

Pakenham Activity Centre Incorporated Provisions

Adopted 20 March 2017

This document is an incorporated document in the Cardinia Planning Scheme pursuant to section 6(2)(j) of the *Planning and Environment Act 1987* (Vic).

This document expires on the 30 December 2019.

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1 Introduction

The *Pakenham Activity Centre Incorporated Provisions* (the incorporated provisions) is an incorporated document in the Schedule to Clause 81.01 of the Cardinia Planning Scheme (the Scheme) and is referred to in Clause 21.03-2 (Urban Growth Areas) of the Local Planning Policy Framework (LPPF) of the Scheme.

The incorporated provisions were developed as a result of recommendations made by the Planning Panel for Cardinia Planning Scheme Amendment C211 and extracts the substantive planning requirements of the *Pakenham Structure Plan (March 2017)* that directly relate to decision making on permit applications, including:

- land description
- the vision and values
- the overarching framework plan
- the strategic response to the vision which is characterised by four themes (Activities and land use, Access for all, Public realm and Built form & environment) which apply across the entire activity centre
- the nine precincts which provide more detailed direction specific to particular areas that have been structured to build on the overarching strategic response
- the description of land use and design strategies for each of the four themes and nine precincts
- application requirements.

All applications for use and development within the Pakenham AC (defined in section 2) must be consistent with the objectives and strategies of the incorporated provisions as outlined in section 6, 7 and 8.

The incorporated provisions will expire on 30 December 2019, the Minister for Planning may extend the expiry date.

2 Subject land

The incorporated provisions apply to land known as the Pakenham AC which is bound by:

- Princes Highway to the north
- Pakenham Creek and a pocket of open space to the north east
- Racecourse Road to the east
- McGregor Road to the west
- the railway reservation to the south from McGregor Road to Bald Hill Road
- the Bald Hill Road industrial zone boundary to the south east from Main Street and Bald Hill Road to a pocket of industrial land east of Racecourse Road.

The Pakenham AC is defined in Figure 1.

Figure 1 - Pakenham Activity Centre



3 Related provisions

All applications for use and development in the Pakenham AC are to be assessed using the underlying existing planning provisions (zone and overlays) and the objectives and strategies of the incorporated provisions as outlined in section 6, 7 and 8.

The following documents are referred to and should be read in conjunction with the incorporated provisions. These documents will provide guidance in the decision making process:

- *Pakenham Structure Plan March (2017)* (the Structure Plan) (internal reference INT175702) which is a reference document in Clauses 21.03-2, 21.04-1, 21.04-3 and 21.04-4 of the Scheme.
- *Pakenham Town Centre Urban Design Framework (2004)* (the Pakenham TC UDF) (internal reference INT1369277) which is a reference document in Clauses 21.04-3 and 21.06-1 of the Scheme.

4 Vision and values

The Vision for the Pakenham AC is as follows:

In 2035 the Pakenham AC will be a prosperous and sustainable activity centre accommodating high quality new development, providing local employment and a diverse range of retail, commercial and residential options.

Main Street will be the heart of the activity centre with an attractive, innovative and integrated shared space where people and traffic move about in harmony.

The streets, public realm and open space network will be interconnected, vibrant and welcoming, used by everyone at all hours of the day.

Pakenham railway station will be a high amenity 'state-of-the-art' facility offering an efficient and reliable multi-modal service that is safe and accessible to all.

The ambiance of the Pakenham AC will inspire a strong sense of community pride where the community and visitors can shop, eat, relax, socialise, work and live.

The five core values that guide the vision for the Pakenham AC are:

- Prosperity
- Sustainability
- Public realm
- Heritage and identity
- Access for all

4.1 Prosperity

- A compact, attractive and vibrant street-based retail core with a clearly identifiable 'heart' located in Main Street between John and Station Street.
- Ongoing employment and business opportunities with the added advantage of being located within the Pakenham AC and its surrounds and having convenient access to public transport.
- A variety of well-designed housing options that cater to all members of community, including providing opportunities for more and better integrated social housing options.
- A range of community and civic services for the region.

4.2 Sustainability

- Diverse housing options and a full range of community facilities.
- A variety of local employment opportunities and an efficient and convenient public transport network which will enable residents and workers to depend on their cars less.
- Linked pedestrian and cycle network to the residential and employment areas, community facilities and the public realm, as well as to public transport which will make it easier for people to walk and cycle.
- A highly sustainable centre with new development (both private and public) as well as the public realm incorporating environmentally sustainable design principles (ESD) to reduce waste, pollution and energy consumption.

4.3 Public Realm

- A high quality public realm that supports activity, interaction and wellbeing.
- A range of public spaces that will encourage interaction with others and provide a connection with the natural environment.
- Embrace Pakenham Creek as a valued passive open space area with a means of safely and efficiently getting from one local destination to another (as a pedestrian and/ or cyclist).
- Attractive parks and reserves that are well connected to the wider public realm network and within easy walking distance of car parking and public transport.
- A street environment within the core retail area (John and Main Street) that will not only be for movement, but will be a place that facilitates business and social activity.
- Landmark buildings and landscaping to act as gateways to the activity centre.

4.4 Heritage and Identity

- A 'sense of place' through the implementation of high quality urban design, heritage protection and public art.
- A new urban fabric that is designed to be contextually driven, human scaled and, where appropriate, ambitious.
- A number of meeting places and activities to foster a strong sense of community.

4.5 Access for all


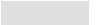



















- A street and open space network designed to promote active transport (e.g. cycling and walking).
- An extensive integrated pedestrian and cycle network that is a desirable alternative to using private vehicles.
- Enable vehicles to easily circulate around the core retail area by using the orbital road.
- Access to convenient and safe car parking.
- A 'state-of-the-art' multi-modal public transport interchange located at the Pakenham railway station that incorporates a frequent and convenient public transport network.

5 Framework Plan

The Pakenham SP provides an aspirational blueprint for development of Pakenham AC over the next 20 years.

Figure 2 shows the overall plan for the land use outcome for the Pakenham AC.

Figure 2 - Overall Plan

-  Railway Station precinct
-  Residential
-  Mixed Use
-  Core Retail
-  Industrial
-  Industrial (subject to review)
-  Open Space (VicTrack owned land, currently leased by Council)
-  Creek Shared Path
-  John Street & Main Street - Improved Pedestrian Amenity
-  Orbital Road - new section
-  Orbital Road
-  New Streets
-  Railway Line
-  Multi Modal Interchange
-  Traffic signal - proposed
-  Gateway
-  Road Over Rail
-  Road Under Rail
-  Pedestrian & Cyclist Connection Over Rail
-  Pedestrian & Cyclist Connection Under Rail
-  Structure Plan Boundary



6 Strategic Response

The Strategic response to the vision is encompassed in four themes which apply across the Pakenham AC which are as follows:

1. Activities and land use which includes housing, core retail, mixed use, industrial as well as community services and civic uses.
2. Access for all which includes railway crossings, pedestrians and cycling, vehicles and car parking as well as public transport.
3. Public realm which includes open space, streets and gateways.
4. Built form and environment which includes character and heritage as well as sustainability.

6.1 Activities and land use

Figure 3 shows the activities and land use outcome for the Pakenham AC.

6.1.1 Activities and land use

Objective















Reinforce the Pakenham AC role as a regional hub promoting a diverse mix of land uses that include retail, mixed use, commercial, industrial, residential as well as civic and community services to assist in increasing the number of people living, working and visiting the Pakenham AC.

Strategies

- Promote a diverse mix of land uses including retail, mixed use, commercial, industrial as well as civic and community services.
- Promote residential development within strategic locations to enable residential intensification.
- Encourage proposals within the Pakenham AC to comply with the Pakenham TC UDF.

- Discourage land fragmentation which may compromise the achievement of the objectives in the Pakenham SP, except where fine grain development is a desirable outcome, such as John and Main streets.
- Where appropriate, encourage the consolidation of land to facilitate the creation of viable integrated development sites or in order to achieve a building and space of excellent benchmark quality.
- Where appropriate and in order to achieve the best possible outcome, facilitate a land swap or other form of agreement between landowners.
- Respect and enhance the valued traditional active fine grain 'main street' character of the centre.
- Ensure key significant sites are not under-developed, in order to maximise their economic contribution to the Pakenham AC.
- Where appropriate, engage with the community, local businesses and key stakeholders to ensure the successful delivery and implementation of the Pakenham SP.
- Where necessary, liaise with relevant authorities and agencies in order to assess the impact of new development within the Pakenham AC on existing essential services such as water supply, sewerage, drainage, gas, electricity and telecommunications.

Figure 3 - Activities and land use

-  Open space
-  Proposed open space
-  Mixed use
-  Housing - residential intensification
-  Core retail - shopping centre
-  Core retail
-  Public use
-  VicTrack owned land
-  Industrial
-  Industrial (subject to review)
-  Creek / Drainage reserve
-  Railway line
-  Structure Plan boundary
-  Proposed boundary for ACZ (activity centre zone)



6.1.2 Housing

Objective

Increase the density and diversity of housing throughout the residential and mixed use areas, with opportunities for upper level residential uses in the core retail area of the Pakenham AC.

Strategies

- Promote a diverse range of housing types that have regard to the issue of affordability, are well designed and are based on high quality architectural and urban design principles, as well as being adaptable to new uses and functions.
- Support residential opportunities that are more intensive, to increase housing diversity to cater for smaller households and younger and senior age groups.
- Support an increase in housing density in close proximity to the core retail area, Pakenham railway station and abutting the open space network.
- Encourage a mix of dwelling sizes and types within individual developments to cater for different household sizes and types.
- Encourage housing proposals within the Pakenham AC to comply with the Pakenham TC UDF.
- Discourage traditional development (for example single detached dwellings) in favour of more intensive housing forms (i.e. terrace housing, apartments, etc.).
- Encourage the consolidation of lots to enable larger forms of residential development to occur, such as apartments.
- Encourage home-based businesses to locate in residential and mixed use areas within the Pakenham AC.
- Ensure development is respectful of the existing neighbourhood character and amenity, and complements adjacent heritage buildings and potential heritage precincts.
- Discourage developer covenants that restrict the diversity of housing and the potential for future redevelopment in residential areas.

- Encourage the integration of social housing and affordable housing opportunities into residential developments.
- Encourage the provision of well-designed aged care developments in appropriate locations.
- Support community entities, housing associations and private developers that propose the provision of social housing in the Pakenham AC.

6.1.3 Core retail

Objective

Create a dynamic retail core that activates the street and offers a variety of businesses, including restaurants, cafes and entertainment offering extended hours of operation and creating a vibrant street life.

Strategies

- Promote consolidation in the core retail area in order to intensify development (excluding Precinct 1 – John and Main streets, where fine grain development is paramount).
- Focus retail activity at the ground level in the traditional ‘main street’ areas identified in Precinct 1 – John and Main streets.
- Encourage additional retail diversity that activates trade in the evenings and the weekend, while complementing its core retail function.
- Reinforce the importance of the pedestrian connection from Pakenham Central Marketplace and Pakenham Place to the Main Street core retail area, predominately via the arcades.
- Ensure retail and other uses open onto the arcades to ensure passive surveillance and support the perception of safe linking spaces.
- Support and encourage the dining and restaurant sector as well as entertainment and leisure facilities into the core retail area that generates activity after standard day- time business hours to help improve safety and security and to assist in generating activity in the centre.

- Promote mixed use, residential and office uses above retail and commercial premises to provide for additional people living within the Pakenham AC and provide greater passive surveillance of streets.
- Focus large format retailing such as a supermarket or discount department store and larger format entertainment activities such as cinemas to the existing shopping centres at Pakenham Central Marketplace and Pakenham Place.
- Smaller scale leisure activities should be directed to Precinct 8 – Entertainment Plaza.
- Encourage proposals within the core retail area of the Pakenham AC to comply with the Pakenham TC UDF.

6.1.4 Mixed use

Objective

Create mixed use areas that offer a broad range of compatible residential, commercial and community uses and provide an appropriate transition to the Pakenham AC core retail area from the surrounding areas.

Strategies

- Encourage community uses, offices or residential development in the upper levels of mixed use developments, maintaining active uses at the street level.
- Support an increase in housing density as part of mixed use developments on strategic sites in close proximity to the Pakenham railway station.
- Ensure any cluster of mixed use activities within an integrated development is sensitive to the residential interface and, if applicable, any significant heritage sites.
- Ensure residential uses within mixed use developments include noise attenuation measures and other design solutions to ensure a high level of residential amenity without compromising the viability of non-residential uses.

- Encourage proposals within the mixed use area of the Pakenham AC to comply with the Pakenham TC UDF.

6.1.5 Industrial

Objective

Strengthen the mix of businesses in the industrial area to improve the amenity and attractiveness of the area and provide for greater densities of employment.

Strategies

- Encourage both the retention of existing key industries and the establishment of new industry considered suitable for the southern gateway to Pakenham AC and, when within close proximity of a residential area, compatible with residential uses.
- Encourage continued business and employment opportunities ranging from small to medium-sized industry and local service businesses.
- Allow for additional commercial office uses within the industrial area that provide for a greater density of employment and higher quality buildings.
- Encourage light industrial, office and other employment uses that do not negatively impact on nearby land uses.
- Ensure development of industrial uses that interface with existing residential development incorporate additional screening, such as landscaping and acoustic treatments along common boundaries.
- Encourage proposals within the industrial area of the Pakenham AC to comply with the Pakenham TC UDF.

6.1.6 Community services and civic uses

Objective

Ensure community services and civic uses are provided to cater for the local and regional needs and strengthen community services by co-locating services that will encourage synergies and positive interaction between each other and the rest of the activity centre.

Strategies

- Locate community and government services within the Pakenham AC to take advantage of accessibility to a range of transport modes.
- Seek to attract appropriate service providers to meet the needs of the community thereby enhancing the health and wellbeing of our community.
- Increase awareness of community services and civic uses available in the Pakenham AC.
- Where possible, co-locate community services and civic uses in Precinct 9 – Civic Gateway and the Pakenham Library at PB Ronald Reserve

6.2 Access for all

Figure 4 shows the access for all outcome for the Pakenham AC.

6.2.1 Railway crossings

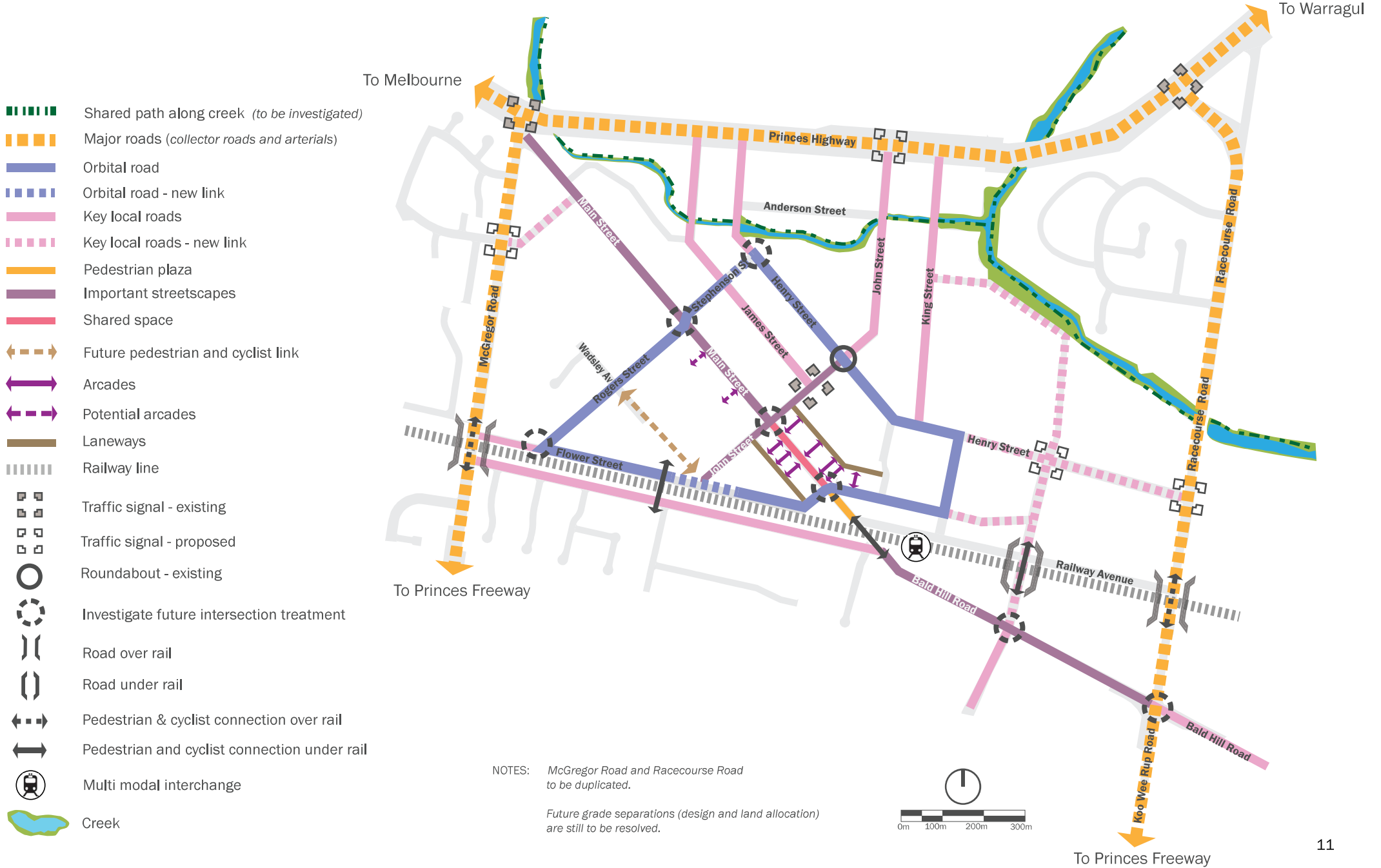
Objective

Provide safe and convenient vehicle, pedestrian and cycle movements across the railway line with an ultimate strategic vision to replace the existing level road and pedestrian crossings with grade separated crossings.

Strategies

- Plan for the ultimate replacement of the level crossings with grade separated crossings in the Pakenham AC to improve movement in and around the centre and facilitate safe and convenient pedestrian, cycle and vehicle connections.
- Incorporate Crime Prevention Through Environmental Design (CPTED) into the design process of the pedestrian underpasses to ensure personal safety.
- Support the upgrade of the McGregor Road level crossing (which includes duplication of McGregor Road across the railway reservation and improved traffic management at Rogers Street and Henty Street) as an interim measure in the medium term.
- Ensure new development does not compromise the ultimate objective of delivering the grade separation of the existing level road crossings or level pedestrian crossing.

Figure 4 - Access for all



6.2.2 Pedestrian and cycling

Objective

Provide attractive, convenient and safe pedestrian and cycle movement to, from and within the Pakenham AC.

Strategies

- Strengthen the pedestrian and cycle network by improving the amenity and convenience of the network while providing additional activity on the streets, within car parking areas and arcades as well as along the open space and creek network.
- Ensure proposals have due regard to the Cardinia Shire Council Pedestrian and Bicycle Strategy.
- Ensure street design treatments give priority to safe and accessible walking and cycling movements for all levels of mobility, including access for people with disabilities.
- Require servicing and loading from rear lanes in order to minimise driveways and loading areas disrupting the footpath.
- Ensure new developments provide passive surveillance over laneways, car parks and along pedestrian and cycle routes.
- Ensure car park designs adequately address pedestrian access for all; to, from and within the site.
- Provide bicycle parking facilities at key locations such as the edge of the shopping strip, shopping centres, the Pakenham railway station, open space and community facility sites.
- Provide clear, continuous and direct pedestrian and cycle routes to bus stops and the Pakenham railway station as well as key generators such as the core retail area, youth related facilities, PB Ronald Reserve and the open space network.
- Prioritise the existing arcades as essential key links to and from John and Main streets.
- Enhance and improve existing linkages from Main Street via walkways, laneways and arcades when new development takes place.

Figure 5 shows the pedestrian network outcome for the Pakenham AC.

Figure 6 shows the cycle network outcome for the Pakenham AC.

Figure 5 - Pedestrian network

- Major road - protected footpaths
- Conventional street - footpaths on both sides
- Pedestrian boulevard
- Pedestrian boulevard - new link
- Pedestrian boulevard - Orbital Road
- Pedestrian boulevard - Orbital Road - new link
- Recreational walking trail
- Future potential pedestrian link
- Shared space (pedestrian dominated)
- Pedestrian plaza (pedestrian dominated)
- Laneways
- Pedestrian arcades
- Traffic signal existing - upgrade pedestrian treatment
- Future controlled crossing - pedestrian crossing
- Investigate pedestrian intersection treatment
- Road over rail
- Road under rail
- Pedestrian connection under rail
- Pedestrian connection over rail
- Pedestrian crossing existing - signalised
- Railway line
- Multi modal interchange
- Creek



NOTE: *McGregor Road and Racecourse Road to be duplicated.*

All streets will have footpaths on both sides of the road

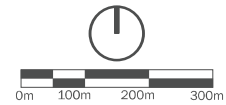





















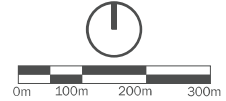
Figure 6 - Cycle network

-  Regional cycle route
-  Local cycle route
-  Local cycle route - new link
-  Local cycle route - Orbital Road
-  Local cycle route - Orbital Road - new link
-  Recreational cycle route
-  Future potential cycle link
-  Principle & Priority Bicycle Network - designated by PTV
-  Investigate cycle intersection treatment
-  Traffic signal existing - upgrade cycle treatment
-  Future controlled crossing - cycle crossing
-  Cyclist connection under rail
-  Cyclist connection over rail
-  Road over rail
-  Road under rail
-  Pedestrian crossing existing - signalised (investigate potential for a bicycle crossing)
-  Railway line
-  Multi modal interchange
-  Creek



NOTE: McGregor Road and Racecourse Road to be duplicated

Source: Pakenham Future Bicycle Network



6.2.3 Vehicles and parking

Objective

Provide a clear, efficient and logical vehicle network as well as convenient and accessible car parking in the Pakenham AC while enabling a successful 'main street retail and social environment' in John and Main streets which acknowledges pedestrian dominance.

Strategies

- In the short to medium term, deviate Main Street to McGregor Road through the former consolidated school site. The existing Main Street and McGregor Road intersection will be redesigned to only allow a 'left out' from Main Street onto McGregor Road and a 'left in' from McGregor Road into Main Street once the deviation has been constructed.
- Promote and encourage the use of the orbital road as the preferred choice for vehicle movement in, out and circulating around the core retail area at peak usage times keeping through traffic away from 'pedestrian focused' areas.
- Ensure the ultimate design and function of the orbital road does not become a barrier around the Pakenham AC.
- Ensure planning applications provide car parking that is easy to find and access with minimal disruption to pedestrians, cyclists and public transport.
- Limit the visual impacts of car parking on the Pakenham AC by discouraging the use of front setbacks for car parking and ensuring entries to car parks do not dominate the streetscape at ground level.
- Ensure any multi-level parking structure includes active uses at street level.
- Consider the provision of a traffic/transport impact assessment as part of major new retail/commercial/ mixed use applications.
- Support the grade separation of the railway line at McGregor Road, Racecourse Road and Webster Way extension (which will

be a prerequisite for the closure of Main Street/ Bald Hill Road crossing to vehicles).

- Support the delivery of traffic signals at the intersection of Henry Road extension and Webster Way extension (in the former Pakenham racecourse site).
- Support the upgrade of the McGregor Road level crossing (which includes duplication of McGregor Road across the railway reservation and improved traffic management at Rogers Street and Henty Street) as an interim measure to the grade separation of the level crossing.
- Ensure the redevelopment of land abutting Racecourse Road gives due consideration to the ultimate development of Racecourse Road.
- Ensure development proposals in the vicinity of existing at-grade crossings do not prejudice any future grade separation solution.
- Support the delivery of traffic signals at:
 - Princes Highway/John Street in the medium to long term
 - the Henry Road extension (through the former Racecourse site) to Racecourse Road as part of the development application negotiation process.
- Support the duplication of Racecourse Road between Princes Highway and Princes Freeway to reduce traffic congestion and provide for improved pedestrian and cyclist outcomes.

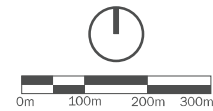
Figure 7 shows the existing and proposed car parking for the Pakenham AC.

Figure 7 - Existing and proposed car parking



- Public car parking
- VicTrack car parking
- Key privately owned car park
- On street parking - marked
- Public parking structure - potential sites
- ① Pakenham Place
- ② Pakenham Central Marketplace
- New street or link
- Railway line
- Structure Plan boundary

NOTES: *Informal on street car parking not shown*
Future grade separations (design and land allocation) are still to be resolved.



6.2.4 Public Transport

Objective

Provide a high quality multi-modal interchange at Pakenham railway station that offers a more frequent, safe, interconnected and accessible service to those who live, visit and work within the Pakenham AC.

Strategies

- Encourage the provision of a public transport system that is attractive, safe and convenient.
- Support the redevelopment of the Pakenham railway station and bus interchange as a high-quality multi-modal interchange that integrates with Bourke Park and the surrounding area.
- Ensure that any redevelopment of the Pakenham railway station has limited impact on the recent development upgrades of Bourke Park.
- Ensure public transport waiting areas are clearly visible from the street and adjacent buildings, and provide clear views of train and/or bus arrivals and departures to enable passive surveillance.
- Ensure that lighting is well integrated with signage and landscaping in order to maximise attractiveness and safety.
- Support 'transit-oriented' land uses (such as employment or housing developments), around the Pakenham railway station which have been shown to generate greater use of public transport.
- Support the provision of well-placed taxi ranks throughout the Pakenham AC.
- Explore alternative transport solutions that complement the public transport network such as car share schemes.
- Encourage any development of any land owned by VicTrack to be designed to ensure intensive development to maximise the development potential of the site

6.3 Public Realm

Figure 8 shows the public realm outcome for the Pakenham AC.

6.3.1 Open space



















Objective

Create a safe and enjoyable high-quality cohesive open space network that provides opportunity for a range of uses, users and assists in creating a sense of place.

Strategies

- Ensure that the open space provision is in accordance with Council's (proposed) Open Space Strategy.
- Enhance the role and function of PB Ronald Reserve and Bourke Park as central gathering spaces.
- Maximise the usefulness, quality and quantity of open space delivered as part of the development of large development sites and key precincts, such as Precinct 5 - Former Pakenham Racecourse and Precinct 6 - Former Consolidated School site.
- Where possible, incorporate existing healthy trees and vegetation within proposed open space areas.
- Use the existing creek system and drainage reserves as an open space asset that links the network of open spaces.
- The 8 per cent public open space contribution sought under the requirements of the Cardinia Planning Scheme (for residential land) is to comprise land that is unencumbered by other constraints (e.g. land required by Melbourne Water for drainage purposes or for service easements) to allow its full use. Encumbered public open space will be provided in addition to the 8 per cent unencumbered public open space contribution.

Figure 8 - Public realm

-  New urban space
-  Boulevard landscape
-  Open space
-  Proposed open space
-  Important streetscape
-  Shared space
-  Pedestrian plaza
-  Pedestrian & cyclist connection over rail
-  Pedestrian and cyclist connection under rail
-  Landscaped creek trail
-  Gateway
-  ① P.B Ronald Reserve
-  ② Bourke Park (land owned by VicTrack, currently leased by Council)
-  ③ Sid Earle Reserve
-  Multi modal interchange
-  Creek / Drainage reserve
-  Railway line
-  Structure Plan boundary



6.3.2 Streets

Objective

To create a network of attractive, safe and accessible streets that cater for and enhance the different activities and land uses within the Pakenham AC and provide opportunities for place making.

Strategies

- Maintain and enhance the liveliness of the core retail streets, particularly 'after 5pm'.
- Ensure consideration is given to the design, movement and activity levels to streets within the mixed use areas.
- Ensure integration and interaction with the edges of neighbouring land uses (i.e. residential dwellings, commercial, retail, industrial or open space).
- Where possible, provide high quality, wide footpaths on both sides of the street that can accommodate current and foreseeable user demands (e.g. two prams passing each other or mobility scooters).
- Ensure sufficient and safe pedestrian crossings that meet the desire lines of pedestrians wanting to move between destinations.
- Carefully balance and prioritise the mix of movement modes in streets inside the Pakenham AC with an emphasis on improving conditions for pedestrians and cyclists, while having regard to current and desired volumes of each movement type.
- Increase shade and weather protection to make streets more usable in all weather conditions.
- Provide appropriate canopy tree planting to minimise the heat island effect created by large surfaces such as bitumen, concrete, and paving.

6.3.3 Gateways

Objective

To ensure a positive sense of arrival at key gateway sites to the Pakenham AC.

Strategies

- Use strong landscape elements, such as vegetation and landforms, to reflect the importance of the gateways.
- Consider the use of distinct thematic lighting as an effective way of marking gateways at night.
- Ensure buildings located in the gateways are visually interesting.
- Where appropriate, use public art at these locations to engage the local community and visitors.
- Consider designing and placing attractive, legible signage.

6.4 Built form and environment

6.4.1 Character and heritage

Objective

Preserve precincts, places and buildings of historical and architectural significance to retain built and cultural heritage in the Pakenham AC.

Strategies

- Preserve and enhance key heritage sites and precincts that are historically and/or architecturally significant.
- Preserve and enhance the street network, historic open space, and the fine grain of John and Main streets (in the core retail area).
- Ensure new development adjacent to heritage places and buildings is sympathetic in its design and built response.
- Ensure new development in close proximity of heritage places and buildings has a contemporary design that reflects today's architecture and does not replicate old architectural styles.
- Encourage the adaptive reuse of existing heritage buildings and places when they are no longer to be used for their original purpose, provided this does not have a negative impact on heritage values.

Figure 9 shows existing and proposed heritage sites for the Pakenham AC.

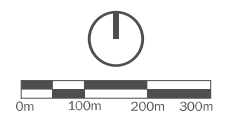
Figure 9 - Existing and proposed heritage sites

- Existing heritage overlay
- ① HO65 - St. James Church of England
- ② HO264 - Algerian Oak - 'Federation Oak'
- ③ HO228 - 21 James Street*
- ④ HO49 - Pakenham Scout Hall*
- ⑤ HO66 - Pakenham Gazette & Berwick City News Offices
- ⑥ HO64 - Pakenham Hotel
- ⑦ HO108 - Bourke House and Stables
- Proposed heritage site (*subject to further review*)
- ⑧ 60-62 Main Street (*potential heritage site*)
- ⑨ 90-92 Main Street (*potential heritage site*)
- ⑩ 1-3 Station Street (*potential heritage site*)
- ⑪ Bourke Park (*potential heritage site*)**
- ⑫ P.B. Ronald Reserve (*potential heritage site*)
- ⑬ Guide Hall
32-33 Henry Street (*potential heritage site*)
- ⑭ 89-91 Slattery Place
Formerly 89-91 Henry Street (*potential heritage site*)
- Proposed heritage precincts (*subject to further review*)
- ⑮ Dame Pattie Avenue (*potential heritage precinct*)
- ⑯ James Street (*potential heritage precinct*)
- ⑰ Rogers Street (*potential heritage precinct*)
- ⑱ Henty Street (*potential heritage precinct*)
- Old Shire Offices (*subject to heritage reassessment*)
- New street or link
- Railway line
- Structure Plan boundary



*property also part of a proposed heritage precinct
 ** land owned by VicTrack, currently leased by Council

Source: Pakenham Structure Plan Inter War and Post War Heritage Study
 David Moloney, Rohan Storey & Pamela Jellie (31 May 2013)



6.4.2 Sustainability

Objective

Ensure all development within the Pakenham AC provides high quality innovative design in a manner that is consistent with and promotes the principles of environmentally sustainable design (ESD).

Strategies

- Ensure both the public and private sector new residential and non-residential developments apply best practice environmentally sustainable design (ESD) principles and incorporate the key principles of water sensitive urban design (WSUD).
- Encourage major developments to consider the issue of sustainable transport and the use of a green travel plan (GTP).
- Where possible, encourage built form that is orientated to the north to maximise energy efficiency.
- Promote the long-term environmental and economic benefits of ESD to planning applicants and the community.
- Consider the introduction of community gardens within developments.
- Enhance the street network in a manner that increases pedestrian and cycle permeability to encourage residents to consider walking and/or cycling as a convenient alternative to driving a car.

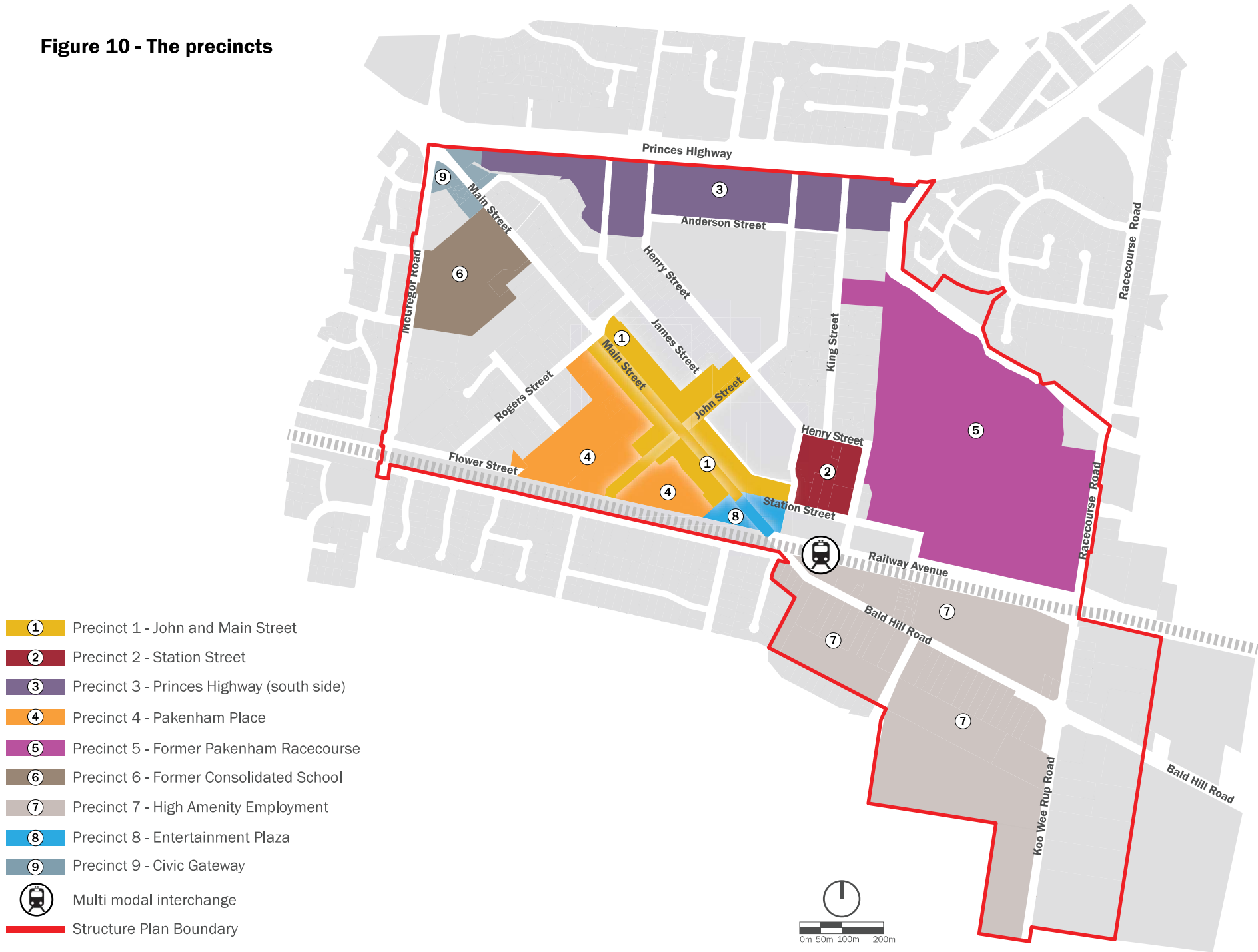
7 Precincts

There are nine precincts within the Pakenham AC as follows:

- Precinct 1 – John and Main Street
- Precinct 2 – Station Street
- Precinct 3 – Princes Highway (south side)
- Precinct 4 – Pakenham Place
- Precinct 5 – Former Pakenham Racecourse
- Precinct 6 – Former Consolidated School
- Precinct 7 – High Amenity Employment
- Precinct 8 – Entertainment Plaza
- Precinct 9 – Civic Gateway

Figure 10 shows the location of the nine precincts in the Pakenham AC.

Figure 10 - The precincts



7.1 Precinct 1 – John and Main Streets

Objective

Create a streetscape that enhances the sense of place for John and Main streets and promotes civic pride while increasing the pedestrian priority through the core retail area.

Strategies

























- Reinforce Main Street's important role as a place of business and social exchange.
- Ensure key landmark sites, such as the corners of John Street with Main Street, have architecturally designed buildings that visually mark these locations.
- Where possible retain and enhance:
 - the fine grain of the built form along John and Main streets, as these offer greater opportunities for smaller businesses
 - the private arcades that provide through access and increase their public access use and availability.
- Provide additional opportunities for outdoor dining throughout the precinct.
- Encourage the re-development of buildings along John and Main streets to a preferred three-storey height. Any development above three storeys would have to be carefully designed to minimise overshadowing and other negative amenity impacts by employing street setbacks.
- Uses in upper storeys should complement the ground floor with the potential for office and residential uses.
- Provide active uses along John and Main streets and if possible, extend their operating hours beyond 5pm.
- Ensure buildings are constructed to the street line with no setback and have visually permeable frontages.
- Ensure the main entrances for businesses along John and Main streets address the street.
- Require the use of ramps as a design solution (inside of buildings in the core retail area) to help achieve the level

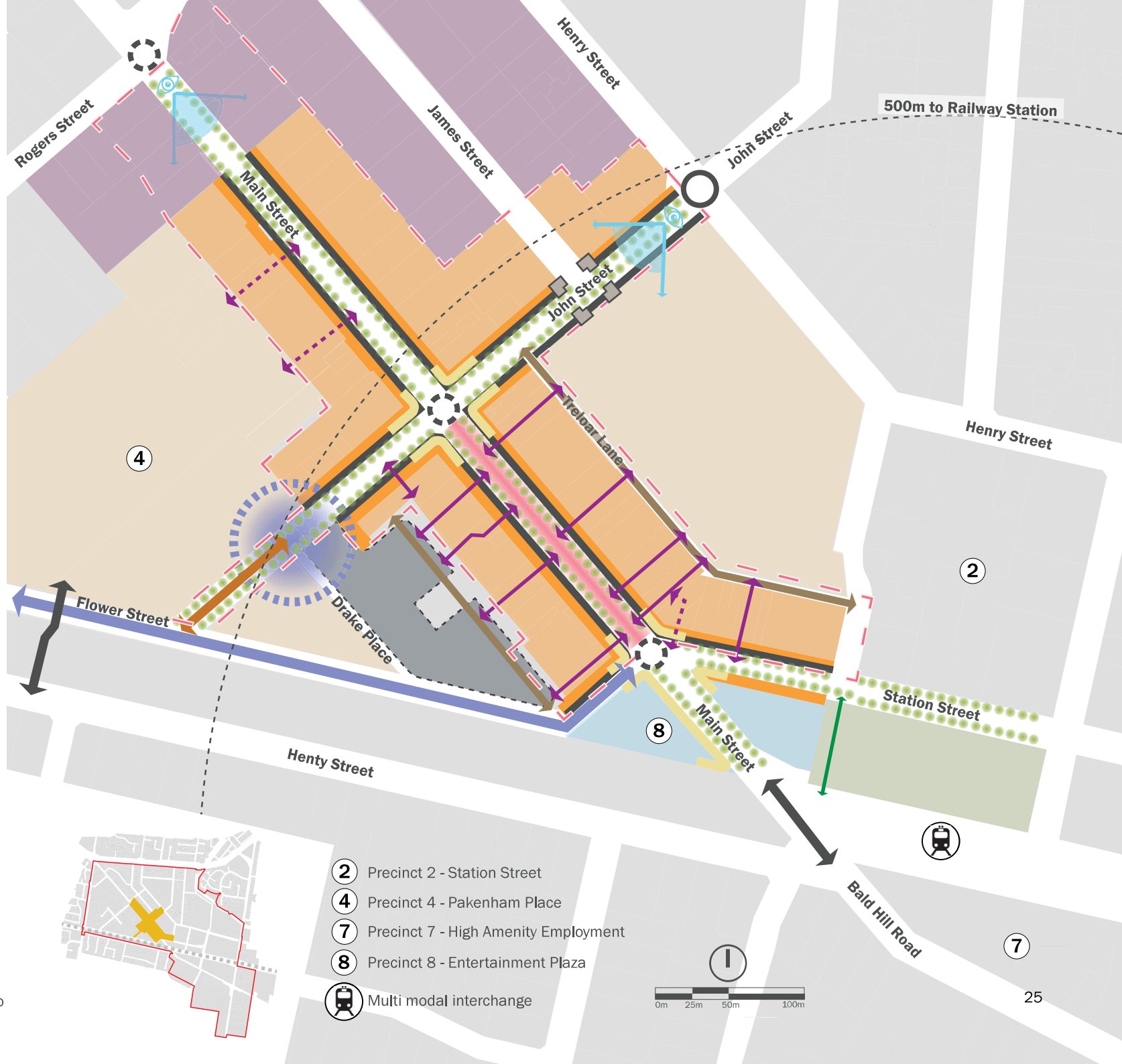
requirements set by Melbourne Water and still allow for disability access as well as convenient access for parents with prams or people on mobility scooters.

- Provide an effective weather protection through a continuous canopy treatment along the building frontages.
- Support and encourage applications that investigate ways to capture stormwater and use it for irrigation (for example to enable irrigation of landscaping or street planting).

Figure 11 shows the land use outcome for Precinct 1.

Figure 11 - Precinct 1

-  Shared space
-  Fine grain built form with active retail frontage three storey height
-  Continuous canopy treatment
-  Key landmark site
-  Tree canopy
-  Key viewline
-  Precinct 8 - Entertainment Plaza
-  Precinct 4 - Pakenham Place
-  Bourke Park (land owned by VicTrack, currently leased by Council)
-  Preferred area for large format shopping centre
-  Drake Place Council carpark potential integration with Pakenham Place
-  Mixed Use
-  Flower Street extension - orbital road
-  Shared path - pedestrian and cyclist
-  John Street extension
-  Laneway
-  Existing arcades
-  Potential arcades
-  Pedestrian and cyclist under rail
-  John and Main Street precinct boundary
-  Investigate future intersection treatment
-  Existing roundabout
-  Existing traffic signals
-  Open urban space with active interface to existing and proposed buildings



-  Precinct 2 - Station Street
-  Precinct 4 - Pakenham Place
-  Precinct 7 - High Amenity Employment
-  Precinct 8 - Entertainment Plaza
-  Multi modal interchange



7.2 Precinct 2 – Station Street

Objective

Provide a street-orientated mixed use development that will have multi-level higher density housing and employment opportunities to maximise the site's proximity to public transport, the core retail area and community facilities.

Strategies

- Ensure street frontages and land uses activate the precinct and provide passive surveillance that will encourage increased use of Bourke Park and its surrounds.
- Promote the consolidation of land within the precinct.
- Encourage increased diversity and densities of residential and commercial development.
- Promote street amenity, prioritise pedestrian movements and minimise vehicle crossovers around the perimeter of the precinct.
- Encourage a parking 'grove' that acts as a landscape feature and increases shade within the site.
- Require car parking to be located inside the precinct to prioritise safe pedestrian movements and assist in street activation. This design solution will also enable a more efficient car park layout.
- Develop an internal circulation system that minimises vehicle crossovers.
- Provide housing diversity in the form of higher density (i.e. apartment blocks) that have an affordable housing component.
- Discourage housing/residential use on the ground floor level.
- Investigate stormwater retarding capture and water quality measures to create a whole of water cycle solution.

Figure 12 shows the land use outcome for Precinct 2.

7.3 Precinct 3 – Princes Highway (south side)

Objective

Enable the transition of the precinct from a predominately traditional residential development to higher density residential forms, as well as complementary uses (such as accommodation, medical and health-related services, education and offices), taking advantage of the exposure to Princes Highway and easy access to the main road network.

Strategies

- Encourage consolidation of lots and promote the redevelopment of lots for alternative forms of higher density housing (two–three storeys minimum) accommodation, as well as medical and health-related services.
- Develop a strong landscape theme for the length of Princes Highway within the Pakenham AC from McGregor Road to Racecourse Road.
- Encourage built form that responds appropriately to the Princes Highway interface to assist in diminishing the negative impact of the high traffic volumes.
- Ensure that new business activity is compatible with nearby residential development.
- Require development along Princes Highway to provide an appropriate transition in height, scale and mass to the adjoining lower scale existing residential areas at the interface.

Figure 13 shows the land use outcome for Precinct 3.

Figure 12 - Precinct 2

-  Mixed use area
-  Precinct 5 - Former Pakenham Racecourse
-  Core retail
-  Pakenham Central Marketplace
-  Car parking - owned by VicTrack
-  Precinct 8 - Entertainment Plaza
-  Existing residential units
-  Existing medical centre
-  Existing two storey office building
-  Bourke Park (land owned by VicTrack, currently leased by Council)
-  Potential two storey townhouse footprint
-  Potential three storey mixed use building footprint
-  Internal car parking and circulation area with unique landscape design
-  Tree canopy
-  Open space
-  Orbital road
-  Arcade
-  Pedestrian and cyclist access
-  Vehicle access
-  Garage access
-  Front door access
-  No front setback - built to boundary
-  Active frontage to Bourke Park with cafe and restaurant at ground level
-  Active residential frontage
-  Private open space
-  Station Street precinct boundary
-  Internal pedestrian and cyclist loop
-  Potential location of traffic barrier
-  Multi modal interchange

- 1** Precinct 1 - John & Main Street
- 5** Precinct 5 - Former Pakenham Racecourse
- 8** Precinct 8 - Entertainment Plaza

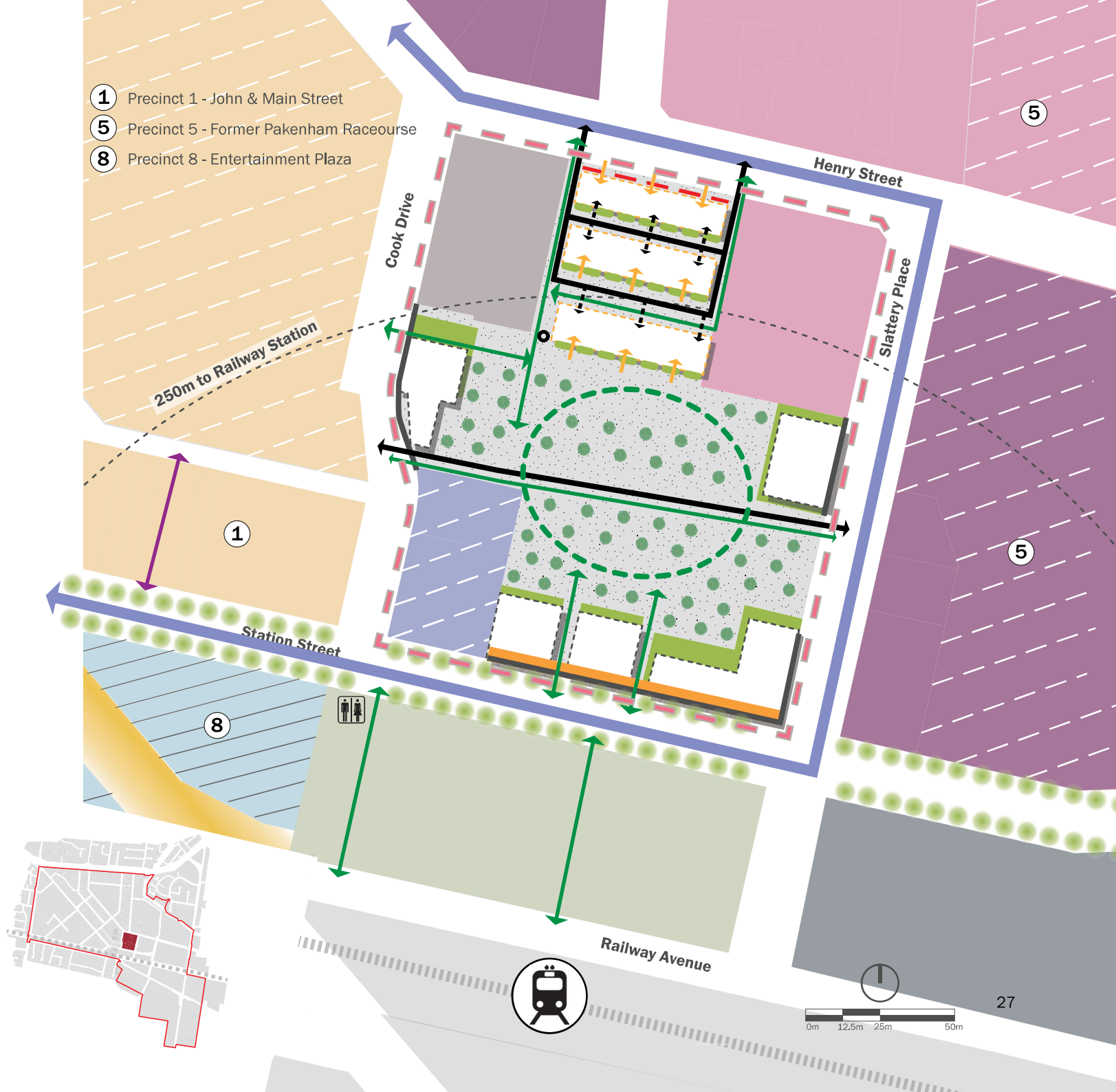
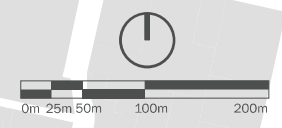


Figure 13 - Precinct 3



- Open space
- Housing - high density
- Community uses
- Interface to Princes Highway with landscape treatment
- Built form interface to Princes Highway - sound buffering
- Major Roads
- Shared Path along Creek (*to be investigated*)
- Princes Highway precinct boundary
- 9 Precinct 9 - Civic Gateway
- Creek / Drainage Reserve
- Traffic Signal - existing
- Traffic Signal - proposed
- Intersection downgrade
- Key viewpoint



7.4 Precinct 4 – Pakenham Place

Objectives

Provide an innovative street-based shopping centre model that strengthens the retail anchor function of this site, builds on the existing street connections in the Pakenham AC and introduces a new high quality urban open space at the end of John Street.
























Strategies

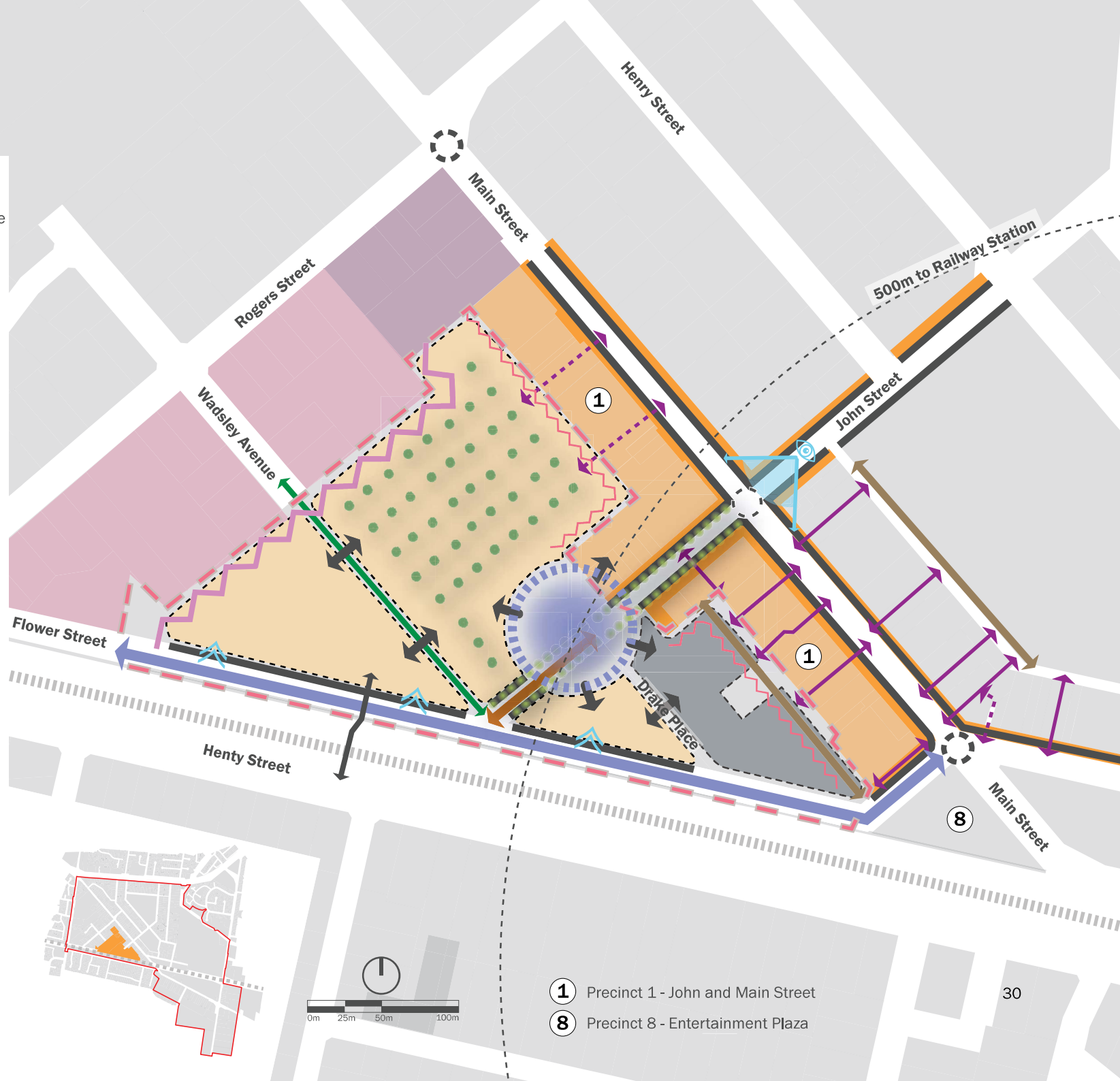
- Encourage a retail mix that complements Main Street and John Street.
- Provide an urban space at the termination of an extended John Street.
- Create a strong pedestrian and cycle environment within the precinct, including via Wadsley Avenue.
- Ensure the redevelopment of the precinct:
 - has minimal impact on the amenity of the surrounding areas
 - incorporates the orbital road and is designed to facilitate passive surveillance and an attractive outlook for the majority of the orbital road
 - provides satisfactory façade articulation along the future extensions of John Street and Flower Street (this completes the skewed grid that characterises Pakenham AC, increasing the ease of access and legibility to and from Pakenham Place and to and from Main Street)
 - includes the design and construction of the Flower Street connection to enable a link, as direct as possible, into Drake Place
 - includes a pedestrian and cycle link that connects the northern edge of the site with the extension of John Street
 - considers parking solutions that could work in conjunction with Council's existing landholdings on

- Drake Place and any future parking proposed by Council to ensure a better land integration
- where possible, attempt to sleeve the parking edges with active uses towards the surrounding streets, in particular for John Street
- ensure intermittent breaks within the building design to prevent a long stretch of loading bays and/or blank walls
- include design solutions to reduce the heat island effect and barrenness of large parking surfaces (this could be in the form of a parking grove).
- Ensure the extension of Flower Street is designed and constructed to a standard that would comply with the orbital road. Flower Street and John Street must intersect on the site.
- Encourage the shopping centre to have the shops and restaurants front the internal street network created by Flower Street and John Street, with a particular emphasis on John Street.
- Require any future redevelopment of lots along Main Street to continue the fine grain and general built form of the existing shops in the core retail area.
- Investigate drainage solutions that minimise the adverse effects of stormwater runoff. This could also integrate stormwater capture and irrigation systems.
- Ensure the extensions of John Street and Flower Street are in accordance with Council's road standards and any future urban design guidelines applicable to this precinct.
- Explore options to integrate Council's land- holdings along Drake Place into any future redevelopment of Pakenham Place provided it assists in delivering an improved outcome in achieving the vision and objectives of the structure plan.

Figure 14 shows the land use outcome for Precinct 4.

Figure 14 - Precinct 4

-  Fine grain built form with active retail frontage three storey height
-  Large format shopping centre & carpark
-  Mixed use
-  Housing - residential intensification
-  Continuous canopy treatment
-  Open urban space with active interface to existing and proposed buildings
-  Council car parking Drake Place for future integration with Pakenham Place
-  Sensitive interface to residential area
-  Sensitive interface to back of shops
-  Flower Street extension - orbital road
-  Pedestrian and cyclist route
-  John Street extension
-  Investigate future intersection treatment
-  Pedestrian permeability
-  Existing arcade
-  Potential arcade
-  Laneway
-  Pedestrian and cyclist under rail
-  Pakenham Place precinct boundary
-  Preferred shopping centre vehicle access
-  Tree canopy
-  Parking tree grove
-  Key viewline



- 1** Precinct 1 - John and Main Street
- 8** Precinct 8 - Entertainment Plaza

7.5 Precinct 5 – Former Pakenham Racecourse

Objective

Achieve a higher density precinct predominately residential with a mixed use component that creates a new urban character which supports a vibrant and safe public realm with a high level of cross-site permeability, excellence in architecture, urban design and landscape that integrates Pakenham Creek as a key feature.

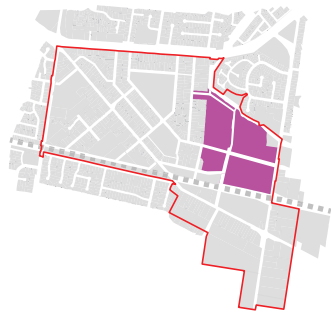
Strategies

- Ensure development provides a higher density residential and mixed use form and character that establishes the precinct as an activated precinct with a strong landscape focus for streets and open space areas.
- Provide high quality architecture and urban design that delivers high quality internal and external amenity in all buildings.
- Encourage the introduction of community gardens within the development.
- Ensure buildings on corner sites (Henry Street and Racecourse Road, the proposed north-south road, and Henry Street and the future Webster Way connection with Henry Street), demonstrate architectural excellence to provide a sense of arrival and strong street linkages.
- Require a minimum residential density of 25 dwellings per hectare (gross) across the site and a mix of dwelling types and lot sizes to increase residential diversity across the precinct.
- Residential areas adjoining open spaces are to be designed with an active interface to encourage passive surveillance of public spaces.
- Promote a clear hierarchy of streets that allow for a high level of cross-site permeability and integrates with the surrounding street network.
- Ensure the main east-west link does not have direct vehicle access from private driveways.
- Require the proposed north-south road alignment to be in accordance with the structure plan to ensure the success of the alignment of the future grade separation at the Webster Way extension.
- Future proof the intersection of Henry Street and the proposed north-south road by providing an attractive and safe intersection treatment as an interim solution to any future intersection works required.
- Prioritise public open space contributions in the form of land over cash contributions to ensure adequate open space is provided within the precinct. Public open space must be usable and provided at strategic locations.
- Provide a landscape corridor or linear park extending from the south of the site to Pakenham Creek.
- Integrate Pakenham Creek as a key feature and ensure drainage, flood control, movement and public open space functions are accommodated and enhanced.
- Ensure the landscape corridor along Pakenham Creek which continues from the western boundary of the site through to Racecourse Road is of a usable width for recreation and movement, and is appropriately landscaped to improve the amenity of the area.
- Encourage (where appropriate) pedestrian connections over Pakenham Creek to connect the precinct with the adjacent existing residential development.
- Retain (where possible) trees throughout the site, particularly along Railway Avenue, to strengthen the landscape qualities of the precinct.
- Provide architecturally and landscape significant treatments at key locations to act as gateway landmarks.

Figure 15 shows the land use outcome for Precinct 5.

Figure 15 - Precinct 5

- Mixed use
- Residential - medium density
- Open space (VicTrack owned land, currently leased by Council)
- HO108 - Bourke House and Stables
- Wetland / Drainage
- VicTrack owned land
- Industrial area
- Large industrial site - single ownership
- Pakenham railway station - future redevelopment area
- Boulevard - landscape corridor
- Landscape corridor along creek
- Major Roads
- Webster Way extension
- Shared Path along Creek
- Pedestrian and cyclist connections
- Former Pakenham Racecourse precinct boundary
- Architectural landmark
- Active residential interface to open space
- P Carpark - railway station
- Road Over Rail
- Road Under Rail
- Traffic Signal
- 🚂 Multi modal interchange
- Key viewline



7.6 Precinct 6 – Former Consolidated School

Objectives

Deliver a residential precinct that seamlessly links with its surrounds and creates a new urban character that provides forms of higher density housing offering excellence in architecture, urban design and landscape.

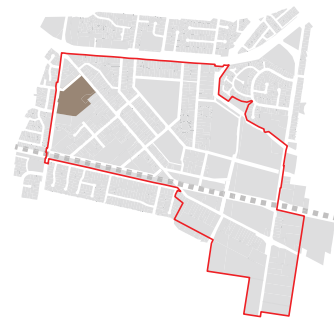
Strategies

- Provide for innovative housing product for higher density forms.
 - Encourage the introduction of community gardens within the development.
 - Encourage a highly active mixed use environment along the existing Main Street abuttal to this site and the Main Street deviation.
 - Ensure the land set aside for the road that is to be the deviation of Main Street to McGregor Road, is of a suitable reservation to enable a high quality landscape treatment along the northern boundary back fences.
 - Ensure that lots abutting the 'Main Street deviation road' do not have direct vehicle access to this road from private driveways.
 - Ensure that lots abutting McGregor Road do not have direct vehicle access to McGregor Road from private driveways.
 - Ensure a high quality architecturally designed landmark development is located at the corner of:
 - McGregor Road and the Main Street deviation road
 - Main Street deviation road with Main Street.
 - Provide for sufficient land area around the 'Federation Oak' to ensure that the tree is protected and a 'usable' public open space area is provided for the enjoyment of the whole community. Development is to provide a suitable interface to this area.
 - Encourage an enhanced pedestrian environment within the precinct.
- Buildings are to front McGregor Road, the deviated Main Street, existing Main Street as well as the open space reserve at the Federation Oak, to enable passive surveillance of the street network and public open space.
 - Ensure solid front fences are not permitted along McGregor Road, deviated Main Street, existing Main Street or on lots facing open space areas.
 - Require new development to incorporate water sensitive urban design (WSUD) principles and environmental sustainable design (ESD) measures.
 - Ensure careful consideration is given to the landscape treatment throughout the precinct, with particular emphasis on canopy trees to help accomplish an 'urban forest'.

Figure 16 shows the land use outcome for Precinct 6.

Figure 16 - Precinct 6

-  Housing - residential intensification
-  Mixed use
-  Community use (*My Place*)
-  Dame Pattie Avenue
-  Retirement village
-  Road interface without direct vehicle access
-  Active frontages without solid fence
-  Major road
-  Main Street deviation
-  Existing street and pedestrian and cyclist link
-  Internal pedestrian and cyclist route
-  High quality landscape treatment along St James Estate
-  Former Consolidated School site precinct boundary
-  Architectural landmark
-  Active frontage for surveillance
-  Pedestrian and cyclist access
-  Public open space with Federation Oak
-  Potential location of public art
-  Traffic signal - proposed



7.7 Precinct 7 – High Amenity Employment

Objective

Create a high amenity service-based precinct that offers economic diversity, vitality and sustainability to the Pakenham AC that maximises the proximity of land to public transport and provides an improved visual amenity of the south-eastern gateway.

Strategies

- Ensure compatibility between the various forms of land use.
- Require high quality built form that incorporates environmentally sensitive design (ESD) and water sensitive urban design (WSUD) principles and enhances the precinct.
- Ensure new development proposals that front Koo Wee Rup and Bald Hill roads:
 - provide appropriate landscape frontages to the road
 - are architecturally interesting and enhance the entrance to the Pakenham AC.
- Encourage a consistent landscape treatment along front setbacks of Koo Wee Rup and Bald Hill roads.
- Require development to provide an appropriate transition in height, scale and mass to the adjoining lower scale existing residential areas at the interface.
- Encourage a consistent, attractive and integrated approach to signage.
- Ensure an appropriate interface to the adjoining residential properties and other uses is achieved.
- Provide a pedestrian-focused street environment that provides direct connectivity to the Pakenham AC core retail area, the Pakenham railway station and the adjoining residential area.
- Discourage retail and commercial development that would be better suited to the core retail area of the Pakenham AC.
- Encourage businesses that focus on the use of public transport to maximise the proximity to the Pakenham railway station.

Figure 17 shows the land use outcome for Precinct 7.

7.8 Precinct 8 – Entertainment Plaza

Objective























Create a high quality urban space that has strong pedestrian and cycle connectivity and permeability and promotes activities and events that have a strong community focus as well as land uses that enable ‘after 5pm’ and weekend activation.

Strategies

- Preserve and enhance existing heritage values.
- Encourage the location of businesses that reinforce the “after 5pm” and weekend use of the existing Pakenham Hotel.
- Encourage both commercial (e.g. street trading) and non-commercial (e.g. markets) activities to engage street activity and social- community interaction.
- Encourage active uses to extend along Station Street towards Bourke Park.
- Encourage properties along the western boundary of Bourke Park to open up and interact with the park to create additional activity to improve the perception of safety. This would also increase the commercial frontage.
- Ensure any redevelopment of 1–3 Station Street incorporates a landmark building that complements but does not mimic the Pakenham Hotel.
- Retain the visual connection with Bald Hill Road to the south (even after the closure of Main Street) in order to retain a cue to the historic hierarchy of public realm in Pakenham.

Figure 18 shows the land use outcome for Precinct 8.

Figure 17 - Precinct 7

-  High amenity business - integrated landscape & signage frontage
-  Industrial area with large format building
-  VicTrack owned land
-  Large industrial site - single ownership
-  Residential area
-  Precinct 5 - Former Pakenham Racecourse
-  Precinct 8 - Entertainment plaza
-  Pakenham railway station - future redevelopment area
-  Bourke Park (VicTrack owned land, currently leased by Council)
-  Boulevard - landscape corridor
-  Webster Way extension under rail (pedestrian, cyclists and vehicles)
-  Pedestrian and cyclist network
-  Pedestrian and Cyclist Under Rail
-  Boundary precinct 7 - High Amenity Employment
-  Sensitive interface to residential area
-  Existing roundabout (VicRoads) - advocate for improvements
-  Road Over Rail
-  Road Under Rail
-  Multi modal interchange
-  Carpark - railway station
-  Pakenham Regional Tennis Centre
-  Key viewline

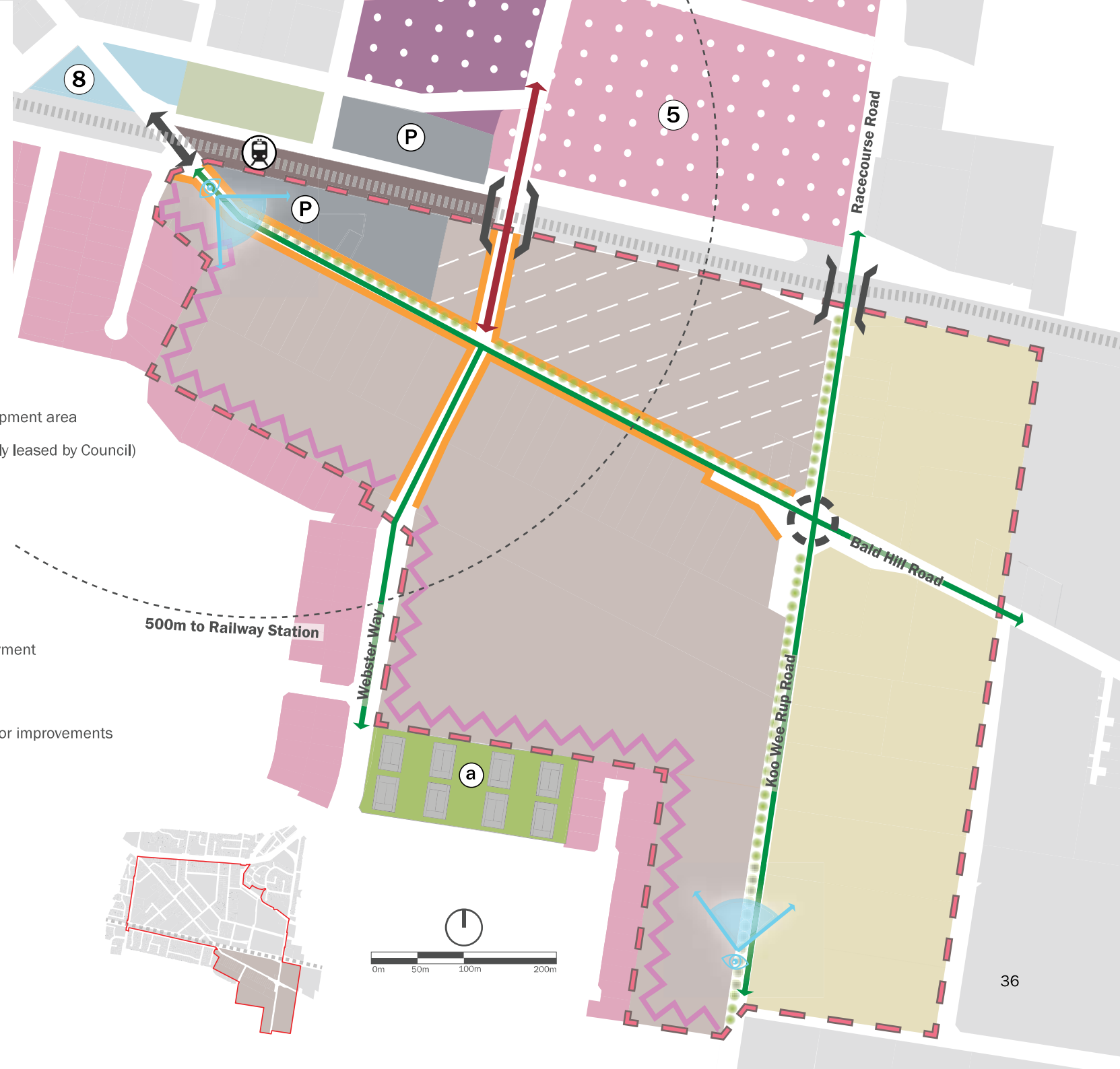








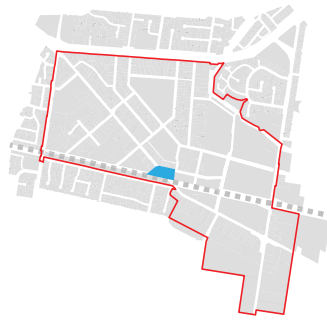


Figure 18 - Precinct 8

-  Shared space
-  Plaza - pedestrian and cyclist space
-  Entertainment plaza with active commercial frontage
-  Fine grain built form with active retail frontage three storey height
-  Continuous canopy treatment
-  Preferred redevelopment area
-  Key landmark site
-  Bourke Park (VicTrack owned land, currently leased by Council)
-  Mixed use
-  Pakenham railway station - future redevelopment area
-  Existing building footprint
-  Tree canopy
-  Flower Street extension - orbital road
-  Pedestrian and cyclist route
-  Existing arcades
-  Potential arcades
-  Pedestrian and Cyclist Under Rail
-  Permeable boundary
-  Entertainment Plaza precinct boundary
-  Key viewline
-  Investigate future intersection treatment
-  Public toilet
-  H064 - Pakenham Hotel



① Precinct 1 - John and Main Street

② Precinct 2 - Station Street

7.9 Precinct 9 – Civic Gateway

Objective






Create a memorable gateway experience to the Pakenham AC that enhances the amenity and encourages the use of the open space as well as Council and community uses within this precinct.




Strategies

- Maintain the openness of the landscape of the precinct and consider the use of iconic public art to assist in creating a significant entrance to the Pakenham AC.
- Encourage clustering of other community uses in the precinct that help activate the area.
- Ensure development is of architectural merit, and responds appropriately to the heritage and landscape.
- Preserve and protect buildings of heritage significance and integrate them appropriately with any future development.
- Promote and enhance the role of the creek by both reinstating its role as a semi-natural system and where possible, provide a shared path along its banks.
- Minimise the barrier effect created by Main Street.
- Redesign the intersection of Main Street with McGregor Road once the deviation of Main Street through the former consolidated school site has been constructed. The redesign will only allow a 'left out' from Main Street onto McGregor Road and a 'left in' from McGregor Road into Main Street.
- Create pedestrian and cycle links through the precinct that connect it to the wider active transport network.
- Provide for integrated stormwater management solutions that minimise flooding and achieve water sensitive urban design (WSUD) outcomes.

Figure 19 shows the land use outcome for Precinct 9.

Figure 19 - Precinct 9

-  Open space
-  Mixed use
-  Civic use
-  Housing - residential intensification
-  Dame Pattie Avenue
-  Precinct 6 - Former Consolidated School site
-  Precinct 3 - Princes Highway (south side) frontage
-  Existing building footprint (council owned)
-  Interface to Princes Highway with consistent landscape treatment
-  Interface to address McGregor Road
-  Major Roads
-  Main Street deviation
-  Existing pedestrian and cyclist route
-  Potential pedestrian link
-  Pedestrian permeability - multiple crossing points
-  Shared Path along Creek (to be investigated)
-  Integrated landscape design (equal on both sides of the precinct)
-  Civic gateway precinct boundary
-  Creek / Drainage reserve
-  Existing trees
-  Potential location of public art
-  Intersection downgrade
-  Traffic signal - existing
-  Traffic signal - proposed
-  Public open space with Federation Oak
-  Key viewline

-  (a) Old Shire Offices (*application of HO to be investigated*)
-  (b) H065 - St. James Church of England (*heritage overlay*)
-  (c) My Place



8 Application Requirements

Any application for proposals in the Pakenham AC must include the following application requirements:

- The proposed use and development of each part of the land.
- A table setting out the amount of land allocated for the proposed uses.
- The staging of the development.
- The relationships of the land to existing or proposed development on adjoining land including road connections, open space, pedestrian and bicycle linkages, and drainage networks.
- The proposed range of lot sizes and housing types.
- The proposed road and street network including intersection treatments, proposed bus routes and the interface treatment with arterial roads.
- Proposed open space areas including the role and purpose of the open space.
- An overall landscape concept for the development and a detailed local open space landscape design plan.
- Lot and building design guidelines for any areas identified as requiring sensitive design.
- A site assessment of the potential for contaminated land as a result of previous land uses.
- Details of how the road connections, open space, pedestrian and cycle linkages and drainage networks of the proposed development integrates with and responds to existing and planned developments on adjacent sites.
- Details of how the land use pattern and urban structure provides appropriate buffers between sensitive land uses, in terms of open space, road reserves and landscape treatments.
- A plan showing access arrangements for properties adjacent to arterial roads.
- An assessment of how the lot and building design responds to sensitive interfaces.
- Subdivision and Housing Design Guidelines prepared to the satisfaction of the responsible authority.
- Details of how the land use pattern and urban structure provides appropriate buffers between sensitive land uses, in terms of open space, road reserves and landscape treatments.
- How the layout and design of buildings contributes towards an attractive and safe public realm environment and complements adjacent uses, addressing active frontages, site servicing, car parking, lighting, landscaping and signage.
- How the design of buildings, including heights, massing and articulation contributes to an attractive and cohesive built form environment, a diverse, interesting and complementary architectural form and responds to surrounding land uses.
- Provide building envelopes on lots under 300sqm.
- Contaminated land report.
- A feature site survey in respect of the whole of the land to identify all site features, including trees, which are to be retained on the land and must use all reasonable endeavours to retain the trees identified by that survey wherever practicable.
- An Environmentally Sustainable Development report identifying the environmental and energy efficient features to be included in the development, demonstrating best practice principles.
- An Urban design rationale report and plan to explain how the development responds to the broader Pakenham AC.

If in the opinion of the responsible authority a requirement is not relevant to the evaluation of the application, the responsible authority may waive or reduce the requirement.

These application requirements are in addition to the requirements listed in any relevant zone or overlay provision.

9 Glossary of terms

Community garden

Community gardens are places where people come together to grow food in the community. Gardens come in different shapes and sizes, each uniquely influenced by their community and environment.

Crime Prevention Through Environmental Design (CPTED)

CPTED is a crime prevention strategy which outlines how physical environments can be designed in order to lessen the opportunity for crime.

(Source: <https://www.police.qld.gov.au/programs/cscp/safetyPublic/>)

Environmentally sustainable design (ESD)

The use of design principles and strategies to help reduce the environmental impact of buildings. These impacts include reductions in energy use and in greenhouse gases, potable water usage, resources going to landfill, and improvement in the quality of stormwater running to our water systems. Some strategies are good solar orientation, better insulation, increase in permeable surfaces, etc. (Source: adapted from Sustainable Design Assessment City of Moreland)

Fine Grain

Grain is a description of the relative size of the open space to built form, and of the built form itself. It is closely related to the nature and extent of subdividing in an area into smaller parcels or blocks.

‘Fine urban grain’ might constitute a network of small or detailed streetscapes with generally small lots. (Source: adapted from Urban Design Protocol for Australian Cities Australian Government)

Green Travel Plan (GTP)

A GTP is a tool to minimise the negative impact of travel on the environment. The Plan describes ways that use of sustainable modes of transport can be encouraged.

Human scaled

Built form that creates an environment that is responsive in style, height and form to the people moving around within the area, so that the built form is not overbearing or dominant.

Urban fabric

It is the aggregate of the streets, open spaces and buildings in our neighbourhoods, towns and cities. (Source: adapted from Dictionary of Architecture & Landscape Architecture Penguin)

Urban forest

Urban forest is the management of trees, forests and natural ecosystems in urban areas to maximise the benefits that this vegetation provides to the surrounding area such as nature, shade, cleaner air and improved amenity.

Parking grove

A parking area for cars that is planted out with trees in between hard surfacing to create a more attractive, green environment.

Water sensitive urban design (WSUD)

Integrating water cycle management into urban planning and design. It seeks to manage the impacts of stormwater from development. WSUD works at all levels; at the lot level, street and precinct level, as well as regional scales, with the aim of protecting and improving waterway health by mimicking the natural water cycle as closely as possible. (Source: Melbourne Water - [http:// www.melbournewater.com.au/Planning-and-building/ Stormwater-management/Water-Sensitive-Urban- Design/Pages/The-WSUD-approach.aspx](http://www.melbournewater.com.au/Planning-and-building/Stormwater-management/Water-Sensitive-Urban-Design/Pages/The-WSUD-approach.aspx))

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