport and parking needs are appropriately considered, both for daily activity, events and peak periods.



Above: Rosanna Station, MGS Architects.  
Below: Heidelberg level crossing removal, MGS Architects.

### **Caulfield Station upgrade**

Preferred outcomes for the future renewed Caulfield Station and surrounds includes improvements to the public realm that will create clear and direct access to the Reserve such as:

- Pedestrian plaza at the corner of Station Street and Normanby Road to accommodate large numbers of people moving between the Reserve and the Station for events.
- Separated cycle paths to ensure continuity of the cycle network.
- Improved quality of public realm through seating, landscaping and lighting upgrades.
- Improved pedestrian access between Monash University campus, Caulfield Station and the Reserve.
- Appropriate locations for vehicle drop off areas that will accommodate daily peak traffic movement as well as increased demands for event days.

The design should accommodate and resolve any conflicts between different modes of movement, including drop off and pick up areas for taxis and ride share services and separate uses where practical.

## 4.3 Open space and recreation



Above: Jack Edwards Reserve, Oakleigh.  
Middle: East Sydney Early Learning Centre, Darlinghurst.  
Below: Box Hill Gardens, Box Hill.

**Provide new facilities for organised sports and recreation.**

**Protect areas of the Reserve for social recreational uses.**

**Create spaces for indoor sports and community uses.**

**Support passive and informal recreation through walking paths, trails and amenities such as playgrounds and skate parks.**

Addressing the demands for organised recreational areas is a key theme of the LMP. The LMP seeks to provide for many different sports as well as a diverse range of user groups and ages. The Reserve will continue to provide areas for informal or social use. Both active and passive recreation areas will contribute to the sense of open space and preserve sightlines across the Reserve reinforcing the principles of 'shared-use' and 'shared-benefits'.

### **Organised sport**

The inclusion of areas designated for organised sport is based on the evidence of both existing and future demands within the catchment of the Reserve. The LMP designates key areas for organised sports with the space to accommodate a number of sporting field configurations. The LMP also identifies intended areas for both synthetic and traditional turf surfaces to provide the greatest flexibility across seasons and times of the day.

Synthetic sporting surfaces will maximise utilisation, with the ongoing need for consideration of recycling and improving environmental performance over time. Sports being considered by the Trust include cricket, AFL football, soccer (football), hockey and lacrosse.

### **Informal and social recreation**

The Reserve is currently used for a range of informal and social recreational activities. Future improvements or upgrades to the Reserve will continue to accommodate this core purpose. The northern area of the Centre Reserve will be preserved for racing and other events including raceday and non-raceday social events. The spaces within this area will have the appropriate amenity for individuals and small groups who might for example, be using the walking paths or having a picnic, as well as larger scale gatherings such as community events. Amenities would typically include access to bathrooms, shade, seating etc. High-quality landscaping will ensure these areas are comfortable and attractive, with distinct areas for picnics and informal playgrounds as well as retaining grassy, open spaces.

The Reserve will continue to be used for dog-walking. On-lead, off-lead and dog free areas will be designated and determined in line with the future uses as the Reserve develops. Responsible pet ownership will be encouraged and enforced to ensure all users feel safe within the Reserve and environmentally important areas, such as the wetland, are protected.

Legend:

- Caulfield Racecourse Reserve
- Local Government
- Metro network
- Tram network
- Open space
- Activity centre
- Guineas Forecourt
- RECREATION**
- Synthetic playing surfaces
- Turf playing surfaces
- Racetracks
- Informal recreation
- Indoor sports
- Centre reserve shared path
- Criterium loops (cycling)
- MOVEMENT**
- Existing*
- Cycle lane (on road)
- Shared trail (off road)
- Pedestrian/cyclist underpass
- Proposed*
- Shared trail (off road)
- Potential shared trail extension
- RESERVE ACCESS**
- Upgrade existing vehicular/cyclist/pedestrian tunnel
- Upgrade existing pedestrian/cyclist tunnel
- Proposed pedestrian cyclist tunnel
- Existing pedestrian access (across track)
- Proposed pedestrian across track
- Pedestrian tunnel - MRC access only
- Pedestrian paths

MRC Grandstand Facilities

- Admin Building
- Grandstand
- Day stalls, pre-parade & exercise ring
- Media & connections area
- Mounting Yard
- Event Deck
- Glasshouse

Note: Shared trail (off-road) location indicative only.



Above: Plan diagram showing open space and recreation.



### **Indoor facilities**

The LMP identifies specific locations as suitable for the delivery of indoor multi-purpose facilities. These spaces would meet the demand for indoor sports as well as provide amenity for school, university and other community groups. A facility on a smaller scale would be appropriate in the Wedge Park where it would provide supporting spaces for a community garden such as storage, a small meeting area and social spaces. Additional opportunities might include spaces behind screens or digital signs ensuring that sightlines across the Reserve are preserved. Indoor sports being considered by the Trust include basketball, futsal, volleyball, netball and gymnastics.

### **Tracks and trails**

Reflecting its scale and overall dimensions, the Reserve has the capacity to deliver a number of walking and cycling paths. A shared trail extending around the full perimeter of the Reserve would provide a unique public asset for joggers, cyclists and walkers. The trail would activate the perimeter of the Reserve, be accessible at all times and, delivered in partnership, could provide a logical link between Glen Huntly and Caulfield Stations and connect to the nearby Djerring Trail and other future regional cycling networks. The final location of perimeter trail will be subject to a design process and in alignment with the Caulfield Precinct Structure Plan.

An internal circuit provides a protected and continuous path around the centre Reserve area. The design of this circuit can include a number of surfaces to meet the needs of walkers, joggers and cyclists, including event cycling such as a criterium track. Smaller loops of the criterium can be used by school groups or cycling education programs. The design and scale of the track will need to consider the number of users and the use of the Reserve during large events.

The future development of the Reserve will also include improvements to existing access points as well as a well-designed and clear path network throughout, creating opportunities for informal or social walking. The design of the trails and paths will mitigate conflicts between users, such as walkers and cyclists.

### **Informal sport and recreation**

A number of spaces have been identified throughout the Reserve for informal sport. In addition to walking, informal sports can include casual or social ball sports, outdoor gyms, parkour and skate parks. These spaces are valuable for their ability to activate spaces and ensure that there are areas for use when sporting fields are being used. In addition, the use of the Reserve for model aircraft flying will continue. Management of the Reserve will address potential conflicts between this and other activities.

## 4.4 Landscape, environment and sustainability



Above: Box Hill Civic Park, Box Hill.  
Below: Town Square, Chatanay–Malabry.



Above: Jellicoe Street North Wharf Promenade, Auckland, Taylor Cullity and Lethlean and Wraight and Assoc.  
Below: Gallery of Lower Sproul, Berkeley, USA, Moore Ruble Yudell Architects.



**Improve the landscape amenity throughout the Reserve.**

**Create distinct and varied character areas within the Reserve.**

**Upgrade the wetland to improve access and biodiversity values.**

**Create climate-resilient landscapes and amenities.**

**Improve water storage and catchment within the Reserve.**

**Create an indigenous heathland.**

The proposed changes to the Reserve’s landscape will improve the amenity, comfort and variety of landscape areas within the Reserve meeting the needs of the precinct’s growing population. Sustainability as an over-arching principle of the LMP will guide the management and development of the Reserve including how the Reserve’s landscape, biodiversity and water are renewed and managed.

The proposed approach to landscape includes provide relaxing, social and unstructured recreation spaces as a balance to active sports and events function areas. Upgrades to the wetland will support increased biodiversity through diverse indigenous planting and interpretive signage will support community engagement with landscape elements within the wetland ecology.

The Reserve landscapes will provide a variety of spaces of varying sizes to suit the needs of a diverse community. They will incorporate new green spaces inside and outside of the track including an indigenous healthland and community garden areas. Nature play areas, an expanded boardwalk and picnic areas will be connected via a legible path network which reinforces site legibility and wayfinding, connecting to existing and proposed access points to the Reserve. The design will incorporate CPTED principles. Landscaping will also be used to mitigate the effects of the wind, where required.

There are limited opportunities for the Reserve to accommodate tall canopy trees due to the need to preserve racetrack sightlines, although some opportunities do exist including behind the digital screens, within any lowered courtyard spaces and within the Neerim Community Hub area. Lower trees and tall shrubs will be included through the landscaped areas, subject to meeting sightline constraints.

An important aspect of the landscape will be its climate resilience. Garden beds will feature low water demand plant species and where possible a preference will be given to permeable paving. Another positive effect will be mitigating the urban heat island effect through an increase in garden bed planting and trees, along with the irrigation of racetrack and sporting fields areas.

1. Arrival space and club house courtyard
2. Arrival space with terraced seating
3. Picnic shelter
4. Wetland with improved biodiversity value and boardwalk
5. Indigenous heathland
6. Planted terrace with integrated seating
7. Nature based play element and renovated picnic and toilet facilities
8. Main pedestrian spine
9. Locations for seating with shade
10. Secondary pedestrian path
11. Unstructured ball games
12. Canopy trees
13. Structured sport space with opportunity for water storage below ground
14. Flexible program event space
15. Wedge Park
- 16. Community garden
- 17. Shared path along park boundary
- 18. Neerim Community Hub
- 19. Skate park/outdoor volley ball
- 20. Ball sports and handball areas
- 21. Outdoor gym

Legend:

-  Caulfield Racecourse Reserve
  -  Local Government
  -  Metro network
  -  Tram network
  -  Open space
  -  Activity centre
  -  Reserve access (on ground)
  -  Reserve access (below ground)
  -  Existing tunnel - MRC access only
  -  Guineas Forecourt
- MRC Grandstand Facilities*
-  Admin Building
  -  Grandstand
  -  Day stalls, pre-parade & exercise ring
  -  Media & connections area
  -  Mounting Yard
  -  Event Deck
  -  Glasshouse



Above: Landscape and environment concept plan.



Above: Hassett Park, Canberra, Jane Irwin Landscape Architecture.  
Below: Ceres Environmental Park, Brunswick East.

Water management throughout the Reserve will address existing and future needs including investigating water storage options for long term water security for the Reserve. Shade to be provided by a mix of trees and permanent shade structures, scaled and located as to minimise the impacts on race sight lines.

The Trust will develop policies and approaches to maximise the opportunities to protect and enhance the environment through actions within the Reserve and across the precinct. Key future projects will include collaborating with Monash University and key stakeholders to:

- Develop a Sustainability/Environment policy for the Trust and Crown land
- Establish a micro energy grid for the precinct
- Develop an integrated water plan for the Reserve
- Seek to maximise passive energy solutions in the built environment
- Minimise waste generated at events and through works
- Mitigate the implications of Urban Heat island

### **Biodiversity**

Biodiversity within the Reserve will be increased by adding ecological complexity to the current condition which is currently dominated by mown grass. Upgrades to the northern wetland including increased plant species will promote greater biodiversity. Where appropriate species selection will include indigenous and native species. Phasing out using this waterbody as an irrigation source will also allow the biodiversity to improve. The indigenous heathland as a demonstration garden will provide another opportunity for improved biodiversity within the Reserve. Prohibiting dog access to the water and the vegetation will protect and enhance the biodiversity of the area.

Interpretive signage and digital platforms for engagement will help promote the changing biodiversity of the Reserve landscape elements.

### **Efficient energy use**

All future developments of the Reserve have the opportunity to incorporate solar panels and other technology for energy generation and storage to meet increasing demands. These demands could be managed on a project or precinct basis, such as a microgrid, or across the Reserve as a whole.

### **Managing Water**

The supply and management of water within the Reserve has environmental, social and financial implications for all parties. Water is essential to the ongoing management of high quality turf areas for racing, sport and community activities and irrigated areas help address the heat island of inner built up areas.



Above: X-Space, parkour park, Croydon.

Water as a valuable asset needs to be accessed, used and stored appropriately to maximise its potential benefits.

An Integrated Water Management plan will be developed for the Reserve. The principles to include:

- Water storage that minimises water loss through seepage and evaporation.
- Minimising the use of potable water for turf areas.
- Utilises contemporary and efficient application of water.
- Removal of the Southern Dam is supported on the basis of solutions being delivered to replace its functional need. This is to be resolved as part of an integrated water management plan.
- An appropriate level of water storage/access exists to support the infrastructure at the Reserve.
- Harvest water from the site for re-use where possible.
- Any overflow from the Reserve is managed appropriately.

### **Landscape character areas**

**Courtyards and forecourts:** these more formal areas relate to key Reserve infrastructure such as access tunnels and entries. Hardscaping combined with planting and vegetation will include canopy trees, where ground levels and sightlines permit. These spaces will be designed to accommodate larger numbers of people moving through them and are associated with key amenities such as toilets and seating areas.

**Indigenous heath demonstration garden:** designed to include the indigenous vegetation of the area this garden will support increased biodiversity such as small reptiles, insects and birds.

**Biodiversity corridor:** the biodiversity corridor provides the central connective element for landscaping. Paths connecting sporting areas along with smaller resting areas create a quiet and reflective space for local residents.

**Neerim Community Hub:** landscaping solutions to this area will be responsive to the program with the opportunity to create vibrant youth-friendly spaces and interactive but informal activity areas such as a skate park, outdoor volley ball or other ball games. Where possible, the landscape will be designed to integrate with the existing Manna Gums.

**The Wedge Park:** As a community-focused space incorporating a community garden, the Wedge Park will create an engaging environment to connect to nature through gardening and nature play areas.

## 4.5 Culture, community and events



**Continue racing as a primary use of the Reserve and enhance the racing experience.**

**Upgrade existing amenities to support the use of the Reserve for small and large events.**

**Create a new space for events such as concerts including a stage pavilion.**

**Create new community spaces within the Wedge Park and Neerim Community Hub that will support smaller community events and social recreation.**



A number of opportunities have been identified for supporting community and cultural events. The detailed planning, design and delivery of these spaces will evolve through a collaborative process.

The LMP implementation process will address heritage values of the Reserve, whilst informing the Caulfield Station Precinct Plan and the Glen Huntly Structure Plan processes. The LMP will consider maximising the potential air rights for community uses and housing options.



### **Western Events Space**

The Western Events Space is an important area of the Reserve currently being used for MRC racing events. It is located within a Stage 2 MRC licence area with any change subject to negotiation to ensure ongoing access to parking in line with the current licence agreement.

The area includes the existing screen and pavilion located opposite the grandstand. Renewal of the built form and landscaping in this area would yield a range of benefits including the opportunity to extend indoor spaces over two levels, improving landscaping and garden areas. The Western Event Space is well sized for farmers or arts and crafts markets while the renewed pavilion could offer function spaces with an open terrace overlooking the wetlands and Reserve.



### **Eastern Events Space**

The Eastern Event Space is located east of the northern lake and wetlands. This area has historically been used for at-grade parking for race days. To the north of this area and adjacent to the racetrack, a second screen is proposed with a new events pavilion to the south. This pavilion would include a stage, back of house areas and green room to support events such as concerts, MRC or community events. High-quality design will ensure this pavilion and events area is an attractive space even while not in active use.

By setting the pavilion at a lower level and grading the ground towards it an amphitheatre space can be created, improving the function of the space for events but also reducing the visual impact on sightlines of the racecourse. Both western and eastern events spaces can accommodate at grade car parking in the interim until car parking is moved underground.

Above: Fremantle Skate park, Fremantle, Convic Skateparks.  
Middle Top: Bendigo Library, Bendigo, MGS Architects.  
Middle Bottom: Box Hill Gardens, Aspect Studio.  
Below: Vintage car show events.

Legend:

- Caulfield Racecourse Reserve
- Local Government
- Metro network
- Tram network
- Open space
- Activity centre
- Guineas Forecourt
- Recreation & events area
- Organised recreation area
- Proposed event space
- Racetracks
- Neerim Stables community hub
- Community park
- Sporting facility
- Culture + events pavilion
- Play area + picnic facilities
- Informal sporting activities
- Public amenities (toilets, change, etc.)
- Community hub
- Community facility
- Existing Screen
- Proposed Screen
- RESERVE ACCESS**
- Upgrade existing vehicular/cyclist/pedestrian tunnel
- Existing pedestrian/cyclist tunnel
- Proposed pedestrian cyclist tunnel
- Existing pedestrian access (across track)
- Proposed pedestrian across track
- Pedestrian tunnel - MRC access only
- Pedestrian paths



Above: Culture, community and events plan.

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### **Wedge Park**

The Wedge Park is located at the western edge of the Reserve, outside the perimeter of the racetrack. It will act as a positive transition between future residential development on the MRC freehold land, the racetrack and the central Reserve area. In this location it will be prominently located and highly accessible, increasing visual access to across the racetrack and through the Reserve.

The potential uses of the Wedge Park could include a nature play area for children, community garden or landscaped areas for picnics and social use. There is an identified need for a community garden within the area and the park presents an opportunity for local residents to participate in establishing a garden to grow food locally and encourage social interaction. Uses such as these can appeal to all ages as well as people from diverse backgrounds fostering community wellness and cohesion. The Wedge park could also be considered as a location for the maintenance facilities supporting the maintenance of the Reserve.

### **Play areas**

Play elements within the Reserve will be well integrated with the localised landscape setting and movement network.

The locations nominated for play spaces is in response to the perceived use of the spaces such as proximity to amenities, entry points and other Reserve feature such as picnic areas. They will be in appropriate locations where children can be easily supervised, will be designed to be shaded during the middle of the day and be universally accessible.

Playgrounds will take the form of nature-based play elements using natural materials, meeting an identified need within the area. Additional play opportunities will address the needs of a developing precinct and growing local community.

### **Indoor community areas**

There is an opportunity for the development of the Reserve to deliver indoor community facilities. These could include:

- Sporting club rooms, storage, toilets and change facilities.
- Small indoor spaces associated with the Wedge Park, such as a meeting room and amenities.
- Indoor sporting facilities and multi-purpose spaces associated with the Neerim Community Hub.

These buildings and spaces would support the functioning of the Reserve as a vibrant open space, enabling events as well as increasing the comfort, sense of safety and belonging for all visitors to the Reserve.

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### **Integrated artwork**

During the implementation process, opportunities for artwork to be integrated into spaces and places will be identified. The location and type of the artworks will be determined through the detailed planning and design process ensuring outcomes add positively to the Reserve experience.

Right: The Drill Hall, a multi-level community hub, Melbourne, MGS Architects.



## 4.6 The digital experience

**Provide Wi-Fi connectivity throughout the Reserve.**

**Create areas to support outdoor teaching, learning and working.**

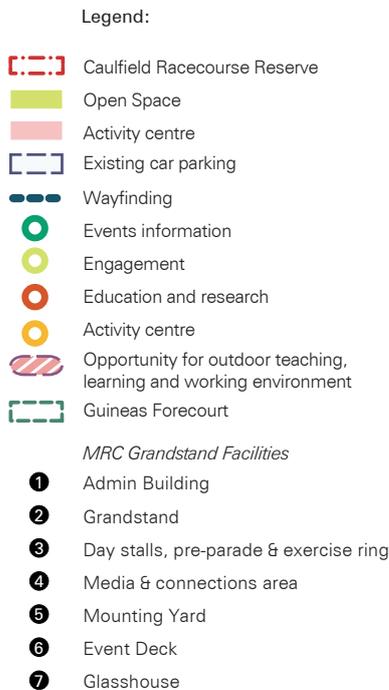
**Create a digital platform for the communication of Reserve events and access times, and to create a place for sharing experiences of the Reserve.**

Understanding a place is increasingly tied to a concurrent digital experience through online maps, data, information exchange through apps and so on.

For the Caulfield Racecourse Reserve, the planning for the digital experience is important to ensure that the experience of place is a connected one through knowledge and awareness of events and Reserve access; the sharing of information such as images or sporting achievements, and is part of the wider data sharing that already takes place in the community, such as through citizen science groups or sporting clubs.

Providing Wi-Fi connectivity throughout the Reserve will create opportunities for learning and teaching in any location. This can be supported through the design of specific locations that might provide seating, shelter and tables as informal teaching or working spaces.

As part of the implementation process, an assessment of current and future on-Reserve advertising will be undertaken.



Above: Digital experience plan.

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## Digital Experiences



### Events and reserve information

'What's On' signage at key locations reflecting website/app updates, access hours and days.



### Wayfinding

Physical signage reinforcing access points and pathways through the Reserve along with key destinations within the Reserve.



### Engagement

Digital platforms for sharing experience, achievements and photographs e.g. sporting groups or individual recreation, leader board (physical) and/or app. Engagement with history of the site including heritage structures, use and pre-contact information.



### Learning and knowledge

Online platform for sharing data, e.g. citizen science, water quality or sports science data. Option to 'share' with on-site digital displays or live updating. Specific location designed to support outdoor classroom experiences, including for Monash University and Glen Eira College.



### Remote working

Creating places for work and study-friendly use including tables and shelter.



### Promotion

Transfer to a digital and event specific platform that is integrated with website. Large digital screens used for racing and major events can be adaptive for social recreation e.g. outdoor cinema.

## 4.7 The racing experience

### Preservation and enhancement of the racing experience.

Undertake upgrades to existing amenities and build new facilities and landscapes for use during events.

Ensure adequate parking is provided to support race attendance.

Increase awareness of race days and events through digital platforms.

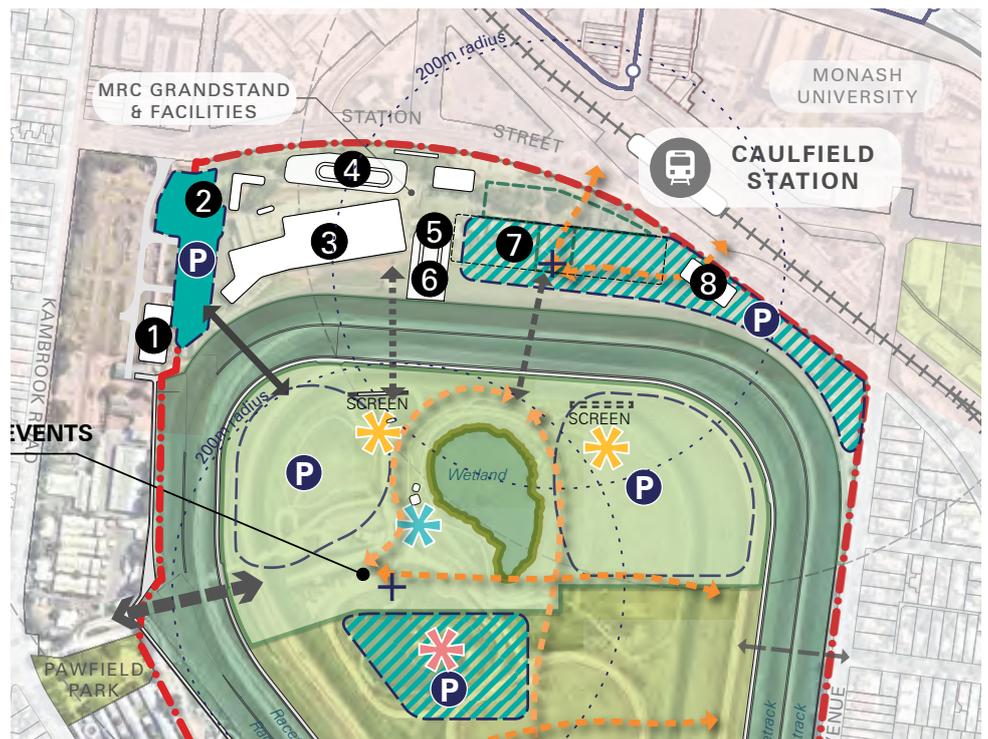
Manage improvements and upgrades to existing racing infrastructure.

The Caulfield Racecourse Reserve is an internationally renowned racing venue bringing significant economic benefit to Victoria through racing and events, including the annual Caulfield Cup Carnival. Racing is a core purpose of the Reserve and the land has been used for racing for over 150 years. The LMP recognises the racetrack, grandstand and associated facilities as important Reserve infrastructure requiring ongoing management and renewal over time.

Currently, Racing Victoria plans to increase racing at the Reserve, with a second track and provision of lighting to support night time use. Planned upgrades to the Reserve include a second track, track lighting, Glasshouse, grandstand, new office, mounting yard, day stalls, public forecourt, maintenance roads and access ways.

The LMP articulates a new vision for the Reserve, one that is both consistent with the core purposes but also ambitious in its aspirations to create a vibrant and accessible public space serving a diverse local and regional community. Importantly, the LMP aims to preserve and enhance the racing experience.

- MRC Grandstand Facilities*
- 1 Admin Building
  - 2 Back of house, deliveries, and unloading area
  - 3 Grandstand
  - 4 Day stalls, pre-parade & exercise ring
  - 5 Media & connections area
  - 6 Mounting Yard
  - 7 Event Deck
  - 8 Glasshouse



Above: MRC Northern Precinct proposed facilities.

Legend:

- Caulfield Racecourse Reserve
- Events area
- Racetracks
- Guineas Forecourt
- ✦ Culture + events pavilion
- ✦ Play area + picnic facilities
- ✦ Public amenities (toilets, change, etc.)
- Existing screen
- Proposed screen
- Proposed below ground parking
- Proposed on-ground parking, loading, and back-of-house areas (MRC)
- Overflow on-grade parking
- Race Day Access**
- Existing Glen Eira tunnel (pedestrian, cyclist and vehicular)
- Existing pedestrian tunnel (MRC)
- Existing pedestrian/cyclist tunnel
- Proposed pedestrian cyclist tunnel
- - - Pedestrian paths
- MRC Grandstand Facilities**
- 1 Admin Building
- 2 Back of house, deliveries, and unloading area
- 3 Grandstand
- 4 Day stalls, pre-parade & exercise ring
- 5 Media & connections area
- 6 Mounting Yard
- 7 Event Deck
- 8 Glasshouse

Note: Northern Precinct may include on-ground parking areas in addition to below ground parking.



Above: Racing experience plan.



Above: MRC grandstand and facilities are located within the northern Reserve area.  
Middle: The Reserve has been used for racing for over 150 years.  
Below: The LMP aims to celebrate and enhance the racing experience including its history.

Over the next 15 years the Reserve will undergo significant changes. Underpinned by renewed licence and lease agreements with the MRC and the relocation of horse training by 2023, approximately 23 Ha will become available for expanded public use. This will include unrestricted access to land located at the periphery of the Reserve, as well as increased access to centre Reserve areas. Access to the racecourse tracks will remain restricted when the Reserve is used for racing and for management and maintenance requirements. With these changes, the Reserve has an opportunity to leverage its potential as a regional open space destination while ensuring that it continues to meet the needs of the racing community through improvements to amenities and facilities.

The LMP outlines a wide scope of projects which will deliver attractive landscaped areas with safe and accessible paths, new and upgraded amenities and long term solutions for car parking and access on to the Reserve. All of these transformations will help improve the racing experience by providing safer, more attractive places for socialising in, preserve critical sightlines of the racecourse so as to enjoy the spectacle of the races and provide the ability to move between parts of the Reserve easily and comfortably.

Key benefits for racegoers include:

- Improvements to the arrival experience through landscaping and improved connections to public and active transport.
- New below ground car parks within comfortable walking distances to the MRC grandstand and Caulfield Train Station.
- Clear, legible, safe and enjoyable walking paths throughout the Reserve.
- Upgrades to existing pedestrian tunnels and creating new access points onto the Reserve.
- Upgraded pavilions with associated outdoor event spaces for use during race events.
- Potential second screen and viewing areas associated with a new multi-purpose building to the Northern Reserve precinct.
- A new event space to the east of the Reserve for concerts or cultural events that could form part of a race day or carnival event.
- Upgraded amenities to the wetland area including toilets, boardwalk and picnic areas for use during race events.
- A new digital wayfinding and experience interface with the Reserve which can include accessing current or historic race event information, a platform for sharing the race experience as well as maps and access information.

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### **Water management**

The development of the Reserve will also address the need to manage water sustainability in order to meet the needs of the new amenities while continuing to provide the water supply needed for irrigation of the racetracks. Planning for water management will investigate improving water catchment across the Reserve, investing in underground water storage systems and exploring the role of the wetland to assist with on-site water retention. The key action will be to develop an integrated water plan for the whole Reserve, minimising evaporation and water loss, whilst reducing the reliance on potable water for irrigation.

### **Maintenance**

Maintaining the quality of Reserve buildings and facilities is important for safety but also as they provide highly valued amenity by those who visit in person and those who view it through television rights of major events. The Reserve will continue to require appropriate fit-for-purpose infrastructure including grandstands, maintenance facilities, sports infrastructure, day stalls, events spaces, etc.

Maintenance principles will include:

- All buildings to include environmental initiatives to reduce their impacts through their life cycle.
- All buildings to achieve positive architectural appearance.
- Include maintenance needs of the Trust and MRC in the one area.
- Minimise maintenance buildings in the middle and associated impacts on sight lines.

### **Night activity**

The Reserve is ideally located in an activity centre in Melbourne to host major events both day and night time, acknowledging that this is an established urban area with increased urban densities planned in the near future. With technology changes, the control of light spill and light levels is much improved.

Planning for night activities, including racing will:

- Assess the impacts of night time activity at the Reserve.
- Determine an appropriate number and hours for different night time activities.
- Include night time racing at Caulfield part of Racing Victoria's plan for the industry.
- Provide lighting to improve public safety and amenity and share lighting infrastructure where practical.
- Manage public safety.

The Caulfield Cup







# Precincts, key projects and initiatives

5



Brighton Baths Redevelopment, Brighton, MGS Architects



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## 5.1 Our approach

The projects identified on the following pages will transform the Reserve, over time, into an activated and accessible place. The projects include opportunities for a wide range of uses including both organised and informal sports and recreation, spaces for events of varying sizes, landscapes and places to connect with nature as well as paths, tunnels and access points to ensure safe and easy access throughout the Reserve.

### **Flexible and complementary spaces and places**

Each precinct will deliver specific programmatic outcomes, such as sporting playing surfaces, as well as integrating broad Reserve needs such as improved landscaping, water catchment and storage and amenities, such as seating, lighting and, in some instances picnic or play areas. In this way, each stage will deliver flexible and complementary spaces for sporting groups, families or individuals.

### **Partnerships and leveraging impact**

Project delivery through partnerships is important to ensure each precinct, or project, meets shared goals and needs. Projects will leverage the strategic location of the Reserve within the Caulfield Station Precinct in order to create the greatest community benefits. Working with partners, decisions around project priority and briefing will be influenced by funding and investment opportunities.

## 5.2 Projects and initiatives

- Outer Reserve**
- 1 Perimeter Trail, fencing and landscaping
- North Reserve**
- 2 MRC Grandstand & Facilities, Northern Carpark and Multipurpose Building
- Centre Reserve**
- 3 Racetracks
- 4 The Reserve Wetlands
- 5 Sports Hub A
- 6 Sports Hub B
- 7 Eastern Events Space
- 8 Western Event Space
- 9 Internal Walking / Cycling Track
- 10 Guineas Tunnel
- 11 Glen Eira Tunnel
- South Reserve**
- 12 Neerim Community Hub
- 13 Neerim Tunnel
- West Reserve**
- 14 Wedge Park



Above: Precinct and Project Plan



Artist impression of the Eastern Event Space and Wetland, Centre Reserve North



## Reserve Racetracks

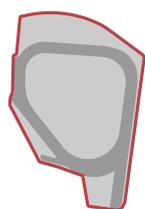
**The existing racetrack is a key significant asset of the Reserve and intrinsically linked to the historic use for racing and the sense of open space and greenery.**



The racetrack was established, and is maintained, for horse racing. It is also accessible to the community for walking and jogging. Continued access, along with new access to a planned second high-quality racetrack to support night racing, will need to be managed to ensure safety, regular maintenance and provide guidance for any conflicts of use.

## Outer Reserve

**Upgrading the Reserve's interface with adjoining areas aims to increase public awareness of the Reserve and improve its appearance and the experience of it, at its edges.**



### **Reserve Perimeter Trail, fencing and landscaping.**

The Reserve Perimeter trail is a new shared path for walking, running and cycling around the Reserve. This 3-km trail runs along Queens Avenue and Station Street and provides a safe and continuous pedestrian pathway. Upgrades to the perimeter fencing and landscaping will improve the appearance of the Reserve at its boundary as well as highlight access points and sightlines into the Reserve.



## North Reserve

**North Reserve is the home of thoroughbred racing and the Melbourne Racing Club. This well-equipped site caters for large events including racing, functions, exams and community activities. The site is the gateway to the Reserve from Caulfield Station.**



### **Multi-purpose Centre and Car Park**

North Reserve will be home to a multi-purpose building with possible indoor sports facilities and underground car parking. The previous on-ground parking area will accommodate uses for events and recreation and provide for an extension of activities within the multi-purpose centre.



## Centre Reserve

**The Centre Reserve will be transformed to accommodate a wider range of uses. Improved access and landscaping will make it a safe and enjoyable place to be.**



### **Internal Walking and Cycling Path**

The internal walking and cycling path will offer users a safe and uninterrupted path that mirrors the shape of the racetracks. As an extension, the path can be upgraded to provide a cycling loops for a criterium circuit creating an ideal cycling event or education space.

## Centre Reserve North

Centre Reserve North will be home to events and community life, including festivals, markets, walking around a wetland and enjoying nature. The precinct will be connected to the surrounding streets with improved tunnel access points and excellent lighting, providing opportunities to access the many attributes of the Reserve.



### Northern Wetland

The upgrade to the northern wetland includes new boardwalks, outdoor furniture and picnic areas. Landscaping will also be enhanced to better support biodiversity within the wetland and provide a relaxing social and recreation space.



### Western Event Space

On the western side of the wetlands is a smaller events space that will continue to support MRC-related events as well as provide opportunities for farmers or arts and crafts markets. The event space will include new landscaping and garden areas, as well as a renovated pavilion offering function spaces with an open terrace overlooking the lake and Reserve.



### Eastern Event Space

A large event space is planned for the northeast of the Centre Reserve which will cater for events such as concerts, MRC and community festivals. A well designed pavilion incorporating a stage, back-of-house, green room and small kitchen for catering will be located behind a new second screen to ensure sightline to the racetrack will not be visually impacted. Gently sloping the grassed area towards the stage pavilion will help shape the space, improving sight lines and defining the area.



### Guineas Tunnel

The Guineas Tunnel will be upgraded with better forecourt lighting and digital signage. Pedestrian access to each entry will be designed to improve accessibility and safety.



Artist impression of the Sports Hub, Centre Reserve South



## Centre Reserve South

Centre Reserve South provides an ideal opportunity for active recreation to be accommodated at a scale that will enable multiple sports and teams to play concurrently on a mix of synthetic and grass fields, maximising their utilisation. Through seeking sustainable solutions and effective water management addressing water requirements, the impacts upon the environment will be lessened. Car parking will be below the synthetic surfaces, increasing the area available for sports, improving the amenity and removing pedestrian conflict with cars.



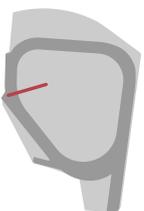
### Sports Hub A

Sports Hub A, to the west of the Reserve, will feature synthetic turf sport fields for sports such as hockey and soccer with underground car park accessible from the Reserve's new arrival courtyard. Sports club rooms, storage and cafés as well as spaces for informal sports and recreation like non-competitive ball, outdoor gym and picnic areas will be located in this precinct.



### Sports Hub B

Sports Hub B to the east of the Reserve includes areas for natural turf playing surfaces providing an area for organised sports, such as cricket, soccer(football) or AFL football, or for informal recreation. Underground water storage will support irrigation requirements and surrounding areas will have upgrades to landscaping, paths and seating and lighting to support extended-hours use of the Reserve.



### Glen Eira Tunnel

The upgrade for the Glen Eira Tunnel will include improved pedestrian and cycle access, separated from vehicles and with improved lighting and new digital signage.

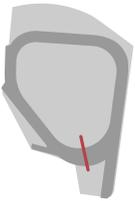
## South Reserve

**The South Reserve will become an exciting new community space providing both indoor and outdoor spaces, connecting with and expanding on the existing amenity of Glen Huntly Park and all within a short walk to the Glen Huntly activity centre and train station.**



### Neerim Community Hub

On the southeast end of the Reserve is the Neerim Stable site which, when vacated by horse training, will become home to a new community hub and indoor sports facility. Spaces for community events and social recreation such as workshop areas, meeting rooms, and indoor sports like basketball, netball, futsal and gymnastics will be provided as well as an outdoor skate park and landscaped public space.



### Neerim Tunnel

A new pedestrian tunnel will be provided traversing from Neerim Community Hub to the inner part of the Reserve. This new access will be provided with a shared pedestrian and cycling path together with adequate lighting and digital signage.

## West Reserve

**Wedge Park in the West Reserve precinct, is accessible all year round including race days and will provide space for a local park/community garden with an abundance of natural light. The Wedge area is available for people with all abilities and interests and forms part of a linear circuit around the whole Reserve.**



### Wedge Park

Wedge Park will become a valuable new informal and social recreation space for local residents as well as providing the space for a critical link for the Reserve Perimeter Trail. Uses can include community garden areas, a playground with a nature focus along with picnic areas and supporting amenities. Landscaping will provide shade in summer, grassy areas to sit on and views across the race track to the east.



**Artist impression of the Neerim Community Hub and Indoor Stadium, Reserve South**





# Implementation



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## 6.1 Governance and management

### **Governance**

The Caulfield Racecourse Reserve Trust is an independent body appointed by the Minister for Energy, Environment and Climate Change to manage Caulfield Racecourse Reserve.

The current Trust came into effect on 1st August 2018, with a remit to develop the long-term future of the Reserve and, following a number of years of community advocacy for greater access and use, making it an inclusive place for everyone. The Trust set about creating a bold vision for this iconic space, one that recognises the value of the Reserve as an open space for the community, and this approach underpins the Trust's work and aspirations for the outcomes to be delivered for the community and future generations.

Looking forward, the Trust will seek out innovative ways to develop and manage the Reserve including partnerships, leases, licences and permits to transform the Reserve into an iconic, community driven destination, building upon its significance for racing.

The Land Management Plan has been developed at a point in time and is based on the best available information and emerging trends. The Trust acknowledges that we live in a changing environment and the LMP will require ongoing monitoring and updating to continue to reflect shared community and stakeholder aspirations for this valuable Reserve. To achieve this, the Trust will undertake a regular periodic review of the LMP and report to the community on its implementation annually through the Trust's annual report.

### **Management and partnerships**

To implement the bold vision of the Land Management Plan, the Trust will seek to foster partnerships and collaborations to enable a layered approach to the development and management of the Reserve – minimising exclusivity and building in flexibility to suit changing conditions. Excellence in public land management will be sought through the expertise and resources of many partners.

The Trust will develop a management structure to support the implementation of the LMP. The Trust will also consider the role it takes in partnerships and in the management of Reserve activities, for example, considering responsibilities such as timetabling spaces for shared use.

In addition, the Trust will develop a legal framework including leases, licenses and permits to provide clarity for all parties. Design excellence and design reviews will be implemented to ensure projects and initiatives align with the Vision and Land Management Plan.

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## 6.2 Funding and staging

The LMP outlines a range of projects and opportunities for the Reserve. Significant investment from multiple sources over the fifteen-year period will be required to deliver these.

Projects and precincts will be delivered in stages. The Trust will consider how progressive improvements and activation of the Reserve can be achieved in a way that realises community aspirations, whilst minimising the impact to users. The staging will also reflect significant changes such as the relocation of training from the Reserve and the establishment of project or precinct partnerships.

Importantly, precincts or specific projects within precincts will be delivered as the opportunities arise in a coordinated and planned manner, and with stakeholder collaboration.

Priorities in the staging would include key elements that will help 'unlock' the Reserve for greater use and access, such as upgrades to current access points, developing a plan to manage water use and the early delivery of below grade parking. While funding will be sought for these priority areas the Trust will need to remain flexible to alternative staging and approaches if not all elements in a precinct can be delivered at the one time.

## 6.3 Project assessment

Re-imagining the future of the Reserve will see a number of projects cascade over the coming years. Many of the projects will be developed and delivered with multiple partners, to maximise the potential benefit to all.

The LMP identifies a series of projects including:

- Improved access to the Reserve.
- Enhancing the horse racing experience.
- Indoor community facilities with underground car parking and community uses above.
- Outdoor classrooms, with easy access from nearby Monash University and Glen Eira College
- Sports fields both synthetic and turf with underground parking and services maximising the benefit of the open space and Reserve for all.
- Lighting to realise the potential of the Reserve, improve community outcomes and return on investment.
- Innovative spaces for events.
- Places simply to connect with nature.
- Leading sustainability initiatives for biodiversity, water, energy, and waste.

### Project assessment criteria

To ensure flexibility in the plan's implementation, the following criteria will be used by the Trust when considering all projects and initiatives proposed for the Reserve:

	<b>Policy and planning</b>	<ul style="list-style-type: none"> <li>– Alignment with Government Planning and Policy</li> <li>– Leverage planned government, institutional and community investment within the Reserve's locality</li> <li>– Address local and regional context</li> </ul>
	<b>Placemaking and community</b>	<ul style="list-style-type: none"> <li>– Meets or complements existing and/or future needs</li> <li>– Improves access and movement</li> <li>– Enhances environment and landscape</li> <li>– Delivers design, built form and landscape quality</li> <li>– Supports activation and social outcomes</li> <li>– Enhances social inclusion, wellbeing and participation</li> <li>– High levels of utilisation</li> <li>– Flexibility in use</li> </ul>
	<b>Implementation and financial</b>	<ul style="list-style-type: none"> <li>– Positively contributes to financial sustainability</li> <li>– Optimal delivery timeframe</li> <li>– Partnerships are robust and have shared aspirations</li> </ul>

## Project summary

Precinct	Required investment	Description
<b>Reserve Racetracks</b>	\$30.0M*	The existing racetrack is a key significant asset of the Reserve and intrinsically linked to the historic use for racing and the sense of open space and greenery. <i>Key projects: construction of a second racetrack, including fencing, lighting and maintenance access.</i>
<b>Outer Reserve</b>	\$10.0M	Upgrading the Reserve's interface with adjoining areas aims to increase public awareness of the Reserve and improve its appearance and the experience of it, at its edges. <i>Key projects: Reserve perimeter trail, perimeter fencing and landscaping.</i>
<b>Northern Reserve</b>	\$32.0M plus \$250.0M*	The Northern Precinct is the home of thoroughbred racing and the Melbourne Racing Club. This well-equipped site caters for large events including racing, functions, exams and community activities. The site is the gateway to the Reserve from Caulfield Station. <i>Key projects: Events Space and carparking, Glasshouse, grandstand, new office, mounting yard, day stalls, public forecourt, maintenance roads and access ways.</i>
<b>Centre Reserve and access#</b>	\$173.0M plus \$5.0M*	The Centre Reserve will be transformed to accommodate a wider range of uses. Improved access and landscaping will make it a safe and enjoyable place to be. <i>Key projects: internal walking and cycling paths and upgrades to Reserve access points, western and eastern event spaces and pavilions, play and picnic areas, landscaping including indigenous gardens and wetland upgrade, sporting areas including synthetic and turf areas, lighting, seating and sports club rooms and amenities, signage, lighting and seating throughout.</i>
<b>South Reserve</b>	\$55.0M	The South Reserve will become an exciting new community space providing both indoor and outdoor spaces for use, connecting and expanding the existing amenity of Glen Huntly Park and all within a short walk to the Glen Huntly activity centre and train station. <i>Key projects: Neerim Community Hub, forecourt, skate park and recreation areas</i>
<b>West Reserve</b>	\$8.0M	West Reserve Wedge park is accessible all year including race days, providing a local park/community garden, in a comfortable scale for its users with an abundance of natural light. The Wedge area is accessible for people with all abilities and interests and forms part of a linear circuit around the whole reserve. <i>Key Projects: Wedge Park including landscaping, play area and amenities.</i>
<b>Total required investment</b>	\$278.0M plus \$285.0M*	# Includes all Centre Reserve sub-precinct projects and Reserve access upgrades * MRC investment

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## 6.4 Next Steps

The Next Steps includes priority projects as well as further strategic and management planning to ensure consistent and best-practice delivery of the LMP. Priority projects, i.e. 'quick wins' will be visible improvements and upgrades that are easily achievable and implementable in the short term. Additional strategic work will encompass sustainability, engagement with the traditional owners and communication. Management Plans will be developed in order to address key management issues such as Reserve traffic and parking and how access to the Reserve will be managed.

### **Strategic**

**Sustainability strategy:** Establish principles of social, environmental, and financial sustainability for the Reserve as well as key objectives including climate resilience and biodiversity outcomes (building on local government policy and reports where appropriate, for example, the Glen Eira Biodiversity outcomes).

**Engagement with the traditional owners:** Engage with the traditional owners of the land to understand their stories and relationship with the land over time. Support and collaborate with Local Government and other Crown Land management in engaging with traditional owners in developing a deeper understanding of the rich living history and celebrating, nurturing, and protecting this as appropriate.

**Communication Strategy:** Establish objectives and directions for all facets of communication by the Trust with respect to the Reserve, including access, events and engagement.

### **Management**

**Integrated Water Management Plan:** Assess current and future needs and identify opportunities for improved water management across the Reserve to ensure best-practice water management.

**Parking and Traffic Management Plan:** Develop a framework for ongoing parking and vehicle access to the Reserve providing guidance on how parking is to be managed on race days, non-race days and event and including access to taxis, ride share and links to public transport.

**Reserve Access Management Plan:** Articulate a clear direction on shared use of the Reserve including managing day-to-day access and maintenance as well as event day access such as access restrictions, traffic and parking (including pick up/drop off areas for taxi, ride share). The Reserve Access Management Plan will require updating to reflect changes as new spaces and facilities are delivered including below grade parking.

**Safe Movement Management Plan:** The railway line and the highway provide both visual and physical barriers to the safe movement of people through the precinct. The Trust will work with all stakeholders to improve the permeability, safety and access through the precinct and integration with new linkages to upgraded Metro Public Transport and Monash University.

**Heritage Plan:** Addressing social and cultural heritage such as pre-contact history and use, and the historical value of racing and the racetrack.

These Management Plans will undergo regular periodic reviews to ensure they continue to align with and reflect completed projects and/or new initiatives within the Reserve.

Document structure





Above: Pop-up craft market  
Middle: Outdoor cinema  
Below: Tunnel upgrades

### **'Quick wins'**

The LMP will provide guidance for the development use and management of the Reserve for a minimum period of 15 years. Over this time a wide range of changes or initiatives to the Reserve will support an increase in both the frequency and types of uses. Many of these changes will be underpinned by partnerships delivered through shared grants and co-funding opportunities. Consequently, the LMP must be structured to accommodate some flexibility in staging, activities and timing of project delivery as opportunities arise.

In the short term, the LMP identifies where immediate upgrades will improve access and amenity of the Reserve from its present status. These 'quick wins' projects include both upgrades and investigation into new events.

Technology and 'smart city' infrastructure will enable individuals and groups to engage with each other at the Reserve in new and innovative ways, and enrich the experience of users and participants whilst providing up to the minute information on what is happening at the Reserve.

As part of the Vision and seeking to be a 'place for everyone', technology will enable a broader section of the community to engage with each other in a virtual world, through citizen science, sports technology, history or through offering a place to study or work in connection with nature.

### **Upgrades**

**Signage and wayfinding:** New signage including improved display of Reserve access information and explore a digital enthronement for Wi-Fi, citizen science, community access & wayfinding. To be installed at several points around the Reserve to improve wayfinding generally across the Reserve.

**Glen Eira Tunnel:** Create a new pathway for pedestrian and cyclists that is separated from vehicles, well drained and wide enough to accommodate prams, wheelchairs etc, connecting the central Reserve to the perimeter public road network. Upgrades to lighting and finishes.

**Guineas Tunnel:** Improvements to security and safety including addressing sightlines, lighting and monitoring.

**Amenities:** Upgrades to existing toilet facilities.

**Dog walking:** Improved signage to clarify on-lead and off-lead areas within the Reserve.

**Waste management:** Install additional bins and dog waste bags dispensers.

**Event opportunities**

These, and other creative event ideas, can be developed with partners:

- Outdoor or drive-in cinema.
- Craft or farmers markets over the summer months.
- Car club display of cars.
- City camping (permit required).

Legend:

-  Caulfield Racecourse Reserve
-  Open Space
- Quick Wins – upgrades*
-  Improved signage & wayfinding
-  Upgrade existing amenities
-  Facilities for dog walking including more rubbish bins
-  Glen Eira and Guineas Tunnel
- Quick Wins – events*
-  Outdoor or drive in cinema
-  Markets
-  Car club events



Above: 'Quick wins'



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racecourse reserve

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