

1 AMENDMENT C228 - RE-ADOPTION OF THE PAKENHAM STRUCTURE PLAN, URBAN DESIGN FRAMEWORK AND ACTIVITY CENTRE ZONE

FILE REFERENCE INT1932787

RESPONSIBLE GENERAL MANAGER Tracey Parker

AUTHOR Genna Walkley

RECOMMENDATION

That Council:

1. Re-adopt the revised May 2019 versions of the draft *Pakenham Structure Plan 2018*, the draft *Pakenham Activity Centre Urban Design Framework 2018* and the *Activity Centre Zone Schedule 1*.
2. Re-submit the revised May 2019 versions of the draft *Pakenham Structure Plan 2018*, *Pakenham Activity Centre Urban Design Framework*, and the *Activity Centre Zone Schedule 1* to the Minister for Planning for authorisation to prepare and exhibit Planning Scheme Amendment C228 to the Cardinia Planning Scheme.

Attachments

1	Draft Pakenham Structure Plan 2018 (Tracked changes May 2019 version)	64
		Pages
2	Draft Pakenham Activity Centre Urban Design Framework 2018 (tracked changes May 2019 version)	43
		Pages
3	Activity Centre Zone Schedule 1 (tracked changes May 2019 version)	34
		Pages
4	Table Summary with All Changes to Documents	28
		Pages

EXECUTIVE SUMMARY

At the General Council Meeting 19 November 2018, Council resolved to seek authorisation from the Minister for Planning to prepare and exhibit Planning Scheme Amendment C228. Council adopted draft versions of the *Pakenham Structure Plan 2018*, *Pakenham Activity Centre Urban Design Framework 2018* and the *Activity Centre Zone Schedule 1*.

Following the adoption of Council, a period of internal referrals with various departments was sought with regard to the adopted documentation. Statutory Planning in particular, undertook a robust test of the documentation against 'mock' planning applications to ensure their ease of implementation at the planning application stage.

As a result, the *Pakenham Structure Plan 2018*, *Pakenham Activity Centre Urban Design Framework 2018*, and the *Activity Centre Zone Schedule 1* were reviewed and updated in light of the comments and feedback received.

The proposed updated documents do not change the intent of the documents, rather provide further clarification and ease of implementation at the planning permit application stage.

It is recommended that Council resolve to re-adopt Amendment C228 documentation and re-submit the documents to the Minister for Planning for authorisation to prepare Amendment C228 to the Cardinia Planning Scheme. The Amendment is proposed to be placed on public exhibition from July 2019 to August 2019 for a period of 4-6 weeks.

BACKGROUND

Council resolved at the General Council Meeting 19 November 2018 to seek authorisation from the Minister for Planning to prepare and exhibit Planning Scheme Amendment C228 and adopted the draft versions of the *Pakenham Structure Plan 2018*, *Pakenham Activity Centre Urban Design Framework 2018* and the *Activity Centre Zone Schedule 1*.

Following feedback from the Statutory Planners, Council Officers have undertaken a review of the documentation to ensure its applicability and consistency across all documentation.. All changes made to the documents are identified in Attachments 1-4. A list of all the changes is available in Attachment 4.

Generally, the changes removed ambiguity, clarifies development direction, ensures consistency between documents and removes duplication.

The following is a summary list of the changes made to each of the documents:

Draft Pakenham Structure Plan 2018

- Removal of duplications
- Removal of reference to heights or setbacks, this is a duplication with the Urban Design Framework
- Update maps to:
 - Remove reference to sub-precincts
 - Identify Bourke Park as VicTrack land
 - Identify Gateway sites
 - Identify all relevant heritage properties
- Remove reference to sub-precincts for Precincts 1, 2 and 4 for the Activity Centre Zone and Pakenham Structure Plan.
- Rename three precincts:
 - Precinct 2: West Commercial and Mixed Use (was Commercial and Mixed Use)
 - Precinct 4: East Commercial and Mixed Use (was Station Street and Mixed Use)
 - Precinct 7: Residential (was Existing Residential)
- Clarify Objectives and Strategies for the activity centre and for each precinct.
- Addition of glossary terms

Draft Pakenham Activity Centre Urban Design Framework 2018

- Clarify naming conventions in the Urban Design Framework, for example, 'requirements' instead of 'design controls'.
- Ensure consistency of heights and setbacks for all precincts within the Activity Centre Zone.
- Removal of direct reference and requirements to land uses, this is a duplication with the Pakenham Structure Plan.
- Update precinct names to be consistent with the Activity Centre Zone and Pakenham Structure Plan.
- Add safe pedestrian links for parking and service requirements in developments.
- Clarified language to remove objectives or aims in design requirements.
- Updated illustrations for clarity and to respond to any changes in objectives, strategies or design requirements.

Activity Centre Zone - Schedule 1

- Ensure consistency of heights and setbacks for all precincts with the Urban Design Framework.

- Update all objectives with the same changes made to the Pakenham Structure Plan.
- Add additional building design, building height, building setbacks and decision guidelines for sites with a heritage overlay or sites adjoining a heritage overlay.
- Updated Precinct names to be consistent with the Structure Plan and Urban Design Framework.
- Update Maps to be consistent with the Pakenham Structure Plan and Urban Design Framework to:
 - Remove reference to sub-precincts
 - Identify Bourke Park as VicTrack land
 - Identify gateway sites
 - Identify all relevant heritage properties
- Update the table of uses to remove reference to the sub-precincts and provide clarity for the conditions.
- Added requirements from the Urban Design Framework that had not been implemented into the 'Precinct Guidelines' for each precinct.

Next Steps

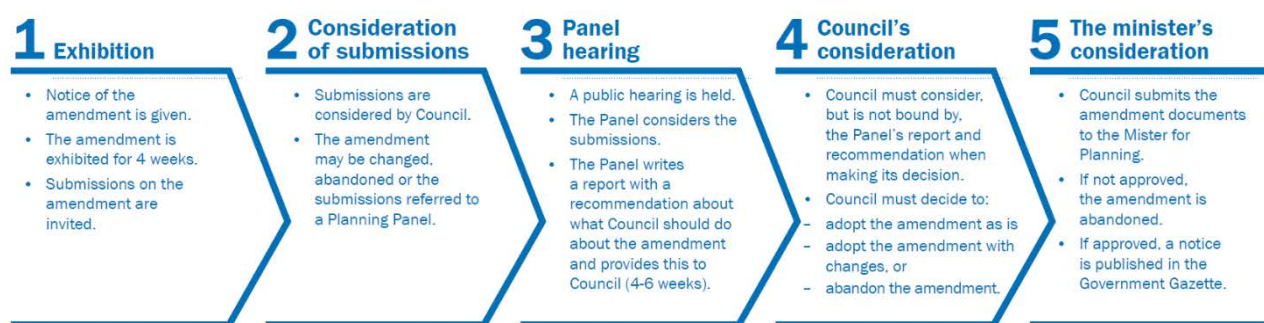


Figure 1. Steps in the Planning Scheme Amendment process

We are at **Stage 1** of the process. It is proposed that Council resolve to re-adopt and re-submit the documents to the Minister for Planning at the 20 May 2019 General Council Meeting. The sub stages within Stage 1 will be undertaken and public exhibition of the Amendment will commence.

POLICY IMPLICATIONS

• Plan Melbourne Metropolitan Planning Strategy - 2017-2050

Plan Melbourne is the Metropolitan Planning Strategy that guides Melbourne's growth through to the year 2050. Pakenham is identified as an Activity Centre in Plan Melbourne. The relevant directions and initiatives of Plan Melbourne are as follows:

- **Direction 1.2** - Improve access to jobs across Melbourne and closer to where people live
 - **Policy 1.2.2** - Facilitate investment in Melbourne's outer areas to increase local access to employment.
- **Direction 2.1** - Manage the supply of new housing in the right locations to meet population growth and create a sustainable city.
 - **Policy 2.1.2** - Facilitate an increase percentage of new housing in established areas to create a city of 20-minute neighbourhoods close to existing services, jobs and public transport.
 - **Policy 2.1.4** - Provide certainty about the scale of growth in the suburbs.
- **Direction 2.2** - Deliver more housing closer to jobs and public transport
 - **Policy 2.2.3** - Support new housing in activity centres and other places that offer good access to jobs, services and public transport.
- **Direction 2.4** - Facilitate decision-making processes for housing in the right locations
 - **Policy 2.4.1** - Support streamline approval processes in defined locations.
- **Planning Policy Framework (PPF)**

The Planning Policy Framework (PPF) implements Plan Melbourne via *Clause 11.03 Activity Centres* encouraging urban consolidation in areas with good access to activity centres, public transport and employment areas. It also promotes good urban design to create environments that are safe, diverse and offer opportunities for walking and cycling. Activity centres should meet the needs of local communities and provide retail, entertainment, office and commercial opportunities.

At the local level the Municipal Strategic Statement at Clause 21.03 identifies Pakenham Activity Centre as part of Melbourne's key Growth Area, which requires the preparation of a structure plan to guide future development.

RELEVANCE TO COUNCIL PLAN

Section 3 Our Environment

The objective: We will continue to plan and manage the natural and built environment for present and future generations.

- Action 3.2.3. Develop transport networks that incorporate effective public transport.
- Action 3.2.4. Prioritise multi-use pathways, where practicable, to create networks that connect destinations.
- Action 3.4.1. Plan and develop built environments that support improved health and wellbeing of our communities.
- Action 3.5.2. Plan for the development of the urban growth area with a mix of residential, commercial, employment, recreational and community activities to meet the needs of our growing community in a sustainable way.
- Action 3.5.3. Provide for the sustainable development of rural townships while taking into account their existing character and community needs.

Section 4 Our Economy

The objective: We will create and support local employment and business opportunities for our community and the wider region.

- *Action 4.1.2. Support the development of existing and new businesses within the Shire.*
- Action 4.1.4. Plan the development of Officer and Pakenham town centres.
- Action 4.3.2. Encourage the establishment of tourism and hospitality in appropriate areas of the Shire.
- Action 4.3.3. Advocate for the delivery of small and large-scale projects that enhance and drive economic activity.

CONSULTATION/COMMUNICATION

The *Pakenham Structure Plan 2018* has been informed by extensive community consultation which was completed over a four-year period from 2012 to 2016. The consultation processes included: an *Initial Discussion Paper (May 2012)*, *Key Directions Paper (August 2012)*, a *Draft Pakenham Structure Plan (2014)* and the adopted final *Pakenham Structure Plan (2015, and March 2017)*.

The development of the various documents listed above was supported through: community surveys; listening posts or drop-in sessions; email newsletter; attending various Community Committee meetings; hand delivered information to residents and business located in the activity centre; website advertisements; and formal letters to referral agencies, landowners, and key stakeholders.

Planning Scheme Amendment C228 documents will be exhibited to the public for a period of 4-6 weeks from July to August 2019 as part of the planning scheme amendment process and written submissions will be sought.

FINANCIAL AND RESOURCE IMPLICATIONS

Costs associated with this amendment are provided for within the current and proposed Planning Strategy and Urban Design budget 2018-2019/2019-2020.

The application of the Activity Centre Zone provides a clear policy framework to assist Council planners when assessing and making decisions on applications in the Pakenham activity centre.

CONCLUSION

The proposed changes to the draft documents for re-adoption does not change the intent of the documents adopted at the 19 November 2018 General Council Meeting. The revised version of the attached documents ensures that each document can be implemented by Statutory Planners at the planning application stage.

It is recommended that Council support the re-adoption of the draft *Pakenham Structure Plan 2018*, draft *Pakenham Activity Centre Urban Design Framework 2018*, and the *Activity Centre Zone Schedule 1*. It is also recommended that Council re-submit the above listed documents to the Minister for Planning to seek authorisation to prepare and exhibition Amendment C228 to the Cardinia Planning Scheme.



20 Siding Avenue, Officer, Victoria 3809
PO Box 7, Pakenham, Victoria 3810
Telephone: 1300 787 624
ABN: 32 210 906 807

Pakenham Structure Plan

20 May 2019

Prepared by:
Cardinia Shire Council
Policy, Design and Growth Area Planning Unit

Published 20 May 2019
© Cardinia Shire Council
(ABN: 32 210 906 807)

20 Siding Avenue, Officer Vic 3809
PO Box 7, Pakenham Victoria 3810

Phone: 1300 787 624
Email: mail@cardinia.vic.gov.au
Web: www.cardinia.vic.gov.au

Acknowledgements

Consultants

Capire Consulting Group (Community Consultation [2012](#))
Context (St James Comparative Heritage Study [2015](#))
David Helms Heritage Planning (Pakenham Activity Centre Heritage Review [2018](#))
David Moloney, Rohan Storey, Pamela Jellie (Inter War and Post War Heritage Study [2013](#))
Engeny Pty Ltd (Flood Extent Mapping [2018](#))
One Mile Grid (Traffic Actions Review [2018](#))
SMEC Australia Pty Ltd (Traffic Modelling [2014](#))
SALT3 (Pakenham Parking Precinct Plan [2017](#))
The Buchan Group Urban Enterprise (Pakenham Retail Core & Mixed Use Analysis [2016](#))

Document Information

Revision History	File Name	Prepared By	Report Date
Council Adoption	INT 1862430	Genna Walkley	19 November 2018
	INT 1926276	Genna Walkley	20 May 2019

Disclaimer

All figures represent the ultimate development scenario of the Pakenham Activity Centre in 2035 and beyond, unless otherwise stated.

A number of proposed major infrastructure items identified in this document will be dependent on Council successfully advocating to the Victorian Government and affirmed agencies, including but not limited to Transport for Victoria, VicRoads, VicTrack and PTV.

Table of Contents

1. Introduction.....	1		
1.1. The purpose of the structure plan	1		
1.2. How to use the structure plan	1		
2. Background.....	2		
2.1. Local context and history.....	2		
2.2. Planning policy context.....	4		
2.2.1. State policy context	4		
2.2.2. Local policy context	5		
2.3. Council Plan.....	5		
2.4. Consultation on the Structure Plan	6		
3. Vision	8		
4. Structure Plan boundary.....	9		
4.1. Study area.....	9		
4.2. Setting the boundary	9		
4.3. Pakenham Activity Centre boundary.....	9		
5. Framework Plan – Centre wide guidance.....	11		
5.1. Activities and land use.....	11		
5.1.1. Housing.....	11		
5.1.2. Core retail	13		
5.1.3. Commercial and mixed development area.....	14		
5.1.4. Community services and civic uses.....	14		
5.2. Transport and movement	15		
5.2.1. Railway crossings	15		
5.2.2. Pedestrian and cycling.....	17		
5.2.3. Vehicle access and car parking.....	19		
		5.2.4. Public transport.....	21
		5.3. Public realm	21
		5.3.1. Open space	22
		5.3.2. Streets.....	24
		5.3.3. Gateways.....	24
		5.4. Built form and environment.....	25
		5.4.1. Heritage	25
		5.4.2. Core Retail	29
		5.4.3. Commercial and Mixed Use	30
		5.4.4. Residential.....	30
		5.4.5. Sustainability	31
6. Precincts.....	32		
6.1. Precinct 1 – Retail Core	33		
6.2. Precinct 2 – Commercial and Mixed Use.....	34		
6.3. Precinct 3 – Princes Highway.....	36		
6.4. Precinct 4 – Station Street and Mixed Use.....	37		
6.5. Precinct 5 – Pakenham Place/Key Development Site	39		
6.6. Precinct 6 – Marketplace.....	40		
6.7. Precinct 7 – Existing Residential	42		
7. Implementation	44		
7.1. Statutory implementation	45		
7.2. Non-statutory implementation	45		
8. Monitoring and Review	46		
9. References	47		
10. Glossary of Terms	48		
Action Plan	51		

Figures

Figure 1: Metropolitan Concept Map	3
Figure 2: Study Area and Structure Plan Boundary	10
Figure 3: Activities and Land Uses	12
Figure 4: Transport and Movement	16
Figure 5: Bicycle and Pedestrian Network	18
Figure 6: Car Parking	20
Figure 7: Open Space, Streetscapes and Gateways	23
Figure 8: Proposed and Future Heritage Places and Precincts	26
Figure 9: Precinct Map	32
Figure 10: Precinct 1 - sub-precincts 1A, 1B, 1C	33
Figure 11: Precinct 2 - sub-precincts 2A, 2B, 2C	35
Figure 12: Precinct 3	36
Figure 13: Precinct 4 - sub-precincts 4A & 4B	38
Figure 14: Precinct 5	40
Figure 15: Precinct 6	41
Figure 16: Precinct 7	43

LIST OF ACRONYMS

AC – Activity Centre

ACZ – Activity Centre Zone

CDZ - Comprehensive Development Zone

CFA – Country Fire Authority

CZ – Commercial Use Zone

DDO – Design and Development Overlay

DELWP - Department of Environment, Land, Water and Planning

DEDJTR – Department of Economic Development, Jobs, Transport and
Recourses

DCP – Development Contribution Plan

DPO - Development Plan Overlay

GRZ – General Residential Zones

HO – Heritage Overlay

LPPF – Local Planning Policy Framework

MSS – Municipal Strategic Statement

MUZ – Mixed Use Zone

PAO – Public Acquisition Overlay

PUZ – Public Use Zone

PPRZ – Public Park and Recreation Zone

PTV – Public Transport Victoria

LSIO – Land Subject to Inundation Overlay

T4V – Transport for Victoria

SBO – Special Building Overlay

SES – State Emergency Services

SPPF- State Planning Policy Framework

UDF – Urban Design Framework

UGB – Urban Growth Boundary

VPP – Victoria Planning Provisions

1. Introduction

1.1. The purpose of the structure plan

Cardinia Shire Council has prepared a Structure Plan (the structure plan) for the Pakenham Activity Centre (the activity centre) which provides an integrated response to the changes envisaged for the centre until the year 2035. The structure plan is one of the tools used to guide Council's decision-making on land use and transport planning matters to improve the amenity of the Pakenham Activity Centre.

The Action Plan also forms part of this document and lists the actions required to implement the structure plan and indicates which Council department, agency or organisation is responsible; the timeframe and measure allocated to each action.

The *Pakenham Activity Centre Urban Design Framework (2018)* accompanies the structure plan to provide urban design guidance for the activity centre, focusing on interfaces, built form, environment and the public realm.

The *Pakenham Parking Precinct Plan (2018)* also accompanies the structure plan providing direction on how to manage current and future car parking supply and demand in the activity centre. The Precinct Parking Plan assesses the impact of future developments and proposes a series of objectives, strategies and actions to

be implemented which addresses the key parking issues for the activity centre.

1.2. How to use the structure plan

The structure plan communicates the community's shared vision for the activity centre. Specifically, the structure plan provides certainty for the community, business owners, developers and planning applicants regarding the level and types of changes in the development of the Pakenham Activity Centre.

This document provides decision makers, including Council, Victorian Government and other agencies with a platform to allocate resources towards capital works, guide the determination of planning applications, and sets the work programs across different departments.

Pakenham Activity Centre has changed significantly over the past 20 years and will continue to change in line with significant population growth, consumer preferences and in response to the development market. These changes are positively guided by the community's vision for the activity centre as expressed through this structure plan.

The structure plan is to be read in conjunction with the *Urban Design Framework*. All developments are required to comply with the *Pakenham Activity Centre Urban Design Framework* to ensure design is respectful of the existing neighbourhood character, heritage values and amenity.



2. Background

2.1. Local context and history

Pakenham Activity Centre is located approximately 60 kilometres south-east of Melbourne's Central Business District and is approximately 181 hectares in size. The activity centre operates as a regional hub servicing areas both within and beyond the municipal boundary.

The Pakenham Railway Station is located towards the south-eastern end of the activity centre. Commuters have access to both a metropolitan rail service as well as V-Line services to regional Victoria. The railway line has three level crossing points enabling north-south road, cycle and pedestrian traffic movement to and from the activity centre.

The area is currently known as the Pakenham Town Centre and comprises the John and Main Street shopping strips, Pakenham Place and Pakenham Central Marketplace shopping centres, the adjoining residential neighbourhoods, open space (PB Ronald Reserve and Bourke Park), and sporting and community facilities. In close proximity to the activity centre are purpose-built sporting facilities which cater for the regional catchment, including Cardinia Life, Pakenham Regional Tennis Centre and Toomuc Reserve.

Pakenham is located within the Casey-Cardinia Growth Area. There are emerging employment areas such as the *Cardinia Road Employment Precinct*, *South East Business Park*, and

Pakenham Employment Precinct. These areas are envisaged to be multi-functional employment areas that deliver a diverse mix of jobs to the Casey-Cardinia region.

Nearby commercial centres located beyond the municipal boundary are part of Melbourne's activity centre network, which includes Fountain Gate-Narre Warren and Dandenong Metropolitan Activity Centres, and Berwick Activity Centre.

The activity centre is relatively flat with some natural creeks flowing through and around the town centre. These waterways are a combination of visible flow paths and covered drains.

The commercial core of the activity centre has traditionally been located on Main Street between John and Station Street. Over the years, development has progressively dispersed away from this central point with the development of Pakenham Place in the mid-1980s and more recently Pakenham Central Marketplace (mid-2012).

The broader catchment area is characterised by a mix of both established and recently developed areas surrounding it to the north and south. Land to the east, west and south-west is established; with the exception of the Bald Hill Road Industrial area, which is still under development.

Figure 1 below provides an overview of the metropolitan context.

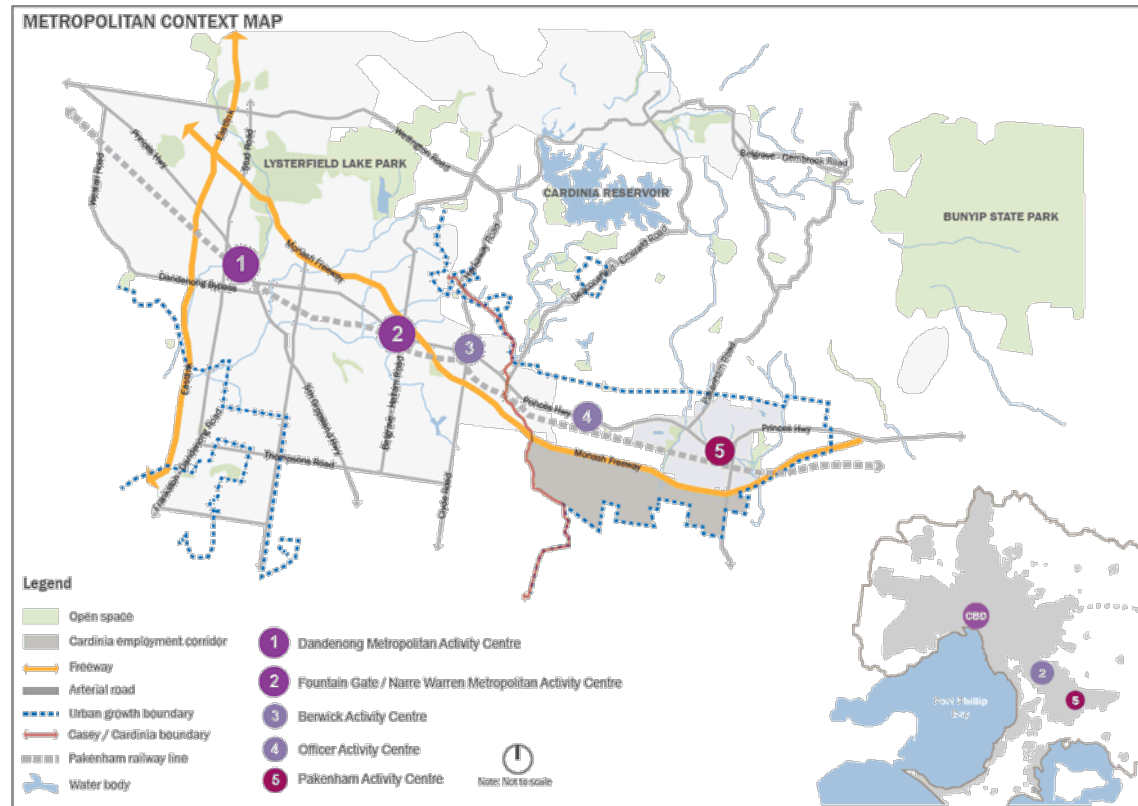


Old Pakenham Shire Offices, Main Street Pakenham



Pakenham Central Marketplace, John Street Pakenham

Figure 1.1: Metropolitan Concept Map



Pakenham Community Profile – Current and Future

As per the 2016 Census, 2,035 residents were living within the Pakenham Activity Centre study area. The wider Pakenham central catchment area forecast estimates a population increase from approximately 34,291 (2015 data) to 41,737 by 2036 – an increase of 34 percent.

The population is dominated by couples with families (28%), couples without dependents (28%), and one-person households (27%). However, the activity centre is starting to see a shift with fewer families with children, a greater proportion of retirees and residents approaching retirement age and a higher number of single persons.

Lone person households are predicted to experience the largest increase in the future, with around 1,699 additional people by 2036 accounting for 25 percent of households. Additionally, the proportion of population at retirement age is estimated to increase by 55 percent.

An additional 6,674 dwellings are forecasted to accommodate the growing population, representing an average of 266 new dwellings per year. Areas expected to see an increase in housing are a mix of greenfield and infill development.

The low car ownership, higher proportion of renters, higher numbers of low-income households, and higher of the population in retirement will require an increase in services

and housing to ensure the needs of the community are met.

The 2016 census data indicated that 65 per cent of Cardinia Shire's working population commute to jobs located outside of the municipality. A large percentage of the workforce are labourers and drive to work, it will be pertinent to provide employment opportunities close to home in the future due to Greater Melbourne's continued sprawl.

2.2. Planning policy context

2.2.1. State policy context

Plan Melbourne Metropolitan Planning Strategy – 2017-2050

Plan Melbourne is the Metropolitan Planning Strategy that guides Melbourne's growth through to the year 2050.

Pakenham is identified as an Activity Centre in *Plan Melbourne*. Activity centres are defined as a suburban centre that provide a focus for services, employment, housing, transport and social interaction. They aim to provide access to a wide range of goods and services in centres that are planned and managed by local government, with some serving large subregional catchments.

The relevant principles of *Plan Melbourne* to this structure plan are as follows:

Principle 1: Melbourne is a productive city that attracts investment, support innovation and creates jobs.

Principle 2: Melbourne provides housing choice in locations close to jobs and services.

Principle 3: Melbourne has an integrated system that connects people to jobs and services good to market

Principle 4: Melbourne is a distinctive and liveable city with quality design and amenity

Principle 5: Melbourne is a city of inclusive, vibrant and healthy neighbourhoods

Principle 6: Melbourne is a sustainable and resilient city

Planning Policy Framework

The *Planning and Policy Framework (PPF)* implements *Plan Melbourne* via Clause 11.03-1S Activity Centres encouraging urban consolidation in areas with good access to activity centres, public transport and employment areas. It also promotes good urban design to create environments that are safe, diverse and offer opportunities for walking and cycling. Activity centres should meet the needs of local communities and provide retail, entertainment, office and commercial opportunities.

Other planning scheme provisions

Currently, the activity centre is controlled by the following Zones and Overlays.

Zones

- Commercial Use Zone Schedule 1 (CZ1)
- Mixed Use Zone (MUZ)
- Public Use Zone 1 – Service and Utility (PUZ1)
- Public Use Zone 4 – Transport (PUZ4)
- Public Use Zone 6 – Local Government (PUZ6)
- Public Use Zone 7 – Other Public Use (PUZ7)
- Public Park and Recreation Zone (PPRZ)
- General Residential Zone Schedule 1 (GRZ1)

Overlays

- Development Plan Overlay Schedule 1 (DPO1)
- Development Plan Overlay Schedule 2 (DPO2)
- Development Contribution Plan Overlay Schedule 1 (DCPO1)
- Land Subject to Inundation Overlay (LSIO)
- Special Building Overlay (SBO)
- Heritage Overlay (HO)
- Public Acquisition Overlay 4 (PAO4)

The application of the Activity Centre Zone will remove the Commercial Use and Mixed Use Zone, General Residential Zone Schedule 1, and Development Plan Overlay Schedule 1 (part) and 2 from the activity centre. The Public Use Zone areas are excluded from the activity centre; all the other relevant zone and overlay provisions apply.

Planning Practice Notes

- **Practice Note 58 Structure Planning for Activity Centres**

This practice note provides guidance for Council's on the development of activity centre structure plans. It provides the purpose and process of structure planning and outlines the research requirements to justify the decision-making involved in managing, influencing and facilitating change within activity centres.

- **Practice Note 56 Activity Centre Zone**

This practice note provides guidance for Council's on applying the Activity Centre Zone (ACZ) once a structure plan process has been completed. It provides the purpose and process of tailoring the ACZ, outlining the land use considerations located within an activity centre. The practice note provides guidance on drafting the zone with precincts to justify the decision-making involved in managing development within activity centres.

- **Practice Note 60 Height and Setback Controls for Activity Centres**

This practice note provides guidance on the State Government's preferred approach to the application of height and setback controls for activity centres via the Structure Plans. As part of this process, structure plans may propose preferred built form outcomes including minimum or maximum building heights and setbacks. Height and setback controls can be appropriate so long as they are not aimed at

restricting the built form, but at facilitating good design outcomes.

2.2.2. Local policy context

The Pakenham Activity Centre is located within the growth corridor for central Pakenham. The principles of the SPPF are supported by the *Local Planning Policy Framework (LPPF)* within the Cardinia Planning Scheme, which includes the provision of a diverse range of uses within activity centres. The need to control the development and expansion of the activity centre is recognised by Council. As is the need to provide medium density housing within and surrounding the activity centre. The LPPF identifies the need to provide Pakenham with a strong urban design response for new developments in the activity centre.

The Municipal Strategic Statement at Clause 21.03 identifies Pakenham Activity Centre as part of Melbourne's key Growth Area, which requires the preparation of a structure plan to guide future development.

2.3. Council Plan

The *Council Plan (2013-2017)* sets out a medium to long-term vision for the municipality and guidance on how Council will respond to the opportunities and challenges facing Cardinia Shire.

Council's vision: *Cardinia Shire will be developed in a planned manner to enable present and future generations to live and*

work in our Shire, enjoying its diverse and distinctive characteristics.

The following relevant key challenges have been identified:

Managing Population Growth

- Cardinia Shire Council is forecast to increase by 18 percent to over 111,000 people by 2020.
- The growth region (at 10% of the shire) is expected to hold 66 percent of the total population.
- This area includes the Pakenham Activity Centre.
- The major challenge is ensuring there is sufficient services, facilities and other infrastructure available in the growth areas and existing rural communities.

Managing the natural and built environment, including climate change

- The quality of our natural and built environments affects our communities. They must be developed and managed in a way that contributes to the health and safety of present and future generations.
- Planning for built environments must achieve sustainable outcomes, particularly minimising the use of energy and water as well as enhancing the broader natural environment.

Developing a prosperous local economy and creating employment

- A strong and diverse economy is important to ensuring financially stable, independent and proud communities.
- As our population continues to grow, demand for local employment also increases.
- We want to ensure employment options for our people who want and need to work locally.
- The designated employment precinct between Officer and Pakenham is being planned and developed to provide jobs for up to 50,000 people.

Section 3 Our Environment

The objective: *We will continue to plan and manage the natural and built environment for present and future generations.*

Action 3.2.3. Develop transport networks that incorporate effective public transport.

Action 3.2.4. Prioritise multi-use pathways, where practicable, to create networks that connect destinations.

Action 3.4.1. Plan and develop built environments that support improved health and wellbeing of our communities.

Action 3.5.2. Plan for the development of the urban growth area with a mix of residential, commercial, employment, recreational and community activities to meet the needs of our growing community in a sustainable way.

Action 3.5.3. Provide for the sustainable development of rural townships while taking

into account their existing character and community needs.

Section 4 Our Economy

The objective: *We will create and support local employment and business opportunities for our community and the wider region.*

Action 4.1.2. Support the development of existing and new businesses within the Shire.

Action 4.1.4. Plan the development of Officer and Pakenham town centres.

Action 4.3.2. Encourage the establishment of tourism and hospitality in appropriate areas of the Shire.

Action 4.3.3. Advocate for the delivery of small and large-scale projects that enhance and drive economic activity.

2.4. Consultation on the Structure Plan

The Pakenham Structure Plan has been informed by extensive community consultation. The consultation process was completed over a four-year period from 2012 to 2016 through a process, which included: an *Initial Discussion Paper (May 2012)*, *Key Directions Paper (August 2012)*, a *Draft Pakenham Structure Plan (2014)* and the adopted final *Pakenham Structure Plan (2015)*.

The development of the various documents listed above was supported through: community surveys; listening posts or drop-in sessions; email newsletter; attending various Community Committee meetings; hand

delivered information to residents and business located in the activity centre; website advertisements; and formal letters to referral agencies, landowners, and key stakeholders.

Planning Scheme Amendment C211 was prepared by Council to incorporate the *Pakenham Structure Plan (March 2017)* which was approved by the Minister for Planning in March 2017. Conditions of the Amendment's approval was the introduction of a shortened *Pakenham Activity Centre Incorporated Provisions* that extracted the substantive planning requirements of the structure plan that related directly to decision making on permit applications. Additionally, an expiry date of 31 December 2019 was placed on the Incorporated Document.

The *Pakenham Structure Plan 2017* has been reviewed, which resulted in this revised document, *Pakenham Structure Plan (2018)*. Many of the previous document's comments, ideas, and suggestions have been included in this revised structure plan. The structure plan assists Council's understanding of Pakenham's strengths, issues and opportunities, which underpins Council's decisions and capital works and development program for the activity centre.



3. Vision

In 2035 Pakenham Activity Centre will be a great place to shop, eat, relax, socialise, work and live.

- Pakenham 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 ambience of the Pakenham Activity Centre will inspire a strong sense of community pride where the community and visitors can shop, eat, relax, socialise, work and live.



Mr Yakkerboo meets Blue
Main Street Pakenham

4. Structure Plan boundary

4.1. Study area

The study area for the structure plan is identified in Figure 2, and bounded by:

- Princes Highway to the north (includes mixed use, residential and public use zoned land north of Princes Highway)
- Racecourse Road to the east (includes residential, retail and industrial development east of Racecourse Road)
- McGregor Road to the west (includes residential development west of McGregor Road)
- Residential and industrial land to the south of the railway line and extends along Henty Street

4.2. Setting the boundary

The Department of Environment, Land, Water and Planning (DELWP) developed *Practice Note 58* for delineating the boundary of activity centres. In setting a boundary for an activity centre, the following is required:

- Sufficient land to provide for the commercial (retailing, office, fringe retailing and support activities such as entertainment) activities needed over a 15 to 20 year time-frame.
- Residential areas that are integrated into the activity centre or surrounded by other uses that have a strong functional interrelationship with the activity centre

even where limited development opportunities exist.

- Key public land uses that have or are intended to have a strong functional interrelationship with the activity centre even where there are no or limited redevelopment opportunities.
- Public open space areas that have or are intended to have a strong functional interrelationship with the activity centre.

In setting a boundary for an activity centre, it is general practice to exclude residential land encumbered by significant constraints (such as a Heritage Overlay) located at the edge of the activity centre.

4.3. Pakenham Activity Centre boundary

The boundary for the Pakenham Structure Plan has been revised based on *Practice Note 58* requirements. The activity centre is now generally bounded by:

- Railway Avenue and the Pakenham Railway Line continuing to Flower Street to the south.
- The McGregor Road bounds the west of the activity centre.
- Princes Highway to the north.
- Sites adjoining the 'Ascot' (former Pakenham Racecourse site) redevelopment and the rear of sites located on Arlington Avenue continuing to Slatery Place and Station Street bound the east.

The boundary encompasses the commercial and retail areas of the centre as well as some of the existing surrounding residential zoned land, open space and community facilities. There are a number of underutilised potential development and car parking sites, which could provide major mixed-use opportunities close to both shops and public transport.

The residential properties located in the boundary and land that directly abuts are zoned General Residential Zone – Schedule 1 (GRZ1). The Victorian Government's recent changes to the residential zones encourage up to three storeys in the GRZ1. These changes increases density in residential areas, supporting the commercial and retail activities in the activity centre. An increase in the density of activity centres is encouraged and higher density objectives and requirements are generally supported.

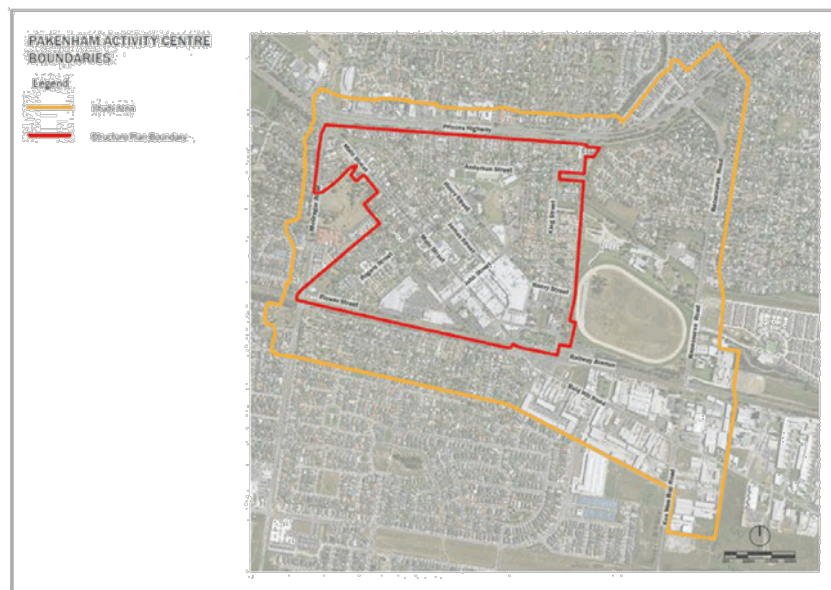
The Former Pakenham Consolidated School site, now the Evergreen Retirement Village and Main Street Village Pakenham also a retirement village, have been removed as the sites were recently developed and subject to other planning controls for intensified residential development and a retirement village that is controlled by Development Plan Overlay Schedule 1 (DPO1).

The former Pakenham Racecourse site has also been removed as the site has almost completed development and is subject to planning controls under the Comprehensive Development Zone (CDZ).

The Bald Hill Road Industrial area located southeast of the activity centre has been removed, as this area will be subject to a future strategic review.

The structure plan boundary and study plan boundary shown in Figure 2 reflects the Pakenham's future strategies, policies and controls that will apply to the activity centre and its surrounds. The boundary provides sufficient land to facilitate growth over the next 20 years.

Figure 22: Study Area and Structure Plan Boundary



5. Framework Plan – Centre wide guidance

Four themes apply across Pakenham Activity Centre.

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

5.1. Activities and land use

This structure plan encourages a mix of a medium to higher density housing options. Housing will be integrated into the core retail and commercial areas, particularly for smaller housing options such as shop-top housing.

More employment opportunities are required locally and with the activity centre having convenient access to public transport it makes the activity centre a great location for local jobs. The structure plan encourages additional retail diversity that activates trade in the evenings and the weekend.

The retail core area currently abuts an area of mixed development, which enables a diverse range of compatible uses such as residential,

commercial, community services and offices. The structure plan seeks to attract more service providers to allow the community access to a range of health and wellbeing opportunities without having to travel outside of their local area.

All infrastructure, places and facilities should be accessible by all and comply with the Disability Discrimination Act (DDA) and guide.

5.1.1. Housing

The activity centre requires a significant increase in housing stock to accommodate the expected population increase of an additional 10,000+ people into Pakenham by 2036. Housing within the activity centre is currently dominated by detached housing on single lots (49%), closely followed by medium density housing (46%). The majority of new development is medium density housing, townhouses or units.

Block sizes in the activity centre tend to be quite large making residential intensification through infill development and the consolidation of lots straightforward. Infill development tends to offer more housing diversity, forms, and encourages innovative designs for apartment developments and townhouses.

A number of unit developments currently exist within the activity centre; these developments have been subdivided to enable individual ownership with access being provided via common property. The redevelopment of such

sites can be problematic unless an agreement is reached, with all owning units within the strata title. Therefore, redevelopment of existing unit sites is considered a long-term option.

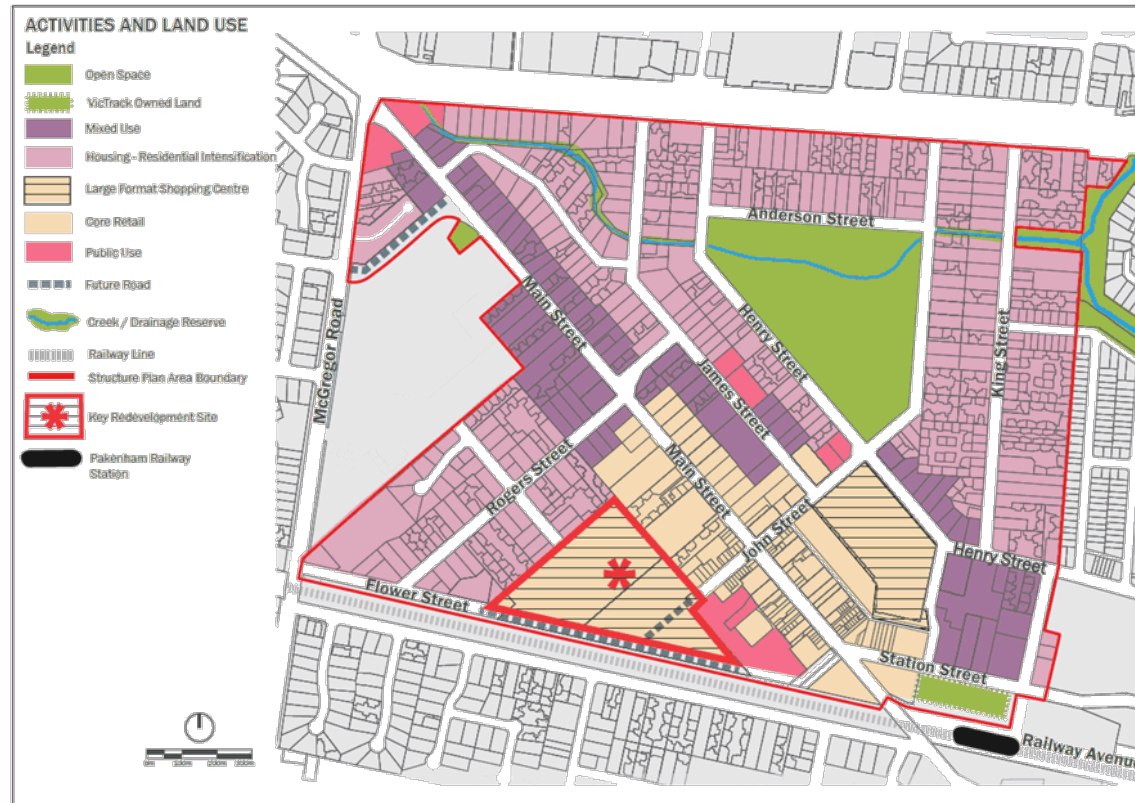
Council's Housing Strategy, Strategic Action Plan 2013–18 identifies a lack of affordable, crisis, social and rental housing in Pakenham and in some cases multiple families are living together in order to be able to afford the rent. Senior people in the community are also having difficulty finding appropriate housing in Pakenham.

Opportunities exist for a range of housing options that are affordable, attractive, well designed, safe, close to services and public transport and accessible to all. Housing options should go beyond the development of the existing residential area to the mixed use and retail core areas, particularly for smaller housing options. Ideally, the activity centre should provide a range of housing types at a variety of price points.

Objectives

- Support and ensure the provision of well-designed and diverse housing options that caters to all members of the community.

Figure 3: Activities and Land Uses



Strategies

1. Encourage increased diversity of housing throughout the residential, commercial and core retail areas.
2. Encourage opportunities for increased and well-integrated social housing options.
3. Support an increase of housing density in close proximity to the core retail precincts, Pakenham Railway Station and abutting open spaces.
4. Encourage upper level residential uses in the core retail area of the activity centre,
5. Support consolidation to enable residential intensification housing forms such as terrace, townhouses, apartments in the activity centre, where appropriate.
6. Encourage a diverse range of housing types and dwelling sizes that considers affordability, are high quality, well designed, adaptable and flexible to new uses and functions.
7. Encourage community entities, housing associations and private developers to integrate social housing and affordable housing options into residential developments.

5.1.2. Core retail

The core retail area is a key component of the activity centre that services local residents, workers and visitors to the area. Located along Main Street, between John and Station Streets is a traditional 'strip shopping' retail street with a focus on diverse small shops.

Relatively new retail and office development is located in the north east of Main Street, with

sections of John Street (between Henry Street and Pakenham Place) providing increased activity in the centre. Continued retail use along the entire length of John Street is considered important to strengthen existing retail development abutting either side of John Street.

Recently, new development has dispersed from the central core retail area into the outer areas and is impacting the activity centre's vitality. Other factors impacting the performance of the activity centre include: the size of the catchment area; the location or layout and quality of competing retail facilities, especially major anchors of the centre; the mix of tenants; accessibility; the degree to which those facilities can fulfil the needs of the community; and the atmosphere and ambience of the centre.

The strip shopping experience and liveliness at John and Main Streets could be weakened further through additional separation and spread of retail uses in the activity centre.

Pakenham Activity Centre is relatively walkable with most residential land located within convenient walking distance of the core retail area. However, maintaining safe and accessible pedestrian connections predominantly via the arcades is one of the challenges faced by the activity centre. Consolidating the core retail area to intensify development will assist in creating safer and activated linkages throughout the activity centre.

Key to the activity centre's renewal and longevity is the attraction of both public and private sector investment. The activity centre is estimated to have approximately 61,000 square metres of retail floor space. This number has the potential to grow by another 26,000 square metres over the next 20 years if redevelopment occurs in the activity centre (Pakenham Core Retail and Mixed Use Assessment Report, 2016).

The footprint of the core retail area should transition away from a centre dominated by single-storey buildings with large at-grade car parking areas, to a more intensified centre with multi-level buildings and multi-deck car parking with active frontages along all streets.

Objectives

- Reinforce the activity centre's role as a regional hub promoting a diverse mix of land uses that includes retail, commercial, residential as well as civic and community services to assist in increasing the number of people living, working and visiting Pakenham.

Strategies

1. Encourage the creation of a clearly identifiable retail core in Main Street between John and Station Street.
2. Encourage developments that activate and create a vibrant streetscapes, arcades and laneways.
3. Strengthen the activity centre's retail, commercial, dining and restaurant uses by

- focusing the activities in traditional 'main street' areas of the activity centre.
4. Encourage ground floor uses that respect and enhance the fine grain 'main street' character in the core retail area.
 5. Encourage additional evening and weekend trade, which activates the night-time economy and complements its core retail function.
 6. Encourage dining, restaurants, entertainment and leisure facilities to be located in the core retail area that generates activity after standard day-time business hours, to help improve safety and security.
 7. Focus large format retailing such as a supermarkets, discount department store and larger format entertainment activities such as cinemas to Pakenham Central Marketplace Precinct and Pakenham Place Precinct, or the Station Street Precinct

5.1.3. Commercial and mixed development area

The commercial and mixed development area within the activity centre facilitates a range of compatible residential, office, commercial uses, and in some areas, light industry in conjunction with retail uses. This includes a cluster of medical centres and practitioners, and offices generally located along Main Street and part of James Street, in the north west of the activity centre that are mainly converted residential dwellings. Generally, these uses allow a greater level of intensity and diversity.

In developments with mixed uses, residential dwellings should be encouraged in the upper levels to maintain active uses at the street level. Additionally, increased housing density for mixed use developments located within close proximity to the Pakenham Railway Station is encouraged.

The large block of land surrounded by Cook, Station and Henry Streets and Slattery place has the capacity to support some light industry as ancillary to retail uses. For example, coffee roasting and a café. This area abuts the core retail area and could support a variety of small business uses and employment opportunities for the activity centre.

Objectives

- Encourage mixed-use developments that offer a broad range of compatible residential, community, commercial, services and community uses.
- Provide appropriate transitions and interfaces between the commercial and mixed development area, core retail area and surrounding residential and heritage or significant sites.

Strategies

1. Ensure community uses or residential development are located in the upper levels of mixed-use developments while maintaining retail and commercial uses at street level.
2. Support mixed use developments that increase housing density in close proximity

to the Pakenham Railway Station and retail core.

3. Ensure any cluster of mixed-use activities within an integrated development is sensitive to the residential interface and/or any significant heritage sites.

5.1.4. Community services and civic uses

A number of health, support and community services and facilities exist in the activity centre. These services cater for the needs of the local population, the Shire and parts of the south east region. The Pakenham Library, sporting facilities (e.g. Pakenham Bowls Club), playgrounds, and Living Learning Pakenham are all located in or adjacent to the PB Ronald Reserve.

Living Learning Pakenham provides adult training, education, and skill development. The Pakenham Seniors Citizens Club is located in James Street and offers recreational programs and social activities. Mecwacare's day program for seniors is also delivered in Pakenham. Additionally, Council's youth facility, MyPlace in Main Street offers a central point of coordinating and providing preventative and intervention services for young people aged 10 to 25 to help improve their health and wellbeing and personal development.

The activity centre also has access to a number of emergency services including Ambulance Victoria and Country Fire Authority (CFA). The State Emergency Services (SES) are

located just west of the activity centre along Princes Highway.

Objectives

- Strengthen community services to support the needs of the local and regional area by co-locating or centralising services that will encourage synergies and positive interaction between each other and the rest of the activity centre.

Strategies

1. Locate community and government services within the activity centre to take advantage of accessibility to a range of transport modes.
2. Increase the awareness of community services and civic uses available in the activity centre.
3. Co-locate community services and civic uses near PB Ronald Reserve.

5.2. Transport and movement

Transport and movement considers all modes of transport including pedestrians, cyclists, vehicles and public transport. The structure plan identifies linkages and access points to improve the overall movement and accessibility.

The Pakenham Railway Station and bus network services the activity centre. However, the service levels are low given the poor coordination of public transport modes and the low frequency timetable of both rail and bus networks during the off peak period.

This structure plan encourages people of all ages to use active transport methods such as walking, cycling and public transport, as part of their daily activities and commute to work because of the multiple health, social and environmental benefits. Infrastructure should be designed and implemented to meet the needs of the community.

5.2.1. Railway crossings

The level crossings located on Main Street, McGregor Road and Racecourse Road are significant barriers to the centre and cause disruption to drivers, pedestrians and cyclists. Level crossing boom gates can be down for extended period during peak times. This costs time, impacts on businesses and causes major frustrations for drivers. Removing these bottlenecks through grade separations will unblock the congestion at the McGregor Road and Racecourse Road crossings.

A level pedestrian crossing is located opposite Savage Street, which connects the southern residential area surrounding the activity centre to the rear of the Pakenham Place shopping centre. Safety is often identified as a key driver to remove level crossings.

The structure plan identifies the need to replace level crossings with grade-separated crossings. See Figure 4 below.

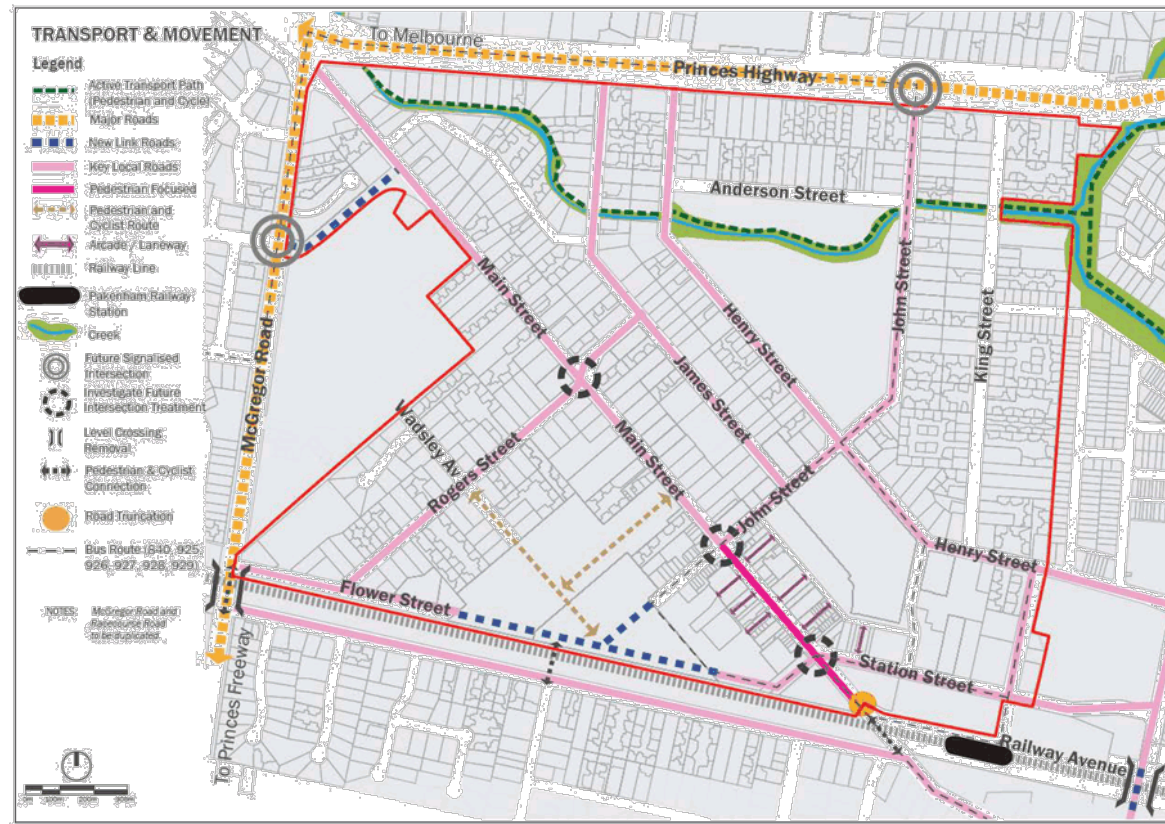
Objectives

- Ensure safe and convenient vehicle, pedestrian and cycle movements travelling to and around the railway station.

Strategies

1. Support the upgrade and duplication of the McGregor Road level crossing as an interim measure in the medium term.
2. Advocate the replacement of the Racecourse and McGregor Road level crossings with grade separated crossings to improve movement in and around the centre and facilitate safe and convenient pedestrian, cycle and vehicle connections.
3. Ensure new development does not impact the projects delivering the grade separation of the existing level road crossings or pedestrian crossings.

Figure 4: Transport and Movement



5.2.2. Pedestrian and cycling

Council's *Pedestrian and Bicycle Strategy* (2017) describes the regional pedestrian and cycling network of trails to connect townships. The regional Cardinia Aqueduct and Princes Highway trails are well positioned to connect to the local pedestrian and cycling network of Pakenham and the activity centre.

Currently, there are few existing east-west connections through the activity centre and other constraints such as the railway line, freeway, the drainage and creek lines, and large sites are currently disconnecting areas from each other.

The activity centre's cycling routes are also limited due to poor conditions and inconsistent pathway infrastructure. Not all roads within the existing street network have footpaths on both sides of the road making the streets in Pakenham vehicle dominated.

Continuous paths of travel from all directions entering the activity centre are required. A path network is not only important to people who are walking or cycling, but also to people with disabilities and the growing number of community members who are travelling by other means of transport such as a wheelchair or mobility scooter.

Currently, no path network exists along Pakenham or Kennedy Creek, nor are there crossing points along Princes Highway or Racecourse Road via the creek network. A path along Pakenham Creek is proposed as part of

the Pakenham racecourse redevelopment site, which will connect part of activity centre to the wider boundary catchment.

The use of shared pathways will be required to facilitate the needs of the elderly and vision impaired. Appropriate planning is required to reduce conflict between pedestrians and cyclists. Council is responsible for the maintenance of bicycle lanes on-road and off-road paths and on local roads. Council will need to accommodate the community's requirements as the activity centre grows.

This structure plan maps the strategic walking and cycling networks within the township and activity centre. These strategic links are the major connections across the activity centre linking people to key destinations.

Objectives

- Encourage the safety and improvement of the pedestrian and cycle network connecting the residential and employment areas, community facilities and public realm, and public transport.
- Encourage active transport on streets, within car parking areas and arcades, in open space and along the creek network.

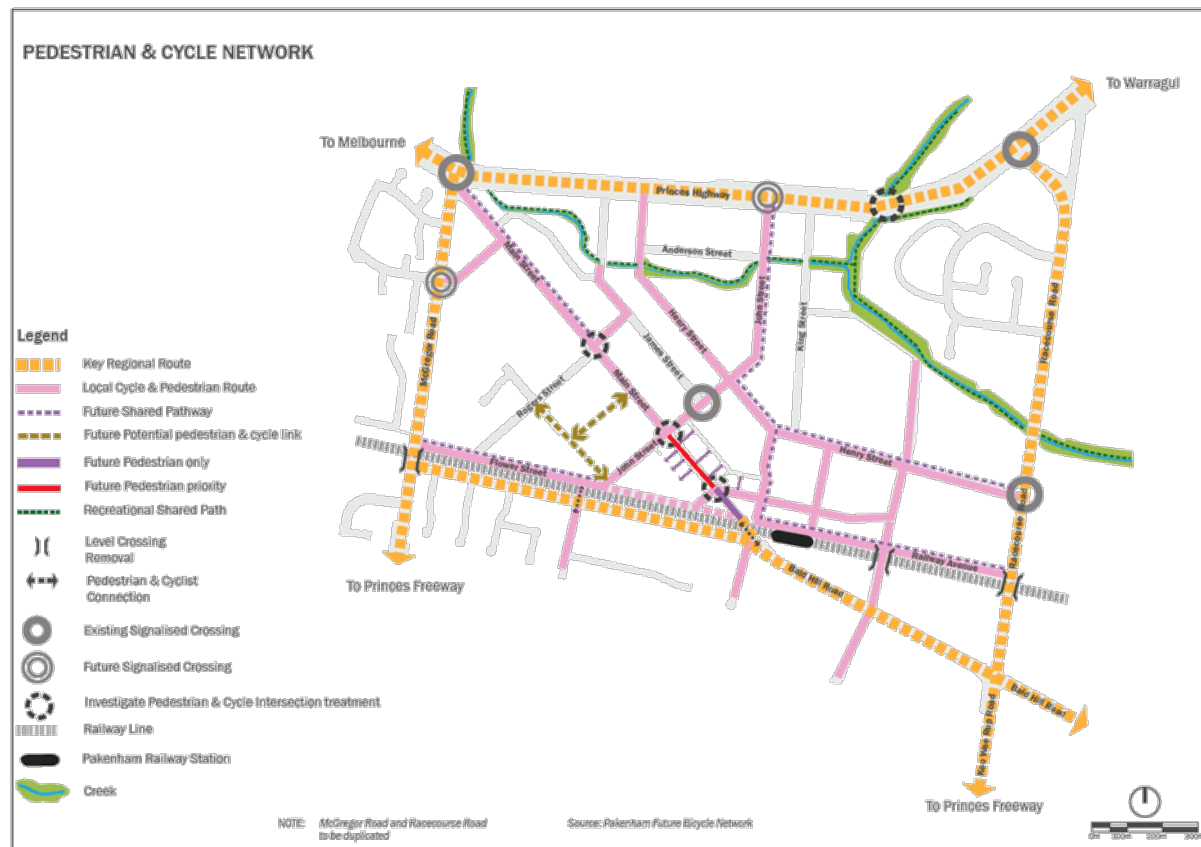
Strategies

1. Strengthen the pedestrian and cycle network by improving the amenity, accessibility, mobility and convenience of the network.
2. Provide bicycle parking facilities at key locations such as the edge of the shopping

strip, shopping centres, the Pakenham Railway Station, open spaces and community facilities sites.

- ~~3. Improve pedestrian amenity and safety at the John and Main Street intersection and throughout the activity centre.~~
- ~~3.4. Ensure the provision of clear, continuous and direct pedestrian and cycle routes throughout the activity centre.~~
- ~~4.5. Encourage all developments to improve existing linkages to and from Main Street via walkways, laneways and arcades, where appropriate.~~
- ~~5.6. Manage the street and open space network designs to promote active transport.~~
- ~~6.7. Encourage servicing and loading from rear lanes of retail and commercial developments to minimise driveways disrupting the footpath.~~
- ~~7.8. Provide attractive, convenient and safe pedestrian and cycle movement to, from and within the activity centre.~~
- ~~8. Improve pedestrian amenity and safety at the John and Main Street intersection.~~

Figure 5: Bicycle and Pedestrian Network



5.2.3. Vehicle access and car parking

The activity centre's road network provides a good level of accessibility from all directions into the activity centre, via the following significant roads: Princes Highway, Racecourse Road, Bald Hill Road, Henty Street and McGregor Road. Local streets provide access to residential areas.

Main Street is a collector road linking the activity centre from Princes Highway to Bald Hill Road. Vehicular movements are significant along Main Street creating congestion in its current function as a 'through-road'. The truncation of Main Street intends to alleviate congestion on by altering the operation of the road. This will be achieved through alternative road connections and infrastructure treatments creating a pedestrian focused 'destination' occurring at the time of the road closure.

One of the alternative grade separation for the Pakenham railway station via the extension of Webster Way to connect to Henry Road. Land will be required for the extension of Webster Way with additional works and land required at the Webster Way and Bald Hill Road intersection.

Most intersections have pedestrian and traffic movement conflict with vehicles dominating the streetscape. A number of intersection projects are required to ensure safe vehicle movements entering, exiting and moving around the activity centre.

The connection from Henry Street to Racecourse Road, through the former Pakenham Racecourse site, and the full truncation of Railway Avenue at the Racecourse Road intersection has relieved some of the congestion pressure in the short to medium term. The new intersection provides another pedestrian connection from the surrounding residential to the activity centre central core. To alleviate traffic congestion and provide safe intersections, Council supports and encourages the delivery of traffic signals at Princes Highway and James Street.

The activity centre has a number of on-street parking options (marked and unmarked) close to the core of the retail area as well as off-street car parking in private and Council ownership. Generally, parking occupancy in the centre only reaches 60 percent. At these occupancies the activity centre is being underutilised and should aim for an 85 percent occupancy rate.

Council acknowledges that car parking is dispersed throughout the activity centre. Further analysis has been undertaken to determine any parking shortfalls now and into the future. The *Pakenham Car Parking Precinct Plan* provides a strategy for short and long term parking in strategic locations allowing convenient access for commuters and people visiting the centre.

Objectives

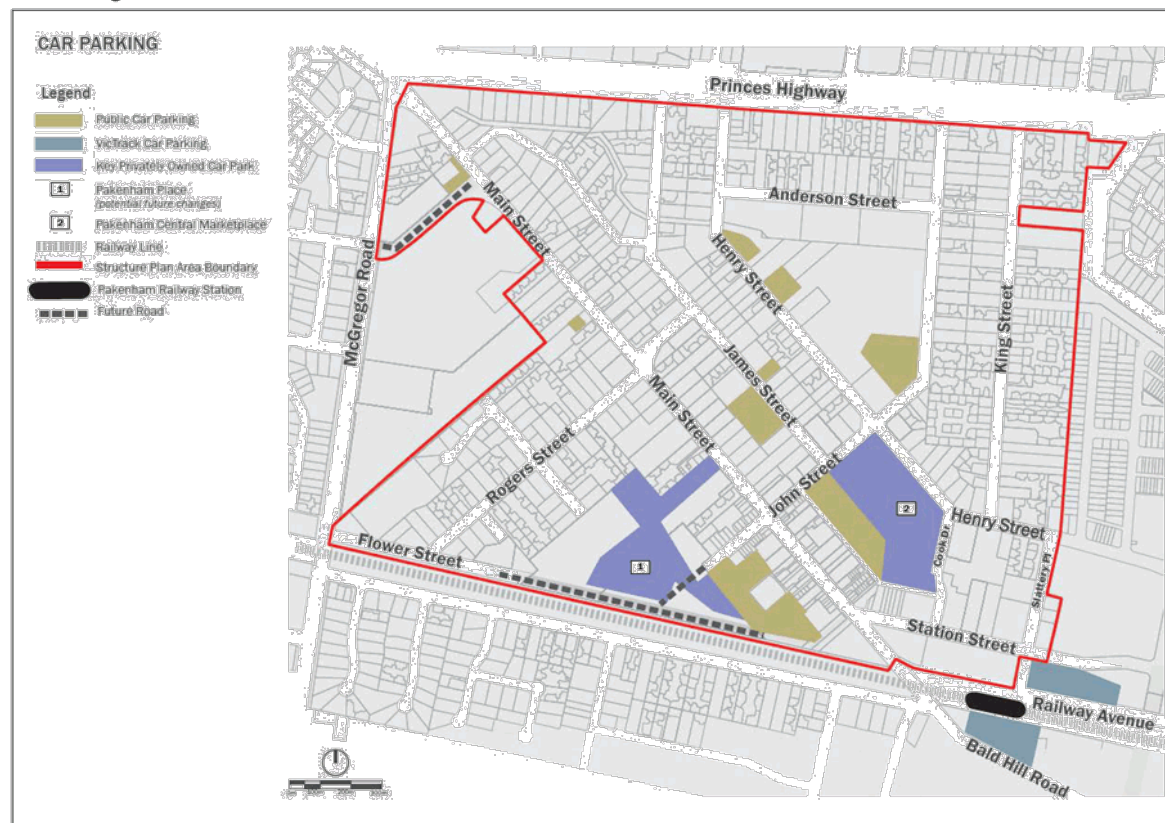
- Provide a clear, efficient and logical vehicle network and ensure access to convenient and safe car parking in the activity centre.

- Improve connectivity and permeability in the activity centre by extending Flower Street, John Street, Drake Place and Webster Way by providing new road linkages.

Strategies

1. Encourage developments to provide car parking with minimal disruption to pedestrians, cyclists and public transport.
2. Ensure carparks are located to the rear of developments; incorporate screening and passive surveillance designs.
3. Ensure any multi-level parking structure includes active uses at street level.
4. Support new traffic signalisations for John Street and Princes Highway, and McGregor Road and the through road to Main Street.
5. Support the duplication of Racecourse Road between Princes Highway and Princes Freeway to reduce traffic congestion and provide improved pedestrian and cyclist outcomes.
6. Ensure the construction and provision of safe intersections for vehicles and pedestrians at Main Street and McGregor Road, and John Street and Princes Highway.
7. Ensure the construction of the Flower Street, Drake Place and John Street extensions.
8. Support the closure of Main Street at the railway level crossing.
9. Support the extension of Webster Way and grade separation when the Main Street level crossing is closed.

Figure 6: Car Parking



5.2.4. Public transport

Pakenham Railway Station is a multi-modal station providing transfers between bus and train services, taxis and taxi zone, private vehicle, and other active modes of transport (cycling and walking). The train services include a metropolitan train and a regional V/Line train servicing Traralgon and Bairnsdale.

The station is located within 400 metres of the retail core and acts as a 'main entrance' for people entering the activity centre from the station. It is important that this location exhibit a positive visual amenity and standard of passenger comfort by providing shelter, sheltered walkways, seats, kiosk facilities, landscaping, attractive design and finishes, and lighting.

However, the site offers limited facilities for commuters in terms of shelter, personal security and passive surveillance. The railway station itself provides a less-than-desirable first impression.

The bus interchange is currently the terminus for five routes, with a stop for an additional route. Two regional bus services operate between Koo Wee Rup bus, coach interchange and Pakenham Railway Station.

It is crucial to ensure adequate car parking for train travellers. A lack of car parking or easily accessible parking spaces significantly reduces the attraction and convenience for those travelling by train. If commuters are forced to

use parking spaces outside of VicTrack land, this places additional pressure on surrounding retail and commercial areas.

In Pakenham East, on land just south of Pakenham Railway Station, is a maintenance depot used for stabling trains. As part of the Cranbourne-Pakenham Rail Corridor Project, the construction of a new train maintenance depot commenced in 2017 to service a fleet of 80 high-capacity trains. The project intends to upgrade the station's infrastructure and slightly realign the rail corridor to enable access to the depot by the end of 2018.

Upgrading the infrastructure and entrances to Pakenham Railway Station from both the northern and southern side of the railway line will provide access that is more convenient for commuters located south of the railway line, whilst also improving the image of the activity centre.

Objectives

- Encourage a 'state of the art' (high quality) multi-modal public transport interchange at Pakenham Railway Station that incorporates a frequent, safe, interconnected, accessible and convenient public transport network for the community.

Strategies

1. Encourage the provision of a public transport system that is attractive, safe and convenient.

2. Support the redevelopment of the Pakenham Railway Station transport interchange as a high-quality multi-modal hub that integrates and interfaces well with Bourke Park and the surrounding area.
3. Encourage passive surveillance for all public transport waiting areas ensuring clear visibility from the street and adjacent buildings.
4. Encourage lighting that is well integrated with signage and landscaping to maximise attractiveness and safety in and around the train station.
5. Support and encourage 'transit oriented development' surrounding the railway station to increase density and walkability for the activity centre.
6. Ensure higher density development within the activity centre maximises the development potential of land surrounding the Pakenham Railway Station.
7. Support the provision of well-placed taxi ranks in close proximity to Pakenham Railway Station.
8. Support alternative transport solutions that compliment the public transport network, through the *Pakenham Parking Precinct Plan, 2018* (or any later revisions).

5.3. Public realm

The public realm contains accessible spaces that are owned, leased or managed by Council to serve a range of uses and functions. These elements assist in defining the character of a place, provide the means to move from one destination to the next and facilitating social connections. Most commonly, these areas are

open space, streets and gateways or civic squares/plazas, see Figure 7 below.

5.3.1. Open space

The main established open spaces in the activity centre are PB Ronald Reserve and Bourke Park. A public square is proposed at the anticipated truncation of Main Street adjacent to the level crossing, this has been identified as a future entertainment plaza. The purpose of this plaza is to provide a location for social interaction, inviting people to pause and connect in a pedestrian friendly space. This space could incorporate elements such as formal and information seating, landscaping, public art, markets, and lighting to contribute to the plaza's identity and character.

The creation of PB Ronald Reserve is the result of community action in the 1890s and land acquisitions to expand the reserve by Council in later years. It is located close to the retail core of the activity centre, bounded by John, Henry and Anderson Streets. The reserve contains a central park area with a playground and skate park, and accommodates the Pakenham swimming pool, tennis courts, Bowls Club, Sports Club, Library, Hall, and U3A (University of the Third Age, adult education). The reserve is governed by a Masterplan, which implemented by Council.

Located adjacent to the railway station is the public transport main entrance to the activity centre known as Bourke Park. The arrival experience has become more positive with the relatively recent improvements to Bourke Park. However, development of and integration with the surrounding precincts will be necessary in order to deliver improvements.

Bourke Park is located immediately north of the Pakenham Railway Station, it is owned by Victrack and subleased to Council. The land was originally acquired and set aside for railway purposes. However, since 1948 the park has been continuously used and upgrades have been made to public toilets, two playgrounds, a sound shell, lighting and CCTV. Council has completed and implemented a landscape plan for Bourke Park.

Any significant changes to the park will need to be consistent with the land's long-term requirement for future public transport use.

Objectives

- Create a safe and high-quality cohesive open space network that provides opportunities for a range of activities and users, and assists in creating a sense of place for the activity centre.

Strategies

1. Any developments fronting or interfacing with open space will provide passive surveillance and activates the open space.
2. Enhance the role and function of PB Ronald Reserve and Bourke Park as central gathering spaces.
3. Maximise the usefulness, quality and quantity of open space delivered as part of the development of large development sites ~~and key precincts~~.
4. Use the existing creek system and drainage reserves as an open space asset that links the network of open spaces in the activity centre.
5. Provide a landscape corridor extending from the south through the activity centre and connecting to the various open spaces.
6. Integrate Pakenham Creek as a key feature and ensure drainage, flood control, movement and public open space functions are accommodated and enhanced.
7. Encourage pedestrian connections over Pakenham Creek to connect the precinct with the adjacent existing residential precincts, where appropriate.

Figure 77: Open Space, Streetscapes and Gateways



5.3.2. Streets

Streets within the activity centre enable traffic and modes of active transport to travel to, from and within the activity centre. The streets also provide opportunities to influence local and visitor's experiences.

The liveliness, design and ease of access of the street network is an important part of what people remember about a place they visit. A street should not just facilitate fast movement of traffic but provide destinations or places with their own characteristics and identities.

The community identified the streets in the retail and commercial areas as a valued part of Pakenham's character, providing a reflection of the successful business mix located in the retail core.

The streets in the activity centre require modifications to ensure the street network infrastructure is upgraded - mainly footpaths, to correct the undulations and widen. The streets should be user friendly, serve the demands of a growing centre, accommodate higher volumes of people, and provide a higher quality streetscape.

Objectives

- Ensure a network of attractive, safe and accessible streets that cater for and enhance the different activities and land uses within the activity centre.
- Promote human scale and pedestrian focused streets to encourage a vibrant and

lively public realm in the retail core, focusing on night-time including evening activities.

Strategies

1. Utilise placemaking activities to create destinations and interactive places along the main streets important streetscapes (see Figure 7).
2. Utilise a place-based approach to ensure the retail core and commercial and office areas along John and Main Streets are activated.
3. Provide wayfinding maps to assist pedestrian movement in and around the activity centre.
4. Provide high quality, wide footpaths on both sides of the streets located in the retail core that accommodates street activity and user demands.
5. Ensure sufficient and safe pedestrian crossings that meet the sight and desire lines of pedestrians wanting to move between destinations.
6. Implement infrastructure to support the different active transport modes.
7. Encourage the increase of private and public provision of shade and weather protection for pedestrians.
8. Manage the retention of trees to strengthen the landscape qualities of the activity centre.

5.3.3. Gateways

Pakenham Activity Centre is bounded by key roads that accommodate large traffic volumes. As a result, the activity centre is mostly self-contained. This places an important role on identifiable key access points that connect the activity centre to the surrounding area. These points of access act as gateways to the activity centre, welcoming the community and visitors to the location.

The community expressed concerns over the poor first impression of the activity centre and wishes to create a sense of civic pride through the creation of gateways.

The gateways identified in this structure plan includes:

- McGregor Road and Main Street
- Main Street deviation connecting to McGregor Road
- Bourke Park/Pakenham Railway Station
- PB Ronald Reserve (the Library forecourt)
- Henry Street and John Street

Objectives

- Create a sense of arrival to the Pakenham Activity Centre at identified key gateway sites through the provision of high quality landscape and/or architectural treatments.

Strategies

1. Encourage the use of strong landscape elements (vegetation and landforms) to create gateways for the activity centre.

2. Ensure gateways are visible at night by using effective marking treatments such as distinctive lighting.
3. Ensure buildings located in gateways provide built form landmarks, which uses urban design principles to positively impact the public realm.
4. Implement public art at appropriate locations which engages the local community and visitors.
5. Manage the design and placement of attractive legible signs in appropriate locations.

5.4. Built form and environment

The development history of the activity centre is illustrated in the current built form character. There is now a development legacy on how the lot sizes have been configured, and the types of buildings and streets that have been constructed.

The built environment has a significant impact on the wider natural environment. Many development practices are not environmentally aware or sustainable in the long term. Future private and public development will need to achieve the environmentally sustainable development (ESD) principles.

The *Urban Design Framework (2018)* provides a guide to the activity centre's built form and environment in greater detail and provides further guidance for the precincts.

Additionally all developments are expected to integrate Crime Prevention Through Environmental Design (CPTED) in their building designs to create a safe and activated city.

5.4.1. Heritage

During Pakenham's first phase of development during the 1880-90s, the town predominantly developed around Main Street and the railway station. The town catered for the emerging agricultural industries in the area. This is reflected in the finer grain developments and retail shop fronts predominantly located along Main Street.

Few of the pre-World War I buildings remain. Some streets have a number of dwellings that reflect the typical architecture and style of the inter-war and post World War II years.

The larger lots located north of John Street were historically intended to support partial food self-sufficiency for the region. However, those that had not developed by World War II, overtime became large family homes with generous front and backyards – designs typical of suburban Melbourne.

These mixed inter-war and post-war period architectural historic influences helped shape the residential character and identity of Pakenham. Preservation of significant and contributory developments and places will be important for the activity centre's history. Careful consideration should be given to

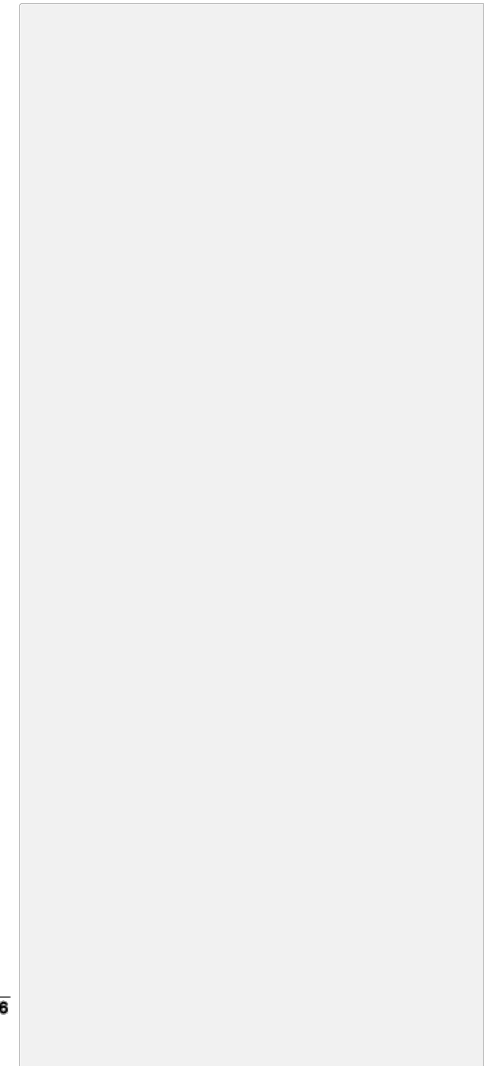
balancing the potential for intensification of development on land with historical buildings with the benefits of preservation.

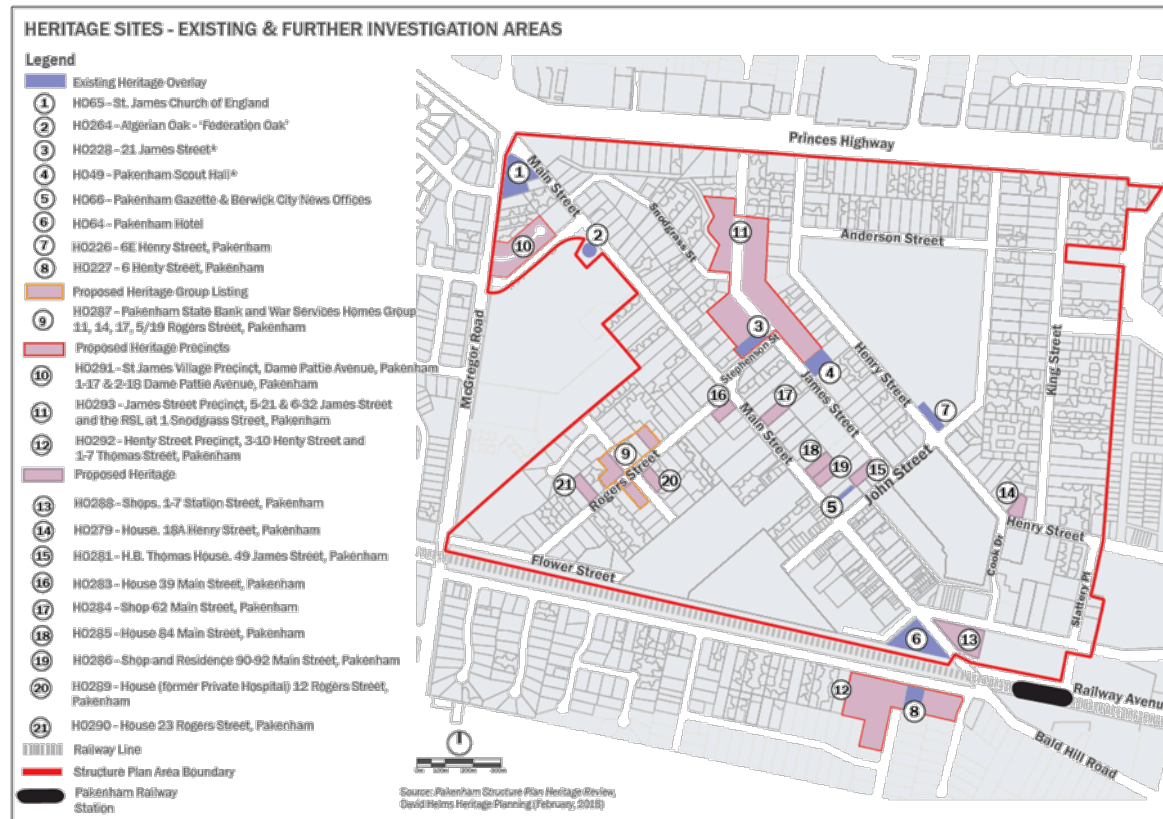
The following heritage sites are currently located in and adjacent to the activity centre and affected by a Heritage Overlay (Clause 43.01) in the *Cardinia Planning Scheme*. The sites are:

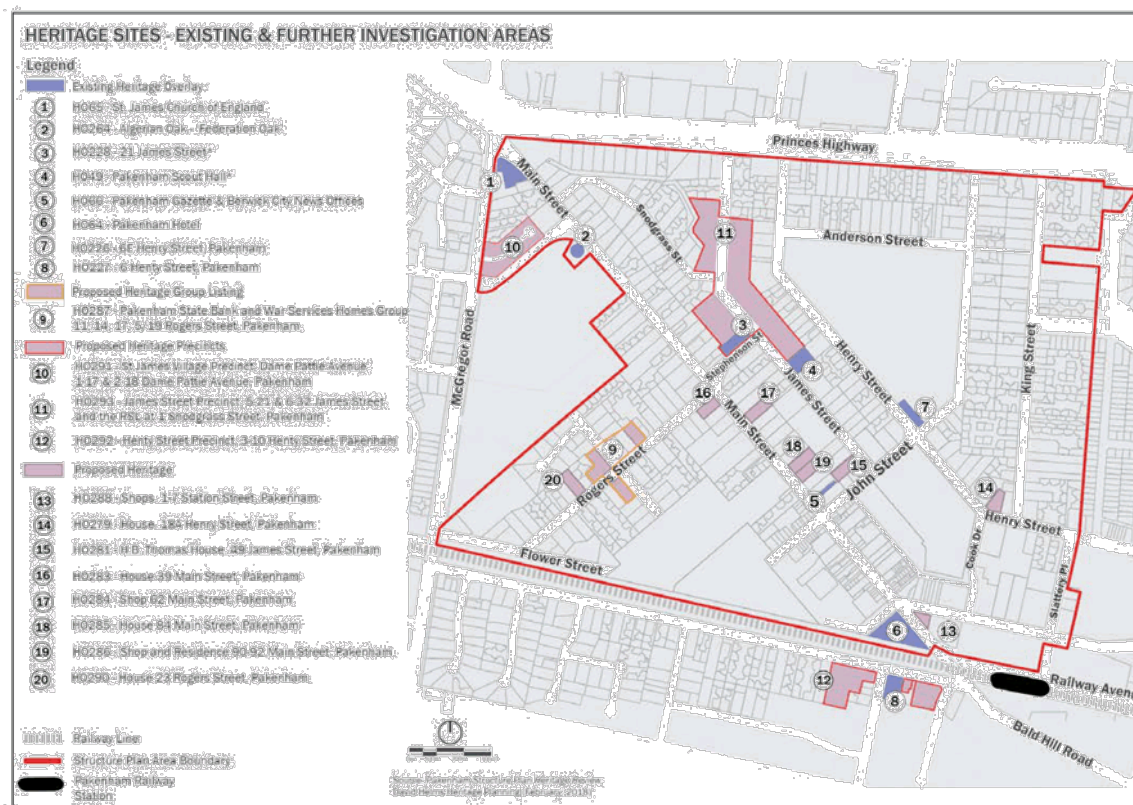
- **H049** Pakenham Scout Hall, 34 James Street, Pakenham
- **H064** Pakenham Hotel, 153 Main Street Pakenham
- **H065** St James Church of England, 1 Main Street, Pakenham
- **H066** Pakenham Gazette and Berwick City News Offices, 96-100 Main Street, Pakenham
- **H0108** Bourke House and Stakeholder, 65 Racecourse Road, Pakenham
- **H0226** Pakenham War Memorial, Corner of Henry and John Streets, Pakenham
- **H0227** 6 Henty Street, Pakenham
- **H0228** 21 James Street, Pakenham
- **H0264** Algerian Oak, 9-13 Main Street, Pakenham

A heritage study was completed for the Pakenham Activity Centre in 2018. This study identified three precincts, a small group listing, and 9 individual places of individual significance within the activity centre, which warrant protection under the Cardinia Shire Heritage Overlay, to be implemented via Amendment C242. See Figure 8 below.

Figure 8: Proposed and Future Heritage Places and Precincts







The sites are:

- St James Estate Precinct (Dame Pattie Avenue)
- Henty Street Precinct
- James Street Precinct
- Group Listing 11, 14, 17 & 5/19 Rogers Street (State Savings Bank/War Service Homes)
- 62 & 90 Main Street (shops)
- 1-7 Station Street (shops)
- 18A Henry Street (home)
- 49 James Street (home)
- 39 & 84 Main Street (homes)
- 12 & 23 Rogers Street (homes)

As the activity centre experiences development intensification, it is likely the buildings of historical significance will eventually have one or more interfaces with contemporary buildings and spaces.

It is possible, and often desirable, to reuse buildings and structures for purposes other than those originally intended. This flexibility ensures their retention allowing the heritage buildings to benefit the community. The provisions in this structure plan will ensure new development should integrate appropriately with the historical built form, not detract from it.

Objectives

- Ensure present day architecture of any new development contemporary architecture responds to any adjoining heritage places

and precincts and provides appropriate interfaces.

- Protect and restore the built heritage of the Activity Centre through the conservation, reuse and restoration of heritage buildings.

Strategies

1. Preserve and enhance key heritage sites that are historically and/or architecturally significant.
2. Encourage the adaptive reuse of existing heritage buildings and places, provided this does not have a negative impact on its heritage value.
3. Ensure new developments adjacent or in close proximity to heritage places and buildings precincts is sympathetic in its response to design and built form, providing a contemporary design response that reflects today's architecture.

5.4.2. Core Retail

The predominant built form in the core retail area of the Pakenham Town Centre has been established over many decades. This built form is representative of a traditional Main Street with activated ground floor front facades and zero setbacks from the street they address. Infill development that has occurred following the original establishment of the town centre has mirrored this pattern of development and reinforced the 'main street' form of development.

Recent development has predominantly been two storey, increasing the scale of the built

form within the retail core of the town centre. The built form can be described as presenting activated narrow or fine grain frontages directly addressing the street and providing weather protection to pedestrians through awnings or verandas that project out above footpaths.

Objectives

- Reinforce and enhance the 'fine grain' built form pattern established within the retail core of the town centre.
- Intensify the scale of built form and provide elements that contribute to the pedestrian amenity of users in the retail core of the activity centre.
- Ensure ground floor facades addressing a street or any other public realm space are activated and provide passive surveillance of the public realm.

Strategies

1. Ensure all built form presents a zero setback from a property boundary that interfaces with a road reserve or public realm space in the core retail area of the town centre.
2. Encourage multi storey built form within the core retail area of the town centre.
3. Ground floor facades that address the streets in the retail core of the town centre are to be highly activated by providing frontages that predominantly consist of entrances and unobscured glazing; and minimises areas of blank wall.
4. Encourage built form elements such as weather protection that contributes to and

- enhance pedestrian amenity within streetscapes and other public realm areas.
5. Encourage upper level commercial and residential uses in the core retail area of the activity centre
 6. Discourage monotonous facades along the main streets using design measures to reduce blank walls, bulk and massing in developments.

5.4.3. Commercial and Mixed Use

The built form of the commercial and mixed-use area of the town centre comprises two main types, which are, residential and small commercial buildings. Traditionally this area was lower density residential with single storey dwellings on large lots.

As the town centre has expanded, buildings on the periphery of the core retail area of the town centre have been increasingly replaced by commercial buildings, medium density residential development or adapted for commercial use. This has resulted in an area with vastly different built forms.

The built form of newer commercial development that has occurred in the area has attempted to complement the traditional urban pattern of this area by setting building back from the street boundary, orientating entrances to the street, landscaping front setbacks and locating car parking areas to the rear or side of new buildings.

Objectives

- Create an urban pattern that establishes a transition between the core retail area and residential areas within the town centre.
- Increase the scale and density of the built form to reflect a commercial and mixed-use typology.
- Maintain and enhance the landscape values and character of the area.

Strategies

1. Encourage multi storey built form.
- ~~2. Consider development built form that presents a range of front setbacks including a zero setback.~~
- ~~3.2. Any front setback must provide high quality landscaping.~~
- ~~4.3. All at grade car parking areas are to be located to the rear or side of buildings.~~
- ~~5.4. The main entrances to buildings are to be orientated to address the street.~~
- ~~6.5. Encourage upper level commercial and residential uses in the commercial and mixed-use area of the activity centre.~~
- ~~7.6. Ensure any developments addressing or interfacing with streets or other public realm spaces provide passive surveillance of these spaces.~~
- ~~8.7. Encourage the consolidation of sites to achieve better integrated built form outcomes that integrates-incorporates requirements such as car parking, servicing and vehicle access points.~~

5.4.4. Residential

The residential areas within the Pakenham Activity Centre were originally established as larger lots with detached single storey dwellings typical of residential development patterns in the first half of the twentieth century. A significant proportion of these large lots have been redeveloped to accommodate multi-unit medium density developments over the past several decades.

Typically these developments have been single storey units accessed via a common driveway located either centrally within the lot or along one side boundary and often the dwellings located nearest to the street frontage do not address the street well.

The large lots in the residential area that remain under developed provide the opportunity to provide higher density residential development in close proximity to the services of the activity centre but need to provide higher quality built form outcomes that contribute more positively to the residential character of the area.

Objectives

- New development is to respect and respond to the established streetscape character it adjoins.
- Maximise passive surveillance of streets and other public realm areas that interface with development are to be achieved by the built form.

- Develop integrated built form and create a new neighbourhood character, which respects local context, historical and significant developments.

Strategies

1. Dwellings that interface with a street or other public realm area should be orientated to address the street or public realm area and maximise passive surveillance opportunities.
2. New development should provide only one vehicle access point to the site.
- ~~3. The built form of new development is to provide a minimum front setback of 4 metres.~~
- ~~4.3.~~ For dwellings that address a street or other public realm area, any ground floor secluded open space for that dwelling must be located behind the building line of that dwellings frontage.
- ~~5.4.~~ Built form is to provide architectural interest through façade articulation and the use of a variety of materials.
- ~~6.5.~~ Provide high quality landscaping in front setbacks and any communal areas.
- ~~7.6.~~ Encourage consolidation of sites.
- ~~8.7.~~ Encourage higher density housing developments which caters for smaller households, younger and senior age groups.

5.4.5. Sustainability

Environmentally sustainable design (ESD) seeks to reduce the impacts of the

construction, building and development on the natural environment. It is essential that the activity centre reduce its environmental footprint through clever and sensitive building design, and by encouraging environmentally responsible development.

Sustainable developments provide higher quality and healthy living environments attainable via the use of design features such as: daylight, solar orientation, natural and cross ventilation, water collection and water sensitive urban design (WSUD) such as raingardens and swales, and solar technology. These buildings also enable a reduction in waste by recycling appropriate materials.

Sustainable developments also consume fewer resources and save money by keeping buildings cooler in summer and warmer in winter, reducing overall energy use.

Additionally, retaining old and providing new trees creates a larger canopy cover and shade. Increasing canopy cover assists in minimising the effects of climate change on activity centres. The activity is referred to as 'greening the streets' and contributes to the reduction of the urban heat island effect or thermal performance created by large concrete or built expanses.

This Structure Plan seeks to implement the ESD and other initiatives to reduce the impacts of traffic congestion, fossil fuels and greenhouse gas emissions, positively

impacting the environment and health of the community.

Objectives

- Ensure all development within the activity centre provides high quality innovative design in a manner that is consistent with and promotes the principles of environmentally sustainable design reducing the impacts of climate change.

Strategies

1. Ensure developments apply ESD principles including solar orientation.
2. Incorporate WSUD in their design and construction.
3. Encourage developments to consider sustainable transport as part of their design.
4. Encourage built form to be oriented to the north to maximise energy efficiency.
5. Provide appropriate canopy tree planting to minimise the heat island effect created by large surfaces such as bitumen, concrete, and paving.
6. Development should provide for integrated stormwater management solutions that minimise flooding and achieves WSUD.
7. Encourage applications to investigate and apply ways to capture stormwater and use it for the irrigation of landscaping in the activity centre.

6. Precincts

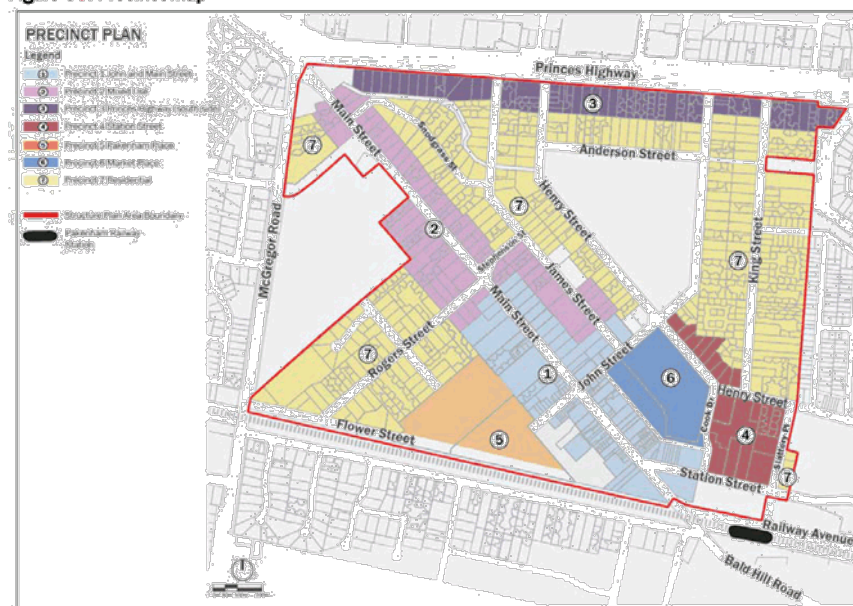
The Activity Centre has been divided into eight precincts, as follows:

1. Precinct 1 – Core Retail
2. Precinct 2 – West Commercial and Mixed Use
3. Precinct 3 – Princes Highway
4. Precinct 4 – East Commercial and Station Street and Mixed Use
5. Precinct 5 – Pakenham Place/Key Development Site
6. Precinct 6 – Marketplace
7. Precinct 7 – Existing Residential

The Structure Plan is to be read in conjunction with the *Pakenham Activity Centre Urban Design Framework, 2018*. All developments are required to comply with the Urban Design Framework to ensure design is respectful of the existing neighbourhood character, heritage values and amenity.

The Urban Design Framework provides the precinct guidelines and requirements, including heights, setbacks and built form for each precinct.

Figure 99: Precinct Map



6.1. Precinct 1 – Retail Core

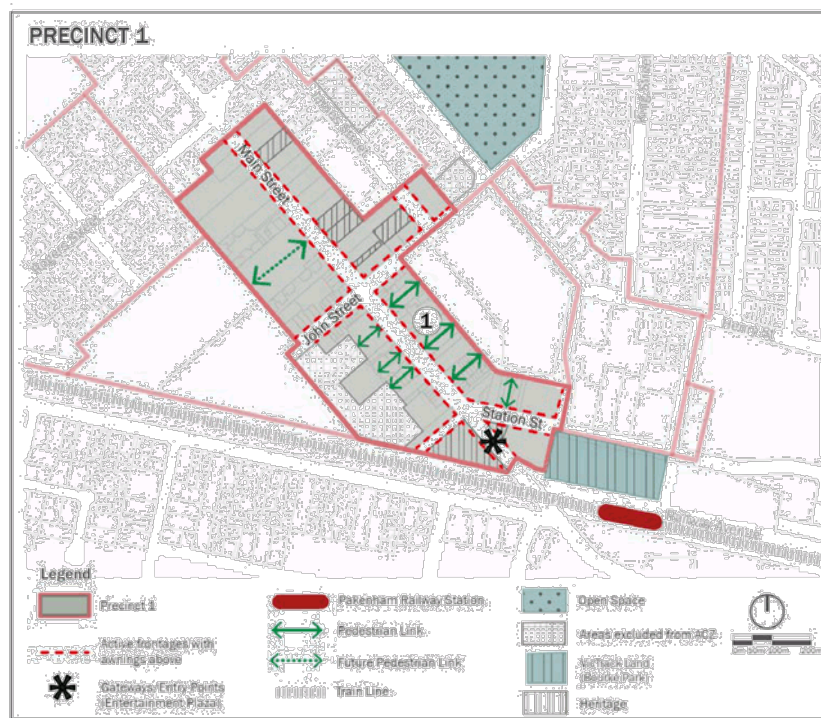
The sections of Main and John Streets located near the railway station are the historic heart of Pakenham. Over time, the intensification of commercial and retail uses in Main Street has progressed from the Pakenham Railway Station further north.

The fine grain and permeability in John and Main Streets provides a strip shopping experience with a diverse range of retail and commercial businesses. John and Main Streets have a high level of pedestrian activity.

The private arcades play an important part in supporting the high level of pedestrian activity by providing a number of safe pedestrian connections, especially to the Drake Place Council car park. Increasing **evening night time** activity in the centre will further facilitate a safe and lively environment.

The precinct will provide pedestrian priority spaces and support business that operate outside core business hours to activate Pakenham's main streets.

Figure 10: Precinct 1 – sub-precincts 1A, 1B, 1C



Precinct Objectives

1. Create a pedestrian focused and prioritised Entertainment Plaza in the south east corner of the precinct which provides outdoor dining, civic facilities and space for community activities/festivals.
2. Reinforce the character of the precinct by encouraging active frontages with fine grain built form.
- 2.3. ~~and Create~~ attractive streetscapes on main thoroughfares that enhance and create a sense of place for the precinct.
- 3.4. Facilitate the re-development of the pedestrian links ~~encompassing including~~ arcades located along Main Street, ~~which including~~ enhancing and activating the access to and from the retail core.
- 4.5. Facilitate activation of the street in the evening by encouraging outdoor dining areas and active uses throughout the precinct.

Precinct Guidelines

1. Provide effective weather protection through a continuous canopy treatment along building frontages.
2. Main entrances for developments and businesses located on John and Main Streets must address the street.
3. Uses in upper storeys should be compatible with the ground floor uses ~~with the potential for office and residential uses.~~
4. Ensure ~~retail and other~~ uses and developments ~~that~~ provide passive surveillance ~~that supports~~ safe linkages throughout the activity centre.

5. Development must provide visually permeable ~~surfaces treatments~~ along facades fronting streets ~~frontages~~, laneways and/or arcades.
6. Development in Precinct 1C ~~should to~~ provide strong built form that integrates ~~and overlooks the~~ gateway sites.

6.2. Precinct 2 – West Commercial and Mixed Use

This precinct begins at a prominent gateway site, providing an entrance to the activity centre intersecting at McGregor Road, Main Street and Princes Highway. This gateway has two defining elements to its character:

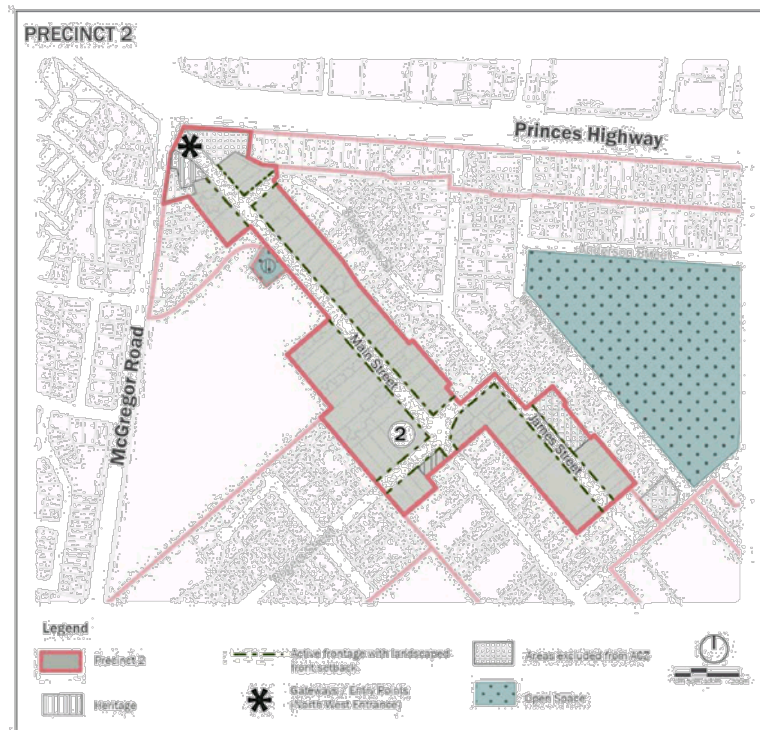
- **The landscape** – characterised by passive open space in the form of significant expanses of grasses areas with some large trees and Pakenham Creek, which meanders along the northern half of the precinct (although it is currently viewed as more of a grass swale).
- **Council and community buildings** – a number of these buildings are important from a heritage perspective as they are of architectural and historical significance. The Council and community building locations were developed in an informal manner throughout their life-cycles.

This precinct has potential as a key node for civic uses with recreational open space areas, and as a gateway to the activity centre. It is also a visually prominent part of the main pedestrian and cycle routes to and from the activity centre.

Following the gateway entrance the rest of the precinct surrounds of the retail core within the activity centre. The type of development in this area currently includes various medical practices and residential developments.

Further development of this area will include supporting additional medical practices, offices, and more mixed use developments. Higher density development is encouraged within this precinct as long as it does not negatively impact upon neighbouring residential dwellings.

Figure 11: Precinct 2 - sub-precincts 2A, 2B,



20

Precinct Objectives

1. Provide mixed use, community, commercial and residential opportunities within the precinct.
2. Encourage retail premises at ground level which activates the street, office uses in upper levels and the rear of the development, and residential uses located within the upper levels of the development.
2. Encourage street-level active-retail premises at the lower levels with office uses at the rear of the development, and residential uses located within the upper levels of the development.
3. Improve pedestrian amenity by contributing to the establishment of attractive streetscapes for all streets in the precinct.
4. Improve the interface with Main Street by encouraging the redevelopment of sites and/or adaptive reuse of existing buildings to activate the streetscape.
5. Developments that interfaces with a gateway site should support and contribute to the enhancement of the public realm and reinforce the entrance statement to Pakenham Activity Centre at these sites.

Precinct Guidelines

1. Development should address and interface with all streets by providing active uses fronting the street.
2. Developments should provide sympathetic interface treatments to any adjoining residential precincts.
3. Development should provide passive surveillance of the street.

4. Buildings in the Precinct 2A should respond appropriately to heritage elements places and precincts, designed to respond sympathetically by transitioning heights and minimise massing, and the landscape.
5. Development in Precinct 2A to should provide strong built form that integrates with gateway sites.

6.3. Precinct 3 – Princes Highway

This precinct comprises of residential development, community and commercial uses. The residential areas of this precinct are encouraged to maintain and provide increased densities. There is potential for the precinct to redevelop along the Princes Highway at a higher density. Taking advantage of the highway exposure and proximity to the main road network. Uses that are considered appropriate in this precinct include residential dwellings (including aged care), as well as medical services, health related services, offices and childcare facilities.

To improve the amenity of this area and its connection to Princes Highway, landscaping would vastly improve the interface. Developments should respond to reduce the negative impacts of high traffic volume in this Precinct by using noise reduction building materials and design.

Precinct Objectives

1. Encourage complementary residential uses such as including aged care, medical and

health-related services, education and offices.

- 5.1. Encourage a mix of residential types within the precinct to transition from a traditional residential development to higher density. Figure 12: Precinct 3

2. Figure 12: Precinct 3

Figure 12: Precinct 3

Precinct Objectives

Encourage complementary residential uses such as including aged care, medical and health-related services, education and offices.

Formatted: Numbered + Level: 1 + Numbering Style: 1, 2, 3, ... + Start at: 1 + Alignment: Left + Aligned at: 0 cm + Indent at: 0.63 cm

Formatted: Indent: Left: 0.63 cm

~~Encourage a mix of residential forms within the precinct to transition from a traditional residential development to higher density.~~

~~6.1. Encourage complementary residential uses such as including aged care, medical and health-related services, education and offices.~~

~~3. Encourage the consolidation of sites to facilitate a broader range of medium and higher density residential developments.~~

~~7. Encourage non-residential uses in mixed use developments which provides sympathetic built form.~~

~~4.~~
Precinct Guidelines

Precinct Guidelines

~~1. On-site parking should not be provided in the front setback.~~

~~8.2. New business uses should be compatible with nearby residential development.~~

~~9.3. Development should be sympathetic to the scale of adjoining residential areas through urban design, screening, articulation, and built form responses.~~

~~10.4. Buildings must address the street with entrances clearly visible from the street and upper storey elements providing passive surveillance of the street.~~

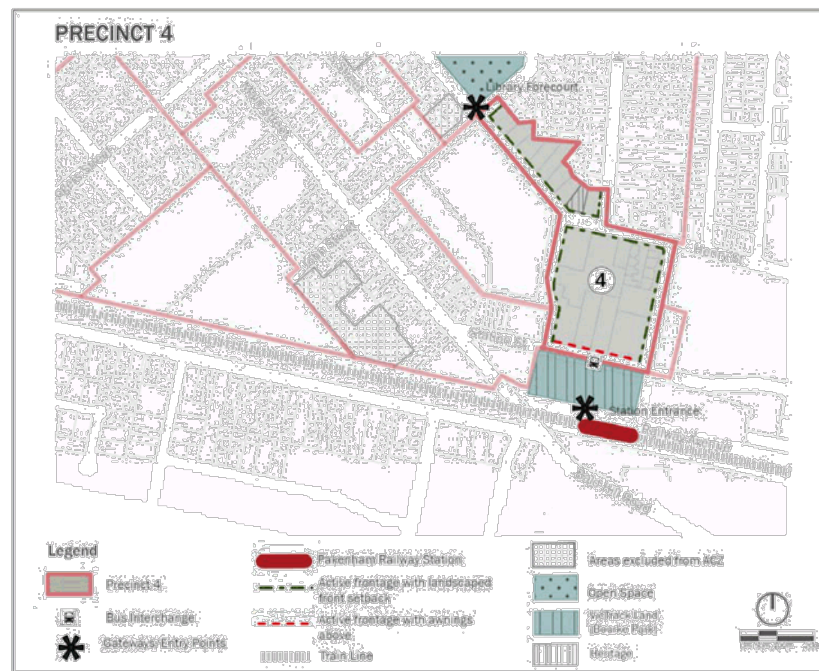
6.4. Precinct 4 – Station Street and Mixed-Use East Commercial and Mixed Use

The Station Street precinct encompasses land along Henry Street, and land completely bounded by Henry Street, Station Street, Cook Drive and Slattery Place. The precinct plays an important role in providing an arrival experience to the activity centre from Henry Street and the Pakenham Railway Station.

The precinct is considered underdeveloped given its proximity to public transport and the core retail area. It provides a vital transition area between the core retail area and the former Pakenham racecourse new residential estate and the residential precincts to the north.

This precinct has many re-development options providing commercial uses, offices, retail and large format entertainment facilities such as a cinema.

Figure 13: Precinct 4 – sub-precincts 4A & 4B



Precinct Objectives

1. Provide employment opportunities that maximise the site's proximity to public transport, the core retail area and community facilities.
2. Encourage the consolidation of sites for commercial development and entertainment activities to facilitate a broader range of medium and higher density mixed use developments.
3. Ensure development ~~and uses~~ built form ~~innovatively to and respond~~ appropriately ~~responds~~ to flooding extents on Station Street.
4. Ensure ~~development~~ street frontages and land uses activate the precinct and provide passive surveillance that will encourage increased use of Bourke Park ~~and the public realm~~.
5. Ensure street amenity and access prioritises pedestrian movements by minimising vehicle crossovers around the perimeter of the precinct.

Precinct Guidelines

1. Development to provide visually permeable frontages at ground floor level.
2. Development to provide active frontages and effective weather protection through a continuous canopy treatment along building frontages on Station Street.
3. Developments to provide a scale that is responsive to any sensitive uses or precinct boundary that adjoin the site.
4. Car parking is to be located at the rear of the development and is to be sleeved by built form.

5. Developments to provide a range of fine grain commercial uses at ground floor level with residential uses above.
6. Larger retail and commercial developments will provide active uses and fine grain retail that address the street and sleeves the larger format use.
7. Developments fronting Slattery Place, Cook Drive, and Henry Street will provide a landscaped setback.

6.5. Precinct 5 – Pakenham Place/Key Development Site

Pakenham Place is one of the key large format retail anchors located in the south western section of the activity centre. It is the single largest land holding in the core retail area of, at approximately 5 hectares.

It is the current indirect link from Flower Street to John Street and is accessible via a number of streets. It currently provides tenancies for Target, Coles, Woolworths and 30 smaller retail shops. It attracts not only local residents but also people from the wider regional catchment.

Long term, Pakenham Place is expected to accommodate the bulk of retail expansion in the activity centre over the next 20 years. There is the opportunity for expansion of the building envelope of this precinct as the activity centre matures.

There are also opportunities to connect the parking in this area through to Main and John Streets via new pedestrian and road linkages.

Figure 14: Precinct 5**Precinct Objectives**

1. Create a shopping street typology that supports anchor and specialty retail functions of the precinct.
2. Encourage an appropriate range of retail, entertainment and commercial facilities.
3. Create an interconnected precinct with passive surveillance, interactive uses, increased pedestrian linkages and active frontages that address streets.
4. Create a strong pedestrian and cycle environment within the precinct, particularly along Wadsley Avenue and to and from Council owned car parks.
5. Provide new local road connections by extending Flower Street to Drake Place and John Street to Flower Street.

Precinct Guidelines

1. Ensure the redevelopment of the precinct has minimal impact on the amenity of the surrounding areas.
2. Ensure the redevelopment of this precinct provides activated frontages along, John Street, and Drake Place.
3. Development interfacing with Flower Street must provide intermittent breaks within the building design to prevent a long stretch of loading bays and/or blank walls.
4. Ensure a well-designed, environmentally sustainable and landscaped car parking.
5. Any new development to sleeve larger format retail by continuing the fine grain and general built form of the existing shops in the core retail area at ground floor level.
6. Reinforce pedestrian connections from the development to the Council owned car parks.

6.6. Precinct 6 – Marketplace

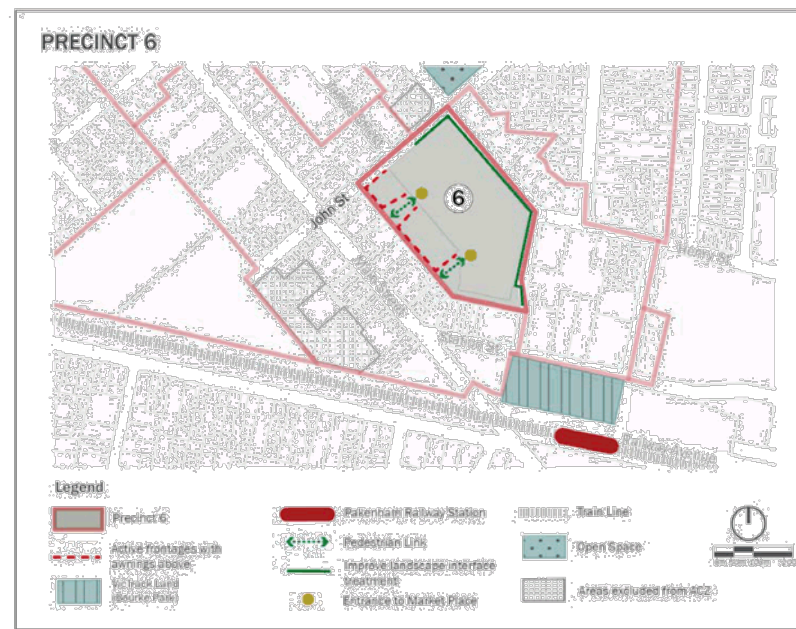
Linked to Main Street through a series of arcades from Treloar Lane in the north-east is the Pakenham Central Marketplace, a large retail complex with street level and underground parking. The development of Pakenham Central Marketplace has created competition for the older Pakenham Place, which provides a series of free-standing retail buildings.

In the long term, this precinct has the capability of re-developing the Council owned car parking adjacent to Treloar Lane with retail and multi-deck car parking. Additionally, any future redevelopment of the site should encourage active frontages adjoining residential precincts.

Precinct Objectives

1. Provide for the expansion of the development providing comprehensive retail and commercial ~~uses to improve the viability and function.~~
2. Support the re-development of the Council owned car park as a multi-deck car park and commercial development.
3. Improve pedestrian connections from Pakenham Central Marketplace to Main Street via the laneway and arcade network.
4. Encourage retail and commercial uses at ground floor level that do not conflict with the core retail area.
5. Encourage improved interfaces and pedestrian connectivity to the adjacent residential areas.

6. Figure 15: Precinct 6



Formatted: Indent: Left: 0.63 cm, No bullets or numbering

Precinct Guidelines

1. New development should consider multi-level car parking and commercial development to be located adjacent to Treloar Lane.
2. Retail and commercial floor spaces should be located on the ground floor of the site.
3. Pedestrian connections should connect with the laneway and arcade network through to Main Street and John Street.
4. Future development should provide clear pedestrian sightlines to Main Street, John Street and Treloar Lane.
5. Any new development should be sympathetic to the scale of the surrounding residential neighbourhood.
6. Maximum height is to be stepped down to adjoining residential areas.
7. Any redevelopment of the Pakenham Central Marketplace Shopping Centre or Council owned car parks should include streetscape improvements and activation of the existing building treatments to Henry Street, John Street and Treloar Lane.

6.7. Precinct 7 – Existing Residential

This precinct mainly consists of detached housing on single lots, closely followed by medium density housing, the majority of which is unit development. This surrounding residential area is within convenient walking distance of the core retail area with access to a range of services and public transport.

Infill development and higher density is possible and supported, as block sizes tend to be quite large which is appropriate for townhouse, unit and apartment developments.

This will increase the housing diversity and affordability of the activity centre.

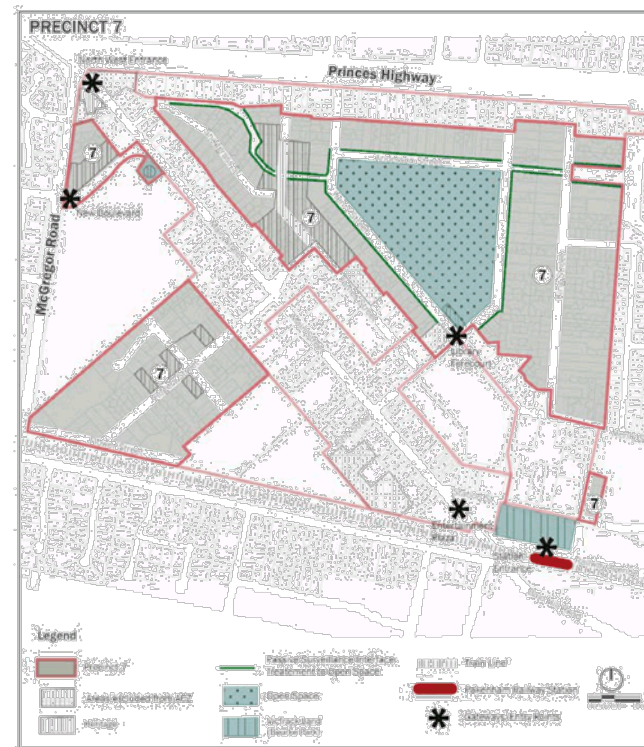


Figure 16: Precinct 7

Precinct Objectives

1. Achieve a higher density precinct predominately residential with mixed use components.
2. Create a contemporary urban character which is well integrated with the public realm and open space and respectful of heritage.
3. Encourage high quality design of residential development which provides a transition in scale from the ~~centre boundary of the retail core precinct~~ of the Activity Centre to surrounding residential areas.
4. Encourage lot consolidation for a focus on new medium density development at a higher scale to the centre of the Activity Centre and lower scale to the boundary edge.
5. Encourage residential areas adjoining open spaces to be designed with an active interface with passive surveillance of public spaces.

Precinct Guidelines

1. Development should consist of medium density housing comprising a variety of housing types and layouts which responds to the evolving urban character of this precinct.
2. Encourage lot consolidation to deliver increased housing densities close to the retail core of the Activity Centre.
3. Developments should integrate with the Pakenham Creek and open space as key features.
4. ~~Ensure buildings on corner sites demonstrate architectural excellence~~

~~providing a sense of arrival. Buildings on corner sites to address the two street frontages and demonstrate built form that provides a sense of arrival to the Activity Centre.~~

5. Landscaping is required ~~to address in~~ the front setback and rear boundary of ~~a multi-level~~ apartment and townhouse developments.
6. Encourage the inclusion of verandas and/or balconies in the front set back to improve articulation ~~and passive surveillance.~~

7. Implementation

The *Pakenham Activity Centre Structure Plan (2018)* will be implemented via the actions identified in the Implementation Plan in Section 10. A joint approach primarily led by Cardinia Shire Council with support from agencies.

The Action Plan does not indicate that Council's or another agency's resources are currently or will be available in the future.

Council's resources are determined annually by Council and other stakeholders. When resources are available, actions will generally be resourced according to their stated priority and timeline over the next 20 years. In order to facilitate the implementation of this Structure Plan, a range of activities will need to be pursued.

The timeframe has 4 categories: Ongoing, Short term (0-5 years), Medium term (5-10 years), Long Term (10-20 years).

7.1. Statutory implementation

This includes making changes to the Planning Scheme via a Planning Scheme Amendment and through the management of local roads and parking in accordance with the *Local Government Act, 1989* and the *Road Management Act, 2004*. It includes:

- Revising the Local Planning Policy Framework to reflect this Structure Plan and introduce it as a Reference

Document in to the Cardinia Shire Planning Scheme.

- Replacing the current Design and Development Overlays, deleting the existing land use zones and applying the Activity Centre Zone and Schedule to cover all properties within the revised activity centre boundary to implement the Structure Plan's objectives and strategies.

7.2. Non-statutory implementation

This involves any strategy in the Structure Plan that Council has no statutory obligation to undertake. These are therefore actions generally at Council's discretion and often conducted as a result of the allocation of funds within Council's budget, or through advocacy to another body. It includes:

- Public realm (including public art and place making)
- Streetscape and pedestrian improvements
- Advocacy

8. Monitoring and Review

Ongoing monitoring and review of the implementation of the structure plan will involve:

- Reporting to Council against the relevant actions via Cycle.
- A desktop review of the appropriateness of the objectives and strategies every five years including an update of demographic changes and the mapping of development activity during that time.

9. References

The Structure Plan has been informed by a large amount of background strategic work undertaken by the Cardinia Shire Council and various consultants and government agencies over several years. The most applicable include:

- Pakenham Urban Design Framework (2018)
- Pakenham Parking Precinct Plan (2018)
- Pakenham Structure Plan Traffic Action Plan Review Report (May 2018)
- Cardinia Pedestrian & Bicycle Strategy (2003, 2007, revised August 2017)
- Pakenham Core Retail and Mixed Use Assessment (December 2016)
- Pakenham Bicycle Network Plan (July 2014)
- St James Estate Comparative Heritage Study (July 2014)
- Greater Pakenham Traffic Model (July 2014)
- Cardinia's Housing Strategy, Strategic Action Plan 2013–18 (December 2013)
- Pakenham Town Centre Grade Separations (December 2013)
- Drainage Assessment Pakenham Town Centre (June 2013)
- Pakenham Inter War and Post War Heritage Study (May 2013)
- Retail Core Analysis and Recommendations (August 2012)

- Pakenham Urban Design Framework Study (November 2012)

State Government References

- Plan Melbourne, Victorian State Government (2017)
- Urban Design Guidelines for Victoria, Department of Environment, Land, Water and Planning (2017)
- Stormwater Management, Melbourne Water (2017)

10. Glossary of Terms

Active frontage – is a building's street frontage which provides an active visual engagement between those in the street and those on the ground and upper floors of buildings. **Active frontages** provide for interaction with the street through the use of entrances and windows opening on to or facing the street. Active frontages provides passive surveillance and visual interest with weather protection.

Activity centre - suburban centres that provide a focus for services, employment, housing, transport and social interaction.

Activity Centre Zone - is the preferred tool to guide and facilitate the use and development of land in activity centres. Councils must have an adopted structure plan or a body of significant strategic work progressed for the centre where the ACZ will be applied.

Active transport – is walking, cycling, or other forms of non-motorised means of travel.

Affordable housing - where the cost of housing (whether mortgage repayment or rent) is no more than 30 per cent of the household's income.

Amenity – is the features of an area, street or building, that provide facilities and services that contribute to physical or material comfort and benefit, and are valued by users.

Awning/Weather Protection/Canopy – a cantilevered shelter element, typically at

ground flood ceiling height, projecting from the facade of a building above a footpath, which provides weather protection for pedestrians.

Battle-axe block – is most commonly a lot of site that have a frontage to a public road only through a vehicle access way (driveway).

Boulevard treatment – a wide street acting as a main thoroughfare in the city with trees, gardens and street furniture, which prioritises pedestrian interactions and reduces vehicle speeds.

Built form – is height, volume and overall shape of a building as well as its surface appearance.

Built form elements – are features of a building such as-, awnings, weather protection canopies, entrances, windows, balconies and materials.

Civic spaces/plazas – is a type of public open space connected to the street network that can range in size from a building forecourt to a large city square. A plaza may be a wide mid-block pedestrian link, bordered by buildings or attached to a public building or other significant building in a town centre.

Climate change – a long-term change in the earth's climate linked to an increase in the level of atmospheric carbon dioxide.

Collector road – or a distributor road is a low to moderate capacity road which serves to move traffic from local streets to arterial roads.

These roads are designed to provide access to residential properties.

Common Property – includes any parts of the land, buildings and airspace that are not lots on the plan of subdivision: gardens, passages, walls, pathways, driveways, stairs, lifts, foyers and fences.

Contextually driven – development that is appropriately responsive to the opportunities and constraints of the surrounding environment.

Consolidation – is the act of combining two or more parcels of land into one marketable parcel for greater development.

CPTED – Crime Prevention Through Environmental Design (CPTED) is a multi-disciplinary approach to deterring criminal behaviour through environmental design. The strategies use design and the built environment to reduce fear and incidences of crime, and improves the quality of life.

Crisis housing – a supported short-term accommodation with access to support services. It acts as a steppingstone to more permanent housing in public, community or the private market. It is required due to a change in circumstance, such as a loss of employment, relationship breakdown, or due to natural disaster or fire impacting upon existing accommodation.

DDA Compliance – is fulfilment of conditions outlined by the Disability Discrimination Act

1992. The DDA makes it illegal for public places to be inaccessible to people with a disability. This applies to existing places as well as places under construction. Existing places must be modified and be accessible (except where this would involve 'unjustifiable hardship').

DDA Guidelines – are guidelines to assist in ensuring every area and facility open to the public should be open and available to people with a disability. People with a disability should expect to enter and make use of places used by the public if people without a disability can do so.

Development Contribution Plans (DCP) – is a planning tool implemented through the Planning Scheme which sets out how a development levy will be collected and the amount. A development levy is a monetary contribution, or a contribution in kind through undertaking works.

Façade (or 'building façade' or 'building frontage') – the principal wall of a building that is usually facing the street and visible from the public realm. It is the face of the building and helps inform passers-by about the building and the activities within.

Fine grain – is a description of ground floor facades that present narrower individual frontages to the street in a commercial context or narrower building lots in a residential context.

Gateway – provides a sense of arrival or entrance into a city or place created through built form, landscape forms, significant buildings, and the public realm.

Grade separation – is the removal of a level crossing by making any roads crossing the line either pass under or over the railway on bridges.

Heat island effect – describes the pattern of higher temperatures in urban areas in comparison to surrounding areas, due to the increased thermal storage capacity of concrete, asphalt and other materials.

Human scale – is built form that creates an environment that is responsive in terms of dimensions, height and form to the people moving around the area, so that built form is not overbearing or dominant.

Medium density housing – may be detached, semi-detached, townhouses, units, or multi-units but is not classified as high density housing.

Multi-modal interchange – is a hub that may incorporate train and bus services, passenger waiting areas, bicycle access and storage, taxi ranks, park and ride facilities, kiss and ride facilities, and pedestrian circulation space for users.

National Employment and Innovation Clusters – are designated geographic concentrations of interconnected businesses and institutions that make a major contribution to the national

economy and Melbourne's positioning as a global city.

Passive surveillance – (also referred to as natural surveillance or 'eyes in the street') is the opportunity to over-look the public realm from buildings provided by windows, balconies and verandas that are orientated to the public realm and therefore act as a deterrent to criminal or anti-social behaviour due to the increased probability of being observed conducting unlawful acts.

Parking Precinct Plan – identifies parking rates to be provided for developments within a particular area. It also forms the strategic basis to the integration of the identified rates into the Planning Scheme. This includes the financial contribution required for the number of spaces that are not provided on the side (car parking reduction). Funds collected through this provision is allocated towards other parking infrastructure projects in the specified area.

Pedestrian amenity – is the provision of a safe and comfortable pedestrian domain through the delivery elements such as passive surveillance, weather protection, street furniture and wide footpaths.

Permeability – the extent to which the urban structure permits, or restricts, movement of people or vehicles through an area, and the capacity of the area network to carry people or vehicles.

Planning scheme – a statutory document which sets out objectives, policies and provisions for the use, development and protection of land in the area to which it applies.

Public Realm – is the area of the built environment that comprises spaces and places that are open and freely accessible to everyone, regardless of their economic or social conditions. These spaces can include streets, laneways and roads, parks, public plazas, waterways and foreshores.

Sleeved – (or to sleeve) is the screening from view of a use or development with another use or development. For instance, a cinema or large format-shopping (supermarket) is concealed at ground floor by fine grain/narrow retail uses.

Social housing – a type of rental housing that is provided and/or managed by the government or by non-government organisations. It is the overarching term that covers both public housing and community housing.

Streetscape – the visual character of a street space that results from the combination of street width, curvature, paving, street furniture, plantings and the surrounding built form and detail. The people and activities present in the street also contribute to the streetscape.

Upper storey elements – includes balconies and windows located on the upper stories of a development.

Urban design – is concerned with the arrangement, appearance and function of our suburbs, towns and cities. Urban design incorporates elements planning, development, architecture, landscape architecture, engineering, law and finance to create places and spaces for both public and private use.

Urban Design Framework – is a framework sets out, in words and graphics, the intentions, principles and actions to guide and manage changes in the public realm in particular places. A framework provides a set principles applied to the development of the public and private realm within a designated area that aims to achieve a particular urban design vision that is generally about, making places that are safer, more liveable, attractive and more sustainable.

Urban Growth Area – the Cardinia Urban Growth Area was created when the Victorian Government reviewed and extended Melbourne's Urban Growth Boundary as per *Plan Melbourne*.

Urban Growth Boundary (UGB) – indicates the long-term limits of urban development and where non-urban values and land uses should prevail in metropolitan Melbourne.

Urban pattern – is the overall structure of development established by major urban features such as street network, lot and block sizes, built form massing, open space and infrastructure.

Walkability – the extent to which the built environment supports walking for transport and for recreation, where the walking environment is safe, connected, accessible and pleasant.

Water Sensitive Urban Design (WSUD) – integrates water cycle management into urban planning and design. It seeks to manage the impacts of stormwater from development with the aim of protecting and improving waterway health by mimicking the natural water cycle as closely as possible.

Zones – are applied to land to outline the types of use and development permitted on the land.

Action Plan

Action Number	Action Description Sub-actions	Timeframe	Responsible Agency	Measure	Corresponding objective/strategy
Activities and Land Use					
1	Commence amendments to the Cardinia Planning Scheme to implement the actions in this Pakenham Activity Centre Structure Plan. <ul style="list-style-type: none"> Undertake an amendment to implement the Activity Centre Zone and Schedule to the Zone, this <i>Pakenham Structure Plan (2018)</i> and <i>Urban Design Framework (2018)</i> as reference documents. 	Short	Council and DELWP (approval) Lead Strategic Planning	Approval of the planning scheme amendment by the Minister for Planning.	5.1.2. Objective 1
2	Review the Development Contribution Plan Overlay 01 (DCP01) Pakenham Township Development Contributions Plan.	Short	Council Lead Strategic Planning Support Infrastructure Services	Complete the review. Commence a Planning Scheme Amendment, if appropriate.	5.1.2. Objective 1
3	Conduct an audit of existing wayfinding signage within the Pakenham Activity Centre and develop new wayfinding signage. <ul style="list-style-type: none"> Audit the signage providing information on the location of community services and civic uses. Audit existing way-finding signage to the Pakenham Railway Station from key destinations to ensure the signage is appropriately located. Develop clear and consistent way-finding signage for community uses and services in the Pakenham Activity Centre. 	Short	Council Lead Strategic Planning Urban Design Support Communications Economic Development	Complete the audit. Report findings to the Senior Leadership Team and resolve on next steps. Implement new way-finding signage for	5.3.2. Strategy 3 5.2.1. Strategy 2 6.4. Objective 3

Action Number	Action Description Sub-actions	Timeframe	Responsible Agency	Measure	Corresponding objective/strategy
	<ul style="list-style-type: none"> Develop clear and consistent way-finding signage for the active transport path network throughout and connecting to the Pakenham Activity Centre. Review the activity centre's arcades and laneways analysing built form and level of activation. Explore options to activate the arcades and laneways in the activity centre. 		Infrastructure Services Operations	Pakenham Activity Centre.	6.5 Objective 4
Transport and Movement					
4	<p>Advocate to the Victorian Government, VicTrack and Public Transport Victoria (PTV) and other relevant agencies to improve public transport services and the Pakenham Railway Station as transport hub.</p> <ul style="list-style-type: none"> Advocate for the redevelopment of the Pakenham Railway Station as a high quality multi-modal transport interchange offering high frequency and integrated train and bus services. Advocate for the replacement of the level crossings in the Pakenham Activity Centre with grade separated crossings. Advocate for improvements in all forms of public transport (and taxis) within the Pakenham Activity Centre. Advocate for safe active transport (pedestrian and cycling) crossings at Main Street and the Pakenham Railway Station with enhanced lighting and way-finding/directional signage. Advocate for new and/or increased frequency of bus routes and bus stops. Audit bus stops in the activity centre to ensure shelters, seating and signage are compliant and appropriate. Advocate for improved disability access, facilities including passenger waiting areas, 'park and ride' and 'kiss and ride' facilities. 	Ongoing	<p>Council</p> <p>Lead</p> <p>Infrastructure Services</p> <p>Support</p> <p>Operations</p> <p>Strategic Planning</p>	<p>Report to Senior Leadership Team when required.</p> <p>Complete audit and report to Senior Leadership Team and resolve on next steps.</p>	<p>5.2.1. Objective 1</p> <p>5.2.2 Objective 1 & 2</p> <p>5.2.4. Objective 1</p> <p>5.3.1. Objective 1</p> <p>5.3.2. Objective 1</p> <p>5.3.3. Objective 1</p>

Action Number	Action Description Sub-actions	Timeframe	Responsible Agency	Measure	Corresponding objective/strategy
5	<p>Investigate the feasibility of introducing a Development Contributions Plan (DCP) as a mechanism of funding for infrastructure upgrades in the Pakenham Activity Centre.</p> <p>Investigate funding support for:</p> <ul style="list-style-type: none"> Webster Road extension and vehicle and pedestrian underpass. Truncation of Main Street adjacent to the Pakenham level crossing. Pedestrian and cycle path network: Options of pedestrian and cyclist's crossings to Pakenham Creek with Princes Highway and Racecourse Road, Kennedy Creek with Princes Highway. Traffic signals at McGregor Road and the deviated Main Street Downgrading the existing intersection with McGregor Road and Main Street to a left in left out Upgrade/improve stormwater and drainage infrastructure to implement WSUD systems for tree irrigation on road reserves. Improvements to open space, streetscapes, gateways, Princes Highway landscapes, and the entertainment plaza (end of Main Street). <p>Any other traffic management projects required for the activity centre.</p>	Short	<p>Council</p> <p>Lead</p> <p>Strategic Planning</p> <p>Support</p> <p>Infrastructure Services</p> <p>Operations</p>	<p>Complete investigative work and feasibility assessment.</p> <p>Preparation of a DCP and corresponding Planning Scheme Amendment, if appropriate.</p>	<p>5.2.1. Objective 1</p> <p>5.2.2. Objective 1 & 2</p> <p>5.2.4. Objective1</p> <p>5.3.1. Objective 1</p> <p>5.3.2. Objective 1</p> <p>5.3.3. Objective 1</p>
6	<p>Implement the actions from the Pedestrian and Cycling Strategy 2017 which relates to the Pakenham Activity Centre.</p> <ul style="list-style-type: none"> Prepare a principle pedestrian network (PPN) for the Pakenham Activity Centre. Continue to advocate to VicRoads to consider on-road bicycle lanes for Princes Highway and Racecourse Road. 	<p>Short to medium</p> <p>Ongoing</p> <p>Ongoing</p>	<p>Council</p> <p>Lead</p> <p>Active Communities</p> <p>Support</p>	<p>Complete Principle Pedestrian Network Plan.</p> <p>Report to Senior Leadership Team when required.</p>	<p>5.2.2. Objective 1 & 2</p>

Action Number	Action Description Sub-actions	Timeframe	Responsible Agency	Measure	Corresponding objective/strategy
	<ul style="list-style-type: none"> Continue to advocate to PTV to improve pedestrian and cycle access to and from the Pakenham Railway Station and install additional secure bicycle storage facilities. 		Strategic Planning		
7	Investigate a Planning Scheme Amendment to apply the Public Acquisition Overlay for the extension of Webster Way.	Medium to Long	Council Lead Strategic Planning Support Infrastructure Services Finance Rates & Revenue Statutory Planning	Planning Scheme Amendment submitted to Minister for approval. Construction of the road connections.	5.2.3. Objective 3
Public Realm					
8	Consult with VicTrack to rezone Bourke Park from Public Park and Recreation Zone to Public Use Zone 4 (Transport), when appropriate.	Long	Council Lead Strategic Planning	Report to Senior Leadership Team when required to resolve on next steps.	5.2.4. Strategy 2 5.3.1. Strategy 2
9	Facilitate the Improvement of Pakenham Activity Centre's open spaces in accordance with Council's <i>Open Space Strategy</i> and this Pakenham Structure Plan. <ul style="list-style-type: none"> Explore opportunities to facilitate new, quality public open spaces such as urban spaces, public squares or entertainment plazas. 	Short	Council Lead Active Communities Support	Report to Senior Leadership Team when required to resolve on next steps.	5.3.1. Objective 1 5.3.3. Strategy 1-5

Action Number	Action Description Sub-actions	Timeframe	Responsible Agency	Measure	Corresponding objective/strategy
	<ul style="list-style-type: none"> Explore opportunities for placemaking in the open space network, including the creek, civic gateway, streets or key locations or nodes. Ensure the connectivity of Pakenham Activity Centre's open space to the municipality's open space network. Review the PB Ronald Reserve Master Plan. 		Strategic Planning Operations Infrastructure Services Finance		
10	<p>Facilitate the improvement of Pakenham Activity Centre's streetscapes through greening strategies.</p> <ul style="list-style-type: none"> Undertake an audit of the tree stock to determine species, characteristics, suitability, health and life cycle. Utilise the urban forest strategy framework to implement a street tree replacement program to mitigate the heat island effect and climate change impacts. Research and implement rain water capture systems to irrigate streetscape landscaping and trees. Investigate plant species that are suitable for the local natural environment and resilient to drought to inform plant selection. 	Medium	<p>Council</p> <p>Lead</p> <p>Active Communities</p> <p>Support</p> <p>Strategic Planning Infrastructure Services Environment Sustainable Communities Operations</p>	Report to Senior Leadership Team when required to resolve on next steps.	<p>5.3.2. Objective 1 & 2</p> <p>5.4.5. Objective 1</p>
11	<p>Develop concept plans for Council owned gateway sites.</p> <p>The plan should consider:</p> <ul style="list-style-type: none"> Investigate the incorporation of placemaking themes in gateway designs and assist in making access points to the activity centre more legible. 	Short	<p>Council</p> <p>Lead</p> <p>Urban Design</p> <p>Support</p> <p>Operations Infrastructure Services Active Communities</p>	Report to Senior Leadership Team when required to resolve on next steps.	5.3.3. Objective 1

Action Number	Action Description Sub-actions	Timeframe	Responsible Agency	Measure	Corresponding objective/strategy
Built Form and Environment					
12	Review the Pakenham Activity Centre Urban Design Framework.	Medium to Long	Council Lead Urban Design Support Strategic Planning Infrastructure Services	An updated urban design framework, if required. Report to Senior Leadership Team when required to resolve on next steps.	5.4.2 Objective 4 5.4.3. Objective 1-3 5.4.4. Objective 1-3
Precincts					
13	Develop a streetscape upgrade plan for Main Street between John Street in Precinct 1. The plan should consider: <ul style="list-style-type: none"> Integrating existing and potential future arcades and laneways into the master plan. Increasing the width of footpaths to allow for more on-street trading and active transports, with priority to pedestrians. Increasing shade and weather protection via verandas, awnings providing a continuous canopy and appropriately selected trees. Incorporating functional, distinctive and unobtrusive street furniture palette that includes elements such as public lighting, seating, drinking fountains and rubbish bins.	Short	Council Lead Urban Design Strategic Planning Support Infrastructure Service Active Communities	Completed streetscape design for the precinct. Report to Senior Leadership Team when required to resolve on next steps.	Precinct 1 6.1. Objective 2 5.3.2. Objective 1& 2

Action Number	Action Description Sub-actions	Timeframe	Responsible Agency	Measure	Corresponding objective/strategy
14	<p>Develop a streetscape upgrade plan for John Street from PB Ronald Reserve to Pakenham Place.</p> <ul style="list-style-type: none"> Integrate existing and potential future arcades and laneways into the master plan. Increase the width of footpaths to allow for more on-street trading and active transports, with priority to pedestrians. Increase shade and weather protection via verandas, awnings providing a continuous canopy and appropriately selected trees. <p>Incorporate functional, distinctive and unobtrusive street furniture palette that includes elements such as public lighting, seating, drinking fountains and rubbish bins.</p>	Short	<p>Council</p> <p>Lead</p> <p>Urban Design</p> <p>Strategic Planning</p> <p>Support</p> <p>Infrastructure Services</p> <p>Active Communities</p>	<p>Completed streetscape design for the precinct.</p> <p>Report to Senior Leadership Team when required to resolve on next steps.</p>	<p>Precinct 1</p> <p>6.1.</p> <p>Objective 2</p> <p>5.3.2.</p> <p>Objective 1 & 2</p>
15	<p>Develop a streetscape master plan for an Entertainment Plaza within the Precinct 1.</p> <ul style="list-style-type: none"> Increase the width of footpaths to allow for more on-street trading and outdoor dining, and active transports with a priority to pedestrians. Create a truncated boulevard at the end of Main Street upon completion of the Webster Way extension and the grade separation of the railway line. Design the space to allow for outdoor events, such as markets and craft fairs. Increase shade and weather protection through planting appropriately selected trees along the widened path. <p>Incorporate functional, distinctive and unobtrusive street furniture including public lighting, seating, drinking fountains and rubbish bins.</p>	Medium	<p>Council</p> <p>Lead</p> <p>Urban Design</p> <p>Strategic Planning</p> <p>Support</p> <p>Infrastructure Services</p> <p>Operations</p> <p>Active Communities</p>	<p>Completed master plan for the precinct.</p> <p>Report to Senior Leadership Team when required to resolve on next steps.</p>	<p>Precinct 1</p> <p>6.1.</p> <p>Objective 1</p> <p>5.3.1.</p> <p>Objective 1</p>

Action Number	Action Description Sub-actions	Timeframe	Responsible Agency	Measure	Corresponding objective/strategy
16	<p>Develop a Master Plan for the public realm in Precinct 2.</p> <p>The plan should consider:</p> <ul style="list-style-type: none"> A landscape design that integrates on both sides of Main Street to reinforce its role providing community facilities and gateway function. CEPTD and safe pedestrianised elements. Integrating the Old Shire Offices and consider its Heritage significance into the gateway and community facilities design. Incorporating community facilities into the overall precinct Master Plan. The creek and shared pathways as part of the landscape design. <p>Iconic public art in creating an entrance to the activity centres.</p>	Short	<p>Council</p> <p>Lead</p> <p>Urban Design</p> <p>Support</p> <p>Infrastructure Services</p> <p>Operations</p> <p>Active Communities</p>	<p>Completed design for the civic gateway.</p> <p>Report to Senior Leadership Team when required to resolve on next steps.</p>	Precinct 2 6.2. Objective 1-5
17	<p>Develop a streetscape upgrade plan for Precinct 2.</p> <p>The plan should consider:</p> <ul style="list-style-type: none"> A footpath and landscape design that integrates with the surrounding residential precincts and retail core. Formalising parking as part of the plan, potential footpath upgrade and investigate a street tree planning program. 	Short to Medium	<p>Council</p> <p>Lead</p> <p>Urban Design</p> <p>Support</p> <p>Infrastructure Services</p> <p>Active Communities</p>	<p>Completed streetscape design for the precinct.</p> <p>Report to Senior Leadership Team when required to resolve on next steps.</p>	Precinct 2 6.2. Objective 3
18	<p>Continue to Advocate to VicRoads for:</p> <ul style="list-style-type: none"> Access arrangements along the service road to Princes Highway. A landscaping plan along Princes Highway service road between McGregor Road and King Street. 	Ongoing	<p>Council</p> <p>Lead</p> <p>Infrastructure Services</p>	<p>A review of the access arrangements on service road to Princes Highway.</p>	Precinct 3 6.2. 5.2.3. Objective 1 &

Action Number	Action Description Sub-actions	Timeframe	Responsible Agency	Measure	Corresponding objective/strategy
	<ul style="list-style-type: none"> A signalised vehicle and pedestrian intersection at John Street. 		Support Strategic Planning Urban Design	Development of a landscaping plan for Princes Highway interface with the activity centre.	3 5.3.2. Objective 1
19	Develop a concept plan for Council's land located in Precinct 6. <ul style="list-style-type: none"> Consider a future multi-level car parking, retail and office activating Treloar Lane. Incorporate designs that will assist in reducing the flood extents for the concept plan. Ensure pedestrian passive surveillance in the design of the multi-deck car parking. Utilise placemaking principles to activate any extended wall space. 	Medium to Long	Council Lead Urban Design Support Statutory Planning Infrastructure Services	Completed concept plan for the precinct. Report to Senior Leadership Team when required.	Precinct 6 6.6. Objective 1-5



Pakenham
Activity Centre
**URBAN DESIGN
FRAMEWORK**



Prepared by:

Strategic Planning and Urban Design
Cardinia Shire Council

Council recommends anyone having difficulties viewing or interpreting elements of this document due to **accessibility** needs to contact us for assistance.

Published September 2018
© Cardinia Shire Council 2018
ABN: 32 210 906 807
20 Siding Avenue, Officer

PO Box 7, Pakenham Vic 3810
(DX 81006)

Phone: 1300 787 624
Email: mail@cardinia.vic.gov.au
Web: cardinia.vic.gov.au



CONTENTS

Section 1

INTRODUCTION

1.1 Purpose.....	2
1.2 Vision.....	2
1.3 How to use this document.....	2

Section 2

URBAN CONTEXT

2.1. Land Use.....	4
2.2. Location and Topography	5
2.3. Movement Network.....	6
2.4. Interfaces.....	7
2.5. Activity Centre Structure.....	8

Section 3

DEVELOPMENT PRECINCTS

3.1 Precincts Built Form Requirements.....	10
3.2 Core Retail.....	12
3.2 Commercial and Mixed Use	16
3.3 Princes Highway.....	20
3.4 Station Street and Mixed Use.	24
3.5 Pakenham Place: Key Development Site.	28
3.6 Market Place.....	32
3.7 Existing Residential.....	36

Section 4

PUBLIC REALM GATEWAYS

4.0 Gateway Design Requirements.....	40
4.1 Entertainment Plaza.	42
4.2 Station Gateway.....	44
4.3 Library Forecourt Gateway	46
4.4 North West Gateway	48
4.5 New Boulevard Gateway	50

LIST OF FIGURES AND TABLES

FIGURES

Figure 1.	land use in the activity centre.....	4
Figure 2.	location of the activity centre within the metropolitan context	5
Figure 3.	principal movement network within and adjoining the activity centre ...	6
Figure 4.	significant interfaces within and adjoining the activity centre	7
Figure 5.	aerial of the activity centre.....	8
Figure 6.	locations of Precincts	11
Figure 7.	indicative master plan for Precinct 1	12
Figure 8.	indicative illustration of preferred future built form in Precinct 1.....	13
Figure 9.	indicative cross section of future built form siting in Precinct 1.....	13
Figure 10.	indicative elevation of preferred building frontages in Precinct 1	14
Figure 11.	plan of preferred off street car parking locations in Precinct 1.....	15
Figure 12.	indicative master plan for Precinct 2	16
Figure 13.	indicative illustration of preferred future built form in Precinct 2.....	17
Figure 14.	indicative cross section of future built form siting in Precinct 2	17
Figure 15.	indicative elevation of preferred building frontages in Precinct 2.....	18
Figure 16.	plan of preferred off street car parking locations in Precinct 2	19
Figure 17.	indicative master plan for Precinct 3	20
Figure 18.	indicative illustration of preferred future built form in Precinct 3.....	21
Figure 19.	indicative cross section of future built form siting in Precinct 3.....	21
Figure 20.	indicative elevation of preferred building frontages in Precinct 3	22
Figure 21.	plan of preferred off street car parking locations in Precinct 3.....	23
Figure 22.	indicative master plan for Precinct 4	24
Figure 23.	indicative illustration of preferred future built form in Precinct 4.....	25
Figure 24.	indicative cross section of future built form siting in Precinct 4.....	25
Figure 25.	indicative elevation of preferred building frontages in Precinct 4	26
Figure 26.	plan of preferred off street car parking locations in Precinct 4.....	27
Figure 27.	indicative master plan for Precinct 5	28
Figure 28.	indicative illustration of preferred future built form in Precinct 5	29
Figure 29.	indicative cross section of future built form siting in Precinct 5	29
Figure 30.	indicative elevation of preferred building frontages in Precinct 5.....	30
Figure 31.	plan of preferred off street car parking locations in Precinct 5	31

Figure 32.	indicative master plan for Precinct 6.....	32
Figure 33.	indicative illustration of preferred future built form in Precinct 6.....	33
Figure 34.	indicative cross section of future built form siting in Precinct 6.....	33
Figure 35.	indicative elevation of preferred building frontages in Precinct 6	34
Figure 36.	plan of preferred off street car parking locations in Precinct 6.....	35
Figure 37.	indicative master plan for Precinct 7	36
Figure 38.	indicative illustration of preferred future built form in Precinct 7.....	37
Figure 39.	indicative cross section of future built form siting in Precinct 7.....	37
Figure 40.	indicative elevation of preferred building frontages in Precinct 7	38
Figure 41.	plan of preferred off street car parking locations in Precinct 7	38
Figure 42.	location of Gateway sites.....	41
Figure 43.	indicative illustration of Gateway 1.....	42
Figure 44.	indicative master plan for Gateway 1	43
Figure 45.	indicative illustration of Gateway 2.....	44
Figure 46.	indicative master plan for Gateway 2	45
Figure 47.	indicative illustration of Gateway 3.....	46
Figure 48.	indicative master plan for Gateway 3	47
Figure 49.	indicative illustration of Gateway 4.....	48
Figure 50.	indicative master plan for Gateway 4	49
Figure 51.	indicative illustration of Gateway 5.....	50
Figure 52.	indicative master plan for Gateway 5	51

TABLES

Table 1.	List of Precincts and their roles.....	10
Table 2.	List of Gateways and their roles	40



Section 1 INTRODUCTION

This section provides an overview of the purpose, vision and requirements of the UDF and places it within the strategic policy context for the Pakenham Activity Centre.

1.1 PURPOSE

The purpose of this Urban Design Framework [UDF] is to provide clear guidance regarding the development and structuring of the land located within the Pakenham Activity Centre that is identified in the Pakenham Structure Plan 2018.

The ~~objectives, controls~~preferred character, requirements and illustrations contained in this document provide direction to landowners, designers, Cardinia Shire Council officers and the community with regards to the expected built form outcomes that are to be achieved by development of land located in the activity centre.

This framework provides a series of ~~objectives~~character statements and ~~standards~~requirements to achieve integrated urban design outcomes throughout the Activity Centre to ensure that consistent and preferred built form and urban design outcomes are achieved.

1.2 VISION

The strategic vision for the ~~structure plan~~activity centre area is outlined in the Pakenham ~~Activity Centre~~Structure Plan 2018 as:

- Pakenham 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 Activity Centre will inspire a strong sense of community pride where the community and visitors can shop, eat, relax, socialise, work and live.

1.3 HOW TO USE THIS DOCUMENT

All planning permit applications for land within the Pakenham Activity Centre must be generally in accordance with the Pakenham Activity Centre Urban Design Framework 2018 (the UDF) and the Pakenham ~~Activity Centre~~Structure Plan (the PASP)2018.

All applications for new development and uses within new buildings in Pakenham Activity Centre must meet the requirements of this UDF and the Cardinia Planning Scheme.

Planning permit applications are to meet the requirements of all of relevant sections of the Pakenham Activity Centre UDF. Each section includes the following as relevant:

- Preferred character statements describing the desired outcome to be achieved by development.
- Design requirements that provide the mandatory guidelines that must be met by ~~development~~development proposals.
- Illustration and plans that provide indicative guidance on the built form outcomes that are to be achieved.

Section 2 **URBAN CONTEXT**

This section provides an [overview analysis](#) of the urban context within and surrounding the Pakenham Activity Centre to which the UDF responds.



2.1 LAND USE

The role and function of the Pakenham Activity Centre is to provide a range of retail uses, commercial uses, community facilities and higher density residential choice.

The retail function of the centre is to include core retail, specialty retail and commercial services. The community services role of the centre is to provide a high quality facilities and public open space. The residential function of the centre is to provide higher density housing choice in the form of mixed use, home/office, shop top, apartment and townhouse development.

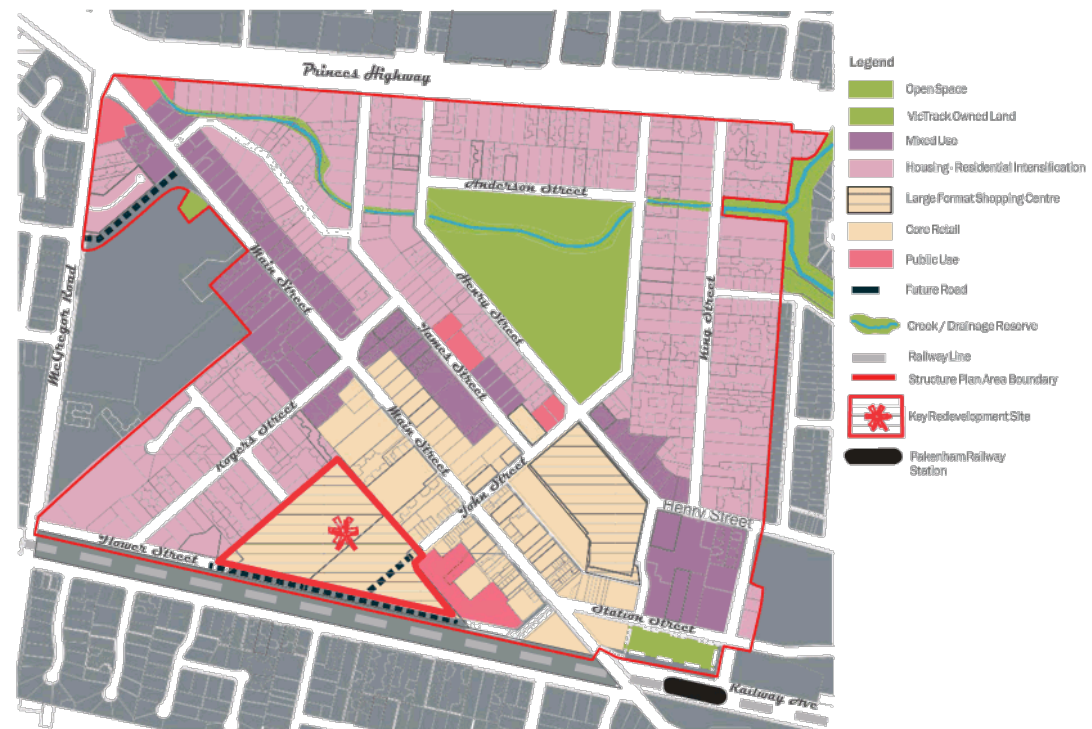


Figure 1 - land uses in the the activity centre

2.2

LOCATION AND TOPOGRAPHY

The Pakenham Activity Centre is located approximately 60 ~~kilometres~~kilometers east of the Melbourne CBD. The activity centre is bounded to the north by the Princes Highway, to the east by Kennedy Creek, Pakenham Creek and the Former Pakenham Racecourse Development site, to the south by the Pakenham Line rail corridor and to the west by McGregor Road.

The topography of the activity centre is generally flat with a gradual slope downwards in a southeast direction. With the relatively flat topography and the location of Pakenham Creek line, which runs west – east through the north half of the Activity Centre, there is the potential for flooding to occur in certain areas of the activity centre.

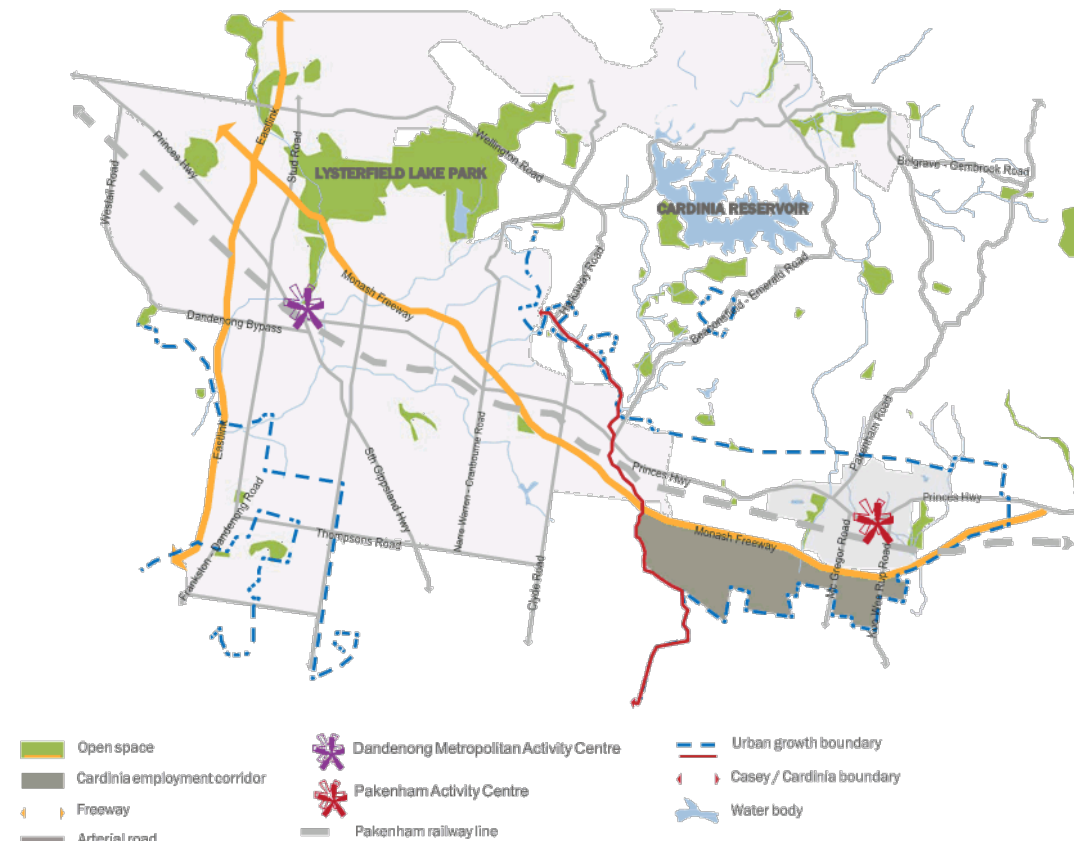


Figure 2 - location of the activity centre within the metropolitan context

2.3 MOVEMENT NETWORK

The activity centre has a highly legible movement network structure. The street network provides a highly permeable framework for pedestrian and vehicular movement along with excellent public transport connections.

Future development should integrate with this movement network to increase the connectivity within the activity centre.



Figure 3 - principal movement network elements within and adjoining the activity centre

2.4 INTERFACES

The land use structure of the Pakenham [Structure Plan Activity Centre](#) will result in an urban pattern that presents the activity centre with a divergent set of interfaces, internally and externally.

The surrounding uses to the [activity activity](#) centre are predominantly residential but also includes an arterial road transport corridor and a metropolitan rail corridor. Internally the activity centre uses include retail, commercial, community, open space and residential. Heritage items and precincts are also present within the activity area.

The transition between uses and precincts must be carefully considered to ensure that adjoining developments respect and integrate with each other to create a cohesive multi use activity centre.



Figure 4 - significant interfaces within and adjoining the activity centre

2.5 ACTIVITY CENTRE STRUCTURE

A wide range of uses are to be accommodated within the Pakenham Activity Centre through a framework of precincts. These precincts will need to be integrated and support each other to ensure that a highly usable and legible activity centre is developed for Pakenham.

The impact of development on the quality of the built environment and the relationships between precincts need to be carefully considered in structuring the activity centre to ensure a vibrant and viable centre is achieved where commercial; employment and recreation opportunities can all be easily accessed.

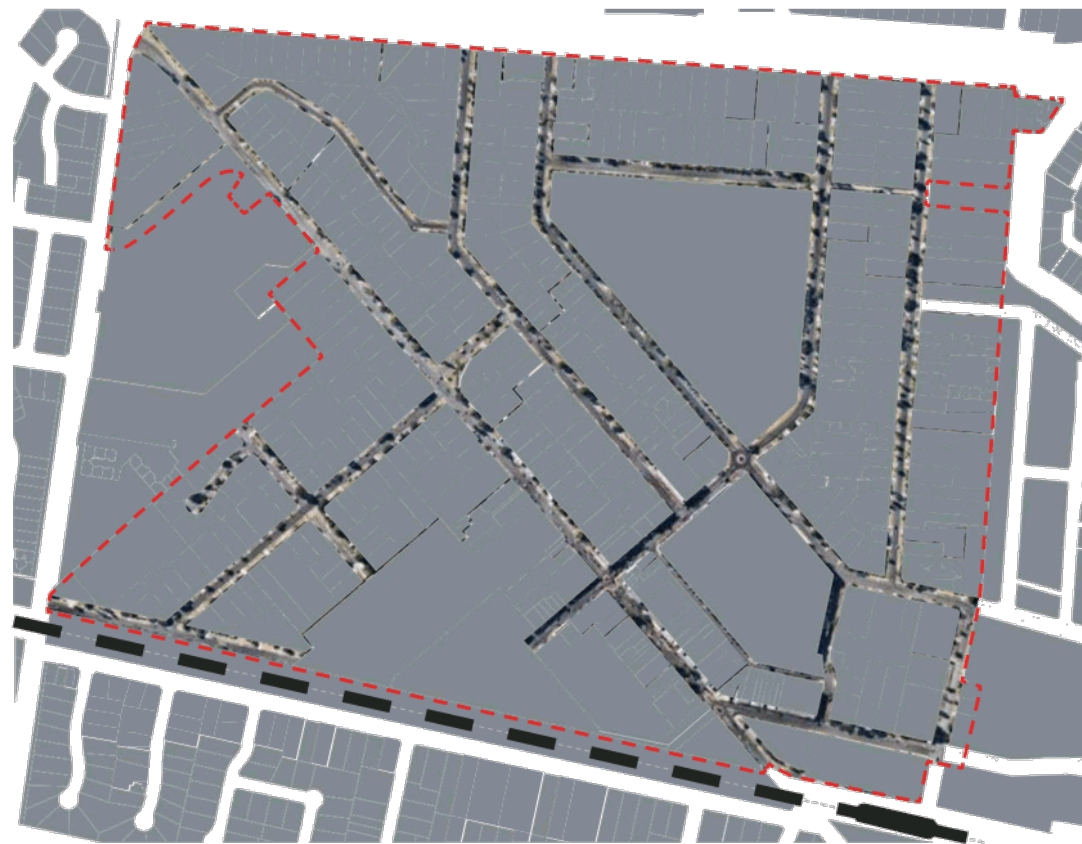


Figure 5 - aerial of the activity centre



Section 3

DEVELOPMENT PRECINCTS

This section provides guidance on the preferred character and design requirements for built form in the Pakenham Activity Centre

3.0

PRECINCT BUILT FORM ENVIRONMENT REQUIREMENTS

The design controls have been prepared as part of the overall strategy of the UDF to guide the development of the Pakenham Activity Centre. The [design guidelines Preferred Character statement's](#) purpose is to create design criteria to guide the design and assessment of development in the activity centre.

The [design controls Requirements section](#) provide critical guidance for the future development of the [Activity activity Centre centre](#). The [controls requirements](#) establish a conceptual framework for the integration of new development with a wide range of existing elements and uses to maintain and improve the cohesiveness of the [Activity activity Centre centre](#) and [provide adequate result in a consistency consistent built environment](#) to achieve a strong overall character and sense of place.

These [combined](#) design controls [provide the guiding principles are a key guiding document](#) for Council to assess proposed new built form in the [Pakenham](#) Activity Centre in a consistent manner over the next phase of the centre's development.

To achieve consistency in the [Activity activity Centre centre](#) it will be necessary for developers and their [Design design teams ers](#) to undertake detailed design of all built environment elements in a

manner that meets the preferred character and requirements contained [herein in this section of the UDF](#).

Precinct Number	Precinct Name	Role and function
1	Retail Core	The retail core of Pakenham Activity Centre oriented around the vibrant Main Street and the primary location for major retail anchor stores, civic and entertainment uses close to Pakenham Railway Station.
2	West Commercial and Mixed Use	A key mixed use area, incorporating a variety of commercial, office, high density residential, medical and child care uses in a mixed use built form.
3	Princes Highway	The primary entrance to the activity centre from the highway accommodating higher density residential, medical, commercial and office uses, in seperateseparate or mixed use built form.
4	Station Street and Mixed Use East Commercial and	The primary entrance to the activity centre from the train station accommodating office, commercial uses and high density residential in a mixed use built form.
5	Pakenham Place: Key Development Site	A continuation of retail and commercial activity along John Street linking in to the Retail Core Precinct providing a mixture of retail, commercial and high density residential development.
6	Market Pplace	Primarily an infill development opportunity to further activate Treloar Lane, provide additional car parking for the activity centre and link to the Retail Core Precinct.
7	Exisiting Residential	High density residential development in the form of townhouses and apartment buildings in proximity to high amenity open space, creek corridors and public transport.

Table 1 - list of Precincts and their roles

3.0

PRECINCT BUILT FORM ENVIRONMENT REQUIREMENTS

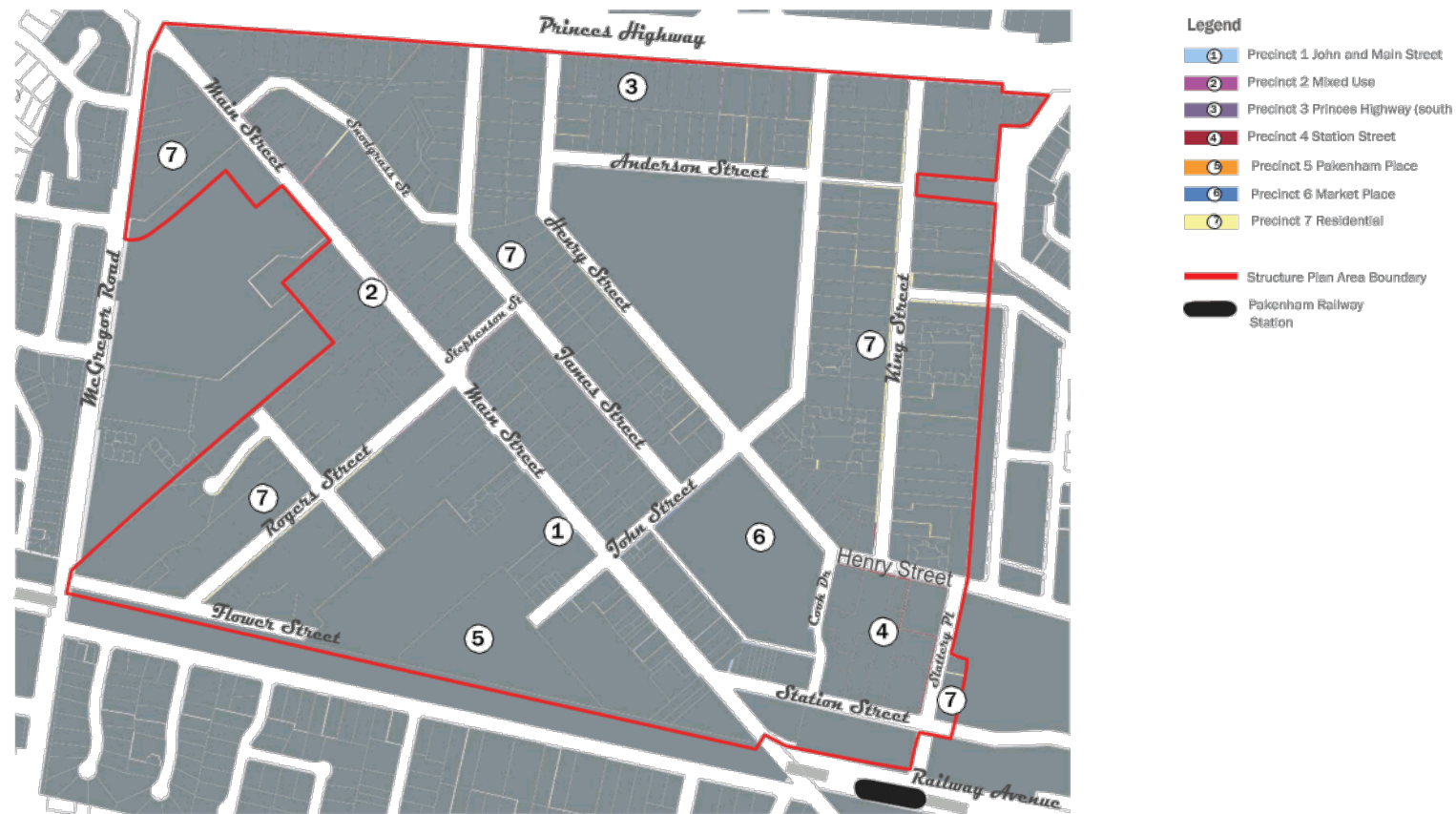


Figure 6 - locations of Precincts

3.1

CORE RETAIL BUILT FORM ENVIRONMENT

PREFERRED CHARACTER

The built form in this precinct is to reinforce and reflect the established town centre development pattern. At ground level, built form interfacing with a street is to present a zero setback and provide fine grain, shopfront facades suitable for specialty retail uses.

Larger format retail built form located at ground level, with the exception of their entrances, are to be set back from any street boundary and be sleeved by specialty retail uses that present activated frontages to that street. The ground floor entrance foyers to upper floors should be accessed from streets.

Specialty retail uses provide a range of commercial goods and services from within a shopfront environment. The entrances and shopfronts of specialty retail are to be located primarily on the precinct streets or facing civic spaces to activate the public realm.

Servicing and car parking for Core Retail Precinct premises must be screened by built form or landscaping from the precinct streets and public realm areas to maximise pedestrian amenity.



Figure 7 - indicative master plan for Precinct 1

3.1 CORE RETAIL BUILT FORM

3.1.1 BUILDING ENVELOPE BUILT FORM

REQUIREMENTS The building envelopes built form of retail new development in the Core Retail precinct in

the Activity Centre are to:

- a. Maintain and reinforce a the traditional shopping street focused activity centre that is highly defined by the adjoining built form with retail building envelopes providing the foundation to consistent activity centre streetscapes- urban pattern focused on Main Street and John Street.
- b. Contribute to the development of a traditional town centre urban pattern focused on a Main Street.
- c. Present a zero setback from the road reserve of any adjoining street other than a laneway.
- d. Be constructed to a maximum of four storeys with building heights not to exceed 14-15 metres.
Promote upper floor commercial use
- e. d. development.
- f. e. If in d. the case of larger format retail use, be sleeved behind fine grain specialty retail built form addressing a street.

Figure 9 - indicative cross section of future built form siting in Precinct 1

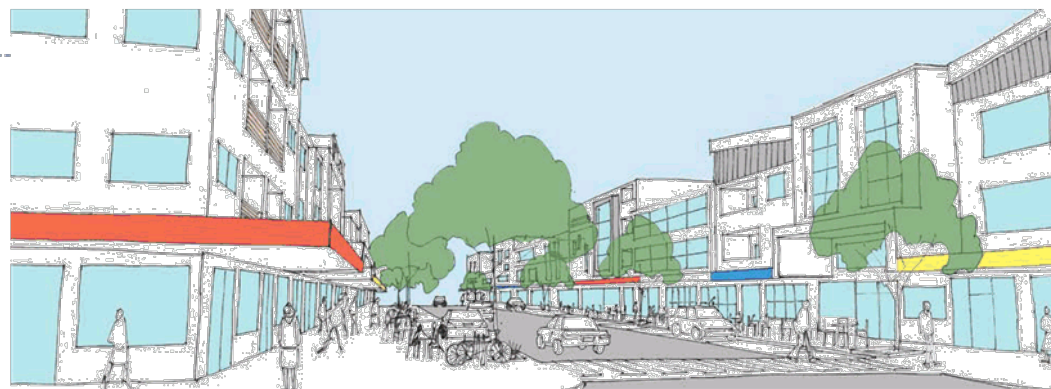
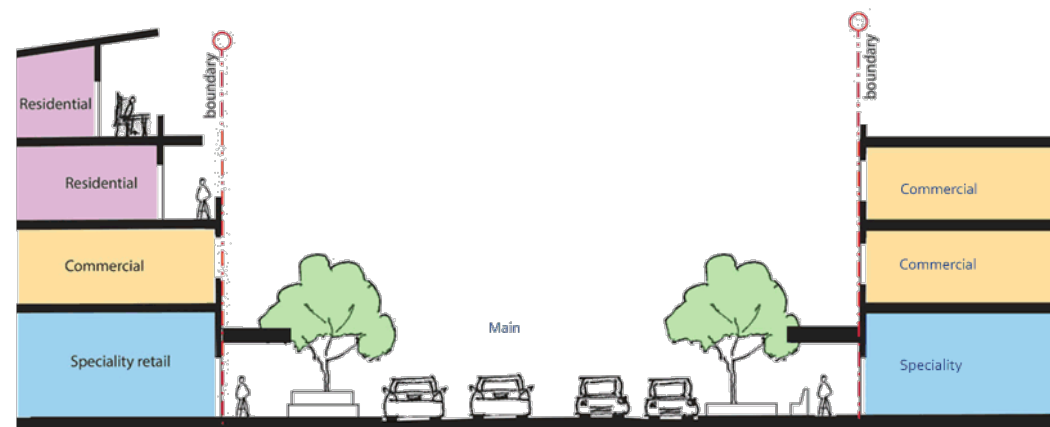


Figure 8 - Indicative illustration of preferred future built form in Precinct 1



3.1

CORE RETAIL BUILT FORM ENVIRONMENT

3.1.33.1.2 BUILDING FRONTAGES

REQUIREMENTS

The building frontages of new development in the Core Retail precinct are to be designed to:

- a. To maximise the extent of building frontages addressing core retail streets and presenting highly activated frontages; ~~creating a sense of enclosure to the public realm and concentrate access to premises from the street to contribute to creating a convenient and inviting destination to shop and meet.~~
- b. Contribute to a consistent town centre streetscape.
- c. Locate principal entrances of shops ~~entrances of built form to front the Main Street principle within the ground floor facade[s] that are orientated towards a street or other~~ public realm space adjoining the development site.
- d. Provide highly activated frontages with windows and entrances as the predominant elements of the ground floor facade.
- e. Maximise physical and visual permeability between the street and commercial spaces.

- f. Maximise opportunities to enhance passive surveillance of the public realm.
- g. Provide entrance and window elements that form at least ~~50~~70% of the ground floor facade surface.
- h. Locate and design entrance foyers to upper storeys to be accessible from the street.
- i. ~~If in the case of~~ larger format retail use, provide pedestrian access from the street and avoid creating any internalised malls.
- j. Limit any expanse of blank wall in the ground floor facade to a maximum width of 2 metres.
- k. Provide a continuous weather protection canopy above the full length of all ground floor facades with an interface to a street and are to extend out over the footpath a minimum ~~width~~ of 2.5 metres.

Figure 10 - indicative elevation of preferred building frontages in Precinct 1



3.1

CORE RETAIL BUILT FORM ENVIRONMENT

3.1.4.3.1.3 PARKING + SERVICING REQUIREMENTS

Off-street car parking and servicing areas in the Core Retail precinct must:

- Limit the amenity and aesthetic impacts of car parking areas and service areas on the streetscapes of the activity centre.
- Be located to the rear of building envelopes and be screened from view from the public realm.
- Be responsive to the topography of their site and consider undercroft, multi-decked or basement car parking formats.
- Be designed to provide access points that minimise disruption to the continuity of the public realm.

d.e. Provide a designated pedestrian link to a street.

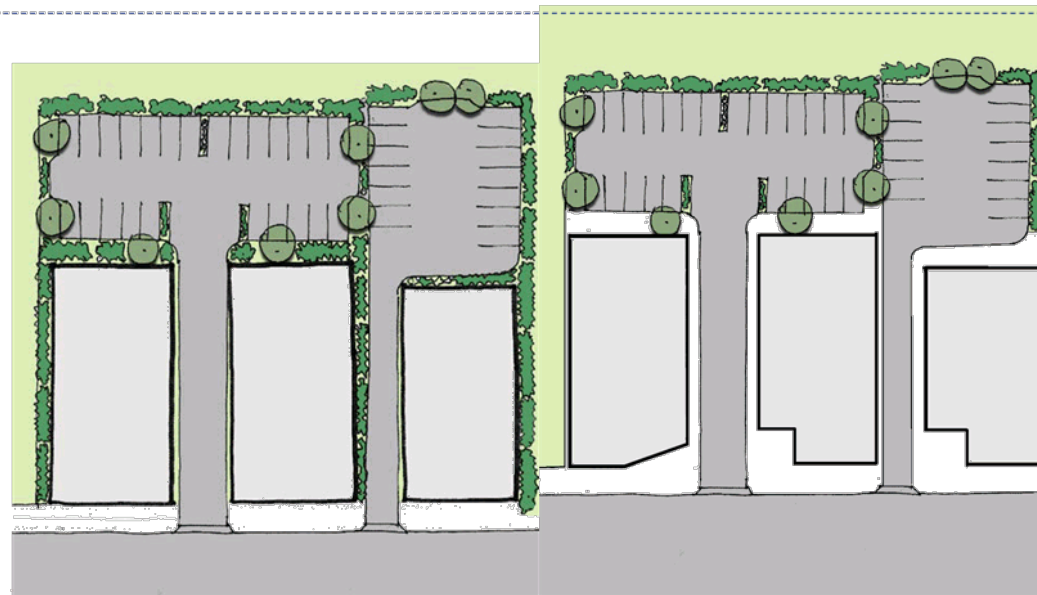


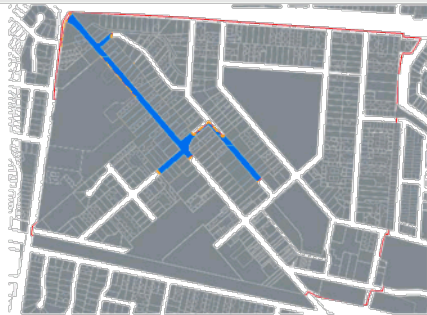
Figure 11 - plan of preferred off street car parking locations in Precinct 1

3.2

WEST COMMERCIAL AND MIXED USE BUILT FORM ENVIRONMENT

PREFERRED CHARACTER

Mixed Use areas in the activity centre are to provide a variety of retail, commercial and residential opportunities and create a transition zone between core business area and higher density residential areas of the activity centre. The development of all sites in Mixed Use areas should provide multiple uses and be at least two storeys in form. Where proposed development is not multi storey it must demonstrate that it could be adapted to a multi storey structure in the future. The built form of the Mixed Use area, at ground level, must mirror that of the built form of Specialty Retail, ~~including nil front and side setbacks, activated frontages and provision for pedestrian amenity.~~



3.2

WEST COMMERCIAL AND MIXED USE BUILT FORM ENVIRONMENT

3.2.1 **LOPE-BUILT FORM** REQUIREMENTS

The **building envelopes** of development in the Commercial and Mixed Use **Precinct** of the activity centre are to:

- a. **Consolidate Reinforce** the transition of the **precinct** from a residential character to a mixed use character through the development and siting of built form that is commercial or mixed use in nature, **sympathetic to the areas original streetscape character and establishes a transition zone between the core retail and residential precincts of the Activity Centre.**
- b. **Be sympathetic to the area's original current streetscape character and establish a transition zone between the core retail and residential precincts of the activity centre** **Contribute to the development of a transitional commercial urban structure orientated to address any adjoining street.**
- c. **Contribute to the development of a transitional commercial urban structure orientated to address any adjoining street.**
- b.d. At ground level present a minimum front setback of 2 metres.
- e.e. Be constructed to a maximum of four storeys

with building heights not to exceed 14 **metres**.

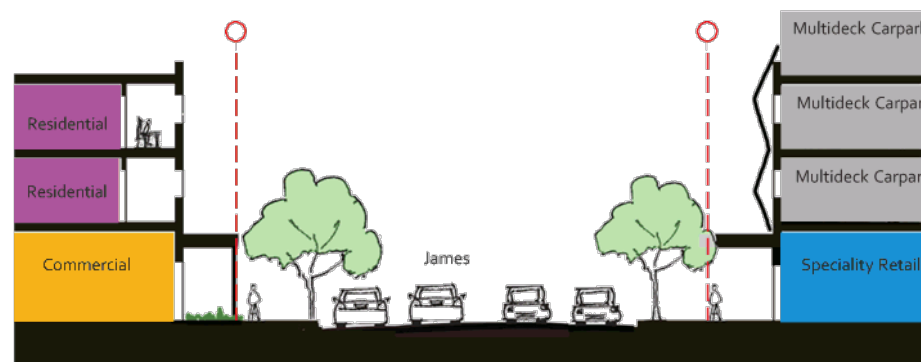
d. **Promote upper floor, mixed use development allowing for 'shop top uses'.**

e.f. Be constructed to a scale that is responsive to any sensitive uses or precinct **boundary** that adjoin the site.

Figure 14 - Indicative cross section of future built form siting in Precinct 2



Figure 13 - Indicative illustration of preferred future built form in Precinct 2



3.2

WEST COMMERCIAL AND MIXED USE BUILT FORM ENVIRONMENT

3.2.2 BUILDING FRONTAGES REQUIREMENTS

All building frontages in the Commercial and Mixed Use precinct are to:

a. Establish a consistent built form pattern and streetscape structure for the precinct that maximises physical and visual permeability between public and private domains, ~~allow for passive surveillance opportunities and creates both a sense of safety and interest in the streetscape.~~

b. Maximise passive surveillance opportunities and create both a sense of safety and interest in the streetscape.

a.

b.c. Provide highly activated frontages with windows and entrances as the predominant elements of the ground floor facade.

e.d. Maximise physical and visual permeability between the street and commercial spaces.

d.e. Maximise opportunities to enhance passive surveillance of the public realm.

e.f. At ground level provide entrance and clear glazed window elements that form at least 50% of the facade surface.

f.g. Locate main ground floor entrances of built form in the primary street façade or façade adjoining a public realm space.

g.h. Locate entrances to the upper storeys in the primary street façade or public realm space of the building.

h.i. Locate living areas and balconies of any residential component of the building to address all public ~~land uses~~ realm areas that adjoin the site.

j. Only allow the following elements to be located in front of the building line:

- Landscaping
- Signage
- Paths
- Entrance canopies
- a car park access point

Figure 15 - indicative elevation of preferred building frontages in Precinct 2



3.2

WEST COMMERCIAL AND MIXED USE BUILT FORM ENVIRONMENT

3.2.3 PARKING + SERVICING REQUIREMENTS

Off-street car parking and servicing areas [in the Commercial and Mixed Use precinct](#) must:

- a. Limit the amenity and aesthetic impacts of car parking areas and service areas on the streetscapes of the activity centre.
- b. Be located to the rear of building envelopes and be screened from view from the public realm.
- c. Be responsive to the topography of their site and consider undercroft, multi-decked or basement car parking formats.
- d. Be designed to provide access points that minimise disruption to the continuity of the public realm.
- e. Screen from view all car park, loading and all other service areas from the public realm.
- f. [Provide a designated pedestrian link to a street.](#)

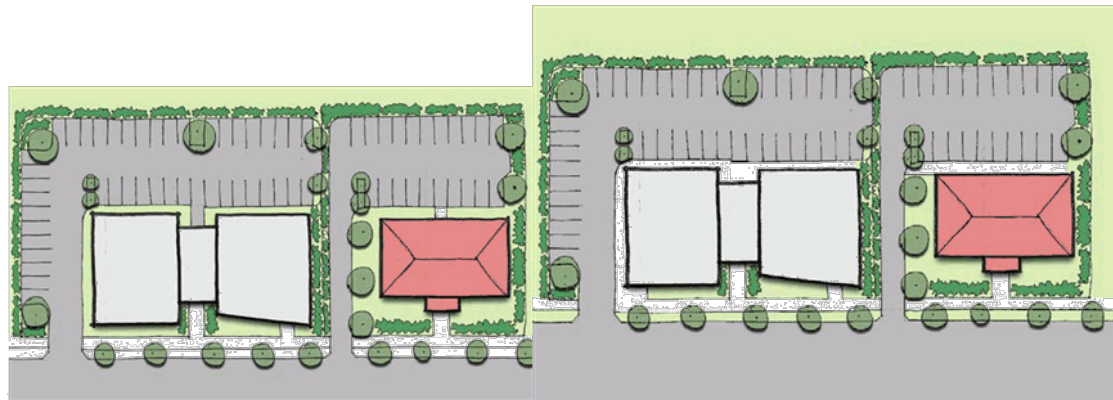


Figure 16 - plan of preferred off street car parking locations in Precinct 2

3.3

PRINCES HIGHWAY BUILT FORM ENVIRONMENT

PREFERRED CHARACTER

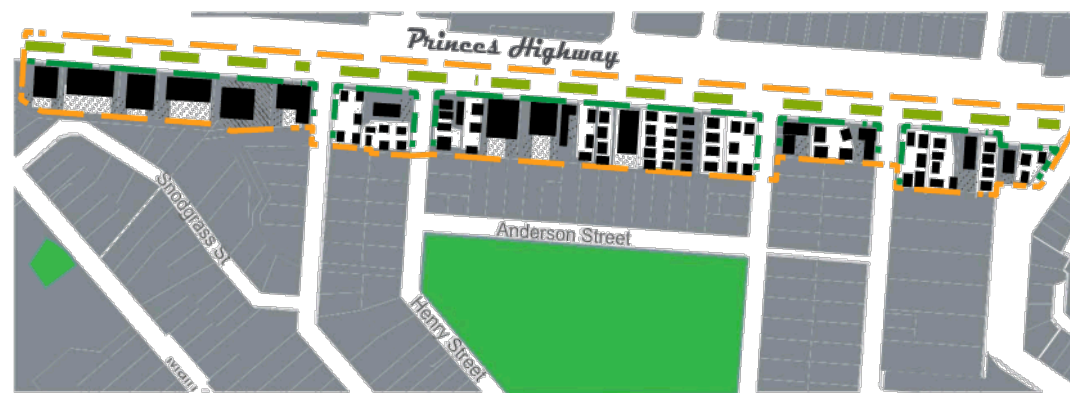
The built form in this precinct is to provide multi storey buildings frontages aligned to the road reserve. Uses such as higher density residential, offices, medical centres and allied health facilities are the preferred uses in this precinct.

The built form of commercial uses are to present highly transparent ground floor frontages and well-articulated entrances that address the highway. Car parking areas are to be at the rear or side of built form. Servicing and loading areas are to be located to the rear of built form.

The built form of higher density residential uses-developments are to be multi storey, present entrances to the street and maximise passive surveillance of interfacing streets and other public realm areas. Car parking should be unobtrusive when viewed from the street and accessed from a single entry point for a site.

The built form of commercial uses are to present highly transparent ground floor frontages and well-articulated entrances that address the highway. Car parking areas are to be at the rear or side of built form. Servicing and loading areas are to be located to the rear of built form.

Any parking area that shares an interface with the front boundary of the site is to be screened by a landscaping treatment.



Legend

- Precinct 3 Boundary
- Residential Built form
- Open Space
- Active frontage with landscaped front setback
- Car Parking
- Landscaped Buffer

Figure 17 - indicative master plan for Precinct 3



3.3

PRINCES HIGHWAY BUILT FORM

3.3.1 LOPE-BUILT FORM REQUIREMENTS

The building envelopes of Princes Highway Precinct development must:

- a. Establish a built form that is responsive, in terms of scale and orientation, to its interface with a major transport corridor and the urban structure of adjoining precincts of the Activity Centre.
- b. Present a minimum setback from the Princes Highway road reserve of 4 metres.
- a. Be constructed to a maximum of four storeys with building heights not to exceed 13.5 metres.
- b. Be sympathetic to the overall traditional town
- c. centre urban pattern of the activity centre.
- d. Present a maximum minimum setback from the Princes
- e. c. Highway road reserve of 4 metres.
- f. d. Screen from view the majority of car parking areas and all loading and all other service areas from the public realm.
- g. Promote upper floor, mixed-use development allowing for 'shop-top uses'.



Figure 18 - indicative illustration of preferred future built form in Precinct 3

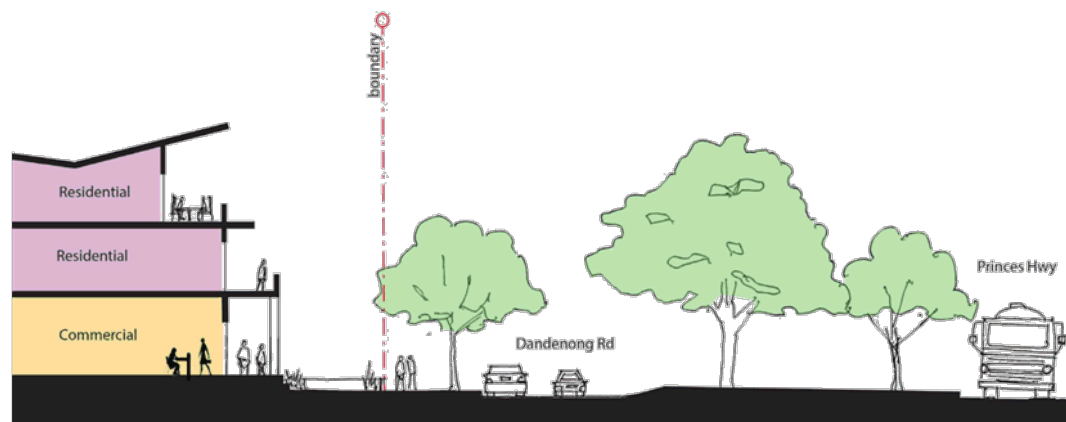


Figure 19 - indicative cross section of future built form siting in Precinct 3

3.3

PRINCES HIGHWAY BUILT FORM ENVIRONMENT

3.3.2 BUILDING FRONTAGES REQUIREMENTS

The building frontages of Princes Highway ~~Precinct~~ development must:

- a. ~~Present highly legible facades, with building entrances visible from and orientated towards the street.~~
- a. ~~Provide development that addresses the public realm and through landscaping, screens car parking located in the front set back. To maximise the visual transparency of the street façade of built form for use for display purposes and to allow for passive surveillance to create visual interest and a sense of safety in the adjoining public realm.~~
- b. Maximise the extent of building frontages addressing Princes Highway creating a sense of enclosure to the road reserve and concentrate access to premises from the front set back area.
- c. If a non residential use at ground level,
~~p~~Present a front façade that is at a minimum 50 percent visually transparent to any public street or public realm space that adjoins the development's site.

- d. Avoid entrances that do not address a public street or public realm space ~~which would draw pedestrian movement and activity away from the public street or public realm area of the activity centre.~~
- e. Maximise opportunities to enhance passive surveillance of the public realm.



Figure 20 - Indicative elevation of preferred building frontages in Precinct 3

3.3

PRINCES HIGHWAY BUILT FORM ENVIRONMENT

3.3.3 PARKING + SERVICING REQUIREMENTS

Off-street car parking and serving areas in the Princes Highway precinct must:

- a. Limit the amenity and aesthetic impacts of car parking areas and service areas on the streetscapes of the activity centre.
- b. Be located to the rear or side of building envelopes and be screened from view from the public realm.
- c. Be responsive to the topography of their site and consider under croft, multi-decked or basement car parking formats.
- d. Be designed to provide access points that minimise disruption to the continuity of the public realm.
- e. Screen from view all carpark, loading and all other service areas from the public realm.
- f. Provide a designated pedestrian link to a street.

Screen from view all car park, loading and all other service areas from the public realm.



Figure 21 a & B - plan of preferred off street car parking locations in Precinct 3

3.4

EAST COMMERCIAL STATION STREET AND MIXED USE BUILT FORM ENVIRONMENT

PREFERRED CHARACTER

Mixed Use areas in the activity centre are to provide a variety of retail, commercial and residential opportunities and create a transition zone between core business area and higher density residential areas of the activity centre. The development of all sites in Mixed Use areas should provide multiple uses and be at least two storeys in form. Where proposed development is not multi storey it must demonstrate that it could be adapted to a multi storey structure in the future. The built form of the Mixed Use area, at ground level, must mirror that of the built form of Specialty Retail, ~~including nil front and side setbacks, activated frontages and provision for pedestrian amenity.~~



Figure 22 - Indicative master plan for Precinct 4

3.4

EAST COMMERCIAL STATION STREET AND MIXED USE BUILT FORM

3.4.1 LOPE BUILT FORM REQUIREMENTS

The building envelopes of development in the East Commercial Station Street and Mixed Use Precinct are to:

- Consolidate the conversion of the precinct from a residential character to a mixed use character through the development and siting of built form that is commercial or mixed use in nature.
- Be sympathetic to the original streetscape character of the area and establish a transition zone between the core retail and residential precincts of the Activity Centre.
- Contribute to the development of a transitional commercial urban structure orientated to address any adjoining street.
- At ground level present a minimum front setback of 2 metres.
- Be constructed to a maximum of four storeys with building heights not to exceed 14 metres. ~~Promote upper floor, mixed use development allowing for 'shop top uses'.~~
- Be constructed to a scale that is responsive to any sensitive uses or precinct ~~boundary~~ boundaries that adjoin the site.



Figure 23 - Indicative illustration of preferred future built form in Precinct 4

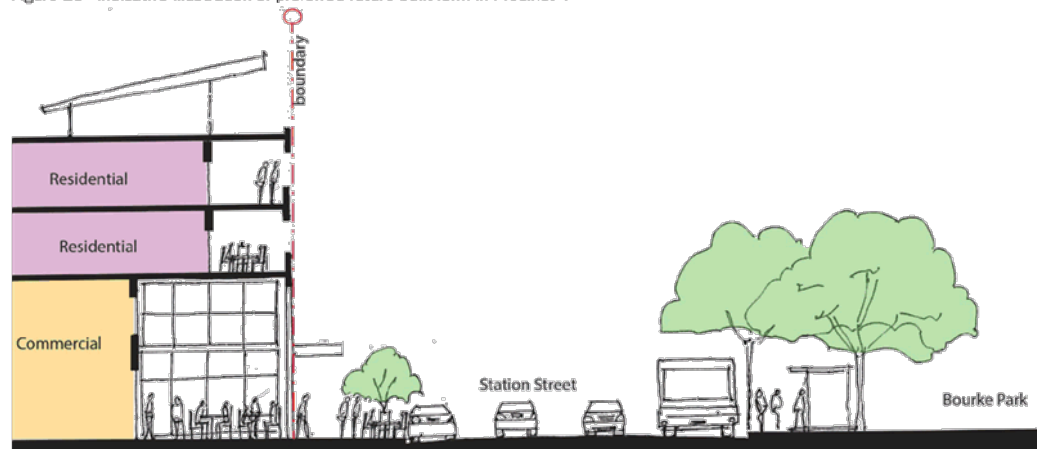


Figure 24 - Indicative cross section of future built form siting in Precinct 4

3.4

STATION STREET EAST COMMERCIAL AND MIXED USE BUILT FORM ENVIRONMENT

3.4.13.4.2 BUILDING FRONTAGES REQUIREMENTS

All building frontages in the East Commercial Station Street and Mixed Use precinct are to:

- a. Establish a consistent built form pattern and streetscape structure for the precinct that maximises physical and visual permeability between public and private domains, ~~allow for passive surveillance opportunities and creates both a sense of safety and interest in the streetscape.~~
- b. Provide highly activated frontages with windows and entrances as the predominant elements of the ground floor facade.
- c. Allow only the following elements to be located in front of the building line:
 - landscaping
 - signage
 - building entrance
 - paths building
 - entrance canopies
 - a car park access point
- d. Locate main ground floor entrances of built form in the primary street façade or façade adjoining a public realm space.
- e. Locate entrances to the upper storeys in the primary street façade or a façade interfacing with a public realm space of the building.
- f. Maximise physical and visual permeability between the street and commercial spaces.
- g. Maximise opportunities to enhance passive surveillance of the public realm.
- h. At ground level provide entrance and window elements that form at least 50% of the facade surface.
- i. Locate living areas and balconies of any residential component of the building to address public open space adjoining the site.



Figure 25 - indicative elevation of preferred building frontages in Precinct 4

3.4

EAST COMMERCIAL STATION STREET AND MIXED USE BUILT FORM ENVIRONMENT

3.4.23.4.3 PARKING + SERVICING REQUIREMENTS

Off-street car parking and servicing areas [in the Station Street and Mixed Use precinct](#) must:

- a. Limit the amenity and aesthetic impacts of car parking areas and service areas on the streetscapes of the activity centre.
- b. Be located to the rear of building envelopes and be screened from view from the public realm.
- c. Be responsive to the topography of their site and consider undercroft, multi-decked or basement car parking formats.
- d. Be designed to provide access points that minimise disruption to the continuity of the public realm.
- e. Screen from view all car park, loading and all other service areas from the public realm.
- f. [Provide a designated pedestrian link to a street.](#)



Figure 26 - plan of preferred off street car parking locations in Precinct 4

3.5

PAKENHAM PLACE: KEY DEVELOPMENT SITE BUILT FORM ENVIRONMENT

PREFERRED CHARACTER

This precinct is identified as having the potential for significant redevelopment. Due to its location which adjoins the Retail Core of the activity centre, the built form and urban pattern of any redevelopment of this precinct must integrate with the Core Retail area of the town centre.

The urban pattern of the town centre, in terms of the street network and site access, should inform redevelopment. The design of the precinct should integrate with the surrounding street network and improve connectivity and permeability in the activity centre.

The built form of the precinct should reflect that of the core retail precinct to integrate and extend the pedestrian focused shopping area of the town centre.

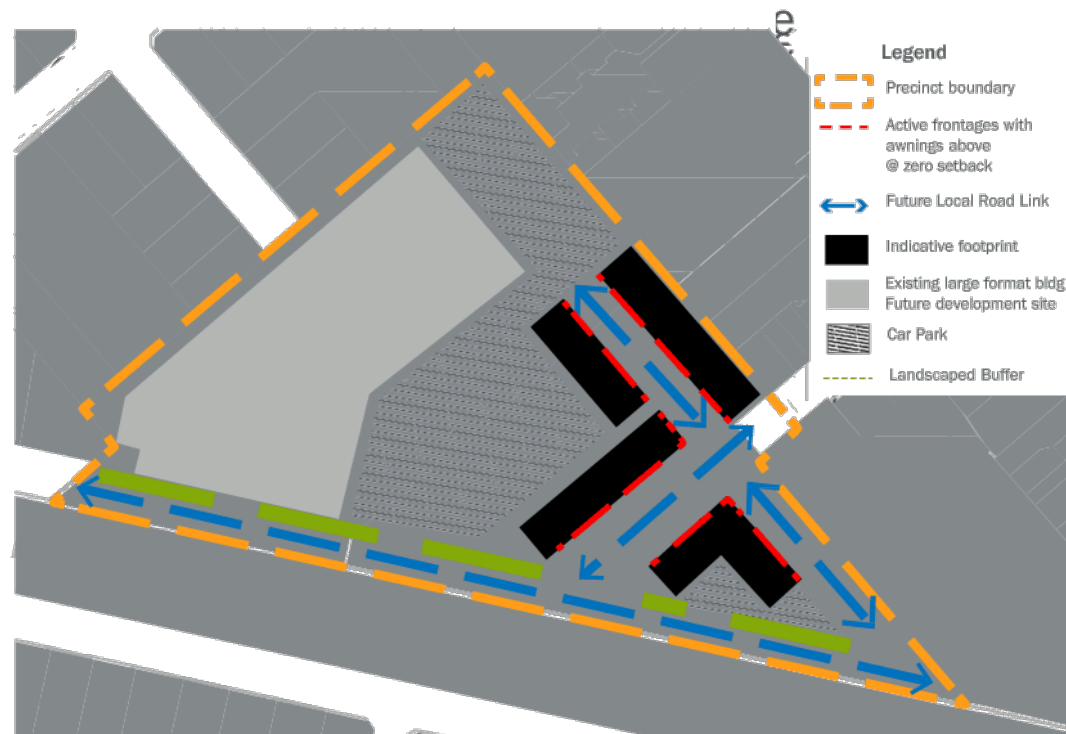


Figure 27 - indicative master plan for Precinct 5

3.5

PAKENHAM PLACE: KEY DEVELOPMENT SITE BUILT FORM ENVIRONMENT

3.5.1 BUILDING BUILT ENVELOPE FORM REQUIREMENTS

The building envelopes of retail development in the Activity Centre are The built form of new development in the Pakenham Place precinct is to:

- a. ~~Maintain and reinforce~~ Contribute to the development of a traditional ~~shopping street town centre urban pattern~~ shopping street town centre urban pattern focused ~~on a John Street extension~~ on a John Street extension and any other ~~new street created to reinforce~~ new street created to reinforce a traditional ~~shopping street~~ shopping street focused activity centre ~~urban pattern~~ urban pattern that is highly defined by the adjoining built form with retail building envelopes providing the foundation to consistent activity centre streetscapes.
- b. ~~Contribute to the development of a traditional town centre urban pattern focused on a Main Street.~~
- e.b. Present a zero setback from the road reserve of any adjoining street other than a laneway.
- d. Be constructed to a maximum of four storeys
- e.c. with building heights not to exceed 14-15 metres.
- f. ~~Promote upper floor commercial use development.~~

g.d. ~~In the case of~~ If a larger format retail use, be sleeved behind fine grain specialty retail built form addressing a street.



Figure 28 - indicative illustration of preferred future built form in Precinct 5



Figure 29 - indicative cross section of future built form siting in Precinct 5

3.5

PAKENHAM PLACE: KEY DEVELOPMENT SITE BUILT FORM ENVIRONMENT

3.5.2 BUILDING FRONTAGES REQUIREMENTS

The building frontages of development in the Pakenham Place precinct are to be designed to:

- a. ~~To maximise the extent of building frontages addressing core retail streets and presenting highly activated frontages; creating a sense of enclosure to the public realm and concentrate access to premises from the street to contribute to creating a convenient and inviting destination to shop and meet.~~
- b. Contribute to a consistent town centre streetscape.
- c. Locate principal entrances of shops within the ground floor façade[s] that are orientated towards a street or other public realm space adjoining the development site.
- e. ~~Locate principal shop entrances of built form to front the Main Street principle public realm space adjoining the development site.~~
- d. Provide highly activated frontages with windows and entrances as the predominant elements of the ground floor facade.
- e. Maximise physical and visual permeability between the street and commercial spaces.

- f. Maximise opportunities to enhance passive surveillance of the public realm.
- g. Provide entrance and window elements that form at least ~~50~~70% of the ground floor facade surface.
- h. Limit any expanse of blank wall in a ground floor facade to a maximum width of 2 metres.
- i. ~~If in the case of~~ a larger format retail use, provide pedestrian access from the street and avoid creating any internalised malls.

- j. Locate and design entrance foyers to upper storeys to be accessible from the street.
- k. Provide a continuous weather protection canopy above the full length of all ground floor facades with an interface to a street and are to extend out over the footpath a minimum ~~width~~ of 2.5 metres.

Figure 30 - indicative elevation of preferred building frontages in Precinct 5



3.5

PAKENHAM PLACE: KEY DEVELOPMENT SITE BUILT FORM ENVIRONMENT

3.5.3 PARKING + SERVICING REQUIREMENTS

Off-street car parking and servicing areas [in the Pakenham Place precinct](#) must:

- a. Limit the amenity and aesthetic impacts of car parking area and service areas on the streetscapes of the activity centre.
- b. Be located to the rear of building envelopes and be screened from view from the public realm.
- c. Be responsive to the topography of their site and consider under croft, multi-decked or basement car parking formats.
- d. Be designed to provide access points that minimise disruption to the continuity of the public realm.
- d-e. [Provide a designated pedestrian link to a street.](#)



Figure 31 - plan of preferred off street car parking locations in Precinct 5

3.6

MARKET PLACE BUILT FORM ENVIRONMENT

PREFERRED CHARACTER

This precinct has been identified as having the potential to accommodate redevelopment on the southern section of the precinct adjoining Treloar Lane which is occupied by a council owned carpark.

The preferred future development of this site would involve a multi storey commercial development on the corner of John Street and Treloar Lane, a pedestrian plaza linking to the entrance of the Marketplace shopping centre and multi deck carpark structure with retail and commercial uses at ground floor fronting onto Treloar lane.



Figure 32 - indicative master plan for Precinct 6

3.6 MARKET PLACE BUILT FORM

3.6.1 LOPE-BUILT FORM REQUIREMENTS

The building built form envelopes of development in the Market Place precinct are is to:

- a. ~~Maintain and reinforce a traditional shopping street focused activity centre that is highly defined by the adjoining built form with building envelopes providing a consistent edge to activity centre streetscapes.~~
- b.a. Contribute to the development of a traditional town centre urban pattern orientated to street frontages.
- c.b. Present a zero setback from the road reserve of any adjoining street including a laneway.
- d.c. Be constructed to a maximum of four storeys with building heights not to exceed 14-15 metres.
- e. ~~Promote upper floor commercial use development.~~
- f.d. Promote upper floor car parking use that is - be sleeved behind ground floor specialty retail or commercial frontages addressing a street, laneway or plaza.



Figure 33 - indicative illustration of preferred future built form in Precinct 6

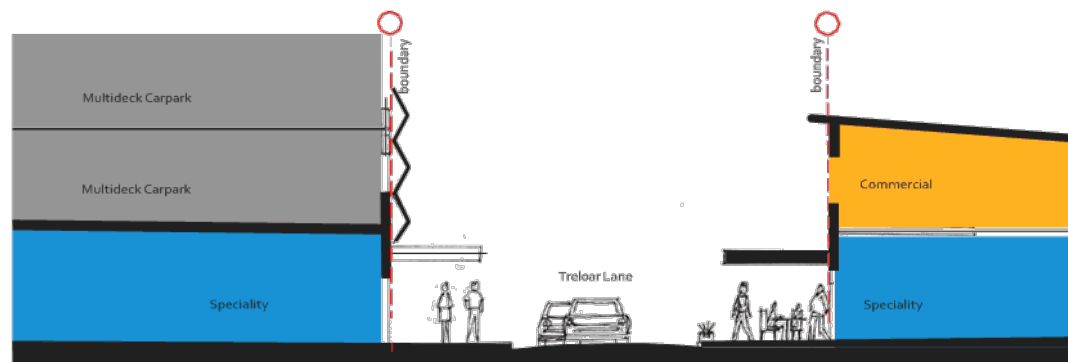


Figure 34 - indicative cross section of future built form siting in Precinct 6

3.6

MARKET PLACE BUILT FORM ENVIRONMENT

3.6.2 BUILDING FRONTAGES REQUIREMENTS

The building frontages of development in the Market Place precinct are to:

- a. Maximise the extent of building frontages addressing streets and laneways presenting highly activated frontages; ~~creating a sense of enclosure to the public realm and concentrate access to premises from the street to contribute to creating a convenient and inviting destination to shop and meet.~~
- b. Contribute to a consistent town centre streetscape.
- c. Locate principal entrances of shops within the ground floor facade[s] that are orientated towards a street or other public realm space adjoining the development site.
- e. ~~Locate principal shop entrances of built form to front a street, laneway or public realm space adjoining the development site.~~
- d. Provide highly activated frontages with windows and entrances as the predominant elements of the ground floor facade.
- e. Maximise physical and visual permeability between the street and commercial spaces.

- f. Maximise opportunities to enhance passive surveillance of the public realm.
- g. Provide entrance and window elements that form at least 50% of the facade surface.
- h. Limit any expanse of blank wall in a ground floor facade to a maximum width of 2 metres.
- i. Locate and design entrance foyers to upper storeys to be accessible from the street.
- j. Provide a continuous weather protection canopy above the full length of all ground floor facades with an interface to a street and are to extend out over the footpath a minimum width of 2.5 metres.

Figure 35 - indicative elevation of preferred building frontages in Precinct 6



3.6

MARKET PLACE BUILT FORM

3.6.3 PARKING + SERVICING REQUIREMENTS

Off-street car parking and servicing areas [in the Market Place precinct](#) must:

- a. Limit the amenity and aesthetic impacts of car parking areas and service areas on the streetscapes of the activity centre.
- b. Be located to the rear of building envelopes or on the upper levels of building envelopes and be screened from view from the public realm.
- c. Be responsive to the topography of their site and consider undercroft, multi-decked or basement car parking formats.
- d. Be designed to provide access points that minimise disruption to the continuity of the public realm.
- e. [Provide a designated pedestrian link to a street.](#)

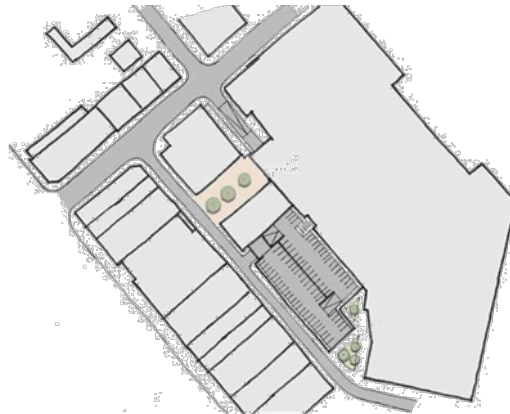


Figure 36 - plan of preferred off street car parking locations in Precinct 6

3.7

EXISTING RESIDENTIAL BUILT FORM ENVIRONMENT

PREFERRED CHARACTER

Higher density residential development is identified as the preferred use for a number of areas of the activity centre often located at the periphery of the activity centre or adjacent open space or mixed use areas of the activity centre.

The structuring of the higher density housing will perform a number of functions to support the activity centre. These will include providing a diversity of housing choices within walking distance to key facilities and amenities. Creating an area of transition between the more intensive development of the activity centre and the less intensive development of the medium and standard density residential areas that surround the activity centre.



3.7

EXISTING RESIDENTIAL BUILT FORM ENVIRONMENT

3.7.1 LOPE BUILT FORM REQUIREMENTS

The ~~building envelopes built form~~ of higher density residential development in the ~~Activity Centre~~ ~~Existing Residential precinct~~ must:

- Create a scale of development that provides a transition between the urban pattern of a town centre and that of a traditional residential neighbourhood.
- At ground level present a ~~maximum-minimum~~ front set back of 4 metres.
- Be constructed to a minimum of 2 storeys ~~and a maximum of 13.5 metres or 3 storeys for the majority of the building envelope.~~
- Result in ~~present~~ no more than a 60 percent built form site coverage of the lot.
- Encourage the inclusion of verandahs and balconies in the front set back, up to a ~~width~~ depth of 2 metres into the front setback.



Figure 38 - Indicative illustration of preferred future built form in Precinct 7

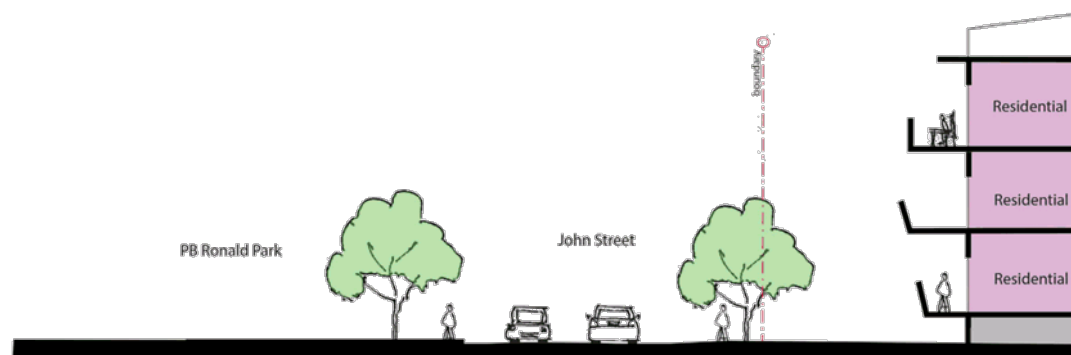


Figure 39 - Indicative cross section of future built form siting in Precinct 7

3.7

EXISTING RESIDENTIAL BUILT FORM

3.7.2 .2 BUILDING FRONTAGE

REQUIREMENTS The building frontages of higher density residential development in the [Activity-Centre Residential precinct](#) must:

- Maximise passive surveillance opportunities of the streets and open space areas.
- Provide front facades that maximise the number of balconies and include the [buildings](#) main entrance.

- Provide fencing in the front setback that is of a maximum height of 1.2 metres.
- Consider a raised ground floor level of 1 metre above natural ground level to partial restrict views into dwellings from the street allow passive surveillance opportunities from the dwellings.



Figure 40 - indicative elevation of preferred building frontages in Precinct 7

3.7.3 PARKING + SERVICING REQUIREMENTS

Off-street car parking and servicing areas [in the Residential precinct](#) must:

- Limit the aesthetic impacts of parking and service areas on the streetscapes by screening these areas from the public realm.
- Be located to the rear of buildings and be screened from view from the public realm.
- Be responsive to the topography of their site and consider undercroft or basement car parking formats.
- Provide access points that minimise disruption to the continuity of the public realm.

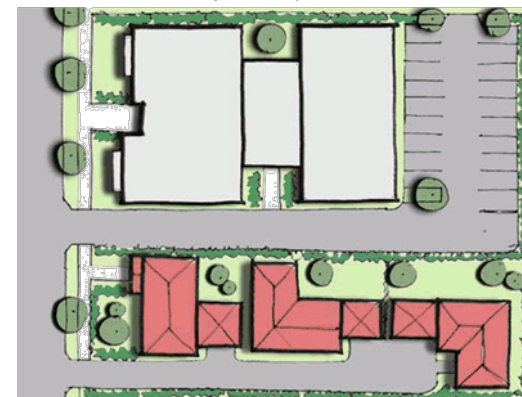


Figure 41 - plan of preferred off street car parking locations in Precinct 7



Section 4 **PUBLIC REALM GATEWAYS**

This section provides guidance on the preferred character and design requirements for the public realm in the Pakenham Activity Centre

4.0

GATEWAY DESIGN REQUIREMENTS

Pakenham Activity Centre is bounded by key transport corridors that provide key access points to the activity centre. This places an important role on gateway locations to identify key access points that provide a sense of entrance for the activity centre and connect it to the surrounding areas. These points of access act as thresholds for the activity centre, signify a sense of arrival for visitors to the activity centre.

The requirements for the Gateway sites provide guidance on how these site can be developed and improved to create high quality public realm spaces that signify the entrance points to the Activity Centre and create a sense of arrival.

The Gateway sites are to ensure a positive sense of arrival by utilising landscape and architectural treatments. High quality landscaping is to be provided. Built form located in gateways is to provide landmark features and through urban design principles to impact positively on the safety and amenity of the public realm. Gateways are to be visible at night by using effective and distinctive lighting. Integrate public art Initiatives at appropriate locations which engage the community and visitors.

Gateway Number	Gateway Name	Role and function
1	Entertainment Plaza	The closure of Main Street level crossing provides opportunity to create a pedestrianised civic plaza for outdoor dining and events
2	Station Entrance	A key mixed use area, incorporating a variety of commercial, office, high density residential, medical and child care uses in a mixed use built form.
3	Library Forecourt	This site provides the gateway to the retail core of the activity centre for those arriving from the north.
4	North West Entrance	This site encompasses the main entrance to the activity centre from the west.
5	New Boulevard	A current unmade road linking Main Street to McGregor Road provides the opportunity to create a boulevard entry statement for a new road connection to the activity centre from the west.

Table 2 - list of Gateways and their roles

4.0 GATEWAY DESIGN REQUIREMENTS



4.1

ENTERTAINMENT PLAZA

FUTURE CHARACTER

As a recognition of the importance of community interaction in the activity centre, a civic space in the form of a plaza will be located at the core of the activity centre.

The plaza will be located in the south-eastern section of the Main Street between the intersection with Station Street and the termination of Main Street that will be created when the level crossing is removed. This space is to be highly defined by interfacing built form.

The location and orientation of the surrounding built form should create a well-defined, sheltered and surveilled public space that can accommodate outdoor dining and small events.

To activate the plaza space, the shopfronts of fine grain retail uses are to interface with this space at ground level.

4.1.1 DESIGN REQUIREMENTS.

The Entertainment Plaza should be designed in accordance with Figures 43 and 44 and include:

- a. Provision of extensive paved areas including feature paving to promote outdoor dining and areas for gather for events.
- b. The space is to include lawn areas for informal seating and play.
- c. Several medium sized deciduous trees set out in a formal planting arrangement.
- d. Low ground cover planting in garden beds at both ends of the plaza.
- e. Provision of street furniture in multiple locations and strategically place to be shaded by trees and orientated towards the lawn areas.



Figure 43 - indicative illustration of Gateway 1.

4.1 ENTERTAINMENT PLAZA



Figure 44 - indicative master plan for Gateway 1

4.2 STATION GATEWAY

FUTURE CHARACTER

For anyone arriving in Pakenham by train this area is the gateway to the activity centre. This gateway area contains the Pakenham Station entrance, the southern portion of Bourke Park and pedestrian linkages to the activity centre. This area is a focal point, where anyone accessing the train station passes through. Regardless of whether people arrive by foot, bicycle, bus or car they utilise this space and therefore any improvements in this area will benefit, and be visible to, the maximum number of commuters.

4.2.1 DESIGN REQUIREMENTS

To improve the functionality, safety, visual amenity and perception of this gateway site should be designed in accordance with Figures 45 and 46 and future works should include:

- a. A forecourt at the entrance to the station with a pavilion structure that creates an entrance to station and sheltered waiting area.
- b. Construct a raised pedestrian crossing linking the new forecourt to Bourke Park.
- c. Provide a footpath on the south side of the avenue that is raised above the road surface and separated from the road by a kerb.
- d. Providing a formalised taxi rank.
- e. Introducing a dedicated drop off area.
- f. Replace current bicycle shelter with an additional secure bicycle cage.
- g. Provide an additional pedestrian crossing at the south west corner of Bourke Park.
- h. Introduce a landscape strip along the interface to the railway corridor to provide screening of fencing and tracks.

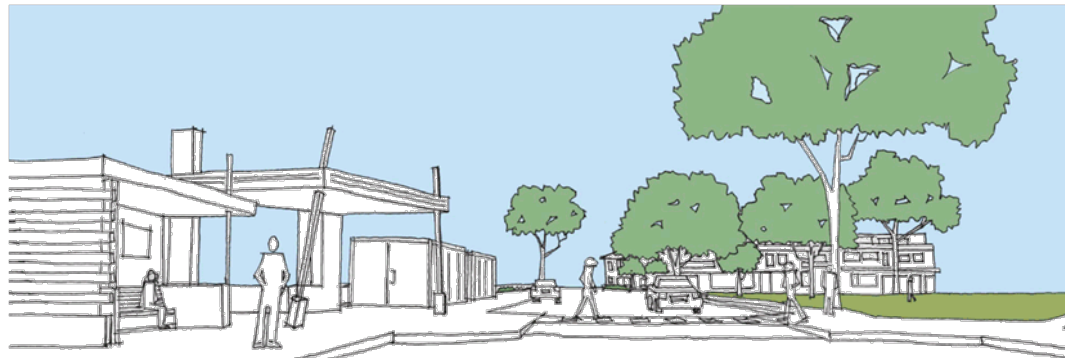


Figure 45 - Indicative Illustration of Gateway 2

4.2 STATION GATEWAY

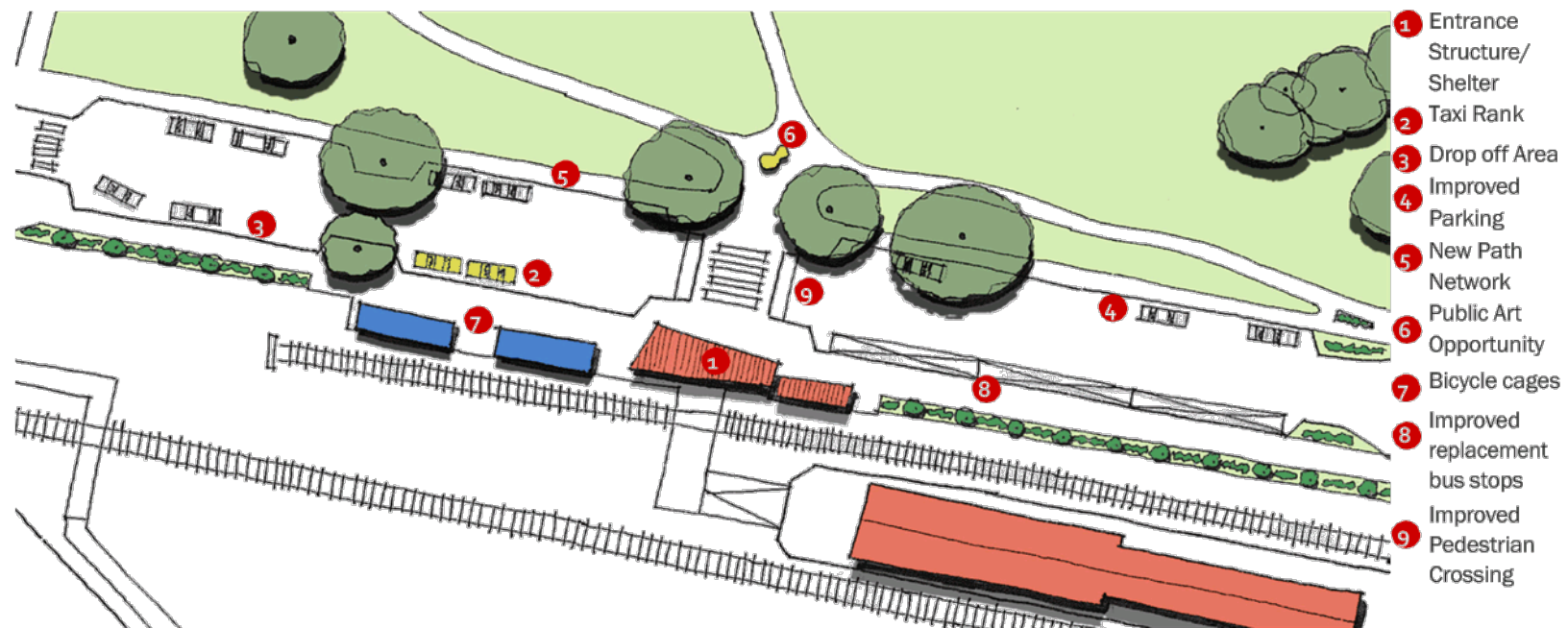


Figure 46 - Indicative master plan for Gateway 2

4.3

LIBRARY FORECOURT GATEWAY

FUTURE CHARACTER

This site provides the gateway to the retail core of the activity centre for those arriving from the north. The area in front of the library's east façade provides an opportunity to create a formalised landscaped gathering area around the war memorial and utilise the landmark nature of the large native tree located on the site.

Improved pedestrian connection from the site to the north through P.B.D. Ronald Reserve will provide increased linkages to this gateway and an alternative way to access the activity centre.

Formal low planting between the paved area and the two adjoining streets will create a sense of enclosure for this space.

4.3.1 DESIGN REQUIREMENTS

To create a gateway site through improving the functionality, safety, visual amenity and perception of this gateway site should be designed in accordance with Figures 47 and 48 and future works should include:

- a. Provision of extensive paved areas including feature paving to provide an area for gather for events and lingering.
- b. Low ground cover planting in garden beds and at ground level along the edges of paved space and between desire lines.
- c. Increased formal seating around the war memorial and increased hard surface area to allow for temporary seating for ceremonies.
- d. Improved path connections to and from the gateway space.



Figure 47 - indicative illustration of Gateway 3

4.3

LIBRARY FORECOURT GATEWAY



Figure 48 - indicative master plan for Gateway 3

4.4

NORTH WEST GATEWAY

FUTURE CHARACTER

This site encompasses the main entrance to the activity centre from the west. Within the site there are several significant elements including historic buildings, large established native trees, a creek line and a large sculpture.

The gateway area could improve views of the heritage buildings and increase their utilisation. There are opportunities to improve connectivity between the elements of the site through the introduction of features such as decking to span the creek, new paths and a crossing to link both sides of the gateway.

The stand of established trees should be utilised for a shaded gathering place.

4.4.1 DESIGN REQUIREMENTS

To create a gateway site through improving the functionality, safety, visual amenity and perception of this gateway site it should be designed in accordance with Figures 49 and 50 and future works should include:

- a. Provision of extensive decking structure that provides a crossing of the creek and a forecourt to the old shire office building.
- b. Remove some planting to improve views of significant buildings and increase passive surveillance of the site.
- c. Low ground cover planting in garden beds and at ground level along the edges of paved space and between desire lines.
- d. Provision of street furniture in multiple locations and strategically place to be shaded by trees and orientated towards the lawn areas.
- e. Improved path connections through the gateway to better connect the elements of the site and to the activity centre.

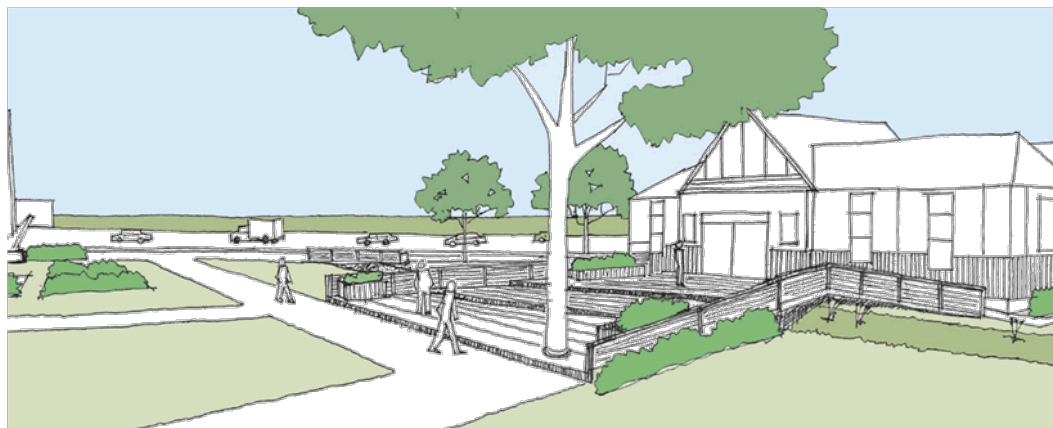


Figure 49 - Indicative illustration of Gateway 4

4.4

NORTH WEST GATEWAY



4.5 NEW BOULEVARD GATEWAY

FUTURE CHARACTER

A current unmade road linking Main Street to McGregor Road provides the opportunity to create a boulevard entry statement for a new road connection to the activity centre from the west.

This space can provide a formalised road entrance with high quality landscaping and significant street tree planting that is highly legible as a gateway into the activity centre.

4.5.1 DESIGN REQUIREMENTS

To create a functional, safe and visual appealing gateway this site should be designed in accordance with Figures 51 and 52 and future works should include:

- a. Threshold treatments at both ends of the boulevard through the use of alternative road surfacing and elements in the road reserve.
- b. Formal planting of high branching street trees at intervals of no more than 15 metres.
- c. Wide footpaths on both sides of the street.
- d. Significant landscape planting along the full length of gateway boundaries of that interface with private property and provide screening and softening any fencing along these boundaries.
- e. Utilise wider areas of the gateway for extensive low level planting.
- f. Provide public art elements to signify the entrances the gateway site and activity centre.

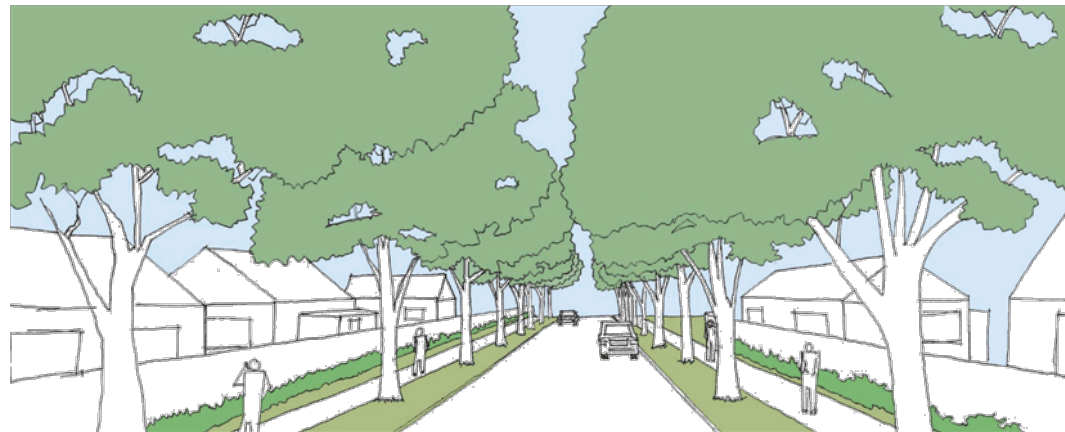


Figure 51 - Indicative illustration of Gateway 5

4.5 NEW BOULEVARD GATEWAY



CARDINIA PLANNING SCHEME

--/20--
Proposed C228

SCHEDULE 1 TO CLAUSE 37.08 ACTIVITY CENTRE ZONE

Shown on the planning scheme map as **ACZ1**

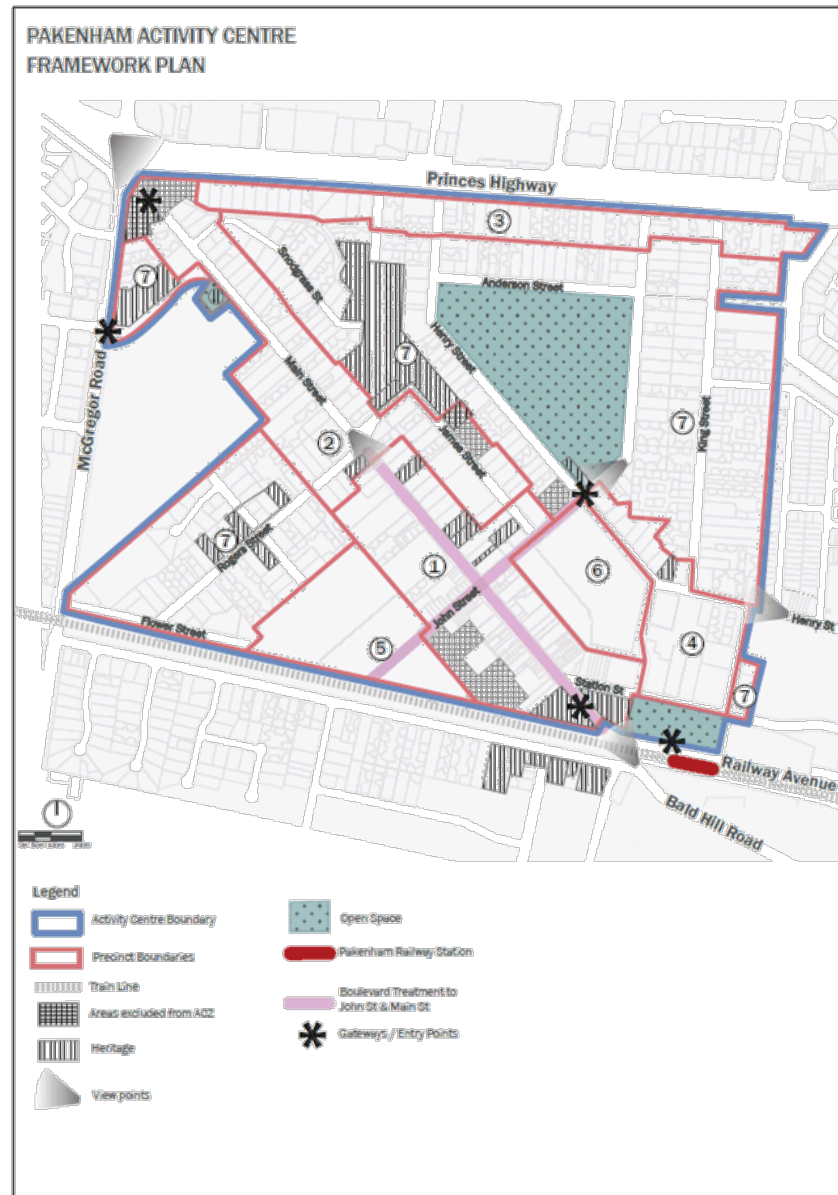
CARDINIA PLANNING SCHEME

PAKENHAM ACTIVITY CENTRE

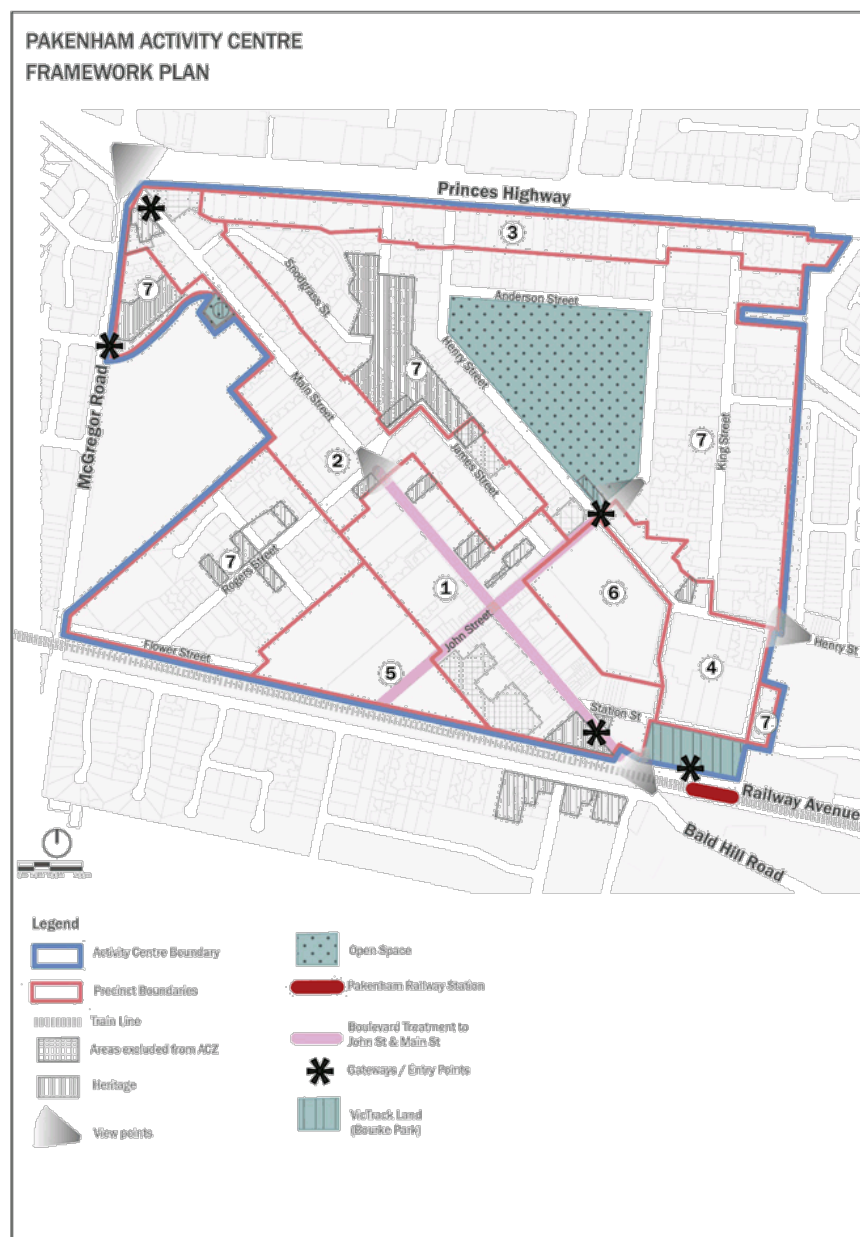
1.0 Pakenham Activity Centre Framework Plan

—/—/20—
Proposed C228

CARDINIA PLANNING SCHEME



CARDINIA PLANNING SCHEME



CARDINIA PLANNING SCHEME

2.0 Land use and development objectives to be achieved

—/—/20—
Proposed C228

Activities and land use

- Support and ensure the provision of diverse well-designed housing that caters to all members of the community.
- Reinforce the activity centre's role as a regional hub promoting and encouraging a diverse and compatible mix of land uses that includes retail, commercial, residential as well as civic and community services.
- Provide appropriate transitions and interfaces between different land use and development including surrounding residential, heritage or significant sites.
- Protect and restore the built heritage of the Activity Centre through the conservation, reuse and restoration of heritage buildings.
- Encourage the co-location or centralisation of community services to support the needs of the local and regional area.

Transport and movement

- Ensure safe and convenient vehicle, pedestrian and cycle networks that facilitates movement through and to the activity centre.
- Encourage active transport on streets, within car parking areas and arcades, in open space and along the creek network.
- Provide a clear, efficient and logical vehicle network and ensure access to convenient and safe car parking in the activity centre.

Public realm

- Create a safe and high-quality cohesive open space network that provides opportunities for a range of activities and users, and assists in creating a sense of place for the activity centre.
- Ensure a network of attractive, safe and accessible streets that cater for and enhance the different activities and land uses within the activity centre.
- Promote human scale and pedestrian focused streets to encourage a vibrant and lively public realm in the retail core, ~~focusing on night-time including evening~~ activities.
- Create a sense of arrival to the Pakenham Activity Centre at identified key gateway sites through the provision of high quality landscape and/or architectural treatments.

Built form and environment

- Develop a well-integrated built form and neighbourhood character which respects and responds to local context, streetscape character, landscape values, historical and significant developments.
- Ensure ~~present day architecture of any new development~~ contemporary architecture responds to any adjoining heritage places and precincts and provides appropriate interfaces.
- Ensure all development within the activity centre provides high quality innovative design consistent with the principles of environmentally sustainable design reducing climate change impacts.
- Reinforce and enhance the 'fine grain' built form pattern established within the retail core of the town centre.
- Provide built form elements that contribute to the pedestrian amenity of users in the retail core of the activity centre.
- Ensure ground floor facades addressing a street or any other public realm space are activated and provide passive surveillance of the public realm.

CARDINIA PLANNING SCHEME

- Create an urban pattern that establishes an appropriate transition between the core retail, commercial and mixed development areas, and the residential areas within the town centre.
- Ensure development and public realm are accessible for persons of all abilities and incorporate the principles of Crime Prevention Through Environmental Design (CPTED).

3.0

Table of uses

—/—/20—
Proposed C228

Section 1 - Permit not required

Use	Condition
Animal keeping	Must be no more than 2 animals.
Apiculture	Must meet the requirements of the Apiary Code of Practice, May 2011.
Bus terminal	
Carnival	Must meet the requirements of A 'Good Neighbour' Code of Practice for a Circus of Carnival, October 1997.
Child care centre	Must be located in Precincts 1 or 4: Any frontage at ground floor level must not exceed 2 metres and access must not be shared with another dwelling (other than a caretaker's house).
Cinema	Must be located in Precincts 1, 4 or 5. Any frontage must not exceed 2 metres located at ground floor level along street frontages, except for entry foyers which must not exceed 4 metres.
Circus	Must meet the requirements of A 'Good Neighbour' Code of Practice for a Circus or Carnival, October 1997.
Convenience shop	Must be located at ground level. In Precincts 3 or 7: <ul style="list-style-type: none"> • Must be located within 100 metres of land in precincts 1, 2, 4, 5 or 6 of the Activity Centre Zone and must adjoin, or have access to a road in a Road Zone. • The leasable floor area for each tenancy must not exceed 100 square metres.
Dwelling	Must be located in Precincts 1, 2, 3, 4 or 7. In Precincts 1 or 4 frontage must not exceed 2 metres at ground floor level.
Dependent persons unit	Must be located in Precincts 1, 2, 3, 4 or 7. In Precincts 1 or 4 frontage must not exceed 2 metres at ground floor level.
Education centre	Must be located in Precinct 4.
Food and drink premises (other than Hotel and Tavern)	In Precincts 3 or 7: <ul style="list-style-type: none"> • Must be located within 100 metres of land in precincts 1, 2, 4, 5 or 6 of the Activity Centre Zone and must adjoin, or have access to a road in a Road Zone. • The leasable floor area for each tenancy must not exceed 100 square metres.

CARDINIA PLANNING SCHEME

Home based business	
Indoor recreation facility	Must be located in Precincts 1, 2, 5 or 6. Any frontage must not exceed 2 metres at ground floor level.
Informal outdoor recreation	
Medical Centre	Must be located in Precinct 2 or 4. The gross floor area of each tenancy must not exceed 250 square metres.
Minor utility installation	
Natural systems	
Office (other than Medical centre)	Must be located in Precincts 1, 2, 3, 4, 5 or 6. In Precinct 1 or 6: Any frontage must not exceed 2 metres located at ground floor level along street frontages, except for entry foyers or unless the office is a bank, real estate agency, travel agency.
Place of assembly (other than Cinema, Nightclub and Place of worship)	Must be located in Precincts 4 or 7, or Sub Precinct 2B.
Postal agency	
Restricted retail premises	Must be located in Precinct 4. Must have a minimum leasable floor area for each tenancy of 1,000 square metres.
<u>Rail Station</u>	
Service industry	Must be located in <u>Sub-precinct 2A, 2B or 4A</u> <u>Precincts 2 or 4.</u>
Shop (other than Adult sex product shop, and Convenience shop or Restricted retail premise)	Must be located in Precincts 1, 2, 4, 5 or 6.
Telecommunications facility	Buildings and works must meet the requirements of Clause 52.19.
Any use listed in Clause 62.01	Must meet the requirements of Clause 62.01.
Section 2 - Permit required	
Use	Condition
Accommodation (other than Dwelling, Dependent persons unit, Host farm, Corrective institution and Camping and caravan park)	
Adult sex product shop	Must be at least 200 metres measured by the shortest public pedestrian access route from Precinct 3 or 7, a residential zone, land used for a hospital, primary school or secondary school or land in a Public Acquisition Overlay to be acquired for a hospital, primary school or secondary school.
Animal keeping – if the Section 1 condition is not met	Must be no more than 5 animals.
Child care centre - if the Section 1 condition is not met	Must be located in Precincts 2, 3 or 7.

CARDINIA PLANNING SCHEME

Use	Condition
Cinema – if the Section 1 condition is not met	Must be located in Precinct 6. Any frontage must not exceed 2 metres located at ground floor level along street frontages, except for entry foyers which must not exceed 4 metres.
Commercial display area	Must be located in Sub-P precinct 4A. Must be in conjunction with a use in section 1 or 2.
Dwelling – if the Section 1 condition is not met	In Precincts 5 or 6 must not be located at ground level.
Dependent persons unit– if the Section 1 condition is not met	In Precincts 5 or 6 must not be located at ground level.
Indoor recreation facility– if the Section 1 condition is not met	Must be located in Precinct 2 or 4. Any frontage must not exceed 2 metres located at ground floor level along street frontages, except for entry foyers which must not exceed 4 metres.
Industry (other than Service industry, Rural industry, Refuse disposal or Transfer station)	Must be located in Precincts 4, 5 or 6. Must not be a use specified in Clause 53.10. In Sub-P Precinct 4A: Must be in conjunction with a use in section 1 or 2.
Mail centre	Must be located in Sub-P precinct 4A. Must be in conjunction with a use in section 1 or 2.
Medical Centre – if the Section 1 condition is not met	Must be located in Precinct 1, 2, 3 or 4. In Precinct 1 any frontage must not exceed 2 metres located at ground floor level along street frontages, except for entry foyers which must not exceed 4 metres. In Precinct 3 the gross floor area of each tenancy must not exceed 250 square metres.
Nightclub	Must be in Precinct 1 or sub-precinct 4A .
Office (other than Medical centre) – if the Section 1 condition is not met	In Precinct 7: The land must be located within 100 metres of an adjoining precinct of the Activity Centre Zone. The leasable floor area for each tenancy must not exceed 250 square metres.
Place of worship	Must be located in Precincts 1, 2, 3 or 7. The gross floor area of all buildings associated with the use must not exceed 250 square metres.
Restricted recreation facility	Must be located in Precinct 1, 2, 3, 5 or 6. In Precinct 1 any frontage must not exceed 2 metres located at ground floor level along street frontages, except for entry foyers which must not exceed 4 metres.
Restricted retail premises– if the Section 1 condition is not met	Must be located in Precinct 1, 5 or 6. The gross floor area of each tenancy must not exceed 250 square metres.

CARDINIA PLANNING SCHEME

Use	Condition
Retail premises (other than Adult sex product shop, Convenience shop, Food and drink premises , Restricted retail premises or Shop)	
Research and development centre	Must be located in Sub-Precinct 4A.
Service industry – if the Section 1 condition is not met	Must be located in Precincts 4, 5 or 6.
Shop (other than Adult sex product shop, or Convenience shop or Restricted retail premises) – if the Section 1 condition is not met	In Precinct 7: The land must be located within 100 metres of land in adjoining precincts 1, 2, 4, 5 or 6 in this Schedule 1 to the Activity Centre Zone.
Tavern	Must be located in Precinct 1 or Sub-Precinct 4A.
Any other use not in Section 1 or 3	

Section 3 – Prohibited

Use
Agriculture (other than Apiculture or Animal keeping)
Brothel
Camping and caravan park
Cemetery
Corrective institution
Crematorium
Drive-in theatre
Earth and energy resources industry
Extractive industry
Fuel depot
Host farm
Leisure and recreation (other than Indoor recreation facility, Informal outdoor recreation and Restricted recreation facility)
Refuse disposal
Rural Industry
Saleyard
Service Station
Timber production
Transfer station
Transport terminal (other than Rail station or Bus terminal)
Warehouse (other than a Commercial display area or Mail Centre)

4.0
--/20--
Proposed C228
4.1

Centre-wide provisions

--/20--
Proposed C228

Use of land

A permit is not required to use land for public purposes providing the use is carried out by, or on behalf of, the public land manager.

4.2
--/20--
Proposed C228

Subdivision

Applications for subdivision must demonstrate that they support the objectives for Pakenham Activity Centre to facilitate the creation of viable development sites.

Consolidation of land to facilitate the creation of viable development sites that will assist achieving the development objectives for the Activity Centre is encouraged.

CARDINIA PLANNING SCHEME

Applications for subdivision must meet the requirements of Clause 56.

4.3

—/—/20—
Proposed C228

Buildings and works

No permit is required to construct a building or construct or carry out works for a commercial or mixed use development for the following:

- The installation of an automatic teller machine.
- The alteration to an existing building façade provided:
 - The alteration does not include the installation of an external roller shutter.
 - At least 70 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing.
- To construct a building or carry out works for the purpose of public utility and community facilities or any associated use that is consistent with the intent of the public land reservation or purpose as it carried out by, or on behalf of, the public land manager.
- Construct or extend one dwelling on a lot more than 300 square metres. This exemption does not apply to:
 - Construct a dwelling if there is at least one dwelling existing on the lot.
 - Extend a dwelling if there are two or more dwellings on the lot.
 - Construct or extend a dwelling if it is on common property.
 - Construct or extend a front fence within 3 metres of a street if the fence is associated with two or more dwellings on a lot or a residential building, and the fence exceeds the maximum height specified in Clause 55.06-2.
 - Construct a dwelling that is to be used for the purpose of a caretaker's house or a bed and breakfast.
- Construct or carry out works normal to a dwelling.
- Construct or extend an out-building (other than a garage or carport) on a lot, provided the gross floor area of the out-building does not exceed 10 square metres and the maximum building height is not more than 3 metres above ground level.
- Construct one dependent person's unit on a lot.

4.4

—/—/20—
Proposed C228

Design and development

A permit may be granted to construct a building or construct or carry out works which is generally in accordance with the design and development requirements and specified in Clause 5 of this schedule.

The following design and development requirements apply to an application to construct a building or construct and carry out works:

Residential and mixed use development

On a lot of less than 300 square metres, a development must meet the requirements of Clause 54 if it proposes to:

- Construct or extend one dwelling; or
- Construct or extend a front fence within 3 metres of the street if the fence is associated with one dwelling.

A development up to four storeys, excluding a basement, must meet the requirements of Clause 55 if it proposes to:

- Construct a dwelling if there is at least one dwelling existing on the lot.
- Construct two or more dwellings on a lot.
- Extend a dwelling if there are two or more dwellings on the lot.
- Construct or extend a dwelling if it is on common property.
- Construct or extend a residential building.
- Construct or extend a front fence within 3 metres of street if:

CARDINIA PLANNING SCHEME

- The fence is associated with 2 or more dwellings on a lot or residential building, and
- The fence exceeds the maximum height specified in Clause 55.06-2.

A development of four or more storeys, excluding a basement, must meet the requirements of Clause 58 if it proposes to:

- Construct an apartment development.
- Extend an apartment development.
- Construct a dwelling in or forming part of an apartment development.
- Extend a dwelling in or forming part of an apartment development.
- Construct two or more dwellings on a lot.

Building design

- Buildings should be designed to a high architectural standard.
- Buildings should be designed to address street frontages and respond to their urban context by:
 - Addressing roads and public spaces for passive surveillance, and minimise overlooking of private spaces.
 - Providing visual interest and avoid blank walls.
 - Minimise casting shadows on significant public space.
- Buildings with ground-level frontages to streets, pedestrian areas and/or passive open spaces should contribute to the appearance and function of these areas by providing:
 - At least 70% of the street frontage as transparent entries or display windows.
 - Clear glazing (tinted, or obscured glazing should not be used) with any security screens open in design and located behind glass in windows.
 - The provision of awnings / all-weather protection canopies over footpaths (extending at least 2.5 metres from the building façade) unless it is demonstrated that due to particular circumstances this distance can not be achieved or there is not a requirement for this element.
 - Direct access from the footpath to ground level premises with minimal change of level and is universally accessible.
 - Floor to ceiling heights at ground level of a minimum of 3.5 metres to accommodate changes of use over time.
- Ground floor level car parking areas should be located at the rear of buildings or sleeved behind built form at street frontages; otherwise car parks should be located above ground level active uses or below ground level as basement or semi-basement parking areas.
- Crossovers providing vehicle access to sites should be designed to minimise their impact on ground level street frontages and pedestrian movement.
- Large format developments and uses must be sleeved by smaller retail and commercial uses which present fine grain activated frontages to the street.
- Buildings should be designed to respond to the solar orientation of the site.
- Buildings on sites containing heritage sites or sites adjoining heritage sites should be designed to:
 - be visually recessive and not visually dominate the heritage building and the heritage streetscape.
 - respond sympathetically by transitioning heights and minimise massing.
 - retain the primacy of the three-dimensional form of the heritage building as viewed from the public realm to avoid 'facadism'.
 - incorporate simple architectural detailing that does not detract from significant elements of the heritage building and the heritage streetscape.

CARDINIA PLANNING SCHEME

Building height

Multistorey development is encouraged in line with the objectives of intensifying development and scale in the Pakenham Activity Centre. Preferred building heights for new developments are specified for each precinct in Clause 5 of this Schedule. These building heights are measured from ground level and reflect a typical height of 3.5 metres between levels.

Applications exceeding the preferred building height may be considered by the responsible authority where it can be clearly demonstrated that the proposed development achieves the centre wide objectives and provisions of this Schedule as well as the objectives and guidelines for the relevant precinct, as demonstrated in the *Pakenham Activity Centre Urban Design Framework 2018*.

Under-development of sites should be avoided. Single storey developments are discouraged particularly for properties 10 metres or more in width.

Development on sites or adjoining sites containing buildings of heritage significance or sites adjoining heritage sites are to demonstrate:

- How the proposed building height responds to the heritage significance of the site and its context.
- Whether the maximum building height is achievable having regard to lot size, dimensions (width and depth) and/or those sites within or adjoining the Heritage Overlay.
- Whether the preferred maximum street wall height is achievable having regard to the heritage significance of the site or an adjoining site within the Heritage Overlay.

Building setbacks

Preferred setbacks for development are specified for each precinct in Clause 5 of this Schedule.

If not specified in Clause 5 of this Schedule preferred rear and side setbacks for development are specified in the objectives and standards in Clause 54, 55 and 58 or anywhere else in this scheme.

Development on land within a heritage overlay and on land immediately adjoining a heritage building on Main Street, Pakenham to consider the context of the nil setback with regards to design which reduces visually dominant massing.

Landscape design

Landscape elements and treatments should:

- Be provided within the front and side setbacks, and along the rear boundary on multi-level apartment and townhouse developments.
- Be provided within the front setbacks, the streetscape and public open space areas that are accessible, safe, attractive and functional.
- Allow for passive surveillance.
- Provide screening of driveways and car parks.

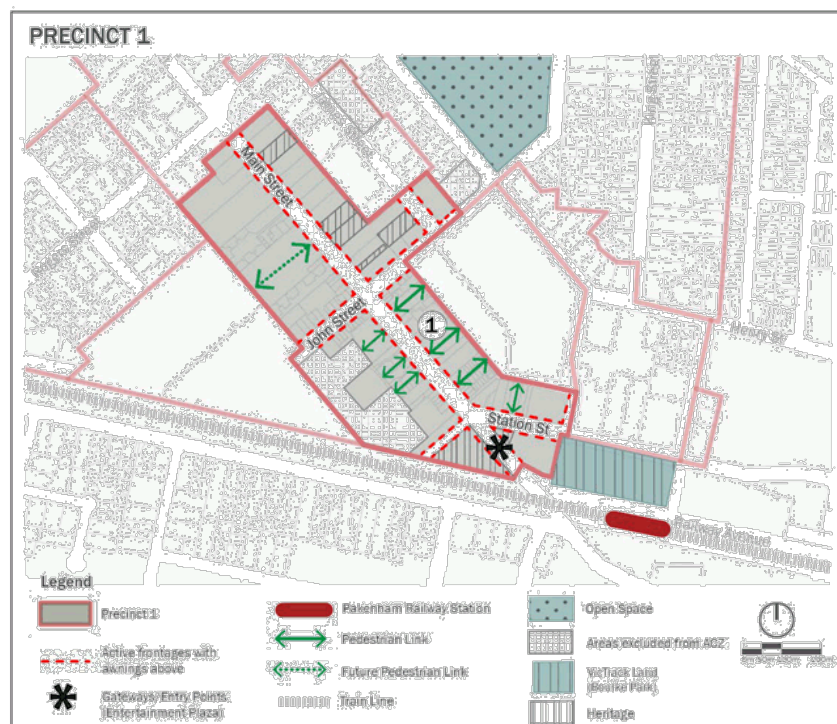
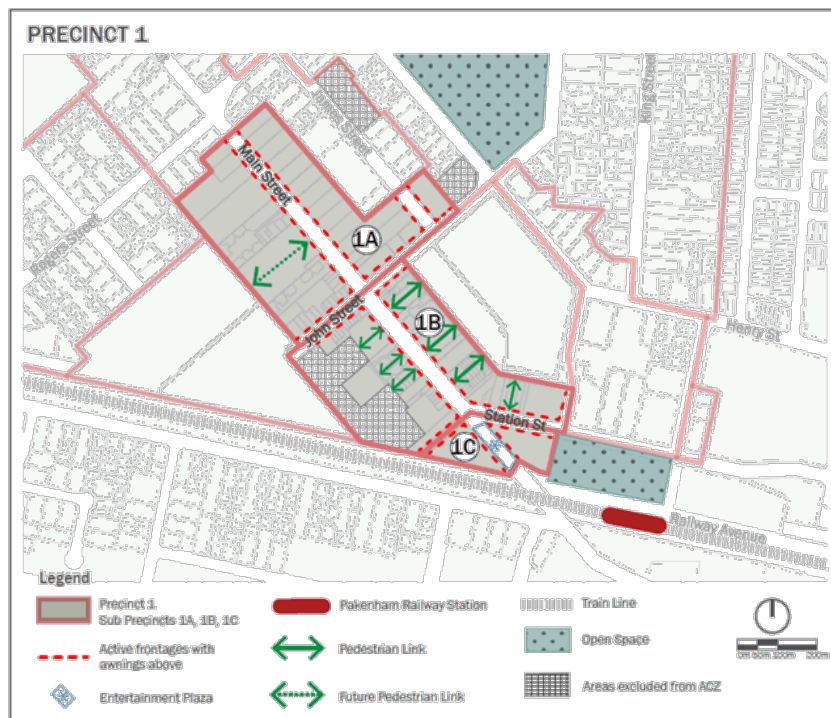
Environmentally Sustainable Design (ESD)

New development should incorporate best practice environmentally sustainable design (ESD), including initiatives relating to water sensitive urban design (WSUD), thermal performance, energy efficiency, stormwater management, facilitating active transport and materials.

CARDINIA PLANNING SCHEME

5.0	Precinct provisions
5.1 Proposed C228	Precinct 1: Core Retail
5.1-1 Proposed C228	Precinct map

CARDINIA PLANNING SCHEME



CARDINIA PLANNING SCHEME

5.1-2 Precinct objectives

~~1-120-~~
Proposed C228

- Create a pedestrian focused and prioritised Entertainment Plaza in the south east corner of the precinct which provides outdoor dining, civic facilities and space for community activities/festivals.
- Reinforce the character of the precinct by encouraging active frontages with fine grain built form.
- ~~and Create~~ attractive streetscapes on main thoroughfares that enhance and create a sense of place for the precinct.
- Facilitate the re-development of the pedestrian links ~~encompassing-including~~ arcades located along Main Street, ~~which including enhancing and activating the~~ access to and from the retail core.
- Facilitate activation of the street in the evening by encouraging outdoor dining areas and active uses throughout the precinct.

5.1-3

~~1-120-~~
Proposed C228

Precinct requirements

Sub-precinct	Preferred building height	Preferred building setbacks
1.4A	15 metres or contributes to 4 storeys Maximum 13 metres or contributes to 4 storeys Minimum 9 metres or contributes to 2 storeys	0 metre front setback 0 metre setback from the road reserve of any adjoining street or laneway.
1B	14 metres or contributes to 4 storeys.	0 metre setback from the road reserve of any adjoining street other than a laneway.
1C	15 metres or contributes to 4 storeys	0 metre front setback

5.1-4

~~1-120-~~
Proposed C228

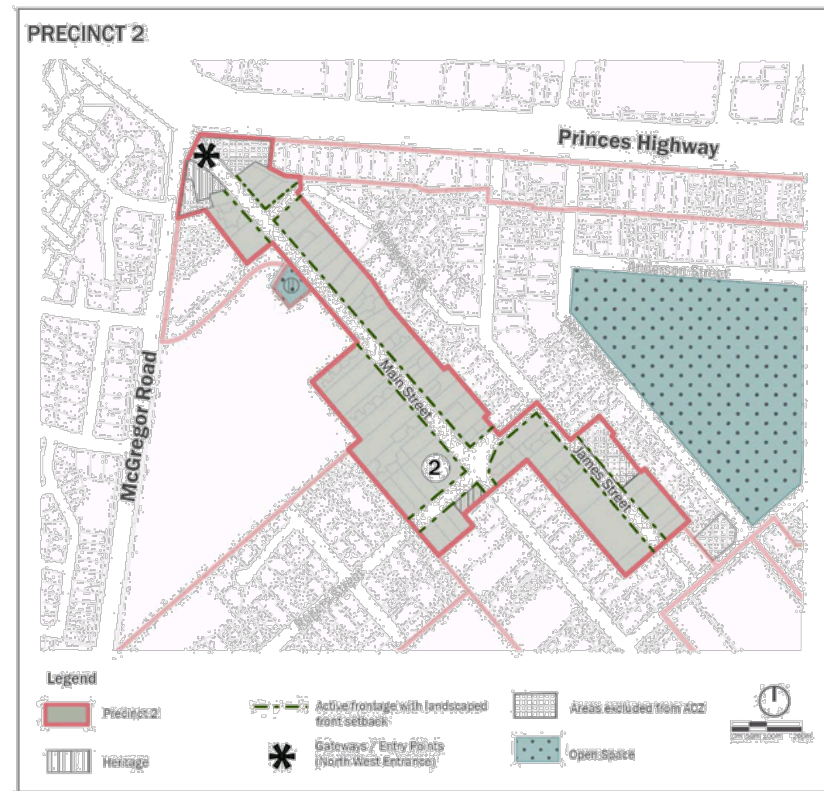
Precinct guidelines

- Provide effective weather protection through a continuous canopy treatment along building frontages.
- Main entrances for developments and ~~businesses uses~~ located on John and Main Streets must address the street.
- Uses in upper storeys should be compatible with the ground floor uses ~~with the potential for office and residential uses.~~
- Ensure ~~retail and other~~ uses and developments ~~that~~ provide passive surveillance ~~that~~ supports safe linkages throughout the activity centre.
- Development must provide visually permeable ~~treatmentssurfaces~~ along facades fronting streets ~~frontages~~, laneways and/or arcades.
- Development ~~in Precinct 1C~~ should provide strong built form that integrates ~~and overlooks with the~~ gateway sites.
- ~~Development adjoining heritage is to continue the fine grained character and provide transition of setbacks and height from heritage sites.~~
- ~~Larger format retail uses are to be sleeved behind fine grain built form which addresses the street.~~
- Provide pedestrian access from the street and avoid creating any internalised malls.
- ~~Locate entrance foyers to upper storeys to be accessible from the street.~~

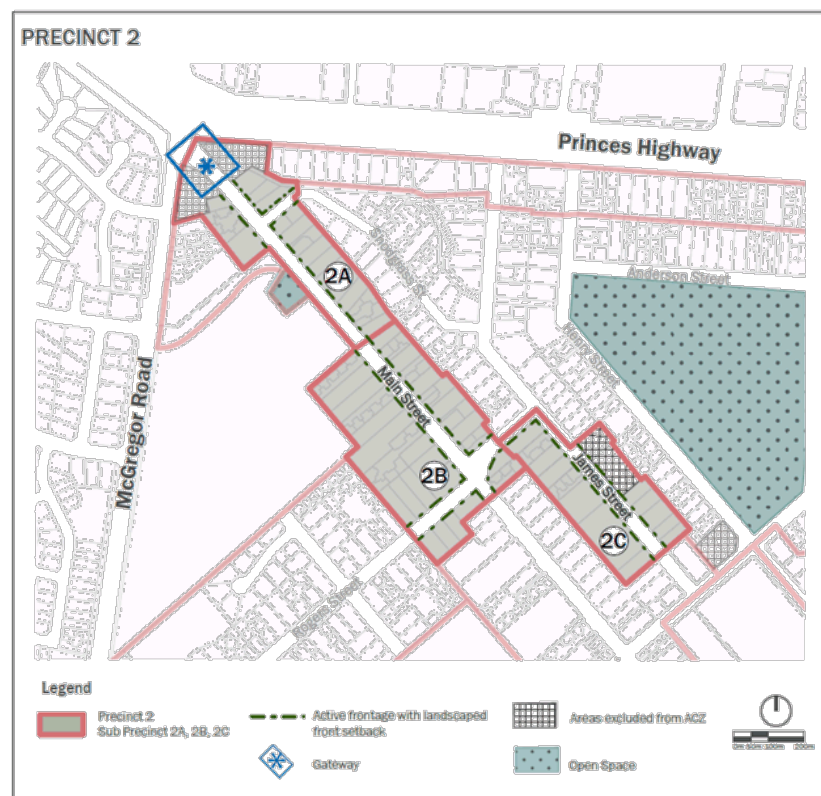
CARDINIA PLANNING SCHEME

5.2 --/20-- Proposed C228	Precinct 2 – <u>West</u> Commercial and Mixed Use
5.2-1 --/20-- Proposed C228	Precinct map

CARDINIA PLANNING SCHEME



CARDINIA PLANNING SCHEME



5.2-2 Precinct objectives

—/—/20—
Proposed C228

- Provide mixed use, community, commercial and residential opportunities within the precinct.
- Encourage ~~street level active~~ retail premises at ground floor level which activates the street, at the lower levels with office uses in upper levels and the rear of the development, and residential uses located within the upper levels of the development.
- Improve pedestrian amenity by contributing to the establishment of attractive streetscapes for all streets in the precinct.
- Improve the interface with Main Street by encouraging the redevelopment of sites and/or adaptive reuse of existing buildings to activate the streetscape.
- Development that interfaces with a gateway site should support and contribute to the enhancement of the public realm and reinforce the entrance statement to Pakenham Activity Centre at these sites.

5.2-3 Precinct requirements

—/—/20—
Proposed C228

Sub- pPrecinct	Preferred building height	Preferred building setbacks
2A	<u>14 metres or contributes to 4 storeys, Maximum 12 metres or contributes to 3 storeys</u> Minimum 9 metres or contributes to 2 storeys	<u>2 metre front setback</u> Minimum 2 metres front setback
2B	<u>Maximum 13.5 metres or contributes to 3 storeys</u>	<u>2 metres front setback</u>

CARDINIA PLANNING SCHEME

2C	Maximum 11 metres or contributes to 3 storeys	2 metres front setback
-----------	---	------------------------

5.2-4

--/20--
Proposed C228

Precinct guidelines

- Development should address and interface with all streets by providing active frontages including entrance canopys to the street.
- Developments should provide sympathetic interface treatments and articulation to any adjoining residential precincts and heritage places or precincts.
- Development should consolidate lots to achieve a range of mixed use developments.
- Developments should provide a transition between the retail uses and commercial uses whilst being sympathetic to the current streetscape character.
- Development should provide passive surveillance of the street.
- Buildings in Precinct 2A should respond appropriately to heritage elements and the landscape.
- Development in Precinct 2A should provide strong built form that integrates with gateway sites.
- Developments should provide highly activated frontages with windows and entrances as the predominant elements of the ground floor façade.
- Balcony's and living areas of any residential component of a development is to address the public realm that adjoins the site.

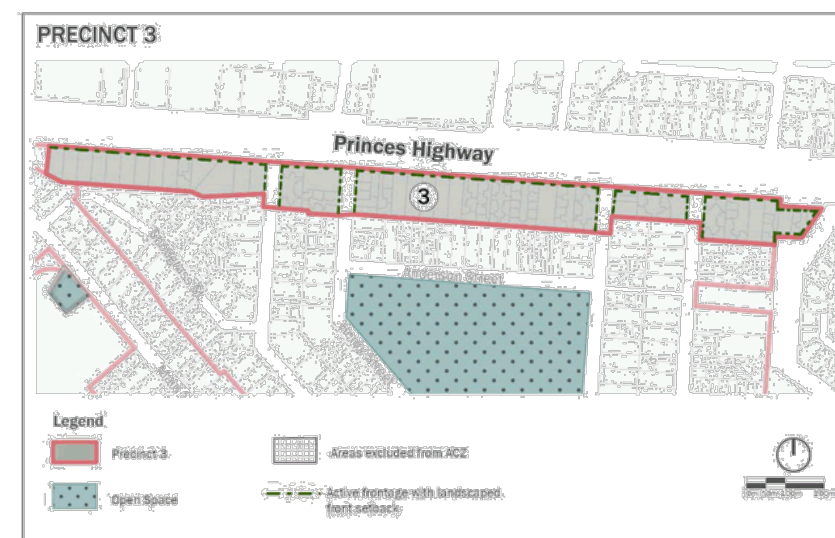
CARDINIA PLANNING SCHEME

5.3 Precinct 3 – Princes Highway

5.3-1
 Proposed C228

Precinct map

5.3-2
 Proposed C228



5.3-2 Precinct objectives

5.3-2
 Proposed C228

- Encourage complementary residential uses such as including aged care, medical and health-related services, education and offices.
- Encourage a mix of residential **types/forms** within the precinct to transition from a traditional residential development to higher density.
- ~~Encourage complementary residential uses such as including aged care, medical and health-related services, education and offices.~~
- Encourage the consolidation of sites to facilitate a broader range of medium and higher density residential developments.
- Encourage non-residential uses in mixed use developments.**

CARDINIA PLANNING SCHEME

- Establishes a built form that is responsive, in terms of scale and orientation, to its interface with a major transport corridor and the urban structure of adjoining precincts of the Activity Centre.

5.3-3

Precinct requirements

—/—/20—
Proposed C228

Precinct	Preferred building height	Preferred building setbacks
3	Maximum 13.52 metres or contributes to 43 storeys	Maximum 4 metres front setback

5.3-4

Precinct guidelines

—/—/20—
Proposed C228

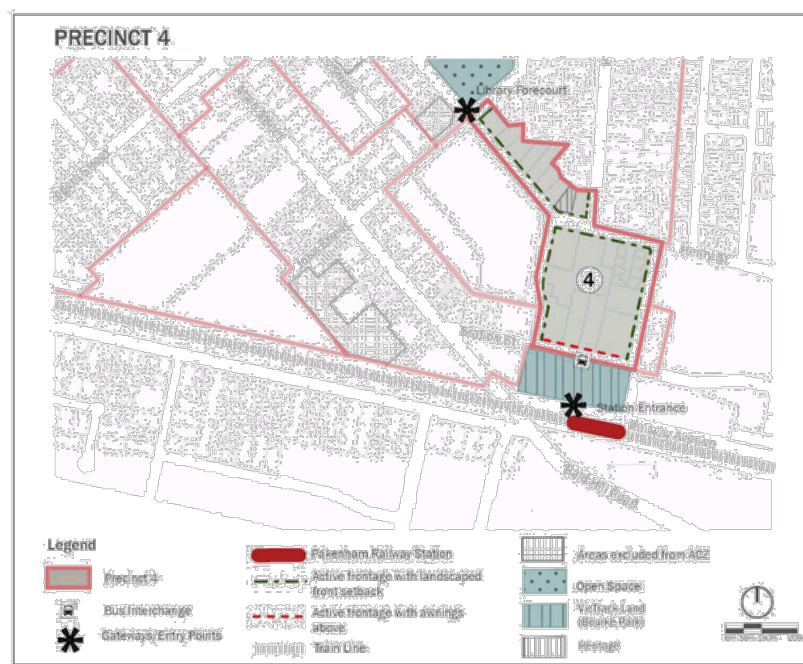
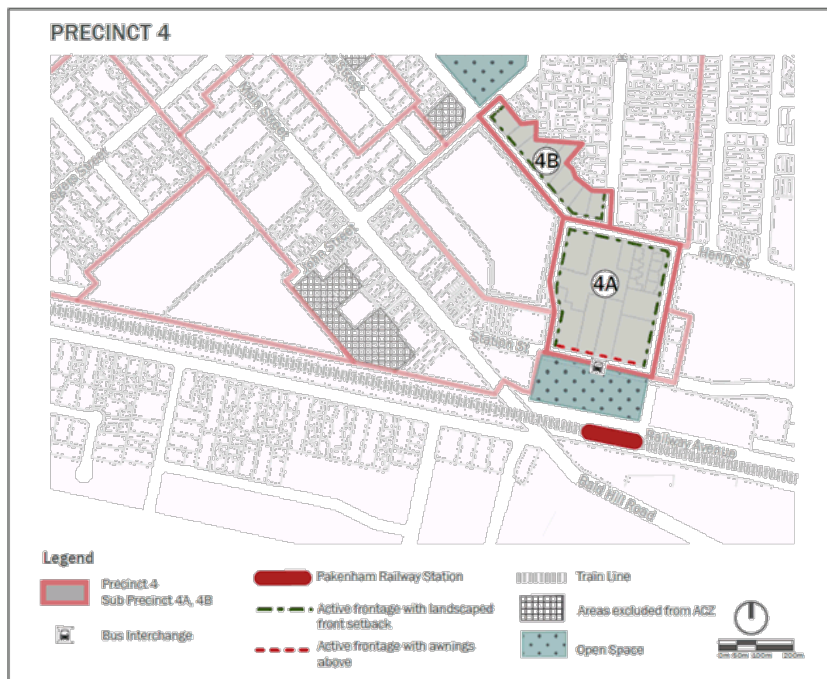
- On-site parking should not be provided in the front setback.
- New commercial uses should be compatible with nearby residential development.
- Development should be sympathetic to the scale of adjoining residential areas through urban design, screening, articulation, and built form responses.
- Buildings must address the street with entrances clearly visible from the street and upper storey elements providing passive surveillance of the street.
- Screen car parking areas and all loading and all other service areas from the public realm.
- Entrances to developments should address the street.
- Developments with non-residential uses at ground floor level to provide activated frontages with windows and entrances as the predominant element.

CARDINIA PLANNING SCHEME

5.4 Precinct 4 – **East Commercial and Mixed Use Station Street**

5.4.1 Precinct map

–/–/20–
Proposed C228



5.4.2 Precinct objectives

–/–/20–
Proposed C228

CARDINIA PLANNING SCHEME

- Provide employment opportunities that maximise the site's proximity to public transport, the core retail area and community facilities.
- Encourage the consolidation of sites for commercial development and entertainment activities to facilitate a broader range of medium and higher density mixed use developments.
- Ensure development and -uses- built form innovatively to and respond appropriately responds to flooding extents on Station Street.
- Ensure street frontages and land uses activate the precinct and provide passive surveillance of public open space and the public realm Bourke Park.
- Ensure street amenity and access prioritises pedestrian movements by minimising vehicle crossovers around the perimeter of the precinct.

5.4-3 Precinct requirements

—/—/20—
Proposed C228

Sub-precinct	Preferred building height	Preferred building setbacks
4A	Maximum 14 metres or contributes to 4 storeys Minimum 11 metres or contributes to 3 storeys	Minimum 2 metres front setback 0 metres front setback from Station Street
4B	Maximum 11 metres or contributes to 3 storeys Minimum 9 metres or contributes to 2 storeys	Minimum 2 metres front setback

5.4-4

—/—/20—
Proposed C228

Precinct guidelines

- Development to provide visually permeable frontages at ground floor level.
- Development to provide active frontages and effective weather protection through a continuous canopy treatment along building frontages on Station Street.
- Developments to provide a scale that is responsive to any sensitive uses or precinct boundary that adjoin the site.
- Car parking is to be located at the rear of the development and is to be sleeved by built form.
- Developments to provide a range of fine grain commercial uses at ground floor level with residential and office uses above.
- Larger retail and commercial developments to provide active uses and fine grain retail that address the street and sleeves the larger format use.
- Developments fronting Slaterry Place, Cook Drive, and Henry Street to provide a landscaped setback.
- Developments should provide highly activated frontages with windows and entrances as the predominant elements of the ground floor façade.
- Balcony's and living areas of any residential component of a development is to address the public realm that adjoins the site.
- Locate entrances to the upper storeys in the primary street façade or a façade interfacing with a public realm space.

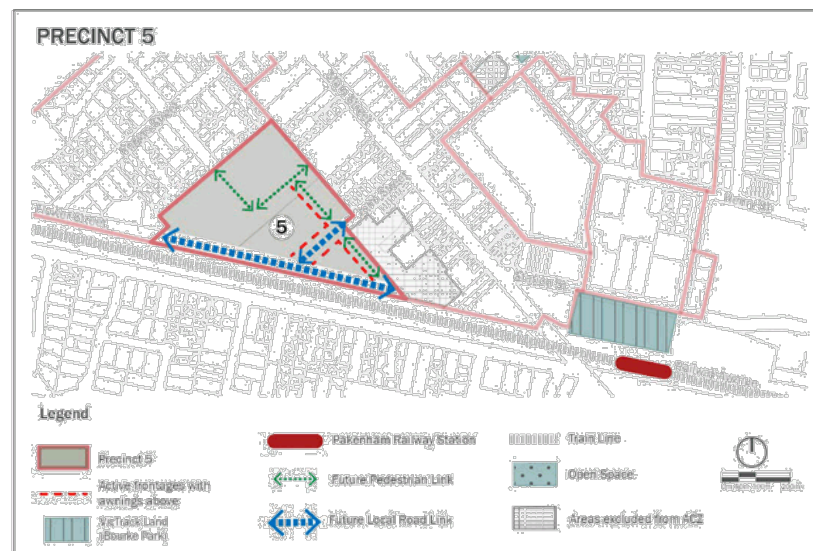
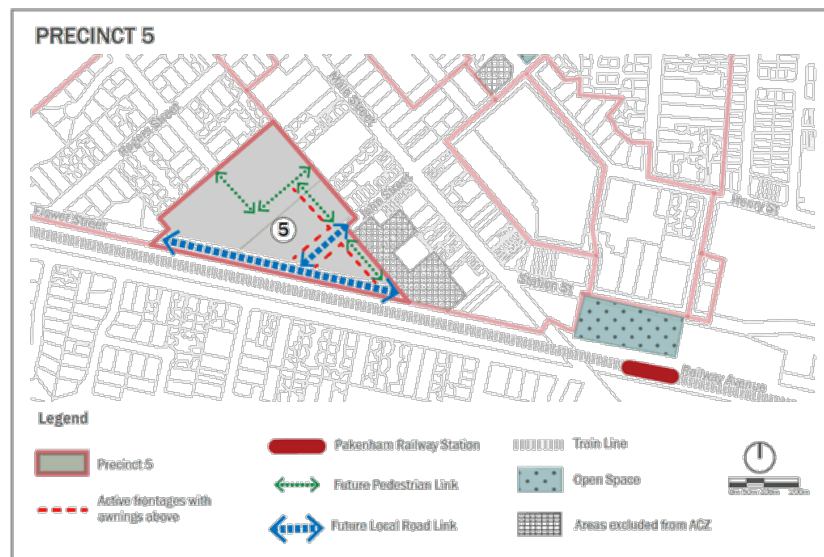
CARDINIA PLANNING SCHEME

5.5 Precinct 5 – Pakenham Place – Key Development Site

—/—/20—
Proposed C228

Precinct map

—/—/20—
Proposed C228



5.5-2 Precinct objectives

—/—/20—
Proposed C228

- Create a shopping street typology that supports anchor and specialty retail functions of the precinct.
- Encourage an appropriate range of retail, entertainment and commercial facilities.
- Create an interconnected precinct with passive surveillance, interactive uses, increased pedestrian linkages and active frontages that address streets.
- Create a strong pedestrian and cycle environment within the precinct, particularly along Wadsley Avenue and to and from Council owned car parks.

CARDINIA PLANNING SCHEME

- Provide new local road connections by extending Flower Street to Drake Place and John Street to Flower Street.

5.5-3 Precinct requirements

~ / ~ / 20 ~
Proposed C228

Precinct	Preferred building height	Preferred building setbacks
5	Maximum 15 4 metres or contributes to 4 storeys	0 metre front setback

5.5-4 Precinct guidelines

~ / ~ / 20 ~
Proposed C228

- Ensure the redevelopment of the precinct has minimal impact on the amenity of the surrounding areas.
- Ensure the redevelopment of this precinct provides activated frontages along, John Street, and Drake Place.
- Development interfacing with the Flower Street future local road link to provide intermittent breaks within the building design to prevent a long stretch of loading bays and/or blank walls.
- Ensure a well-designed, environmentally sustainable and landscaped car parking.
- Any new development to sleeve larger format retail by continuing the fine grain and general built form of the existing shops in the core retail area at ground floor level.
- Reinforce pedestrian connections from the development to the Council owned car parks.

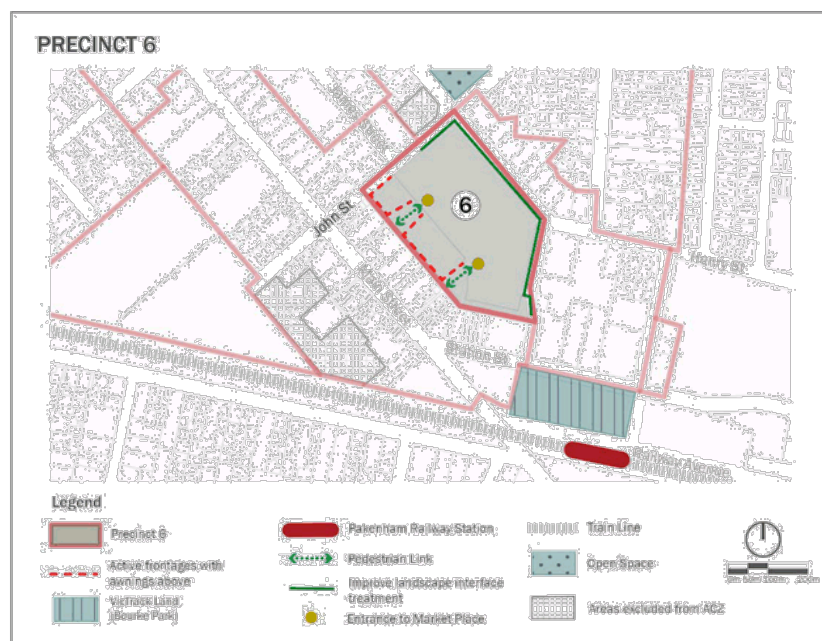
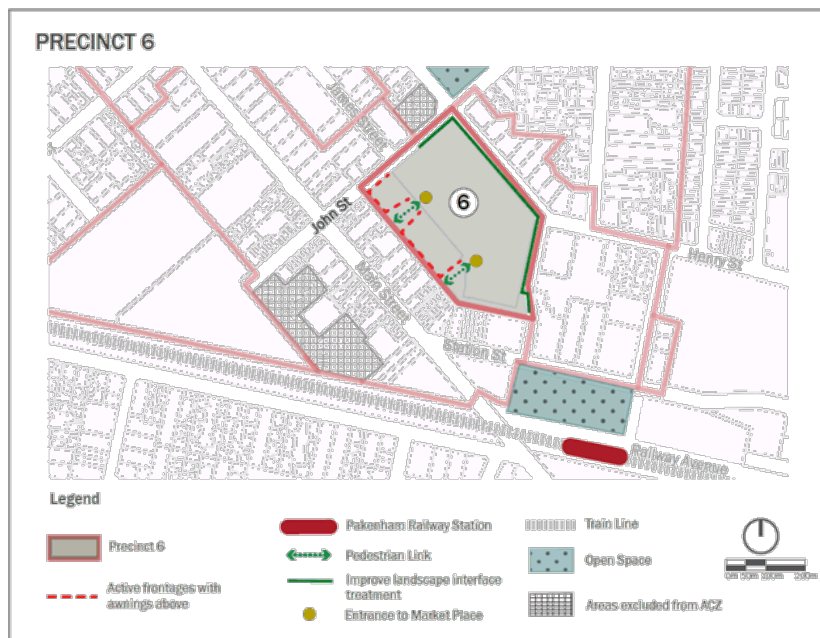
CARDINIA PLANNING SCHEME

5.6 Precinct 6 – Marketplace

---/20---
5:6:4d C228

Precinct map

---/20---
Proposed C228



5.6-2 Precinct objectives

---/20---
Proposed C228

- Provide for the expansion of the development providing comprehensive retail and commercial uses ~~to improve the viability and function.~~

CARDINIA PLANNING SCHEME

- Support the re-development of the Council owned car park as a multi-deck car park and commercial development.
- Improve pedestrian connections from Pakenham Central Marketplace to Main Street via the laneway and arcade network.
- Encourage retail and commercial uses at ground floor level that do not conflict with the core retail area.
- Encourage improved interfaces and pedestrian connectivity to the adjacent residential areas.

5.6-3

---/20---
Proposed C228

Precinct requirements

Precinct	Preferred building height	Preferred building setbacks
6	Maximum-154 metres or contributes to 4 storeys	0 metre front setback

5.6-4

---/20---
Proposed C228

Precinct guidelines

- New development should consider multi-level car parking and commercial development to be located adjacent to Treloar Lane.
- Retail and commercial floor spaces should be located on the ground floor of the site.
- Pedestrian connections should connect with the laneway and arcade network through to Main Street and John Street.
- Future development should provide clear pedestrian sightlines to Main Street, John Street and Treloar Lane.
- Any new development should be sympathetic to the scale of the surrounding residential neighbourhood and height is to be stepped down to adjoining residential areas.
- ~~Maximum height is to be stepped down to adjoining residential areas.~~
- Development is to maximise the extent of building frontages addressing streets and laneways presenting highly activated frontages.
- Any redevelopment of the Pakenham Central Marketplace Shopping Centre or Council owned car parks should include streetscape improvements and activation of the existing building treatments to Henry Street, John Street and Treloar Lane.

CARDINIA PLANNING SCHEME

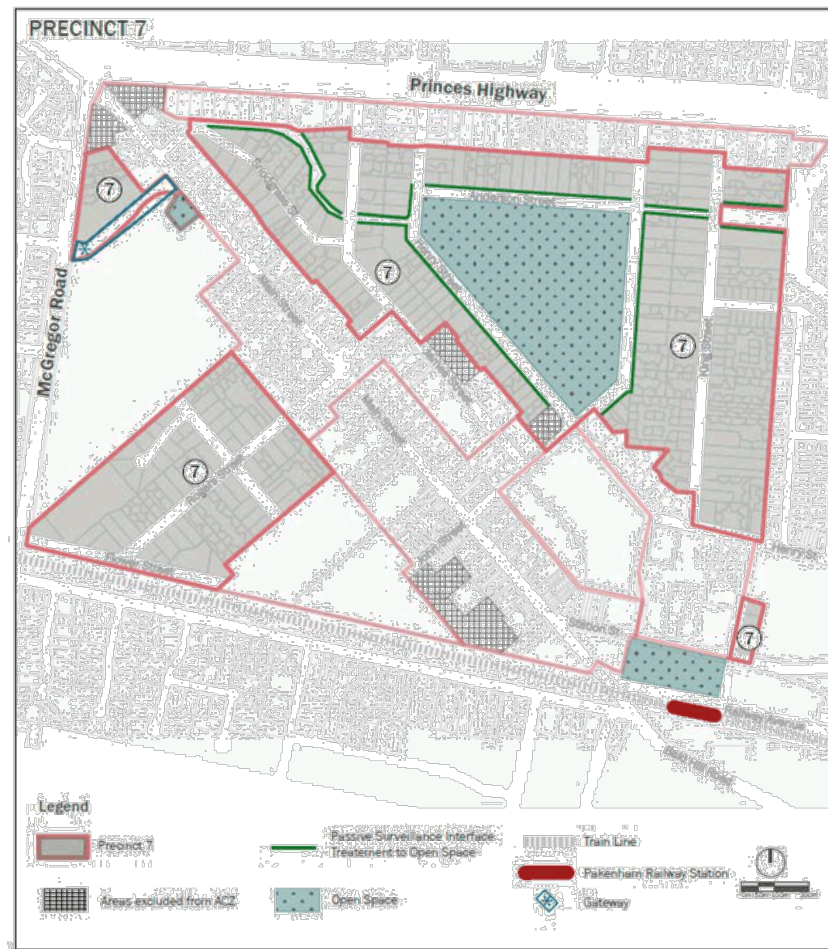
5.7 **Precinct 7 – Existing Residential**~~---/20---~~

Proposed C228

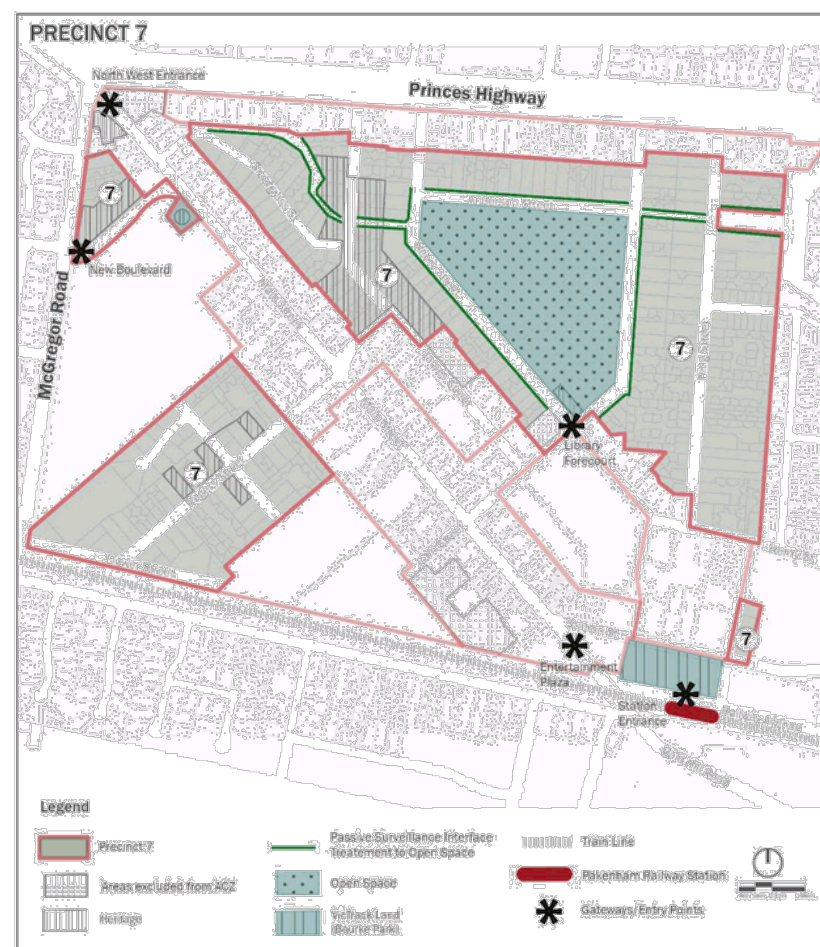
5.7-1 **Precinct map**~~---/20---~~

Proposed C228

CARDINIA PLANNING SCHEME



CARDINIA PLANNING SCHEME

**5.7-2**

—/—/20—
Proposed C228

Precinct objectives

- Achieve a higher density precinct predominately residential with mixed use components.
- Create a contemporary urban character which is well integrated with the public realm and open space and respectful of heritage.
- Encourage high quality design of residential development which provides a transition in scale from the boundary of the retail core precinct centre of the Activity Centre to surrounding residential areas.
- Encourage lot consolidation for a focus on new medium density development at a higher scale to the centre of the Activity Centre and lower scale to the boundary edge.
- Encourage residential areas adjoining open spaces to be designed with an active interface with passive surveillance of public spaces.

5.7-3

—/—/20—
Proposed C228

Precinct requirements

Precinct	Preferred building height	Preferred building setbacks
----------	---------------------------	-----------------------------

CARDINIA PLANNING SCHEME

7	Maximum 13.5 metres or contributes to 3 storeys Minimum 9 metres or contributes to 2 storeys	Maximum 4 metres front setback
---	---	--------------------------------

5.7-4

~~---/20--~~
Proposed C228

Precinct guidelines

- Development should consist of medium density housing comprising a variety of housing types and layouts which responds to the evolving urban character of this precinct.
- Encourage lot consolidation to deliver increased housing densities close to the retail core of the Activity Centre.
- Developments should integrate with the Pakenham Creek and open space as key features.
- Buildings on corner sites to address the two street frontages and demonstrate built form architecture that provides a sense of arrival to the Activity Centre.
- Landscaping is required ~~to address~~ the front setback and rear boundary of ~~a multi-level~~ apartment and townhouse developments.
- Encourage the inclusion of verandas and/or balconies in the front set back to improve articulation and passive surveillance.

6.0

~~---/20--~~
Proposed C228

Application requirements

The following application requirements apply to an application for a permit under Clause 37.08, in addition to those specified in Clause 37.08, including Clause 54, 55, 56 and 58 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- Illustrations of sight lines from balcony edges to demonstrate the extent of passive surveillance and overlooking.
- Cross sections of the proposed building.
- A three-dimensional plan of the proposed development in the context of the surrounding development.
- A Waste Management Plan.
- A Landscape Plan.
- A Construction Management Plan which sets out the principal construction issues and how the anticipated process will be managed.
- A Disability (Access to Premises – Buildings) Standards 2010 Report which outlines out how the building is accessible and meets the Premises Standards in accordance with the *Disability Discrimination Act 1992*.
- An Environmentally Sustainable Design Report which outlines the ESD initiatives included within the proposal and address the ESD provisions in Cause 4.4 of this Schedule.
- An application for a development in Sub-precinct 4A must be accompanied by a Preliminary Environmental Site Assessment, prepared by a suitably qualified professional, indicating the current state of the land is suitable for the proposed use, and whether an environmental audit of the land is required in accordance with Part IXD of the *Environment Protection Act 1970* for a sensitive use.
- An application which reduces or exceeds any of the Preferred Building Heights or Preferred Building Setbacks outlined in the relevant precinct requirements must be accompanied by a Design Response and Urban Context Report which demonstrates built form transition, height, setbacks, massing, shadow diagrams and detail of the development.
- An application for a development in Precincts 2, 4, 6 or 6 within 30 metres of Precincts 3 or 7 must be accompanied by an Urban Context Report and Design Response which demonstrates built-from transition to the adjoining residential dwellings and/or heritage sites or precincts through the height, setback, massing, shadow diagrams and detail of the development.

CARDINIA PLANNING SCHEME

- An application for a permit on public land by a person other than the relevant public land manager must be accompanied by the written consent of the public land manager, indicating that the public land manager consents generally or conditionally either:
 - To the application for permit being made and/or to the proposed use of development.

The responsible authority may waive or reduce any of the application requirements detailed above, for works that are minor in nature or of a specific type where the requirements are not considered relevant or appropriate.

7.0
 --/20--
 Proposed C228

Notice and review

An application to construct a building or carry out works is not exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act if it is in Precinct 3 or 7, and/or the development exceeds the preferred building heights or does not meet other precinct requirements contained within Clause 5 of this schedule.

8.0
 --/20--
 Proposed C228

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65 and Clause 37.08-9, the responsible authority must consider, as appropriate:

Non-residential uses and development in Precinct 7

- ~~The use and/or development is compatible with residential use.~~
- ~~The use generally serves local community needs.~~
- ~~The impact on the amenity of nearby residential uses.~~
- ~~The design, height, setback and appearance of the proposed buildings and works and its impact on the character of the surrounding area.~~
- ~~The proposed landscaping.~~
- ~~The proximity to a designated public transport route.~~
- ~~The capacity of the road servicing the site and provision of car and bicycle parking and associated access ways.~~
- ~~The proposed loading and refuse collecting facilities.~~
- ~~The safety, efficiency and amenity effects of traffic to be generated by the proposal.~~
- ~~The proposal will segregate a single dwelling or a collection of dwellings from the surrounding residential area.~~

Use

The following decision guidelines apply to an application for a permit under Clause 37.08, in addition to those specified in Clause 37.08 and elsewhere in the scheme, and whether the proposal provides for:

An appropriate scale of development in order to accommodate the mix and intensity of uses envisaged for each precinct.

Design and built form

Whether the proposed development:

- Meets the framework objectives of this Schedule.
- Meets the relevant precinct objectives, design requirements and design guidelines of this Schedule.
- Creates a strong visual interest by providing building types based on innovative and contemporary architecture, urban design and ecologically sustainable development principles.

CARDINIA PLANNING SCHEME

- Provides overhead weather protection adjoining key pedestrian footpaths and main boulevards.
- Provides access points that minimise disruption to the continuity of the public realm.
- Screen from view all car parking, loading and all other service areas from the public realm.
- Provides passive surveillance of the public realm.
- Meets the preferred building height and setbacks having regard to lot size, dimensions (width and depth) and/or those sites within or adjoining the Heritage Overlay.
- Provides an increased upper level setback is required having regard to the heritage significance of the site or an adjoining site within the Heritage Overlay.

Subdivision

Whether the subdivision:

- Is associated with a development proposal that supports the objectives promoted by this schedule.

Transport and movement

Whether the proposed development:

- Integrates car parking requirements into the design of the buildings and landform by discouraging ground floor car parks seen at the street frontage.
- Provides vehicular access to buildings fronting key boulevards off side streets or via rear access.
- Limits the number of vehicle crossing to each development.

Non-residential uses and development in Precinct 7

- The use and/or development is compatible with residential use.
- The use generally serves local community needs.
- The impact on the amenity of nearby residential uses.
- The design, height, setback and appearance of the proposed buildings and works and its impact on the character of the surrounding area.
- The proposed landscaping.
- The proximity to a designated public transport route.
- The capacity of the road servicing the site and provision of car and bicycle parking and associated access ways.
- The proposed loading and refuse collecting facilities.
- The safety, efficiency and amenity effects of traffic to be generated by the proposal.
- The proposal will segregate a single dwelling or a collection of dwellings from the surrounding residential area.
-

9.0

--/20--
Proposed C228

Advertising signs

Advertising sign requirements are at Clause 52.05. All land located within Precinct 7 or 3 is in Category 3 and all other land is in Category 1.

10.0

--/20--
Proposed C228

Other provisions of the scheme

None specified.

CARDINIA PLANNING SCHEME

11.0 Reference documents

--J-/20--
Proposed C228

Cardinia Shire Pakenham Structure Plan 2018.

Cardinia Shire Pakenham Activity Centre Urban Design Framework 2018.

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Red = deleted text

Green = added text

Pakenham Structure Plan

Page No.	Pakenham Structure Plan (November 2018)	Pakenham Structure Plan (May 2019)	Comments
Title page	19 November 2018	20 May 2019	Date change: adoption and readoption
Information page		Consultants <i>David Helms Heritage Planning</i> (Pakenham Activity Centre Heritage Review 2018) <i>SALT3</i> (Pakenham Parking Precinct Plan 2017) <i>Urban Enterprise</i> (Pakenham Retail Core & Mixed Use Analysis 2016)	Included three additional study's recommendations and work completed post adoption. Corrected titles and added date of publication.
Page 4	State Planning Policy Framework Clause 11.03	Updates Planning Policy Framework Clause 11.03-1S	Updates as per VC148 Amendment including State Policy naming convention changes.
Page 5	Council Plan 2013-2017	Council Plan 2016-2020	Updates Council Plan Date to most recently adopted version.
Page 13	Section 5.1.1 Housing Strategy 3: <ul style="list-style-type: none"> Support an increase of housing density in close proximity to the core retail area, Pakenham Railway Station and abutting open spaces. 	<ul style="list-style-type: none"> Support an increase of housing density in close proximity to the core retail precinct, Pakenham Railway Station and abutting open spaces. 	Ensured the use of the correct precinct name 'Core Retail Precinct'. Changed 'area' to 'precinct' using correct naming conventions.
Page 17	Section 5.2.2. Pedestrian and cycling Strategy 8: <ul style="list-style-type: none"> Improve pedestrian amenity and safety at the John and Main Street intersection. 	Strategy 3: <ul style="list-style-type: none"> Improve pedestrian amenity and safety at the John and Main Street intersection and throughout the activity centre. 	Move point 3 to point 8 and re-word sentence to ensure it covers the retail core precinct as well as the rest of the activity centre.
Page 22	Section 5.3.1. Open Space Strategy 3:	Strategy 3:	Removes ambiguity by deleting unnecessary words.

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Page No.	Pakenham Structure Plan (November 2018)	Pakenham Structure Plan (May 2019)	Comments
	1. Maximise the usefulness, quality and quantity of open space delivered as part of the development of large development sites and key precincts.	Maximise the usefulness, quality and quantity of open space delivered as part of the development of large development sites.	
Page 24	<p>Section 5.3.2. Streets</p> <p>Objective 2:</p> <ul style="list-style-type: none"> Promote human scale and pedestrian focused streets to encourage a vibrant and lively public realm in the retail core, focusing on night time activities. <p>Strategy 1:</p> <ul style="list-style-type: none"> Utilise placemaking activities to create destinations and interactive places along the main streets. <p>Strategy 2:</p> <ul style="list-style-type: none"> Utilise a place based approach to ensure the retail core and commercial and office areas along John and Main Streets are activated. 	<p>Objective 2:</p> <p>Promote human scale and pedestrian focused streets to encourage a vibrant and lively public realm in the retail core, including evening activities.</p> <p>Strategy 1:</p> <ul style="list-style-type: none"> Utilise placemaking activities to create destinations and interactive places along important streetscapes (see Figure 7). <p>Strategy 2:</p> <ul style="list-style-type: none"> Ensure the retail core and commercial and office areas along John and Main Streets are activated. 	<p>Provides more clarity on the focus of economic development and night-time activity.</p> <p>Provides clarity and reference to a map, using the naming convention identified in the legend.</p> <p>Provide more clarity by deleting 'Utilise a place based approach to'.</p>
Page 26	Section 5.4.1. Heritage	<p>Update Figure 8:</p> <ul style="list-style-type: none"> Reduce the map extent for no. 13 Reduce map extent for no. 12 	Update information with any changes made via C242 Pakenham Heritage.

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Page No.	Pakenham Structure Plan (November 2018)	Pakenham Structure Plan (May 2019)	Comments
Page 27	<p>Section 5.4.1. Heritage</p> <p>Objective 1:</p> <ul style="list-style-type: none"> Ensure contemporary architecture of any new development responds to any adjoining heritage places and precincts and provides appropriate interfaces. <p>Strategy 2:</p> <ul style="list-style-type: none"> Encourage the adaptive reuse of existing heritage buildings and places, provided this does not have a negative impact on its heritage value. <p>Strategy 3:</p> <ul style="list-style-type: none"> Ensure new developments adjacent or in close proximity to heritage places and buildings is sympathetic in its design and form, providing a contemporary design response that reflects today's architecture. <p>Section 5.4.2. Core retail</p> <p>Strategy 3:</p> <ul style="list-style-type: none"> Ground floor facades addressing streets in the retail core of the town centre are to be highly activated by providing frontages that predominantly consist of entrances and unobscured glazing, and minimise areas of blank wall. 	<p>Remove 23 Rogers Street from list of properties.</p> <p>Objective 1:</p> <ul style="list-style-type: none"> Ensure present day architecture of any new development responds to any adjoining heritage places and precincts and provides appropriate interfaces. <p>Strategy 2:</p> <ul style="list-style-type: none"> Encourage the adaptive reuse of existing heritage buildings and places. <p>Strategy 3:</p> <ul style="list-style-type: none"> Ensure new developments adjacent or in close proximity to heritage places and precincts is sympathetic in its response to design and built form. <p>Section 5.4.2. Core retail</p> <p>Strategy 3:</p> <ul style="list-style-type: none"> Ground floor facades that addresses streets in the retail core by providing frontages that predominantly consist of entrances and unobscured glazing; and minimises areas of blank wall. <p>Strategy 4:</p> <ul style="list-style-type: none"> Encourage built form elements such as weather protection that contributes to and enhance pedestrian amenity within streetscapes and other public realm areas. 	<p>Update information with any changes made via Amendment C242 Pakenham Heritage.</p> <p>Changed from 'contemporary architecture' to 'present day architecture' for clarity.</p> <p>Deleted second part of sentence as any change to use will need to strategically justify the re-use.</p> <p>Provides greater clarity to developments in achieving the desired design and built form.</p> <p>Deletes wording 'of the town centre are to highly activated' to change from objective to strategy statement and provide further clarity.</p> <p>Adds 'weather protection' to provide greater clarity on what contributes to pedestrian amenity within the streetscape.</p>

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Page No.	Pakenham Structure Plan (November 2018)	Pakenham Structure Plan (May 2019)	Comments
Page 28	Section 5.4.3. Commercial and Mixed Use	<p>Removes Strategy 2:</p> <ul style="list-style-type: none"> Consider development built form that presents a range of front setbacks, including a zero setback. <p>Point 7/8:</p> <ul style="list-style-type: none"> Encourage the consolidation of sites to achieve better integrated built form outcomes that <i>incorporates</i> requirements such as car parking, servicing and vehicle access points. 	<p>This information is provided in the Urban Design Framework and is duplicated in the Structure Plan.</p> <p>Change 'integrates' to 'incorporates' as the plans to consolidate sites should include car parking, vehicle access points.</p>
Page 29	Section 5.4.4. Residential	<p>Removed Strategy 3:</p> <ul style="list-style-type: none"> The built form of new development is to provide a minimum front setback of 4 metres. 	<p>This information is provided in the Urban Design Framework and does not need to be repeated in the Structure Plan.</p>
Page 31	Section 6.1. Precinct 1	<p>The private arcades play an important part in supporting the high level of pedestrian activity by providing a number of safe pedestrian connections, especially to the Drake Place Council car park. Increasing <i>evening</i> activity in the centre will further facilitate a safe and lively environment.</p> <p>Figure 10 – remove reference to a, b, c</p> <p>Entertainment Plaza (Gateway site) Change Bourke Park from open space to different icon treatment</p>	<p>Change 'night-time' to 'evening'. Provides more clarity on the types of uses the activity centre is trying to attract – i.e. cafes, restaurants and bars (not necessarily nightclubs).</p> <p>To be consistent with the Urban Design Framework and Activity Centre Zone precinct requirements, removed reference to a, b and c.</p> <p>Identify gateway sites so it can be linked to the Objectives and Strategies of the Structure Plan. Clearly identify Bourke Park</p>

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Page No.	Pakenham Structure Plan (November 2018)	Pakenham Structure Plan (May 2019)	Comments
			as VicTrack's land which will eventually be redeveloped for transport purposes.
Page 32	<p>Section 6.1. Precinct 1 Retail Core</p> <p>Objective 2:</p> <ul style="list-style-type: none"> Reinforce the character of the precinct by encouraging active frontages with fine grain built form and attractive streetscapes on main thoroughfares that enhance and create a sense of place for the precinct. <p>Precinct Guidelines</p> <p>Point 3</p> <ul style="list-style-type: none"> Uses in upper storeys should be compatible with the ground floor uses, with the potential for office and residential uses. <p>Point 4</p> <ul style="list-style-type: none"> Ensure retail and other uses and developments that provide passive surveillance support safe linkages throughout the activity centre. <p>Point 5</p> <ul style="list-style-type: none"> Development must provide visually permeable surfaces along facades fronting street frontages, laneways and/or arcades. <p>Point 6</p> <ul style="list-style-type: none"> Development in Precinct 1C should to provide strong built form that integrates and overlooks the gateway sites. 	<p>Objectives 2:</p> <ul style="list-style-type: none"> Reinforce the character of the precinct by encouraging active frontages with fine grain built form. <p>Objective 3:</p> <ul style="list-style-type: none"> Create attractive streetscapes on main thoroughfares that enhance and create a sense of place for the precinct. <p>Objective 4:</p> <ul style="list-style-type: none"> Facilitate the re-development of the pedestrian links including arcades located along Main Street, which enhances and activates access to and from the retail core. <p>Precinct Guidelines</p> <p>Point 3</p> <ul style="list-style-type: none"> Uses in upper storeys should be compatible with the ground floor uses. <p>Point 4</p> <ul style="list-style-type: none"> Ensure uses and developments provide passive surveillance that supports safe linkages throughout the activity centre. <p>Point 5</p> <ul style="list-style-type: none"> Development must provide visually permeable treatments along facades fronting streets, laneways and/or arcades. <p>Point 6</p> <ul style="list-style-type: none"> Development in Precinct 1 to provide strong built form that integrates and overlooks the gateway site. 	<p>Splits Objective two into two objectives (Objective 2 and new Objective 3) and clarifies language.</p> <p>Changed the objective's tense and objective number change from 3 to 4.</p> <p>Deletes end of sentence to clarify development guidelines.</p> <p>Deleted 'retail and other' to reduce ambiguity and apply to all uses.</p> <p>Change 'surfaces' to 'treatments' for clarity, as visually permeable treatments is more than unglazed glass surfaces.</p> <p>Remove 'C' from Precinct number and adds 'and overlooks the' to provide greater clarity for developments.</p>

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Page No.	Pakenham Structure Plan (November 2018)	Pakenham Structure Plan (May 2019)	Comments
Page 33	<p>Section 6.2. Precinct 2 Commercial and Mixed Use</p> <p>Objective 2:</p> <ul style="list-style-type: none"> Encourage street level active retail premises at the lower levels with offices uses at the rear of the development, and residential uses located within the upper levels of the development. <p>Objective 5:</p> <ul style="list-style-type: none"> Development that interface with a gateway site should support and contribute to the enhancement of the public realm and reinforce the entrance statement to Pakenham Activity Centre, at these sites. 	<p>Section 6.2. Precinct 2 West Commercial and Mixed Use</p> <p>Figure 11 – remove reference to a, b, c in the map, change to Precinct 2. Change the precinct lines.</p> <p>Objective 2</p> <ul style="list-style-type: none"> Encourage retail premises at ground level which activates the street, office uses in upper levels and the rear of the development, and residential uses located within the upper levels of the development. <p>Objective 5:</p> <ul style="list-style-type: none"> Developments that interface with a gateway site should support and contribute to the enhancement of the public realm and reinforce the entrance statement to Pakenham Activity Centre. 	<p>Change of precinct name, add 'West'.</p> <p>Reword objective 2 for more clarity.</p> <p>Delete 'at these sites' from objective 5, as the sites surrounding the gateways have already been identified.</p>
Page 34	<p>Precinct Guidelines</p> <p>Point 4:</p> <ul style="list-style-type: none"> Development in Precinct 2A should respond appropriately to elements and the landscape. <p>Point 5:</p> <ul style="list-style-type: none"> Development in Precinct 2A should provide strong built form that integrates with gateway sites. 	<p>Precinct Guidelines</p> <p>Point 4:</p> <ul style="list-style-type: none"> Development in Precinct 2 should respond appropriately to heritage places and precincts, designed to respond sympathetically by transitioning heights and minimise massing. <p>6.3. Precinct 3 – Princes Highway Objectives</p> <p>New objective, point 4:</p> <ul style="list-style-type: none"> Encourage non-residential uses in mixed use developments which provides sympathetic built form. 	<p>Removes reference to Precinct 2A in point 4 and point 5.</p> <p>Changed 'elements' to 'places and precincts' and added additional guidelines for heritage development.</p> <p>Moved point 2 to point 1. Added objective 4 to provide further clarity of uses in the precinct.</p>

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Page No.	Pakenham Structure Plan (November 2018)	Pakenham Structure Plan (May 2019)	Comments
Page 35	Section 6.4. Precinct 4 Station Street and Mixed Use	Section 6.4. Precinct 4 East Commercial and Mixed Use Remove reference to sub-precincts A and B. Figure 12: Precinct 4 Map Remove sub-precinct 4a and 4b. Update Bourke Park Open Space icon in legend	Change of name from Station Street and Mixed Use to East Commercial and Mixed Use.
Page 37	Section 6.4. Objective 3: <ul style="list-style-type: none"> Ensure development and uses built form appropriately responds to flooding extents on Station Street. Objective 4: <ul style="list-style-type: none"> Ensure street frontages and land uses activate the precinct and provide passive surveillance that will encourage increased use of Bourke Park. 	Section 6.4. Objective 3: <ul style="list-style-type: none"> Ensure development and built form innovatively and appropriately responds to flooding extents on Station Street. Objective 4: <ul style="list-style-type: none"> Ensure development street frontages and land uses activate the precinct and provide passive surveillance that will encourage increased use of Bourke Park and the public realm. 	Reworded to provide greater clarity on how to respond development is to flooding issues. Provides further clarity for the development and its interaction with the public realm.
Page 39	Precinct 6.6. Market Place Objective 1 <ul style="list-style-type: none"> Provide for the expansion of the development providing comprehensive retail and commercial uses to improve the viability and function. 	Precinct 6.6. Market Place Objective 1 <ul style="list-style-type: none"> Provide for the expansion of the development providing comprehensive retail and commercial. Figure 14: Precinct 6 Open space, Bourke Park identified VicTrack land.	Deletes uses to improve the viability and function from the end of the objective.
Page 40	6.7. Precinct 7. Existing Residential	6.7. Precinct 7 Existing Residential	Deletes 'existing' from precinct name as it is currently residential zoned land.
Page 41	6.7. Precinct 7. Objective 3:	6.7. Precinct 7. Objective 3:	

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Page No.	Pakenham Structure Plan (November 2018)	Pakenham Structure Plan (May 2019)	Comments
	<ul style="list-style-type: none"> Encourage high quality design of residential development which provides a transition in scale from the centre of the Activity Centre to surrounding residential areas. <p>Guidelines Point 4:</p> <ul style="list-style-type: none"> Ensure buildings on corner sites demonstrate architectural excellence providing a sense of arrival. <p>Point 5;</p> <ul style="list-style-type: none"> Landscaping is required to address the front setback and rear boundary of a multi-level apartment and townhouse development. <p>Point 6;</p> <ul style="list-style-type: none"> Encourage the inclusion of verandas and/or balconies in the front set back to improve articulation 	<ul style="list-style-type: none"> Encourage high quality design of residential development which provides a transition in scale and massing from the boundary of the retail core precinct of the Activity Centre to surrounding residential areas. <p>Guidelines Point 4:</p> <ul style="list-style-type: none"> Buildings on corner sites to address the two street frontages and demonstrate built form that provides a sense of arrival to the Activity Centre. <p>Point 5:</p> <ul style="list-style-type: none"> Landscaping is required to address in the front setback and rear boundary of multi-level apartment and townhouse developments. <p>Point 6:</p> <ul style="list-style-type: none"> Encourage the inclusion of verandas and/or balconies in the front set back to improve articulation and passive surveillance. 	<p>Provides greater clarity to where the transition in scale and massing occurs from the retail core area into the residential area.</p> <p>Removes ambiguity and provides more clarity on what the development at a gateway or corner site should do.</p> <p>Provides a more direct guidelines for apartment and townhouse developments.</p> <p>Adds 'and passive surveillance' to fulfil the precinct objectives and maintain consistency.</p>
Page 45		Section 10. Glossary of Terms Awning/Weather Protection/Canopy – a cantilevered shelter element, typically at ground floor ceiling height, projecting from the facade of a building above a footpath, which provides weather protection for pedestrians.	Adds additional glossary of terms to provide greater clarity on design requirements.
Page 47		Section 10. Glossary of Terms Urban pattern – is the overall structure of development established by major urban features such as street network, lot and block sizes, built form massing, open space and infrastructure.	Adds additional glossary of terms to provide greater clarity on design requirements.

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Page No.	Pakenham Structure Plan (November 2018)	Pakenham Structure Plan (May 2019)	Comments
Page 52		<p>Pakenham Structure Plan Actions Action 9. Facilitate the improvement of Pakenham Activity Centre's open spaces in accordance with Council's <i>Open Space Strategy</i> and this Pakenham Structure Plan.</p> <ul style="list-style-type: none"> Review the PB Ronald Reserve Master Plan 	Adds an additional dot point to review the PB Ronald Reserve in the short term timeframe, this action aligns with Council's strategic documents.

Urban Design Framework

Urban Design Framework Page No.	Urban Design Framework (November 2018)	Urban Design Framework (May 2019)	Comments
Page 2	<p>Section 1.1. Purpose The objectives, controls and illustrations contained in this document provide direction to landowners, designers, Cardinia Shire Council officers and the community with regards to the expected built form outcomes that are to be achieved by development of land located in the activity centre.</p>	<p>Section 1.1. Purpose Removed reference to 'objectives and controls...standards' changed to 'preferred character requirements'.</p> <p>Section 1.2 Vision & 1.3 How to use this document Correct naming of documents. Pakenham Activity Centre Structure Plan 2018 to Pakenham Structure Plan 2018</p>	<p>Structure Plan has objectives, the Urban Design provides built form requirements based on preferred character elements.</p> <p>Amends clerical errors.</p>
Page 3	<p>Section 2 Urban Context This section provides an overview of the urban context within and surrounding the Pakenham Activity Centre to which the Urban Design Framework responds.</p>	<p>Section 2. Urban context Change 'overview' to 'analysis'</p>	This section provides a detailed examination of the urban context, not a summary.
Page 6		<p>Figure 3 Legend names changed</p>	Road names Major Road Corridor to be swapped with Arterial Road.
Page 7		<p>Section 2.4. Interfaces Change 'Structure Plan' to 'Activity Centre'</p>	Relates to the Activity Centre not the Pakenham Structure Plan.

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Urban Design Framework Page No.	Urban Design Framework (November 2018)	Urban Design Framework (May 2019)	Comments
Page 10	<p>3.0 Precinct Built Form Requirements</p> <p>The design controls provide critical guidance for the future development of the Activity Centre. The controls establish a conceptual framework for the integration of new development with a wide range of existing elements and uses to maintain and improve the cohesiveness of the activity centre and provide adequate consistency to achieve a strong overall character and sense of place.</p>	<p>Section 3.0 Change in name 'Precinct Built Environment Requirements'</p> <p>Change 'design guidelines' and 'controls' to 'preferred character statements' and 'requirements'.</p> <p>Rephrasing the purpose of the requirements to read:</p> <ul style="list-style-type: none"> The requirements establish a conceptual framework for the integration of new development with a wide range of existing elements and uses to maintain and improve the cohesiveness of the activity centre and result in a consistent built environment to achieve a strong overall character and sense of place. <p>Table 1 – list of precincts and their role Names updated</p>	<p>Changed 'form' to 'environment' to capture the public realm as well as developments. Language to be consistent with the Activity Centre Zone for ease of interaction between documents.</p> <p>Provide clarity of purpose of the urban design framework, its requirements and preferred future character guidance for the activity centre.</p> <p>To be consistent with Activity Centre Zone and Structure Plan.</p>
Page 12		<p>Section 3.1 Figure 7 Add pedestrian linkages</p>	<p>The built form illustration needs to add the pedestrian linkages via the arcades and laneways as per the objectives and strategies of the Structure Plan.</p>
Page 13	<p>Section 3.1. Core Retail Built Form Building Envelope</p> <p>3.1.1.</p> <p>a. Maintain and reinforce a traditional shopping street focused activity centre that is highly defined by the adjoining built form with retail building envelopes providing the foundation to consistent activity centre streetscapes.</p>	<p>Built form Requirements</p> <p>a. Maintain and reinforce the traditional urban pattern focused on Main Street and John Street.</p> <p>c. Be constructed to a maximum of four storeys with building heights not to exceed 15 metres.</p>	<p>The use of the term 'envelope' has been removed from the document, as this is a planning subdivision term.</p> <p>Joined two requirements (a) and (b) removing the 'aim/objective' language.</p> <p>To provide larger ceiling heights for mixed use developments within the retail core. Higher ceilings for commercial uses on ground floor.</p>

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Urban Design Framework Page No.	Urban Design Framework (November 2018)	Urban Design Framework (May 2019)	Comments
	<p>b. Contribute to the development of a traditional town centre urban pattern focused on a Main Street.</p> <p>d. Be constructed to a maximum of four storeys with building heights not to exceed 14 metres.</p> <p>e. Promote upper floor commercial use development.</p>		Delete dot point (e) as is already discussed in the Structure Plan.
Page 14	<p>3.1.2. Frontages Requirements</p> <p>a. To maximise the extent of building frontages addressing core retail streets and presenting highly activated frontages, creating a sense of enclosure to the public realm and concentrate access to premises from the street to contribute to creating a convenient and living destination to shop and meet.</p> <p>c. Locate principal shops entrances of build form to front the Main Street principles public realm space adjoining the development site.</p> <p>g. Provide entrance and window elements that form at least 50% of the façade surface.</p> <p>i. If a larger formal retail use, provide pedestrian access from the street and avoid creating any internalised malls.</p> <p>j. Limit any expanse of blank wall to a width of 2 metres.</p> <p>k. Provide a continuous weather protection canopy above the full length of all ground floor facades with an interface to a street and are to extend out over the footpath a minimum width of 2.5 metres.</p>	<p>3.1.2. Building Frontage Requirements</p> <p>a. To maximise the extent of building frontages addressing core retail streets and presenting highly activated frontages.</p> <p>c. Locate principal entrances of shops within the ground floor façade(s) that are oriented towards a street or other public realm space adjoining the development site.</p> <p>g. Provide entrance and window elements that form at least 70% of the ground floor façade surface.</p> <p>i. In the case of larger format retail use, provide pedestrian access from the street and avoid creating any internalised malls.</p> <p>j. Limit any expanse of blank wall in the ground floor façade to a maximum width of 2 metres.</p> <p>k. Provide a continuous weather protection canopy above the full length of all ground floor facades with an interface to a street and are to extend out over the footpath a minimum of 2.5 metres.</p>	<p>Changing language from objective/aim to requirement.</p> <p>Re-write to clarify language for the development requirements.</p> <p>Language and percentages to be consistent with the Activity Centre Zone Schedule 1 and the Structure Plan objectives.</p> <p>Clarified language and flow of language.</p> <p>Removed ambiguity by deleting the word 'width'</p>

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Urban Design Framework Page No.	Urban Design Framework (November 2018)	Urban Design Framework (May 2019)	Comments
Page 15	3.1.3 Parking & Servicing Requirements	Figure 11 Car parking was redesigned and re-drawn e. Provide a designated pedestrian link to a street.	Removes greenery from boundaries as the retail core will generally be developed boundary to boundary. Provides pedestrian linkages and removes green landscaping as this is a retail core precinct with boundary to boundary development proposed. Add additional requirement for the design of parking areas and replicated across all precincts.
Page 16	Section 3.2. Commercial and Mixed use Built Form Preferred character statement The built form of the Mixed Use area, at ground level, must mirror that of the built form of Specialty Retail, including nil front and side setbacks, activated frontages and provision for pedestrian amenity.	Section 3.2. West Commercial and Mixed Use Built Environment Figure 12 Changed landscape 'active frontage' to 'setback' in legend. Preferred character statement: The built form of the Mixed Use area, at ground level, must mirror that of the built form of Specialty Retail.	Provides greater clarity and definition of the Map. This section was deleted and reviewed to ensure consistency of the document and Figure 12.
Page 17	3.2.1. Building Envelope Requirements a. Consolidate the conversion of the precinct from a residential character to a mixed use character through the development and siting of built form that is commercial or mixed use in nature, sympathetic to the areas original streetscape character and establishes a transition zone between the core retail	3.2.1. Built Form Requirements a. Reinforce the transition of the precinct from a residential character to a mixed use character through the development and siting of built form that is commercial or mixed use in nature. b. Be sympathetic to the area's current streetscape character and establish a	Split requirement (a) into two requirements and reworded to clarify the built form direction.

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Urban Design Framework Page No.	Urban Design Framework (November 2018)	Urban Design Framework (May 2019)	Comments
	<p>and residential precincts of the activity centre.</p> <p>b. Contribute to the development of a transitional commercial urban structure orientated to address any adjoining street.</p> <p>d. Promote upper floor, mixed use development allowing for 'shop top uses'.</p>	<p>transition between the core retail and residential precincts of the activity centre.</p> <p>c. Contribute to a transitional commercial urban structure oriented to address any adjoining street.</p> <p>f. Be constructed to a scale that is responsive to any sensitive uses or precinct boundaries that adjoin the site.</p>	<p>Moved (b) to (c) and deleted a duplicate word already stated at the beginning of the requirements.</p> <p>Deleted original point (d) as it relates to land use matters which have already been discussed in the Structure Plan.</p> <p>Clarified tense for point (f).</p>
Page 18	<p>3.2.2 Commercial and Mixed Use Built Form</p> <p>a. Establish a consistent built form pattern and streetscape structure for the precinct that maximises physical and visual permeability between public and private domains, allow for passive surveillance opportunities and creates both a sense of safety and interest in the streetscape.</p> <p>h. Locate living areas and balconies of any residential component of the building to address all public land uses that adjoin the site.</p> <p>i. Locate living areas and balconies of any residential component of the building to address all public land uses that adjoin the site.</p> <p>j. Allow only the following elements to be located in front of the building line:</p>	<p>3.2.2. West Commercial and Mixed Use Built Environment</p> <p>a. Establish a consistent built form pattern and streetscape structure for the precinct that maximises physical and visual permeability between public and private domains,</p> <p>b. Maximise passive surveillance opportunities and create both a sense of safety and interest in the streetscape.</p> <p>f. At ground level provide entrance and clear glazed window elements that form at least 50% of the façade surface.</p> <p>i. Locate living areas and balconies of any residential component of the building to address all public realm areas that adjoin the site.</p> <p>j. Only allow the following elements to be located in front of the building line:</p> <ul style="list-style-type: none"> • Landscaping • Signage • Paths • Entrance canopies • a car park access point 	<p>Split into two requirements and reworded to clarify the built form direction for developments.</p> <p>Clarified the type of materials or built form elements for windows.</p> <p>Clarify language terms from land uses to public realm areas.</p>

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Urban Design Framework Page No.	Urban Design Framework (November 2018)	Urban Design Framework (May 2019)	Comments
		Figure 16 Added footpaths and removed green around the building	Clearly define the pedestrian pathways as identified by the corresponding requirements.
Page 20	3.3. Princes Highway Built Form The built form of higher density residential uses are to be multi storey, present entrances to the street and maximise passive surveillance of interfacing streets and other public realm areas.	3.3. Princes Highway Built Environment The built form of higher density residential developments are to be multi storey, present entrances to the street and maximise passive surveillance of interfacing streets and other public realm areas.	Rearranged paragraphs for 'preferred character' statement. Clarified language, replaced uses with developments.
Page 21	3.3.1. Building Envelope Requirements a. Be sympathetic to the overall traditional town centre urban pattern of the activity centre. b. Establish a built form that is responsive, in terms of scale and orientation, to its interface with a major transport corridor and the urban structure of adjoining precincts of the Activity Centre. c. Present a minimum setback from the Princes Highway road reserve of 4 metres. d. Screen from view the majority of car parking areas and all loading and other service areas from the public realm. e. Promote upper floor, missed use development allowing for 'shop top uses'.	3.3.1. Built Form Requirements a. Establish a built form that is responsive, in terms of scale and orientation, to its interface with a major transport corridor and the urban structure of adjoining precincts of the Activity Centre. b. Present a minimum setback from the Princes Highway road reserve of 4 metres. c. Be constructed to a maximum of four storeys with building heights not to exceed 13.5 meters. d. Screen from view the majority of car parking areas and all loading and all other service areas from the public realm.	Section title changed to be consistent throughout the document. The original (a) was removed as this area along the highway and the activity centre is in transition and the traditional urban pattern is likely to change. To be consistent with the maximum heights for the Residential Growth Zone requirements. Removed (e) reference to land uses as this is a duplication from the Structure Plan.
Page 22	3.3.2. Building Frontage Requirements a. Provide development that addresses the public realm and through landscaping, screens car parking located in the front	3.3.2. Building Frontage Requirements a. Present highly legible facades, with building entrances visible from and orientated towards the street.	Changing language from objective/aim to requirement.

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Urban Design Framework Page No.	Urban Design Framework (November 2018)	Urban Design Framework (May 2019)	Comments
	<p>setback. To maximise the visual transparency of the street façade of built form for use for display purposes to create visual interest and a sense of safety in the adjoining public realm.</p> <p>d. Avoid entrances that do not address a public street or public realm space, which would draw pedestrian movement and activity away from the public street or public realm area of the activity centre.</p>	<p>c. If a non-residential use at ground level, present a front façade that is at a minimum 50 percent visually transparent to any public street or public realm space that adjoins the development's site.</p>	Re-write to clarify language for the development requirements.
Page 23	3.3.3. Parking & Servicing Requirements	<p>e. Provide a designated pedestrian link to a street.</p> <p>Figure 21 Split on image into 21a and 21b</p>	<p>Changes made as per the rest of the document to ensure consistency.</p> <p>Clearly defined one illustration as above ground car parking and second illustration is below ground.</p>
Page 24	<p>Section 3.4. Station Street and Mixed Use Built Form</p> <p>Mixed Use areas in the activity centre are to provide a variety of retail, commercial and residential opportunities and create a transition zone between core business area and higher density residential areas of the activity centre. The development of all sites in Mixed Use areas should provide multiple uses and be at least two storeys in form. Where proposed development is not multi storey it must demonstrate that it could be adapted to a multi storey structure in the future. The built form of the Mixed Use area, at ground level, must mirror that of the built form of Specialty Retail, including nil front and side setbacks,</p>	<p>Section 3.4. East Commercial and Mixed Use Built Environment</p> <p>Mixed Use areas in the activity centre are to provide a variety of retail, commercial and residential opportunities and create a transition zone between core business area and higher density residential areas of the activity centre. The development of all sites in Mixed Use areas should provide multiple uses and be at least two storeys in form. Where proposed development is not multi storey it must demonstrate that it could be adapted to a multi storey structure in the future. The built form of the Mixed Use area, at ground level, must mirror that of the built form of Specialty Retail.</p> <p>Figure 22</p>	<p>Precinct name change, as consistent with the Structure Plan and ACZ.</p> <p>Wording not consistent with Figure 22. A nil setback is provided to Station Street, and a 2metre setback along all other Streets with landscaping.</p> <p>Changed</p>

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Urban Design Framework Page No.	Urban Design Framework (November 2018)	Urban Design Framework (May 2019)	Comments
	activated frontages and provision for pedestrian amenity.	Updated legend Consistent setback along Station Street	'Fine grain retail to sleeve large format use' to 'Active frontages with awning above at 0 setback'
Page 25	3.4.1. Building Envelope Requirements e. Promote upper floor, mixed use development allowing for 'shop top uses'.	3.4.1. Built Form Requirements f. Be constructed to a scale that is responsive to any sensitive uses or precinct boundaries that adjoin the site.	Title change to be consistent with the rest of the document. Removed requirement as it relates to land uses and is a duplication with the Structure Plan. Changed tense.
Page 26	3.4.2. Building Frontage Requirements a. Establish a consistent built form pattern and streetscape structure for the precinct that maximises physical and visual permeability between public and private domains, allow for passive surveillance opportunities and creates both a sense of safety and interest in the streetscape. c. Allow only the following elements to be located in front of the building line: - Landscaping - Signage - Building entrance - Paths building - Entrance canopies - A car park access point e. Locate entrances to the upper storeys in the primary street façade or public realm space of the building.	e. Locate entrances to the upper storeys in the primary street façade or a façade interfacing with a public realm space.	Changing language from objective/aim to requirement (a). Clarify which items are to be found in front of the building line for requirement (c). Reworded (e) requirement to provide clarity to development requirements.

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Urban Design Framework Page No.	Urban Design Framework (November 2018)	Urban Design Framework (May 2019)	Comments
Page 27	3.4.3. Parking & Servicing Requirements	f. Provide a designated pedestrian link to a street. Figure 26 Removed green from around the building and added footpaths.	Changes made as per the rest of the document to ensure consistency. Removed landscaped setback from Station Street.
Page 28	3.5 Pakenham Place Key Development Site Built Form	3.5 Pakenham Place Key Development Site Built Environment	Title update to be consistent throughout document.
Page 29	The building envelopes of retail development in the Activity Centre are to: a. Maintain and reinforce a traditional shopping street focused that is highly defined by the adjoining built form with retail building envelopes providing the foundering to consistent activity centre streetscape. b. Contribute to the development of a traditional town centre urban pattern focused on a main street. d. Be constructed to a maximum of four storeys with building heights not to exceed 14 metres. e. Promote upper floor commercial use development. f. If a larger format retail use, be sleeved behind fine grain specialty retail built form addressing a street.	The built form of new development in the Pakenham Place precinct is to: a. Contribute to the development of a traditional town centre urban pattern focused on a John Street extension and any other new street created to reinforces a traditional shopping street focused activity centre urban pattern. c. Be constructed to a maximum of four storeys with building heights not to exceed 15 metres. d. In the case of larger format retail use, be sleeved behind fine grain specialty retail built form addressing a street.	Amalgamated two points and refined into new requirement (a). Heights to be consistent in the Structure Plan and Urban Design Framework. Reframed (d) requirement for clarity of language.
Page 30	Section 3.5 Pakenham Place Key Development Site Built Form	Section 3.5 Pakenham Place Key Development Site Built Environment	Title update to be consistent throughout document.
Page 31	The building frontages of development in the Pakenham Place precinct are to be designed	The building frontages of development in the	

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Urban Design Framework Page No.	Urban Design Framework (November 2018)	Urban Design Framework (May 2019)	Comments
	<p>to:</p> <ul style="list-style-type: none"> a. To maximise the extent of building frontages addressing core retail streets and presenting highly activated frontages, creating a sense of enclosure to the public realm and concentrate access to premises from the street to contribute to creating a convenient and inviting destination to shop and meet. b. Contribute to a consistent town centre streetscape. c. Locate principle shop entrances of built form to front the Main Street principle public realm space adjoining the development site. d. Provide highly activated frontages with windows and entrances as the predominant elements of the ground floor facade. e. Maximise physical and visual permeability between the street and commercial spaces. f. Maximise opportunities to enhance passive surveillance of the public realm. g. Provide entrance and window elements that form at least 50% of the ground floor facade surface. h. Limit any expanse of blank wall facade to a width of 2 metres. i. If a larger format retail use, provide pedestrian access from the street and avoid creating any internalised malls. j. Locate and design entrance foyers to 	<p>Pakenham Place precinct are to be designed to:</p> <ul style="list-style-type: none"> a. Maximise the extent of building frontages addressing core retail streets and presenting highly activated frontages. b. Contribute to a consistent town centre streetscape. c. Locate principal entrances of shops within the ground floor façade[s] that are orientated towards a street or other public realm space adjoining the development site. d. Provide highly activated frontages with windows and entrances as the predominant elements of the ground floor facade. e. Maximise physical and visual permeability between the street and commercial spaces. f. Maximise opportunities to enhance passive surveillance of the public realm. g. Provide entrance and window elements that form at least 70% of the ground floor facade surface. h. Limit any expanse of blank wall in a ground floor façade to a maximum width of 2 metres. i. In the case of a larger format retail use, provide pedestrian access from the street and avoid creating any internalised malls. j. Locate and design entrance foyers to upper storeys to be accessible from the street. k. Provide a continuous weather protection canopy above the full length of all ground 	<p>Changing language from objective/aim to requirement.</p> <p>Reframed (c) requirement for clarity of language.</p> <p>Updated (g) to be consistent with the Pakenham Structure Plan and ACZ.</p> <p>Reframed (h) requirement for clarity of language.</p>

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Urban Design Framework Page No.	Urban Design Framework (November 2018)	Urban Design Framework (May 2019)	Comments
	upper storeys to be accessible from the street. k. Provide a continuous weather protection canopy above the full length of all ground floor facades with an interface to a street and are to extend out over the footpath a minimum width of 2.5 metres.	floor facades with an interface to a street and are to extend out over the footpath a minimum of 2.5 metres.	
Page 32	3.5.3. Parking & Servicing Requirements	e. Provide a designated pedestrian link to a street.	Changes made as per the rest of the document to ensure consistency.
Page 33	Section 3.6 Market Place Built Form The building envelopes of development in the precinct are to: a. Maintain and reinforce a traditional shopping street focused activity centre that is highly defined by the adjoining built form with building envelopes providing a consistent edge to activity centre streetscapes. e. Be constructed to a maximum of four storeys with building heights not the exceed 14 meters. f. Promote upper floor commercial use development.	Section 3.6.1. Market Place Built Form The built form of development in the Market Place precinct is to: a. Contribute to the development of a traditional town centre urban pattern orientated to street frontages. b. Present a zero setback from the road reserve of any adjoining street including a laneway. c. Be constructed to a maximum of four storeys with building heights not to exceed 15 metres. d. Promote upper floor car parking use that is be sleeved behind ground floor specialty retail or commercial frontages addressing a street, laneway or plaza.	Deleted original (a) requirement as it read as an objective instead of a building requirement. Update height to be consistent with the ACZ and provide sufficient height for growth and high ceilings at the retail/commercial ground floor level. Deleted (f) as it relates to land uses and is a duplication with the Structure Plan.
Page 34	3.6.2 Building Frontage Requirements The building frontages of development are to: a. Maximise the extent of building frontages addressing streets and laneways		Deleted original (a) requirement as it reads like an objective instead of a building requirement.

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Urban Design Framework Page No.	Urban Design Framework (November 2018)	Urban Design Framework (May 2019)	Comments
	<p>presenting highly activated frontages: creating a sense of enclosure to the public realm and concentrate access to premises from the street to contribute to a convenient and inviting destination to shop and meet.</p> <p>c. Locate principal shop entrances of built form to front a street, laneway or public realm space adjoining the development site.</p>	<p>c. Locate principal entrances of shops within the ground floor façade[s] that are orientated towards a street or other public realm space adjoining the development site.</p> <p>h. Limit any expanse of blank wall in a ground floor façade to a maximum width of 2 metres.</p>	<p>Reframed (c) requirement for clarity of language.</p> <p>Reframed (h) requirement for clarity of language.</p>
Page 35	3.5.3. Parking & Servicing Requirements	<p>e. Provide a designated pedestrian link to a street.</p> <p>Figure 36</p> <p>Added 'above ground level' to the Figure label</p>	Changes made as per the rest of the document to ensure consistency.
Page 36	<p>Section 3.7. Existing Residential Built Form</p> <p>3.7.1. Built Envelope Requirements</p> <p>The building envelopes of higher density residential development in the activity centre must:</p> <p>a. Create a scale of development that provides a transition between the urban pattern of a town centre and that of a residential neighbourhood.</p> <p>b. At ground level present a maximum front set back of 4 metres.</p> <p>c. Be constructed to a minimum of 2 storeys for the majority of the building envelope.</p> <p>d. Result in present no more than a 60 percent site coverage of the lot.</p>	<p>Section 3.7. Residential Built Environment</p> <p>3.7.1. Built Form Requirements</p> <p>The built form of higher density residential development in the Residential precinct must:</p> <p>a. Create a scale of development that provides a transition between the urban pattern of a town centre and that of a traditional residential neighbourhood.</p> <p>b. At ground level present a minimum front set back of 4 metres.</p> <p>c. Be constructed to a minimum of 2 storeys and a maximum of 13.5 metres or 3 storeys.</p>	<p>Reframed the following requirements for clarity of language and development directives.</p> <p>Update heights to be consistent with Residential Growth Zone mandatory heights</p>

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Urban Design Framework Page No.	Urban Design Framework (November 2018)	Urban Design Framework (May 2019)	Comments
	e. Encourage the inclusion of verandahs and balconies in the front set back, up to a width of 2 metres.	d. Result in no more than a 60 percent built form site coverage of the lot. e. Encourage the inclusion of verandahs and balconies in the front set back, up to a depth of 2 metres into the front setback .	for the residential properties within the Activity Centre.
Page 37	3.7.2. Building Frontage Requirements	3.7.2. Building Frontage Requirements d. Consider a raised ground floor level of 1 metre above natural ground level to partial restrict views into dwellings from the street allow passive surveillance opportunities from the dwellings.	Added extra words to clarify requirement meaning.
Page 38		Figure 41 Clearly defined footpaths	Minor update to illustration to ensure clarity.

Activity Centre Zone Schedule 1

Activity Centre Zones Page No.	Activity Centre Zone Schedule 1 (May 2019) changes	Comments
Page 1	Clause 1.0 Pakenham Activity Centre Framework Plan Update heritage properties and include current heritage properties as per Figure 8 of the Structure Plan. Make precinct boundaries clearer Bourke Park Open space to be identified as VicTrack Land, new icon in legend required.	Map updated reflect changes in C242 Pakenham Heritage. To ensure the map is legible Identified as Victrack land as per referral to authority.
Pages 3-6	Clause 2.0 Table of uses	

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Activity Centre Zones Page No.	Activity Centre Zone Schedule 1 (May 2019) changes	Comments
	Removed reference to a, b or c as previously defined in precincts 1, 2 and 4. Updated Section 1, 2 and 3 uses to ensure it consistent with the underlying zones and precincts.	The Structure Plan, Urban Design Framework and Activity Centre Zone have all been updated to ensure consistency.
	Precinct Maps	All Precinct Maps updated to be consistent with the Pakenham Structure Plan.
Page 8-9	<p>Clause 4.0 Centre wide provisions</p> <p><i>Building Design requirement</i></p> <ul style="list-style-type: none"> Buildings on sites containing heritage sites or sites adjoining heritage sites should be designed to: <ul style="list-style-type: none"> be visually recessive and not visually dominate the heritage building and the heritage streetscape. respond sympathetically by transitioning heights and minimise massing. retain the primacy of the three-dimensional form of the heritage building as viewed from the public realm to avoid 'facadism'. incorporate simple architectural detailing that does not detract from significant elements of the heritage building and the heritage streetscape. Ground floor level car parking areas should be located at the rear of building or sleeved behind built form at street frontages; otherwise car parks should be located above ground level active uses or below ground level as basement or semi-basement parking areas. <p><i>Building Height requirement</i></p> <ul style="list-style-type: none"> Development on sites or adjoining sites containing buildings of heritage significance or sites adjoining heritage sites are to demonstrate: <ul style="list-style-type: none"> How the proposed building height responds to the heritage significance of the site and its context. Whether the maximum building height is achievable having regard to lot size, dimensions (width and depth) and/or those sites within or adjoining the Heritage Overlay. Whether the preferred maximum street wall height is achievable having regard to the heritage significance of the site or an adjoining site within the Heritage Overlay. <p><i>Building Setback Requirement</i></p>	<p>As per the Amendment C242 Panel discussions. The following design requirements to be applied to the activity centre has been included to provide additional guidance for developments on or adjoining heritage properties.</p> <p>Add <i>Building Design Requirement</i> that addresses heritage objectives and strategies Pakenham Structure Plan.</p> <p>Add <i>Building Height Requirement</i> that addresses heritage objectives and strategies from the Pakenham Structure Plan.</p>

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Activity Centre Zones Page No.	Activity Centre Zone Schedule 1 (May 2019) changes	Comments
	<ul style="list-style-type: none"> Development on land within a heritage overlay and on land immediately adjoining a heritage building on Main Street, Pakenham to consider the context of the nil setback with regards to design which reduces visually dominant massing. 	Add <i>Building Setbacks Requirement</i> that addresses heritage objectives and strategies from the Pakenham Structure Plan.
Page 10	<p>Clause 5.0 Precinct Provisions Update Precinct 1 Map to remove a, b and c. Bourke Park Open space to be identified as VicTrack Land, new icon in legend required. Remove sub-precinct lines Identify Gateway Site (Entertainment Plaza) Identify heritage sites</p> <p><i>Precinct 1 - Precinct Requirements</i> All heights and setbacks to be the same, maximum 15 metres or contributes to 4 storeys. 0 metre front setback 0 metre setback from the road reserve of any adjoining street or laneway.</p>	<p>As per the Amendment C242 Panel discussions and to be consistent with the Urban Design Framework.</p> <p>To be consistent with the Urban Design Framework.</p>
Page 11	<p><i>Precinct 1 - Precinct Guidelines</i> Removed reference to 1C.</p> <ul style="list-style-type: none"> Development adjoining heritage is to continue the fine grained character and provide transition of setbacks and height from heritage sites. Larger format retail uses are to be sleeved behind fine grain built form which addresses the street. Provide pedestrian access from the street and avoid creating any internalised malls. Locate and design entrance foyers to upper storeys to be accessible from the street. 	<p>Additional guideline implemented by the heritage strategies and C242.</p> <p>Changes to precinct guidelines as per the changes to the structure plan strategies.</p> <p>Addition of the following precinct guidelines as integrated by the Urban Design Framework.</p>
Page 12	<p><i>Precinct 2</i> Precinct 2 name change from 'Commercial and Mixed Use' to 'West Commercial and Mixed Use'</p>	Changes made to heritage properties as per Amendment C242 Panel discussions and to be consistent with the Urban Design Framework.

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Activity Centre Zones Page No.	Activity Centre Zone Schedule 1 (May 2019) changes	Comments
	<p>Update Precinct 2 Map to remove a, b and c. Remove sub-precinct lines Identify Gateway Site (North West Entrance)</p> <p>All heights and setbacks to be the same, maximum 14 metres or contributes to 4 storeys. 2 metre front setback</p>	To be consistent with the Urban Design Framework.
Page 13	<p><i>Precinct 2 - Precinct Objectives</i></p> <ul style="list-style-type: none"> Encourage retail premises at ground floor level which activates the street, office uses in upper levels and the rear of the development, and residential uses located within the upper levels of the development. Development that interfaces with a gateway site should support and contribute to the enhancement of the public realm and reinforce the entrance statement to Pakenham Activity Centre at these sites. 	Provides greater clarity and reduces confusion for the objective.
Page 13	<p><i>Precinct 2 - Precinct Guidelines</i></p> <ul style="list-style-type: none"> Development should address and interface with all streets by providing active frontages including entrance canopies to the street. Developments should provide sympathetic interface treatments and articulation to any adjoining residential precincts and heritage places or precincts. Development should provide passive surveillance of the street. Buildings in Precinct 2A should respond appropriately to heritage elements and the landscape. Development in Precinct 2A should provide strong built form that integrates with gateway sites. <p>Additional guidelines:</p> <ul style="list-style-type: none"> Development should consolidate lots to achieve a range of mixed use developments. Developments should provide a transition between the retail uses and commercial uses whilst being sympathetic to the current streetscape character. Developments should provide highly activated frontages with windows and entrances as the predominant elements of the ground floor façade. 	<p>Updated to be consistent with the Pakenham Structure Plan.</p> <p>Removed reference to 2A in precinct guidelines to be consistent with Urban Design Framework and Structure Plan.</p> <p>The precinct guidelines have been added to be consistent with the Urban Design Framework.</p>

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Activity Centre Zones Page No.	Activity Centre Zone Schedule 1 (May 2019) changes	Comments
	<ul style="list-style-type: none"> Balconys and living areas of any residential component of a development is to address the public realm that adjoins the site. 	
Page 14	<p>Precinct 3</p> <p><i>Precinct Objectives</i></p> <ul style="list-style-type: none"> Encourage non-residential uses in mixed use developments. Establishes a built form that is responsive, in terms of scale and orientation, to its interface with a major transport corridor and the urban structure of adjoining precincts of the Activity Centre. <p><i>Precinct Requirements</i></p> <p>Removes 'Maximum', and changes height to 13.5 metres or contributes to 4 storeys.</p> <p><i>Precinct Guidelines</i></p> <p>Adds the following guidelines:</p> <ul style="list-style-type: none"> On-site parking should not be provided in the front setback. Screen car parking areas and all loading and all other service areas from the public realm. Entrances to developments should address the street. Developments with non-residential uses at ground floor level to provide activated frontages with windows and entrances as the predominant element. 	<p>Rearranged objectives in a more logical hierarchy. Added two precinct objectives from the Urban Design Framework.</p> <p>Provides a preferred building height, rather than a maximum or minimum, which provides more flexibility. This height is consistent with the Residential Growth Zone.</p> <p>Guidelines were adapted from the Urban Design Framework to ensure documents are consistent and refer to each other.</p>
Page 15	<p>Precinct 4</p> <p>Precinct 4 Map – name change from 'Station Street and Mixed Use' to 'East Commercial and Mixed Use'</p> <p>Remove a and b</p> <p>Remove sub-precinct lines</p> <p>Identify Gateway Site (Station Entrance)</p> <p>Bourke Park Open space to be identified as VicTrack Land, new icon in legend required.</p> <p><i>Precinct Objectives</i></p> <ul style="list-style-type: none"> Ensure development and built form innovatively and appropriately responds to flooding extents on Station Street. 	<p>Update heritage properties as per the Amendment C242 Panel discussions and to be consistent with the Urban Design Framework.</p> <p>To provide more clarity on how developments should respond to flooding issues identified on Station Street.</p>

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Activity Centre Zones Page No.	Activity Centre Zone Schedule 1 (May 2019) changes	Comments
	<ul style="list-style-type: none"> Ensure street frontages and land uses activate the precinct and provide passive surveillance of public open space and the public realm. <p><i>Precinct Requirements</i> Removed 4A and 4B, and 'maximum' from the precinct requirements.</p> <p><i>Precinct Guidelines</i></p> <ul style="list-style-type: none"> Developments should provide highly activated frontages with windows and entrances as the predominant elements of the ground floor façade. Balcony's and living areas of any residential component of a development is to address the public realm that adjoins the site. Locate entrances to the upper storeys in the primary street façade or a façade interfacing with a public realm space. 	<p>Removal of identification of Bourke Park, as it is owned by VicTrack, and may not always be public open space.</p> <p>To be consistent with the Urban Design Framework.</p> <p>Added guidelines to be consistent with West Commercial and Mixed Use Precinct and the Urban Design Framework.</p>
Page 16	<p>Precinct 5 Map Bourke Park Open space to be identified as VicTrack Land, new icon in legend required.</p>	Consistent with the Structure Plan and the identification of Bourke Park.
Page 17	<p>Precinct 5 <i>Precinct Requirements</i> Removed 'maximum' from precinct requirements. 14 metres height to 15 metres height.</p>	To be consistent with the rest of the document and the Urban Design Framework.
Page 18	<p>Precinct 6 Map Bourke Park Open space to be identified as VicTrack Land, new icon in legend required.</p> <p>Precinct 6 <i>Precinct Objective</i></p> <ul style="list-style-type: none"> Provide for the expansion of the development providing comprehensive retail and commercial uses to improve the viability and function. <p><i>Precinct Requirements</i> Removed 'maximum' from precinct requirements. 14 metres height to 15 metres height.</p>	<p>Consistent with the Structure Plan and the identification of Bourke Park.</p> <p>Deletes last few works as this is not directly affected by the zone.</p> <p>To be consistent with the rest of the document and the Urban Design Framework. 15 metres is generally achieved for the retail core and surrounds.</p>

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Activity Centre Zones Page No.	Activity Centre Zone Schedule 1 (May 2019) changes	Comments
Page 19	<p><i>Precinct Guidelines</i></p> <ul style="list-style-type: none"> Any new development should be sympathetic to the scale of the surrounding residential neighbourhood and height is to be stepped down to adjoining residential areas. Development is to maximise the extent of building frontages addressing streets and laneways presenting highly activated frontages. 	Amalgamated precinct guidelines. Added a guideline from Urban Design Framework.
Page 19	<p>Precinct 7 Map Bourke Park Open space to be identified as VicTrack Land, new icon in legend required.</p> <p>Identify all Gateway sites and label on map – Library Forecourt, New Boulevard Identify heritage sites – residential properties</p>	<p>Consistent with the Structure Plan and the identification of Bourke Park.</p> <p>To be consistent with the Urban Design Framework.</p>
Page 20	<p><i>Precinct 7 - Precinct Objectives</i></p> <ul style="list-style-type: none"> Encourage high quality design of residential development which provides a transition in scale from the boundary of the retail core precinct of the Activity Centre to surrounding residential areas. <p><i>Precinct requirements</i> Removed 'maximum' and 'minimum' from precinct requirements. Removed 'Minimum 9 metres or contributes to 2 storeys' changed to ight to 13.5 metres or contributes to 4 storeys.</p> <p><i>Precincts guidelines</i></p> <ul style="list-style-type: none"> Buildings on corner sites to address the two street frontages and demonstrate built form that provides a sense of arrival to the Activity Centre. Landscaping is required the front setback and rear boundary of apartment and townhouse developments. Encourage the inclusion of verandas and/or balconies in the front set back to improve articulation and passive surveillance. 	<p>To provide greater clarity on where the transition of the development starts.</p> <p>To be consistent with the Urban Design Framework. The height requirements comes from the discretionary maximum height from the Residential Growth Zone.</p> <p>Guidelines updated to be consistent with the Urban Design Framework and Structure Plan. Provides clarity on where development is to provide frontages, landscaping and passive surveillance.</p>
Pages 20-21	<p><i>Section 6.0 Application Requirements</i></p> <ul style="list-style-type: none"> An application for a development in Precincts 2, 4, 6 or 6 within 30 metres of Precincts 3 or 7 must be accompanied by an Urban Context Report and Design Response which demonstrates built-from transition to the adjoining 	As per the Amendment C242 Panel discussions.

Attachment 4

Authorisation Council Changes (prior to Exhibition) to Amendment C228 – Pakenham Structure Plan, Urban Design Framework and ACZ

Activity Centre Zones Page No.	Activity Centre Zone Schedule 1 (May 2019) changes	Comments
	residential dwellings and/or heritage sites or precincts through the height, setback, massing, shadow diagrams and detail of the development.	
Pages 20-22	<p><i>Section 8.0 Decision Guidelines</i> Moved 'non-residential uses and development in Precinct 7 section from the start of the section to after 'transport and movement'.</p> <p><i>Design and Built Form</i></p> <ul style="list-style-type: none"> • Provides passive surveillance of the public realm. • Meets the preferred building height and setbacks having regard to lot size, dimensions (width and depth) and/or those sites within or adjoining the Heritage Overlay. • Provides an increased upper level setback is required having regard to the heritage significance of the site or an adjoining site within the Heritage Overlay. 	<p>Provides a logical order when reading the decision guidelines.</p> <p>Provides guidance to the Statutory Planner as to what should be considered or provided in a planning application for a development.</p> <p>Added as per the Amendment C242 Panel discussions, Additional heritage requirement have been implemented and must also have corresponding decision guidelines.</p>