

6 Ordinary Business

6.1 Town Planning Reports

6.1.1 Planning Scheme Amendment C257 - Beaconsfield Development Plan Overlay 25

File Reference: Nil.
Responsible GM: Tracey Parker
Author: Celeste Grossi

Recommendation(s)

That Council:

1. Seek the authorisation of the Minister for Planning under Section 8A(2) of the *Planning and Environment Act 1987* to prepare Amendment C257 to the Cardinia Planning Scheme, generally in accordance with Attachment 1.
2. Give notice of Amendment C257 to the Cardinia Planning Scheme under Section 19 of the *Planning and Environment Act 1987*, subject to receiving the authorisation of the Minister for Planning under Part 1.

Attachments

1. Amendment Documents [6.1.1.1 - 52 pages]
2. Beaconsfield Structure Plan (December 2013) [6.1.1.2 - 47 pages]

Executive Summary

The Beaconsfield Structure Plan was adopted by Council in December 2013, and was later implemented as an Incorporated Document in the Cardinia Planning Scheme via Amendment C198 in May 2016. Ministerial approval of this Amendment was given with two conditions:

1. The built form requirements for Beaconsfield Point, Princes Highway Gateway and Woodland Grove Precinct be implemented via more appropriate planning controls.
2. An expiry date is placed on the Structure Plan's status as an Incorporated Document to ensure that its objectives are achieved by implementing its built form requirements through the appropriate planning controls in a timely manner.

In response, three Design and Development Overlays (DDOs) were prepared and exhibited via Amendment C220 to guide built form outcomes for the following three precincts:

- Princes Highway Gateway Precinct (DD05)
- Beaconsfield Point Precinct (DD06)
- Woodland Grove Precinct (DD07)

On 10 January 2019, DELWP advised that a Development Plan Overlay (DPO) would be more appropriate than a DDO for the Woodland Grove Precinct, that DD07 would be removed from Amendment C220, and the expiry date of the Structure Plan status as an Incorporated Document would be extended to allow time to prepare a DPO. Amendment C220 was gazetted on 18 July 2019. The Structure Plan's expiry date as an Incorporated Document was again extended when Amendment C263 was gazetted on 30 June 2020 to allow further time for the preparation of Amendment C257.

Amendment C257 proposes to implement the planning outcomes sought by the Beaconsfield Structure Plan through a more targeted statutory planning tool, being a DPO.

The DPO will provide direction on issues such as: Protection of important vegetation and habitats; Drainage and other infrastructure; Traffic movement and vehicle access; Pedestrian links; Public open space and landscaping; Lot sizes; Building setbacks; Front fence heights and treatments; and Integration of the development site with the future Cardinia Creek Parklands adjacent to the subject site.

The Amendment also proposes to change the status of the Beaconsfield Structure Plan from an Incorporated Document to a Background Document. This approach aligns with advice received from DELWP, will improve policy control and the built-form and subdivision outcomes for Beaconsfield town centre.

It is recommended that Council resolves to seek Authorisation from the Minister for Planning to prepare and exhibit Amendment C257 to the Cardinia Planning Scheme to introduce DPO25 to the Woodland Grove precinct in Beaconsfield town centre.

Background

The Beaconsfield Structure Plan area comprises of approximately 376 hectares of land within the Urban Growth Boundary (UGB) and is defined by:

- Holm Park Road and the major electricity transmission line easement to the north;
- Beaconhill Grange Residential Estate and Panorama Estate to the east; and,
- Cardinia Creek to the south and west.

Amendment C198

The Beaconsfield Structure Plan was adopted by Council in December 2013 and was implemented into the Cardinia Planning Scheme as an Incorporated Document through Amendment C198 approval in May 2016.

Prior to approval of Amendment C198, DELWP raised concerns with the incorporation of the Structure Plan in its entirety into the Cardinia Planning Scheme. Incorporation of large documents that have specific planning controls within them make it difficult for those controls to be found and are effectively located in the 'back' of the Cardinia Planning Scheme. DELWP advised that implementation should occur through a planning tool that is easily accessed and is located in the 'front' of the planning scheme, such as a DDO or DPO. It was initially agreed that the DDO would be the most appropriate tool for all three precincts.

Given the above, approval of Amendment C198 was received with the following conditions:

1. A review of the Beaconsfield Structure Plan and the Planning Practice Note 13. 'Incorporated and Background Document (PPN13)', revealed that the built form requirements within the Beaconsfield Point, Woodland Grove and Princes Highway Gateway Precincts should be implemented via a more appropriate planning control such as the Design and Development Overlay or the Development Plan Overlay.
2. Therefore, an expiry has been placed on the Structure Plan to 31 March 2019, to ensure that the objectives of the Structure Plan are achieved by implementing its requirements regarding built form through the use of an appropriate planning control within the Victorian Planning Provisions (VPPs).

Amendment C220

Amendment C220 proposed to apply three DDOs to the Beaconsfield town centre to implement the objectives and strategies set out in in the Structure Plan to guide built form outcomes for the following three precincts:

- Princes Highway Gateway Precinct (DD05)
- Beaconsfield Point Precinct (DD06)
- Woodland Grove Precinct (DD07)

Amendment C220 also proposed to remove the expiration date associated with the Beaconsfield Structure Plan and remove its status as an Incorporated Document; however, have it remain as a Background Document within the Cardinia Planning Scheme, providing guidance for future use and development applications within the town centre.

Prior to approval of C220, on 10 January 2019, DELWP advised that a DPO would be more appropriate than a DDO for the Woodland Grove Precinct. Upon further review Council officers concluded in agreeance. DELWP advised that the Minister for Planning would remove proposed DD07 from Amendment C220 and extending the expiry date of the Beaconsfield Structure Plan status as an Incorporated Document to June 2020. Council were then required to prepare another Amendment to implement a DPO to this precinct. On 18 July 2019, Amendment C220 came into effect via its gazettal by the Minister for Planning.

Amendment C263

Amendment C263 was required to extend the expiry date of the Beaconsfield Structure Plan status as an Incorporated Document to provide sufficient time for Amendment C257 to complete the full amendment process while ensuring current planning controls remain in place. An extension of 1.5 years until 31 December 2021 was requested and approved by the Minister for Planning. The amendment was gazetted and came into effect within the Cardinia Planning Scheme on 30 June 2020.

Proposed Amendment C257

Amendment C257 proposes to implement the planning outcomes sought by the Beaconsfield Structure Plan through a more targeted statutory planning tool, being a DPO schedule. The Amendment also proposes to remove the expiration date and change the status of the Structure Plan from an Incorporated Document to a Background Document. The Beaconsfield Structure Plan will continue providing guidance for future use and development applications within the town centre.

In summary, the Amendment proposes to:

- Insert new Schedule 25 to Clause 43.04 Development Plan Overlay
- Amend the Schedule to Clause 72.04 to remove the Beaconsfield Structure Plan (December 2013) as an Incorporated Document.
- Amend Clause 21.03-2 (Urban Growth Areas) and Clause 21.04-3 (Activity Centres) by removing the December 2021 expiration date of the Structure Plan.

This approach aligns with advice received from DELWP, will improve policy control and built form and subdivision outcomes for the Beaconsfield Town Centre.

Proposed Development Plan Overlay DELWP and Council officers identified that a DPO was the most appropriate tool to guide growth and development in the residential area known as the Woodland Grove Precinct. One of the main differences between a DDO and a DPO is the ability to direct preferred road layouts, as is required in the Woodland Grove Precinct. The proposed

DPO will address this important aspect by managing the traffic movement and the road network. Accordingly, it is proposed to apply DPO schedule 25, which will set out the framework for the preparation and approval of a development plan which will implement the requirements of the Beaconsfield Structure Plan.

The DPO will ensure that the objectives and strategies of the Beaconsfield Structure Plan are given due consideration when assessing planning applications for subdivision and buildings and works, and ensure consistency in the design of development within this residential area.

The DPO will provide direction on issues such as:

- Protection of important vegetation and habitats
- Drainage and other infrastructure
- Traffic movement and vehicle access
- Pedestrian links
- Public open space and landscaping
- Lot sizes
- Building setbacks
- Front fence heights and treatments
- Integration of the development site with the future Cardinia Creek Parklands adjacent to the subject site

Next steps

We are at **Stage 1** of the Planning Scheme Amendment Process as detailed below in Figure 1.

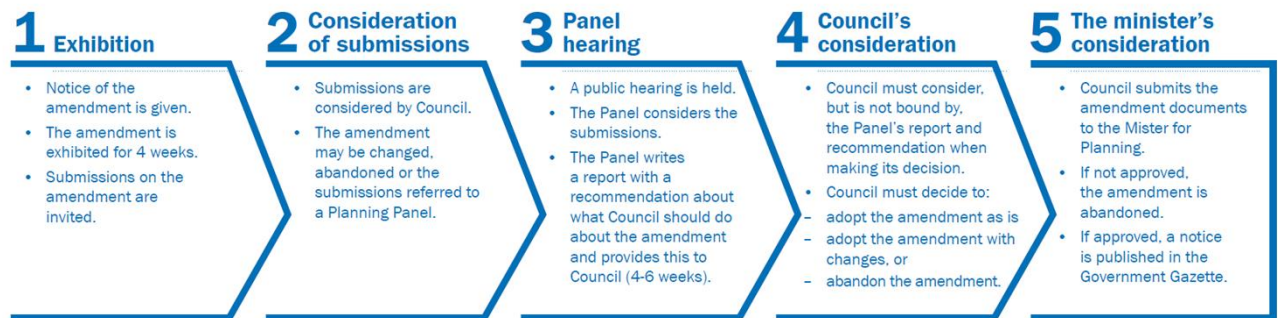


Figure 1. Steps in the Planning Scheme Amendment process

If Council resolves to seek Authorisation from the Minister for Planning, the sub stages within Stage 1 will be undertaken and public exhibition of the Amendment will commence.

Policy Implications

A summary of the strategic assessment is provided here. The full strategic assessment is provided in the explanatory report that forms part of the request to the Minister for authorisation and is contained in Attachment 1.

Consistency with Plan Melbourne Metropolitan Planning Strategy, 2017 – 2050

Plan Melbourne is the Metropolitan Planning Strategy for Melbourne. It sets out the vision and direction to guide Melbourne's growth through to 2050. The Amendment is consistent with directions relevant to residential areas by ensuring that subdivision and built-form is well-designed whilst maintaining and enhancing character and amenity.

Consistency with the State Planning Policy

State Planning Policy is contained in the Planning Policy Framework (PPF) in the Planning Scheme. The Amendment supports the objectives and strategies of the PPF by:

- Supporting housing growth and diversity in residential areas, whilst recognising local circumstances.
- Providing certainty about the scale of growth in the township.
- Providing a guide for structure, functioning and character of settlements in order to promote sustainable growth and development.
- Establishing controls to create a sense of place.
- Providing a tool to create urban environments and subdivision designs that are safe, healthy, functional and enjoyable and that contribute to a sense of place.

Consistency with Local Planning Policy Framework (LPPF)

The Municipal Strategic Statement (MSS) and Local Planning Policy Framework (LPPF) provides the vision and direction for land use planning and development within Cardinia Shire. The amendment supports the objectives and strategies of the LPPF by:

- Implementing a statutory planning tool that encourages an attractive, functional, and sustainable built form in existing and future development.
- Ensuring greater housing choice and diversity.
- Assisting in facilitating residential development within the Beaconsfield town centre to meet the needs of the existing and future community.

Relevance to Council Plan

The relevant objectives and actions within the 2020 Council Plan are:

Section 2 Our community; the relevant objective is that we will foster a strong sense of connection between Cardinia Shire's diverse communities.

- **Action 2.1.2** seeks to promote access to and encourage, a mix of housing types to cater for the varying needs of people in the Cardinia community.
- **Action 2.1.5** seeks to work with local communities to review and implement township strategies that contribute to meeting the needs of those communities.

Section 3 Our environment; the relevant objective is that we will continue to plan and manage the natural and built environment for present and future generations.

- **Action 3.5.3** seeks to provide for the sustainable development of rural townships while taking into account their existing character and community needs.

Climate Emergency Consideration

The proposed Amendment encourages medium density housing to be located within the Woodland Grove Precinct which is a key site located adjacent to the Beaconsfield train station within the town centre. This process will contribute to housing consolidation within this area, reducing the amount of urban sprawl and pressure on the growth front helping to mitigate the effects on climate changes.

Consultation/Communication

Officers have had preliminary consultations with the majority landowner whilst drafting the proposed DPO schedule.

Amendment C257 documents will be exhibited to all land holders within the precinct and the general public for a period of one month as part of the planning scheme amendment process.

Financial and Resource Implications

There are no additional resource implications associated with undertaking the Amendment. Costs associated with this process are provided for by the current and proposed strategic planning budget 2020-2021. The application of the DPO will provide a clear policy framework to assist Council planners when assessing and making decisions on applications in the Beaconsfield town centre.

Conclusion

The proposed DPO has been prepared in response to conditions placed upon the Beaconsfield Structure Plan and advice from DELWP and has been assessed against state and local planning provisions.

The proposed DPO will ensure that the objectives and strategies set out in the structure plan are given due consideration when assessing planning applications for buildings and works, and will provide guidance to facilitate the integrated development of the Woodland Grove precinct within the Beaconsfield town centre.

It is recommended that Council resolve to seek Authorisation from the Minister for Planning to prepare and exhibit Amendment C257 to the Cardinia Planning Scheme.

Planning and Environment Act 1987**CARDINIA PLANNING SCHEME****Notice of the preparation of an amendment****Amendment C257**

The Cardinia Shire Council has prepared Amendment C257 to the Cardinia Planning Scheme.

The land affected by the amendment is located within the Woodland Grove Precinct as shown in the *Beaconsfield Structure Plan*. The land parcels affected by this Amendment are identified as 53-56, 67-71, 73-75, 81, 83, 85 and 87 Woods Street, Beaconsfield.

The amendment proposes to implement the key objectives and strategies of the *Beaconsfield Structure Plan* (December 2013, expires 31 December 2021) (Structure Plan), by applying a Development Plan Overlay (DPO25) to the Woodland Grove Precinct identified in the Structure Plan. The Amendment also proposes to remove the Structure Plan as an Incorporated Document from the Schedule to Clause 72.04, reinstating it as a reference document and intends to remove the expiration date of the Structure Plan.

Specifically, the proposed Amendment:

- Inserts new Schedule 25 into Clause 43.04 DPO into the Cardinia Planning Scheme to guide future development within the Beaconsfield town centre.
- Amend Clause 21.03-2 (Urban Growth Areas) and Clause 21.04-3 (Activity Centres) by removing the December 2021 expiration date of the Structure Plan.
- Amend the Schedule to Clause 72.04 by deleting reference to the *Beaconsfield Structure Plan*, as its statutory weight is applied through the application of the DPO.

You may inspect the amendment, any documents that support the amendment and the explanatory report about the amendment, free of charge, at the following locations:

- during office hours, at the office of the planning authority, Cardinia Shire Council, 20 Siding Avenue, Officer.
- at the Department of Environment, Land, Water and Planning website www.delwp.vic.gov.au/public-inspection.

Any person who may be affected by the amendment may make a submission to the planning authority about the amendment. Submissions must be made in writing giving the submitter's name and contact address, clearly stating the grounds on which the amendment is supported or opposed and indicating what changes (if any) the submitter wishes to make.

Name and contact details of submitters are required for council to consider submissions and to notify such persons of the opportunity to attend council meetings and any public hearing held to consider submissions. The closing date for submissions is Friday, 18 December 2020. A submission must be sent to Cardinia Shire Council at:

mail@cardinia.vic.gov.au or

Cardinia Shire Council
Amendment C257
PO Box 7
PAKENHAM VIC 3810

The planning authority must make a copy of every submission available at its office for any person to inspect free of charge for two months after the amendment comes into operation or lapses.

Luke Connell
Manager Policy, Design & Growth Area Planning

Planning and Environment Act 1987

CARDINIA PLANNING SCHEME

AMENDMENT C257

EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by Cardinia Shire Council who is the planning authority for this amendment.

The Amendment has been made at the request of Cardinia Shire Council.

Land affected by the Amendment

The Amendment applies to the land within the Woodland Grove Precinct as shown in the Beaconsfield Structure Plan.

The land parcels affected by this Amendment are identified as No's. 53-56, 67-71, 73-75, 81, 83, 85 and 87 Woods Street, Beaconsfield.

The land affected by this Amendment is outlined in red on Map 1 below.

Map 1: Land affected by the amendment.



What the amendment does

The Amendment proposes to implement the key objectives and strategies of the *Beaconsfield Structure Plan, December 2013, expires 31 December 2021* (Structure Plan), by applying a Development Plan Overlay (DPO25) to the Woodland Grove Precinct identified in the Structure Plan.

The Amendment proposes to remove the Structure Plan as an Incorporated Document from the Schedule to Clause 72.04 and retain it as a Background Document. The Amendment also intends to remove the expiration date of the Structure Plan.

Specifically, the Amendment proposes to:

- Inserts new Schedule 25 under Clause 43.04 Development Plan Overlay.
- Amends Clause 21.03-2 (Urban Growth Areas) and Clause 21.04-3 (Activity Centres) by removing the 31 December 2021 expiration date of the Structure Plan.
- Amends the Schedule to Clause 72.04 by deleting the *Beaconsfield Structure Plan, December 2013, expires 31 December 2021* as an Incorporated Document.

Why is the Amendment required?

The Structure Plan sets out the strategic directions for Beaconsfield and provides a framework for change to guide built form, use and development outcomes for the centre for the next 10-15 years.

In May 2016, Amendment C198 incorporated the Structure Plan into the Cardinia Planning Scheme. The Department of Environment, Land, Water and Planning (DELWP) raised concerns with the incorporation of the Structure Plan into the Cardinia Planning Scheme in its entirety. Incorporating large documents with specific planning requirements amongst its content makes it difficult for those requirements to be found and are effectively located behind the Cardinia Planning Scheme. The DELWP advised that implementation of Council's strategic documents should occur through statutory planning tools that are easily located and accessed within the planning scheme.

This advice is consistent with the guidance provided in Planning Practice Note 13 – Incorporated and Background Documents, which advises when incorporated documents are to be included within a planning scheme. Placing design and built form requirements within an incorporated document is not effective and makes it difficult for the controls to be found. Therefore, any development and built form requirements should be excised from the Structure Plan and implemented through an appropriate Victorian Planning Provision (VPP) tool such as a Development Plan Overlay (DPO) or Design and Development Overlay (DDO).

In January 2019, when considering the approval of Amendment C220, DELWP advised that the appropriate VPP tool for the Woodland Grove Precinct is a DPO, not a DDO as was initially proposed by Amendment C220.

Amendment C257 proposes to implement the planning outcomes sought by the Structure Plan by applying a DPO schedule to the Woodland Grove Precinct being a more transparent and visible tool within the Cardinia Planning Scheme. Amendment C257 also proposes to change the status of the Structure Plan from an Incorporated Document to a Background Document. With the approval of Amendment C220 and the proposed addition of Schedule 25 to the DPO, the DELWP's requirements for Cardinia Shire Council to prepare appropriate planning controls for the below precincts of the Structure Plan area will be completed, and therefore the expiration date on the Structure Plan is proposed to be removed.

- Princes Highway Gateway Precinct (DDO5 – implemented through Amendment C220)
- Beaconsfield Point Precinct (DDO6 – implemented through Amendment C220)
- Woodland Grove Precinct (Proposed DPO25 – proposed implementation through Amendment C257)

The proposed Amendment will provide greater certainty about the future development and built form outcomes for this precinct, and the requirements to be considered for future planning permit applications.

How does the Amendment implement the objectives of planning in Victoria?

The proposed Amendment gives effect to and is consistent with the following objectives of planning in Victoria identified in section 4(1) of the *Planning and Environment Act 1987*:

(1) (a) to provide for the fair, orderly, economic and sustainable use, and development of land.

(c) to secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.

(d) to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.

(f) to facilitate development in accordance with the above objectives.

(g) to balance the present and future interests of all Victorians.

The proposed Amendment will provide for the fair, orderly and sustainable use of land by providing direction in relation to the subdivision of residential land, and the future design and built-form outcomes in accordance with the Structure Plan. It will ensure that new development is successfully integrated into the existing residential areas with minimal adverse impact on amenity and built form, that new residential subdivision creates lots of appropriate sizes, and that new residential built form maintains and enhances the valued character of the Beaconsfield Town Centre, securing a pleasant, efficient and safe working, living and recreational environment.

How does the Amendment address any environmental, social and economic effects?

The proposed Amendment will have positive economic and social benefits by providing residents, landowners and developers with a greater degree of certainty on a general subdivision layout of vacant land and the built form outcomes that the responsible authority considers to be appropriate within the town centre. Clear guidance through the application of the DPO will strengthen the guidance provided for this area of the town centre and provide for a diverse residential outcome. It will preserve and enhance the valued character traits of the existing residential areas and will ensure that new residential development is responsive to those valued character elements.

Does the Amendment address relevant bushfire risk?

The Amendment does not seek to implement any new planning provisions that would allow the introduction of intensification of development that has, or will on completion have, a Bushfire Attack Level rating more than BAL-12.5.

The precinct is not affected by the Bushfire Management Overlay (BMO). A portion of the Woodland Grove Precinct is located in a Bushfire Prone Area (BPA) under the Building Regulations, which require that each proposed dwelling in the BPA must undergo a bushfire risk assessment and must be constructed to a minimum construction standard of BAL-12.5.

For the purpose of this Amendment, a bushfire assessment was commissioned by Council to understand the level of bushfire hazard and risk to the precinct. It determined that the subject area is at the lower end of bushfire risk in Victoria and is a suitable location for development according to strategic and locational policies in Clause 13.02-1S Bushfire of the planning scheme. Based on the bushfire assessment the subject area is capable of meeting a site-based exposure benchmark equivalent to a radiant heat flux of less than 12.5 kilowatts/square metre. A defendable space setback equivalent to Column A in Clause 53.02 Bushfire in planning schemes can be achieved whereby the development must be setback 33 metres from the vegetation in the Cardinia Creek corridor.

A further bushfire risk assessment is a requirement of the proposed DPO schedule 25 to determine up-to-date bushfire hazard details of the subject area to be included in the future Development Plan. This provides the mechanism to confirm the defendable space setback required and it may result in a setback less than 33 metres if the vegetation type in and around the Cardinia Creek corridor varies from what is currently present. It is for this reason that the defendable space setback is expressed as an outcome rather than a distance based on a specific vegetation type.

Does the Amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The Amendment is consistent with the Ministerial Direction on the Form and Content of Planning Schemes under Section 7(5) of the Planning and Environment Act 1987.

The Amendment is consistent with Ministerial Direction No. 9 – Metropolitan Strategy which requires a Planning authority to have regard to the Metropolitan Strategy (Plan Melbourne 2017-2050). It is considered the Amendment assists in achieving the following directions of Plan Melbourne.

- Direction 1.3: Create development opportunities at urban renewal precincts across Melbourne.
- Direction 2.1: Manage the supply of new housing in the right locations to meet population growth and create a sustainable city.

- Direction 2.2: Deliver more housing closer to jobs and public transport.
- Direction 2.4: Facilitate decision-making processes for housing in the right locations.
- Direction 2.5: Provide greater choice and diversity of housing.
- Direction 3.3: Improve local travel options to support 20-minute neighbourhoods.
- Direction 5.1: Create a city of 20-minute neighbourhoods.

Ministerial Direction 11 – Strategic Assessment of Amendments requires a comprehensive strategic evaluation of the amendment and its outcomes to determine whether an amendment supports or implements State and local planning policy of the relevant planning scheme. The Amendment complies with the requirements of this Ministerial Direction as set out in this Explanatory Report.

Ministerial Direction 15 – The Planning Scheme Amendment Process provides directions on the planning scheme amendment process. This Amendment will follow an appropriate process.

How does the Amendment support or implement the Planning Policy Framework and any adopted State policy?

The amendment is consistent with the objectives and strategies of the following clauses of the Planning Policy Framework (PPF):

Clause 11.01-1S Settlement discusses the need to anticipate and respond to the needs of the existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

Clause 13.02-1S Bushfire Planning discusses the need to prioritise the protection of human life by not locating settlements and communities in areas of bushfire risk. Strategic planning documents, local planning policy, or planning scheme amendments that result in an introduction or intensification of development in an area that has, or will have on completion, more than a BAL-12.5 will not be approved.

Clause 15.01-1S Urban Design seeks to ensure that land use and development responds appropriately to the identified opportunities and constraints of the land and the broader area. This clause also describes the need to ensure land use and development responds to its landscape, valued built form and cultural context.

Clause 15.01-2 Building Design seeks to achieve building design outcomes that contribute positively to the local context and enhance the public realm through a variety of strategies such as:

- *Ensuring development responds and contributes to the strategic and cultural context of its location.*
- *Ensure development is designed to protect and enhance valued landmarks, views and vistas.*
- *Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.*

Clause 15.01-3 Subdivision Design seeks to ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.

Clause 15.01-5 Neighbourhood Character seeks to recognise, support and protect neighbourhood character, cultural identity, and a sense of place. Relevant strategies include the following:

- *Ensure development responds to cultural identity and contributes to existing or preferred neighbourhood character.*
- *Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by emphasising the:*
 - *Pattern of local urban structure and subdivision.*
 - *Underlying natural landscape character and significant vegetation.*

Clause 15.01-1 Urban Design – Metropolitan Melbourne seeks to create urban environments that are distinctive and liveable with quality design and amenity.

- *Support the creation of well-designed places that are memorable, distinctive and liveable.*
- *Integrate place making practices into road space management.*
- *Create new boulevards in urban-growth areas and selected existing road corridors across Melbourne.*

- *Provide spaces and facilities that encourage and support the growth and development of Melbourne's cultural precincts and creative industries.*

Clause 15.01-5 Cultural Identity and Neighbourhood Character seeks to recognise and protect cultural identity, neighbourhood character and a sense of place. The following strategies are relevant:

- *Ensure development responds and contributes to existing sense of place and cultural identity.*
- *Ensure development recognises distinctive urban forms and layout and their relationship to landscape and vegetation.*
- *Ensure development responds to its context and reinforces special characteristics of local environment and place by emphasising:*
 - *The underlying natural landscape character.*
 - *The heritage values and built form that reflect community identity.*
 - *The values, needs and aspirations of the community.*

Clause 16.01-3 Housing Diversity discusses the need to provide for housing diversity, facilitating a range of housing types in order to provide for housing choice. This clause also encourages the following:

- *A mix of housing types.*
- *Respect of the neighbourhood character.*
- *Improved housing choice.*
- *Making better use of existing infrastructure.*

Clause 16.01-2 Location of Residential Development aims to *locate new housing in designated locations that offer good access to jobs, services and transport.*

The proposed Amendment supports the Planning Policy Framework (PPF) for the following reasons:

- The DPO will provide a tool to ensure well-designed subdivisions and housing in a suitable location within the Beaconsfield Town Centre.
- The DPO encourages development that responds appropriately to both the existing and preferred future character of the area.
- Supports housing growth and diversity in defined housing change areas and redevelopment sites.
- Provides a guide for structure, functioning and character of settlements in order to promote sustainable growth and development.
- Ensures a sufficient supply of land is available for residential purposes.
- Ensures the design of subdivisions achieve attractive, liveable, walkable, cyclable, diverse and sustainable neighbourhoods.

How does the Amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The amendment is consistent with, and has been prepared in accordance with, the Local Planning Policy Framework (LPPF) and the Municipal Strategic Statement (MSS) as outlined below:

Cardinia 21.01 Cardinia Shire Key Issues and Strategic Vision identifies the key issues facing Cardinia. The following relevant key issues for the municipality are identified at Clause 21.01-3 Key Issues:

Settlement and Housing

- *The sustainable development of the growth area and rural townships.*

Particular use and development

- *Encouraging an attractive, functional and sustainable built form in existing and future development.*

Clause 21.03 Settlement and housing is also of relevance with sub **Clause 21.03-1 Housing** identifying that housing in Cardinia Shire is currently dominated by detached dwellings in both urban and rural areas. The key issues in relation to housing relevant to this amendment are as follows:

- *Providing for a diversity of housing types and densities, including increased housing density around activity centres.*

Objective 1 of this clause is to *encourage a diversity in housing to meet the needs of existing and future residents*. The following strategies to achieve this objective are of relevance.

- *Encourage an increase in densities provided it occurs in the context of an increase in the standard of urban design, timely provision of infrastructure and is consistent with the existing and/or preferred neighbourhood character.*
- *Ensure that future housing growth is effectively managed to maintain and enhance the qualities of the municipality.*
- *Encourage a range of lot sizes and housing types in new developments that satisfy the need and aspirations of the community.*
- *Ensure residential development and subdivisions are designed with attractive streetscapes and urban character.*

The proposed Amendment supports the Local Planning Policy Framework (LPPF) for the following reasons:

- Ensures greater housing choice and diversity
- Ensures the siting and design of proposed subdivisions and buildings are sympathetic to the natural environment and preferred neighbourhood character.
- Implements a tool into the planning scheme that encourages an attractive, functional, and sustainable built form in future development.

Does the Amendment make proper use of the Victoria Planning Provisions?

The proposed amendment makes proper use of the Victorian Planning Provisions (VPP) by implementing the objectives of the *Beaconsfield Structure Plan (December 2013)* through the application of DPO25. The objective of the DPO include: *To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.*

How does the Amendment address the views of any relevant agency?

Extensive consultation with community and external agencies were sought during the development of the *Beaconsfield Structure Plan (December 2013)* and the subsequent Planning Scheme Amendment C198 which incorporated the Structure Plan into the Cardinia Planning Scheme.

The views of relevant agencies will be sought and considered as part of the formal exhibition of this Amendment under Section 23 of the *Planning and Environment Act 1987*.

Does the Amendment address relevant requirements of the Transport Integration Act 2010?

The Amendment is not likely to have significant impact on the transport system, as defined by Section 3 of the *Transport Integration Act 2010*.

Resource and administrative costs

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The proposed amendment will have no significant impact on the resource and administrative costs of the responsible authority. The amendment will assist with future planning permit applications within the proposed DPO area by providing clear guidance in relation to subdivision and design outcomes.

Where you may inspect this Amendment

The Amendment is available for public inspection, free of charge, during office hours at the following places:

Cardinia Shire Council Civic Centre 20 Siding Avenue Officer VIC 3809
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The Amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection and via Council's website at <https://creating.cardinia.vic.gov.au/projects>

Submissions

Any person who may be affected by the Amendment may make a submission to the planning authority.

Electronic submissions are preferable and should be sent to mail@cardinia.vic.gov.au (please include Amendment C257 in the e-mail title)

Or mailed to:

Cardinia Shire Council
 Planning Strategy and Urban Design
 Amendment C257
 PO Box 7
 PAKENHAM VIC 3810

Panel hearing dates

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- directions hearing: Week of 8th March 2021 (TBC)
- panel hearing: Week of 12th April 2021 (TBC)

ATTACHMENT A - Mapping reference table

Location	Land /Area Affected	Mapping Reference
Woodland Grove Precinct (DPO25)	Land bounded by Woods Street to the east, 47-51 Woods Street to the north, Cardinia Creek to the west	Cardinia C257DPOMap12 Authorisation

	and Beaconsfield Avenue to the south.	
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*Planning and Environment Act 1987***CARDINIA PLANNING SCHEME****AMENDMENT C257****INSTRUCTION SHEET**

The planning authority for this amendment is the Cardinia Shire Council.

The Cardinia Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 1 attached map.

Overlay Maps

1. Insert new Planning Scheme Map No 12DPO in the manner shown on the 1 attached map marked "Cardinia Planning Scheme, Amendment C257".

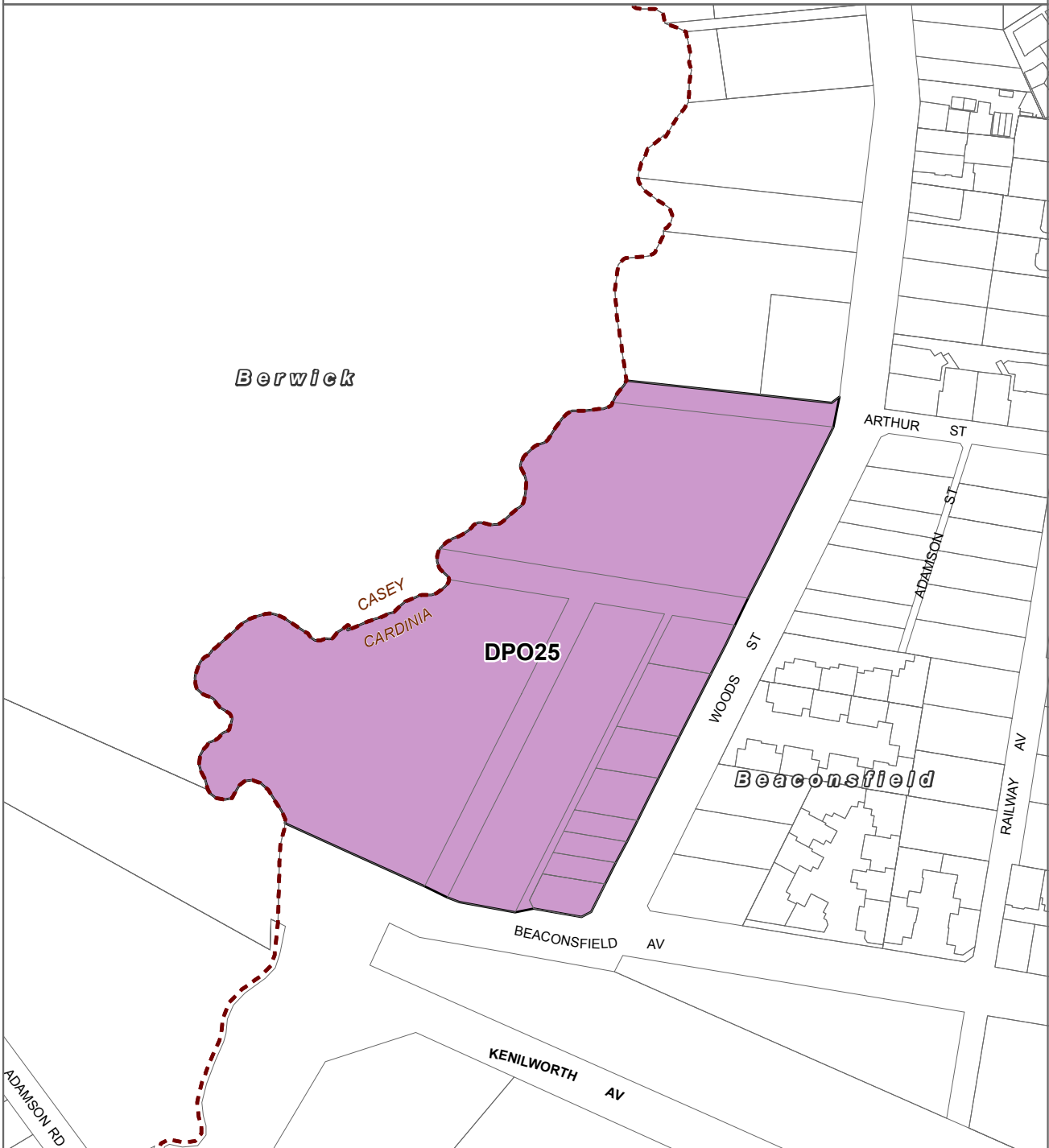
Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:



2. In **Local Planning Policy Framework** – replace Clause 21.03 with a new Clause 21.03 in the form of the attached document.
3. In **Local Planning Policy Framework** – replace Clause 21.04 with a new Clause 21.04 in the form of the attached document.
4. In **Operational Provisions** – Clause 72.04, replace the Schedule with a new Schedule in the form of the attached document.
5. In **Overlays** – insert Clause 43.04, insert new Schedule 25 in the form of the attached document.

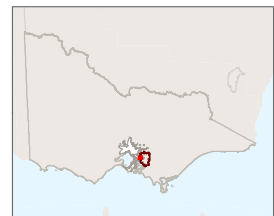
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CARDINIA PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C257



LEGEND

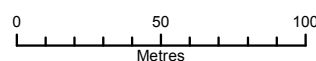
-  DPO20-29 - Development Plan Overlay - Schedules 20-29
-  Local Government Area



Part of Planning Scheme Map 12DPO

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Planning Group
 Print Date: 20/05/2019



Environment,
 Land, Water
 and Planning

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Strategic Assessment Guidelines Checklist

This checklist is a tool that provides a quick snapshot of the abovementioned information. It may be useful to use while preparing an amendment assessment.

Note: In the 'Comment' field, you must click in the top left part of the field to enter any comments.

Strategic Consideration	Yes	No	N/A	Comment
<p>Why is an amendment required?</p>				<p>The Amendment proposes to implement the key objectives of the Beaconsfield Structure Plan December 2013, expires 31 December 2021 (Structure Plan), by applying a Development Plan Overlay (DPO25) to the Woodland Grove Precinct identified in the Structure Plan.</p> <p>The Amendment will also remove the Structure Plan as an incorporated document, as its statutory weight is applied through the application of DDO's through Amendment C220 and a DPO through proposed Amendment C257.</p> <p>The amendment also intends to remove the expiration date of the Structure Plan.</p> <p>The desired outcome is to have the Structure Plan achieve its objectives and strategies by applying the appropriate built form and design controls which are more transparent and visible within the Cardinia Planning Scheme.</p>
<ul style="list-style-type: none"> What does the amendment intend to do and what is its desired outcome? 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> How does it intend to do it? 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> Inserts new Schedule 25 into Clause 43.04 DPO into the Cardinia Planning Scheme to guide future development within the Beaconsfield town centre. Amends Clause 21.03-2 (Urban Growth Areas) and Clause 21.04-3 (Activity Centres) by removing the June 2020 expiration date of the Structure Plan. Amends the Schedule to Clause 72.04 by deleting reference to the Beaconsfield Structure Plan, as its statutory weight is applied through the application of the DPO.
<ul style="list-style-type: none"> Is it supported by or is it a result of any strategic study or report? 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The Beaconsfield Structure Plan December 2013, expires 31 December 2021.</p>
<ul style="list-style-type: none"> Will the planning policy, provision or control result in the desired planning outcome? 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> Will the amendment have a net community benefit? 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> Will the community benefit outweigh the cost of the new control? 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> Does the amendment repeat provisions already in the scheme? 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> Is the planning scheme the most appropriate means of controlling the issue or can other existing regulatory or process mechanisms deal with the issue? 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> Is the matter already dealt with under other regulations? 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

<p>Does the amendment implement the objectives of planning and any environmental, social and economic effects?</p>	<ul style="list-style-type: none"> • Does the amendment implement the objectives of planning in Victoria? (Refer to section 4 of the <i>Planning and Environment Act 1987</i>) • Does the amendment adequately address any environmental effects? • Does the amendment adequately address any social effects? • Does the amendment adequately address any economic effects? 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Yes, as outlined in the explanatory report.</p> <p>Yes, as outlined in the explanatory report.</p> <p>Yes, as outlined in the explanatory report.</p> <p>Yes, as outlined in the explanatory report.</p>
<p>Does the amendment address relevant bushfire risk?</p>	<ul style="list-style-type: none"> • Does the amendment meet the objective and give effect to the strategies to address the risk to life as a priority, property, community infrastructure and the natural environment from bushfire in the Planning Policy Framework (Clause 13.02 of the planning scheme)? • Has the view of the relevant fire authority been sought in formulating the amendment? 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The land is not affected by the Bushfire Management Overlay (BMO), however, a portion of the Woodland Grove Precinct is located in a Bushfire Prone Area (BPA) under the Building Regulations. In these areas each proposed dwelling will undergo a bushfire risk assessment and will be required to be constructed to an appropriate construction standard. A bushfire assessment was commissioned by Council which determined that the subject area was at the lower end of bushfire risk in Victoria and was a suitable location for development according to strategic and locational policies in Clause 13.02-1S Bushfire of the planning scheme. Based on the bushfire assessment the subject area is capable of meeting a site-based exposure benchmark equivalent to a radiant heat flux of less than 12.5 kilowatts/square metre. This means the same as achieving a setback equivalent to Column A in Clause 53.02 Bushfire in planning schemes. A minimum setback of 33m arises under these requirements whereby development should be setback 33m from the vegetation in the creek corridor.</p> <p>A bushfire risk assessment is also a requirement of the proposed schedule 25 to the DPO prior to the preparation of the development plan to determine the permanent hazards of the subject area. This provides the mechanism to confirm the setback required and it may result in a setback of less than 33m if the final vegetation type in the creek corridor varies from what is currently present. It is for this reason that the setback is expressed as an outcome rather than a distance based on a specific vegetation type.</p> <p>The Amendment does not seek to implement any new planning provisions that would allow the introduction of intensification of any development that has, or will on completion have, a Bushfire Attack Level (BAL) rating more than 12.5.</p>

	<ul style="list-style-type: none"> • If the planning scheme includes a Local Planning Policy Framework at Clause 20, is the amendment consistent with the Local Planning Policy Framework objectives and strategies that apply to bushfire risk? 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<ul style="list-style-type: none"> • Is local policy for bushfire risk management required to support the amendment? 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<p>Does the amendment comply with all the relevant Minister's Directions?</p>	<ul style="list-style-type: none"> • Does the amendment comply with the requirements of the Ministerial Direction - The Form and Content of Planning Schemes? • Do any other Minister's Directions apply to the amendment? If so, have they been complied with? • Is the amendment accompanied by all of the information required by a Minister's Direction? 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Yes, as outlined in detail in the explanatory report. The Amendment complies with the requirements of the following Ministerial Directions:</p> <ul style="list-style-type: none"> • Ministerial Direction – Form and Content • Ministerial Direction 9 – Metropolitan Planning Strategy • Ministerial Direction 11 – Strategic Assessment of Amendments • Ministerial Direction 15 – The Planning Scheme Amendment Process
<p>Does the amendment support or implement the PPF?</p>	<ul style="list-style-type: none"> • Does the amendment support or give effect to the PPF? • Are there any competing PPF objectives and how are they balanced? • Does the amendment support or give effect to any relevant adopted state policy? <p>If the planning scheme includes a Municipal Planning Strategy (MPS) at Clause 02 and the amendment seeks to introduce or amend a local planning policy in the PPF:</p> <ul style="list-style-type: none"> • Does the new or amended local planning policy: <ul style="list-style-type: none"> – respond to a demonstrated need? – implement a strategic direction in the MPS? – relate to a specific discretion or group of discretions in the planning scheme? – assist the responsible authority to make a decision? – (assist any other person to understand whether a proposal is likely to be supported? 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Yes, as outlined in the explanatory report.</p> <p>Yes, as outlined in the explanatory report.</p>

	<ul style="list-style-type: none"> • Does the amendment affect any existing local planning policy or tool? • Is a local planning policy necessary OR is the issue adequately covered by another planning tool or decision guideline? 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Amendment only affects a local policy by removing the expiry date that sits alongside the Beaconsfield Structure Plan at Clause 21.03 and 21.04.
<p>Does the amendment support or implement the LPPF?</p> <p>*This strategic consideration only applies if the planning scheme includes an LPPF at Clause 20</p>	<ul style="list-style-type: none"> • Does the amendment implement or support the MSS? • Does the amendment seek to change the objectives or strategies of the MSS? If so, what is the change? • What effect will any change to the MSS have on the rest of the MSS: <ul style="list-style-type: none"> – Is the amendment consistent/inconsistent with strategic directions elsewhere in the MSS? – Has the cumulative effect of this amendment on the strategic directions in the MSS been considered? • Does the new or amended local planning policy: <ul style="list-style-type: none"> – respond to a demonstrated need? – implement an objective or strategy in the MSS? – relate to a specific discretion or group of discretions in the scheme? – assist the responsible authority to make a decision? – assist any other person to understand whether a proposal is likely to be supported? • Does the amendment affect any existing local planning policy or tool? • Is a local planning policy necessary OR is the issue covered by another planning tool or decision guideline? 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	By removing the expiry date of the structure plan from Clauses 21.03 and 21.04.
<p>Does the amendment support or implement the MPS?</p> <p>*This strategic consideration only applies if the planning scheme includes an MPS at Clause 02</p>	<ul style="list-style-type: none"> • How does the amendment seek to implement or support the MPS? • Does the amendment seek to change the strategic directions of the MPS? If so, what is the change? • What effect will any change to the MPS have on the rest of the MPS? <ul style="list-style-type: none"> – Is the amendment consistent/inconsistent with strategic directions elsewhere in the MPS? 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

	<ul style="list-style-type: none"> - Is the amendment consistent/inconsistent with strategic directions elsewhere in the MPS? <input type="checkbox"/> - What is the cumulative effect of this amendment on the other directions in the MPS? <input type="checkbox"/> 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Does the amendment make proper use of the VPP?	<ul style="list-style-type: none"> • Does the amendment use the most appropriate VPP tool to achieve the strategic objective of the scheme? <input checked="" type="checkbox"/> • Does the amendment affect, conflict with or duplicate another existing provision in the planning scheme that deals with the same land, use or development? <input type="checkbox"/> • If so, have the provisions been reconciled? <input checked="" type="checkbox"/> • Does the control capture matters that do not specifically relate to the purpose or objectives of the control or matters that should not be dealt with under planning? <input type="checkbox"/> • Does the amendment make any existing provision in the planning scheme redundant? <input checked="" type="checkbox"/> • Is the amendment consistent with any relevant planning practice note? <input checked="" type="checkbox"/> 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>No, as the amendment is removing the Beaconsfield Structure Plan (December 2013) as an incorporated document.</p> <p>Yes, the amendment removes the Beaconsfield Structure Plan (December 2013) as an incorporated document.</p>
How does the amendment address the views of any relevant agency?	<ul style="list-style-type: none"> • Have the views of any relevant agency been addressed? <input checked="" type="checkbox"/> 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Does the amendment address the requirements of the <i>Transport Integration Act 2010</i> (TIA)?	<ul style="list-style-type: none"> • Is the amendment likely to have a significant impact on the transport system as defined by section 3 of the TIA? If so, explain how the amendment addresses the transport system objectives and decision-making principles set out in Part 2, Divisions 2 and 3 of the TIA. <input type="checkbox"/> • Are there any applicable statements of policy principles prepared under section 22 of the TIA? If so, assess how the amendment addresses any specified policy principles that apply to the proposal. <input type="checkbox"/> 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
What impact will the new planning provisions have on the resource and administrative costs of the	<ul style="list-style-type: none"> • Has the council considered the cost implications in implementing and administering the new planning provisions including: <ul style="list-style-type: none"> - estimated increase in number of planning permit applications <input checked="" type="checkbox"/> - planning staff resources <input checked="" type="checkbox"/> 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

responsible authority?	<ul style="list-style-type: none"> <li data-bbox="427 241 778 344">– other miscellaneous costs including legal or other professional advice, for example, heritage advisers <li data-bbox="427 365 778 439">– capacity to consider the new application within the prescribed time? 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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DD/MM/YYYY
Proposed
C257

SCHEDULE 25 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO25**.

BEACONSFIELD WOODLAND GROVE PRECINCT

1.0 Objectives

DD/MM/YYYY
Proposed
C257

- To enhance the choice and diversity of housing opportunities and types, that are appropriate to the setting and achieve high quality amenity and urban design.
- To encourage and guide the re-development of land into an integrated medium density residential precinct that responds to the preferred neighbourhood character and enhances the public realm.
- To create a residential precinct that protects, and is sympathetic to, the Woods Street area environmental values, including the natural environment of the Cardinia Creek.
- To provide a pedestrian and cycling path network that is well connected, sustainable and meets the needs of the local residents.
- To promote development that enhances community and personal safety through interfaces that provide opportunity for passive surveillance of Cardinia Creek parklands and suitable landscaping.

2.0 Requirement before a permit is granted

DD/MM/YYYY
Proposed
C257

A permit may be granted before a development plan has been prepared to the satisfaction of the responsible authority. Proposals must be accompanied by a report demonstrating that it will not prejudice the future development of the land in an integrated manner as identified by this schedule.

3.0 Conditions and requirements for permits

DD/MM/YYYY
Proposed
C257

The following conditions and requirements apply to permits:

- Construction of the internal road network with a 7.5 metre wide road pavement between invert of kerbs, underground drainage and footpath construction to the satisfaction of the responsible authority.
- Before a statement of compliance is issued under the Subdivision Act 1988, subdivisions are required to make a contribution equivalent to 8 per cent of the value of the land for the purpose of unencumbered public open space in accordance with Clause 53.01.
- Before the development starts, a landscape plan prepared by a person suitably qualified and experienced in landscape design to the satisfaction of the Responsible Authority and Melbourne Water, must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and three copies must be provided. The landscaping plan must be generally in accordance with the landscape concept plan contained within the approved Development Plan, and must show:
 - Staging of works, if applicable.
 - That the outcomes of any flora and fauna reports have been addressed.
 - A survey (including botanical names) of all existing vegetation to be retained and/or removed.
 - A weed management program which includes the following information:
 - botanical name of species targeted.
 - location.
 - method of control and timing of control.

CARDINIA PLANNING SCHEME

- Buildings and trees (including botanical names) on neighbouring properties within three metres of the boundary.
- Details of surface finishes located on recreational pathways, maintenance access or any other pathways near waterways.
- A planting schedule of all proposed trees, shrubs and ground covers which includes the following information:
 - botanical names.
 - common names.
 - pot size.
 - life-form.
 - quantities of each plant.
 - planting density (plants per square metre).
 - planting zones/locations (in plan and cross-section form in colour).
 - landscape treatments with specifications of products such as mulching and erosion control matting.

4.0**Requirements for development plan**

DD/MM/YYYY
Proposed
C257

A Development plan must include the following requirements to the satisfaction of the responsible authority:

Environment

- A **flora and fauna assessment** (including a habitat hectare assessment) of the precinct prepared by a suitably qualified person(s), that:
 - Provides a plan drawn to scale showing the boundaries of the precinct, existing vegetation and vegetation to be removed.
 - Provides an assessment of the flora and fauna in the precinct including Ecological Vegetation Classes.
 - Assesses suitable habitat for threatened species in the precinct.
 - Location of any hollow bearing trees.
 - Provides a flora listing of each habitat patch.
- A targeted survey of threatened species prepared by a suitably qualified person(s) where suitable habitat is found in the precinct.
- A written explanation of the steps that have been taken to:
 - Avoid the removal, destruction or lopping of native vegetation and any other significant trees.
 - Minimise impacts from the removal, destruction or lopping of vegetation that cannot be avoided.
- An **arboricultural assessment** prepared by a suitably qualified person(s) that identifies any trees on the land and existing street trees, with descriptions that include species, extent, number, size (diameter at 1.3 metres above natural ground level), tree protection zones, assessment of tree health and retention value.

Bushfire

- A bushfire assessment, including a bushfire hazard assessment, of the precinct prepared by a suitably qualified person to the satisfaction of the fire authority and the responsible authority, which includes details of how development will respond to bushfire planning policy set-out at Clause 13.02-1S of the planning scheme and demonstrate that development will be exposed to a radiant heat flux less than 12.5 kilowatts/square metre.

Aboriginal Cultural Heritage

- An **Aboriginal cultural heritage assessment** prepared by a suitably qualified person(s), which includes recommendations for the protection of significant individual

CARDINIA PLANNING SCHEME

sites, where appropriate. A statement that any identified location(s) of any Aboriginal cultural heritage on the land will be required to be protected in accordance with a Cultural Heritage Management Plan (CHMP) at the planning permit stage, if required by the Aboriginal Heritage Act 2006.

Traffic and Transport

- An **Integrated Transport and Impact Assessment** to the satisfaction of VicRoads and the Responsible Authority, providing specific detail on:
 - The impact of the proposed use and development on the operation of the Princes Highway/Beaconsfield Avenue and Princes Highway/Woods Street intersections.
 - The impacts on public safety.
 - Proposed mitigation works to address any unsatisfactory impacts.
- A **Traffic Management Plan** showing arrangement for vehicle ingress and egress to the development area, including the road layout, construction standards, traffic management which includes waste and emergency vehicle access.
- The provision of a clear legible and convenient pedestrian, bicycle and road network that:
 - Connects and integrates with existing networks, including pedestrian connections to Beaconsfield Station, from Woods Street to Cardinia Creek along Trythall Street and the northern east-west road reserve, and create new opportunities for improved pedestrian and cycling permeability in the future.
 - Provides for the construction of the following local roads generally in accordance with Figure 1, or an alternate internal road layout, to the satisfaction of the Responsible Authority:
 - Precinct B:
 - The 3 metre wide north-south laneway to be transferred to the front of the following lots to create a minimum 14.35 metre wide road (Brisbane Street):
 - Lots 1 & 2 on TP94444.
 - Lots 1 & 2 on TP121027.
 - Lots 1 & 2 on TP93165.
 - Lots 25, 32 & 33 on LP2804.
 - A 10 metre wide east-west service lane along the northern side of Beaconsfield Avenue connecting to Brisbane Street from Wood Street.
 - Access from Brisbane Street to the rail corridor must not be granted without prior consent from VicTrack and the rail operator – Metro Trains Melbourne.
 - Provides internal street pavement widths of 7.5 metres between invert of kerb with underground drainage, footpaths and nature strips. Roads reserves may need to be widened.
 - Provide only one vehicle crossover or access point per lot that does not exceed 40% of the frontage. An additional driveway can be considered for consolidated lots.
 - Vehicle crossovers must be located from the side streets wherever possible to reduce the number of crossovers from Woods Street. Provide vehicle access to Lot 12 on LP2804 and Lots 13 and 18 on LP2805 from the east-west roads.
 - Provide traffic management devices on roads with lengths over 180 metres.

Infrastructure and drainage

- The provision of utility services infrastructure required to service the development area and details of the arrangements for the provision of the infrastructure. The land must be connected to a reticulated sewerage system of a sewerage authority.

CARDINIA PLANNING SCHEME

- A **Fill Plan** which identifies the depth and fill material, and staging in a manner and time designed to minimise any adverse impacts on the amenity of nearby areas, must be submitted to the satisfaction of the Responsible Authority and Melbourne Water.
- A **drainage strategy** for the development plan area to the satisfaction of Melbourne Water and the Responsible Authority showing:
 - Filling of residential lots with roads or accessways providing for overland flows and/or raised minimum floor levels for development.
 - A coordinated approach to providing drainage infrastructure which must include stormwater quality treatment to best practice guidelines.
 - A 30 metres minimum development setback from Cardinia Creek top of bank which must be reconfirmed by Melbourne Water.
 - Within Precinct B, there should be no drainage to the rail corridor
- A requirement that the 30m building setback from Cardinia Creek is to be clearly shown at the planning permit stage on detailed plans, landscape and civil drawings, demonstrating the distance between proposed buildings and/or works and the top of bank.

Public Open Space and landscaping

- Subdivisions are required to make a contribution equivalent to 8% of the value of the land for the purpose of unencumbered public open space in accordance with Clause 53.01.
- A **landscape concept plan** to the satisfaction of Melbourne Water and the Responsible Authority showing:
 - Landscaping requirements to the satisfaction of Melbourne Water.
 - Location, preservation and protection of significant trees/vegetation, existing street trees, roadside vegetation and grassed road verges. Including maintaining the long term, sustainable health and condition of existing vegetation.
 - Location, preservation and protection of any threatened species.
 - Location of landscaped areas.
 - Details of the landscape themes.
 - Landscape design incorporating a consistent streetscape theme.
 - New plantings consistent with existing species of vegetation within connecting roads and reserves.
 - Provision of street trees (minimum pot size of 45L when planted) for shade and aesthetic quality at an early stage of development – to be planted or bonded to the satisfaction of the Responsible Authority prior to Statement of Compliance of a subdivision.

Urban Design

- Dwelling facades that address a street or the public realm should maximise passive surveillance opportunities from these dwellings to the adjoining streets or public realm.
- Front fences should be avoided, or low or transparent front fences that allow gardens and nature strips to merge should be provided.
- New road treatments and street furniture should be consistent with the existing styles of road treatments and street furniture found in Beaconsfield town centre.

Housing

- Lot sizes must support a medium density housing precinct.
- Within Precinct A, building setbacks from Woods Street of four metres are preferred.
- Within Precinct B, building setbacks from Woods Street that graduate from three metres at the southern end to four metres at the northern end are preferred.
- Within Precinct B, a minimum 1 metre building setback from the common boundary with the rail corridor at Lots 33 and 34 on LP2804 and Lots 4 and 5 on SP28567 is

CARDINIA PLANNING SCHEME

required, to allow for ongoing property maintenance without a requirement for access to the rail corridor.

- Within Precinct B, trees/landscaping species are to not overhang onto railway land or have potential to disturb railway operations.
- Within Precinct B, the rail corridor is to be fenced to the rail operator's requirements.
- Within Precinct B, there should be no drainage to the rail corridor.

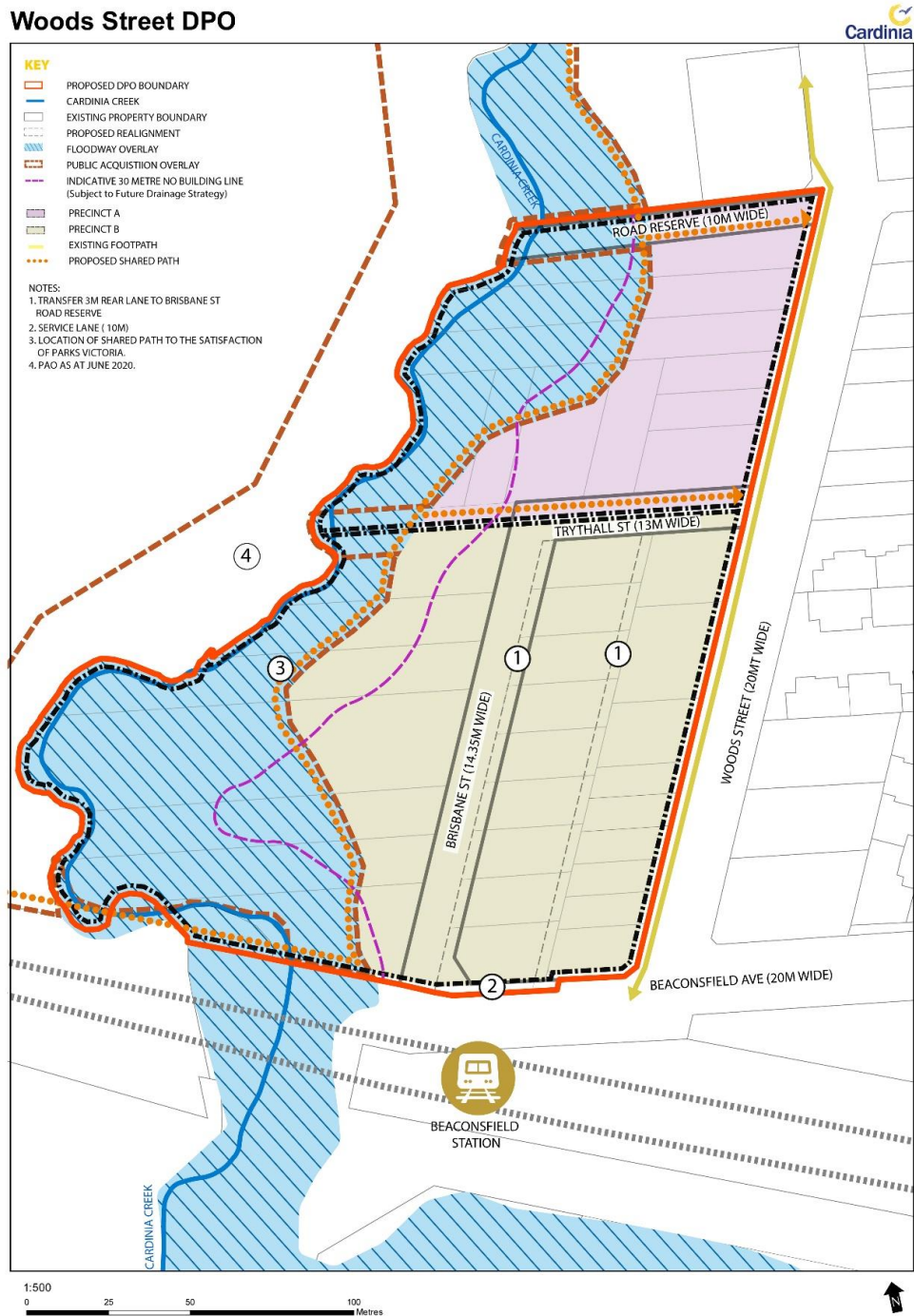
Staging

- Anticipated sequencing and timing of development of the precinct.

CARDINIA PLANNING SCHEME

6.0 Figure 1

The land parcels affected by this schedule are identified as No.s 53-56, 67-71, 73-75, 81, 83, 85, 87 Woods Street



CARDINIA PLANNING SCHEME

21.0321/02/2019
C253card**SETTLEMENT AND HOUSING**

This clause provides local content to support Clause 11 (Settlement), Clause 15 (Built Environment and Heritage) and Clause 16 (Housing) of the State Planning Policy Framework.

21.03-119/10/2017
C211**Housing****Overview**

Housing within the Cardinia Shire is currently dominated by detached dwellings in both urban and rural areas. The urban growth area in the Cardinia Shire will continue to attract predominantly young families into the foreseeable future. However, as the housing market progressively matures and the needs of households change there will be increasing demand for more diverse forms of housing. Housing needs may differ between the townships of the municipality and the urban growth area.

Key issues

- Providing for a diversity of housing types and densities, including increased housing density around activity centres.
- Balancing diversity of housing choices in rural townships while ensuring consistency with the character of the township.
- Recognising the need for affordability and availability of housing choice for different income levels in both the rental and purchaser markets.
- Recognising the demand for specialist design housing including housing for the aged, people with a disability or mobility issues.
- Identifying the demand for social and community housing.

Objective 1

To encourage a diversity in housing to meet the needs of existing and future residents.

Strategies

- Ensure that future housing growth is effectively managed to maintain and enhance the qualities of the municipality.
- Encourage residential development that is consistent with Precinct Structure Plans.
- Encourage a range of lot sizes and housing types in new developments that satisfy the needs and aspirations of the community.
- Encourage an increase in densities provided it occurs in the context of an increase in the standard of urban design, timely provision of infrastructure and is consistent with the existing and/or preferred neighbourhood character.
- Encourage medium density housing (average of 20 dwellings per hectare) to be located within or at the interface of activity centres and overlooking local and linear open space.
- Ensure residential development and subdivisions are designed with attractive streetscapes and urban character.
- Ensure that new development is located within a safe, attractive and well planned environment that allows residents to maximise opportunities to undertake physical activity.

Objective 2

To encourage the provision of housing to cater for groups within the community with specific housing requirements.

CARDINIA PLANNING SCHEME**Strategies**

- Encourage the development of a diverse, flexible, adaptable range of housing types and tenures.
- Encourage the establishment of social and community housing within all townships and areas within the urban growth zone with good access to public transport and services.
- Encourage the development of appropriately located and designed accommodation for the aged.
- Encourage development that supports ageing in place including adaptable housing.

Implementation

The strategies in relation to housing will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- When deciding on applications for residential subdivision and development in rural townships, considering, as appropriate:
 - Township Strategies.
 - Township Character Assessments.
- When deciding on applications for residential subdivision and development within the urban growth boundary, considering, as appropriate:
 - Precinct Structure Plans.
 - Activity Centre Structure Plans
- When developing Precinct Structure Plans, Activity Centre Structure Plans and Township Strategies, considering the issue of housing diversity.
- When assessing new developments and residential subdivisions use the Healthy by Design (January 2017) checklist, as appropriate.

Application of zones and overlays

- Applying an appropriate residential zone to residential areas.
- Applying the Urban Growth Zone to undeveloped land within the urban growth boundary.
- Applying a schedule to the Urban Growth Zone to implement Precinct Structure Plans.
- Applying the Comprehensive Development Zone to substantial development sites with a mix of uses.
- Applying the Low Density Residential Zone to existing and future land that is located within the urban growth boundary and within townships where development can be adequately serviced.

Future strategic work

- Developing a local housing strategy to identify and address local housing needs.
- Progressively preparing precinct structure plans for land within the urban growth boundary.
- Progressively rezoning land for residential purposes in accordance with township strategies.
- Reviewing the application of the Comprehensive Development Zone and rezoning to standard zones when development is complete.

Reference documents

Southern Regional Housing Statement, Southern Regional Housing Working Group (April 2006)
Healthy by Design (January 2017)

CARDINIA PLANNING SCHEME

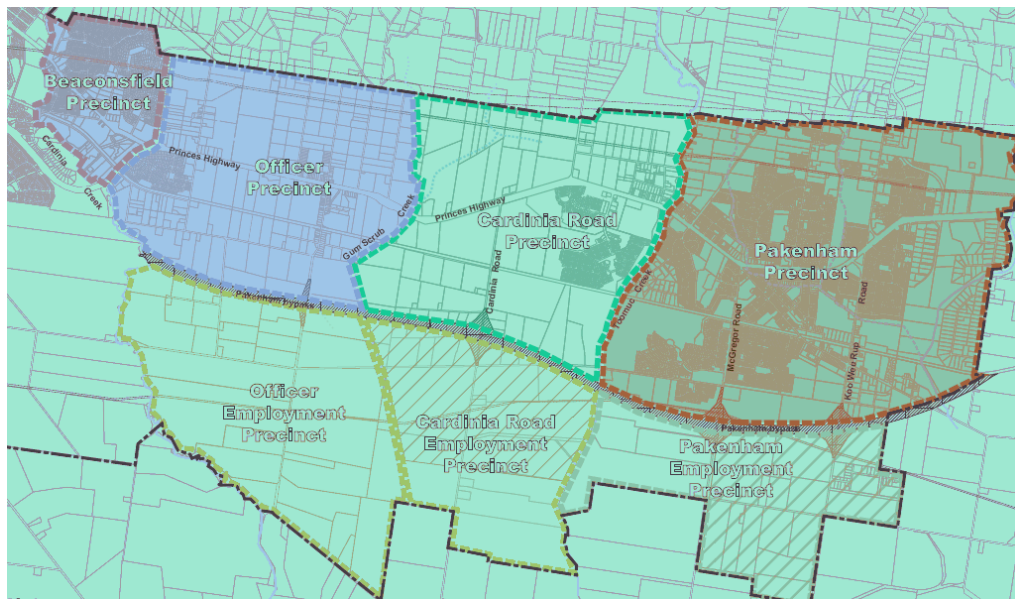
21.03-2

12/12/2019
C260card**Urban growth area****Overview**

Part of the Cardinia Shire between Beaconsfield and Pakenham is located within the Casey-Cardinia Growth Area for metropolitan Melbourne, and has been recognised as part of a metropolitan growth corridor since 1971. The *Casey-Cardinia Growth Area Framework Plan* was released by the State government in 2006, and the purpose of the framework plan is to set long term strategic planning directions to guide the creation of more sustainable communities.

The Cardinia Urban Growth Area has been divided into seven precincts as shown in Figure 2 below:

Figure 2: Cardinia Urban Growth Area



The Casey-Cardinia Growth Area Framework Plan identifies that structure plans are the primary mechanism for the implementation of the framework plan, and that there are three main types of structure plans:

- Precinct structure plans for new communities
- Precinct structure plans for employment areas
- Activity centre structure plans.

Key issues

Key elements of the Casey-Cardinia Growth Area Framework Plan in relation to the Cardinia Urban Growth Area include:

- An urban growth boundary generally defined by the electricity transmission line easement to the north, Deep Creek and the Pakenham waste water treatment plant to the east, and the electricity transmission line easement and Koo Wee Rup Flood Protection District to the south.
- Land for urban residential development north of the Pakenham Bypass (Princes Freeway). The population within the Cardinia growth area is expected to grow from a current population of around 35,000 people (2009) to 75,000 people by 2020, and to approximately 105,000 people in 2030.
- A major employment corridor of approximately 2,500 hectares south of the Pakenham Bypass (Princes Freeway).
- Major activity centres at Pakenham and Officer.

CARDINIA PLANNING SCHEME

- Large neighbourhood activity centres at Beaconsfield, Cardinia Road and Lakeside Boulevard.
- Open space corridors along Cardinia Creek, Gum Scrub Creek, Toomuc Creek and Deep Creek, including regional parklands associated with Cardinia Creek.
- An arterial road network including the Pakenham Bypass (Princes Freeway), Princes Highway, Thompson Road to Greenhills Road connection, Beaconsfield Emerald Road, O'Sheas Road connection, Officer South Road, Cardinia Road, Pakenham Road, McGregor Road and Koo Wee Rup Road.
- A principal public transport network comprising railway stations at Beaconsfield, Officer, Cardinia Road and Pakenham along the Gippsland Railway Line, and a regional bus route along the Princes Highway to the Pakenham Town Centre.

Key principles for the development of precincts include:

- To coordinate the appropriate staging and development of land.
- To ensure greater housing choice, diversity and affordability.
- To attract business investment and create diverse employment opportunities.
- To create vibrant well serviced activity centres.
- To provide sustainable transport networks.
- To ensure that urban areas are well serviced by utility infrastructure.
- To deliver accessible community facilities and infrastructure.
- To create multi use, linked open space networks.
- To increase environmental sustainability.
- To achieve good urban design outcomes with a strong urban character
- To ensure the development of new infrastructure supports and encourages an active lifestyle.

Objective

To create a functional, attractive, safe and sustainable urban environment for the existing and future community of the Cardinia Urban Growth Area.

Strategies

- Provide for the staging of development in the urban growth area in accordance with the following table:

Location	Staging
Beaconsfield and Pakenham Precincts	Short term
Cardinia Road Precinct	Short to medium term
Officer Precinct	Medium to long term
Pakenham Employment Precinct (north of electricity transmission line easement and east of McGregor Road)	Short to medium term
Pakenham Employment Precinct (West of McGregor Road)	Medium to long term
Cardinia Road Employment Precinct (north of electricity transmission line easement)	Short to long term
Officer Employment Precinct	Long term

CARDINIA PLANNING SCHEME

Location	Staging
Pakenham, Cardinia Road and Officer Employment Precincts (south of electricity transmission line easement)	Review the option of potential development in this area in the long term

(Base year 2008: short term – 0 to 5 years, medium term – 5 to 15 years, long term - 15 years +)

- Provide for development in the urban growth area in accordance with the following approved Precinct Structure Plans.
 - *Cardinia Road Precinct Structure Plan (September 2008)*
 - *Cardinia Road Employment Precinct Structure Plan (September 2010)*
- Provide for the development in the urban growth boundary area in accordance with the following approved Activity Structure Plans and Incorporated Provisions:
 - *Beaconsfield Structure Plan (December 2013) ~~expires 31 December 2021.~~*
 - *Pakenham Activity Centre Incorporated Provisions (20 March 2017, revised May 2017) (expires 30 June 2021).*
- Provide for development contributions to fund physical and community infrastructure associated with urban development.
- Protect areas of future urban development from inappropriate subdivision and development that limits the future orderly and efficient development of the land for urban purposes.
- Provide a distinct character and identity for urban areas through retention of existing vegetation, respect for topography, appropriate streetscaping and provision of adequate open space.
- Work with state agencies to facilitate the timely provision of state infrastructure to support urban development.

Implementation

The strategies in relation to the urban growth corridor will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- When deciding on applications for use and development within the urban growth area, considering, as appropriate:
 - Relevant Precinct Structure Plans and Activity Centre Structure Plans.
 - Healthy by Design (2017) checklist.

Application of zones and overlays

- Applying the Urban Growth Zone to undeveloped land within the urban growth boundary.
- Applying a schedule to the Urban Growth Zone to implement Precinct Structure Plans.
- Applying the Development Contributions Plan Overlay to areas with approved Development Contributions Plans to facilitate timely provision of infrastructure.
- Applying the Comprehensive Development Zone to substantial development sites with a mix of uses.

Future strategic work

- Progressively preparing detailed Precinct Structure Plans, Activity Centre Structure Plans and Development Contribution Plans for the various precincts within the growth area.

CARDINIA PLANNING SCHEME

- Review the current planning strategy for Pakenham townships, including the development contributions plan for the Pakenham township
- ~~Introducing the Beaconsfield Structure Plan into the Planning Scheme and progressively implement the identified actions.~~
- Progressively implement the actions identified in the Pakenham Structure Plan.

Reference documents

Cardinia Road Precinct Structure Plan (September 2008)

Cardinia Road Precinct Development Contributions Plan (September 2008)

Cardinia Road Employment Precinct Structure Plan (September 2010)

Housing Strategy Strategic Action Plan 2013-2018

Beaconsfield Structure Plan (December 2013) ~~expires 31 December 2021~~

Beaconsfield Structure Plan Background Paper (December 2013)

Healthy by Design (January 2017)

Pakenham Structure Plan (March 2017)

21.03-3

13/07/2017
C208

Rural townships**Overview**

The Cardinia Shire covers an area of 1,280 square kilometres with the pattern of settlement primarily focused in the urban growth area and townships ranging from large rural townships to rural localities. Areas of settlement outside the urban growth area can generally be categorised as “large rural townships” “small rural townships” and “rural localities”. The following table sets out the large and small rural townships, along with the rural localities, within the municipality:

Large rural townships	Small rural townships	Rural localities	
Emerald	Avonsleigh	Include:	
Gembrook	Clematis	Tynong North	Monomeith
Cockatoo	Bayles	Tonimbuk	Dewhurst
Upper Beaconsfield	Cardinia	Pakenham South	Modella
Garfield	Maryknoll	Iona	Yannathan
Bunyip	Pakenham Upper	Cora Lynn	Guys Hill
Koo Wee Rup	Tynong	Catani	Nangana
Lang Lang		Heath Hill	
Nar Nar Goon		Caldermeade	

Township strategies have been prepared for many of Cardinia’s rural townships. Specific implementation of these township strategies has been included in Clause 21.07 Local Areas, which provides more specific guidance about future land use and development in the Cardinia Shire’s rural townships. The general objectives and strategies outlined below should be read in conjunction with Clause 21.07 as appropriate.

Key issues

- Retaining and enhancing the existing rural township character.
- Setting clear limits for development for the townships.

CARDINIA PLANNING SCHEME

- Acknowledging that the capacity for growth varies depending on the environmental and infrastructure capacities of each of the towns.
- Designing with regard to the surrounding unique characteristics of the townships.

Objective 1

To provide for the sustainable development of townships in the municipality having regard to environmental and servicing constraints.

Strategies

- Provide sewage treatment and stormwater management systems to minimise the impact of existing township development on the environment, and to enable development to occur in townships in accordance with strategy plans.

Objective 2

To maintain and enhance the distinct character and environmental qualities of each of the townships.

Strategies

- Ensure that the siting and design of new buildings and works complement the rural character of the township, and does not dominate the landscape or surrounding built form character.
- Maintain the current diverse range of lot sizes in the hills towns as an intrinsic part of their character.
- Protect the natural environment and character of the area, particularly areas of remnant vegetation in the hills townships.
- Maintain and promote the elements which contribute to the overall historic character of towns like Gembrook, Bunyip and Garfield.
- Encourage new development to include works that enhance the environment including the protection of waterways and remnant vegetation, weed control and revegetation.

Objective 3

To create sustainable and functional townships that support a range of commercial, retail, community and recreational facilities and services.

Strategies

- Encourage opportunities for 'over 55' and aged housing within townships.
- Limit residential development, including rural residential subdivision, in the hills towns (Emerald, Gembrook, Cockatoo, Upper Beaconsfield, Clematis, Avonsleigh, Pakenham Upper and Maryknoll) unless provided for by the township strategies or the development results in significant environmental or community benefits.
- Recognise Emerald in the northern part of the municipality and Koo Wee Rup in the southern part of the municipality as a focus for higher order commercial and community facilities and services.

To create communities that support and encourage active lifestyles.

Implementation

The strategies in relation to rural townships will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- When deciding on applications for use, development or subdivision of land, or planning scheme amendments within the Maryknoll Township, the responsible authority must use local planning policy Clause 22.07 Maryknoll Township Policy”.

CARDINIA PLANNING SCHEME

- When deciding on applications for use and development, including subdivision, in rural townships, consider, as appropriate
- Relevant Township Strategies,
 - Bunyip Township Strategy (September 2009)
 - Cockatoo Township Strategy (March 2008)
 - Emerald District Strategy (June 2009)
 - Garfield Township Strategy (August 2002)
 - Koo Wee Rup Township Strategy (October 2015)
 - Lang Lang Township Strategy (July 2009)
 - Upper Beaconsfield Township Strategy (July 2009)
- Relevant Township Character Assessments and character statements with a focus on the preferred future character.
- The need to upgrade infrastructure, including sewerage and access roads.
- When assessing new developments and residential subdivisions use the Healthy by Design (January 2017) checklist, as appropriate.

Application of zones and overlays

- Zoning land in and surrounding the hills townships to reflect the diversity of lots including the application of the Neighbourhood Residential, Low Density Residential and Rural Living Zones.
- Applying a Design and Development Overlay over land included in residential zones in the hills townships.
- Applying a Vegetation Protection Overlay over appropriate land in the hills townships to recognise the significance of vegetation in contributing to the character of the townships.
- Applying the Restructure Overlay to facilitate the restructuring of old and inappropriate subdivisions within rural townships.

Future strategic work

- Preparing a Design and Development Overlay to apply to land included in a Neighbourhood Residential Zone in Koo Wee Rup, Lang Lang and other townships.
- Preparing a Design and Development Overlay to apply to land included in a General Residential Zone in Garfield and Bunyip.
- Progressively prepare urban design guidelines for town centres in all large townships.
- Progressively undertake township character assessments for each of the townships as part of the review of the township strategies.
- In consultation with the local community, prepare a policy statement for all small rural townships that will establish a basis for future strategic planning decisions in each township.
- Preparing Township Strategies for Large Rural Townships where one has not yet been prepared.
- Reviewing the Schedules to the Neighbourhood Residential Zone within townships
- Reviewing incorporated Township Strategies.

Reference documents

Township Character Assessment – Garfield, Bunyip, Koo Wee Rup and Lang Lang (November 2006)

Healthy by Design (January 2017)

CARDINIA PLANNING SCHEME

21.03-414/06/2012
C124**Rural residential and rural living development**

This section provides local content to support Clause 16.02-1 (Rural residential development) of the State Planning Policy Framework.

Overview

Rural residential development is defined as the development of single dwellings on lots of between 0.4 hectare and 2.0 hectares. Rural living is defined as residential development on lots between 2 hectares and 16 hectares. The *Land Capability Study of the Cardinia Shire (1997)* undertaken for the Cardinia Shire Council recognises that the indiscriminate development of land for small lot rural and rural residential purposes may result in extensive land and water degradation, loss of high quality agricultural land and unnecessarily high development and maintenance costs.

Key issues

- Integrating rural residential and rural living development with an urban area or township.
- Recognising that rural residential and rural living development impacts on the environmental characteristics and constraints of the area.
- Recognising the impact of rural residential and rural living development encroaching on agricultural land.

Objective 1

To recognise the demand for rural residential and rural living development, and to provide for this development where it is closely integrated with an existing township or urban area.

Strategies

- Ensure that rural residential and rural living development is appropriately located to minimise its impact on surrounding agricultural land.
- Encourage rural residential development within existing urban areas and townships.

Objective 2

To ensure development reflects a high quality of design and does not result in environmental degradation.

Strategies

- Ensure subdivisions and developments are designed to take into account the constraints of the area and limit detrimental impacts to the surrounding environment.
- Ensure that rural residential and rural living development on land affected by environmental hazards and constraints is undertaken in a manner which prevents environmental degradation and minimises any risk from hazards.
- Ensure that any proposal for rural residential and rural living development is assessed in relation to its ability to contain all wastewater within the site.
- Ensure that proposed development will not increase and will adequately control pest plants and pest animals on site.

Implementation

The strategies in relation to rural residential and rural living development will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- When deciding on applications for rural residential and rural living development, considering, as appropriate:

CARDINIA PLANNING SCHEME

- The Land Capability Study of the Cardinia Shire (1997).
- Any relevant urban or township strategy.

Application of zones and overlays

- Applying the Low Density Residential Zone to existing low density residential areas.
- Applying the Green Wedge A Zone to rural living land in the Green Wedge.
- Applying a Design and Development Overlay for low density residential development.

Future strategic work

- Establishing siting and design guidelines for low density residential areas.
- Rezoning Rural Living Zones within the Urban Growth Boundary to a residential zone.

Reference documents

Guidelines for Rural Residential Development (October 1997)

Land Capability Study of the Cardinia Shire (1997)

CARDINIA PLANNING SCHEME

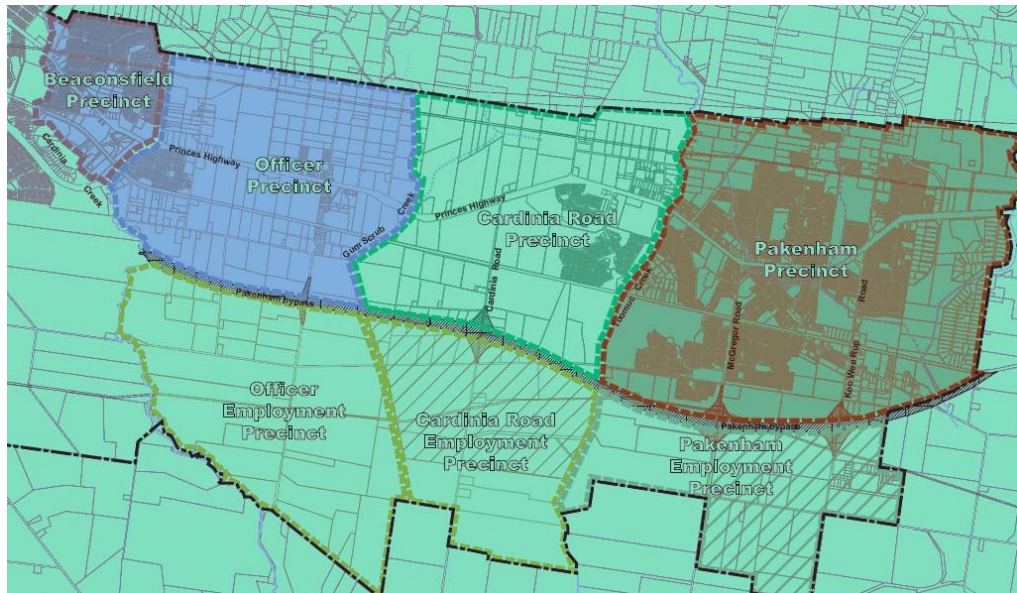
21.0421/02/2019
C253card**ECONOMIC DEVELOPMENT**

This clause provides local content to support Clause 11 (Settlement) and Clause 14 (Natural Environment) and Clause 17 (Economic Development) of the State Planning Policy Framework.

21.04-119/10/2017
C211**Employment****Overview**

Economic development is critical to the overall wellbeing of the municipality, both in terms of providing employment opportunities for residents and in attracting business investment. The *Casey-Cardinia Growth Area Framework Plan* identifies a large employment corridor of approximately 2,500 hectares to the south of the Pakenham Bypass in Pakenham and Officer as well as activity centres to assist in providing opportunities for local employment for the growing resident population in the area.

The seven precincts that make up the Cardinia Urban Growth Area are shown in Figure 3 below.

Figure 3: Cardinia Urban Growth Area**Key issues**

- Recognising the need to diversify, improve and develop employment opportunities and a strong employment base within the municipality to meet the demands of the growing population.
- Supporting the development and enhancement of economically sustainable businesses within the municipality including within rural townships.
- Staging and timing of the release of land for employment and providing for high quality urban design to encourage investment.
- Providing infrastructure to service future employment land.
- Improving access to employment areas by residents.
- Acknowledging the high level of commuting by residents for employment to areas outside the municipality.
- Improving provision and access to higher education and skills development for residents.
- Providing additional east-west linkages to connect employment precinct with Melbourne's south-east.

CARDINIA PLANNING SCHEME**Objective**

To develop diverse local employment opportunities to meet the needs of a growing residential population.

Strategies**Employment opportunities**

- Assist in meeting local and regional employment needs in terms of the supply, type, quality and availability of employment land by facilitating appropriate development.
- Encourage development that provides a diverse mix of employment opportunities including for ‘new economy’ workers and people with business, professional and management skills.
- Encourage development that provides sufficient local jobs to meet the needs of the existing and future community.
- Retain and develop businesses in rural townships to ensure access to a range of commercial services is available to local residents and to provide for local employment.
- Provide the opportunity for people to work from home where the activity undertaken does not adversely impact on the amenity of the local area.

Infrastructure

- Provide appropriate and timely infrastructure including water, sewerage, drainage, and roads to support the development of employment land.
- Ensure a timely and adequate supply of serviceable land for business and industrial activities both within urban growth area and rural townships.
- Recognise the significant industrial and employment activity areas in Dandenong, Monash and Kingston as opportunities for employment and work with government agencies to improve transport access and connections to these major employment areas.
- Improve the telecommunication capacity within the municipality through broadband and fibre optic infrastructure.

Skills and education

- Advocate for access to education and training, especially for young people.
- Support the establishment of tertiary and vocational facilities with links to the local economy.

Implementation

The strategies in relation to employment will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- When deciding on applications for use or development of land designated for employment, consider, as appropriate, the relevant Precinct Structure Plans and Activity Centre Structure Plans.
- When developing Precinct Structure Plans, Activity Centre Structure Plans and Township Strategies, considering the issue of employment and any relevant employment strategies.

Application of zones and overlays

- Including land in business, mixed use and industrial zones to facilitate appropriate development that will encourage employment within the municipality.

Further strategic work

- Developing precinct structure plans for the employment precincts south of the Pakenham Bypass with the priority being Pakenham and Cardinia Road Employment precincts.

CARDINIA PLANNING SCHEME

- Considering developing a local policy for guiding development and land use in mixed use precincts.

Reference documents

Cardinia Employment Lands: Stage 1 Assessment Macroplan Australia Pty Ltd , 2007

Regional Economic Strategy for Melbourne's South East (2003 – 2030), 2003

Pakenham Structure Plan (March 2017)

Any listed in Clause 11(Settlement) of the State Planning Policy Framework

21.04-2

10/08/2017
C215

Agriculture

This section provides local content to support Clause 14.01 (Agriculture) of the State Planning Policy Framework.

Overview

The annual gross value of agricultural production from the Port Phillip and Western Port Region is estimated at around \$1 billion which is 15 per cent of Victoria's annual gross value of agricultural production. The average gross value of agricultural production per hectare from the Port Phillip and Western Port Region's farms is the highest of any catchment management region in Victoria and is around four times greater than the State average. The general distribution of land capability for agriculture in Cardinia Shire is shown in Figure 4.

The Koo Wee Rup Swamp area contains a peaty clay soil which is recognised as being of high quality agricultural land of State significance. This area now produces 90% of Australia's asparagus crop and approximately 50% of this production is exported annually (Casey-Cardinia Agricultural Audit).

The Gembrook area in the northern part of the municipality has also been a significant producer of potatoes historically. This area has been affected by dieldrin contamination and the Potato Cyst Nematode (PCN) which places restrictions on cattle grazing and potato distribution. The Gembrook Rural Review addressed this issue and has identified a number of actions to maintain agriculture as a viable activity in the area.

Key issues

- Maintaining and protecting high value of agricultural land within the municipality.
- Protecting productive agricultural land from incompatible uses and inappropriate development and subdivision, including non-soil based farming on lands with high soil quality.
- Accessing sustainable water supplies for agricultural activities.
- Implementing the four key areas for action towards achieving the longer-term outcomes desired for Gembrook including; attracting new industries, companies and lifestyle investors to the area; assisting potato growers to make decisions about their future; enhancing environmental and landscape values; and building local support.
- Recognising the impact of intensive farming on surrounding uses.
- Developing Green Wedge Management Plans to fulfil statutory, strategic, environmental, economic and social requirements.

Objective

To maintain agriculture as a strong and sustainable economic activity within the municipality.

CARDINIA PLANNING SCHEME**Strategies****Sustainability of agricultural land**

- Protect agricultural land, particularly areas of high quality soils, from the intrusion of urban uses, inappropriate development and fragmentation which would lead to a reduction in agricultural viability, the erosion of the right of farmers to farm land, and ultimately the loss of land from agricultural production.
- Recognise the growing demand for food, both domestically and internationally, and capitalise on opportunities to export fresh produce and processed food products.
- Encourage the establishment of value added industries to process local agricultural produce.
- Provide for the restructuring of lots in agricultural areas to reduce the impact of old and inappropriate subdivisions on the agricultural viability of the area.
- Ensure the use or development, including subdivision, of agricultural land takes into consideration land capability.
- Encourage the establishment of economically and environmentally sustainable farming practices.
- Encourage sustainable water supply to agricultural areas including the use of recycled water.

Agricultural use

- Discourage non-soil based uses (eg: poultry farms) being located on soils which are of high agricultural quality and, recognising the economic importance of such uses, encourage their location on land with a lesser soil quality.
- Encourage the establishment of alternative and innovative agricultural activities such as herb farming or small nurseries, particularly in areas where fragmented lot sizes limit opportunities for broadacre agricultural activities.

Access

- Ensure efficient transport access to agricultural areas by heavy vehicles with particular attention to road system improvements and the structural capacity of bridges.

Amenity

- Ensure that any agricultural development proposal is appropriately located in terms of buffer distances of surrounding uses.
- Provide for the establishment of intensive agricultural activities (eg: poultry farms and green houses) in a location and manner which minimises the impact on nearby residents and the environment.
- Encourage responsible land management to minimise environmental degradation by pest plants and animals.

Implementation

The strategies in relation to agriculture will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- Request any application for agricultural development provide the following information as appropriate:
 - An assessment in relation to the buffer distances in the EPA publication *AQ 2/86 - Recommended Buffer Distances for Industrial Residual Air Emissions* and any relevant code of practice for the agricultural activity.
- When deciding on applications for use and development related to agriculture, considering, as appropriate:

CARDINIA PLANNING SCHEME

- The actions set out in the Casey and Cardinia Regional Agricultural Audit and Action Framework 2004.
- The Land Capability Study for the Shire of Cardinia (1997).

Application of zones and overlays

- Applying a Special Use Zone to preserve the peaty clay soils of State significance in the Koo Wee Rup Swamp area for horticultural production by preventing the intrusion of urban and non soil based uses and the fragmentation of land.

Further strategic work

- Reviewing the planning framework for Gembrook to facilitate potential investment in more intensive agricultural enterprises.
- Reviewing the appropriateness of the Rural Conservation Zone within the municipality particularly land south of South Gippsland Highway.
- Preparing Green Wedge Management plans for the Northern Ranges Green Wedge and the Southern Ranges Green Wedge in conjunction with the relevant councils and government departments.

Reference documents

Cardinia Western Port Green Wedge Management Plan (May 2017)

Casey and Cardinia Regional Agricultural Audit and Action Framework 2004.

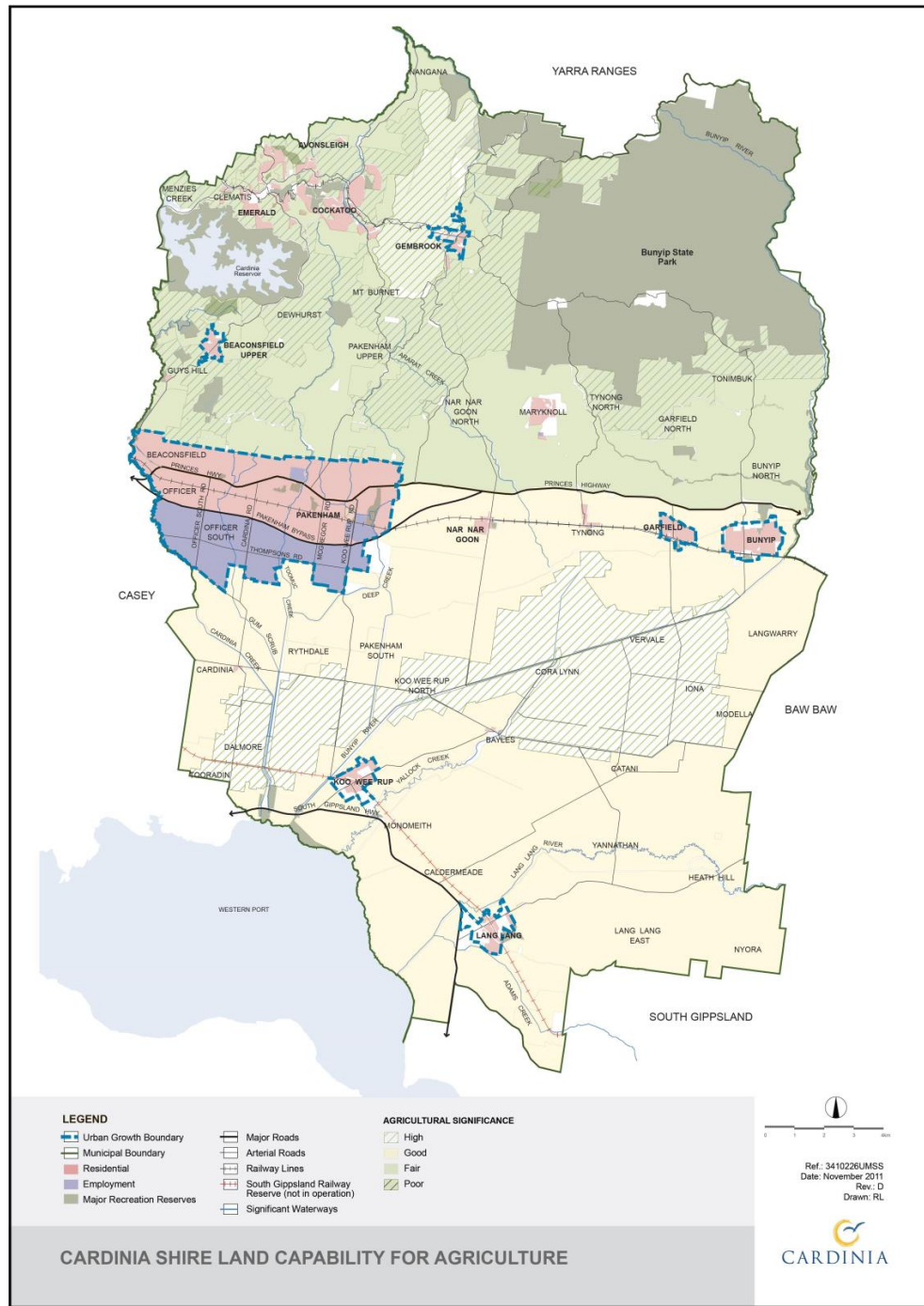
Gembrook Rural Review – Action Plan 2004.

A Land Capability Study for the Shire of Cardinia 1997

Any listed in Clause 14.01 (Agriculture) of the State Planning Policy Framework

CARDINIA PLANNING SCHEME

Figure 4: Land Capability for Agriculture



CARDINIA PLANNING SCHEME

21.04-314/11/2019
C244card**Activity centres**

This section provides local content to support Clause 11.01 (Activity Centres) and Clause 11.04 (Metropolitan Melbourne) of the State Planning Policy Framework.

Overview

Activity centres provide a range of retail, commercial, entertainment and community services activities integrated with housing in a location which is highly accessible by road, public transport, foot and bicycle. Activity Centres are a focus for community activity and interaction in a location with a strong sense of place and urban character.

Officer and Pakenham are designated Major Activity Centres within the urban growth boundary. Emerald in the north and Koo Wee Rup in the south of the municipality are larger townships with smaller centres dispersed throughout the municipality.

Key issues

- Facilitating the creation and expansion of activity centres proportionate with population growth within the municipality.
- Recognising and developing the existing and future retail hierarchy of activity centres in the growth area.
- Facilitating development of retail, commercial, community, residential and entertainment activities within activity centres, to meet the needs of the existing and future community.
- Ensuring appropriate links between activity centres and surrounding residential communities.
- Controlling the orderly expansion and management of the Pakenham Activity Centre.
- Managing the establishment of bulky goods retailing precincts.
- Developing and implementing urban design frameworks to facilitate high quality development within activity centres.

Objective

To establish a network of activity centres in the growth area creating opportunities for a range of activities including retail, commercial, community, residential and entertainment to meet the needs of the community.

Strategies**Activity centres**

- Develop structure plans for urban precincts and activity centres within the growth area with a focus on retail, commercial, community, entertainment and residential activities.
- Facilitate the development of medium density housing (average of 20 dwellings per hectare) within activity centres and between surrounding residential areas.
- Encourage higher order retail at Pakenham and Officer Activity Centres supported by high quality pedestrian access, public transport and urban design.

Design and location

- Encourage development that enhances and complements the identity of the activity centres and facilitates improved urban design outcomes.
- Optimise the provision of adequate, integrated, accessible and functional car parking as an integral part of activity centres.
- Ensure the provision of safe and accessible pedestrian, cycle and local traffic links between the activity centres and the surrounding residential neighbourhoods.

CARDINIA PLANNING SCHEME

- Encourage main street development as the standard form of retail development in activity centres.
- Encourage two story development along main streets of activity centres.

Bulky goods

- Facilitate the future establishment of associated commercial activities such as bulky goods retailing within the Pakenham Homemaker Precinct and facilitate its effective integration within the Lakeside activity centre.

Neighbourhood centres

- Ensure that the development of the proposed neighbourhood centre at Cardinia Road is integrated with the establishment of a new railway station.

Implementation

The strategies in relation to activity centres will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- When deciding on applications for use or development within activity centres, considering, as appropriate:
 - Precinct Structure Plan.
 - Activity Centre Structure Plan
 - Urban Design Framework or urban design guideline.
 - Township Strategy.
- When developing Precinct Structure Plans, Activity Centre Structure Plans and Township Strategies, considering the role and function of activity centres.

Application of zones and overlays

- Applying a Commercial 1 Zone to encourage the intensive development of business centres for retailing and other complementary commercial, entertainment and community uses.
- Applying a Commercial 1 Zone to encourage the development of offices and associated commercial uses.
- Applying a Commercial 2 Zone to encourage the development of a mix of bulky goods retailing and manufacturing industry and their associated business services.
- Applying a Mixed Use Zone to designate activity centres with a mixed use function and community activity clusters.
- Applying Development Plan Overlays to areas of development to ensure appropriate development and design principles are employed.

Future strategic work

- Developing car parking precinct plans and a local schedule for car parking provision in activity centres
- Preparing Precinct Structure Plans for the urban growth area and Activity Centre Structure Plans or Urban Design Frameworks for existing and future activity centres.
- Investigating the possibility of establishing activity centres in the employment precincts to the south of Pakenham and Officer to provide employment related services and facilities.

Reference documents

Pakenham Structure Plan (April 2017)

CARDINIA PLANNING SCHEME

Beaconsfield Structure Plan (December 2013) ~~expires 31 December 2021~~

Beaconsfield Structure Plan Background Paper (December 2013)

Woods Street North Urban Design Guidelines (May 2013)

Cardinia Urban Growth Area – Retail Review March 2007

Pakenham Town Centre Urban Design Framework 2004

Pakenham Homemaker Precinct Urban Design Framework 2004

Pakenham Rail Station Urban Design Framework 2005

Cockatoo Town Centre Urban Design Framework 2007

Pakenham Parking Precinct Plan (2019)

Any listed in Clause 11.01 (Activity Centres) and Clause 11.04 (Metropolitan Melbourne) of the State Planning Policy Framework.

21.04-4

19/10/2017
C211

Industry

This section provides local content to support Clause 17.02 (Industry) of the State Planning Policy Framework.

Overview

The main industrial area within the municipality is established within Pakenham with smaller industrial precincts also located in Emerald, Maryknoll, Beaconsfield, Officer, Bunyip, Koo Wee Rup and Lang Lang. A number of existing industries add value to the process of agricultural production.

In the Casey-Cardinia Growth Area, 2,500 additional hectares have been set aside for employment uses, including industry and commerce. South East Industrial Business Park (located at the intersection of Bald Hill Road and Koo Wee Rup Road, Pakenham), will provide 167 hectares of industrial land to support more jobs to be created near Pakenham.

Key issues

- Enhancing the appearance and functionality of existing industrial areas and the design of future industrial development to create an attractive, functional and safe business environment.
- Providing for investment and development both for local businesses and larger industries.
- Facilitating the development of the Pakenham and Cardinia Road Employment Precincts.
- Facilitating linkages between industry and agricultural uses particularly in terms of transport networks.
- Locating future industry to ensure appropriate access from the transportation network.
- Recognising that future industry development will be increasingly linked to a range of knowledge-based services.

Objective

To develop manufacturing and service industries that provide services to local residents and businesses, support local employment and reflect a high standard of urban design.

Strategies**Subdivision**

- Encourage a range of lot sizes to meet the needs of different users, including the encouragement of larger lots for major developments on main or arterial roads.

CARDINIA PLANNING SCHEME

- Encourage subdivision that is consistent with relevant precinct structure plans and urban design frameworks.

Use

- Provide for limited retailing (restricted retail and trade supplies) in industrial areas along arterial roads provided the retailing activities do not conflict with nearby activity centres.
- Provide for office and research and development in association with industrial activities in appropriate locations.
- Encourage the establishment of industries which add value to local agricultural produce.
- Consider the establishment of rural industries in green wedges if they are directly related, or contribute, to agricultural production.
- Encourage the establishment of service industries in townships to meet the needs of local residents and to provide for local employment.
- Encourage appropriate industrial development within both the Pakenham and Cardinia Road Employment Precincts consistent with relevant structure plans.
- Encourage development that is consistent with relevant precinct structure plans and urban design frameworks.

Design

- Encourage a high standard of building design that contributes to the overall streetscape character to create an attractive working environment.
- Ensure developments provide a functional layout in terms of access, carparking and loading.
- Ensure that development adjacent to arterial roads provides active frontages to the road network.

Infrastructure

- Ensure appropriate vehicle, bicycle and pedestrian access and parking is provided within industrial developments.
- Ensure appropriate services are provided for industrial development.

Implementation

The strategies in relation to industry will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- When deciding on applications for use and development in relation to industry, considering, as appropriate:
 - Any relevant Precinct Structure Plans.
 - Any relevant Activity Centre Structure Plans.
 - Any relevant Urban Design Frameworks and other urban design guidelines.
 - Best practice urban design principles where specific urban design guidelines are absent.
- When developing Precinct Structure Plans, Activity Centre Structure Plans and Township Strategies, considering the location and provision of industry.

Application of zones and overlays

- Applying the Industrial 1 Zone to land in close proximity to the proposed interchange of the Princes Freeway and Koo Wee Rup Road in Pakenham.
- Applying the Urban Growth Zone to undeveloped land identified for employment within the urban growth area.

CARDINIA PLANNING SCHEME

- Specifying a minimum leasable floor area for restricted retail premises of 500 square metres in the Industrial 1 Zone.

Future strategic work

- Considering a local policy on Design Guidelines for Industrial Development or the application of a Design and Development Overlay to ensure appropriate development of existing and future industrial land.
- Preparing structure plans for both the Pakenham Employment Precinct and the Cardinia Road Employment Precinct.
- Reviewing the industrial zoned land in Officer south of the railway line.
- Considering the application of a Commercial 2 Zone along some arterial roads where there is industrial development.

Reference documents

Pakenham Structure Plan (March 2017)

Cardinia Employment Lands: Stage 1 Assessment Macroplan Australia Pty Ltd March (2007)

Regional Economic Strategy for Melbourne's South East, 2003-2030 (2003)

Design Guidelines for Industrial Development (2002)

The Design Guidelines for Industrial Development (2000).

Any listed in clause 17.02 (Industry) of the State Planning Policy Framework

21.04-5

10/08/2017
C215

Tourism

This section provides local content to support Clause 17.03 (Tourism) of the State Planning Policy Framework.

Overview

Tourism is defined as a multi-faceted industry which combines diverse activities including travel, leisure, recreation, entertainment, hospitality, business and conferences, and is supported by activities in a range of sectors including visitor attractions, visitor accommodation, retailing, transport and other services. Although Cardinia is not generally considered a tourist destination, the municipality offers opportunities for visitors to experience the area's boutique farm produce, arts and crafts, cultural and historic locations, and the natural environment.

Key issues

- Acknowledging that tourism is an important economic activity in the municipality.
- Recognising that Puffing Billy Tourist Railway is an asset of cultural, historic and economic significance and is a major attractor of tourists to the municipality.
- Protecting and enhancing the scenic and environmental values of the landscape in Cardinia, including the rural outlook from key tourist routes.
- Minimising the adverse impacts of development on the landscape and environment through appropriate scale and design.
- Linking with neighbouring tourism regions especially Yarra Ranges, South Gippsland and West Gippsland.
- Undertake a balanced approach between supporting new and growing businesses and protecting the Green Wedge environment and rural assets upon which the business is based.

Objective

To provide support for the maintenance and development of tourism related activities.

CARDINIA PLANNING SCHEME**Strategies****Assets**

- Support the Puffing Billy Tourist Railway and associated facilities as a tourist attraction of State significance.
- Ensure that the visual corridor along the railway is protected from inappropriate development.
- Protect areas of high scenic value and landscape quality, especially the rural outlook from key tourist routes.
- Support better linkages with both Dandenong Ranges and Gippsland tourism regions by establishing local tourism infrastructure and facilities to complement major regional attractions.

Activities

- Encourage the establishment of tourism activities in rural townships within the municipality through the establishment of activities including accommodation, restaurants, cafes, galleries, markets, and through undertaking streetscape improvements and upgrading public amenities.
- Develop Gembrook township as a major tourism destination based on a heritage theme and the scenic qualities of the area.
- Support the development of tourist accommodation within the municipality which does not adversely impact on the environment or affect the amenity of local residents.
- Ensure that tourism development is of a scale and design that is compatible with the locality and minimises adverse impacts on the environment.
- Recognise the importance of and opportunities for links between tourism and agriculture (eg: wineries, host farms and rural displays).
- Facilitate the development of complimentary facilities at golf courses including accommodation, conferencing and dining facilities where appropriate.
- Facilitate the development of recreational facilities and events that attract people into the municipality.

Implementation

The strategies in relation to tourism will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- Using the Highway Development Policy (Clause 22.04) to guide development along highways, which are key tourism corridors.

Application of zones and overlays

- Including the Puffing Billy Railway land in a Public Use Zone to allow the operation of the railway as provided for under the Emerald Tourist Railway Act.
- Applying the Special Use Zone Schedule 2 (Recreation and Tourism) to areas to preserve and enhance the establishment of tourism and recreation facilities.
- Applying a Significant Landscape Overlay to protect the scenic corridor of the Puffing Billy Tourist Railway.
- Applying a Vegetation Protection Overlay, Significant Landscape Overlay and Environmental Significance Overlay to protect significant landscapes and areas of landscape quality generally.

21.04-6

10/08/2017
C215

Extractive industry

This section provides local content to support Clause 14.03 (Resource exploration and extraction) of the State Planning Policy Framework.

CARDINIA PLANNING SCHEME**Overview**

In Cardinia Shire, there are areas identified as extractive industry interest areas, which significantly overlap with areas of high environmental and landscape values. These areas contain significant stone resources, being hard rock which is extracted primarily from the hills north of the Princes Highway, and sand resources in the Lang Lang area. The Department of Primary Industries has identified extractive industry interest areas within the Cardinia Shire (shown in Figure 7).

Key issues

- Protecting resources from development that may impact on the extraction of these resources.
- Acknowledging the potential amenity impacts of extractive industry operations including noise, dust, transport and blast vibration.
- Recognising that Lang Lang - Grantville area is expected to become the major source of concrete sand for the Melbourne supply area over the next 10 to 20 years as resources in the Heatherton - Dingley area are exhausted.
- Providing for the extraction of resources and rehabilitation of sites in a manner which minimises the impact on the environmental, economic and social values of the area.
- Providing for the rehabilitation of sites consistent with the expected end use/s of the site including detail of the proposed rehabilitation works.
- Appreciating the transport requirements of extractive industry operations.

Objective

To recognise and protect significant sand and stone resources in the municipality and allow the extraction of these resources if it can be demonstrated that the extraction operation will not adversely impact on the environment or community.

Strategies**Protection of resources**

- Protect sand and stone resources and existing extractive industry operations from inappropriate development which may impact on their viability.

Support potential future extractive industry, particularly in the north area of the Western Port Green Wedge.

Amenity impacts

- Ensure that developments mitigate potential impacts of extractive industry on surface water, ground water, biodiversity (Flora and Fauna), visual landscape, transport infrastructure, residents amenity (i.e. noise dust, transport blast vibration) and cultural heritage (notably Aboriginal Heritage).
- Ensure the provision of appropriate buffer distances from surrounding sensitive uses to ensure minimal conflict of uses and amenity impacts.

Rehabilitation

- Ensure that rehabilitation details (including progressive requirements) are included as an integral part of the extractive industry approval.
- Ensure that the proposed end use is compatible with adjacent land-use and development.

Transport

- Designate transport routes between extractive industry sites and the arterial road network, and require contributions towards the upgrading and maintenance of transport routes from extractive industry sites.

CARDINIA PLANNING SCHEME**Implementation**

The strategies in relation to extractive industry will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- Using the local planning policy Clause 22.02 Sand Extraction in the Lang Lang to Grantville Region when assessing development and subdivision applications in this region.
- When deciding on applications for extractive industry or for any use or development which may impact on the future extraction of resources, considering, as appropriate:
 - The Environment Management Strategy (2004-2007).
 - The Regional Sand Extraction Strategy, Lang Lang to Grantville (1996).
 - The need to prepare an Environmental Effects Statement for extractive industry operations in areas of environmental significance to comprehensively assess the value of the resources, the environmental impact and the impact on the community.

Further strategic work

- Completing the planning and design of the Lang Lang Bypass for sand truck traffic.
- Preparing a strategy for the Lang Lang region to outline the preferred adaptive re-use of land once sand extraction has been completed.

Reference documents

Regional Sand Extraction Strategy, Lang Lang to Grantville (1996)

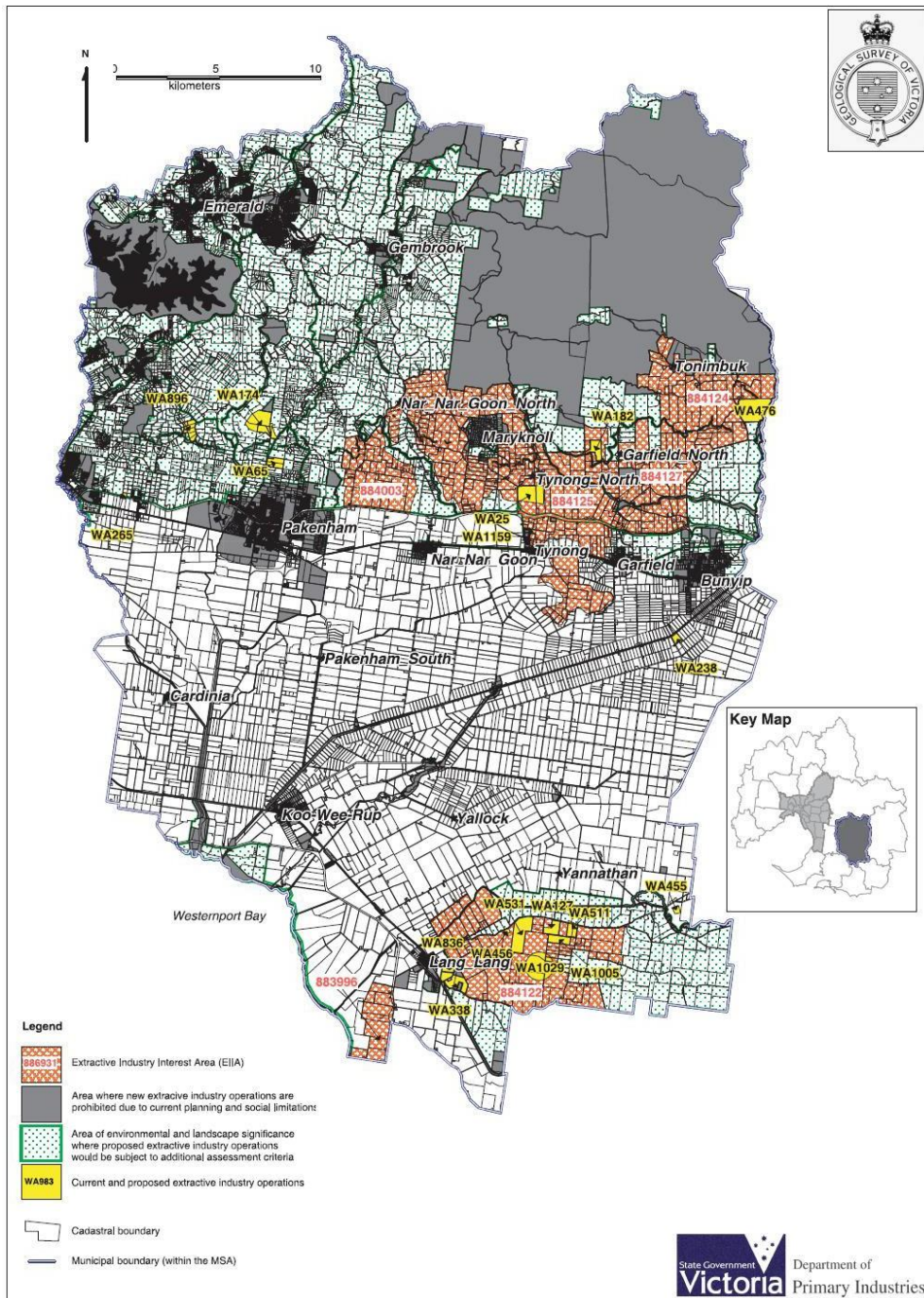
Environment Management Strategy (2004-2007)

Any listed in Clause 14.03 (Resource exploration and extraction) of the State Planning Policy Framework.

CARDINIA PLANNING SCHEME

Figure 7: Extractive Industry Interest Areas

(Source: Melbourne Supply Area - Extractive Industry Interest Areas Review, GSV Technical Record 2003/2, Figure 8)



CARDINIA PLANNING SCHEME

21/02/2019
C253card**SCHEDULE TO CLAUSE 72.04 DOCUMENTS INCORPORATED IN THIS PLANNING SCHEME****1.0**18/06/2020
GC158**Incorporated documents**

Name of document	Introduced by:
Beaconsfield Structure Plan (December 2013) expires 31 December 2021	C263card
Bunyip Township Strategy (September 2009)	C124
Cardinia Local Heritage Study Review, Volume 3: Heritage Places and Precinct citations – Revised September 2017	C230
Cardinia Road Employment Precinct Structure Plan (including the Cardinia Road Employment Precinct Native Vegetation Precinct Plan) September 2010	C130
Cardinia Road Precinct Development Contributions Plan (September 2008 – Revision 1.4 June 2017)	GC75
Cardinia Road Precinct Structure Plan (September 2008)	C92
Cardinia Shire Council - Subdivision Restructure Plans, January 2002	C29
Cardinia Shire Council Significant Tree Study – Volume 2 (May 2009)	C162
Cardinia Shire Council Subdivision Restructure Plan, 36-38 Beaconsfield – Emerald Road, Upper Beaconsfield February 2016	C188
Cardinia Shire Council, Subdivision Restructure Plan - 440, 445, 447, 460, 462-464 and 466 Bayles-Cora Lynn Road, 455 and 465 Bunyip River Road and 710 Nine Mile Road, Cora Lynn (October 2011)	C146
Caulfield Dandenong Rail Upgrade Project, Incorporated Document, April 2016	GC37
Cockatoo Township Strategy (March 2008)	C124
Emerald District Strategy (June 2009)	C124
Former Pakenham Racecourse Comprehensive Development Plan, February 2010	C141
Gembrook Township Strategy (June 2011)	C167
Gippsland Line Upgrade - Corridor Works Incorporated Document, November 2019	GC124
Healesville – Koo Wee Rup Road – Stage 1A (Koo Wee Rup Bypass) – Incorporated Document (September 2012)	C150
Healesville-Koo Wee Rup Road (Princes Freeway and Manks Road) Upgrade Project Incorporated Document, December 2019	GC158
Koo Wee Rup Township Strategy (October 2015)	C189
Lang Lang Township Strategy (July 2009)	C124
Melbourne Metro Rail Project: Upgrades to the Rail Network Incorporated Document, May 2018	GC96
Monash Freeway Upgrade Project Incorporated Document, March 2016	GC47
Monash Freeway Upgrade Project (Stage 2) Incorporated Document, August 2018	GC103
Officer Development Contributions Plan, September 2011 (Amended November 2019)	C232card
Officer Native Vegetation Precinct Plan, September 2011	C149
Officer Precinct Structure Plan, September 2011 (Amended November 2019)	C232card
Officer Town Centre Civic Office Development Incorporated Document, June 2011	C158
Pakenham Activity Centre Incorporated Provisions, 20 March 2017 (revised May 2017) (expires 30 June 2021)	C260card

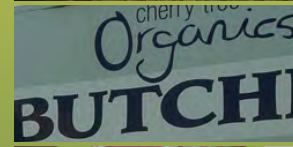
CARDINIA PLANNING SCHEME

Name of document	Introduced by:
Pakenham East Train Maintenance Depot Incorporated Document, March 2016	C210
Pakenham Township Development Contributions Plan, September 1997 (Amended June 2017)	GC75
Pakenham West Comprehensive Development Plan, 1 September 2005	C82
Puffing Billy Railway Discovery Centre Incorporated Document, August 2018	C243
Plans Incorporated at Clause 43.01	
Cardinia Commercial Heritage Precincts Incorporated Plan	C161
Cardinia Residential Heritage Precincts Incorporated Plan (Amended August 2019)	C242card
Maryknoll Township Heritage Precincts Incorporated Plan	C237card
Site Specific Control – Bessie Creek Road, Nar Nar Goon, October 2014	C202
Site Specific Control - Lot 1 PS301568Q No. 322 Brown Road, Officer. September 2014	C197
Site specific control - Lot 3 LP90591, 20 Split Rock Road, Beaconsfield Upper, October 2014	C203
Site Specific Control – Lot 9 LP65205, 22-30 Downey Road, Dewhurst, October 2011	C165
Site specific control – Lots 1-3 LP 41796, 100 Beaconsfield-Emerald Road, Beaconsfield, December 2008	C111
Site specific control - 16 Beaconsfield-Emerald Road, Emerald (Lot 1 PS 702042V) July 2015	C206
Site Specific Control CA 51A, 335 McGregor Road, Pakenham, February 2017	C224
Site specific control CA85, 8 Drake Court, Bunyip September 2013	C72
Site specific control under the Schedule to Clause 52.03 of the Cardinia Planning Scheme Lot B PS443268J Dixons Road, Cardinia February 2008	C105(Part 2)
Sites of Botanical and Zoological Significance Maps, Department of Natural Resources and Environment, September 1997	NPS1
Upper Beaconsfield Township Strategy (July 2009)	C124
Victorian Desalination Project Incorporated Document, June 2009	C131



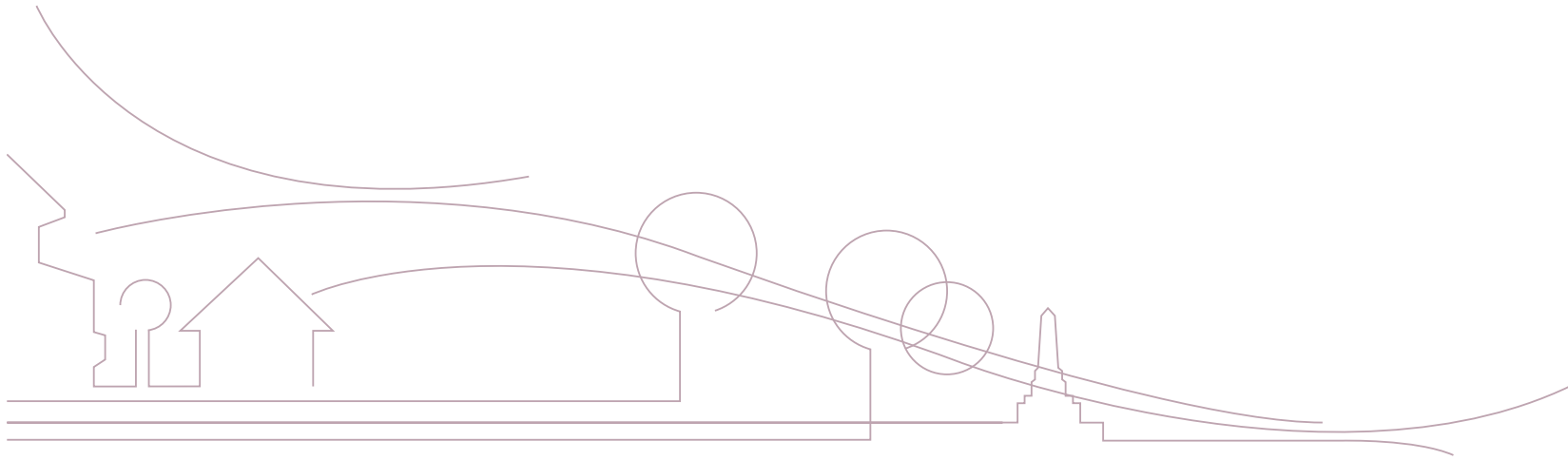
Beaconsfield

Structure Plan - December 2013 (expires 31 December 2021)



Beaconsfield is a vibrant and attractive village with a clearly defined civic and commercial heart.

There is a strong sense of community which is supported by a built form that encourages opportunities for spontaneous interaction.



Beaconsfield

Structure Plan - December 2013

Council has made every effort to ensure this digital document meets accessibility guidelines as defined under the WCAG2 Level AA requirements.

However, due to the importance and complexity of some of the figures, Council recommends anyone having difficulties viewing or interpreting non-text components of this document seek assistance.

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I. Introduction



COMMUNITY CONSULTATION AT THE BEAconsfield COMMUNITY COMPLEX



CARDINIA CREEK, BEAconsfield

I.1 What is a structure plan?

A structure plan is a planning document which directs how certain land areas should grow and develop. It sets out a framework which guides future growth and provides developers, service authorities and the community greater certainty about the area's future. Structure plans are used as a key reference point for councils when assessing development proposals. Cardinia Shire Council's Municipal Strategic Statement recognises the need to develop structure plans for urban precincts and activity centres within the growth area.

I.2 Why is a structure plan required for Beaconsfield?

The State Planning Policy Framework states that:

Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

Of particular relevance to the development of the Beaconsfield Structure Plan is the requirement for planning to recognise the need for, and as far as practicable contribute towards:

- health and safety
- diversity of choice
- economic viability
- a high standard of urban design and amenity
- protection of environmentally sensitive areas and natural resources
- accessibility
- land use and transport integration.

The Beaconsfield Structure Plan responds to the State Planning Policy Framework, the Cardinia Municipal Strategic Statement and the Council Plan. The plan will guide the growth and development of Beaconsfield over the next 10 – 15 years.

The plan recognises Beaconsfield's role as a large Neighbourhood Activity Centre and seeks to facilitate development of retail, commercial, community, residential

and entertainment activities, to meet the needs of the existing and future Beaconsfield community.

The structure plan will give developers, investors and the local community greater certainty and confidence about future development in Beaconsfield and provide the framework, conditions and requirements for the consideration of planning permits. The plan also provides direction for capital works projects, intersection designs and pedestrian and bicycle infrastructure. It has been prepared by Council with input and assistance from the Beaconsfield community, government agencies and specialist consultants.



1.3 Where does it apply?

The area included in the Beaconsfield Structure Plan, as shown in Figure 1, comprises of approximately 376 hectares of land within the Urban Growth Boundary (UGB) and is defined by:

- Holm Park Road and the major electricity transmission line easement to the north
- Beaconhill Grange Residential Estate and Panorama Estate to the east and
- Cardinia Creek to the south and west.



PRINCES HIGHWAY APPROACH SIGN TO BEACONSFIELD



2. Format of the Structure Plan

The Beaconsfield Structure Plan begins by outlining a vision and strategic objectives. These form the foundation upon which the rest of the structure plan content is based. This is followed by an introduction to Beaconsfield which sets the scene in terms of Beaconsfield’s history and demographic profile.

Key urban design strategies are then illustrated which will guide public realm improvements and the future growth of Beaconsfield. These strategies inform the two main sections of the structure plan, ‘Key focus areas’ and ‘Scenarios for change’.

The Key focus areas are:

- Residential growth
- Economic growth
- Movement network
- Open Space and environment
- Heritage

The guidance provided in the Key focus area chapters applies across the study area as a whole.

A framework for change is provided which sets the scene for the level of change which may be experienced across the study area in the next 10 – 15 years.

The final section of the structure plan relates to potential scenarios for change. Two key sites and four key development precincts have been identified that could play strategic roles in realising the vision for the study area. Each scenario illustrated outlines one way in which the objectives and strategies for that site could be achieved.

3. Background Paper

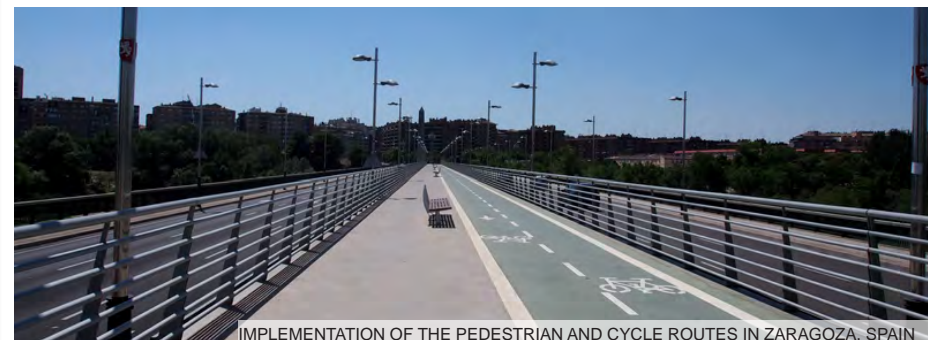
The Beaconsfield Structure Plan should be read in conjunction with the Beaconsfield Structure Plan Background Paper 2013. The background paper provides greater detail in regards to the existing conditions in Beaconsfield and the strengths and opportunities of the town. It also provides greater detail with regards to the research behind the directions that are outlined in this structure plan document.

4. Community Consultation

The Beaconsfield Structure Plan has been prepared by Cardinia Shire Council in consultation with the Beaconsfield community, service providers and relevant government departments and agencies. Feedback received during the exhibition of the Beaconsfield Structure Plan Issues and Opportunities Paper 2012 and the draft Beaconsfield Structure Plan July 2013, has informed the preparation of the Beaconsfield Structure Plan.

5. Implementation

An implementation plan will be prepared which will sit separately to the Structure Plan as it will be reviewed on an annual basis. All actions outlined in the implementation plan will be subject to Council budget and/or alternative funding being available at the time of implementation.



6. Vision

Beaconsfield is a vibrant and attractive village with a clearly defined civic and commercial heart. There is a strong sense of community which is supported by a built form that encourages opportunities for spontaneous interaction.

There is a continued relationship with the history of the town. New buildings, while contemporary in style, establish a dialogue with the existing historical elements. The town has a legible, permeable structure which consolidates the built form and encourages movement. People feel secure and comfortable walking along the streets. All parts of the centre connect and relate well to one another. All forms of transport provide convenient and safe access to a wide range of recreation, community and business services.

There is a variety of businesses and services and the community is able to meet all their everyday needs within the Beaconsfield town centre. Cardinia Creek is recognised as a great asset in the community and is well-connected to the town centre. There are diverse housing options available which will cater to the needs of all members of the community.

7. Strategic Objectives

- Provide for sustainable growth and development within Beaconsfield which provides for the needs of the current and future community.
- Provide a vibrant town centre which meets the everyday shopping and service needs of the local community.
- Provide a range of employment options within Beaconsfield enabling more residents to work locally.
- Meet the diverse housing needs of the existing and future Beaconsfield community.
- Provide a safe and convenient movement network for all modes of transport.
- Make walking and cycling an attractive and convenient option for residents to move between local destinations and enjoy their town.
- Protect and enhance the environmental and landscape values of the area.
- Foster a continued relationship with the history of the town.
- Establish the northern end of Woods Street as a lively commercial area with an exceptional public realm environment and a strong connection with Cardinia Creek.

8. Introduction to Beaconsfield

8.1 History

Prior to European settlement in Australia, the original occupiers of the land that is now known as Beaconsfield would have been Indigenous Australians of the Koolin nation. Indigenous people are likely to have been in this area for over 35,000 years.

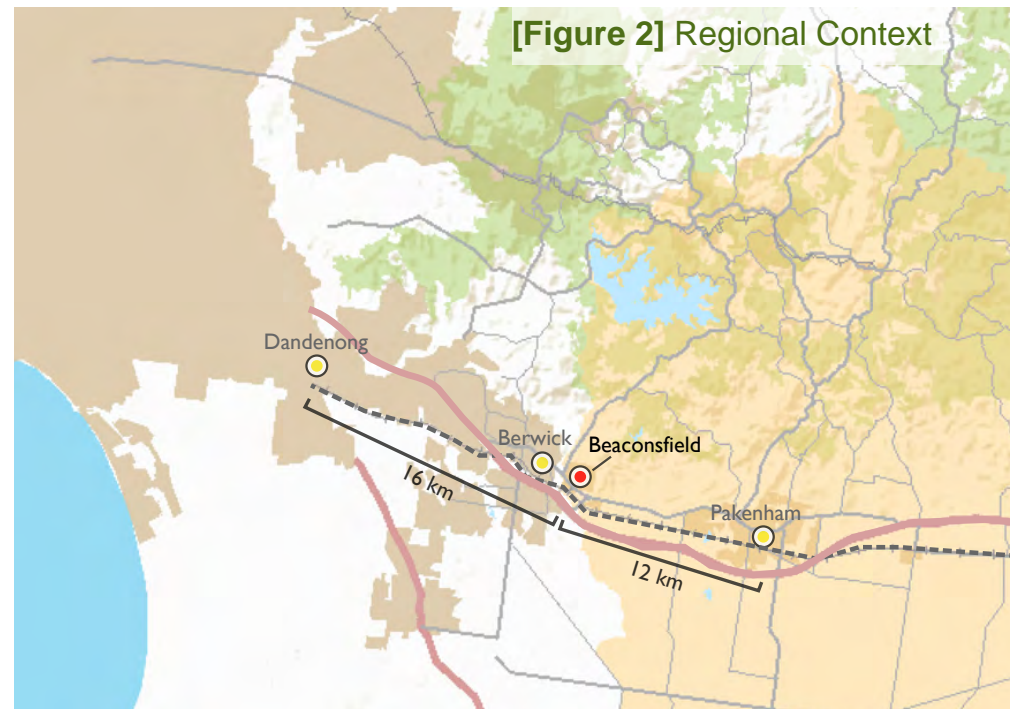
Beaconsfield as it is known today, is located approximately 46 kilometres south-east of Melbourne on the southern foothills of the Dandenong Ranges. Nearby towns include Berwick (2.9 km north-west of Beaconsfield) and Officer (4.3 km south-east of Beaconsfield). In the last 30 years, particularly in the last 15, Melbourne has expanded to and beyond Beaconsfield, resulting in the town becoming merged into the urban fringe. A small portion of Beaconsfield is located in the City of Casey. Beaconsfield is named after the prominent statesman Disraeli, Lord Beaconsfield and it was originally known as 'Little Berwick'.

8.2 Key demographic statistics

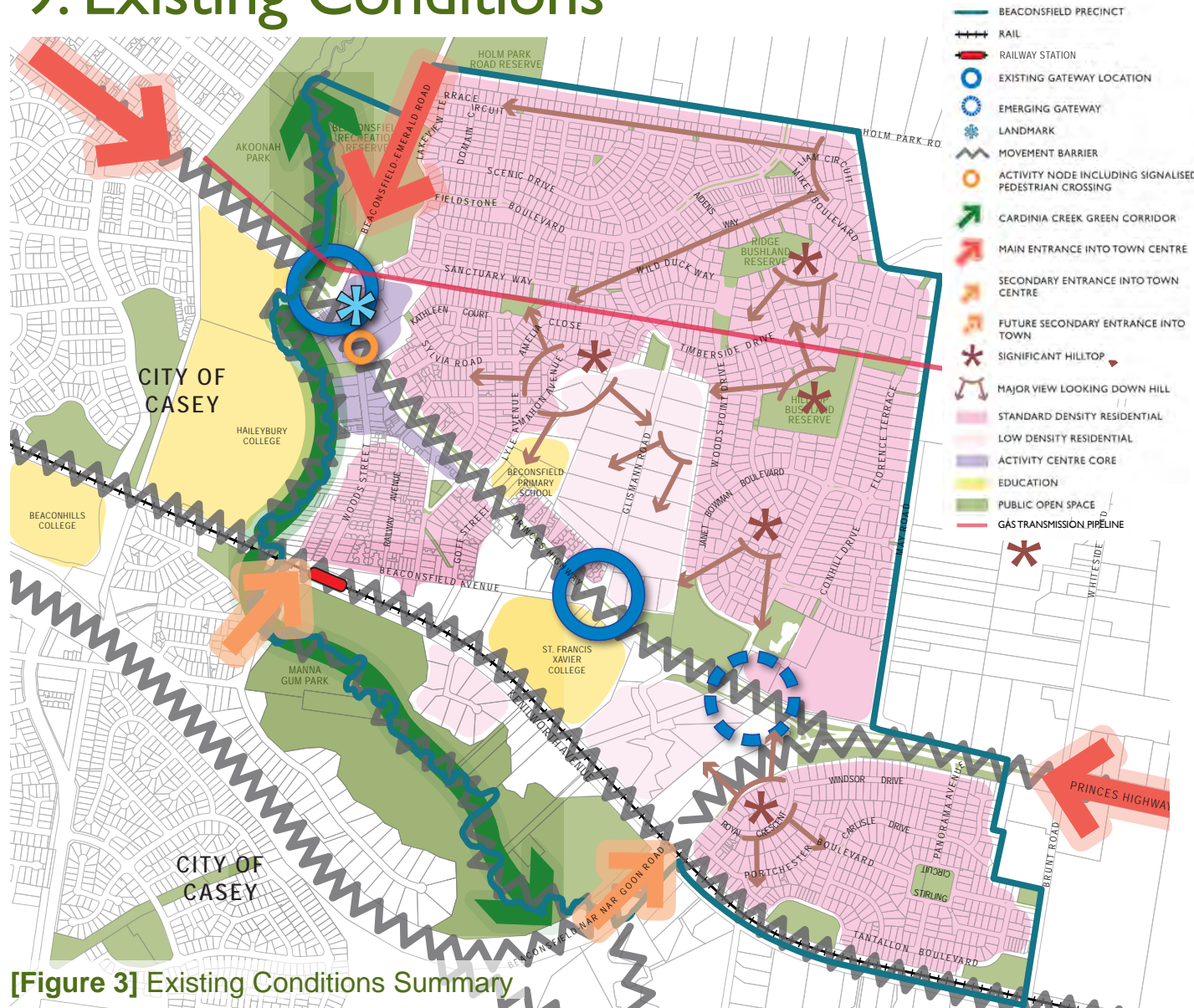
The population of Beaconsfield at the 2011 Census was 5,292. By 2021, the population of Beaconsfield is predicted to reach over 6,500 which is based on current population growth trends. Depending on the level of housing development at higher densities, this figure may be higher. Beaconsfield is currently characterised by a high number of family households with older children. Between 2006 and 2011, the household size which increased the most was four person households. The next highest increase was lone person households. There is little diversity in the housing currently available in Beaconsfield. About 90 per cent of dwellings are separate houses, and 10 per cent are medium density. The medium density housing is primarily detached units.

Beaconsfield is a reasonably affluent area when compared to the rest of Cardinia Shire, as 34 per cent of households are in the highest income group.

The most common industry sector that Beaconsfield residents work in is construction followed by manufacturing and retail trade. Unemployment is low in Beaconsfield, when compared to greater Melbourne.



9. Existing Conditions



The physical form of Beaconsfield is mainly defined by two built elements and two natural elements:

- The foothills of the Dandenong Ranges that provide important landscape markers to the north of the town.
- Cardinia Creek that marks the western boundary of the town, which is an important environmental corridor.
- The strong presence of Princes Highway.
- The historic core of the town located along Woods Street.

A number of these elements present both opportunities and challenges (see Figure 3), acting as:

- movement barriers or
- defining edges
- landmarks at certain locations
- strong movement spines.

With the significant residential expansion to the north and east there has been a shift in the location and arrival settings to the town.

Beaconsfield has some noticeable high points that provide strong view lines to and from and help to visually contain the town.

[Figure 3] Existing Conditions Summary

10. Urban Design



GETTY MUSEUM GARDENS, LOS ANGELES, USA



DIZDINGOFF SQUARE, TEL AVIV, ISRAEL

Fundamentally **Urban Design** is about enhancing the characteristics that define a place, working with those elements of the physical environment that help create community.

Urban Design Strategies

As informal (community groups, markets, etc.) and formal (development of private and public land) opportunities arise, there is a need to minimise the barrier effect that elements (e.g. Princes Highway) create and reinforce their role as spines, landmarks and generally as accessible, attractive and memorable places.

Key strategies that future development in Beaconsfield needs to respond to in order to create a more attractive town are illustrated in figure 4.

These strategies mainly try to achieve one of the following objectives:

- Improve the activity and quality of the street environment for pedestrians and cyclists.
- Increasing access, use and connections of public open space.

- Accommodate new infill development in the most efficient and well connected locations.
- Reinforce Beaconsfield’s unique elements that define its character.

Woods Street

Woods Street is the result of a combination of elements that provide it with a strong sense of character unique in Beaconsfield and in Cardinia Shire as a whole. It has an edge condition established by the creek, and strong ties to Beaconsfield’s past in the form of built heritage and street layout. It also benefits from being the natural connection to and from the railway station and Princes Highway.

Woods Street can reclaim its importance as the civic heart of Beaconsfield. This can be achieved while respecting the existing heritage and character of the street. Beaconsfield railway station currently seems isolated from the town centre particularly for pedestrians and cyclists. Re-establishing the importance of Woods Street as the key link between the railway station and the commercial core will create a more coherent and functional town.

Where Woods Street intersects with Princes Highway, an opportunity exists to create a distinctive public space and environs, restitching the retail area north of the highway with businesses to the south and the natural landscape of Cardinia Creek.

The potential of Woods Street can be met through embracing the urban design principles and guidance set out in the following scenarios for change:

- Memorial and Creek (page 23)
- Beaconsfield Point (page 27)
- Woodland Grove (page 29)
- Princes Highway Gateway Precinct (page 33).

The Woods Street North Urban Design Guidelines (May 2013), which cover both sides of the street from Arthur Street to Princes Highway, provide strong guidance on the site layout, built form, details and landscaping of any future development in this area. This document is expected to inform the development of additional planning controls for this area.

Objectives

- Establish the northern end of Woods Street as a lively commercial area with an exceptional public realm environment and a strong connection with Cardinia Creek.
- Re-establish the importance of Woods Street as the key link between Beaconsfield Railway Station and the commercial core.
- Ensure new development at the northern end of Woods Street enhances the natural and built form character through guidelines that manage growth in a manner that benefits the whole town now and into the future.

Strategies

- Require developments along the northern end of Woods Street (north of Arthur Street) to respond to the Woods Street Urban Design Guidelines. (May 2013)
- Create a more inviting pedestrian and cycling environment along Woods Street.
- Support a vibrant public realm by establishing a stronger built form edge and using design elements

such as canopies, paving, and street furniture.

- Support and enhance the cafe and dining culture in Beaconsfield and open up views and pathways to the creek.
- Encourage community gathering and activity at the northern end of Woods Street by providing a usable space for such purposes.

Actions

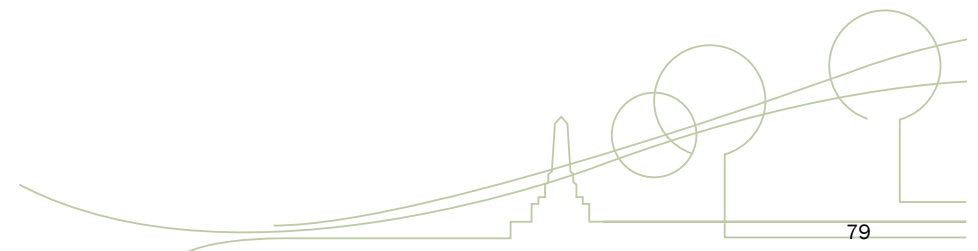
- Prepare a planning scheme amendment to incorporate the Woods Street North Urban Design Guidelines (May 2013) into the Cardinia Planning Scheme.
- Develop a streetscape plan for Woods Street and the Beaconsfield Railway Station forecourt.

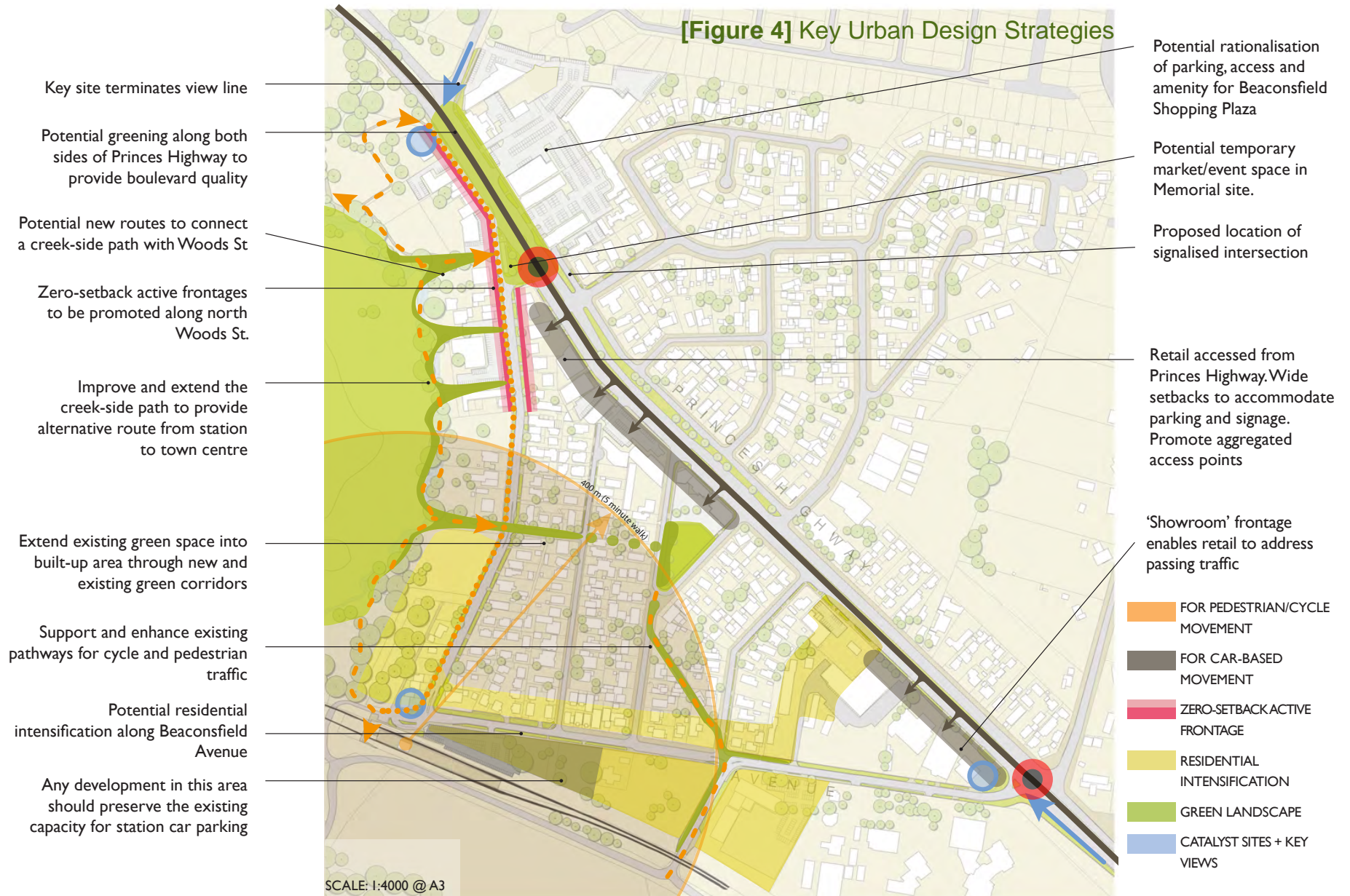


WAR MEMORIAL, BEACONSFIELD



PUBLIC ART, FRANKSTON RAILWAY STATION



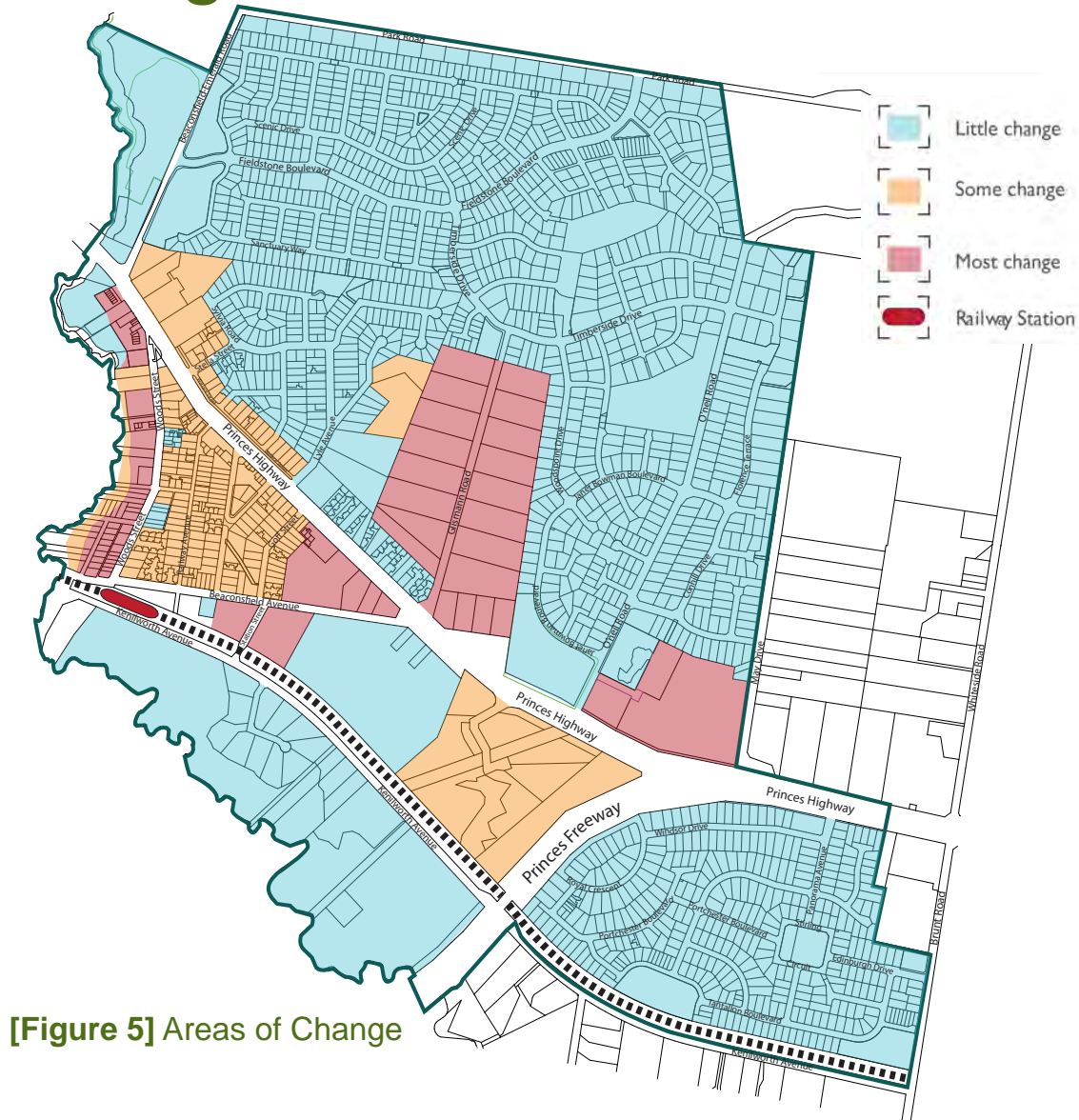


II. Framework for Change

The **framework for change** (Figure 5) outlines the extent to which areas in Beaconsfield have the potential to change over the next 10 – 15 years.

This change may be of a residential nature, a commercial nature or both. This change may occur in the public or private realm.

Generally the areas shown as having some or most change are also the areas and parcels of land that have the greatest number of actions in the structure plan associated with them.



[Figure 5] Areas of Change

12. Key Focus Areas

12.1 Residential growth

It is important that the housing in Beaconsfield caters for all members of the community, now and into the future. For this reason a diversity of housing options should be made available. It has been identified that there is a need for more housing which caters to ageing persons to enable the older residents of the community to stay in Beaconsfield over time. Council's Municipal Strategic Statement also recognises the need to provide a diversity of housing types and densities around activity centres, creating a choice of housing to meet the needs of existing and future residents.

The predominant housing type in Beaconsfield at the moment is large detached dwellings that accommodate families with children. This means that Beaconsfield is currently under providing for the ageing community but also for lone person households, one parent families, and couples without children, all of which are demographic groups which are predicted to rise in the coming years.

Residential zones

The State Government has recently reformed the planning zones in Victoria, resulting in a revised suite of residential zones. The Beaconsfield Structure Plan will form the basis of Council's recommendations for the roll out of these zones throughout the study area. Figure 17 in Appendix A outlines Council's preferred future zoning for the study area, including the roll out of the new residential zones. The following is an analysis of the key residential change areas in Beaconsfield.

Residential core

Land within the area bounded by Woods Street, Beaconsfield Avenue and Princes Highway, except for housing of heritage significance, would be a suitable location for incremental residential intensification. These streets form part of the key movement network connecting major destinations within the Beaconsfield town centre. Land within this area is ideally located for additional housing being within the heart of the town centre, close to shops, services and public transport.

Glismann Road Precinct

This precinct has been identified as an area for urban development. Specific direction as to the future development of this area will be facilitated through a Development Plan Overlay. The preparation of a Development Plan (master plan) for Glismann Road will occur in consultation with the local community but as a separate process to the Beaconsfield Structure Plan.

Desmond Court Precinct

The Desmond Court precinct, as shown in Figure 5, is located between St. Francis Xavier College and the Panorama estate, south of the Princes Highway. There are eight lots in this precinct all within the Low Density Residential Zone across a total area of about 13.7ha. This area is currently not connected to reticulated sewer. With this in mind, the area could theoretically be expected to yield an additional 20 lots if subdivided to the minimum lot size permitted under the zone. If the area was connected to reticulated sewer this figure could potentially increase to an additional 40 lots.

There are a number of factors which must be taken into consideration before subdivision would be permitted. The management of sewer is just one example of an issue which requires further consideration.

Woodland Grove

The southern end of Woods Street, shown as the 'Woodland Grove' precinct on the Potential Scenarios Plan (Figure 7), has been identified as a good location for medium density residential development in a landscape setting. This medium density housing could include some housing which specifically caters to the needs of older residents.

It is important that the redevelopment of this area addresses both the Woods Street frontage and the Cardinia Creek frontage so as to provide passive surveillance over the creek environs.

Commercial Triangle

The redevelopment of land identified as being part of the 'Commercial Triangle' in Figure 7, will provide the opportunity to incorporate some medium density housing into a mixed use development

scenario. The provision of residential apartments above commercial development would be considered appropriate throughout the site. The development of medium density housing at the western end of this precinct will allow for a more gradual transition between the commercial area and the existing residential area. Higher density townhouses would be considered appropriate in the north west corner fronting Princes Highway.

Princes Highway Gateway Precinct

Another area which has been identified for providing an alternative type of housing is the Princes Highway Gateway Precinct as shown in Figure 7. As this area is separated from existing residential areas, it is an appropriate location for apartment and townhouse style dwellings which cater for those who do not want the maintenance burden of a backyard and who want to be close to services and facilities, without impacting the amenity of existing residences. Providing housing at an increased density in this location will improve the vitality and vibrancy of the town centre and support the ongoing viability of the local business operators. Development along the rear of these properties will provide

passive surveillance over the Cardinia Creek open space area, improving safety and amenity and encouraging the community to enjoy this space.

O'Neil Road

A planning permit exists for a hotel and gaming venue on undeveloped land between O'Neil Road and May Road, known as Pink Hill. If the current permit for a hotel and gaming venue is not acted upon it is considered that the land should be used for residential development (preferably aged care), community service or public use purposes. Commercial uses are not supported for this site.

Ecologically Sustainable Design

Council encourages Ecologically Sustainable Design (ESD) in all developments in the Shire. ESD not only reduces the environmental impact of new buildings, it also reduces their energy costs and improves their comfort. The increasing cost of energy highlights the importance of ESD in new buildings. All new residential development in Beaconsfield should incorporate ESD principles, including good solar orientation, water sensitive design, energy efficiency principles and other sustainable design features.

Objectives

- Meet the diverse housing needs of the existing and future Beaconsfield community.
- Provide the strategic justification for the implementation of the reformed residential zones introduced by the State Government in July 2013, and any other reforms that may be introduced by the state government over time.

Strategies

- Encourage the development of housing within the Beaconsfield town centre which meets the needs of older residents, lone person households, one parent families, and couples without children.
- Encourage incremental residential intensification within the area bounded by Woods Street, Beaconsfield Avenue and Princes Highway, except for housing of heritage significance.
- Encourage the development of medium density housing which caters to older residents in the Woodland Grove precinct.
- Encourage mixed use housing development in the Commercial

Triangle and Princes Highway Gateway precincts.

- Improve passive surveillance over the future Cardinia Creek parklands.
- Promote and encourage ecologically sustainable development principles.

Actions

- Facilitate a variety of housing options that offer diverse lifestyle and lifecycle opportunities and cater to all members of the community.
- Prepare a planning scheme amendment to implement the new State Government residential zones in accordance with the residential change principles outlined in the Beaconsfield Structure Plan.
- Require developments along the west side of Woods Street to deliver a design solution which provides passive surveillance over Cardinia Creek.
- Require larger scale developments to deliver ecologically sustainable outcomes.
- Rezone land in the Glismann Road area for residential use with a Development Plan (master plan) and infrastructure plan.

12.2 Economic growth

As is evident in Council’s Municipal Strategic Statement, Council recognises the need to diversify, improve and develop employment opportunities and a strong employment base within the municipality to meet the demands of the growing population.

Beaconsfield can be described as having a lovely village feel and a cafe lifestyle. It is becoming increasingly popular as a street-based restaurant and cafe destination. The town centre is small enough to bump into someone you know, but large enough to meet your everyday needs. The Municipal Strategic Statement recognises Beaconsfield as being a large Neighbourhood Activity Centre. Beaconsfield is also an important employment centre which has grown substantially over the past 10 years. Notwithstanding, Beaconsfield appears to operate as a ‘boutique’ centre, playing an important secondary role to larger neighbouring townships, particularly Berwick. The community highly values the fact that there are no large chain fast food outlets in Beaconsfield as this adds to the boutique village feel.

Retail core

The core retail area should be contained to the northern end of the town centre around the Beaconsfield Plaza and northern end of Woods Street. The core retail area needs to have a strong pedestrian focus. Future developments in this area should be designed in such a way as to activate the street and improve the public realm. Buildings should be well articulated, and architecturally innovative while complementing the existing neighbourhood character and, where relevant, heritage significance of neighbouring properties.

Commercial triangle

A wedge of Industrial 1 zoned land is located between the Princes Highway and Beaconsfield Avenue (referred to as the ‘Commercial triangle’ in the Potential scenarios plan – Figure 7). Given its positioning within the centre of a residential area, it is considered that industrial uses are inappropriate for future development. The Mixed Use Zone would be a better zone for the future. Current uses can continue operating until redevelopment is sought, at which time other uses more sympathetic to a residential context, will be supported.

It is envisaged that the Commercial Triangle area will develop as an intensified business gateway supported by some medium density housing. This could include large format commercial uses at ground level with offices and/or residential above. It could also support small scale manufacturing and service industries that are suitable for location next to sensitive uses. It is important that this area contributes positively to the amenity of Beaconsfield. New development should be set within a landscaped setting and not present large expanses of blank walls to the street frontages.

There is a need for a 24 hour medical clinic to service the Beaconsfield community. Although there are a number of medical services available within normal business hours in Beaconsfield, many community members have to travel to Casey to access after hours assistance. The Commercial Triangle would be an ideal location for a medical facility of such a scale.

Another service which is currently not provided in Beaconsfield is a petrol station. Residents are required to travel to Officer or Berwick to reach the nearest petrol stations. It is considered that the



EXISTING BUSINESSES ALONG PRINCES HIGHWAY, BEACONSFIELD



HERITAGE SHOP IN WOODS STREET, BEACONSFIELD



BEACONSFIELD PLAZA, PRINCES HIGHWAY, BEACONSFIELD

Commercial Triangle precinct would be an appropriate location for the development of a petrol station. A petrol station was previously located on the corner of Beaconsfield Avenue and Princes Highway.

Zone changes

On 15 July 2013 the State Government implemented the new Commercial Zones across Victoria. All land previously zoned Business 1, Business 2 and Business 5 was transferred across to the Commercial 1 Zone and land previously zoned Business 3 and Business 4 was transferred across to the Commercial 2 Zone. The Business 1, 2, 3, 4, and 5 zones were deleted from the Victorian Planning Provisions and all Victorian planning schemes.

St. Francis Xavier College is currently within an Industrial 1 Zone. It is considered that this is an inappropriate zone for a school and as such that it should be rezoned to a Special Use Zone (SUZ). Rezoning for residential purposes would also be considered for the land at 8 Beaconsfield Avenue (currently SP AusNet) if it was to redevelop in the future as this site is well located for an intensive housing development.

Objectives

- Provide for sustainable growth and development within Beaconsfield which provides for the needs of the current and future community.
- Provide a vibrant town centre which meets the everyday shopping and service needs of the local community.
- Provide a range of employment options within Beaconsfield enabling more residents to work locally.

Strategies

- Maintain the diversity of businesses within the town centre and foster the 'boutique village' feel.
- Increase local employment opportunities.
- Contain the core retail area to the northern end of the town centre around the existing Beaconsfield Plaza and northern end of Woods Street.
- Provide a strong pedestrian focus in the core retail area.
- Facilitate the redevelopment of the Commercial Triangle precinct as a business gateway to Beaconsfield.

- Encourage the development of a 24-hour medical clinic within the Commercial Triangle precinct.
- Encourage the development of a Petrol Station within the Commercial Triangle precinct.
- Maintain and enhance community services and facilities.
- Integrate higher density housing within the core retail area and medium density housing within the Commercial Triangle to create vibrant, safe and efficient urban environments.

Actions

- Rezone the land referred to as the Commercial Triangle in the Beaconsfield Structure Plan from Industrial 1 to Mixed Use.
- Rezone the land at St. Francis Xavier College to a Special Use Zone.
- Consider rezoning the land at 8 Beaconsfield Avenue to residential if redevelopment is proposed.



VIBRANT PEDESTRIAN PUBLIC SPACES & BUSINESSES - CITY SQUARE, MELBOURNE



INSPIRATION FOR A CORNER BUILDING ON A SHOPPING STREET



LOCAL BUSINESSES IN JAFFA, TEL AVIV, ISRAEL

12.3 Movement network

Figure 6 outlines the key destinations in Beaconsfield. This plan highlights the key movement network as being Beaconsfield-Emerald Road, Princes Highway, Beaconsfield Avenue, Woods Street and to a lesser extent O'Neil Road. It is important that this key movement network provide for all modes of transport including pedestrians, cyclists, and vehicles as each contributes in a different way to the vibrancy of a town centre. Providing for all modes of transport to coexist comfortably alongside each other, without one mode compromising another, creates a truly accessible and enjoyable street environment.

Access and Inclusion

It is imperative that access for all abilities be provided for in any future publicly accessible developments in Beaconsfield and in all public spaces. This includes things such as entries into buildings, footpath grades, providing walkways between accessible car parks, providing accessible housing in larger housing developments, etc.

Pedestrians

The provision of a convenient, safe and pleasant pedestrian environment contributes greatly to the vibrancy

and viability of a town centre. Improved pedestrian connections would enhance the attraction of the area to both locals and visitors alike. Princes Highway is a significant pedestrian barrier at the moment. Improved pedestrian access across the highway is highly desirable. The existing speed limit along the Princes Highway through Beaconsfield town centre is 70 km/h. This speed limit is controlled by VicRoads. Feedback from VicRoads has indicated that the speed limit in the subject area may be reviewed in the coming years and consideration would be given to dropping the speed to 60 km/h.

Access into the Beaconsfield Plaza area from Beaconsfield-Emerald Road is a particularly problematic area for pedestrians and needs to be addressed. Any potential solution which provides a dedicated safe route for pedestrians in this area is likely to result in a loss of car parking. There are a number of other 'missing links' that have been identified in the pedestrian network, a list of these can be found in section 7.8 of the Beaconsfield Structure Plan Background Paper (December 2013).

Cyclists

Cycling as a mode of transport is becoming more and more desirable

for health, environmental and financial reasons.

Provision for cycling is limited in Beaconsfield at the moment, with cyclists having to share lanes with vehicles. Dedicated cycling lanes and paths are needed in order to improve the cycling experience as a safe and enjoyable mode of transport. There also needs to be supporting infrastructure provided such as bike racks, showers and storage facilities in workplaces and, where appropriate, at public facilities. In addition bicycle storage and parking is required at Beaconsfield Railway Station.

Currently, recreational cyclists ride a loop course of Princes Highway, Woods Street and Beaconsfield Avenue using left turns only which is 2 km long. This loop forms an important part of the key movement network.

Vehicles

Areas of potential vehicle conflict in Beaconsfield relate to the various intersections with Princes Highway and access into and throughout the Woolworths/Aldi car park.

The Woolworths/Aldi car park is privately owned land. Whenever future redevelopment is proposed

in this area, the opportunity should be taken to review the car parking layout and movement network to create a more legible and easily navigable arrangement.

A controlled intersection treatment is required for both the intersection of Woods Street and Princes Highway and the intersection of Glismann Road, Beaconsfield Avenue and Princes Highway. Figures 17 and 18 in Appendix B show Council's preferred design layout for each intersection. In both cases a signalised option is preferred. Further discussions are required between Council and VicRoads before final designs can be adopted.

Should the installation of signals at the intersection of Woods Street and Princes Highway proceed, the pedestrian crossing to the west will need to be relocated. It will be expected that any future redevelopment of the shopping centre area to the north of Woods Street provides a direct connection with a signalised intersection at Woods Street and Princes Highway.

A controlled intersection at Glismann Road, Princes Highway and Beaconsfield Avenue will need to be delivered in association with the redevelopment of Glismann Road.

A controlled intersection at O’Neil Road and Princes Highway will be delivered through the Officer Development Contributions Plan. The preferred design layout is shown in Figure 19 in Appendix B.

VicRoads has made provision for a full freeway interchange at Beaconsfield. Council and the community need to continue to advocate for the delivery of the eastern ramps which will significantly improve access to and from Beaconsfield and Gippsland.

Parking

It is important that future developments adequately provide for vehicle parking. In general, the setting back of buildings to provide for parking in the frontage should be avoided. However, consideration may be given to allowing parking in the frontage within the Commercial Triangle as indicated in Figure 13.

It is also important that parking areas are properly landscaped and landscaping be maintained on an ongoing basis. Trees planted in car park areas should be established with adequate protection provided to ensure their survival.

There is an ongoing need for additional car parking to be provided

at Beaconsfield Railway Station. Although some additional spaces have been recently constructed, these will be quickly filled and additional spaces still required.

In order to better manage the provision of car parking throughout the Beaconsfield town centre as a whole into the future, a parking precinct plan will be developed. As part of the development of this plan, the need for a public car park will be assessed. If deemed necessary, the land to the rear of the Central Hotel could be a potential future location for additional car parking.

Public transport

Advice from Public Transport Victoria has indicated that planning for the railway corridor should not preclude the development of additional tracks. The delivery of such tracks is not yet planned for however the land must remain available.



BIKE LANE NEXT TO A RIVER, LA BAÑEZA, SPAIN



[Figure 6] Key Destinations & Movement Network

- Movement network key links (local)
- Potential pedestrian & cyclist key links (local)
- Movement network key links (highway)
- Commercial & retail
- Pedestrian & cyclist key links (creek)
- Movement node
- Reserve
- Railway station
- Education
- Community facilities



BEACONSFIELD RAILWAY STATION



GLISMANN ROAD & PRINCES HIGHWAY EXISTING INTERSECTION



BIKE PARKING, LOS ANGELES, USA

Objectives

- Provide a safe and convenient movement network for all modes of transport.
- Make walking and cycling an attractive and convenient option for residents to move between local destinations and enjoy their town.
- Provide a range of car parking options to service the Beaconsfield town centre.

Strategies

- Ensure that all new publicly accessible developments in Beaconsfield and all public spaces comply with all abilities access principles.
- Ensure that all modes of transport are provided for, particularly along the key movement network.
- Require new development to be designed in such a way so as to provide passive surveillance of the pedestrian environment.
- Prioritise the delivery of additional pedestrian and cycling infrastructure along the key movement network and fill in 'missing links'.
- Provide safe, attractive and direct pedestrian and cycling access to Beaconsfield Railway Station.

- Require new development to provide an appropriate level of parking.
- Ensure any new parking areas are properly landscaped and maintained on an ongoing basis.
- Improve safety in the town centre through the provision of signalised intersections and a reduction in speed along the Princes Highway.
- Ensure that any future redevelopment of the shopping centre area to the north of Woods Street provides a direct connection with a signalised intersection at Woods Street and Princes Highway.

Actions

- Provide a dedicated pedestrian route from Beaconsfield-Emerald Road into the Woolworths development.
- In the short term, work with the owners of the Aldi/Woolworths carpark area to improve circulation and legibility
- In the longer term, review the car parking layout of the Aldi/Woolworths carpark whenever redevelopment is proposed on the land

- Develop a parking precinct plan for the Beaconsfield town centre (including Woods Street commercial area).
- Advocate for and provide appropriate bicycle infrastructure such as lane markings, bikeways and shared paths along the key movement network identified in the Beaconsfield Structure Plan.
- Further investigate the provision of routes for active transport such as walking and cycling in Beaconsfield.
- Advocate for a 60 km speed limit on the Princes Highway.
- Require the provision of traffic lights at Glismann Road/Princes Highway intersection to support residential development of the Glismann Road area.
- Continue to advocate for improvements at Beaconsfield Railway Station.
- Continue to advocate for the delivery of eastern ramps at the Princes Freeway interchange

12.4 Open Space and Environment

The Cardinia Creek environ provides a significant opportunity to improve the connection between the town centre and the natural environment. At the moment the developments along Woods Street turn their backs to this area and the creek is not embraced at all. Future developments should provide an active interface with the creek and must provide passive surveillance of the creek reserve. This could then support the development of a pedestrian trail and an enjoyable recreational environment. Wider connections north and south to existing trail networks should also be pursued wherever possible.

The retention of established trees is an important natural characteristic of Beaconsfield. The trees provide amenity value as well as habitat to the varieties of native birds that can be found in Beaconsfield. Properties along Glismann Road include a number of established trees which should be retained as part of any future redevelopment

of that area on public land such as parks, road reserves or on larger lots where practical. There is a desire to see more large trees planted in the median along the highway, this requires VicRoads support.

There are a number of open space areas in Beaconsfield. Some facilitate active recreation like the Beaconsfield Recreation Reserve, O’Neil Road oval and Holm Park Recreation Reserve and others that facilitate more passive style recreation like Hilltop Reserve and the Berwick Views Wetlands (for location see Background Paper map 12 and table 8). It is important that open space areas are easy to get to and well connected with the surrounding residential areas. It is apparent that some of the open spaces are being underutilised because they are not easy to get to by public paths.

Additional open space will be provided in Beaconsfield as part of the redevelopment of the Glismann Road area. It is likely that this open space will provide for passive recreation opportunities.

Objectives

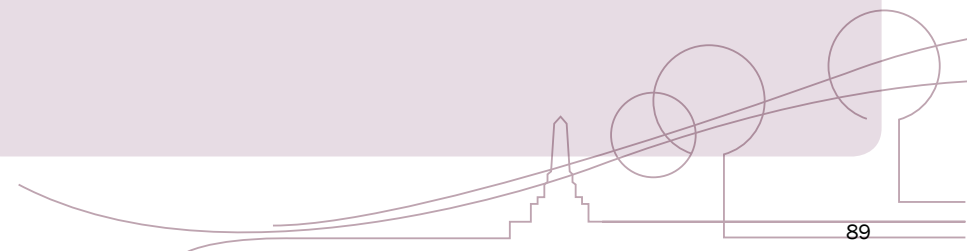
- Protect and enhance the environmental and landscape values of the area.
- Make walking and cycling an attractive and convenient option for residents to move between local destinations and enjoy their town.

Strategies

- Improve the relationship between the Beaconsfield town centre and Cardinia Creek.
- Improve the attractiveness and amenity of the streetscapes and public spaces throughout the township.
- Improve and provide links to and between new and existing open space areas to increase access, cohesion and use of public space in Beaconsfield.
- Support and value the retention of established trees.
- Encourage, where appropriate, the planting of native trees in the public realm.

Actions

- Engage with the Department of Environment, Land, Water and Planning (DELWP) regarding planning for Cardinia Creek where it runs through Beaconsfield town centre.
- In consultation with VicRoads determine an appropriate tree planting schedule and program for delivery along Princes Highway.
- Consider current and future sporting facilities for the Beaconsfield area in the preparation of a Shire-wide recreation strategy.
- Require the provision of open space as part of the redevelopment of the Glismann Road area.



12.5 Heritage

Aboriginal cultural heritage

The Bunurong people are the Indigenous people of south-eastern Victoria. Bunurong people are part of a language group or nation known as Koolin. Bunurong people prefer to be known as Koolin rather than Koorie which is a word from a different language. Cardinia Shire is within the clan estates of the Yalloc Bulluk Bunurong and the Mayone Bulluk Bunurong.

There is evidence that Aboriginal people moved down from the hills during the summer months, probably along major waterways such as Cardinia Creek and Toomuc Creek, finally entering the Koo Wee Rup plain during the driest season. This is supported by finds of archaeological evidence such as artefacts and scar trees along the creeks. The sites which have been recorded in the area are clustered primarily along Cardinia Creek and its tributaries. The distribution of sites on major watercourses and their tributaries, suggests that Aboriginal people utilised resources over a large spatial area, while moving inland during the winter months.

All proposed developments, redevelopments and subdivisions need to be mindful of the requirements specified by the Aboriginal Heritage Act (2006) and Aboriginal Heritage Regulations (2007) governing the management of pre and post-contact Aboriginal sites.

Post-contact heritage

The historic Civic and Commercial Precinct located along Woods Street represents an established and relatively intact link to Beaconsfield's past, with buildings dating from the early 20th century. They include the Beaconsfield Post Office and Residence (c1910), a shop and store (c1910), two (2) c1915 shops and the Beaconsfield War Memorial (c1920). Also of note and adding to the character of the precinct, are five elms planted near the Beaconsfield Kindergarten.

Located to the south of the Civic and Commercial Precinct, a group of houses at 48-56 Woods Street are among one of the oldest housing groups in the Shire and demonstrate a notable contrast with recent built structures surrounding them. This group of buildings illustrate early 20th century housing stock that is rare in the Shire as a place-type and link with the Woods Street

Commercial and Civic Precinct to the north, as a street that became favoured for its residential and commercial purposes.

The Station Master's house and associated Bunya Bunya Pine located on Beaconsfield Avenue is believed to have been constructed for Charles Nott, by local builder James Adamson, in 1888. The cottage was later let to Mrs Anderson (formerly Mrs Jackson of Young and Jackson's), her six children and their friends. Among those children was Stanley Melbourne Bruce, later Lord Bruce and Prime Minister of Australia.

The Central Hotel on Princes Highway in Beaconsfield was constructed in the 1920s, however the site has been used for a hotel since 1850. The hotel is an excellent example of a post World War One major commercial building. Any future development on this site needs to be respectful of the heritage value of this building.



STATION MASTER'S HOUSE, BEACONSFIELD AVENUE, BEACONSFIELD

Objectives

- Foster a continued relationship with the history of the town.

Strategies

- Ensure future developments in Woods Street are respectful of the heritage character of the area and complementary in their design.

Action

- Provide appropriate protection to existing heritage properties within Beaconsfield.
- Continue to review and assess the heritage value of properties throughout Beaconsfield and, where deemed appropriate, incorporate these into a Heritage Overlay and/or implement particular design controls.



13. Scenarios for Change

A series of two key sites and four precincts have been identified that could play strategic roles in realising the vision for the study area (see Figure 7). The designs presented in this report represent only possible scenarios for how these locations could be developed and include land in both public and private ownership.



[Figure 7] Scenarios Plan

- Precinct 04**
Princes Highway Gateway
- Site 01**
Memorial + Creek
- Precinct 01**
Beaconsfield Point
- Site 02**
Jim Parkes Reserve
- Precinct 02**
Woodland Grove
- Precinct 03**
Commercial Triangle

-  SMALL PUBLIC / PRIVATE
-  LARGE SCALE DEVELOPMENTS

13.1 Memorial and Creek

This site (Figure 8) offers the potential to substantially improve the connection between Beaconsfield town centre and the rich recreational offerings of the Cardinia Creek corridor. Furthermore, the site has potential to significantly improve the quality of public realm in a location close to principal sites of commercial activity in Beaconsfield. The potential redevelopment of this site integrates the existing war memorial and 'island' pocket park into the broader public realm. Opportunity exists to create a vibrant public space of a transient nature where temporary stalls and pop-up shops can come and go.

Also within this area is the Beaconsfield Kindergarten located at 11-17 Woods Street. Opportunity exists to facilitate a reorganisation of traffic movements which allows for the creation of a pedestrian-friendly environment whilst retaining car access to the kindergarten and parking. Being in the heart of the Beaconsfield town centre, the kindergarten site is ideally positioned for a community facility. If the site was ever to cease use as a kindergarten, the land should still provide a community facility function responding to changing community needs and demographics.

Objectives

- Create a civic heart for Beaconsfield.

Strategies

- Foster the memorial area to provide a civic plaza/informal gathering space.
- Facilitate the use of the space by 'pop-up' shops and street stalls for limited periods, especially for events and celebrations.
- Modify traffic conditions at the intersection of Woods Street and Princes Highway to provide a shared pedestrian-priority zone to the west of the Memorial.
- Maintain the community facility function of the land at 11-17 Woods Street.

Actions

- To design and deliver a civic plaza/informal gathering space in the heart of Beaconsfield in consultation with the community.
- Create a design element that provides a pedestrian connection between the memorial and the Cardinia Creek corridor.
- Create a design element that provides a bus stop and shelter in consultation with the State Government to ensure a bus stop and shelter is located within the vicinity of the Memorial Creek Site.



EXISTING CONDITIONS AROUND WAR MEMORIAL, BEACONSFIELD



INSPIRATION FOR PUBLIC TOILET + PAVILION



INSPIRATION FOR PERGOLA STRUCTURE TO CREEK



INSPIRATION FOR PUBLIC SPACE AROUND MEMORIAL

[Figure 8]
Memorial & Creek Site Concept Plan



13.2 Jim Parkes Reserve

Located between Beaconsfield’s two major commercial precincts, Jim Parkes Reserve is a green space in the town centre that serves surrounding residential areas. Currently developed with children’s play equipment and a picnic shelter.

The site has potential to offer amenity to a wider spectrum of the community and become a highly-valued public space in Beaconsfield. The land immediately to the north of the park is privately owned commercial land which interfaces with Princes Highway. The opportunity exists to provide a better relationship between the commercial land and the park and significantly increase passive surveillance of the space.

Figure 9 principally addresses opportunities for change on land that is currently owned by Council. A potential change scenario that encompasses the parcel of land to the north of the park, which interfaces with Princes Highway is explored in Figure 10. This parcel provides a point of termination to the retail core of Beaconsfield town centre. It is important that any future redevelopment of this site provides a built form element which emphasises that this is the end of the retail precinct.



[Figure 10] Jim Parkes Reserve
Princes Highway Redevelopment Scenario



Objectives

- Provide a point of termination to the retail precinct of Beaconsfield.
- Develop a central play space in Beaconsfield.

Strategies

- Provide a built form element at the northern end of the site which provides a visual and actual point of termination to the retail precinct.
- Ensure any future redevelopment of the lots fronting Princes Highway provides for passive surveillance of the park.
- Provide active frontages around the corners of any future redevelopment of the buildings fronting Princes Highway.

- Encourage the future redevelopment of lots fronting Princes Highway to adopt a holistic approach which ensures an integrated development outcome across the site can be achieved.
- Revitalise the park area through a number of capital works projects.

Actions

- Prepare a masterplan, and obtain funding, for the revitalisation of Jim Parkes Reserve generally in accordance with Figure 9 of the Beaconsfield Structure Plan.



13.3 Beaconsfield Point

The Beaconsfield Point precinct (Figure 11) has the potential to contribute to the developing quality of Woods Street and support the emerging local ‘town centre’ of Beaconsfield. Located on the corner of Woods Street and Princes Highway, this potential scenario proposes the development of a pedestrian-friendly mixed-use intensification of this key area in Beaconsfield.

Intensification of this area gives an address to Princes Highway, strongly reinforcing the northern segment of Woods Street, re-establishing the importance of Woods Street as the route to the station, and capitalising on the siting of the heritage buildings that pepper this part of the street. There is potential to provide further convenient parking to support businesses without allowing cars to dominate the street.



EXISTING CORNER WORKSHOP, BEACONSFIELD



INSPIRATION FOR COMMERCIAL BUILDINGS ALONG WOODS STREET, BEACONSFIELD

Objectives

- Support a vibrant town centre of Beaconsfield.

Strategies

- Request new developments along the northern end of Woods Street (north of Arthur Street) to respond to the Woods Street North Urban Design Guidelines (May 2013).
- Create a more inviting pedestrian and cycling environment along Woods Street.
- Support a vibrant public realm by establishing a stronger built form edge and using design elements such as canopies, paving, and street furniture.
- Develop buildings with active ground floor uses along Woods Street to provide definition and vitality to the street edge.
- Provide additional buildings to the rear of the buildings fronting Woods Street which can facilitate less active uses and start-up businesses.
- Provide a glazed ground floor frontage to buildings, including around corners, providing passive surveillance to the street and to pedestrian connections through the site.
- Improve public realm amenity through street planting, landscaped

- car parking areas and wide footpaths protected by awnings and/or eaves.
- Provide pedestrian connections through the site, activated by retail and hospitality uses.
- Develop a landmark building with active street edges on the corner of Woods Street and Princes Highway.
- Off-street car parking to be accessed predominantly from Princes Highway and located behind the built form interface along Woods Street.
- Provide short-term, on-street, car parking along Woods Street, to be interspersed between kerb out stands to allow for street planting and encourage pedestrian activity and low-speed vehicular movement.

Actions

- Prepare a planning scheme amendment to incorporate the Woods Street North Urban Design Guidelines (May 2013) into the Cardinia Planning Scheme.
- Investigate the potential for a pedestrian crossing point that is raised and/or paved with a material that differs from that of the carriageway on Woods Street to support safe and equitable pedestrian connections within the town centre.

[Figure 11]
Beaconsfield Point Concept Plan



SCALE: 1:1500 @ A3



13.4 Woodland Grove

With its proximity to the station and favourable landscape surrounds, this precinct offers significant potential for denser housing development. The potential of the site includes offering a mix of housing types not afforded by the current housing stock in the area, potentially with a low ratio of cars per household given the close proximity to Beaconsfield Railway Station. The benefits of this to the area will be greater activity, surveillance of surrounding streets and the station, and support for businesses in Woods Street. The opportunity also exists to provide a landmark corner building at the intersection of Woods Street and Beaconsfield Avenue which could include a ground floor commercial use to service railway patrons.

Given the positioning of the precinct amongst an established residential area alongside the Cardinia Creek, it is important that developments complement both the surrounding neighbourhood character and the natural landscape setting. It is important that any future development does not have a negative impact on the Cardinia Creek environment, but rather improves access to this area and community appreciation of this wonderful environmental asset.

Objectives

- Establish a well integrated medium-density residential precinct in a landscaped setting.

Strategies

- Ensure that developments respond to the existing pattern of detached buildings within a landscaped setting.
 - Ensure that the materials palette contributes positively to the nurturing of a landscape setting.
 - Ensure that the design of new developments complements the surrounding neighbourhood character.
 - Provide a graduated increase in front setback along Woods Street as you move further away from the railway station.
 - Provide trees within the front setback along the Woods Street frontage.
 - Provide significant setbacks to the creek, ensuring that development does not intrude into the Public Acquisition Overlay area.
 - Ensure developments address both the Woods Street frontage and the Cardinia Creek frontage so as to provide increased passive surveillance of public spaces.
- Provide a mixture of housing styles including affordable housing and housing that meets the needs of seniors and people with disabilities.
 - Provide for pedestrian access to dwellings from Woods Street.
 - Provide an internal access way through the site to provide for vehicle access.
 - Encourage housing to the south of the precinct to be developed as townhouse or apartment typologies to provide a sound buffer between the railway track and the new residential area.
 - Encourage the establishment of an active commercial use (cafe, kiosk or milk bar, etc.) on the corner of Beaconsfield Avenue and Woods Street to service the needs of people using the railway station and to provide a landmark corner building.
 - Develop east-west landscaped paths to link Woods Street to the Cardinia Creek.
 - Provide permeable surfaces to paved areas and implement water sensitive urban design (WSUD) principles to landscaping to minimise water usage and reduce pollutant run-off. This is particularly important given the close proximity of Cardinia Creek.

Actions

- Require the provision of pedestrian and cycling routes through new developments.
- Require developments within the Woodland Grove precinct to deliver a design solution which provides medium density housing within a landscaped setting.
- Require developments within the Woodland Grove precinct to provide a landscape masterplan that integrates the site with the environmental and landscape values of Cardinia Creek.

[Figure 12] Woodland Grove Concept Plan

Possible creek-side public pedestrian and cycle pathway connects to Beaconsfield Avenue and Station



Relaxed landscaped interface with creek. Maximise retention of existing mature trees



Railway Station related retail pavilion to define and activate corner - setback from Beaconsfield Avenue edge to allow future possible re-configuration of Station forecourt



Street setbacks increased to mediate with existing built form to the north



Residential car parking accessed from new shared access way within precinct to emphasise Woods Street frontage as a place for people



Buildings setbacks should be 3 metres to facilitate some front landscaping

Potential new pedestrian crossing

SCALE: 1:1500 @ A3



13.5 Commercial Triangle

The Commercial Triangle precinct is critically the gateway to Beaconsfield from an eastern approach. This precinct scenario (Figure 13) is envisioned to support a range of commercial activities and takes advantage of its location on the Princes Highway to enable businesses to access a wider customer catchment. The continued operation of existing businesses will be supported, however at such time that redevelopment is sought; compliance with the objectives and strategies of the Beaconsfield Structure Plan will be required.

The revitalisation of the light industrial and bulk retail sites will form a vibrant and convenient destination for the greater Beaconsfield catchment, provide an improved landscape quality to Beaconsfield Avenue and assist with safe drop off / pick up and general surveillance of the School frontage.

The development of medium density residential or mixed-use development to the west of the precinct has the potential to support a more diverse commercial offering and provides a buffer to the existing residential area. This area has also been identified as an ideal location for the establishment of a large medical hub.

Additional information about preferred land uses in the Commercial Triangle precinct can be found in Section 12.2, Economic Growth.



Objectives

- Establish a mixed use commercial precinct and eastern gateway to Beaconsfield.

Strategies

- Develop this precinct as an intensified business gateway supported by some medium density housing.
- Provide a landmark building at the corner of Beaconsfield Avenue and Princes Highway which provides a distinct entry point to the Beaconsfield town centre.
- Developments should be multi-storey and mixed-use, with commercial uses at ground level and office or residential above.
- Provide awnings or generous roof overhangs to signal the entry point to commercial buildings and to provide shelter and amenity for pedestrians.
- Provide glazed frontages to Princes Highway and Beaconsfield Avenue at ground floor level.
- Consider the introduction of a new street as part of a future redevelopment to provide access to a new medium density residential area between Beaconsfield Avenue and Princes Highway providing a transition between the commercial area and the existing residential area.

- Provide for a higher density residential development in the north-west corner of the site.
- Provide for landscaped pedestrian access through the site from Beaconsfield Avenue to Princes Highway which includes a distinctive surface treatment to identify it as a pedestrian priority zone.
- Encourage the development of a medical hub including a 24 hour medical clinic.
- Support a school and business drop-off zone on the east end of Beaconsfield Avenue.
- Support distinct characters for Beaconsfield Avenue and Princes Highway interfaces. Develop a 'people-oriented' interface on Beaconsfield Avenue and a 'showcase' car orientated interface on the highway.
- Provide landscaping throughout the site.
- Separate service vehicle access and loading areas from pedestrian movements.

Actions

- Investigate the provision of new limited indented parking for customers and school drop-off/pick-up along both sides of Beaconsfield Avenue adjacent to the Commercial Triangle precinct.

[Figure 13] Commercial Triangle Concept Plan



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EXISTING SHOPS ALONG PRINCES HIGHWAY



ROUSE HILL, SYDNEY - INSPIRATION FOR AN ACTIVE GATEWAY TO BEACONSFIELD



BOB BURGESS PARK ALONG CARDINIA CREEK



INSPIRATION FOR RESIDENTIAL ALONG THE CREEK

13.6 Princes Highway Gateway Precinct

The Princes Highway Gateway Precinct is located at the northern gateway to Beaconsfield, with views and access to a revitalised Cardinia Creek and with important frontages to Princes Highway and Woods Street. This substantial mixed-use precinct (Figure 14) offers the potential to provide an enhanced sense of arrival to Beaconsfield and to improve the vitality and legibility of the centre.

The proximity to Cardinia Creek is exploited in the design through creek-side residential and hospitality, as well as pedestrian connections between Princes Highway and the creek. Possible development proposed for this precinct is higher than the dominant two to three storey building heights in the commercial areas of Beaconsfield, while respecting solar access and the surrounding character.

This potential precinct scenario depicts the phased redevelopment in its complete state. It disposes new buildings to provide a fine-grained commercially active frontage to Princes Highway and a varied residential frontage to a revitalised and accessible creek landscape.

Between street and creek buildings, landscaped courtyard spaces facilitate access, servicing and limited surface parking.

Two significant new buildings (A1 + C2) are organised at a 90 degree angle between Princes Highway and the creek to confidently signify gateway thresholds into Beaconsfield from the north. They also formally connect the 'terrace' forms of street and creek buildings while enjoying significant views over creek landscapes. Potential uses are distributed to ensure activation on Princes Highway and Woods Street frontages and to provide the opportunity for passive surveillance of internal courtyards and creek-side landscapes from residential uses and occupied upper floors.

The expansion of the scope of the new memorial public space is realised by a possible land swap between the east and west edges of this parcel setting back building C4 from the Woods Street lot line while maintaining a shared courtyard with building C5.

Objectives

- Strengthen the Beaconsfield town centre and provide a western gateway to Beaconsfield.
- Provide a fine-grained commercially active frontage to Princes Highway and a varied residential or hospitality based frontage to a revitalised Bob Burgess Reserve and Cardinia Creek parklands.
- Ensure quality design outcomes and a high amenity environment with a strong landscape character which responds to the Cardinia Creek environment.
- Provide a pedestrian friendly environment where car parking is inconspicuous and does not dominate the precinct.

Strategies

- Provide a significant gateway building in the north-west corner of the precinct (building A1).
- Encourage a mix of uses across the precinct.
- Provide an active, clear glazed frontage at ground floor level for all buildings fronting Princes Highway.
- Ensure that upper floors and the impression of building bulk do not dominate public spaces and viewlines.

- Developments should be multi-storey and mixed use, with commercial uses at ground level and office or residential, solely or combined, above.
- Provide comprehensive facade articulation, integral to the building design for all elevations.
- Provide weather protection along building frontages and walk ways.
- Provide buildings towards the rear of the precinct which offer passive surveillance over Bob Burgess Reserve and the Cardinia Creek parklands without intruding on the 'public' feel of the open space.
- Upgrade the public realm alongside Princes Highway and provide a link to the revitalised Cardinia Creek area.
- Require basement car parking, or a suitable alternative, to enable the desired built form.
- Require developments to allow for pedestrian and vehicle movements between lots so as to create an integrated design across the precinct.
- Provide pedestrian connections from the creek side area through the precinct to the Princes Highway.
- Provide for landscaping including any opportunities for water sensitive urban design treatments throughout the site.

- Ensure that the colours and materials of new developments complement the natural environment of the Cardinia Creek parklands environment.

Actions

- Consider a possible land swap to accommodate a larger public space at the Memorial park in conjunction with a future redevelopment application for this site.
- Prepare a planning scheme amendment which will facilitate the future redevelopment of the Princes Highway Gateway Precinct in accordance with the strategies outlined in the Beaconsfield Structure Plan.



INSPIRATION FOR CAFE/RESTAURANT OVERLOOKING BOB BURGESS PARK



INSPIRATION FOR INTERFACE WITH CARDINIA CREEK

[Figure 14] Princes Highway Gateway Precinct Concept Plan

Possible landscape treatment to setback in conjunction with creek path 'Portal'

Shared entry courtyard to service Buildings A1 + A2.
Provision for some convenience and disabled parking

Possible level 1 terrace/deck over parking

Ramp to basement parking

Landscaped car parking court to service Buildings B1 + B2

Publicly accessible shared open space for Building C2 bringing creek-side landscape into site

Pedestrian route linking highway to creek-side.

Shared courtyard. Parking for Buildings C4 + C5

Expanded public space achieved through land swap shown in yellow

See *Scenarios for Change - Memorial and Creek* page 24

All buildings

All developments must meet the objectives and strategies of the precinct and provide high quality urban design and architecture.



Building A1

Up to 4 storey above street level residential or mixed use building as 'Gateway' to town. Basement parking shared with hospitality building A2. Hospitality use at rear, overlooking parklands.

Building A2

Single storey hospitality use building with connections to creek landscape. Parking as A1

Building B1

Up to 2 - 3 storey building above street level Retail/hospitality at ground with offices over. Parking in shared court. Vehicle access at ground level (subject to staging + ownership conditions)

Building B2

Up to 3 storey, above street level, terraced creek-side houses

Building C1

Up to 2 storey building above street level. Retail at ground with offices over. Parking in basement under

Building C2

Up to 4 storey, above street level, landmark residential building. Basement parking shared with Building C1.

Building C3

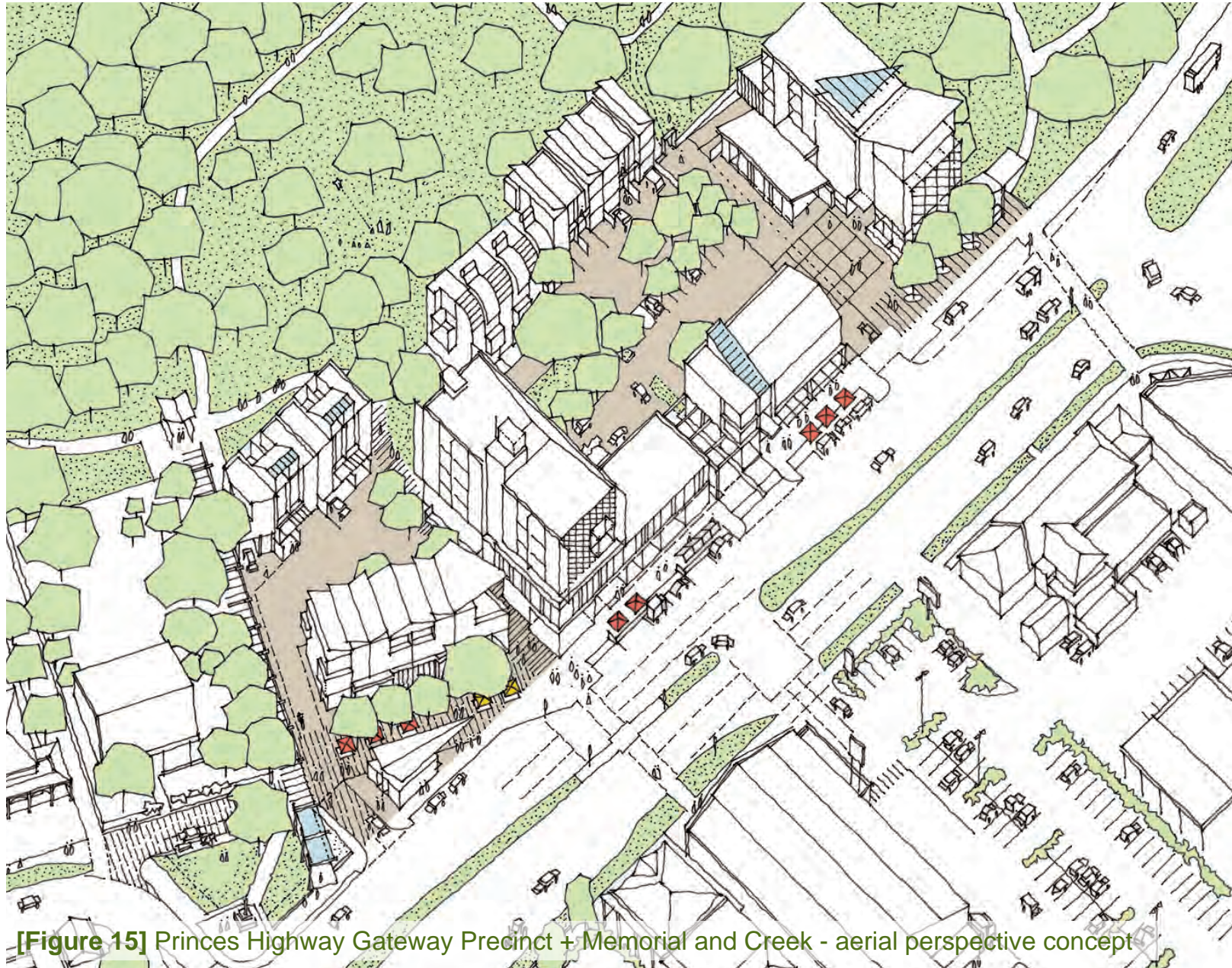
Up to 3 storey, above street level, terraced creek-side houses

Building C4

Up to 3 storey building above street level. Retail or hospitality at ground with office and/or residential over

Building C5

Up to 3 storey, above street level, terraced creek-side houses



[Figure 15] Princes Highway Gateway Precinct + Memorial and Creek - aerial perspective concept

14. Summary of Actions

Land use planning



- Facilitate a variety of housing options that offer diverse lifestyle and lifecycle opportunities and cater to all members of the community.
- Prepare a planning scheme amendment to implement the new State Government residential zones in accordance with the residential change principles outlined in the Beaconsfield Structure Plan.
- Require larger scale developments to deliver ecologically sustainable outcomes.
- Engage with Department of Environment, Land, Water and Planning (DELWP) regarding planning for Cardinia Creek where it runs through Beaconsfield town centre.
- Rezone land in the Glismann Road area for residential use with a Development Plan (master plan) and infrastructure plan.

- Rezone the land referred to as the Commercial Triangle in the Beaconsfield Structure Plan from Industrial 1 to Mixed Use.

- Rezone the land at St. Francis Xavier College to a Special Use Zone.

- Consider rezoning the land at 8 Beaconsfield Avenue to residential if redevelopment is proposed.

- Develop a parking precinct plan for the Beaconsfield town centre.

- Prepare a planning scheme amendment which will facilitate the future redevelopment of the Princes Highway Gateway Precinct in accordance with the strategies outlined in the Beaconsfield Structure Plan.

- Prepare a planning Scheme Amendment to incorporate the Woods Street North Urban Design Guidelines (May 2013) into the Cardinia Planning Scheme.

- Require developments within the Woodland Grove precinct to deliver a design solution which provides medium density housing within a landscaped setting.

- Require developments within the Woodland Grove precinct to provide a landscape masterplan that integrates the site with the environmental and landscape values of Cardinia Creek.

Open Space



- Develop a streetscape plan for Woods Street and the Beaconsfield Railway Station forecourt.

- To design and deliver a civic plaza/informal gathering space in the heart of Beaconsfield.

- Create a design element that provides a pedestrian connection between the memorial and the Cardinia Creek corridor.

- Require developments along the west side of Woods Street to deliver a design solution which provides passive surveillance over Cardinia Creek.
- In consultation with VicRoads determine an appropriate tree planting schedule and program for delivery along Princes Highway.
- Consider current and future sporting facilities for the Beaconsfield area in the preparation of a Shire-wide recreation strategy.
- Prepare a masterplan, and obtain funding, for the revitalisation of Jim Parkes Reserve generally in accordance with figure 9 of the Beaconsfield Structure Plan.
- Consider a possible land swap to accommodate a larger public space at the Memorial Park in conjunction with a future redevelopment application for this site.
- Require the provision of open space as part of the redevelopment of the Glismann Road area.

Movement



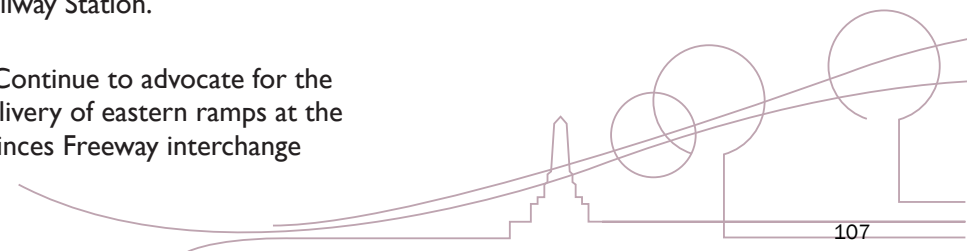
- Advocate for and provide appropriate bicycle infrastructure such as lane markings, bikeways and shared paths along the key movement network identified in the Beaconsfield Structure Plan.
- Further investigate the provision of routes for active transport such as walking and cycling in Beaconsfield.
- Require the provision of pedestrian and cycling routes through new developments.
- Advocate for a 60 km/h speed limit on the Princes Highway.
- Require the provision of traffic lights at Glismann Road/Princes Highway intersection to support residential development of the Glismann Road area.
- In the short term, work with the owners of the Aldi/Woolworths carpark area to improve circulation and legibility

- In the longer term, review the car parking layout of the Aldi/ Woolworths carpark whenever redevelopment is proposed on the land
- Provide a dedicated pedestrian route from Beaconsfield Emerald Road into the Woolworths development.
- Investigate the potential for a pedestrian crossing point that is raised and/or paved with a material that differs from that of the carriageway on Woods Street to support safe and equitable pedestrian connections within the town centre.
- Investigate the provision of new limited indented parking for customers and school drop-off/pick-up along both sides of Beaconsfield Avenue adjacent to the Commercial Triangle precinct.
- Continue to advocate for improvements at Beaconsfield Railway Station.
- Continue to advocate for the delivery of eastern ramps at the Princes Freeway interchange

Heritage



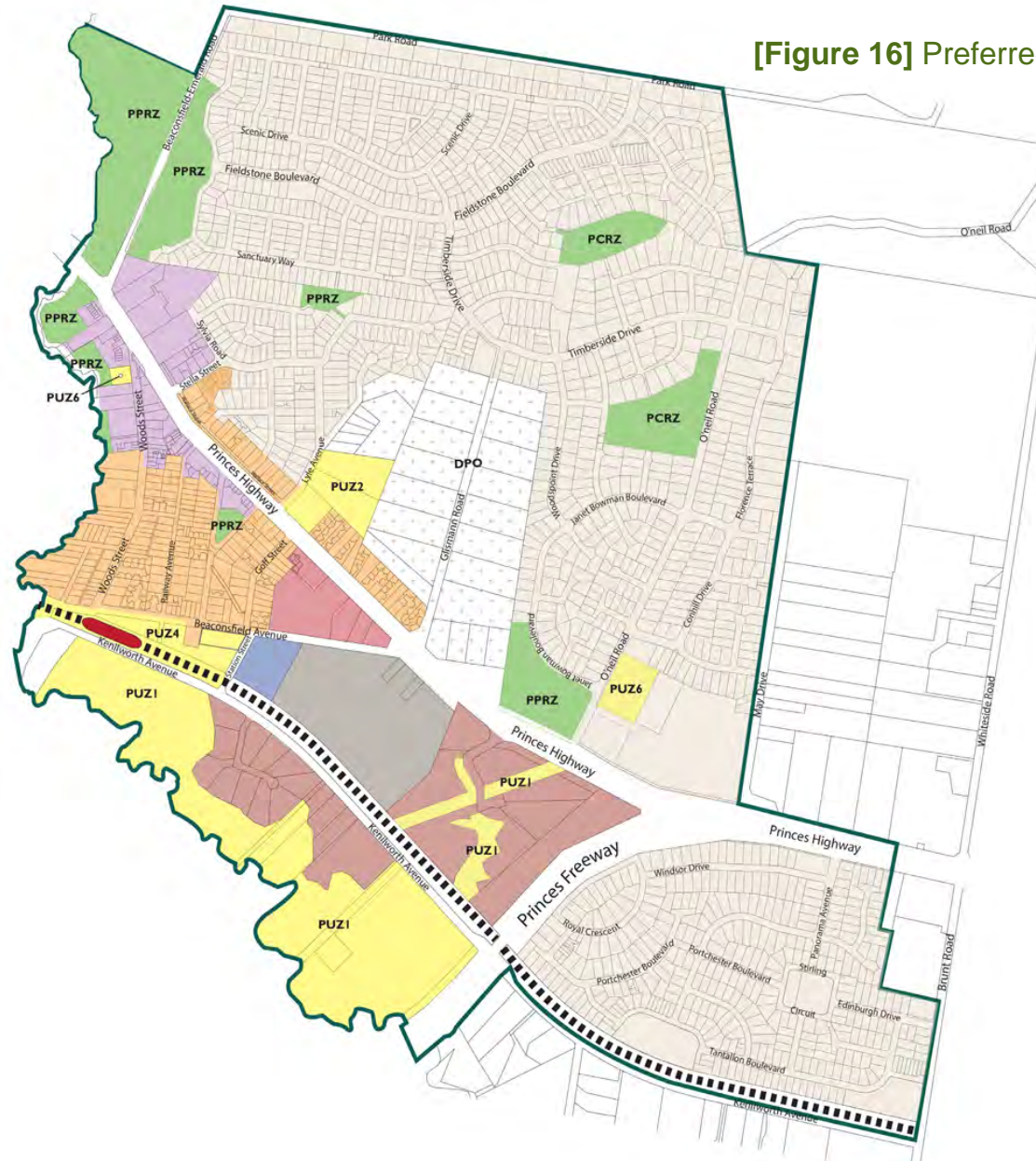
- Provide appropriate protection to existing heritage properties within Beaconsfield.
- Continue to review and assess the heritage value of properties throughout Beaconsfield and, where deemed appropriate, incorporate these into a Heritage Overlay and/or implement particular design controls.



Appendix A

[Figure 16] Preferred Future Zones

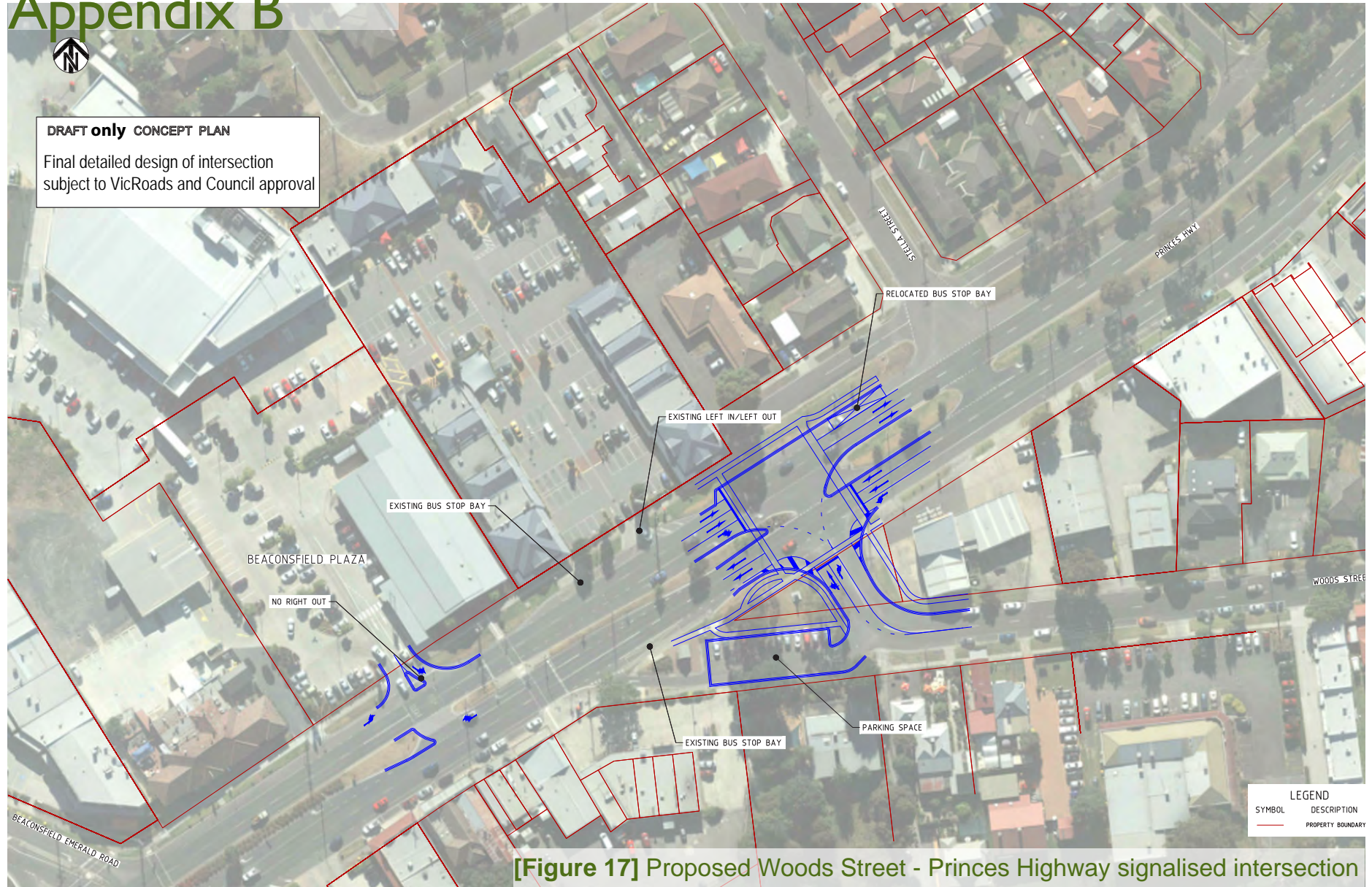
-  General residential
-  Neighbourhood residential
-  Low density residential
-  Mixed use
-  Commercial I
-  Development plan overlay
-  Public use
-  Public park & recreation + public conservation and resource
-  Special use
-  Industrial I
-  Railway Station



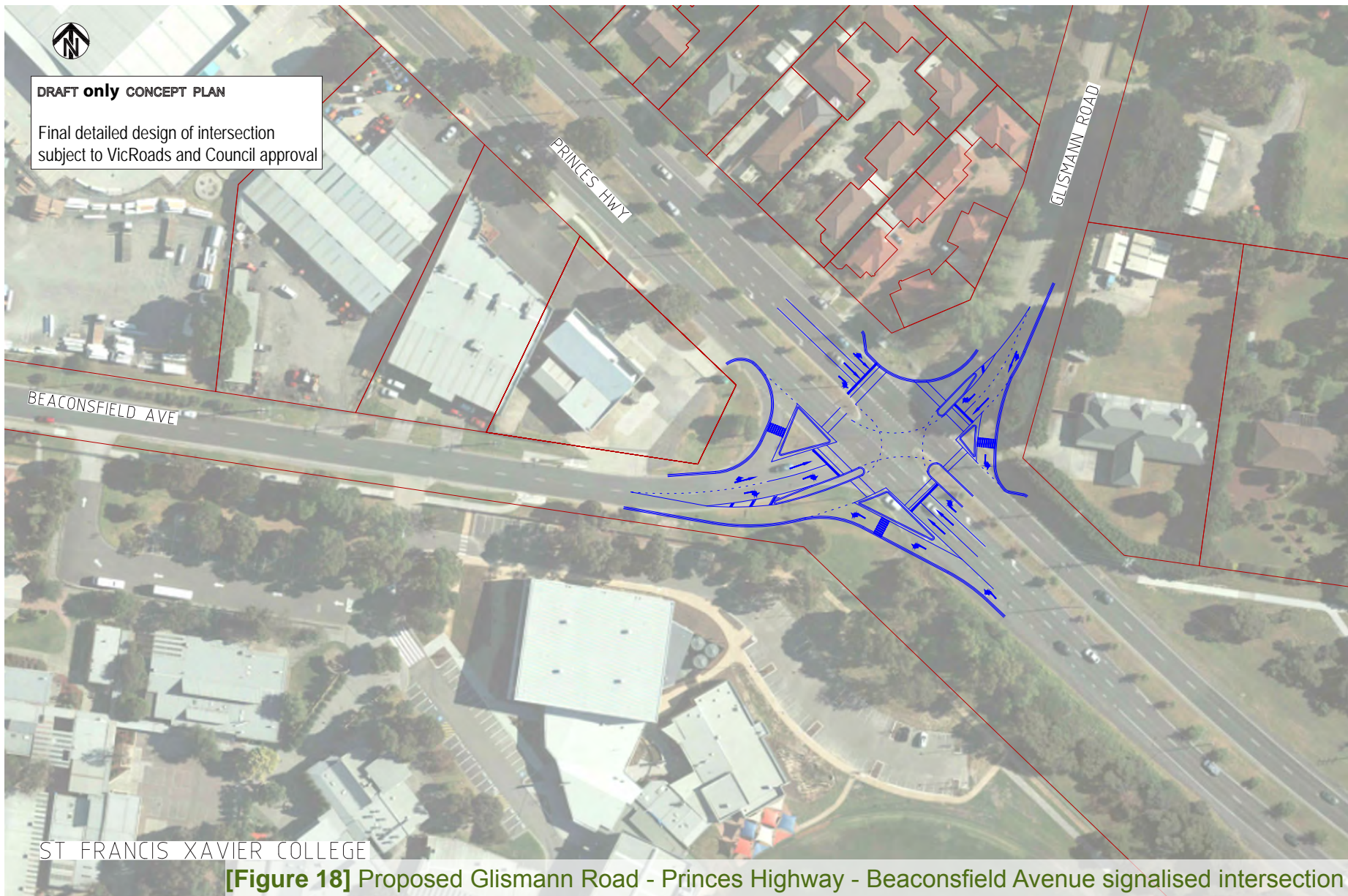
Appendix B

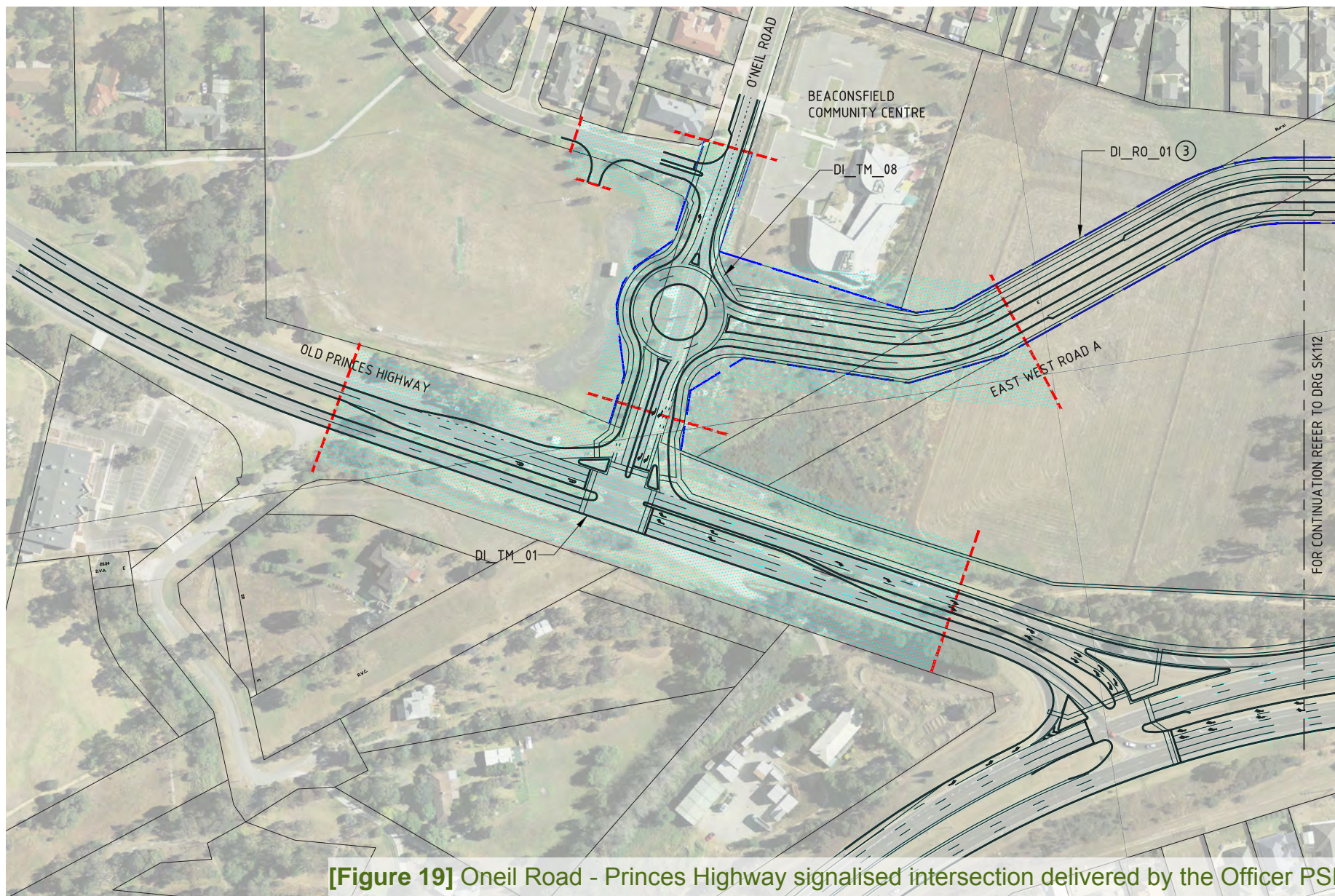


DRAFT only CONCEPT PLAN
Final detailed design of intersection
subject to VicRoads and Council approval



[Figure 17] Proposed Woods Street - Princes Highway signalised intersection





[Figure 19] Oneil Road - Princes Highway signalised intersection delivered by the Officer PSP

6.1.2 Use of the Land for a Restricted Place of Assembly, Alterations and Additions to the Existing Buildings and Alteration to Access to a Road in a Road Zone Category 1 at 905 Koo Wee Rup Road, Pakenham VIC 3810

File Reference: T190275
Responsible GM: Peter Benazic
Author: Evangeline McGauley-Kennedy

Recommendation(s)

That Council issue a Refusal to Grant Planning Permit T190275 for the use of the land for a Restricted Place of Assembly, alterations and additions to the existing buildings and alteration to access to a Road in a Road Zone Category 1 at 905 Koo Wee Rup Road, Pakenham VIC 3810 on the following grounds:

- The proposal is not consistent with Clause 13.06-1s (Air quality management);
- The proposal is not consistent with Clause 13.07-1s (Land use compatibility);
- The proposal is not consistent with Clause 22.05 (Western Port Green Wedge Policy) and the Cardinia Shire Westernport Green Wedge Management Plan;
- The proposal is not consistent with the purpose of Clause 35.04 (Green Wedge Zone);
- The proposal is not consistent with Clause 51.02 (Metropolitan Green Wedge Land: Core Planning Provisions);
- The proposal results in unreasonable impacts to the established nearby uses (South East Water Treatment Plant and O'Connor's Abattoir); and
- The proposal does not represent the orderly planning of the area.

Attachments

1. Copy of Revised Application Documents [6.1.2.1 - 64 pages]
2. CONFIDENTIAL - Copies of Amended Objections - Circulated to Councillors only [6.1.2.2 - 17 pages]

Executive Summary

APPLICATION NO.:	T190275
APPLICANT:	Mr Charan Preet Singh Sodhi
LAND:	905 Koo Wee Rup Road, Pakenham VIC 3810
PROPOSAL:	Use of the land for a Restricted Place of Assembly, alterations and additions to the existing buildings and alteration to access to a Road in a Road Zone Category 1