

# FORMER PAKENHAM RACECOURSE COMPREHENSIVE DEVELOPMENT PLAN

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# 1 Vision

The redevelopment of the land will:

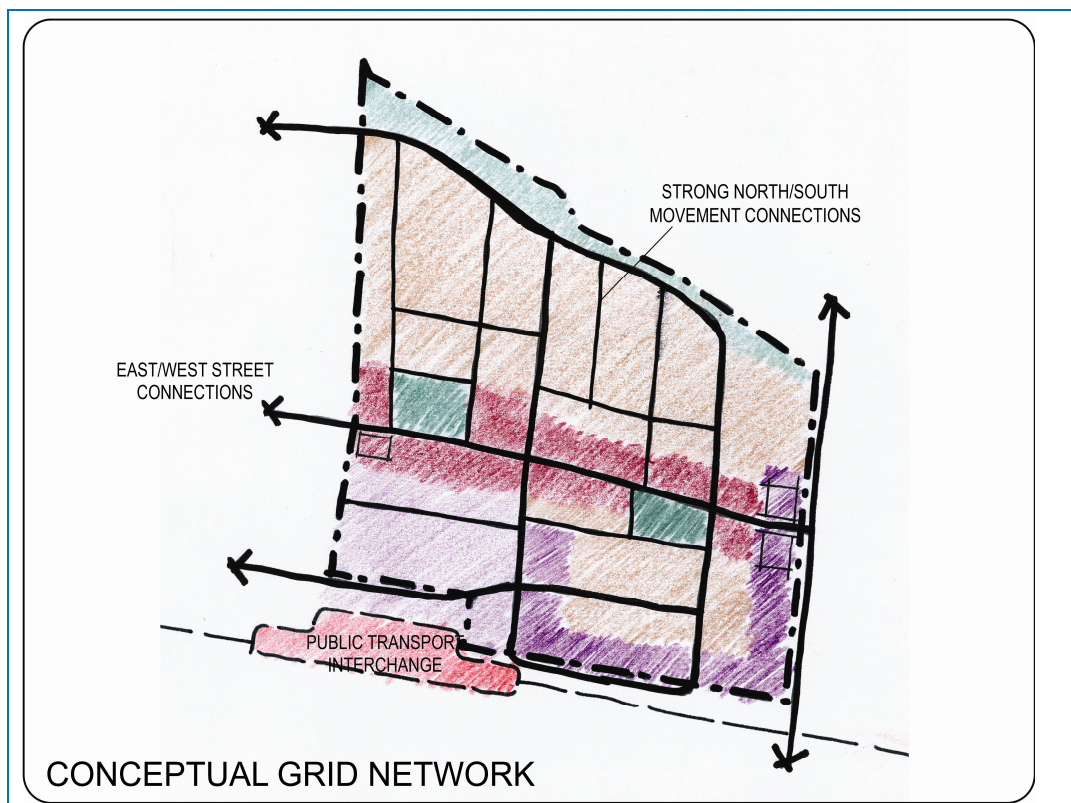
- Establish a mix of residential, retail, education and community uses that supports the strategic role of Pakenham Activity Centre and benefits from the close proximity to the Pakenham railway and bus interchange.
- Achieve a higher density mixed use development that creates a new urban character which supports a vibrant and safe public realm with a high level of cross- site permeability.
- Be of architectural and urban design and landscape merit and deliver high quality internal and external amenity in all buildings.
- Integrate Pakenham Creek as a key feature and ensure drainage, flood control and public open space functions are accommodated and enhanced.

## 1.1 Overarching Design Principles

- Development should contribute to a new higher density, mixed use form and character that establishes this area as a new, activated precinct.
- Residential density should achieve 25 dwellings per hectare (gross) across the site.
- All development should provide for a mix of residential accommodation models at higher density.
- All development should achieve a diversity and complementary design between buildings and public spaces with the aim of creating a destination with unique character and sense of place.
- The implementation of best practice environmental sustainable design and initiatives should be promoted throughout the site.
- The entry points at Henry Street and Racecourse Road should be anchored by key buildings of architectural excellence to provide a sense of arrival and strong street linkages through the site.
- Facades of building should avoid blank walls and provide active frontages where possible, definable entries and passive surveillance.
- Development must be based on a grid street network, allowing for higher level of permeability and connectivity for pedestrians, cyclists and vehicles (generally consistent with the concept provided at Section 1.2).
- Landscape architecture must integrate with the built form and public realm to enhance the physical and visual experience throughout the site and define the character of the area.

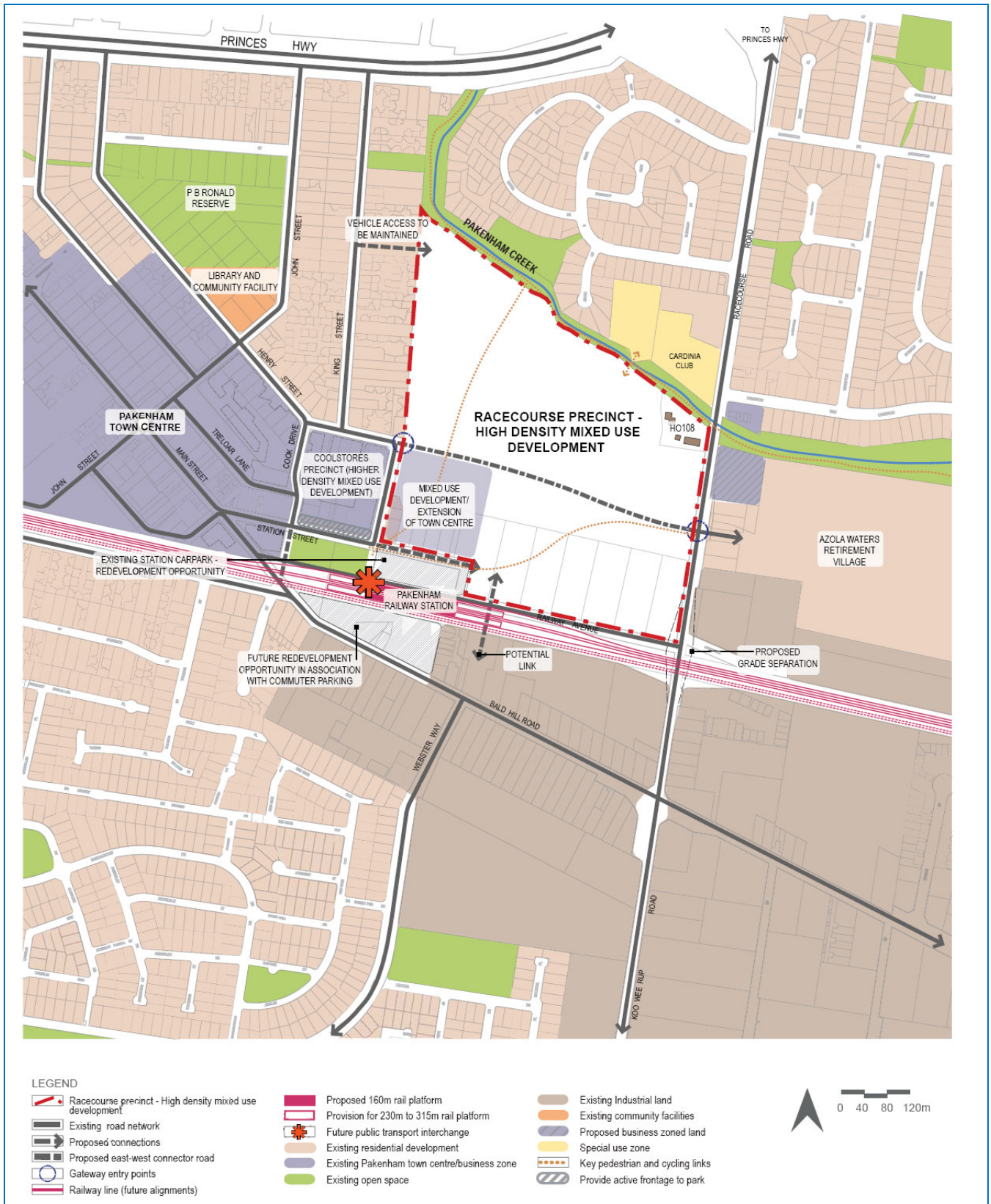
- Dead ends within the street network that limit connectivity and permeability of the street network for both vehicles and pedestrians must be avoided.
- The pedestrian network should link key nodes across the site, such as public open spaces, public transport, and retail/commercial areas to residential areas.
- Car parking should be integrated into development and accommodated in a manner that maintains active and attractive street frontages .

## 1.2 Conceptual Street Grid Network



Source: SMEC Urban, MacroPlan Australia 2009

# Site Context Plan



Source: SMEC Urban, MacroPlan Australia 2009

# 1.3 Framework Plan



Source: SMEC Urban, MacroPlan Australia 2009

## 2 Objectives and Design Guidelines

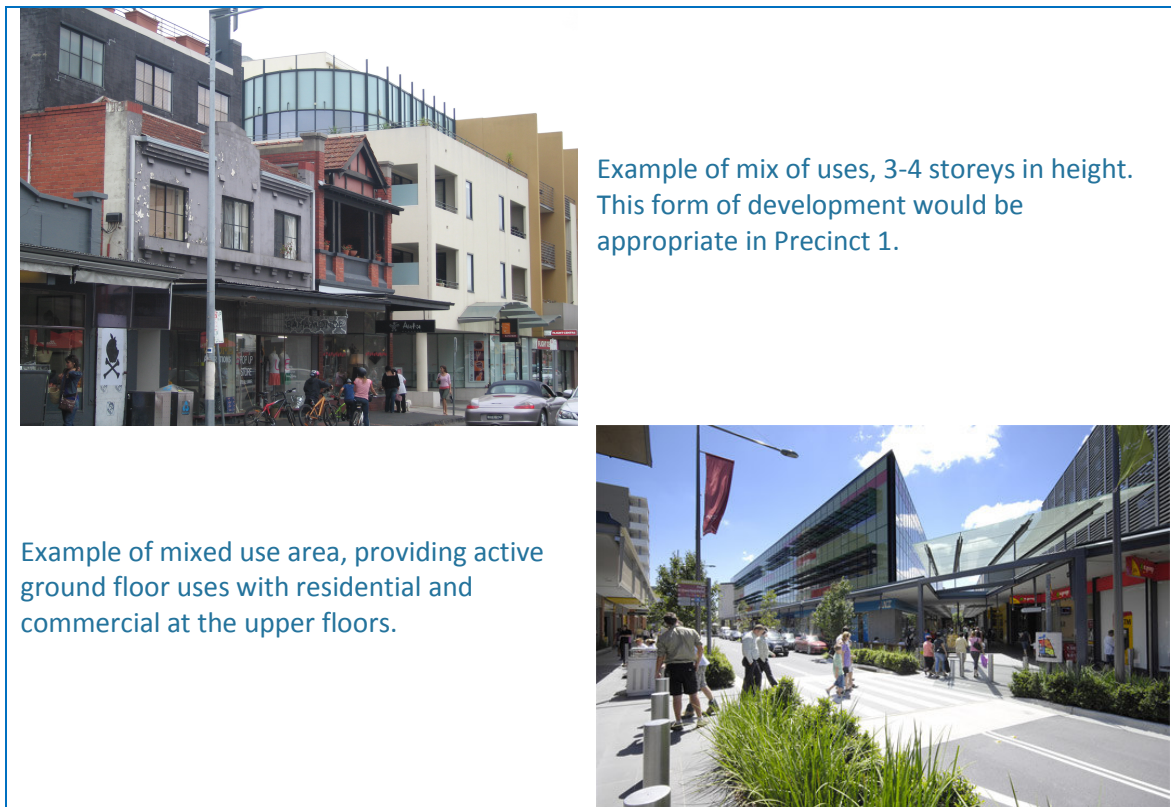
### 2.1 Precinct 1 – Mixed Use Precinct

This precinct is generally defined as land located to the south of the main east-west connector road between Henry Street and Racecourse Road.

#### OBJECTIVES

- Development should be well integrated with Pakenham Railway Station and the public transport interchange to provide retail and other services to local residents as well as commuters, and to provide a safe and active environment adjacent to the transport interchange.
- Provide for a mixture of uses (i.e. higher density residential, retail, commercial, and community and institutional uses) to encourage a diversity of land uses that will assist in creating a more vibrant public realm.
- The continuation of Station Street should reinforce a strong link between the site, the Station and the town centre
- Development should provide for a town square capable of accommodating community events.
- Education uses and community facilities should provide the highest standard of design and make a significant contribution to the public realm.

Examples of appropriate commercial/mixed use development and public realm





Source: DPCD, 2009

Tree-lined boulevard integrating pedestrian and cycle paths.

## GUIDELINES

- The extension of retail along Station Street/Main Street will be ‘bookended’ by retail focused on the south-west corner of the mixed use area.
- Provide adequate pedestrian and vehicular connections within, to and from the mixed use area to the balance of the site and other surrounding attractions.
- Multi level, high density residential is encouraged to provide a population base to support retail and commercial development within the precinct and to capitalise on available public transport.
- Ground floors of all development within this precinct should provide active street frontages to encourage interaction with the street and a safe pedestrian environment
- A potential link over or under Pakenham Railway Station would increase permeability across the railway line and provide access from South Pakenham to the town centre.
- Development should be designed to front or address the railway line and station, to ensure an attractive and safe interface with the rail environment.
- Ensure development along the railway line is of sufficient scale to provide an appropriate relationship between development on both sides of the railway line.
- All forms of development including restricted retail should achieve a compact urban form, avoiding areas of at grade parking and providing the opportunity for office or residential at upper floors.
- Provide a hierarchy of streets with ample areas for substantial tree planting, footpaths on both sides of the road and cycling and pedestrian priority.



## 2.2 Precinct 2 – Residential Precinct

This precinct is defined as land located generally to the north of the main east-west connector road between Henry Street and Racecourse Road.

### OBJECTIVES

- Development within the precinct should be of a residential character, and provide a diverse range of housing styles to cater for people at all stages of life, including retirement.
- High density residential developments should be focused around parks and key junctions.
- Innovative forms of community facilities should be provided, taking the opportunity to co-locate and share facilities wherever possible.
- Development of the precinct should include the naturalisation of the creek corridor to the north of the precinct, as a part of a comprehensive and well landscaped open space network.

Examples of appropriate scale and style of residential development



Example of higher density residential development overlooking a park setting.

Example of a tree-lined boulevard that integrates the open space network – appropriate for the east-west connector road joining Henry Street to Racecourse Road.





Example of a medium density residential development with ample balcony private open space, with parking underneath.

Source: DPCD, 2009

## GUIDELINES

- Higher residential densities are to be encouraged in proximity to the mixed use precinct, around areas of open space and at key junctions throughout the precinct, including development of up to 4 storeys.
- Residential areas adjoining open spaces are to be designed with an active interface with areas of open space, to encourage passive surveillance of public spaces.
- A mix of housing typologies should be encouraged, including opportunities for home offices along key streets within the precinct.