



Pakenham

Major Activity Centre

# URBAN DESIGN FRAMEWORK

2019

**Prepared by:**

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Cardinia Shire Council

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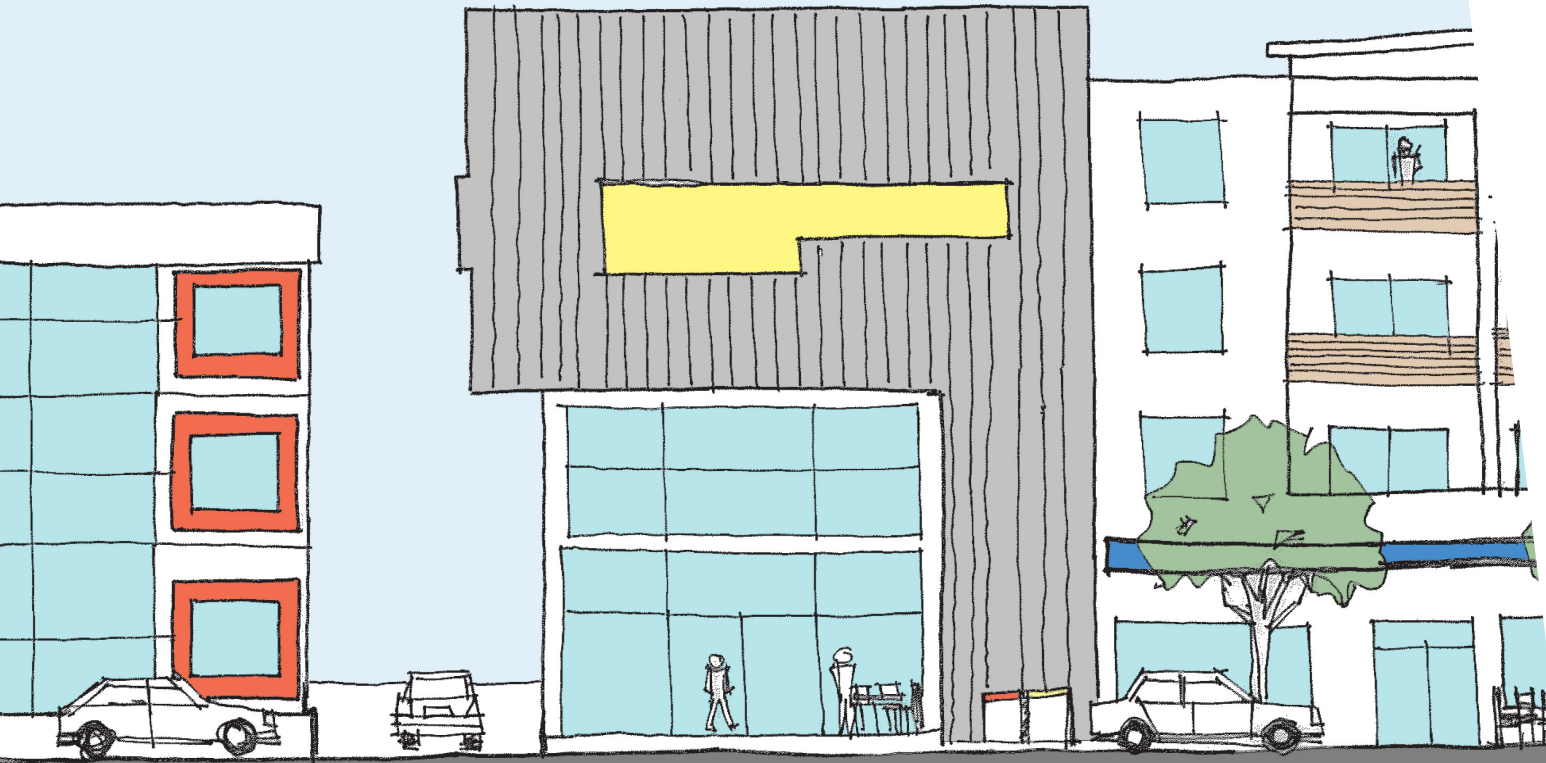
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# Section 1

## 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 Major Activity Centre.



## 1.1 PURPOSE

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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 Major Activity Centre that is identified in the Pakenham Structure Plan 2019.

The 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 character statements and 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

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The strategic vision for the activity centre area is outlined in the Pakenham Structure Plan 2019 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 Major 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

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All planning permit applications for land within the Pakenham Activity Centre must be generally in accordance with the Pakenham Major Activity Centre Urban Design Framework 2019 [the UDF] and the Pakenham Structure Plan 2019,

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 Major 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 proposals.
- Illustrations and plans that provide indicative guidance on the built form outcomes that are to be achieved.



## Section 2

# URBAN CONTEXT

This section provides an analysis of the urban context within and surrounding the Pakenham Major Activity Centre to which the UDF responds.



## 2.1 LAND USE

The role and function of the Pakenham Major 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.

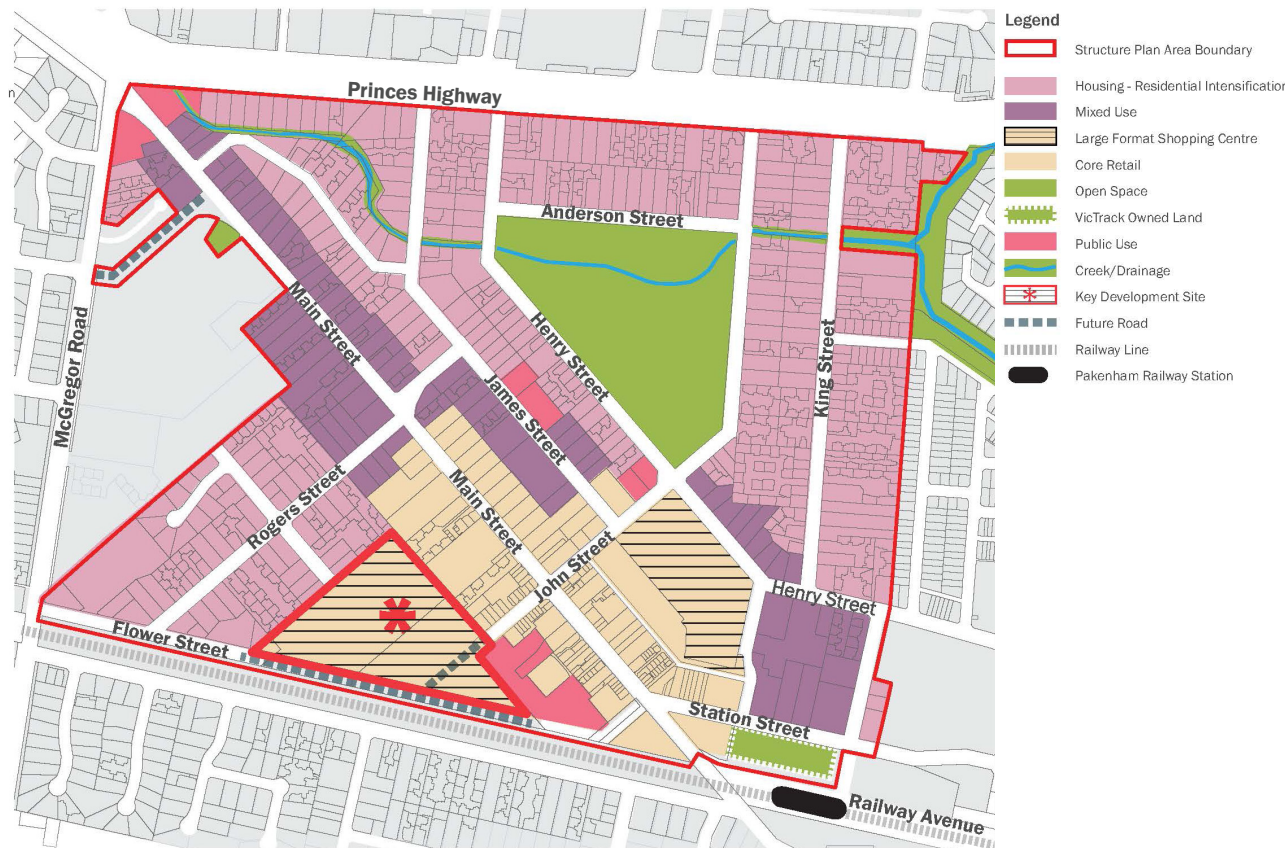


Figure 1 - land uses in the the activity centre

## 2.2 LOCATION AND TOPOGRAPHY

The Pakenham Major Activity Centre is located approximately 60 kilometres 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.

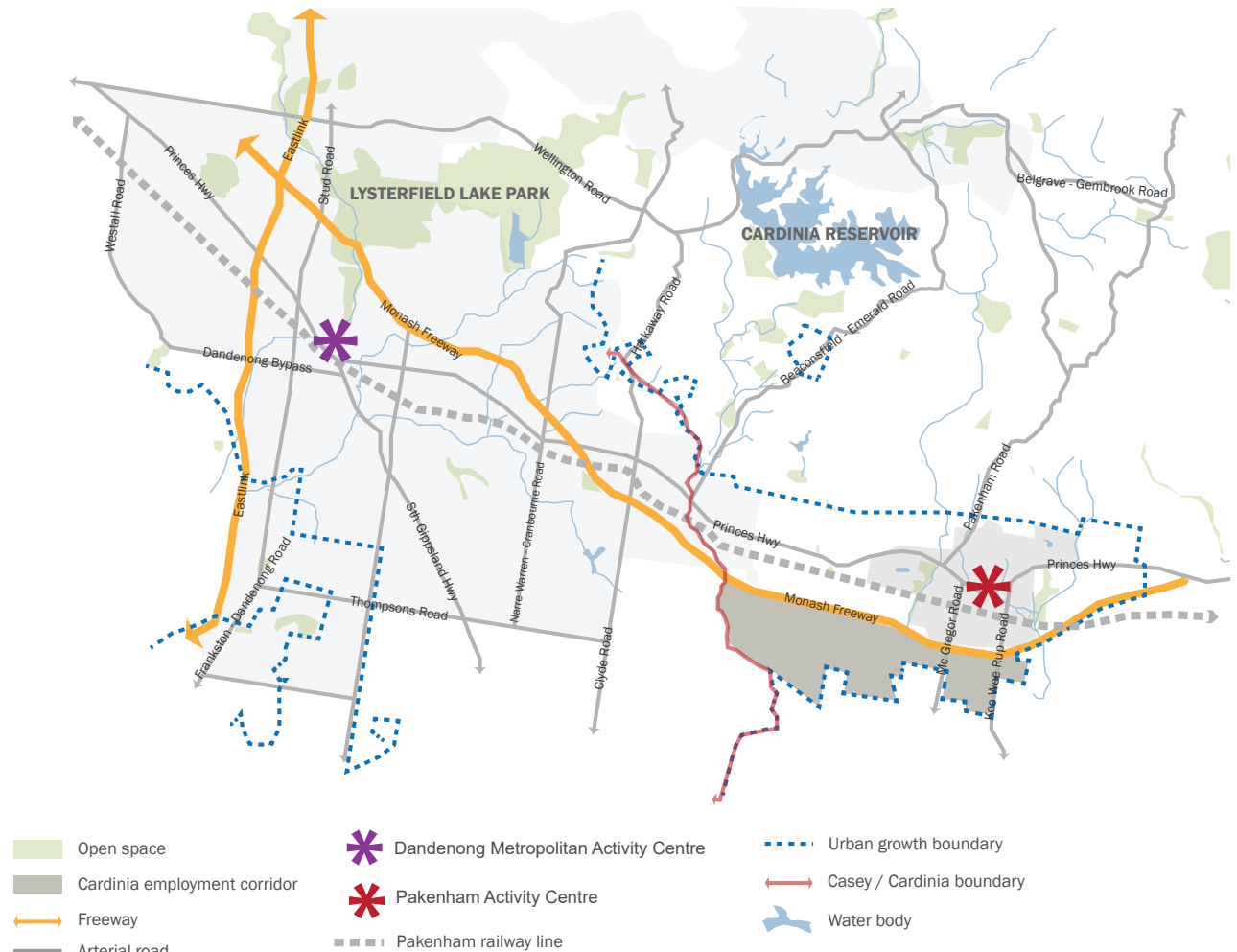


Figure 2 - location of the activity centre within the metropolitan context



## 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.

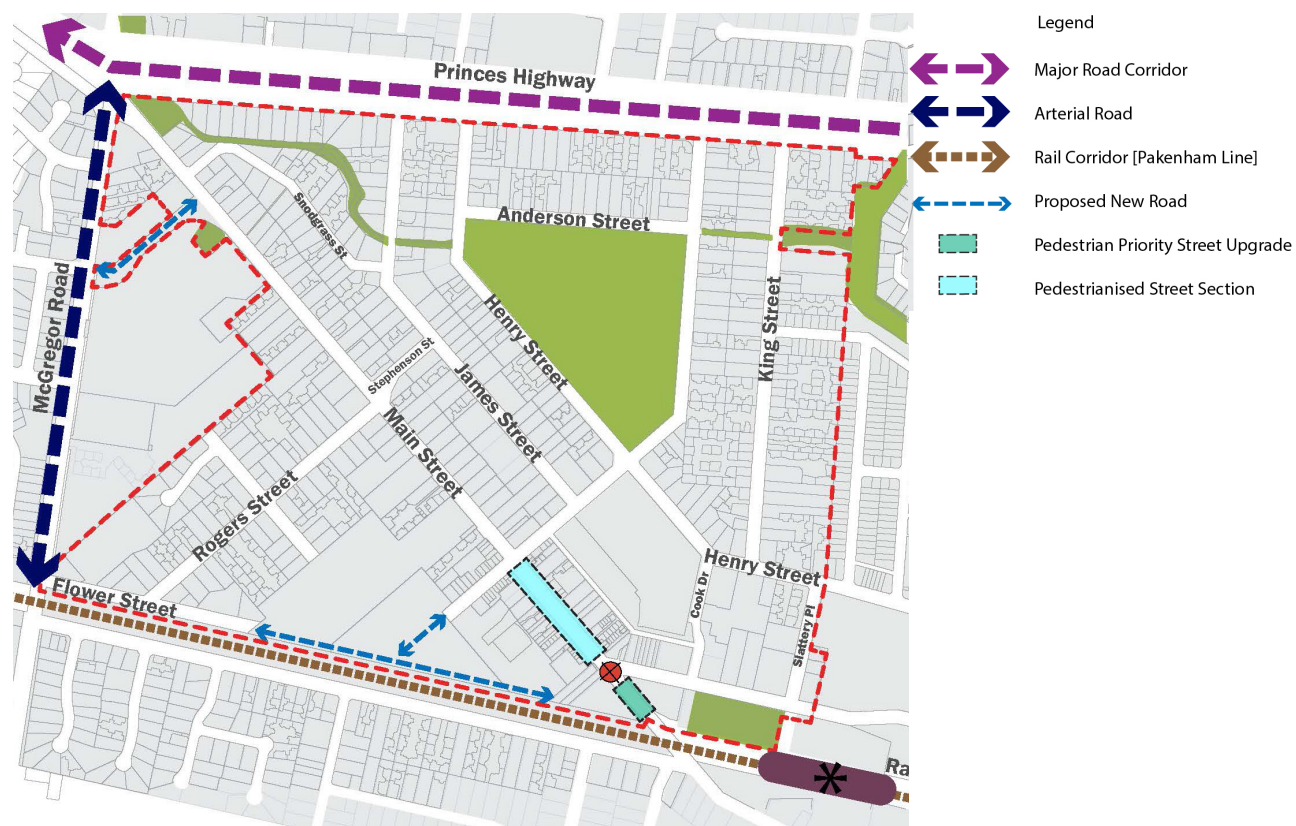


Figure 3 - principal movement network elements within and adjoining the activity centre

## 2.4 INTERFACES

The land use structure of the Pakenham Major Activity Centre results in an urban pattern that presents a divergent set of interfaces, internally and externally.

The surrounding uses to the 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.

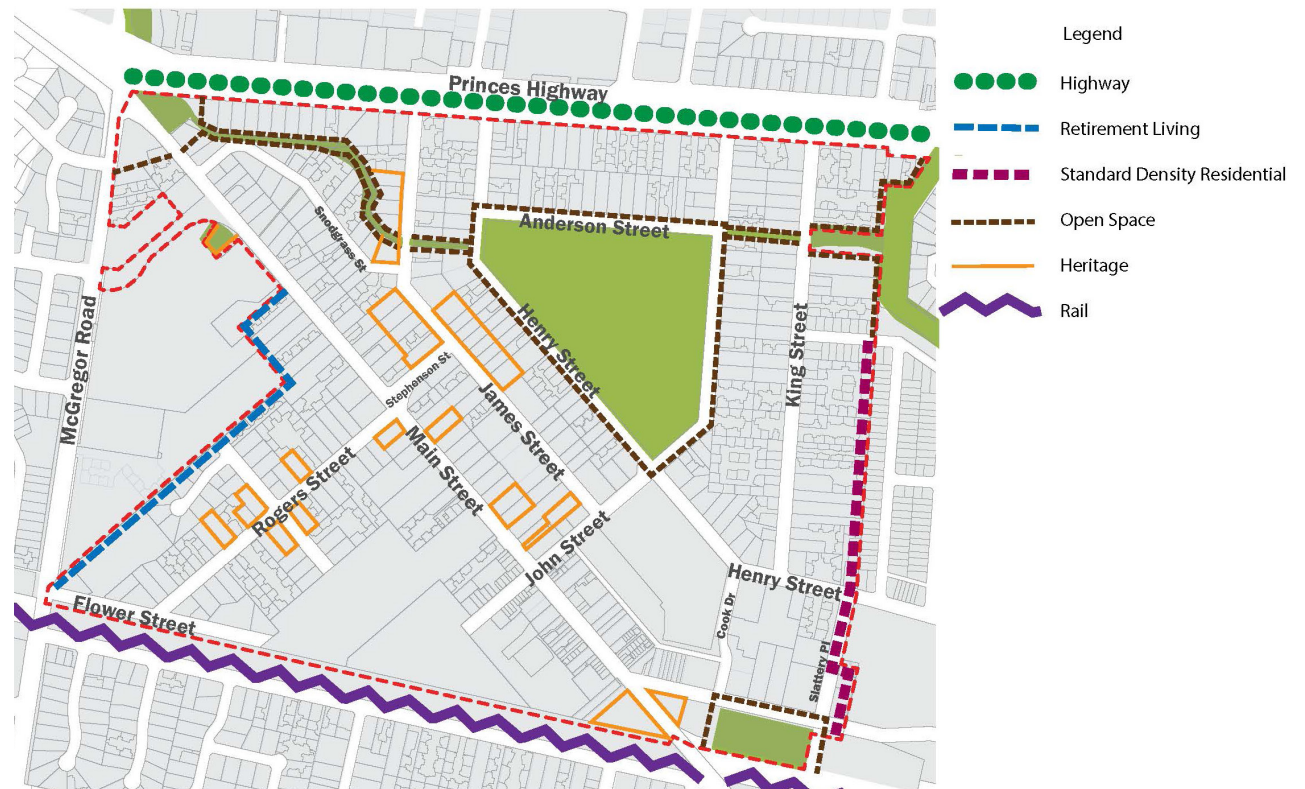


Figure 4 - significant interfaces within and adjoining the activity centre

## 2.5 ACTIVITY CENTRE STRUCTURE

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A wide range of uses are to be accommodated within the Pakenham Major 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.

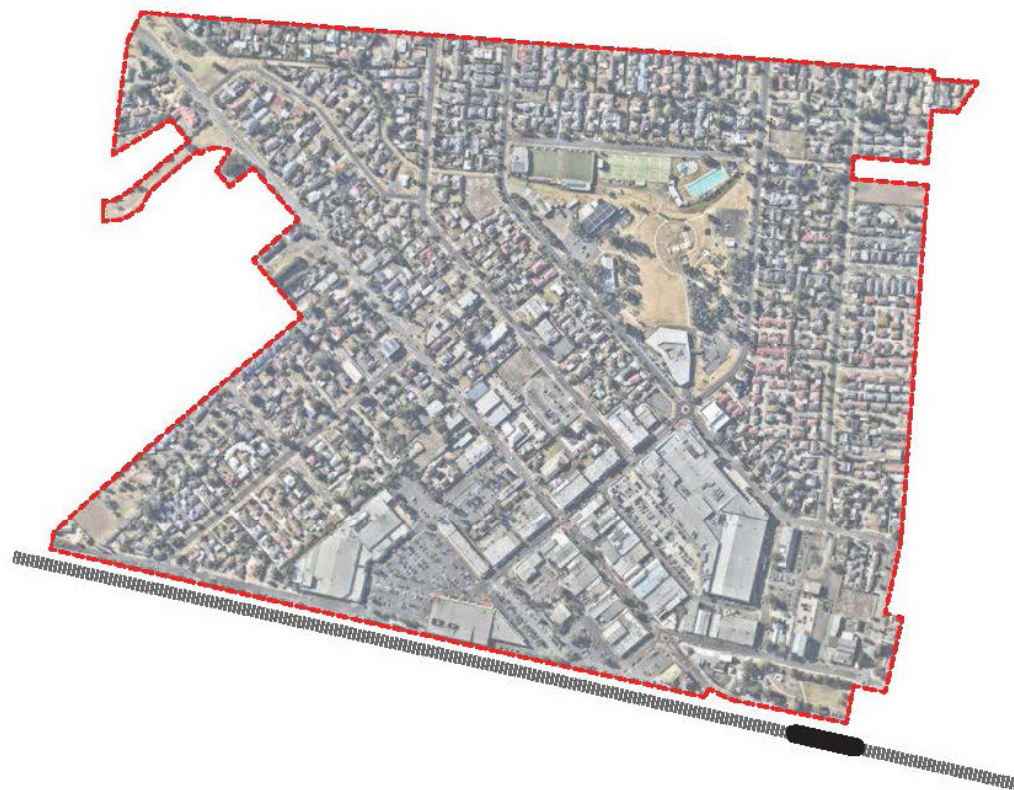


Figure 5 - aerial of the activity centre



## Section 3

# DEVELOPMENT PRECINCTS

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



### 3.0

## PRECINCT BUILT ENVIRONMENT REQUIREMENTS

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

The Requirements section provide critical guidance for the future development of the activity centre. 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.

These combined design controls provide the guiding principles 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 centre it will be necessary for developers and their design teams to undertake detailed design of all built environment elements in a manner that meets the preferred character and requirements contained

Precinct Number	Precinct Name	Role and function
1	<b>Retail Core</b>	The retail core of Pakenham Major 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	<b>West Commercial and Mixed Use</b>	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	<b>Princes Highway</b>	The primary entrance to the activity centre from the highway accommodating higher density residential, medical, commercial and office uses, in separate or mixed use built form.
4	<b>East Commercial and Mixed Use</b>	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	<b>Pakenham Place: Key Development Site</b>	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	<b>Market Place</b>	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	<b>Residential</b>	Provides for medium to higher 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 ENVIRONMENT REQUIREMENTS

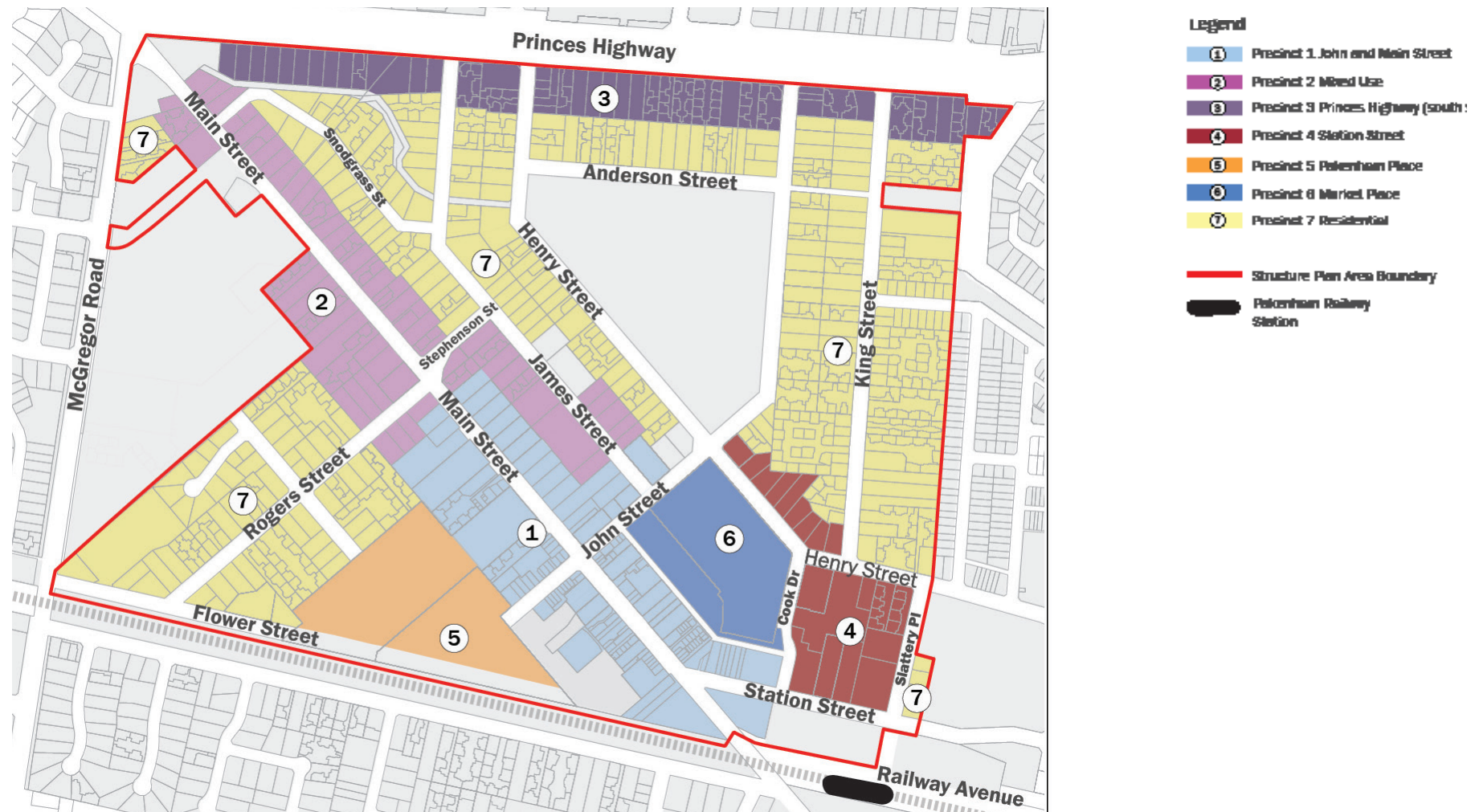


Figure 6 - locations of Precincts

## 3.1

### PRECINCT 1: CORE RETAIL BUILT 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 speciality 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.

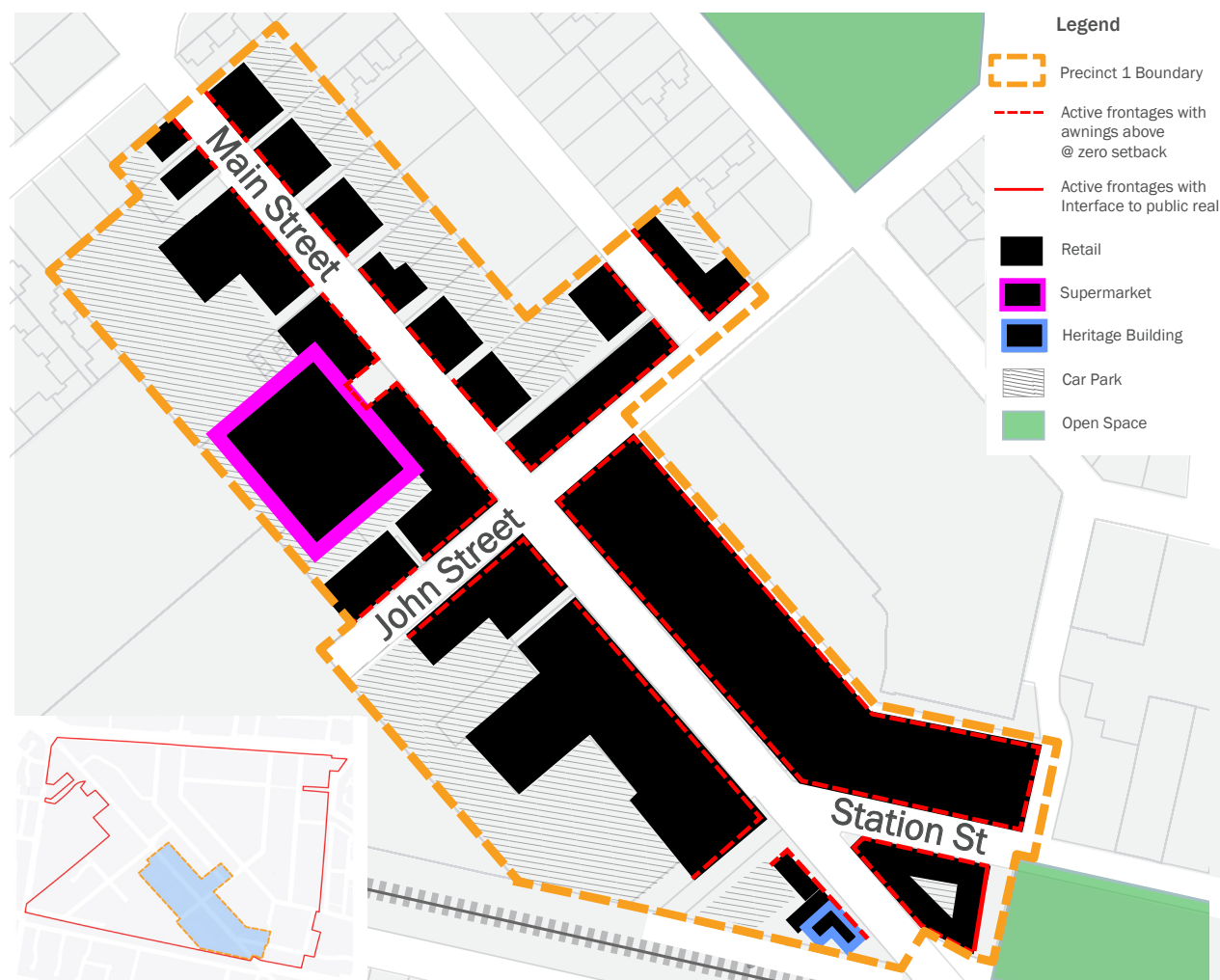


Figure 7 - indicative master plan for Precinct 1



## 3.1

### PRECINCT 1: CORE RETAIL BUILT ENVIRONMENT

#### 3.1.1 BUILT FORM REQUIREMENTS

The built form of development in the Core Retail precinct is to:

- Maintain and reinforce the traditional town centre urban pattern 'fine grained' focused on Main Street and John Street.
- Present a zero setback from the road reserve of any adjoining street other than a laneway.
- Be constructed to a maximum of four storeys with building heights not to exceed 15 metres.
- Ensure larger format retail use, be sleeved behind fine grain specialty retail built form addressing a street.
- Provide a typical height of 3.5 metres between levels, especially ground floor.
- Consider the context of the nil metre front setback which reduces visually dominant massing for developments adjoining a heritage place or precinct.
- In the case of commercial and mixed development on Main Street, provide zero side boundary setbacks and no windows, where appropriate.



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



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

## 3.1

### PRECINCT 1: CORE RETAIL BUILT ENVIRONMENT

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#### 3.1.2 BUILDING FRONTAGES REQUIREMENTS

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

- a. Maximise the extent of building frontages addressing activity centre streets and present highly activated frontages.
- 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.
- 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. Locate and design entrance foyers to upper storeys to be accessible from the street.

- i. 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 of 2.5 metres.
- l. In the case of buildings which exceed the preferred maximum building height should be designed to the upper levels cannot be seen from the street.
- m. To address all street frontages and rear boundary, where appropriate.



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

## 3.1

### PRECINCT 1: CORE RETAIL BUILT ENVIRONMENT

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#### 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 under croft, multi-decked or basement car parking formats.
- Be designed to provide access points that minimise disruption to the continuity of the public realm.
- Provide a designated pedestrian link to a street.

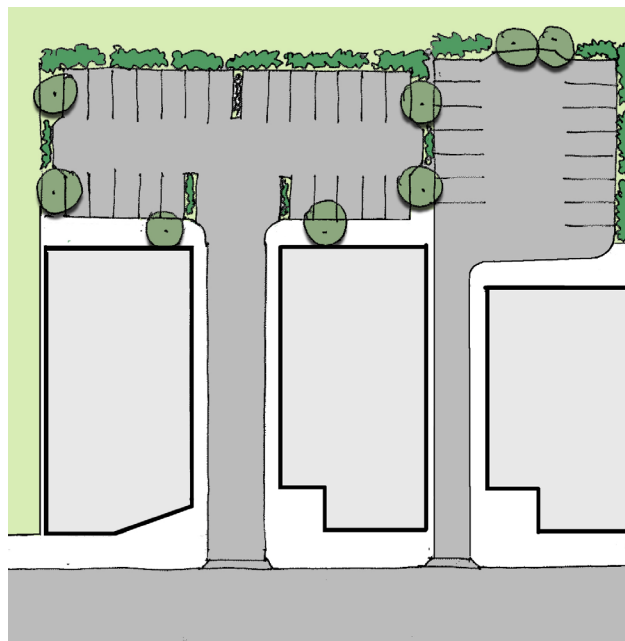


Figure 11 - plan of preferred off street car parking locations in Precinct 1

## 3.2

### PRECINCT 2: WEST COMMERCIAL AND MIXED USE BUILT 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.

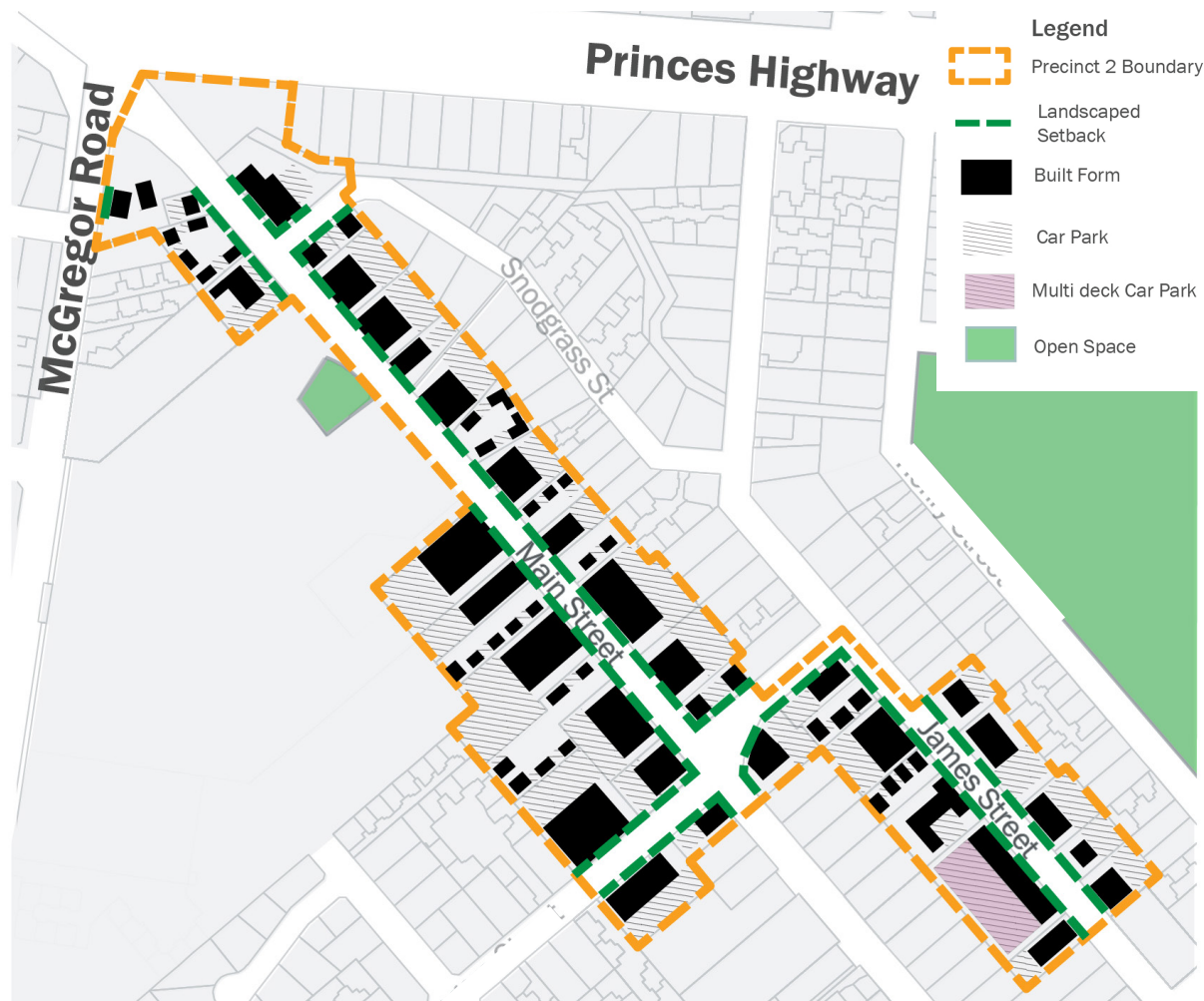
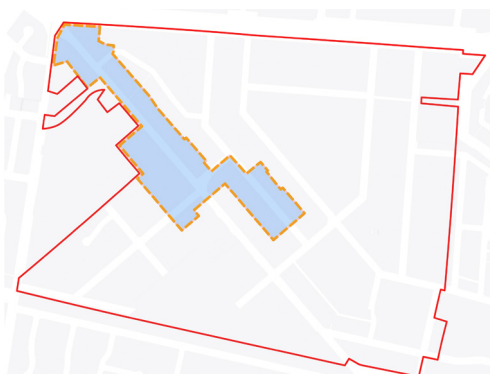


Figure 12 - indicative master plan for Precinct 2

## 3.2

### PRECINCT 2: WEST COMMERCIAL AND MIXED USE BUILT ENVIRONMENT

#### 3.2.1 BUILT FORM REQUIREMENTS

The built form of development in the West Commercial and Mixed Use precinct is to:

- 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.
- Be sympathetic to the area's original streetscape character and establish a transition zone between the core retail and residential precincts of the activity centre.
- Contribute to 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 15 metres.
- Be constructed to a scale that is responsive to any sensitive uses or precinct boundaries that adjoin the site.



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

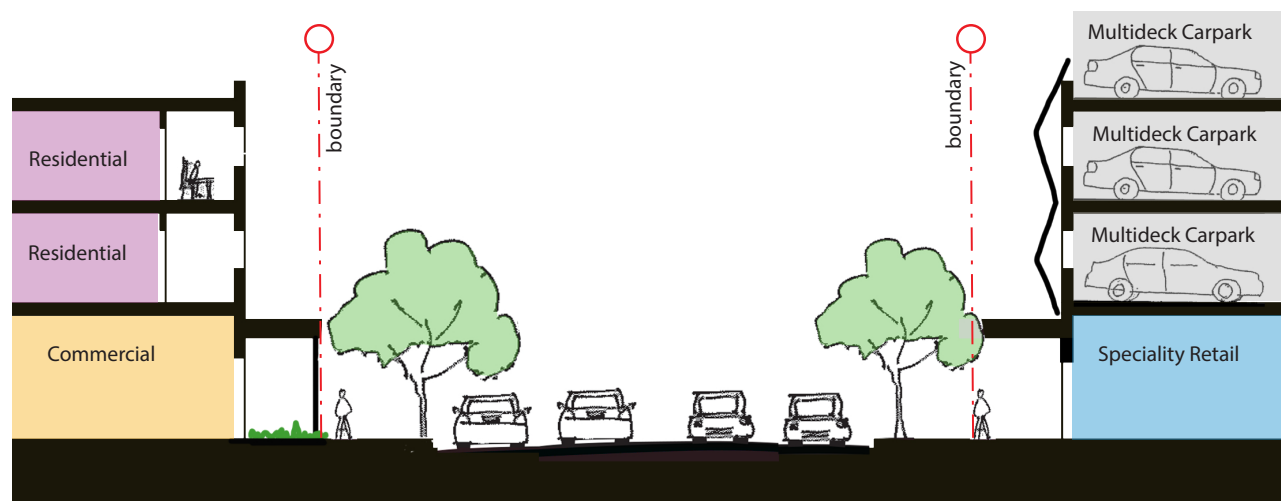


Figure 14 - indicative cross section of future built form siting in Precinct 2



## 3.2

### PRECINCT 2: WEST COMMERCIAL AND MIXED USE BUILT ENVIRONMENT

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#### 3.2.2 BUILDING FRONTAGES REQUIREMENTS

The building frontages of development in the West 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
- b. Maximise passive surveillance opportunities and create both a sense of safety and interest in the streetscape.
- c. Provide highly activated frontages with windows and entrances as the predominant elements of the ground floor facade.
- d. Maximise physical and visual permeability between the street and commercial spaces.
- e. Maximise opportunities to enhance passive surveillance of the public realm.
- f. At ground level provide entrance and clear glazed window elements that form at least 50% [up to 70%] of the facade surface.
- g. Locate main ground floor entrances of built form in the primary street façade or façade adjoining a public realm space.
- h. Locate entrances to the upper storeys in the primary street façade or public realm space of the building.
- i. Locate living areas and balconies of any residential component of the building to address all public realm areas that adjoin the site.
- j. Respond appropriately to heritage properties and precincts.
- k. In the case of buildings which exceed the preferred maximum building height, be designed so the upper levels cannot be seen from the street.
- l. 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

### PRECINCT 2: WEST COMMERCIAL AND MIXED USE BUILT ENVIRONMENT

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#### 3.2.3 PARKING + SERVICING REQUIREMENTS

Off-street car parking and servicing areas in the West 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 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 car parking, loading and all other service areas from the public realm.
- f. Provide a designated pedestrian link to a street.

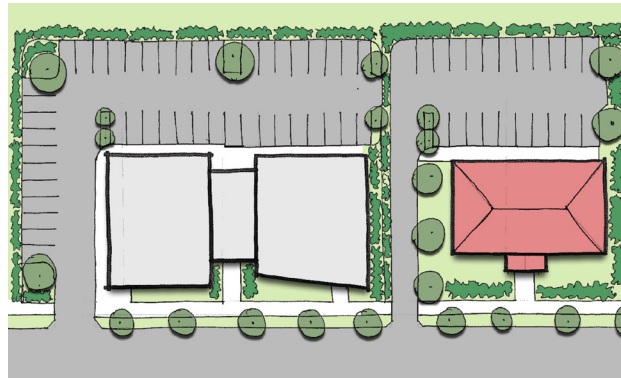


Figure 16 - plan of preferred off street car parking locations in Precinct 2



### 3.3

## PRECINCT 3: PRINCES HIGHWAY BUILT 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 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.

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
- Landscaped Buffer
- Open Space
- Active frontage with landscaped front setback
- Car Parking

Figure 17 - indicative master plan for Precinct 3



### 3.3

## PRECINCT 3: PRINCES HIGHWAY BUILT ENVIRONMENT

### 3.3.1 BUILT FORM REQUIREMENTS

The built form of development in the Princes Highway precinct are to:

- 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
- Present a minimum setback from the Princes Highway road reserve of 4 metres.
- Screen from view the majority of car parking areas and all loading and all other service areas from the public realm.
- Be constructed to a maximum of four storeys with building heights not to exceed 13.5 metres.



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

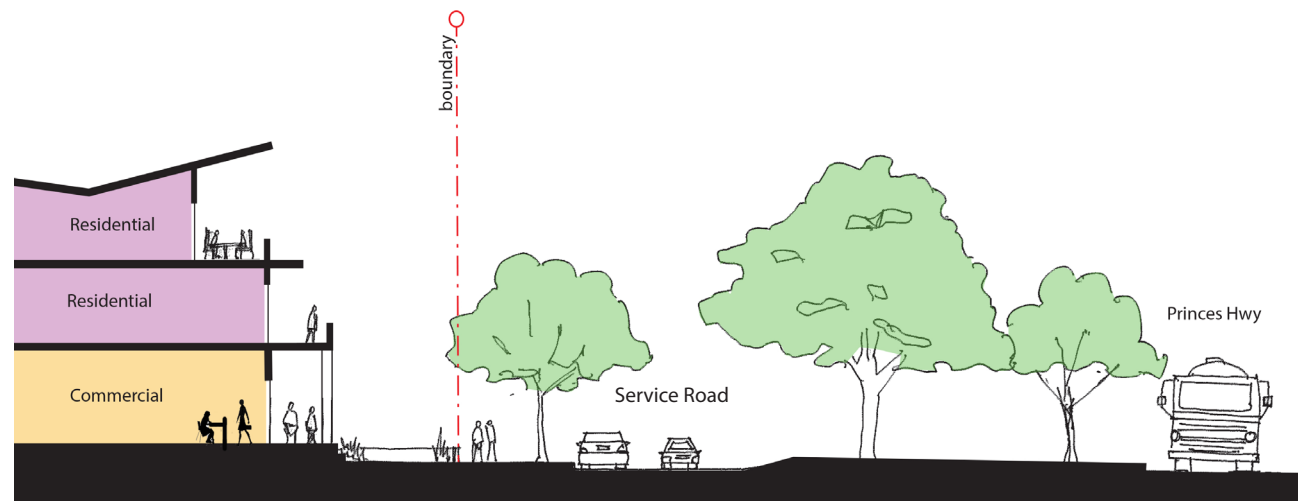


Figure 19 - indicative cross section of future built form siting in Precinct 3

## 3.3

### PRECINCT 3: PRINCES HIGHWAY BUILT ENVIRONMENT

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#### 3.3.2 BUILDING FRONTAGES REQUIREMENTS

The building frontages of development in the Princes Highway precinct are to:

- a. Present highly legible facades, with building entrances visible from and orientated towards, the street.
- 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, present a front façade that provides entrance and clear glazed window elements that form at least 50% [up to 70%] visually transparent to any public street or public realm space that adjoins the development site.
- d. Provide activated frontages with windows and entrances as the predominant features to developments with non residential uses at ground level
- e. Avoid entrances that do not address a public street or public realm space.
- f. Maximise opportunities to enhance passive surveillance of the public realm.
- g. In the case of buildings which exceed the preferred maximum building height, be designed so the upper levels cannot be seen from the street.



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

## 3.3

### PRECINCT 3: PRINCES HIGHWAY BUILT ENVIRONMENT

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#### 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 car parking, loading and all other service areas from the public realm.
- f. Provide a designated pedestrian link to a street.

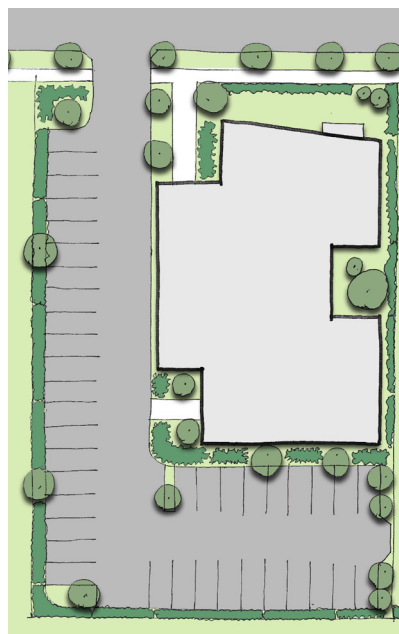


Figure 21.a - plan of preferred off street car parking locations in Precinct 3

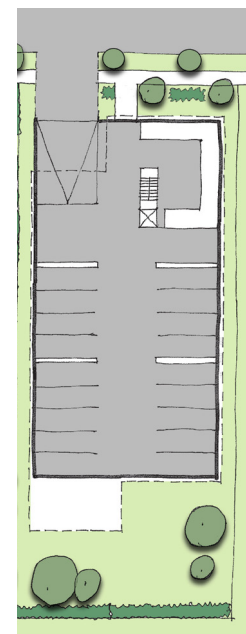


Figure 21.b - plan of preferred underground car parking locations in Precinct 3

### 3.4

## PRECINCT 4: EAST COMMERCIAL AND MIXED USE BUILT 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.

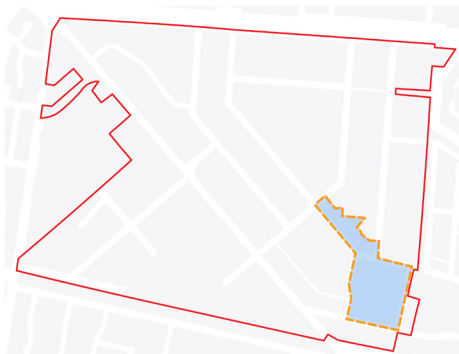


Figure 22 - indicative master plan for Precinct 4

## 3.4

### PRECINCT 4: EAST COMMERCIAL AND MIXED USE BUILT ENVIRONMENT

#### 3.4.1 BUILT FORM REQUIREMENTS

The built form of development in the East Commercial and Mixed Use precinct is to:

- Consolidate and convert 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 and zero setback along Station Street.
- Be constructed to a maximum of four storeys with building heights not to exceed 14 metres.
- Be constructed to a scale that is responsive to any sensitive uses or precinct 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

### PRECINCT 4: EAST COMMERCIAL AND MIXED USE BUILT ENVIRONMENT

#### 3.4.2 BUILDING FRONTAGES REQUIREMENTS

The building frontages of development in the East 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.
- 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
  - paths
  - entrance canopies
  - a car park access point
- d. Locate main ground floor entrances of built form in the primary street façade or a façade interfacing with a public realm space.
- e. Locate entrances to the upper storeys in the primary street façade or a frontage interfacing with a public realm space.
- 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% [up to 70%] 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.
- j. In the case of buildings which exceed the preferred maximum building height, be designed so the upper levels cannot be seen from the street.



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



## 3.4

### PRECINCT 4: EAST COMMERCIAL AND MIXED USE BUILT ENVIRONMENT

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#### 3.4.3 PARKING + SERVICING REQUIREMENTS

Off-street car parking and servicing areas in the East 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 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 car parking, loading and all other service areas from the public realm.
- f. Provide a designated pedestrian link to a street.

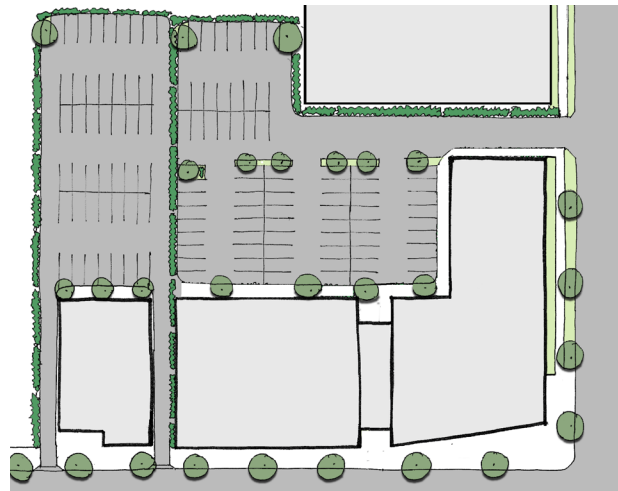


Figure 26 - plan of preferred off street car parking locations in Precinct 4

## 3.5

### PRECINCT 5: PAKENHAM PLACE: KEY DEVELOPMENT SITE BUILT 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.

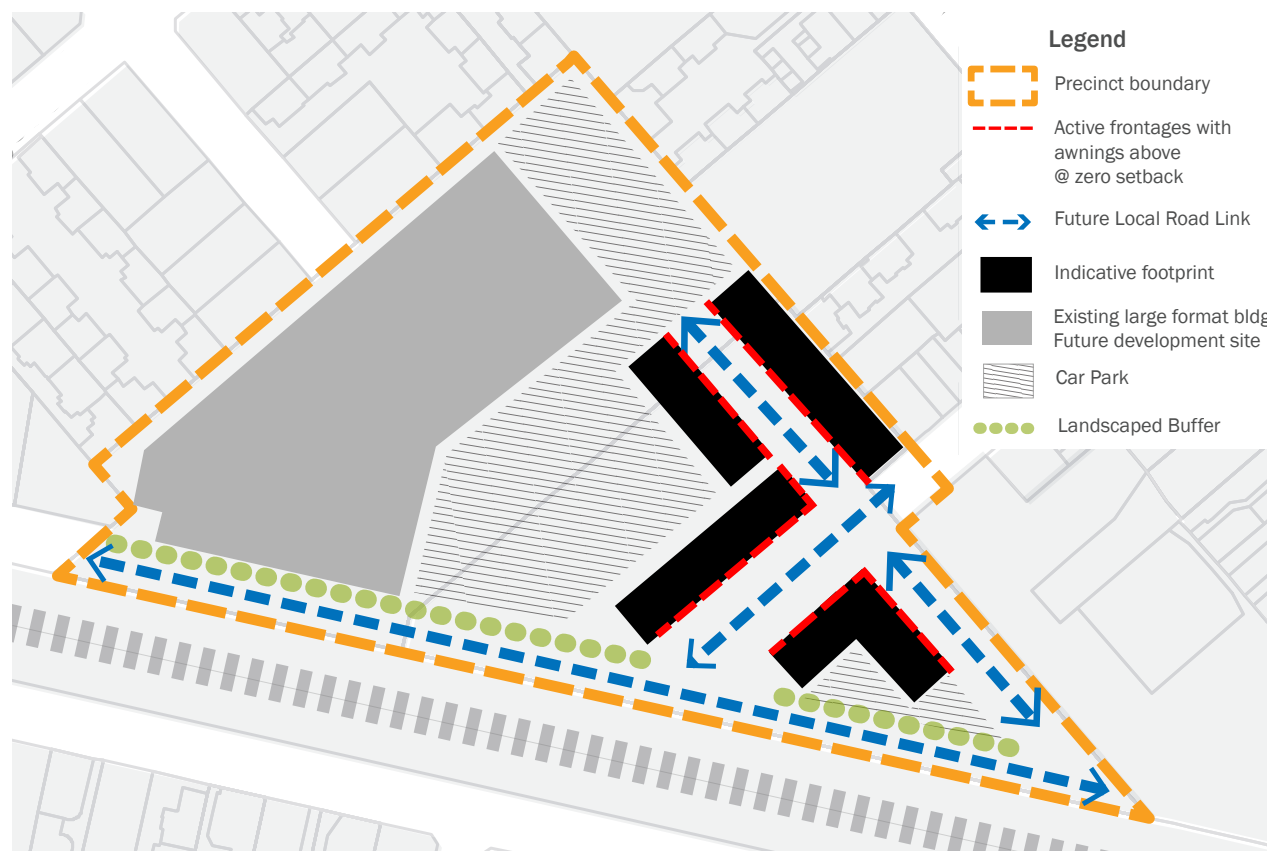


Figure 27 - indicative master plan for Precinct 5

## 3.5

### PRECINCT 5: PAKENHAM PLACE: KEY DEVELOPMENT SITE BUILT ENVIRONMENT

#### 3.5.1 BUILT FORM REQUIREMENTS

The built form of development in the Pakenham Place precinct is to:

- Contribute to the development of a traditional town centre urban pattern focused on a John Street extension and any other new street created, to reinforce a traditional shopping street focused activity centre urban pattern.
- Present a zero setback from the road reserve of any adjoining street other than a laneway.
- Be constructed to a maximum of four storeys with building heights not to exceed 15 metres.
- In the case of 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

### PRECINCT 5: PAKENHAM PLACE: KEY DEVELOPMENT SITE BUILT ENVIRONMENT

#### 3.5.2 BUILDING FRONTAGES REQUIREMENTS

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

- a. Maximise the extent of building frontages addressing Core Retail activity centre streets and present highly activated frontages.
  - 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.
  - 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 the ground floor facade to a maximum width of 2 metres.
  - i. In the case of 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.
- l. In the case of buildings which exceed the preferred maximum building height, be designed so the upper levels cannot be seen from the street.



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

## 3.5

### PRECINCT 5: PAKENHAM PLACE: KEY DEVELOPMENT SITE BUILT ENVIRONMENT

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#### 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 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 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. Provide a designated pedestrian link to a street.



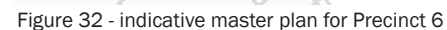
Figure 31 - plan of preferred off street car parking locations in Precinct 5



## PRECINCT 6: MARKET PLACE BUILT ENVIRONMENT

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.

A map of a city grid with a red outline and a blue highlighted area. The map shows a network of streets forming various sized blocks. A specific block in the lower-right quadrant is highlighted in blue. The entire map area is enclosed within a red boundary.



## 3.6

### PRECINCT 6: MARKET PLACE BUILT ENVIRONMENT

#### 3.6.1 BUILT FORM REQUIREMENTS

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

- Contribute to the development of a traditional town centre urban pattern orientated to street frontages.
- Present a zero setback from the road reserve of any adjoining street including a laneway.
- Be constructed to a maximum of four storeys with building heights not to exceed 15 metres.
- Promote upper floor car parking use that is 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

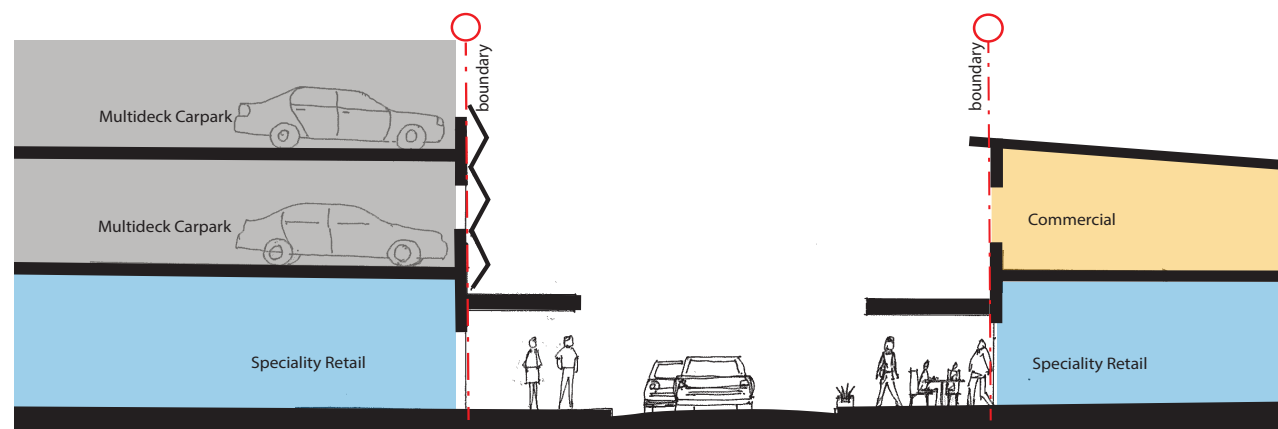


Figure 34 - indicative cross section of future built form siting in Precinct 6

## 3.6

### PRECINCT 6: MARKET PLACE BUILT ENVIRONMENT

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#### 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.
- 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.
- 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% [up to 70%] 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 of 2.5 metres.



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

## 3.6

### PRECINCT 6: MARKET PLACE BUILT ENVIRONMENT

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#### 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 built form or on the upper levels of development 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. Provide a designated pedestrian link to a street.

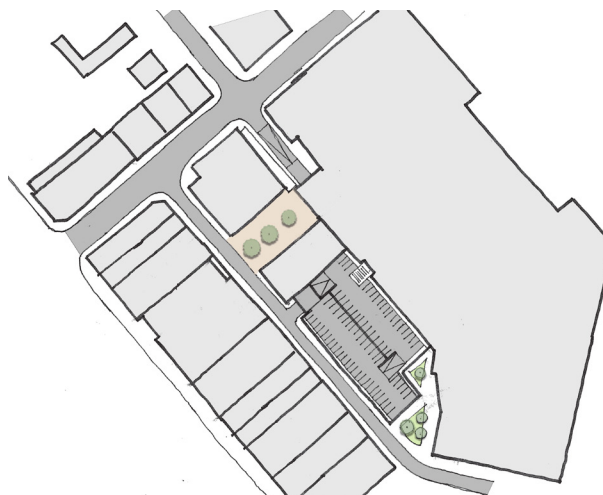


Figure 36 - plan of preferred above ground level off street car parking locations in Precinct 6

## 3.7

### PRECINCT 7: RESIDENTIAL BUILT 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.

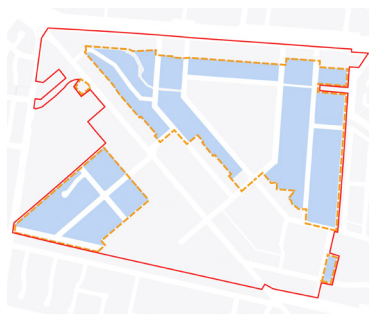


Figure 37 - indicative master plan for Precinct 7



## 3.7

### PRECINCT 7: RESIDENTIAL BUILT ENVIRONMENT

#### 3.7.1 BUILT FORM REQUIREMENTS

The built form of higher [medium] density residential development in the Residential precinct is to:

- 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 minimum front setback of 4 metres.
- Be constructed to a minimum of 2 storeys and a maximum of 13.5 metres or 3 storeys.
- Result in no more than a 60 percent built form site coverage of the lot.
- Encourage the inclusion of verandahs and balconies in the front setback, up to a 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

### PRECINCT 7: RESIDENTIAL BUILT ENVIRONMENT

#### 3.7.2 BUILDING FRONTAGE REQUIREMENTS

The building frontages of development in the Residential precinct are to:

- Maximise passive surveillance opportunities of adjoining streets and open space areas.
- Provide front facades that maximise the number of balconies and include the building's 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 but still allow passive surveillance opportunities from the dwellings.
- In the case of buildings which exceed the preferred maximum building height, be designed so the upper levels cannot be seen from the street.



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 Major Activity Centre



## 4.0

### GATEWAY DESIGN REQUIREMENTS

Pakenham Major 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

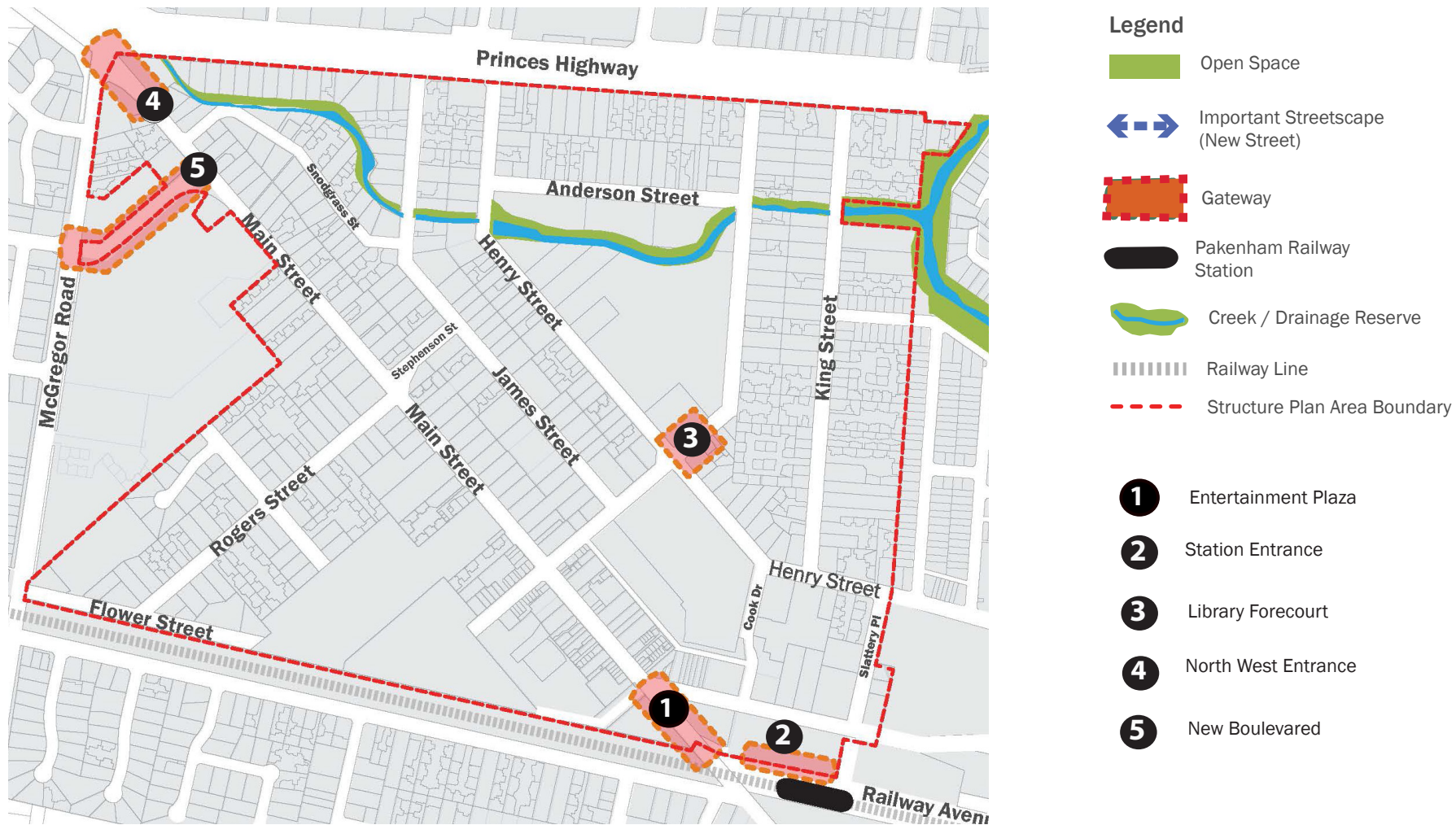


Figure 42- location of Gateway sites



## 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.

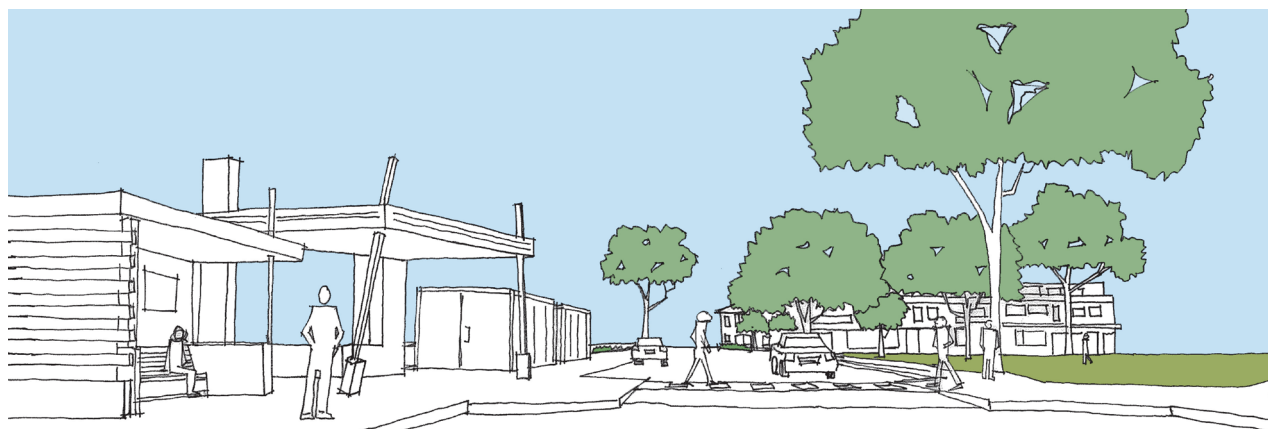


Figure 45 - indicative illustration of Gateway 2

## 4.2 STATION GATEWAY

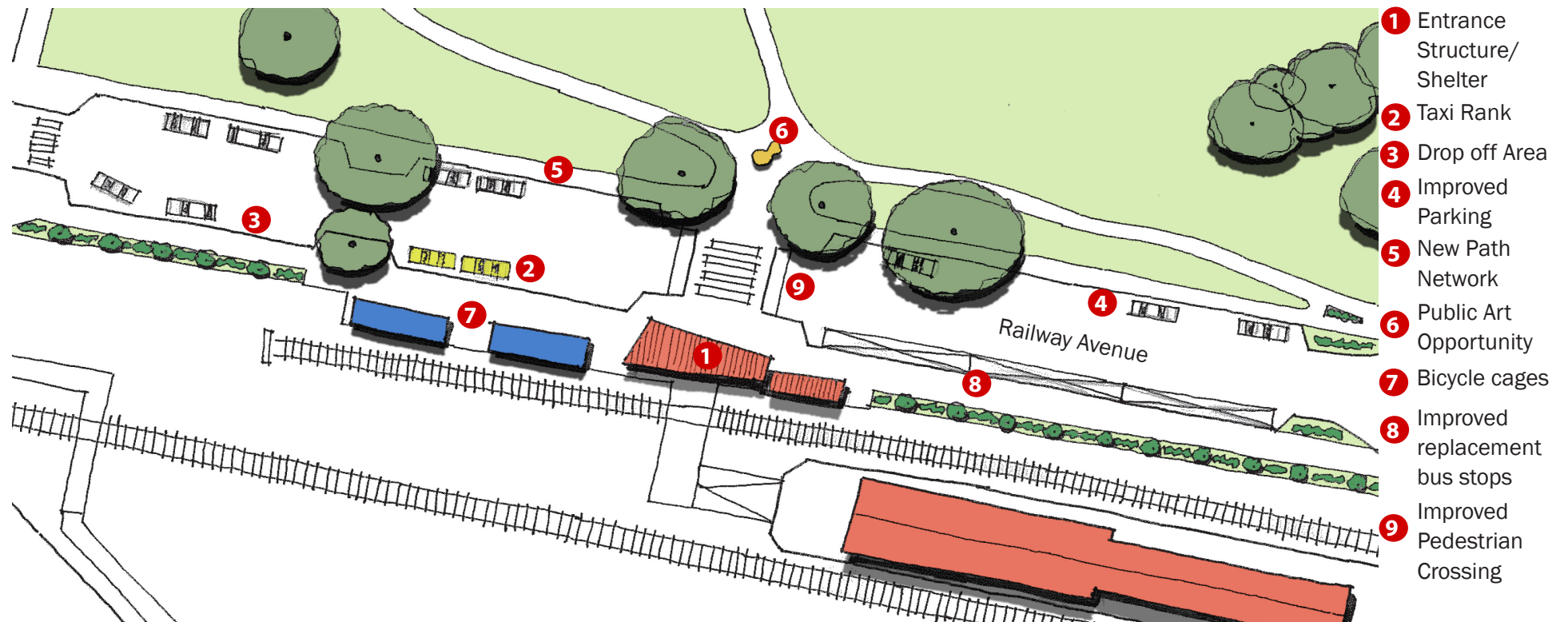


Figure 46 - indicative master plan for Gateway 2

## 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.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:

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

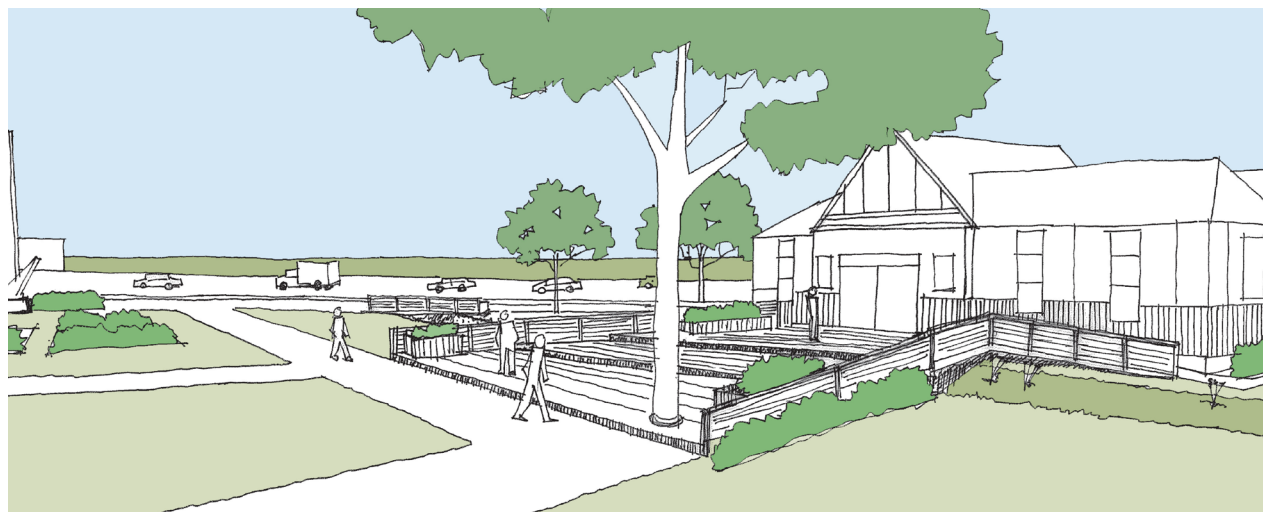


Figure 49 - indicative illustration of Gateway 4

## 4.4 NORTH WEST GATEWAY



Figure 50 - indicative master plan for Gateway 4

## 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



Figure 52 - indicative master plan for Gateway 5



