

4 BEACONSFIELD CAR PARKING PRECINCT PLAN

FILE REFERENCE INT1716513

RESPONSIBLE GENERAL MANAGER Andrew Paxton

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RECOMMENDATION

That Council:

1. Note all submissions received during the public exhibition of the Draft Beaconsfield Car Parking Precinct Plan (May 2016)
2. Be advised of the proposed revisions to the Draft in response to the concerns of the submitters (where possible)
3. Adopt the Beaconsfield Car Parking Precinct Plan policy (December 2016).
4. Endorse the preparation of an implementation plan for actions/recommendations outlined in the Beaconsfield Car Parking Precinct Plan and
5. Prepare a Planning Scheme Amendment to include the Beaconsfield Car Parking Precinct Plan as a reference document in the Cardinia Planning Scheme.

Attachments

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| 1 | Summary of submissions received to draft, with Council reply | 30 Pages |
| 2 | Beaconsfield car parking precinct plan December 2016 | 141 Pages |
| 3 | Summary of actions/recommendations | 5 Pages |

EXECUTIVE SUMMARY

This report recommends that the Beaconsfield Car Parking Precinct Plan be adopted with changes as noted in this report.

This report explains what a Car Parking Precinct Plan is, the steps involved in the preparation of the Draft Car Parking Precinct Plan, summarises the submissions received during the exhibition of the Draft Car Parking Precinct Plan and what changes have occurred to the draft prior to finalising the report.

Car parking is an important component of the Beaconsfield town centre. The provision of a sufficient amount of well-located car parking is important to the town's success. To support and facilitate the development of Beaconsfield's town centre it is important to have a clear plan for car parking provision and management. A Car Parking Precinct Plan identifies car parking demands, issues and opportunities and provides a strategic approach to guide future decisions, with either statutory (Parking Overlay) or non-statutory mechanisms example: (management, design and signage). A Car Parking Precinct Plan sets out what car parking objectives Council wishes to achieve and how it will do this.

The Beaconsfield Car Parking Precinct Plan marks the first step in providing a strategic approach to guide future decisions in relation to car parking in the Beaconsfield's town centre.

BACKGROUND

The Beaconsfield Structure Plan was adopted by Council on the 17 December 2013. The various works undertaken by Council over a three (3) year period has culminated in:

- The Beaconsfield Structure Plan (2013)
- The Beaconsfield Structure Plan Background Paper (2013) and
- Wood Street North Urban Design Guidelines (May 2013)

Under Section 12.3 (Movement network) on page 19 of the Beaconsfield Structure Plan, a future action is 'develop a parking precinct plan for the Beaconsfield town centre'. This action was informed largely by previous work Council had undertaken for the Beaconsfield Structure Plan.

What is a Car Park Precinct Plan?

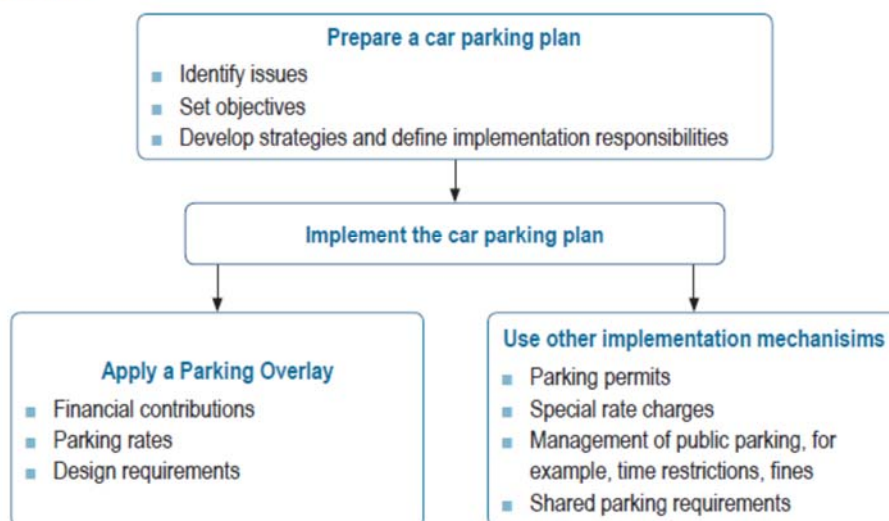
A car parking precinct plan analysis the car parking conditions and needs of an area. An assessment of car parking demand and supply must be carried out to provide the factual material and analysis needed to justify future decisions, with either Statutory (Parking Overlay) or non-statutory mechanisms (example: signage).

A car parking precinct plan must include the following:

- The objectives of the plan.
- The area to which the plan applies
- Findings from research and surveys that provide factual material to support the plan
- An assessment of car parking demand and supply of the investigation area
- Car parking strategies proposed to facilitate the plans objectives
- Any locational, financial, design or other actions necessary to implement the objectives and strategies

Diagram 1 as shown below, explains the steps to prepare and implement a car parking precinct plan

Diagram 1



What is a Parking Overlay?

The Parking Overlays' primary function is to manage car parking in a precinct, rather than on a site-by-site basis. It is a statutory planning tool available to implement a car parking precinct plan. The Parking Overlay can specify:

- The number of car parking spaces to be provided for any use
- The financial measures (such as cash in lieu scheme) to be made as a way of meeting car parking requirements
- Design requirements
- Decision guidelines and
- Application requirements

The steps involved in preparing the Beaconsfield Car Parking Precinct Plan

The steps involved in preparing the Beaconsfield Car Parking Precinct Plan included the following:

1. Council appointed Ratio Consultants to complete the Car Parking Precinct Plan.
2. Ratio Consultants and Council:
 - Surveyed existing conditions to quantify, record and map the number of parking spaces, the location of parking spaces, ownership or management, restrictions on use (for example, access, time or cost) and enforcement data
 - Defined the area to which the plan would apply
 - Identified the existing conditions and the planning, transport or parking issues the plan should seek to resolve and
 - Undertake background research as shown in Table 1

Table 1. Background research conducted:

Context	What was reviewed
Planning	<ul style="list-style-type: none"> • Parking policy across Victoria • Car Parking Policy in Cardinia's Neighbouring Municipalities • Cardinia Policies, Strategies and Plans • VicRoads Network Plans • Cardinia Ride 2 School Plan
Characteristics of Beaconsfield	<ul style="list-style-type: none"> • Demographic profile and forecast population growth • Vehicle and travel patterns • Public transport infrastructure and services
Growth forecasting	<ul style="list-style-type: none"> • Development application trends • Strategic land use planning
Existing car parking conditions	<ul style="list-style-type: none"> • Parking supply and restrictions for cars, loading areas, taxi ranks, disabled car parking and bicycles • Car parking occupancies
Elements of the parking system	<ul style="list-style-type: none"> • Councils role and responsibility • Ownership and control of car parking • Individual parking and shared parking • Free and pay parking • Car parking signage • Parking enforcement • Travel behaviour

Designs of car parking	<ul style="list-style-type: none"> • Existing urban design and car parking layouts • Design standards for off-street car parking • Improving the design and supply of on-street car parking
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1. Established a community reference group and a multi-disciplinary Council reference group:
 - A community reference group was created comprising of six residents who either lived in Beaconsfield, a member of the school community, business group and a person who catches public transport. The group provided advice and assisted in the preparation of the Car Parking Precinct Plan, public consultation of the Draft and reviewed submissions.
 - A Council reference group was created comprising of a traffic engineer, a land-use planner, social planner, and an enforcement officer to provide advice and assist in the preparation of the Car Parking Precinct Plan.
2. Workshop on car parking issues and opportunities
 - A workshop involving Ratio Consultants, the Ward Councillors, the community reference group and Council reference group was conducted to help identify the issues and opportunities in Beaconsfield.
3. Ratio consultants released the Draft Car Parking Precinct Plan for review
 - The community reference group and Council's reference group reviewed the draft, tested initial assumptions and provided feedback to Ratio Consultants prior to the document being placed on public exhibition.
4. Public exhibition of the Draft Car Parking Precinct Plan.
5. Review of submissions received to Draft Car Parking Precinct Plan
 - All submissions received and proposed changes to the Draft Car Parking Precinct Plan were reviewed by the community and Council reference group prior to the report being finalised.
6. Public exhibition of the Draft Car Parking Precinct Plan.
7. Review of submissions received to Draft Car Parking Precinct Plan
 - All submissions received and proposed changes to the Draft Car Parking Precinct Plan were reviewed by the community and Council reference group prior to the report being finalised.

Summary of the Beaconsfield Car Parking Precinct Plan:

The key objectives of the parking precinct plan are as follows:

1. To understand the issues relating to the location, provision (supply and demand) and management of existing car parking across the Beaconsfield town centre
2. To identify car parking shortfalls in existing and long term (future) parking provisions and recommend strategies and appropriate tools (statutory and non-statutory) to address the identified shortfall(s) and their impacts on the surrounding areas.
3. To identify car parking issues facing users of Beaconsfield Railway Station
4. To review the Beaconsfield Structure Plan Scenarios for Change (on page 22) and identify any impacts these scenarios of change may have on car parking, particularly in relation to key congestion areas and how they will be relieved in the future.
5. Specify a way forward in terms of the application of the strategy and the mechanisms which could be adopted to apply and implement the strategy.

The key findings of the Beaconsfield Car Parking Precinct Plan:

The key findings indicate the existing parking facilities in terms of quantity appear to meet the current parking demand, with traders, customers and residents being able to find a parking space near their destination, but the current parking supply must be better managed to:

- Provide better access to the available car parking resources, be it private or Council owned
- Encourage the use of sustainable transport travel modes, rather than private vehicle travel and
- Give priority to people with a disability, high turnover users and other special user groups,
- Outside the central Commercial Area there is evidence of localised car parking congestion around each of Beaconsfield's schools (Beaconsfield Primary School and St Francis Xavier College) and the Beaconsfield train station.

A summary of the actions for the Beaconsfield Car Parking Precinct Plan can be found in Attachment 1

The Car Parking Precinct Plan will not resolve all parking issues experienced in Beaconsfield, although it provides a strategy to clarify what statutory and non-statutory mechanisms should be implemented to alleviate car parking demand and competition. The Beaconsfield car parking precinct plan highlights the following:

Zone 1: Supermarket Hub

- The Supermarket hub provides 410 publicly available car parking spaces and 166 staff car parks
- Car parking demand is generally high around 12 noon at which 77-79% of publicly available spaces were occupied (both on Thursday and Saturday)
- The design of the existing car park is encouraged to be redesigned to provide:
 - A clear and logical directional and parking restriction signs;
 - Convenient and accessible parking bays and aisles;
 - Pedestrian crossing facilities to/from and within the car parking areas that are safe, consistent and convenient; and
 - Provision of adequate lighting both within the car park and along adjoining pedestrian walkways to provide safety and security for patrons during the evening
 - Appropriate landscaping with shade trees and good visibility
- Council to work with the landowners of the Central Hotel at the time of redevelopment to integrate proposed car parking and accessibility with the Supermarket Hub

Zone 2: Wood Street North

- The area has 103 on-street car parking spaces and 462 off-street car parking spaces
- The more informal car parking at the rear of the retail hubs along the Princes Highway north-west of Wood Street were underutilised on the whole.
- Many of the off-street car parks are publicly accessible (despite signage denoting 'customer' use only), while some are concealed at the rear of buildings or signed for private use only, and not generally intended as part of the public parking pool.
- Along much of Wood Street during business hours, the unrestricted supply is used partly for long term (staff) car parking, train travellers and partly for short term (visitor) car parking.
- The report recommends:
 - Through agreements with private car parking owners, Council to allocate and promote the use of underutilised car parks for either long stay (staff) car parking or short stay (publicly available visitor) car parking.
 - Enhance signage in the centre in a holistic manner. Example: convert unrestricted car parking along both sides of Wood Street, between Princes Highway and the start of the residential dwellings to short stay (2P) car parking and install high turnover (1/4P or 1/2P) car parking at the start of the parking blocks.

- Through agreements with private car parking owners redesign existing piecemeal car parking to increase traffic flow and sharing of car parking spaces
- Council to consider the application of reduced car parking rates for redevelopments and extension applications subject to accessibility to shared publicly available car parking and a car parking demand assessment.

Zone 3: Commercial Triangle (influenced by St Francis Xavier College)

- The area has 217 on-street car parking and 159 off-street car parking spaces
- This zone is heavily influenced by St Francis Xavier College.
- Beaconsfield Avenue experiences a high level of on-street parking and congestion during school drop off and pick-up times. Outside these times, car parking demand is low and various publicly available car parking spaces are available
- Council is recommended to continue working with St Francis Xavier College to minimise the off-site impacts of car parking and traffic on Beaconsfield Avenue and Princes Highway. For example, investigate alternative ingress and egress from Princes Highway and Desmond Court to the school grounds
- Council to consider the application of reduced car parking rates for redevelopment and extension applications (excluding St Francis Xavier College) subject to accessibility to shared publicly available car parking and car parking assessment.

Zone 4: Beaconsfield Railway Station

- The area has 120 off-street car parking and 296 off-street car parking (station car parking)
- Car parking demand at the Beaconsfield train station is generally high with overspill into nearby residential streets. Commuters overspill into Wood Street (where there is unrestricted and 4P parking), Beaconsfield Avenue and Kenilworth Avenue but not into the residential streets such as Railway Avenue and Souter Street.
- Council is encouraged to lobby the Department of Transport and Vic Track for expansion of the Railway Car Parking supply; to open the gates to the existing gravel car park to enable this to be used as a temporary public car park; install secure bicycle lockers at Beaconsfield Railway Station and for the frequency of premium and connector bus services to be increased from and to Beaconsfield and align with the train timetable.

Zone 5: Beaconsfield Primary School

- The area has 502 on-street car parking spaces and no off-street car parking spaces
- Car parking occupancies in the residential streets were recorded to be minimal on both the Thursday and Saturday, indicating the Supermarket Hub is not overspilling into surrounding residential areas
- Parking demand generated by the Primary School during pick-up and drop-off times combined with car parking generated by St Francis Xavier College creates widespread congestion for short periods of duration.
- Council in cooperation with the Primary School should advocate for Education Department funding for on-street car parking and traffic management improvements;
- Encourage the Beaconsfield Primary School to work with its school community to change travel behaviours, including the promotion of walking and cycling to school and ride share
- Construct kerb and channel along the outer northern carriageway of Princes Highway between the Supermarket Hub and Lyle Road in partnership with Vic Roads.

POLICY IMPLICATIONS

The proposed car parking precinct plan is an action of the Beaconsfield Structure Plan adopted by Council in December 2013. The car parking precinct plan will provide the framework for what actions need to be implemented to develop better car parking experiences in Beaconsfield.

RELEVANCE TO COUNCIL PLAN

The Council Plan vision is for "Cardinia Shire to be developed in a planned manner to enable present and future generations to enjoy and experience the diverse and distinctive characteristics

of our Shire." Car parking is an important component of the Beaconsfield town centre. The provision of a sufficient amount of well-located car parking is important to the town's success, and as further development occurs in the town, additional car parking must be appropriately provided. To support and facilitate the development of Beaconsfield's town centre it is important to have a clear plan for car parking provision and management.

Preparation of the car parking precinct plan is a specific action of the Council Plan for 2015-1

CONSULTATION/COMMUNICATION

The Draft Beaconsfield Car Parking Precinct Plan was placed on public exhibition for a period of four weeks from the 1 July 2016 until 29th July 2016.

The exhibition program included:

- A large mail out to all residents in the Beaconsfield postcode, people who'd ask to be kept informed, local community and sporting groups, State government departments and agencies.
- The development of an exhibition poster and flier which was displayed in various locations around Beaconsfield and at the Council offices.
- Copies of the Draft Car Parking Precinct Plan were left at the Beaconsfield Neighbourhood Centre for the community to view and collect.
- A drop in/information session was held on the 12 July 2016 at the Beaconsfield Neighbourhood Centre from 3.30 pm until 8.00 pm. A total of 72 people attended the information session.
- Meeting with the Beaconsfield Progress Association.
- An article appeared in the Pakenham Berwick Gazette and notices were placed in the Berwick News
- Two listening posts were held, one outside the front of the Safeway and the Beaconsfield Train Station. Unfortunately, bad weather did not permit a listening post along Wood Street.
- An article was displayed in St Francis Xavier College newsletter
- Information displayed on Councils website, twitter and Facebook

Summary of Submissions

Council received a total of 36 submissions with 32 submissions from the community and 4 submissions from State Governmental agencies.

A copy of the submissions is available in Attachment 1.

A summary of the key issues raised in the submissions include (in no hierarchal order):

- Car parking congestion experienced along Railway Avenue, Arthur Street and Goff Street
- Lack of appropriate view lines to exist Wood Street and Arthur Street
- Congestion and car parking issues experienced during school pick-up and drop off times at Beaconsfield Primary School and St Francis Xavier College
- Design, function and traffic movement in the Supermarket Hub
- Location of high turn- over and long term car parking spaces.
- Lack of disabled car parking at Beaconsfield Primary School
- The car parking precinct plan recommends no additional land for car parking purposes
- Lack of parking officers to enforce car parking areas
- Reliance on co-operation with landowners to enter private agreements with Council to create change in car parking areas.
- Competition for car parking spaces at the Beaconsfield Train Station
- Safety of pedestrian and bicycle users as people travel around Beaconsfield

- Council has caused the problem by allowing planning permits to be issued with a reduction in car parking
- The methodology for the car parking surveys was questioned.

Response to submissions

Each submission was reviewed and discussed by the Community reference group and Council reference group, prior to modifications to the report being finalised.

Councils response to each submission is available in Attachment 1.

The following modifications were made to the Draft:

- Recommendations 3, 4, 7, 9, 10, 16, 33, 37,38, 41 were revised to make the actions/recommendations clearer.
- Deletion of recommendation 6 which stated "Council to allocate sufficient staff resources or other options (technology) to increase the enforcement of car parking controls across Beaconsfield" At present it is considered Council has appropriate staff resources to enforce car parking controls in Beaconsfield. If Council enters into private agreements with private car park owners, this matter will be required to be reviewed at this point of time.
- Eight new actions/recommendations were included in the report, consisting of:
 - Through agreements with private car park owners, accessible (disabled) car parking that are not compliant with current Australian Standard AS2890.6-2009 are to be upgraded to meet the current standard.
 - In consultation with taxi organisations, traders and the community establish suitable taxi zone and locations for bicycle loops.
 - Investigate the suitability to use Council owned land located on the corner of Sylvia Road and Kathleen Court for car parking (preferable staff car parking). If the land is not considered suitable for car parking or alternative use, Council is to investigate the statutory process to sell the land.
 - Council does not support the reduction of car parking rates for redevelopment or extension applications in the Supermarket Hub in accordance with Clause 52.06-6 of the Cardinia Planning Scheme.
 - Council to investigate implementing line marking along Wood Street for car parking spaces, south of Arthur Street.
 - Through agreements with private car park owners, Council to work with Wood Street North private car park owners to improve the design of car parking facilities (with consideration given to signs, pedestrian access, accessible parking bays, pram parking and loading zones) and to ensure that they are appropriately maintained.
 - Council to lobby Public Transport Victoria and Department of Economic Development, Jobs, Transport and Resources for bus stop shelters
 - Investigate options for indented car parking along Beaconsfield Avenue opposite train station in discussion with Vic Track, Public Transport Victoria and Department of Economic Development, Jobs, Transport and Resources.

FINANCIAL AND RESOURCE IMPLICATIONS

The first stage of this project is the development of a Car Parking Precinct Plan. A separate implementation plan will need to be developed to inform future budget allocations and ensure the timely delivery of all of the proposed actions/recommendations in the report.

CONCLUSION

That Council:

1. Note all submissions received during the public exhibition of the Draft Beaconsfield Car Parking Precinct Plan (May 2016)
2. Be advised of the proposed revisions to the Draft in response to the concerns of the submitters (where possible)
3. Adopt the Beaconsfield Car Parking Precinct Plan policy (December 2016).
4. Endorse the preparation of an implementation plan for actions/recommendations outlined in the Beaconsfield Car Parking Precinct Plan and
5. Prepare a Planning Scheme Amendment to include the Beaconsfield Car Parking Precinct Plan as a reference document in the Cardinia Planning Scheme.

Beaconsfield Car Parking Precinct Plan									
Submitter No.	1. Detail what you like about the car parking precinct plan	2. Note anything you dislike about the car parking precinct plan	3. Detail anything that you feel is missing from the car parking precinct plan.	4. What issues do you see with implementing the proposed car parking plan?	5. The car parking precinct plan suggests 42 recommendations to create change in car parking provision and management. Which recommendation would you place as the top priority?	6. If you would like to suggest another idea to improve car parking, please illustrate below or attach a document/PDF/illustration to your form for submission	7. Any other comments	Response to submissions	8. Council response to submissions
1	Nil	<p>We confirm Facey Centre Management is the Centre Manager for Beaconsfield Plaza (55 Old Princes Hwy, Beaconsfield) on behalf of Parklea Pty Ltd.</p> <p>We have reviewed the draft car parking plan and do not wish to see parking restrictions implemented at the above location.</p> <p>This is a privately owned property and parking restrictions would create problems for retailers and their employees who do not wish to park outside the Centre. In turn, this may create safety issues for those retailers who trade outside regular business hours.</p> <p>Furthermore, we want customers who come to the Centre to know they can complete all their shopping without having to worry about moving their car and/or risk receiving a penalty notice.</p> <p>As Centre Manager's, we have not received a complaint from either the retailers or customers to the Centre about car park issues so do not believe</p>	Nil	Nil	Nil	Nil			<p>1. Further discussions/negotiations with the landowners at the Supermarket Hub will occur regarding present circumstances</p> <p>2. Council has received various complaints about the design and function of the car parking layout at the Supermarket Hub. Council will make the landowners aware of the various complaints received.</p> <p>3. If Council receives complaints in the future we need to understand where these complaints should be forwarded/directed to, as there are five different landowners in the supermarket hub.</p> <p>4. A meeting will be organised with the landowners of the Supermarket Hub to discuss the various issues and ways to move forward.</p>

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		any changes should be implemented.							
2	We confirm Facey Centre Management is the Centre Manager for Beaconsfield Hub (52-62 Old Princes Hwy, Beaconsfield) on behalf of Beaconsfield Hub Pty Ltd. Our client has reviewed the draft car parking plan and is open to seeing an improvement to car parking in the area provided that there is flexibility around parking for retailers and their staff at the Centre. Car parking control signage is already installed at the Centre however; to date it has not been monitored by Council. Our client would welcome any recommendations from Council and is opening to a meeting if required. We trust the above will be taken into consideration when reviewing the draft car parking plan and welcome your call should you have any questions.	Nil	Nil	Nil	Nil	Nil	Nil		1. Further discussions/negotiations with the landowner at the Supermarket Hub will occur regarding present circumstances. 2. Council has received various complaints about the design and function of the car parking layout at the Supermarket Hub. Council will make the landowners aware of the various complaints received. 3. If Council receives complaints in the future we need to understand where these complaints should be forwarded/directed to, as there are five different landowners in the supermarket hub. 4. A meeting will be organised with the landowners of the Supermarket Hub to discuss the various issues and ways to move forward.
3	Plenty of talk not much solid information coming from Council 'reps'.	Council seem to not have sound knowledge of areas suitable for additional car spaces.	Barriers on every level. Council, Vic Roads, property developers and State Government. I received these barriers on 90% of my questions.	What proposed plan. These are all recommendations. All is subject to approval that will be passed whatever issues we have.	Correct signage. Illegal or unauthorised.	The block of land at the corner of Sylvia Road and Katherine Court at the back of Woolworths to be made into and available car parking spaces. This would allow our visitors to park outside our homes instead of having to park in the shopping centre precinct, due to	Please investigate the possibility that if above suggestion was possible. Closing the very narrow cut between the shops along side the post office, and open the space between Woolworths and plaza shopping precinct to allow safe access for both customers and car		1. A new action to be included to the Supermarket Hub stating the following "Investigate the suitability to use Council owned land located on the corner of Sylvia Road and Kathleen Court for staff car parking. If the land is not suitable for car parking or an

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						shop customers parking in Sylvia Road.	parking customers plus access to public toilet for all customers would be available.		alternative use Council to consider beginning the statutory process to sell the land.
4	Nil	Nil	Nil	Nil	Nil	Nil	<p>In the first instance I was very disappointed that the committee members were not given opportunity to review the report prior to its public release. I thought that should have been a given and I must ask the question; why not?</p> <ul style="list-style-type: none"> Generally there is no separation between public and privately owned parking. The report references "all surveyed parking", which includes both private and public, but does not contain statistics on public parking alone, e.g. sect.1.3 "during the peak times, car parking occupancy within the central commercial area is approximately 71% of the available supply". This 71% being both private and public parking. I think it would have been far more appropriate to include the percentage of how much public street parking is being used. I would suggest it would be somewhere near 95%. A further example of this is cited in sect. 5.2 "A total supply of 2,873 car parking spaces was recorded". There is no references as to how many of these parks are Council street parking, which I believe 		<p>1. Marcelle Bell and Darryl Mc Kean conducted a meeting with Anthony Cardamone on the 13 September 2016 to discuss the community reference group and the process of the community reference group. After the meeting Anthony wrote to Council requesting answers to a number of questions. A written response was sent. At the last community reference group meeting Anthony Cardamone did not raise any further questions regarding the process of the community reference group.</p>

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							<p>is necessary and should have been included. • The report clearly recognises the lack of Council owned parking. It goes on to discuss "management tools that are available to Council", namely: - Creation of Easements - A Special Rate/Charge Scheme - Parking overlays - Reduced car parking rates - private agreements I don't recall any of these "management tools" being discussed at our committee meetings, and it begs the question; why? Although it is not in Ratio's recommendations to do so, is Council considering the creation of easements or applying a special rate/charge scheme as options? • I am not comfortable that the report contains a considerable amount of material that we never spoke about during our committee meetings, especially given our names are on page one as committee members and the report was prepared with our consultation. • Is there any plan to create more council owned parking?</p>		
5	Our car park to be used by our staff & members not all the neighbouring business staff & clients. Council have caused the problem in Woods St by allowing buildings	No parking limits.	Car parking officers.	Time limits.	We need car parking inspectors to patrol car parks. We pay rates to use our car park.				1. Action 1 recommends Council to work with private car parking owners to enter into private agreements to help prevent illegal or unauthorised parking on private parking

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	with not enough car parks.								through time limits and enforcement. Council cannot legally enforce parking controls on private property if a private agreement between Council and the landowner is not signed.
6	Nil	Nil	Nil	Nil	Nil	Railway Avenue parking and access could be improved with parking limited to western side with no standing signs put on the eastern side. People park on both sides so blocking access to our homes, also little Arthur street could be improved by no standing signs on south side.	Leaving Arthur street into Wood Street is difficult. People park too close to the exit from Arthur street. No vision left or right.		1. Council is implementing car parking restrictions on one side of Railway Avenue and Arthur Street (example 8am to 5pm) to assist with car parking and traffic flow in the street. The western side of Railway Avenue will retain car parking. 2. People can legally park within 10 metres of an intersection. Based on regular patrols Council will review and enforce inappropriate parking
7	Nil	Nil	Nil	Nil	Nil	We need more car park other than green grass at the moment. I would suggest indented car park that could be off Princes Highway in front of residential properties etc. And I would like one of those at my property.	About primary school. I have seen in other countries and work very well for a bus to go around and pick up the kids from home and drop off at school and then, from school drop the kids at home. It works very well given the fact that Beaconsfield is a small suburb.		1. No Change proposed. Country township's have a bus system in which the State Government pays for the myki service. Beaconsfield is located in a metropolitan area close to existing train and bus services
8		We confirm Facey Owners Corp act as Owners Corporation Manager on behalf of Owners Corporation 642934M - 2 Beaconsfield Emerald Road, Beaconsfield. We have been asked to forward a submission on behalf of the Owners							1. Further discussions/negotiations with the landowner at the Supermarket Hub will occur regarding present circumstances. 2. Council has received various complaints about the design and function of the car parking layout at the Supermarket

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		<p>Corporation. The Owners Corporation members do not wish to have uniform car parking control signage, metered parking and/or any other restrictions on parking around the complex. This will significantly impact the retailers within the complex making parking for staff and customers limiting. Furthermore, owners within the complex feel that the area will have a bad reputation within the community if parking restrictions are implemented and penalty notices are issued to customers /visitors to the complex. We trust the above will be taken into consideration when reviewing the draft car parking plan and welcome your call should you have any questions.</p>							<p>Hub. Council will make the landowners aware of the various complaints received. 3. If Council receives complaints in the future we need to understand where these complaints should be forwarded/directed to, as there are five different landowners in the supermarket hub. 4. A meeting will be organised with the landowners of the Supermarket Hub to discuss the various issues and ways to move forward.</p>
9	Nil	Nil	<p>I think the car parking at Beaconsfield shopping needs to have chevron (Sloping) curbing instead of the current square curbing so that everyone can get off the footpath to their car with the trolley. How it is now it means you have to walk quite a distance to get off the footpath then walk all the way back to your car. This would also benefit people with disability walkers and</p>	Nil	Nil	Nil	<p>Leaving Arthur street into Wood Street is difficult. People park too close to the exit from Arthur street. No vision left or right.</p>		<p>1. Council will investigate Arthur Street and Wood Street intersection to confirm the view lines are appropriate or if marked parking bays need to be implemented to retain safe distances from the intersection. This will be investigated outside the car parking precinct plan. 2. The request to modify the present curbing in the Supermarket Hub is considered impractical</p>

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			<p>prams. There is only a couple of spots to take your trolleys back so you need to walk a marathon to take them back to the limited spots for that too. The entry point as you come into the shopping centre of the road, past Aldi and head towards Woolworths needs some major redesign as cars often stop around the first turn at Aldi towards the Bottle shop. Thankfully the crossing was removed but people still cross there or stop to let other cars out of parking bays. As you are turning in from the road you can't see a car half way out this turn that might be stopped waiting for another car that is parking and can cause an accident. The other part is closer to Woolworths where the T section is and it is hard to see cars coming from either side of the T and that needs some thought as to how to fix that too. There is a vacant block of land between Woolworths and the Bottle shop and I am not sure if this is earmarked for another shop but maybe it could be made into further car parking and maybe an option for car parking for the Beaconsfield train station with some form of bus transport to the</p>						<p>and conflicts with pedestrian safety under Australian standards. 3. Council agrees with the submitter's statement that the design of the Supermarket Hub car parking area is problematic. There is already a recommendation in the report to work with the private car park owners to improve the design of the car parking facilities and to ensure they are appropriately maintained.</p>

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			station outside the pub? I was looking at the car parking for the train station and am concerned that you might build car parking on the opposite side of the train station where it is currently bush land. I hope you don't put car parking there as I have often seen a little kangaroo or maybe it is wallaby there as well as a whole array of colourful parrots and a car park will kill off his environment as well as any other animals that also live there. Plus you would have idiots walking across the road and getting skittled on the corner as I am 100% they will run across without looking.						
10	Good. Lobby hard and consistently to Department of Transport and Vic Track for increasing car parking space on both sides of the railway line.	Nil	Nil	Nil	Nil	Would like to see Beaconsfield Avenue on station side with a curb and channel and no green nature strip - identical to area between Goff and Souter Street. Then using white line to identify parking spot on both north and south of Beaconsfield Avenue. This would still allow plenty of room for buses. There is also plenty of room on some areas of Princes Highway that can allow for angle parking.	Nil	1. The report recommends indented car parking along the frontage of St Francis Xavier. The trigger for indented car parking is when St Francis apply for a planning permit to increase students or undertake building and works. 2. Along the remaining Beaconsfield Avenue there is merit to investigate and implement indented car parking. Although Council is not satisfied to include indented car parking along the frontage of the Beaconsfield train station without monetary contribution from Vic Track and Department of	1. Council has recently issued St Francis Xavier College planning permit T160447 for Building and works relating to an existing education facility. As part of this planning permit St Francis Xavier College will be required to construct indented parking in Beaconsfield Avenue. 2. Along Beaconsfield Avenue (aside from the frontage of St Francis Xavier College) there is merit to include indented car parking. Although Council is not satisfied to include indented car parking for the purposes of the train station. New recommendation to

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								Transport.3. A new recommendation will be included in the report to investigate options for indented car parking along Beaconsfield Avenue in discussion with Vic track and Dept. of Transport	include "Investigate options for indented car parking along Beaconsfield Avenue" in discussion with Vic track and Dept. of Transport. The strategy proposes for Council to lobby the State Government for improvements to the Beaconsfield train station.
11	I do like that it is very thorough, though I have only really considered the parking near Beaconsfield Station in my review	I don't know when the survey was conducted on parking around the station. Except when university is on break my experience is that the car park is full by 7.30am and that parking on nearby streets such as Railway Avenue and Souter Street are now filling up. I often have to park in Souter Street and have parked as far away as Goff Street. The plan to extend the car park is excellent, but closing parking on the south side of the station will simply mean a relocation of cars without necessarily increasing the number of available parking spaces. The current use of parking on the south side "grass" (quagmire at this time of year) is really not an ideal situation. Even if it were asphalted it is probably not big enough to be used properly as a car park so I think "removing" parking there would be reasonable, but the				I think that the current car park at the station could be reconfigured to slightly increase capacity if some odd shaped areas were used and designated for small cars. A survey of the number of small cars being parked there could be useful as further increases in capacity could be made if there were more spaces made available for small cars. Also along Wood St the current parking is not always efficiently used as there are no designated spaces marked. Recently I was parking along there and backing up to the car behind me to try and leave just a reasonable space behind me, when the driver of the car already there got out and abused me for not leaving much space between our cars. I had actually left more room than normal because I had seen someone in the car and the distance was much more than the required 1m. And he had left 3	There is insufficient parking at the train station. At least parking on the street is an option with very few current limitations on how long one can park on the street. Living in Upper Beaconsfield driving to the station really is the only viable option. There are only 3 buses per day that go through Upper Beaconsfield, with only one going through at a "reasonable" time in the morning, but even the latest one heading back up to Upper Beaconsfield leaves Berwick Station at around 4.45pm. Even if these times were possible, it is still a 3km walk from my house out to the main road. Perhaps improvements in bus services for those nearer the station would help alleviate the congestion at the station. Otherwise, is there any further land that could be developed into car parking at the station? One possibility to get a few more cars in the		1. Council will investigate Arthur Street and Wood Street intersection to confirm the view lines are appropriate or if marked parking bays need to be implemented to retain safe distances from the intersection. This will be investigated outside the car parking precinct plan. 2. Council will investigate line marking along Wood Street at the southern end of street. A new recommendation will be implemented "Council to investigate line marking along Wood Street for car parking to the south of Arthur Street. The strategy proposes for Council to lobby the State Government for improvements to the Beaconsfield train station.

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		land should then be used for something.				to 4 metres behind him, making it difficult for anyone to park behind him. Having marked spaces could help ensure more efficient use of this area.	car park would be a reconfiguration of the parking bays with some spots designated for small cars.		
12	Nil	Nil	Nil	Nil	Nil	Nil	I would like to suggest that the Aldi Car Park be made one way, if all the traffic went the same direction possibly clockwise in past the bottle shop and out straight past the Aldi entrance. As it is cars come from every direction. In a car it is difficult to park and if you are a shopper on foot it is dangerous		1. Council agrees the present design and layout of the Supermarket car parking area causes confusion. The strategy recommends a number of actions to assist improving the design and signage of the area to decrease confusion 2. The present layout of the access ways in the Supermarket Hub are considered wide enough for two way traffic. 3. If the Supermarket Hub is redesigned angle car parking could be considered to assist decreasing confusion.
13	Nil	1/4 hour parking in Wood Street not acceptable for local traders. Parking at Beaconsfield Primary School is not accessible due to increase in student numbers not matching the parking available. Plan does not cover other areas of issue in the Beaconsfield community. You cant expect? business to give up car parking to suit your plan.	Additional disabled car spaces for Beacy Primary. 1 space for 700 students is not acceptable and does not meet current requirements.	Local traders are not going to give up private parking spaces	Beaconsfield Primary School and Wood Street Parking	Nil	Nil		1. The 1/4 hour parking along Wood Street is a small percentage of high turnover car parking to provide a variety of car parking opportunities. The 1/4 hour parking is located at the start and end of retail strips where high turnover parking is required. 2. The Beaconsfield Primary School is presently compliant with accessible car parking requirements, although if there was a demonstration of need, an additional disabled car space could be implemented. Council

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									has recently received a letter from the Beaconsfield Primary School dated 28th November 2016 requesting for another disabled car park space. Council has started investigations to confirm if there is a shortfall and how many disabled students/parents need to be catered for.
14	The fact Council are looking at the issues and trying to arrange private owners to make some positive changes. Opening up Glismann Avenue into Timberside Drive & traffic lights at O'Neil Road & Stella Street & Wood Street.	Traffic flow - dangerous. Pedestrian walkways from different areas of shops - No paths ?? Why & dangerous.	Safe pedestrian path/walkway. Safe traffic flow.	Private owners - i.e. Aldi & Safeway.	1) Change speed limit through Beaconsfield along Princes Highway to 60 kms p/h all way through (except at school times in school zone 40). 2) Close viaduct - completely under railway. 3) Traffic lights Princes Highway/St Francis Xavier intersection. 4) Traffic lights Woods Street/Princes Highway.	Talk to Hailebury parents. They park at Beaconsfield shops near chemist, tatts/lotto, etc., waiting to pick up their kids that walk from Hailebury School. Make the travel along Princes Highway through Beaconsfield consistent speed, not 80/70/50/40/80 - too hard. Make it all 60 (and 40 in school time/zone).		1. The viaduct along Beaconsfield Avenue will not be closed. The viaduct provides an important transport connection to the City of Casey. A connection at (explain further) will help decrease the pressure to utilise the viaduct. 2. The Beaconsfield Structure Plan identifies a number of new signalised intersections along Princes Highway, specifically at Wood Street, Glismann Road/Beaconsfield Avenue and O'Neil Road.	1. Council has received a previous merit enquiry asking Council to investigate parents from Hailebury parking at the Supermarket Hub. There is no evidence that parents parking at the Supermarket Hub is an issue. Even if the parents park at the Supermarket Hub they can park there legally at present. 2. The viaduct along Beaconsfield Avenue will not be closed given its important link with Casey City Council. 3. Beaconsfield Avenue intersection with Old Princes Highway is identified in the Beaconsfield Structure Plan to be signalised. 4. The strategy proposes for Council to lobby the State Government for improvements to the Beaconsfield train station.
15	1. Lights at intersection Beaconsfield Avenue/Princes Highway 2. Parking and traffic controls in shopping	Based on flawed evidence, as 12.00pm is not the time to do a traffic study when 3 large schools are a part. Needed to be	Does not take into account when St Francis students start getting their P Plates which starts from July each year. This puts an	That is based on advocacy mainly. If Beaconsfield Primary and St Francis Schools don't co-operate, the parking problems will	1. Angle parking using un-used nature strips, especially Wallace st and near St Francis School. 2. Promoting drop off	Examine parking restrictions in Goff Street, Railway Avenue and Arthur Street and take into account the P	Traffic flow/safety. Create keep clear signage	1. Council has reviewed car parking restrictions in Goff Street and at this point of time no change is substantiated. Council	1. Council is implementing car parking restrictions on one side of Railway Avenue and Arthur Street (example 8am to

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	precinct 3. Angle parking in Wallace Street	done @ school drop off and pick up to note impacts of parking and traffic flow especially regarding safety	extra pressure of 80-100 cars into the area surrounding the school. In August- November Goff Street has all parking taken	remain. Human behaviour dictates that they will do the easiest thing or retain current behaviours.	zones 3. Increase in parking for train station	Plates students from St Francis into the study		will continue to monitor Goff Street to determine if and when car parking restrictions are required. 2. A new recommendation in the report will be included to 'Continue monitoring on-street car parking restrictions'	5pm) to assist with car parking and traffic flow in the street. 2. Include Wallace Street in recommendation 33 3. Council is aware of the issues experienced by landowners in Goff Street. Council will continue to monitor parking in the area. Introducing parking restrictions in Goff Street is considered inappropriate at present.
16	1. Advocate increase train station car parking and bicycle lockers. 2. More long term parking options generally. 3. Advocate increased public transport (bus) options	Not enough emphasis on improving Beaconsfield Primary parking options, with reliance instead on 'stop and drop zones'...our 5 year old daughter attends Beaconsfield Primary and can hardly be dropped off and there is insufficient parking at these points to allow parents to park their car and walk with child to school.	No.	Reliance on co-operation with private landowners to change/manage car parking	Nil	Nil	Often take train to city and need to park car...Officer Railway Station seems unsafe...therefore drive to Beaconsfield Station and park in station car park or Woods Street. If bus routes were available with reasonable walking distance from our home (bus currently) terminates near Brunt Road) or Officer Station car-park was improved would consider no need to park in Beaconsfield.		1. Council agrees that supervision of the drop off zone areas are required. Need to encourage school and/or parents to increase supervision. Recommendation 31 encourages the Beaconsfield Primary school to work with its school community to change travel behaviour. Council will continue to monitor. 2. The strategy proposes for Council to lobby the State Government for improvements to the Beaconsfield train station.
17	No proposed reduction to parking time on Old Princes Highway. Reduction from current 2hr spaces to 15min spaces would cause major parking problems for our clients.	Nil	Nil	Nil	Nil	Nil	Nil		The Car Parking Precinct Plan is proposing to convert existing car parking areas along Princes Highway with two high turn-over car parking areas. All other car parking is to remain the same. The high turn over car parking is to assist people who need short term car parking.

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18	Thank you for your email regarding the Draft Car Parking Precinct Plan for Beaconsfield. Melbourne Water has no specific comments to make about the Draft Car Parking Precinct Plan for Beaconsfield. If new car parks trigger a referral to Melbourne Water under the Cardinia Planning Scheme, Melbourne Water will assess the car parks accordingly against our flood protection criteria.								No response required. If a planning permit is triggered in a Flood Overlay Melbourne Water will be forwarded the planning permit for review and comment.
19	Nil	Further to my email advice of Friday 29 th July and your follow up phone call that afternoon, I confirm that Beaconsfield Plaza is not interested in introducing time restricted parking within its property at this time.	Nil	Nil	Nil	Nil	Nil		1. Further discussions/negotiations with the Supermarket Hub landowner will occur regarding present circumstances. 2. Council has received various complaints about the design and function of the Supermarket Hub car parking layout. Council will make the landowners aware of the various complaints received. 3. If Council receives complaints regarding the Supermarket Hub in the future we need to understand where these complaints should be forwarded to. 4. A meeting will be organised with the landowners of the Supermarket Hub to discuss the various issues and ways to move forward.
20	All schools generate peak periods of activity during the morning	Nil	Beaconsfield Ave has multiple roles including providing direct access	Nil	Nil	Nil	n relation to traffic matters, observations during the PM peak	1. The warrant for a zebra crossing along Beaconsfield Avenue	1. A zebra crossing along Beaconsfield Ave must meet the

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	<p>drop off and afternoon pick up time slots. It is suggested the focus of the recommendations be that Council continue to work with the College to rationalise the use of the adjoining roadways. Condition 18 mentions investigation of alternate access via Princes Hwy and Desmond Court, this is considered appropriate. Condition 19 recommends indenting parking along the southern kerb of Beaconsfield Ave, this is also considered appropriate. However additional notes are provided below in relation to the role of Beaconsfield Ave. Condition 20 discusses pedestrian safety. Appropriate safe pedestrian crossing locations should be investigated along Beaconsfield Ave and Princes Hwy</p>		<p>to the abutting industrial, commercial and education sites as well as providing connectivity to the railway station and car park. From an overall road network perspective Beaconsfield Ave generally forms an alternate east west link between Clyde Rd to the west and Princes Hwy. The Beaconsfield Avenue's existing pavement width of approximately 9m does not appropriately cater for 2-way traffic and kerbside parking. In addition to the narrow width the existing on street bus stops located west of Princes Hwy also cause congestion. As mentioned above the recommendation to indent parking along Beaconsfield Avenue is considered appropriate. However, Council may also consider lobbying appropriate authorities to assist with a number of items including the extension of the indentation to include the bus stops. The recommendations in relation to the expansion of the railway car park in conjunction with promotion of additional bus services to the station would suggest that Beaconsfield Ave will continue to grow as a vital road network link.</p>				<p>period, revealed a high level of free flowing traffic along Princes Hwy restricting accessibility from the connecting roadways, in particular the uncontrolled intersections such as Princes Hwy/Beaconsfield Ave and Princes Hwy/O'Neil Rd. It is understood that these intersections will be signalled in the future, however, endeavours should be made to encourage motorists to utilise M1/Princes Fwy and not exit on to Princes Hwy and travel through Beaconsfield.</p>	<p>does not presently meet Vic Roads warrant (the warrant is higher for a secondary school). Council is continuing to monitor the situation to determine if and when a pedestrian crossing could be warranted. 2. Council's Traffic Engineers are presently developing a road hierarchy plan and Beaconsfield Avenue has been identified as a collector road and not a major collector road. The road speed is likely to be reduced from 70 to 50. Council will require indented car parking along the frontage of the school for any future planning permit.</p>	<p>warrants by Vic Roads for a secondary school. At present Beaconsfield Avenue does not meet the warrants. Warrants for a Supervised "School Crossing for Secondary Children" is: o Minimum of 20 secondary school age pedestrians (crossing within 30 m of the proposed crossing location) and, o Minimum of 250 vehicles per hour travelling through the proposed school crossing location, and o Actual pedestrian numbers multiplied by actual vehicle numbers must be greater than 25,000. o All within a peak school hour (school pm peak is generally the school peak hour assessed) o Past observations in Beaconsfield Avenue do not indicate that a supervised school crossing would be warranted in Beaconsfield Avenue in front of the school. The students are mostly crossing the road to get to parked cars, which would need to be removed to facilitate installation any crossing – removing the need for the crossing. Once the Beaconsfield Avenue and Old Princes Highway are signalled pedestrian safety will be increased. 2. Council is presently developing a road hierarchy plan</p>

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									and Beaconsfield Avenue has been identified as a collector road. The road speed is likely to be reduced and further updates on this matter will occur outside the Car Parking Precinct Plan
21	I agree with the curb and channelling along Princes Highway near the primary school, as long as it allows for parallel parking alongside as this is definitely needed at school drop off times. I also like the car parking crossover design in front of the gym/offices. It does look as if it would flow better than the existing. But who would have to pay for this upgrade Council or property owners? I do agree re the parking design changes around the supermarket precinct, the design at present causes congestion and is very hard to manoeuvre especially around the car parks at the north near Safeway and the lane between the bottle shop through to in front of Mokka it is not direct and causes confusion as to who gives way to who.	You are not showing any additional parking spaces at all!!!! Putting 15 and 60 minute time limits on parking in front of businesses such as hairdressers, gyms and the like, their clients require longer at times. This just seems to be a revenue raising exercise for the council. I quizzed Marcelle re the parking in front of the kindergarten, and was told that nothing would change !!! But on further questioning was shown a proposed plan for that area, which definitely shows a pathway, extended park and no parking or very little!!!!!! How can a plan be proposed to improve parking in the area, include the loss of so many car parks!!!! Why was the printout of this proposal not included in the drawings displayed at the information session? I believe many residents would be concerned re this and they are being kept in the dark!!!!	As above!!! The proposal for the parking lots in front of the kindergarten!!!! Recommendation 37.	I was also advised that some of the changes proposed, were to ensure staff in the retail, business areas parked in designated staff parking bays. I have always found that staff from the businesses I frequent all park in their designated spots and leave parking at the front for their clients. Recommendation 37. Is this to pressure property owners into agreement to Recommendation 17?	Recommendation 11. The design as present, is terrible at the north end for turning traffic and congestion.				Most car parking in Beaconsfield is on private property. It is evident from the car parking survey's that spare capacity exists even at peak times, but the current parking supply must be better managed. The car parking precinct plan does not propose additional land for car parking.
22A	We the residents of units at 27 - 33 Beaconsfield Avenue are pleased that the	Nil	There is no signage regarding parking in Goff Street.	Nil	Nil	The entry to our units is off Goff Street which does not have good access into or out of	Nil	1. Goff street is continuing to be monitored by Council. Council is not proposing	1. Goff street is being monitored by Council. Council is not proposing restrictions at the

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	Cardinia Shire Council is proposing a Car Parking Plan. All five recommendations on the information sheet are admirable.					either end of the street. We have Beaconsfield Primary School at one end and St Francis Xavier College in Beaconsfield Avenue at the other end. With students progressively turning 18 and qualify for a licence with the parking in Beaconsfield Avenue being limited the students then park in Goff St. Both groups park both sides of the street which allows room for 1 car only to travel through, with the bend in the street this causes problems and require cars to reverse to let on coming cars through. This is a dangerous situation, especially when the Primary school parents open the rear, road side door to get their children out of their car. We have for many years had this problem of parking outside the units, there is a fire hydrant directly opposite our entry, which is not well marked and the students park across it, they also park less than 20m from the corner to Beaconsfield Avenue which are contrary to the traffic laws. For many years we the residents have approached Cardinia Council, the School Principal and the Police without a resolution given. We look forward to a satisfactory solution to our streets		car parking restrictions at the moment as parking is legal and safe. 2. People can legally park up to 10 metres of the existing intersections. 3. Anyone that parks in front of fire hydrant does so at their own risk.	moment as parking is legal and safe. Parking is allowed up to 10 metres of the intersections. 2. People are at risk if they park in front of a fire hydrant

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22B	Recommendations good. Not read the complete list. We the residents of units at 27 - 33 Beaconsfield Avenue are pleased that the Cardinia Shire Council is proposing a Car Parking Plan. Five recommendations good (not read the complete list).		Goff Street's problems. There is no signage regarding parking in Goff Street.			<p>problem and Beaconsfield's problem as a whole.</p> <p>The entry to our units is off Goff Street which does not have good access into or out of either end of the street. We have Beaconsfield Primary School at one end and St Francis Xavier College in Beaconsfield Avenue at the other end. With students progressively turning 18 and qualify for a licence with the parking in Beaconsfield Avenue being limited the students then park in Goff St. Both groups park both sides of the street which allows room for 1 car only to travel through, with the bend in the street this causes problems and require cars to reverse to let on coming cars through. This is a dangerous situation, especially when the Primary school parents open the rear, road side door to get their children out of their car. We have for many years had this problem of parking outside the units, there is a fire hydrant directly opposite our entry, which is not well marked and the students park across it, they also park less than 20m from the corner to Beaconsfield Avenue which are contrary to the traffic laws. For many years we the residents have</p>	Congratulate Council on the initiative move. Looking forward to the results.	1. Goff street is continuing to be monitored by Council. Council is not proposing car parking restrictions at the moment as parking is legal and safe. 2. People can legally park up to 10 metres of the existing intersections. 3. Anyone that parks in front of fire hydrant does so at their own risk.	1. Goff street is being monitored by Council. Council is not proposing restrictions at this point of time as parking is legal and safe. Parking is allowed up to 10 metres of the intersections. If circumstances change signage would be implemented as necessary to assist with parking and traffic flow. 2. People are at risk if they park in front of a fire hydrant.

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						approached Cardinia Council, the School Principal and the Police without a resolution given. We look forward to a satisfactory solution to our streets problem and Beaconsfield's problem as a whole.			
23	Vic Track has no objection to the adoption of the Plan by Council.		However Vic Track notes that future planning of the area should acknowledge that the extent of urban growth in the Beaconsfield area and surrounds will create additional pressure for commuter parking facilities which may not be capable of being accommodated solely within Vic Track land at the Beaconsfield Railway Station. In particular demand originating from the south is parking informally along Kenilworth Avenue. Council should explore options to facilitate commuter car parking with the road reserves of Kenilworth Avenue and Soldiers Road in conjunction with the Casey City Council.	It is also noted that two bus routes currently service Beaconsfield Railway Station, being routes 836 and 926. Bus stops are located on both the north and south sides of the station. Although the south side along Kenilworth Avenue may be peripheral to the Cardinia Shire, an appropriate amount of formal car parking could be created which would add to the supply of existing commuter parking.	Nil	Nil	Nil		1. Council prefers Vic Track to implement change first on their land, as it is capable of extra car parking and is presently underutilised/vacant land. 2. The existing road reserve along Kenilworth Avenue, north of Kenilworth Avenue and the Beaconsfield train station can accommodate car parking, although not a huge amount. Further discussions with Vic Track and Public Transport Victoria will occur. 3. The land south of Kenilworth Avenue is flood prone and cannot accommodate car parking.
24	Nil	Vision Australia - a leading provider of blindness and low vision services, supports a number of clients in Beaconsfield. Many of these residents are expressing difficulty mobilising independently around the local shopping centre due to a lack of suitable connecting	In order to improve pedestrian access: 1. Ensure all entries into the shopping centre, including from the local walking path have footpath access 2. Ensure all main areas where pedestrians are crossing through carparks are marked with zebra crossings	Nil	Nil	Nil	Nil		1. This submission will be forwarded to the five landowners of the Supermarket Hub with a request to formally respond to the issues raised. 2. Council has investigated the foot path trading code and has learnt that Council is unable to enforce the

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		footpaths and pedestrian road markings. Some of these residents are elderly and using a variety of mobility aids such as scooters, 4 wheeled walking frames or long canes.	3. Ensure a clear path of travel for pedestrians along the shop fronts by ensuring that the traders adhere to the footpath trading policy. Move any fixed street furniture and signage to the outer curb line. 4. Improve contrast at the pram ramps at Woolworths By improving pedestrian access it will improve safety for all people accessing Beaconsfield shopping centre						foot path trading code on private property.
25	That Council have conducted a comprehensive study of the ongoing parking issues in the area.	I don't believe the education elements of the plan are going to make much of a difference around the primary school. The school is constantly asking their community to obey the road rules. Including the kiss and go zone, parking restriction, use of school crossing etc. Council also comes around on occasion and enforces these rules, with little to no effect. The school also promotes ride sharing and parking further away and walking to school. I'm not sure what further education around these issues will achieve.	Reduced long-term car parking out the front of the primary school on Princes Hwy. All parking around the school should be 15 min maximum until after 9.15am. Perhaps changed exit rules from Lyle Ave. Another kiss and go zone on Princes Hwy. Larger car parks in the supermarket hub	As stated above, I'm not sure the proposed plan will address the primary school issues. It does however appear to enforce people who don't follow the rules. This doesn't solve the issue entirely.	Action 29 Lobbying a State department can take years. I'd like to see Council making changes that are within their control. Not just enforcement.	The shopping hub looks promising with better signage around giving way. I only read up to page 53, would have been great to have a summarised version available to those who don't wish to view 144 pages.	Nil		1. This submitter's proposal shifts the problem elsewhere which is not desirable. 2. Providing only a left hand from Lyle Avenue is considered unsafe as it increases people having to complete a u-turn on Beaconsfield Avenue, which is already a dangerous intersection. No change recommended
26	It is comprehensive and has strategic intent. It identifies issues that are current, and looks ahead to how these issues might be addressed. It identifies actions and action agents. It	The recommendations re car parking in Woods and Souter Streets and Kenilworth, Railway and Beaconsfield Avenues ought not be implemented prior to an expansion of the railway car park being	Just the above.	The Education Department is unlikely to show much interest in the provisioning of car parking, and will say that this is a Council responsibility. Our best chance is lobbying through local	Recommendations 22, 23, 7, 17, 32. As stated above, the recommendations around restrictions to parking in the streets listed should only be implemented once the Railway car parking	I congratulate you on the initiative.	Nil		1. Council agrees many of the parking issues experienced in Wood Street and Beaconsfield Avenue are interrelated with the Beaconsfield train station car parking. The expansion of the railway car

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	seeks genuine community input. It identifies stakeholder groups and attempts to address and balance the needs of all. It proposes monitoring agents, and recognises the need to resource enforcement. Signage recommendations are excellent, and although an entirely different matter outside the parameters of this review, protection from graffiti vandals and managing the swift erasure of such would be a priority for me: nothing irritates me more than signs that have been vandalised and are only partly legible.	achieved. The two issues are integrally interrelated.		state MPs. The private school may be more amenable to the recommendations.	areas have been considerably enlarged.				parking is out of Councils controls. The car parking precinct plan proposes for Council to lobby the State Government for improvements to the Beaconsfield train station to assist with car parking. The future implementation plan will assist with the timeframe of the overall project. 2. Council cannot wait for the expansion of the railway car parking before implementation other actions specified in the car parking precinct plan. 3. Council is implementing car parking restrictions on one side of Arthur Street (example 8am to 5pm) to assist with car parking and traffic flow in the street.
27	Generally I can always get a car park at any time of the day around the main areas such as Safeway, Wood Street etc.	The introduction of time limited car parks. I enjoy going to Beaconsfield as it has the relaxed feel with mostly non time limited spaces.	I have not had a chance to read the whole document due to it being so lengthy, although I want to ensure that there is safe pedestrian access. I have a pram and feel that there is no safe walkway from Aldi's to Safeway due to a trolley parking bay (need to cross across the busy intersection to get back onto the pathway. Also from the 4 Figs area to the Safeway shopping centre. Also from the chemist area across to the post office.	Loose the small town community feel which I have always loved.	Safeway car park safety for pedestrians and drivers (poor lay out).	Nil	Nil		1. Council considers the recommendations in the present strategy cover the issues raised by Kate regarding the Supermarket Hub 2. Council will forward a copy of all Supermarket Hub complaints received to centre management regarding concerns raised and ask for a formal response
28	Looks pretty		Improvement of car parking facilities and access at Officer	Money.	27, 28 & 26				1. Council considers the recommendations in the present strategy

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			Railway Station to reduce load on Beaconsfield Railway Station. If Officer Stations car parking was improved commuters from the east side of Beaconsfield would park at Officer. I'd not be surprised if some of the vehicles parking at Beaconsfield Railway Station are driven from Officer. Re-alignment of the carriageway through the supermarket car park outside Woolworths when heading east/west through the car park. The mis-aligned traffic routes cause delays when the car park is busy.						cover the issues raised by Peter regarding the Supermarket Hub2. Public Transport Victoria have advised that Officer train station will be upgraded in the near future with asphalt and lights. This may assist reducing pressure at Beaconsfield train station but is unlikely
29	There are always pros and cons with these situations however living in railway ave for nearly 30 yrs now I have noticed I huge difference in the whole area but parking is very bad we have had cars driving on peoples gardens to try to get through and also residents cars have been damaged or reversed into and of course on many times I have not able to get my car out of my driveway as people parking opposite and very close to my driveway no turning circle on such a narrow road. Wood st is dangerous with the speed people do along there and parking each	Yes the time factor that It is taking to get something done about this.			Railway Station needs more parking.	Thank god something is finally getting done		1. Council is proposing parking restrictions along Railway Avenue along the eastern side to increase traffic movement and safety. The proposed parking restrictions along Railway Avenue should fix the present issues experienced by the residents. Council will continue to monitor the situation.	1. Council will be introducing parking restrictions along Railway Avenue on one side only to assist with parking and traffic flow. 2. The strategy proposes for Council to lobby the State Government for improvements to the Beaconsfield train station.

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	side it becomes quiet narrow especially around near the gym and shops area.								
30	At 144 pages there is a lot to take in. My main issue is regarding pedestrians, see below.				My main concern is to emphasise the safety of pedestrians in the Beaconsfield shopping precinct. I feel there are not enough delineated paths for pedestrians. Parking is tight in the Beaconsfield Plaza and people wander around like Brown's cows. Someone will be skittled, if this hasn't happened already. I like to park in Beaconsfield Plaza to shop, then walk across to other Beaconsfield shops and the Bendigo Bank along Princes Highway. Crossing the Wood St intersection is tricky because of the corner behind the garage and you cannot see what cars may be coming and the fact that Wood St is 3 lanes wide. Drivers swoop around the corner from the highway to Wood St and vice versa.				1. Council agrees pedestrian safety needs to be increased and various actions proposed in the Beaconsfield Structure Plan and Car Parking Strategy will increase pedestrian safety. 2. The Beaconsfield Structure Plan proposes signalised intersections along Old Princes Highway which will assist with traffic flow and pedestrian safety. 3. Council considers the recommendations in the present strategy cover the issues raised by Helen regarding the Supermarket Hub
31	It seems to be very thorough and covers all needs.	Not that I can see.	No.	There will be lots of confusion and mess for a while.	Upgrading parking south of the railway line at the station. During winter (at the moment) it is full of holes and puddles, and very hard to park there. People must need gumboots to get out of their cars! It is disgraceful and I can't believe it has been allowed to get this bad. It discourages me from using the train. I could	To encourage sustainable transport (i.e. walking) there should be a walkway across the railway line at Kenilworth Ave.			1. The strategy proposes for Council to lobby the State Government for improvements to the Beaconsfield train station.

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					walk to the station but there is no footpath along the south of the railway line which is where I would be walking. It is too dangerous to walk on the side of the road.				
32	Making proper car park along princes hwy from Wallace st to Lyle aver	Making 1hr parking on wood st (rec14) bad idea as gym customers need longer.	Need to make turning out of Lyle rd. left turn only so school traffic can flow. Also need to not have people turning right out of Beaconsfield avenue at st Francis...too many accidents on the glisman rd. princes hwy Beaconsfield ave corner. Make proper parking for station on south side of train tracks instead of everyone cramming onto muddy embankment beside track.	Stop further development in Beaconsfield...especially along creek on wood St. Creating too much traffic for an already congested area. Especially when rules say only 1 car park per 5 residences (in 4 storey dev) is needed. What garbage.	All the ones to do with school safety.	Stop approving building developments and high rise till you get this sorted.			1. At present there are a number of private car parking spaces along Wood Street where customers have the opportunity to park and stay longer than 1 hour. Council agrees the time limit should have a range of 1 hour and 2 hour car parking spaces. Recommendation 14 is to be modified to explain 1-2 hour car parking. 2. Council agrees the intersection between Beaconsfield Ave and Old Princes Highway is dangerous. The Beaconsfield Structure Plan identifies this area to be signalised in the future.
33	That the increasing congestion in Beaconsfield and surrounds is being reviewed with a view to improvement	I am concerned about the number of traffic lights that will potentially be added to Old Princes Hwy. I agree that something needs to change with regard to the traffic entry onto Old Princes Hwy, but an additional 2 sets of lights (O'Neil and Glissman) may create too much of a back-up from the Freeway exit .	Addressing the issue of foot traffic around St Francis Xavier, particularly relating to students travelling by train to Beaconsfield Station and walking up to school. The crossing monitors at the Station Street crossing seem to favour the students being able to cross the road, rather than allowing the regular bank up of vehicles through - particularly when the viaduct is closed due to flooding. Consideration should be given to an	As per 7 above, concern is around the number of traffic lights to be installed.	Dealing with the parking issues at St Francis Xavier - Beaconsfield Avenue is a safety nightmare for students crossing the road, and parents trying to park for school drop off, or for other vehicles trying to pass through. It is particularly bottlenecked when a bus tries to travel during peak drop off times.	Some of the issues with the traffic flow on Beaconsfield Avenue also relate to the somewhat regular closure of the viaduct during the wet weather. Is there anything that can be done to either add further drainage to the area to stop the flooding, or provide alternate access to Kangan Drive. I thought I had heard a connector road was to be added to the roundabout on the Freeway entrance,		1. Council will ask the existing school crossing supervisor located along Station Street to monitor the traffic and change present practises to reduce vehicle banking along the existing Kenilworth railway crossing to assist with traffic flow. 2. Casey City Council is proposing to place a connection from the Princes Highway roundabout to Oshea Road. This road connection will reduce pressure on Beaconsfield township	1. At present there is a school crossing supervisor located at Station Street. Council will ask the school crossing supervisor to monitor the traffic banked up at the Railway crossing to assist with traffic flow. Supervisors at school crossings ARE designed to give preference / priority for pedestrians – that is the purpose of a supervised school crossing. 2. Casey City Council is proposing to place a connection (direct route) from the

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			underpass to alleviate the traffic congestion at this point.			connecting through to Soldiers Road. If this road was available, I would be able to avoid Beaconsfield Avenue, the train crossing/viaduct in the morning by circling around to Soldiers Road and Kangan Drive. A suitable drop off point could then be created for Beaconhills students.		overall and the existing viaduct located along Beaconsfield Avenue.	Princes Highway roundabout to the Oshea Road which will assist in reducing traffic pressure in Beaconsfield once it is constructed. At present the viaduct along Beaconsfield Avenue provides the only access to Casey City Council, without the need to enter the Princes Freeway. The construction of the Oshea Road connection was a commitment from the Federal Government at the last Federal election to build the O'Shea's Road connection to the Beaconsfield on ramp roundabout. At present Council is unaware of a timeline.
34	Nil	Nil	Nil	Nil	Nil	Nil	EPA has reviewed the details provided and makes the following comments: EPA wishes to remind Council to ensure that stormwater management is appropriately considered to reduce the risk of contaminants entering water ways. Any development of car parking areas should have adequate sediment and dust controls measures installed in accordance with EPA Publication 275 'Construction Techniques for Sediment Pollution Control' and EPA Publication 480 Environmental Guidelines for Major		No response required. If a planning permit is triggered the permit will be forwarded to EPA for review and comment.

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							Construction Sites. EPA also reminds the authority to ensure that the recommendations of Ministerial Direction 1 regarding potentially contaminated land have been adhered to (General Practise Note Potentially Contaminated Land (June 2005)).		
35	Nil	My main concern is the congestion on Railway Avenue and Arthur Street. I am particularly concerned about turning right onto Wood Street from Arthur Street. More often than not I am forced to drive around the parked cars on the left side of Arthur Street leaving me on the wrong side of the street. This increases the risk of a collision between my car and any car turning left into Arthur Street at the same time. Arthur Street is a narrow street as it is but with additional parked cars impeding on space...then driver safety is undoubtedly compromised.	Nil	Nil	Nil	Nil	Nil		1. Council is implementing car parking restrictions on one side of Arthur Street (example 8am to 5pm) to assist with car parking and traffic flow in the street.
36	Background and understanding DEDJTR understands that the Car Parking Precinct Plan builds upon the Beaconsfield Structure Plan by providing car parking management tools and strategic car parking recommendations that will support the aspirations of the town	Recommendation 34 Regarding Recommendation 34: proposed changes to bicycle requirements, the concept of requiring all new multi-unit dwelling developments and office developments – regardless of scale or height – to have bicycle parking requirements,					Beaconsfield Railway Station After review of the proposed recommendations, it is noted that recommendations 22 to 28 relate specific to Beaconsfield station. In the 2016-17 Victorian Budget, \$20 million was committed to more than 1,500 additional car parking		1. Public Transport Victoria acknowledges and supports most of the draft recommendations in the report. 2. Public Transport Victoria raised concerns regarding recommendation 34 and the proposed changes to bicycle requirements, the

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	<p>centre. Further DEDJTR understand that the Parking Precinct Plan has been developed to consider all modes of transport to and from the Beaconsfield town centre, and on the understanding that car parking and car movements are one element of a larger transport network. In principal, DEDJTR is supportive of the intent of the Car Parking Precinct Plan to encourage the use of sustainable transport travel modes. However, DEDJTR does have several specific comments and concerns, which are detailed below.</p>	<p>is supported in principal. However, it is questioned how this will work with the VPPs and Clause 52.34. DEDJTR is happy to have further discussions regarding this.</p>					<p>spaces at 16 stations across Victoria, including Officer where up to 150 formalised car parking spaces are to be provided. The supply and demand of car parking at Beaconsfield station will continue to be monitored. The Victorian Government is committed to improving all modes of transport for Victorians. PTV is currently responsible for the Parkiteer Bike Cage Program. The Program provides convenient, undercover and secure facilities to encourage commuters/cyclists to park their bikes and to use public transport. A bike cage on average holds 26 bikes. The location of bike cages are based on key selection criteria including bicycle locker waiting lists, formal and informal bike parking around the station, site availability, and bicycle network access to the station. Currently, there are 86 Parkiteer Bike Cages across Victoria's metropolitan and regional rail network. PTV will consider Beaconsfield Station when planning future improvements to the station. As part of the Victorian Government's \$100 million Better Bus Networks program, better coordinated and more frequent bus connections with train</p>		<p>concept of requiring all new multi-unit dwelling developments and office developments – regardless of scale or height – to have bicycle parking requirements. Public Transport Victoria supports this in principal. However, it is questioned how this will work with the VPPs and Clause 52.34. Council will investigate and it is highly likely this recommendation will be deleted.</p>

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							services continue to be rolled out across the network. DEDJTR will continue to assess demand for access to Beaconsfield Station to ensure bus services meet passenger demand.		

Location: Railway Station Pop Up Stall Date: 22 August 2016 Time: 7am until 8.45am		
What we like or dislike about the train station	Votes/No of people making comment	Comments
Requires more car parking	8	
Secure bicycle locker requested	5	
disabled car parking floods	1	
design of undercover area for bus and passengers waiting at the train station	2	
open toilets not desirable	1	
adequate car parking available	1	
station needs a revamp	1	
Along Kenilworth Avenue not enough car parking and it is muddy/floods	2	
An extra pedestrian access point to station platform for pedestrians along the eastern side required	1	
Vending machine please	1	
Wider car parking requested	1	
Kenilworth Avenue it is unclear if you can/cannot park on the open space along the road.	5	
Lightening along pedestrian walkway to be fixed	1	
Berwick Station is filed by 7.30am and many come to Beaconsfield	3	
Car parking dimensions appropriate	1	
Cement existing grassed/dirt area to make more space (cut and fill required)	1	
Side streets pitch black during the evening and not safe to park at	1	
Location: Supermarket Hub Pop Up Stall Date: 5th July 2016 Time: 9am until 12pm		
What we like about Beaconsfield Car Parking (Supermarket Hub)	Votes	Comments
Design of car parking areas (pedestrian access)	3	
car parking spaces	2	
enforcement	Nil	
traffic flow and congestion	2	
signage	3	
public transport	2	
Private agreements between Council and private car parking landowners	Nil	
disabled, loading or mothers with pram parking	Nil	
What we don't like about Beaconsfield Car Parking (Supermarket Hub)	Votes	Comments
Design of car parking areas (pedestrian access)	14	1. Access for trolleys over curb problematic. Please make the curb slopes to assist access 2. Sharp corner far too narrow. Cant get cars past where Salvos or Op Shop bins (east corner of car park) 3. Location of trolley bay dangerous (as they enter the road) 4. The fire hydrant blocks views and its not safe 5. Designated staff car parking recommended 6. Pedestrian access to Berwick Views Estate recommended
Lack of car parking spaces	2	Nil
enforcement	1	
traffic flow and congestion	9	The fire hydrant inhibits view for car drivers (dangerous)
signage	1	
lack of public transport	2	
Lack of private agreements between Council and private car parking landowners	Nil	
Not enough disabled, loading or mothers with pram parking	2	
Other	4	1. More car parking at the train station 2. Narrow pavement outside Safeway as trolley bay now positioned there. Makes access not car park difficult 3. Railway Avenue, Wood Street, Beaconsfield Avenue full of cars from train travellers

Information Session		
Beaconsfield Primary School		
What we like about Beaconsfield Primary School car parking	Votes	Comments
Design of car parking areas (pedestrian access)		
available car parking spaces		
enforcement		
traffic flow		
clear signage		
available public transport		
Stop and drop zones that encourage kids to walk to school and ease traffic congestion	3	
Enough disabled, or mothers with pram parking		
Other		
What we don't like about Beaconsfield Primary School car parking	Votes	Comments
Design of car parking areas (pedestrian access)		
Lack of car parking spaces	2	
enforcement		
traffic flow and congestion	1	
signage		
lack of public transport		
Overspill of car parking into nearby streets		
Stop and drop zones not accompanied by parent or teacher		
Other		
Commercial Triangle & St Francis Xavier College		
What we like about Commercial Triangle & St Francis Xavier College	Votes	Comments
Design of car parking areas (pedestrian access)		
available car parking spaces		
enforcement	2	
traffic flow		
clear signage		
available public transport		
Appropriate bicycle storage cage at St Francis Xavier College		
Enough disabled, or mothers with pram parking		
Other		
What we don't like about Commercial Triangle & St Francis Xavier College	Votes	Comments
Design of car parking areas (pedestrian access)		
Lack of car parking spaces	2	
enforcement	2	
traffic flow and congestion	1	
signage		
lack of public transport		
Overspill of car parking into nearby streets	1	
Stop and drop zones not accompanied by parent or teacher		
Other		
Woods Street		
What we like about Woods Street	Votes	Comments
Design of car parking areas (pedestrian access)		
available car parking spaces	1	
enforcement		
traffic flow	1	
clear signage		
available public transport	3	
Is well presented and maintained		
Enough disabled, or mothers with pram parking		
Other		
What we don't like about Woods Street	Votes	Comments
Design of car parking areas (pedestrian access)	4	
Lack of car parking spaces	2	

enforcement	1	
traffic flow and congestion		
signage	1	
lack of public transport	1	
lack of private agreements between Council and private car parking landowners	1	
Not enough disabled, or mothers with pram parking		
Other		pedestrian access and safety
Supermarket Hub		
What we like about the Supermarket Hub	Votes	Comments
Design of car parking areas (pedestrian access)	1	
available car parking spaces	13	
enforcement	1	
traffic flow	1	
clear signage	4	
available public transport	2	
Is presented and maintained well	3	
Enough disabled, or mothers with pram parking	1	
Other		
What we don't like about the Supermarket Hub	Votes	Comments
Design of car parking areas (pedestrian access)	17	
Lack of car parking spaces	3	
enforcement	4	
traffic flow and congestion	12	
signage	6	
lack of public transport	1	
Lack of private agreements between Council and private car parking owners	5	
Not enough disabled, or mothers with pram parking	1	
Other		Syvia Road is being used as a car park for shoppers

ratio:

**Beaconsfield Car Parking
Precinct Plan**

December 2016

r:

parking:study

Prepared for: Cardinia Shire Council

In consultation with the Beaconsfield Car Parking Reference Group:

- Linda Amos
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December 2016
Our reference: 12983Rep04

ratio: consultants pty ltd December 2016

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Table of contents:

Chapter / Section	Page No.
1 Executive Summary:	5
1.1 Study Overview.....	5
1.2 Purpose of the Study.....	5
1.3 Study Summary.....	6
1.4 Summary of Actions.....	6
1.5 Introduction.....	12
1.6 The Study Area.....	13
2 Planning Context:	14
2.1 Parking Policy across Victoria.....	14
2.2 Car Parking Policy in Cardinia's Neighbouring Municipalities.....	18
2.3 Cardinia Policies, Strategies and Plans.....	19
2.4 Cardinia Ride 2 School Plan.....	21
2.5 VicRoads Network Plans.....	21
3 Characteristics of Beaconsfield:	24
3.1 Demographic Profile and Forecast Population Growth.....	24
3.2 Vehicles and Travel.....	24
3.3 Public Transport Infrastructure and Services.....	27
4 Growth Forecasting:	29
4.1 Development Applications Trends.....	29
4.2 Strategic Land Use Planning.....	32
5 Existing Car Parking Conditions:	33
5.1 Methodology.....	33
5.2 Parking Supply and Restrictions.....	34
5.3 Car Parking Occupancies.....	37
6 Elements of the Parking System:	59
6.1 Council's Role and Responsibility.....	59
6.2 Ownership and Control of Car Parking.....	59
6.3 Individual Parking and Shared Parking.....	60
6.4 Free and Pay Parking.....	60
6.5 Car Parking Control Signage and User Compliance.....	61
6.6 Parking Enforcement.....	62
7 Strategy for Improved Design of Car Parking:	63
7.1 Existing Urban Design and Car Parking Layouts.....	63
7.2 Design Standards for Off-Street Car Parking.....	64
7.3 Concepts for Improved Off-Street Car Parking Facilities.....	64
7.4 Improving the Design and Supply of On-Street Car Parking.....	66
8 Strategy to Manage Existing Parking:	68
8.1 Overview of Car Parking Demand.....	68
8.2 Provision for Specific Users.....	68
8.3 Allocation of Car Parking.....	70



8.4 Strategy Recommendations..... 72

9 Strategy for Future Developments:83

9.1 Development Applications and Their Car Parking Requirements..... 83

9.2 Car Parking Rates..... 83

9.3 Residential Dwellings..... 84

9.4 Offices 85

9.5 Retail and Restaurants 85

9.6 Bicycle and Motorcycle/Scooter Parking Rates..... 86

9.7 Scenarios for Change 87

10 Parking Policy and Funding:89

10.1 Overview..... 89

10.2 Private / Business Funding - Existing Business 89

10.3 Private / Business Funding - New Developments 89

10.4 Council Funding 91

11 Priority Actions:92

Appendix A: Clause 52.06 - Car Parking:

Appendix B: Document Review:

Appendix C: Concept Glismann Road Development Plan:

Appendix D: Car Parking Surveys:

Appendix E: Accessible Car Parking Standard:

Appendix F: Concept Design of Supermarket Hub Improvements:

Tables

Table 2.1 Some Key Parking Rates listed under the Table to Clause 52.06.....15

Table 2.2 Berwick Village Parking Overlay Rates.....18

Table 3.1 Car Ownership of Beaconsfield Residents 24

Table 3.2 Employment Locations of Cardinia Residents - Top Destinations (2011)25

Table 3.3 Employment Locations of Cardinia Residents - Top Origins (2011)25

Table 3.4 Method of Travel to Work of Beaconsfield Residents25

Table 3.5 Method of Travel to Work of Employees to Beaconsfield 26

Table 3.6: Bus Services Summary.....27

Table 4.1 Planning Applications Summary, 2010-201530

Table 5.1 Car Parking Supply in the Supermarket Hub.....38

Table 5.2 Car Parking Supply in the Wood Street North zone..... 42

Table 5.3 Parking Supply in the Commercial Triangle..... 46

Table 5.4 Parking Supply in the Railway Station zone 49

Table 5.5 Parking Supply in the Residential North zone.....53

Table 5.6 Car Parking Supply in the Community Centre zone 56



Table 8.1 Principles of On-street Car Parking Allocation for Beaconsfield 70
 Table 9.1 Planning Scheme Car Parking Requirements 84

Figures

Figure 1.1 Beaconsfield Study Area 13
 Figure 2.1 Beaconsfield Structure Plan Scenarios for Change 20
 Figure 2.2 Cardinia Walk 2 School Map for Beaconsfield 23
 Figure 3.1 Metropolitan Rail Line and Bus Services 28
 Figure 4.1 Planning Applications Summary, January 2010-October 2015 29
 Figure 5.1 On-Street Car Parking Restrictions 36
 Figure 5.2 Survey Zone 1 38
 Figure 5.3 Zone 1 Car Parking Occupancy Profiles 39
 Figure 5.4 Zone 1 Car Parking Occupancies on Thursday 12 Midday 40
 Figure 5.5 Zone 1 Car Parking Occupancies on Saturday 12 Midday 41
 Figure 5.6 Survey Zone 2 42
 Figure 5.7 Zone 2 Car Parking Occupancy Profiles 43
 Figure 5.8 Zone 2 Car Parking Occupancies on Thursday 12 Midday 44
 Figure 5.9 Zone 2 Car Parking Occupancies on Saturday 12 Midday 45
 Figure 5.10 Survey Zone 3 46
 Figure 5.11 Zone 3 Car Parking Occupancies on Thursday 12 Midday 47
 Figure 5.12 Zone 3 Car Parking Occupancies on Saturday 12 Midday 48
 Figure 5.13 Survey Zone 4 49
 Figure 5.14 Zone 4 Car Parking Occupancy Profiles 50
 Figure 5.15 Zone 4 Car Parking Occupancies on Thursday 12 Midday 51
 Figure 5.16 Zone 4 Car Parking Occupancies on Saturday 12 Midday 52
 Figure 5.17 Survey Zone 5 53
 Figure 5.18 Extent of car parking in and around Zone 5 during peak school periods 55
 Figure 5.19 Survey Zone 6 56
 Figure 5.20 Zone 6 Car Parking Occupancies on Thursday 12 Midday 57
 Figure 5.21 Zone 6 Car Parking Occupancies on Saturday 12 Midday 58
 Figure 7.1 Concept Sketch of Shared Car Parking along Princes Highway at 4 and 6-10 Old Princes Highway 65
 Figure 7.2 Concept Sketch of Shared Car Parking along Woods Street at 23-25 and 27-33 Woods Street 65
 Figure 8.1 Zone 1 Strategy Recommendations 74
 Figure 8.2 Zone 2 Strategy Recommendations 76
 Figure 8.3 Zone 3 Strategy Recommendations 78
 Figure 8.4 Zone 4 Strategy Recommendations 80
 Figure 8.5 Zone 5 Strategy Recommendations 82



1 Executive Summary:

1.1 Study Overview

Beaconsfield is a premier Neighbourhood Activity Area. The Shire of Cardinia recognises the importance of maintaining a good standard of parking in the Centre, and has commissioned a study to assess existing conditions and guide future car parking provision and management.

The Car Parking Precinct Plan builds upon the Beaconsfield Structure Plan by providing car parking management tools and strategic car parking recommendations that will support the aspirations of the town centre. The Parking Precinct Plan has been developed considering all modes of transport to and from the Beaconsfield town centre; car parking and car movement being one element of a larger transport network.

In the broader sense, the project responds to the Victorian Government's initiatives toward Parking Overlays for Activity Areas, as planning mechanisms for managing car parking in mixed use centres.

1.2 Purpose of the Study

The key objectives of the Parking Precinct Plan Study are as follows:

1. To understand the issues relating to the location, provision (supply and demand) and management of existing car parking across the Beaconsfield town centre
2. To identify car parking shortfalls in existing and long term (future) parking provisions and recommend strategies and appropriate tools (statutory and non-statutory) to address the identified shortfall(s) and their impacts on the surrounding areas.
3. To identify car parking issues facing users of Beaconsfield Railway Station and in consultation with Public Transport Victoria and Vic Track provide a strategy to rectify the issues that exist.
4. To review the Beaconsfield Structure Plan Scenarios for Change (from page 22) and identify any impacts these scenarios of change may have on car parking, particularly in relation to key congestion areas and how they will be relieved in the future.
5. Specify a way forward in terms of the application of the strategy and the mechanisms which could be adopted to apply and implement the strategy.
6. Nomination of the top five strategies and actions to apply and implement the strategy. The nominations need to be prioritised based on the estimated timing of delivery and monetary value.
7. The agencies/authorities responsible for the delivery of the strategies and actions. Council will develop an implementation plan with short, medium and long term actions, once the car parking precinct plan has been adopted by Council
8. If the application of a statutory tool (Parking Overlay) is found to be warranted, any requirement for a financial contribution needs to be justified and should address the core principles of need, nexus, accountability and equity in the strategic assessment.



1.3 Study Summary

The car parking investigations undertaken as part of this study in 2015/16 reveal that overall car parking demands in Beaconsfield are at their highest during weekday hours, 10:00am – 4:00pm and Saturdays in the middle of the day.

During the peak times, car parking occupancy within the Central Commercial Area is approximately 71% of the available supply. It is evident that spare capacity exists, but that the current parking supply must be better managed to:

- Give priority to people with a disability, high turnover users and other special user groups;
- Encourage the use of sustainable transport travel modes, rather than private vehicle travel;
- Provide better access to the available car parking resources, be it private or Council owned.

Outside the Central Commercial Area there is evidence of localised car parking congestion around each of Beaconsfield's schools, namely Beaconsfield Primary School and St Francis Xavier College at peak drop-off/pick-up times, and the commuter car parking supply at Beaconsfield Station is insufficient to meet current weekday demands. Each of these precincts require targeted strategies to minimise impacts to surrounding areas.

1.4 Summary of Actions

Based on a review of existing conditions, forecasts of future parking growth and precinct objectives, the Strategic Recommendations for the Beaconsfield Study Area are set out below:



Overall Study Area Actions:Recommendation 1

Council to work with private car park owners, to:

- enter into a private agreement to help prevent illegal or unauthorised parking on private property through time limits and enforcement
- improve the design of car parking facilities and to ensure that they are appropriately maintained.

Recommendation 2

Council to liaise with the business community and Beaconsfield Progress Association to facilitate changes to existing car parking management, sharing and access.

Recommendation 3

Council to investigate opportunities for the establishment of a business car park reference group that consists of commercial land owners, tenants and the Beaconsfield Progress Association to assist with implementing the recommendations in the Beaconsfield Car Parking Precinct Plan.

Recommendation 4

Council to undertake an audit of car parking control signage across the study area to ensure compliance with Australian Standards every five years

Recommendation 5

Council to work with private car park owners to implement uniform car parking control signage that meets current Australian Standards and applies for consistent time periods covering daytime business trading hours on weekdays and Saturdays (e.g. 8am-6pm Monday to Saturday).

Recommendation 6

Council to undertake car parking supply and occupancy surveys in the Beaconsfield study area at regular intervals (e.g. every 5 years, starting in the year 2022) to ensure that the observed car parking demand is being managed in accordance with the objectives of the Beaconsfield Car Parking Precinct Plan and if not, Council is to review the Beaconsfield Car Parking Precinct Plan.

Recommendation 7

Through agreements with private car park owners, accessible (disabled) car parking that are not compliant with current Australian Standard AS2890.6-2009 are to be upgraded to meet the current standard.

Recommendation 8

In consultation with taxi organisations, traders and the community establish suitable taxi zone and locations for bicycle loops.

Recommendation 9

Council to require a minimum of 1 motorcycle or scooter parking space to be provided for every 50 car parking spaces constructed in the study area.

Supermarket Hub Actions:Recommendation 10

Install car parking directional signage at the Supermarket Hub access points.



Recommendation 11

Through agreements with private car park owners limit time restricted car parking to uniform daytime trading hours.

Recommendation 12

Investigate the suitability to use Council owned land located on the corner of Sylvia Road and Kathleen Court for car parking (preferable staff car parking). If the land is not considered suitable for car parking or alternative use, Council is to investigate the statutory process to sell the land.

Recommendation 13

Through agreements with private car park owners convert short stay car parking along the northern edge of the Supermarket Hub car park near Beaconsfield-Emerald Road to long stay car parking, to reduce vehicular congestion near the access point.

Recommendation 14

Through agreements with private car park owners, Council to work with Supermarket Hub private car park owners to improve the design of the existing car parking facilities (with consideration given to signs, pedestrian access, accessible parking bays, pram parking and loading zones) and to ensure that they are appropriately maintained. A draft concept plan (to help with discussions) for design improvements is attached as Appendix F demonstrating concept short term and long term changes.

Recommendation 15

Undertake a survey of Supermarket Hub customers to identify if the installation of pram parking bays would be supported.

Recommendation 16

Council to work with the landowners of the *Central Hotel* at the time of redevelopment, to integrate car parking and accessibility with the Supermarket Hub area.

Recommendation 17

Council does not support the reduction of car parking rates for redevelopment or extension applications in the Supermarket Hub in accordance with Clause 52.06-6 of the Cardinia Planning Scheme.

Wood Street North Actions:Recommendation 18

Install high turnover (e.g. 1/4P) car parking at the start of the parking blocks as shown in Figure 8.2

Recommendation 19

Convert unrestricted car parking along both sides of Wood Street, between Princes Highway and the start of the residential dwellings to short stay (e.g. 1-2P) car parking as shown in Figure 8.2.

Recommendation 20

Convert unrestricted car parking along both sides of Wood Street, between the start of the residential dwellings and Arthur Street to medium stay (e.g. 4P) car parking.

Recommendation 21

Through agreements with private car park owners install short stay car parking controls (e.g. 1P or 2P) that meet Australian Standards in private car parking facilities that are available for public car parking.'



Recommendation 22

Through agreements with private car parking owners, Council to facilitate and promote the use of underutilised car parks for either long stay (staff) car parking or short stay (publicly available visitor) car parking.

Recommendation 23

Council to consider the application of reduced car parking rates for redevelopment and extension applications in the Wood Street North zone, subject to accessibility to shared publicly available car parking and a car parking demand assessment in accordance with Clause 52.06-6 of the Cardinia Planning Scheme.

Recommendation 24

Apply the principles of shared parking to the Beaconsfield Structure Plan (Scenarios of Change on page 22) future redevelopment within the Princes Highway Gateway Precinct and Beaconsfield Point Precinct

Recommendation 25

For new and redevelopments along Wood Street, use the Urban Design Guidelines for the Woods Street North Precinct (2013) as the key reference document towards achieving shared car parking within this precinct.

Recommendation 26

Develop a master plan for the Memorial Creek area as identified in the Beaconsfield Structure Plan that includes planning for buses, traffic movements and car parking (including kindergarten-related car parking).

Recommendation 27

Council to investigate implementing line marking along Wood Street for car parking spaces, south of Arthur Street.

Recommendation 28

Through agreements with private car park owners, Council to work with Wood Street North private car park owners to improve the design of car parking facilities (with consideration given to signs, pedestrian access, accessible parking bays, pram parking and loading zones) and to ensure that they are appropriately maintained.

Commercial Triangle /St Francis Xavier College Actions:Recommendation 29

Council to continue working with St Francis Xavier College, to minimise the off-site impacts of car parking and traffic on Beaconsfield Avenue and Princes Highway. For Example: investigate alternative ingress and egress from Princes Highway or Desmond Court to school grounds.

Recommendation 30

St Francis Xavier College to create indented car parking along the southern kerb of Beaconsfield Avenue.

Recommendation 31

Improve pedestrian and motorist safety around the school through a regular program of enforcement at drop-off and pick-up times.



Recommendation 32

Encourage the St Francis Xavier College to work with its school community to change travel behaviour, including the promotion of walking and cycling to school and ride share.

Recommendation 33

Consider the application of reduced car parking rates for redevelopment and extension applications in the Commercial Triangle precinct (excluding St Francis Xavier College) subject to accessibility to shared publicly available car parking and car parking demand assessment in accordance with Clause 52.06-6 of the Cardinia Planning Scheme.

Recommendation 34

Apply the design principles of shared parking to future redevelopment within the Commercial Triangle Precinct.

Beaconsfield Railway Station Actions:Recommendation 35

Council to lobby the Department of Transport, Public Transport Victoria, Department of Economic Development, Jobs, Transport and Resources and Vic Track, for expansion of the Railway Car Parking supply.

Recommendation 36

Council to lobby the Public Transport Victoria, Department of Transport, Department of Economic Development, Jobs, Transport and Resources and Vic Track for the gates to the existing gravel car park to be opened and used as a temporary public car park until the expansion and formalisation of the Railway car park occurs.

Recommendation 37

Council to monitor on a regular basis car parking occupancies around Beaconsfield Railway Station to ensure commuter car parking does not adversely impact on the amenity of surrounding (residential) land uses.

Recommendation 38

Council to implement car parking management along Kenilworth Avenue in consultation with Public Transport Victoria and Department of Economic Development, Jobs, Transport and Resources, that aims to prohibit undesirable roadside car parking between the railway line and the Kenilworth Avenue carriageway.

Recommendation 39

Council to lobby Public Transport Victoria, Department of Transport and Department of Economic Development, Jobs, Transport and Resources for secure bicycle lockers at Beaconsfield Railway Station.

Recommendation 40

Council to lobby Public Transport Victoria and Department of Economic Development, Jobs, Transport and Resources for the frequency of premium and connector bus services to be increased from and to Beaconsfield and align with the train timetable.

Recommendation 41

Council to lobby Public Transport Victoria and Department of Economic Development, Jobs, Transport and Resources for bus stop shelters



Recommendation 42

Council to lobby Public Transport Victoria for a bus supply and demand analysis to be undertaken of existing bus services, to determine whether the services align to current and future travel demands.

Recommendation 43

Investigate options for indented car parking along Beaconsfield Avenue opposite train station in discussion with Vic Track, Public Transport Victoria and Department of Economic Development, Jobs, Transport and Resources.

Beaconsfield Primary School Actions:Recommendation 44

Council in cooperation with the Primary School, to advocate for Education Department funding for on-street car parking and traffic management improvements.

Recommendation 45

Council in cooperation with the Primary School to advocate for Education Department funding for the creation of school-related car parking within the Glismann Road subdivision and/or a pedestrian link between circulation road on-street car parking and the school grounds.

Recommendation 46

Encourage the Beaconsfield Primary School to work with its school community to change travel behaviour, including the promotion of walking and cycling to school and ride share.

Recommendation 47

Improve pedestrian and motorist safety around the Primary School through a regular program of enforcement at drop-off and pick-up times.

Recommendation 48

Construct kerb and channel along the outer northern carriageway of Princes Highway and Wallace Street between the Supermarket Hub and Lyle Road in partnership with Vic Roads



1.5 Introduction

Beaconsfield 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 the emerging Officer (4.3 km south-east of Beaconsfield).

The area recognised as Beaconsfield's town centre is a Neighbourhood Activity Centre (strip shopping centre) that provides services and facilities for the town and wider community. It also includes the immediate residential neighbourhood that is closely connected to (and affected by) the core retail, commercial, education, train station, open space and social activities in the centre.

The Beaconsfield Structure Plan was adopted by Council on the 17 December 2013. The various work undertaken by Council over a three (3) year period has culminated in:

- The Beaconsfield Structure Plan (2013)
- The Beaconsfield Structure Plan Background Paper (2013)

The Beaconsfield Structure Plan outlines the vision and strategic objectives for the Beaconsfield Town Centre for the next 10 to 15 years. Key urban design strategies are identified which will guide public realm improvements and the future growth of Beaconsfield. Key focus areas are:

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

In each key focus area of the Beaconsfield Structure Plan a series of actions are to be implemented in order to achieve the vision and strategic objectives of the Beaconsfield Structure Plan. All actions outlined will be subject to Council budget and/ or alternative funding being available at the time of implementation.

Under Section 12.3 (Movement network) on page 19 of the Beaconsfield Structure Plan, a future action is 'develop a parking precinct plan for the Beaconsfield town centre including Wood Street commercial area'. This action was informed largely by previous work Council had undertaken for the Beaconsfield Structure Plan which included a:

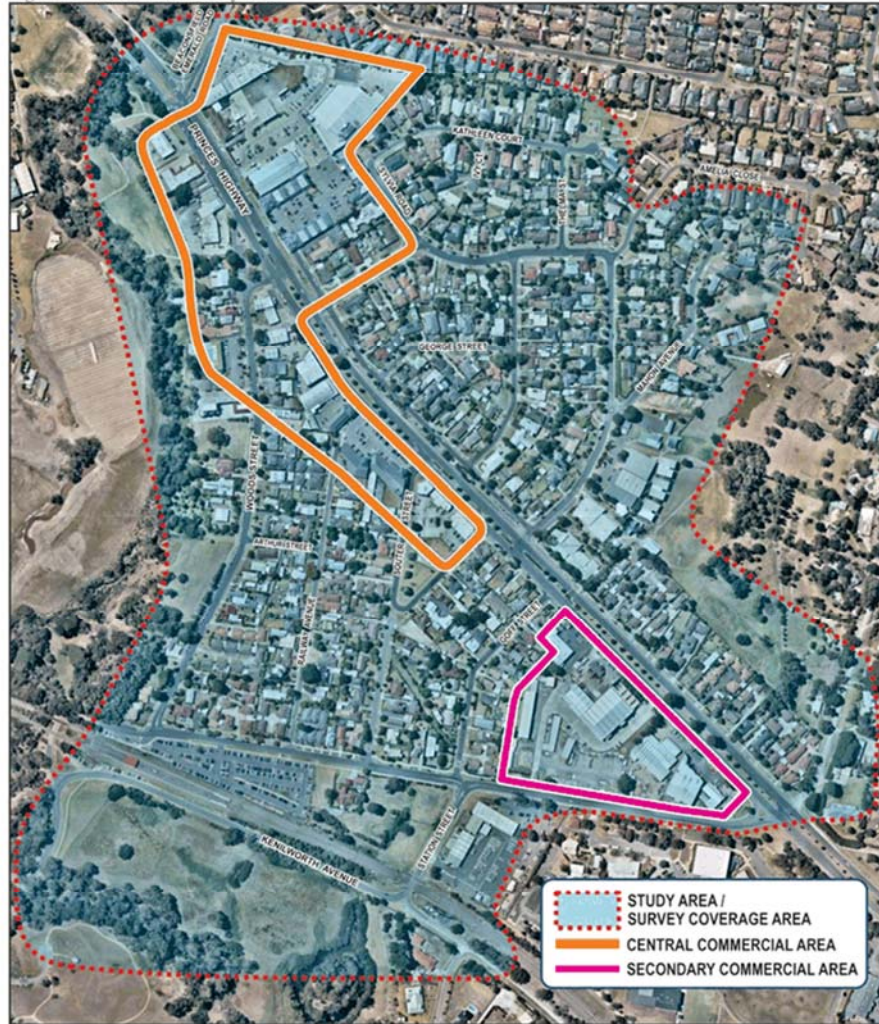
1. Traffic and Car Parking Assessment (2011);
2. Beaconsfield Retail and Commercial Assessment (2011);
3. Beaconsfield Issues and Opportunities Paper (2012)



1.6 The Study Area

The Beaconsfield Study Area is shown below in Figure 1.1. It includes the central commercial land uses in the town around the Wood Street / Princes Highway intersection, and the larger commercial sites on the corner of Beaconsfield Road. The Study Area also includes residential interfaces that may be affected by the commercial activities and the precinct around the Beaconsfield Railway Station. Beyond the Study Area further to the east is the Beaconsfield Community Centre and surrounds.

Figure 1.1 Beaconsfield Study Area



2 Planning Context:

There are numerous State Government and Council plans and policies which apply to land use, development and transport in Beaconsfield.

Our review commences with an overview of the car parking policy across Victoria. Further to that, we have focused on specific strategies and policies that have a direct link to car parking provision in the Beaconsfield Town Centre.

2.1 Parking Policy across Victoria

Car Parking

The main reference document for the provision and design of car parking in Victoria are the Victoria Planning Provisions (VPPs), upon which the Cardinia Shire, and all other Planning Schemes are based.

Clause 52.06: Car Parking sets out the guidelines for the State standard provision and design of car parking. Clause 52.06 was last updated on 5 June 2012 through the introduction of Amendment VC90. The purpose of Clause 52.06 is:

- To ensure that car parking is provided in accordance with the State Planning Policy Framework and Local Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enable easy and efficient use.

Attached in Appendix A is a reproduction of Clause 52.06 Car Parking of the Cardinia Planning Scheme.

How many car parking spaces are required?

Table 1 of Clause 52.06 sets out the car parking requirements that applies to a use listed in the Table. A car parking requirement in Table 1 may be calculated as either:

- a number of car parking spaces;
- a percentage of the total site area that must be set aside for car parking.

A car parking requirement in Table 1 is calculated by multiplying the figure in Column A or Column B (whichever applies) by the measure (for example square metres, number of patrons or number of bedrooms) in Column C unless one of the following applies:

1. The Schedule to the Parking Overlay specifies that the rates in Column B of Table 1 in Clause 52.06 apply.
2. The Schedule to the Parking Overlay specifies that a different rate applies.
3. Another clause in the scheme specifies that a different rate applies. Sometimes another provision in the planning scheme, such as a Comprehensive Development Zone or an Incorporated Plan Overlay, will specify alternative car parking rates. Like those rates specified in a Parking Overlay, these rates supersede the standard rates in Table 1 in Clause 52.06.



Where a use of the land is not specified in Table 1 or where a car parking requirement is not specified for the use in another provision of the planning scheme or in a schedule to the Parking Overlay, a before a new use commences or the floor area or site of an existing use is increased, car parking spaces must be provided to the satisfaction of the responsible authority.

Parking rates for some notable land uses are shown below:

Table 2.1 Some Key Parking Rates listed under the Table to Clause 52.06

Use	Column A	Column B
Office other than listed in this table	3.5 spaces per 100 sqm floor area	3.0 spaces per 100 sqm floor area
Shop other than listed in this table	4.0 spaces per 100 sqm floor area	3.5 spaces per 100 sqm floor area
Restaurant	0.4 spaces per seat	3.5 spaces per 100 sqm floor area

What is the difference between Column A and Column B rates?

In general terms, the Column A rates of the table to Clause 52.06 represent the average peak car parking generation of specific land uses. The rates have been compiled from a historic body of empirical evidence. For instance, a stand-alone office located anywhere in Victoria is likely to generate car parking at a rate of 3.5 spaces per 100 square metres of net floor area, in accordance with its Column A requirement.

The Column B rates are a relatively recent addition to the Planning Scheme, and represent the generally lower rates of car parking that are generated in mixed-use precincts such as shopping centres. The reasons for this are many, but include:

- Variations in car parking demands over time exhibited by the range of land uses within a mixed-use precinct.
- The likelihood of multi-purpose trips within the locality.

Applications to reduce the car parking requirement

An application to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be accompanied by a Car Parking Demand Assessment.

Before granting a permit to reduce the number of spaces the responsible authority must consider the following, as appropriate:

- A Car Parking Demand Assessment.
- Any relevant local planning policy or incorporated plan.
- The availability of alternative car parking in the locality of the land, including:
 - Efficiencies gained from the consolidation of shared car parking spaces.
 - Public car parks intended to serve the land.
 - On street parking in non-residential zones.
 - Streets in residential zones specifically managed for non-residential parking.
 - On street parking in residential zones in the locality of the land that is intended to be for residential use.
- The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.



- Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.
- The future growth and development of any nearby activity centre.
- Any car parking deficiency associated with the existing use of the land.
- Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.
- Local traffic management in the locality of the land.
- The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.
- The need to create safe, functional and attractive parking areas.
- Access to or provision of alternative transport modes to and from the land.
- The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.
- The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.
- Any other matter specified in a schedule to the Parking Overlay.
- Any other relevant consideration.

Parking Overlay

Clause 45.09: Parking Overlay enables variations to the standard requirements in Clause 52.06 for a particular area or precinct. These requirements override the standard requirements of Clause 52.06.

The Parking Overlay's primary function is to manage car parking in a precinct, rather than on a site by site basis. Where a Parking Overlay is applied, the schedule must specify:

- the number of car parking spaces to be provided for any use
- financial contributions (such as cash in lieu scheme) to be made as a way of meeting car parking requirements where appropriate
- application requirements
- design requirements
- decision guidelines

Any requirement for a financial contribution needs to be justified and should address the core principles of need, nexus, accountability and equity in the strategic assessment of the proposal.

Bicycle Parking

The Victoria Planning Provisions specify the requirements for bicycle parking for new uses under Clause 52.34 Bicycle Facilities. The Clause stipulates the following rates for some relevant land uses. Notably for offices and shops, the bicycle parking requirements of the Planning Scheme are only triggered for large scale developments.



Residential Dwelling

- In developments of four or more storeys, 1 resident space to each 5 dwellings
- In developments for four or more storeys, 1 visitor spaces to each 10 dwellings

Office

- Employee bicycle spaces - 1 space per 300 sqm of net floor area over 1000 sqm.
- Visitor bicycle spaces - 1 space per 1000 sqm of net floor area over 1000 sqm.

Shop

- Employee bicycle spaces - 1 space per 600 sqm of leasable floor area over 1000 sqm.
- Visitor bicycle spaces - 1 space per 500 sqm of leasable floor area over 1000 sqm.

Restaurant

- Employee bicycle spaces - 1 space per 100 sqm of floor available to the public.
- Visitor bicycle spaces – 2 spaces plus 1 space per 200 sqm of floor available to the public if the floor area available to the public exceeds 400 sqm.

Motorbike/scooter Parking

At the time of this report, no rate is specified under the Victoria Planning Provisions.

Pram Parking

Special purpose parking can be provided to meet the special needs of particular road user groups. One example is 'parents-with-pram' parking, which is provided at many retail centres in acknowledgment of the additional manoeuvring space required to get prams in and out of vehicles, whether it be through the side doors or the rear of a vehicle. If parents-with-pram bays are provided they should be located close to building entrances, appropriately signed, and should be a minimum of 0.5 m wider than the standard dimension space. It needs to be acknowledged that such restrictions are not enforceable under the road rules, however parkers are usually courteous about complying with them.

At the time of this report, no rate is specified under the Victoria Planning Provisions for Parents with Pram parking. Notably, signage of spaces for Parents with Pram is not enforceable in Victoria.

Loading/unloading zones

On-street loading zones support and supplement off-street service-areas on an as-required basis. When a business requires an on-street loading facility, they will usually make an application to Council.

Accessible (disabled) Car Parking

Referencing the Clause 52.06 requirements for car parking, the overall car parking requirement specified in Table 1 of the Clause includes Accessible car parking spaces (disabled). The proportion of spaces to be allocated as Accessible must be in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. At the time of this report, no specific requirements for accessible parking were specified in any Victorian Planning Scheme.



2.2 Car Parking Policy in Cardinia's Neighbouring Municipalities

Following is a summary of car parking policy in the municipalities that share a border with Casey, namely Casey, Yarra Ranges, Bass, Baw Baw and South Gippsland Shire.

Casey has introduced a Parking Overlay to the Berwick Village Commercial Centre. The main intention of the Parking Overlay is to facilitate the construction of an at-grade car park with 246 car parking spaces within the centre. Accordingly, a financial contribution requirement of \$16,935 (excluding GST) per parking spaces applies.

The Parking Overlay parking rates focus on Shop, Restricted retail premises, Restaurant, Hotel, Office and Medical centre land uses. By comparison, the rates are in most cases higher than either the Clause 52.06 Column A or Column B rates, specifically the Hotel, Medical Centre and Shop rates. The Office and Restaurant rates are generally somewhere between the Column A and Column B rates. The Restricted retail premises rate is lower than both the Column A and Column B rates.

There are no specific requirements for bicycle or motorcycle parking in the Berwick Village Parking Overlay.

Table 2.2 Berwick Village Parking Overlay Rates

Table: Car parking spaces		
Use	Rate	Measure
Hotel	7.0	Car spaces per 100 square metres of net leasable floor area
Medical centre	5	Car spaces per one practitioner, plus
	4	Car spaces per additional practitioner
Office	3.5	Car spaces per 100 sq m of net floor area
Restaurant	0.3	Car spaces to each seat available to the public
Restricted retail premises	1.5	Car spaces per 100 sq m of leasable floor area
Shop (small format - per single occupancy less than 2,000 square metres)	4.0	Car spaces per 100 sq m of leasable floor area
Shop (large format - per single occupancy greater than 2,000 square metres)	6.0	Car spaces per 100 sq m of leasable floor area

Yarra Ranges has not introduced any Parking Overlays at the time of this report, nor has it stipulated any parking requirements for specific land uses through other provisions of the Planning Scheme.

Bass Coast Shire has not introduced any Parking Overlays at the time of this report, nor has it stipulated any parking requirements for specific land uses through other provisions of the Planning Scheme.

Baw Baw has introduced a combined Parking Overlay to the Warragul and Drouin Town Centres. The main intention of the Parking Overlay is to identify appropriate car parking rates for land uses in each of the town centres.



The Parking Overlay states "for all uses listed in Table 1 of Clause 52.06, the number of car parking spaces required for a use is calculated using the Rate in Column B of that Table".

The Warragul and Drouin Town Centres Parking Overlay makes no reference to car parking dispensations, so the policy defaults to the Clause 52.06 criteria for allowing a reduction in the provision of car parking.

There are no specific requirements for bicycle or motorcycle parking in the Warragul and Drouin Town Centres Parking Overlay.

South Gippsland Shire has introduced a Parking Overlay to the Leongatha Central Business District. The main intention of the Parking Overlay is to collect financial contributions towards the construction of shared car parking facilities. Accordingly, a financial contribution requirement of \$16,935 (excluding GST) per parking spaces applies.

The Parking Overlay states "for all uses listed in Table 1 of Clause 52.06, the number of car parking spaces required for a use is calculated using the Rate in Column B of that Table".

The Leongatha Central Business District Parking Overlay allows a car parking reduction pursuant to Clause 52.06-3. If a permit is granted to reduce or waiver the requirement for car parking, the responsible authority must include a condition requiring payment-in-lieu of providing physical car parking spaces, unless satisfied that such payment if not warranted having regard to the circumstances.

There are no specific requirements for bicycle or motorcycle parking in the Leongatha Central Business District Parking Overlay.

2.3 Cardinia Policies, Strategies and Plans

Beaconsfield Structure Plan (2013)

The principal reference document for this car parking study is the Beaconsfield Structure Plan, prepared by the Cardinia Shire Council in association with Hayball, SMEC Australia Pty Ltd, David Lock and Associates Town Planning and Urban Design, HDS Australia Pty Ltd and Deep End Services. It was adopted by Council in 2013.

With detailed research that includes the precinct's demographics, commercial development, community facilities and movement networks, the Structure Plan will guide growth and development of Beaconsfield over the next 10-15 years.

The strategic objectives for Beaconsfield as identified in the Structure Plan are to:

- 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.

To achieve these objectives, the Structure Plan identifies a framework for change in the following key sectors:

Residential – Modest growth is forecast with a need for more diverse housing options including housing that caters for ageing persons. Housing in the heart of the town centre suitable for incremental residential intensification. Beyond the central area, residential subdivisions will be developed around Glismann Road (refer to Appendix C for a Concept Development Plan) and Desmond Court.

Mixed use retail/commercial – modest growth is forecast, located mainly within identified precincts including:

- Beaconsfield Point
- Commercial Triangle
- Princes Highway Gateway Precinct

Within other parts of the central area, growth is expected to follow current patterns of development.

A detailed summary of the research findings from the Structure Plan project are attached as Appendix B.

Figure 2.1 Beaconsfield Structure Plan Scenarios for Change



Excerpt from Beaconsfield Structure Plan (2013)



Beaconsfield Structure Plan Traffic & Car Parking Assessment (November 2011)

This represents Council's most recent, comprehensive study of traffic and car parking supply/demand in the Beaconsfield precinct. The main conclusions of the study are presented below, with a more detailed summary attached in Appendix B:

1. Traffic and Car Parking Assessment (2011):

- The key findings from the parking assessment indicate the existing parking facilities both in terms of quantity and time restrictions appeared to meet the current parking demand, with traders, customers and residents being able to find a parking space near their destination, with the exception of the Supermarket hub, Beaconsfield train station, Wood Street and Beaconsfield Avenue. The report highlighted:
 - Car parking at the Supermarket Hub on the north-eastern side of the Princes Highway is insufficient and parking demands at the supermarket hub (which includes the shops adjacent to Beaconsfield Emerald Road) is generally high.
 - Car parking demand at the Beaconsfield train station is generally high with overspill into nearby residential streets.
 - Wood Street at each end of the street experiences high peak parking demand.
 - Beaconsfield Avenue has a high level of on street parking and congestion, particularly during drop off and pick-up times.

Other Review Documents

In addition to the above-mentioned key reference documents, the following studies have also been reviewed and considered as part of this study.

- Beaconsfield Retail & Commercial Assessment (June 2011)
- Beaconsfield Issues and Opportunities Paper (2012)
- Amendment C198 of the Cardinia Shire Planning Scheme

Glismann Road Subdivision

An action of the Beaconsfield Structure Plan is to rezone land in the Glismann Road area for residential use with a Development Plan. The most recent Concept Plan is attached in Appendix C, and shows that the subdivision will adjoin the Beaconsfield Primary School land. Accordingly, a potential pedestrian link between the subdivision and the school has been identified.

We are advised by Council's Traffic Engineer that the main circulation road in the subdivision will have a cross section that includes two-way traffic lanes plus indented parallel car parking lanes on each side.

The latest plans demonstrate car parking opposite the open space. For the rest of the collector road parallel parking is available on one side.

2.4 Cardinia Ride 2 School Plan

Council's Streets Ahead program seeks to increase physical activity in children aged 4–12 years, teaching and encouraging them to safely walk, ride, scoot, skate and take public transport around their community. A map on the Cardinia Council website (excerpt reproduced below) assists and supports children to actively travel in Beaconsfield and other communities.

2.5 VicRoads Network Plans

The VicRoads Smart Roads Network Operations Plans define a functional classification for main roads, especially to identify priority routes for public transport, cycle and pedestrian usage.



In planning and development terms, the Plans are useful in determining which road users are considered by the State Road Authority as justifying priority.

The Road Use Hierarchy Map for the municipality of Casey extends into Beaconsfield, and shows that according to VicRoads:

- Princes Highway through Beaconsfield is designated as a Traffic Route;
- Princes Highway between Beaconsfield-Emerald Road and Lyle Avenue, is designated as a Pedestrian Priority Route;
- Princes Highway through Beaconsfield is designated as a Bicycle Priority Route;
- Princes Highway west of Beaconsfield-Emerald Road is designated as a Bus Priority Route.



Figure 2.2 Cardinia Walk 2 School Map for Beaconsfield



www.cardinia.vic.gov.au



3 Characteristics of Beaconsfield:

3.1 Demographic Profile and Forecast Population Growth

The Australian Bureau of Statistics (ABS) collects census data every five years. Recent Census results and the forecasts that are extrapolated from them reveal that¹:

- the population in Beaconsfield is growing, but it will begin to slow its growth beyond 2021.
- Beaconsfield will become home to 900 extra people in 500 extra dwellings by 2036.
- Like the rest of Melbourne, the population in Beaconsfield is aging.
- The population in 2011 was 4,101 people, increasing from 2006 by +427 people. The population is forecast to grow to 5,023 by 2036 (+922).
- The rate of population growth per year is forecast to reach its apex between 2011 and 2021, after which growth will decline toward 2036.
- The number of dwellings in 2011 was 1,394, increasing from 2006 by +171 dwellings. The number of dwellings in forecast to grow to 1,904 by 2036 (+510).

3.2 Vehicles and Travel

Car Ownership of Beaconsfield Residents

The 2011 Census results for car ownership statistics are presented in Table 3.1:

Table 3.1 Car Ownership of Beaconsfield Residents

Number of Cars	Beaconsfield Precinct Number of Vehicles	Beaconsfield Precinct %	Greater Melbourne %
No motor vehicle	37	2.8	3.6
1 motor vehicle	299	22.5	22.4
2 motor vehicles	622	46.9	50.3
3+ motor vehicles	317	23.9	18.8
Not stated	52	3.9	4.9
Total	1,328	100	100

Source: Profile ID

Travel Patterns of the Study Area

For the Study Area, the two key areas of interest are:

1. Where do residents of the Investigation Area work and by what mode do they travel?
2. Where do Investigation Area employees arrive from and by what mode do they travel?

Each of these components of the journey to work question is discussed below:

¹ This data was collected in 2016 from the census that may differ slightly to the Beaconsfield Plan area shown in the Background Beaconsfield Structure Plan



Journey to Work

Most residents of Cardinia work outside of the Shire, as shown in Table 3.2.

Table 3.2 Employment Locations of Cardinia Residents - Top Destinations (2011)

Where do Residents Work?	% of Residents (Number of Residents)
Within Cardinia	31%
Outside Cardinia Shire	69%
Includes destinations:	
Casey	14%
Greater Dandenong	11%
Monash	5%
Knox	4%

Source: Australian Bureau of Statistics, Census 2011

As shown in Table 3.3, of the 31% of residents above that are identified as working in Cardinia, the majority of 65% of these people also live in Cardinia.

Table 3.3 Employment Locations of Cardinia Residents - Top Origins (2011)

Where do Employees Arrive From?	% of Employees (Number of Employees)
Within Cardinia	65%
Casey	15%
Baw Baw	5%
Yarra Ranges	3%
Frankston	1%

Source: Australian Bureau of Statistics, Census 2011

Mode of Travel

The mode of travel statistics for residents of Beaconsfield traveling to their place of work is presented in Table 3.4:

Table 3.4 Method of Travel to Work of Beaconsfield Residents

Main Method of Travel	Beaconsfield Precinct Number	Beaconsfield Precinct %	Greater Melbourne %
Car - as driver	1,519	71.3	60.6
Car - as passenger	111	5.2	4.3
Train	120	5.6	10.0
Walked only	37	1.7	2.9
Truck	28	1.3	0.7
Bicycle	7	0.3	1.3
Motorbike	5	0.2	0.4
Bus	0	0.0	1.5
Taxi	0	0.0	0.2
Tram	0	0.0	2.3
Worked at home	69	3.2	3.7
Did not get to work	208	9.7	9.4
Other	9	0.4	1.0
Not stated	19	0.9	1.6
Total employed persons aged 15+	2,131	100	100

Source: Profile ID



The mode of travel statistics for employees arriving to Beaconsfield is presented in Table 3.4:

Table 3.5 Method of Travel to Work of Employees to Beaconsfield

Main Method of Travel	% of Employees (Number of Employees)
Car - as driver	66%
Car - as passenger	5%
Train	0.6%
Walked only	3.2%
Truck	1.4%
Bicycle	0.2%
Motorbike	0.3%
Bus	0.4%
Taxi	0.1%
Worked at home	10.2%
Did not got to work	10.5%
Other	0.4%
Not stated	1.1%
Total employed persons aged 15+	100%

Source: Australian Bureau of Statistics, Census 2011

What Does the Demographic Analysis tell us?

The statistics summarised above reveal that:

- There are fewer households in Beaconsfield without a motor vehicle than the metropolitan average.
- There are more households in Beaconsfield with 3+ motor vehicles than the metropolitan average.
- The dominant method of driving to/from work in Beaconsfield is Car Driver at 71.3%, which is higher than the metropolitan average (of 60.6%).
- As a result, there are far fewer journey to work trips using non-private vehicle travel modes in Beaconsfield than the metropolitan average: 7.8% vs 18.6%.
- The total mode share for public transport is 5.6%, and wholly represents train travel. This is less than the metropolitan average of 10% train mode to work.
- Whilst the mode share of train, bus, and bicycle journey to work travel in Beaconsfield is lower than the metropolitan average, the mode share for Walked Only is comparative: 1.7% vs 2.9%
- Notably, no residents of Beaconsfield travel to their workplace destination by bus. For the Cardinia Shire overall, 0.4% of residents travel to work by bus, which is lower than the metropolitan average of 1.5%.
- In relation to train travel, the commonly accepted walking distance for railway commuters to walk to the station in metropolitan areas is 800 metres.
- Most residents of Cardinia travel outside the Shire to work (69%). The balance travel to various Victorian destinations, with most going to Casey and Greater Dandenong.
- Most employees of Cardinia also reside in Cardinia (65% of all employees).



3.3 Public Transport Infrastructure and Services

Beaconsfield is serviced via the Pakenham Railway Line and a range of Bus Services. Details of public transport services are shown graphically in Figure 3.1 and summarised in Table 3.6.

Bus

Bus services generally provide connections to/from nearby activity precincts, including Berwick and Fountain Gate.

A summary of the metropolitan bus routes that provide services in and around Beaconsfield are shown in Table 3.6.

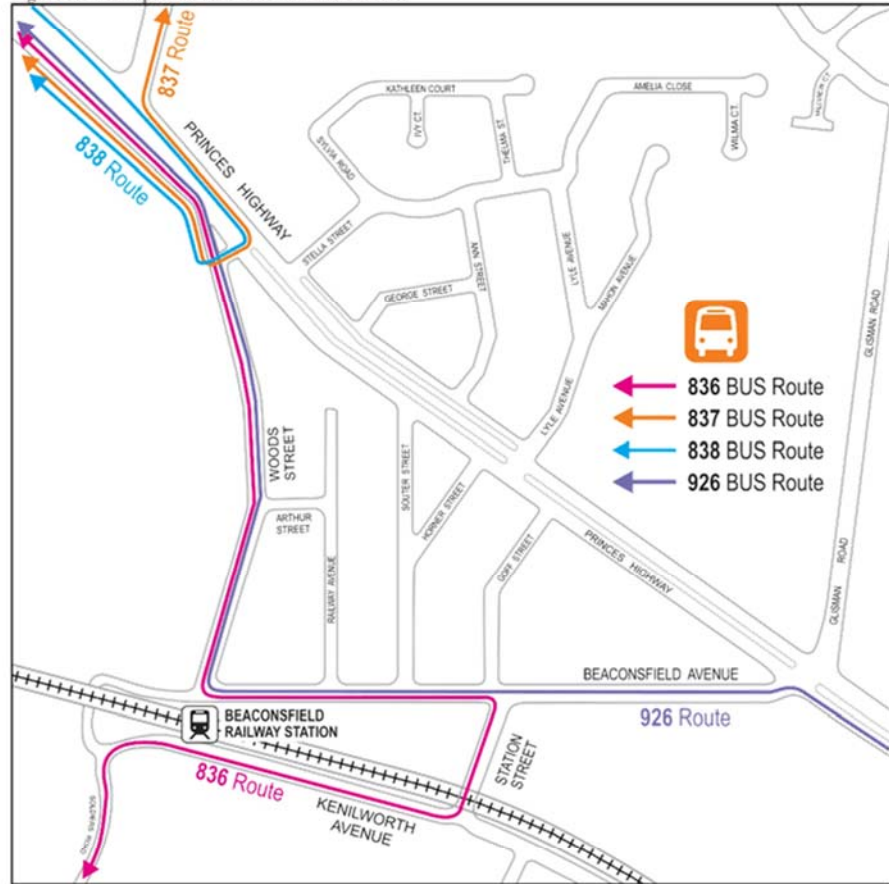
Table 3.6: Bus Services Summary

Route		Approx Operating Times	Services per hour (Weekday)
Bus Route 836	Berwick Station to Eden Rise Shopping Centre via Bridgewater Estate	To Berwick Station 6:00am to 9:45pm M-F 8:04am to 9:15pm Sat 8:44am to 9:15pm Sun	1 service
		To Eden Rise Shopping Centre 6:42am to 9:42pm M-F 8:14am to 9:19pm Sat 9:25am to 9:19pm Sun	
Bus Route 837	Berwick Station to Beaconsfield East via Brisbane Street and Beaconsfield Plaza Shopping Centre	5:37am to 8:31pm M-F 7:09am to 8:36pm Sat 9:09am to 8:36pm Sun	1 service
Bus Route 838	Emerald to Fountain Gate via Beaconsfield and Berwick	To Fountain Gate Shopping Centre 7:09am, 11:01am and 1:01pm M-F	N/A
		To Emerald Village 12:34pm, 2:37pm and 4:41pm M-F	
Bus Route 926	Pakenham Station to Fountain gate Shopping Centre via Lakeside and Beaconsfield	To Fountain Gate Shopping Centre 6:20am to 9:32pm M-F 7:38am to 9:16pm Sat 8:58am to 9:16pm Sun	1 service
		To Pakenham Railway Station 6:58am to 10:09pm M-F 8:08am to 9:41pm Sat 9:41am to 9:41pm Sun	

Public Transport Victoria are encouraged to complete a supply and demand analysis of the existing bus services to determine whether the services align to current and future travel demands. Smarter route planning and consistent service standards are supported to improve the network offering, and provide a mode of travel that customers choose to use over vehicle usage.



Figure 3.1 Metropolitan Rail Line and Bus Services



Rail

Travel from the Beaconsfield train station takes approximately one hour to reach the Melbourne CBD.

- Beaconsfield Railway Station is on the Pakenham Line. Services operate approximately every 7-10 minutes during peak periods and approximately every 20 minutes during off peak periods. Services to the City operate during the following times:
 - 4:24am to 2:18am Monday to Friday;
 - 3:18am to 2:18am Saturday; and
 - 3:18am to 10:57pm Sunday
- Upstream are stations at Officer, Cardinia Road and the terminus at Pakenham, which is also a Premium Station.
- Downstream is Berwick Station and then Narre Warren, both Premium Stations.



4 Growth Forecasting:

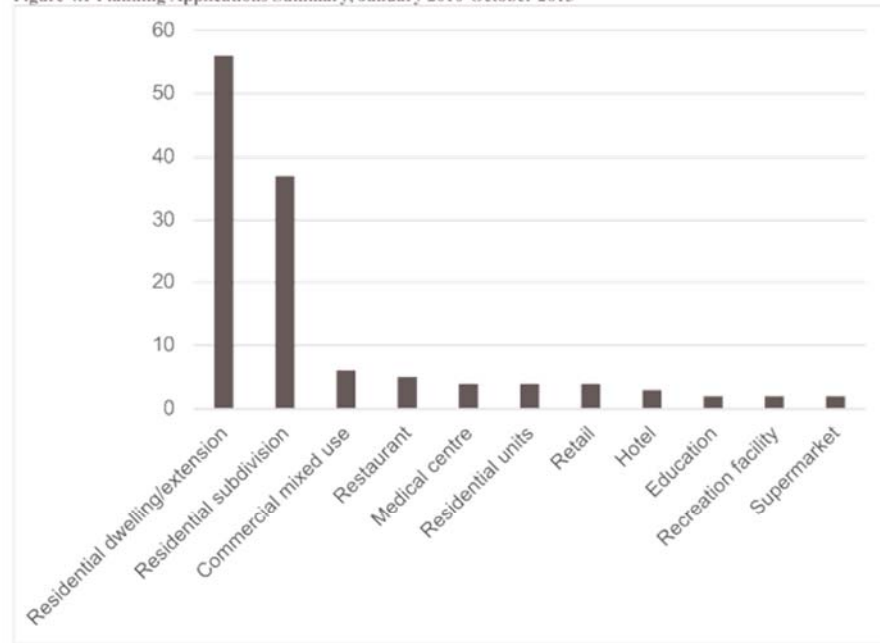
4.1 Development Applications Trends

To understand the type and scale of development that has recently been undertaken within and around Beaconsfield, a review of recent planning applications has been carried out for the Beaconsfield suburb for the period January 2010 to October 2015.

The analysis shows that of the 160 applications that were made to Council in that time period, 134 were for new or redevelopment of the land/use, with the remaining 24 being for lower level amendments to signage, hours of operation and the like.

The breakdown of new and redevelopment applications into land use classifications is presented below in Figure 4.1

Figure 4.1 Planning Applications Summary, January 2010-October 2015



To better understand how the above applications have been processed and proceeded through the planning phase, a more detailed analysis of a range of commercial applications has been undertaken, as set out in Table 4.1



Table 4.1 Planning Applications Summary, 2010-2015

Site Address (Year of Application)	Development Summary	Size	Statutory Requirement	Parking Rate Provided/Sought	Waiver Sought	Final Jurisdiction
Lot H, Beaconsfield-Emerald Road (2010)	The use and development of the land for the purpose of seven (7) Retail premises and two (2) Offices generally in accordance with the approved plans.	Office - 345 sqm Retail - 1046 sqm	Office - 3.5 spaces per 100 sqm Retail - 4.0 spaces per 100 sqm	65 spaces total	3 spaces	Approved Information not available
7/52-62 Old Princes Highway (2011)	Reduction in car parking associated with a restaurant and illuminated advertising signage	25 patrons prior to 6:00pm Mon-Sat 68 patrons at all other times	Restaurant - 0.6 spaces per patron	10 allocated spaces plus 62 shared spaces Adopted rate of 0.4 spaces per patron (peak) = 27 spaces	17 spaces	VCAT
37 Woods Street (2011)	Alterations and extensions to an existing building for two (2) shops; development of a two (2) storey office building; advertising signage and reduction in car parking; generally in accordance with the approved plan/s.	PROPOSED Retail/Shop 1 = 94 sqm Retail/Shop 2 = 93 sqm Office 1 = 163 sqm Office 2 = 166 sqm ADDITIONAL Shop = 51 sqm Office = 329 sqm	Office - 3.5 spaces per 100 sqm Shop - 8 spaces per 100 sqm	14 spaces to be provided at the following rates: Office - 3.5 spaces per 100 sqm Shop - 4.0 spaces per 100 sqm	0 spaces	Delegate
1/68-70 Old Princes Highway (2011)	Amended permit application for an increase in patrons from 50 to 99 persons and reduction in car parking	35 patrons prior to 6:00pm Mon-Sat 99 patrons at all other times (increase of 49 patrons)	Restaurant - 0.6 spaces per patron	68 shared spaces Adopted rate of 0.4 spaces per patron (peak) = 40 spaces	?	VCAT
63 Wallace Street (2012)	Use and development of the land for the purpose of a medical centre; installation of business identification signage and associated car parking	3 practitioners and a maximum of 5 staff on-site at any given time.	Medical Centre - 5 spaces to the first person providing health services plus 3 spaces to every other person providing health services	15 spaces to be provided	+4 spaces	Information not available
2/68-70 Old Princes Highway (2012)	Reduction in car parking associated with a dental clinic.	2 practitioners	Medical Centre - 5 spaces to the first person providing health services plus 3 spaces to every other person providing health services	7 spaces to be provided	1 space	Delegate
53 Old Princes Highway (2013)	Buildings and works in association with an	1566 sqm Supermarket (Aldi)	Supermarket - 5 spaces to each 100 sqm of leasable floor area	96 spaces provided at a rate of 6.1 spaces per 100 sqm of leasable floor area.	+18	Delegate



Site Address (Year of Application)	Development Summary	Size	Statutory Requirement	Parking Rate Provided/Sought	Waiver Sought	Final Jurisdiction
	extension to an existing supermarket					Approved
14 Woods Street (2013)	Development of the land for additions to an existing building (vet clinic) and a reduction in car parking	2 practitioners	Veterinary Centre - 5 spaces to the first person providing animal health services plus 3 spaces to every other person providing animal health services	6 spaces to be provided	2 spaces	Delegate
20 Woods Street (2014)	Buildings and works associated with an office and associated car parking		Office - 3.5 spaces per 100 sqm	4 spaces to be provided inclusive of an accessible space	0 spaces	Delegate
23-25 Woods Street (2015)	Development of land for the purpose of shops and offices associated car parking and reduction loading and unloading requirements	Shop 1 = 41 sqm Shop 2 = 41 sqm Office 1 = 41 sqm Office 2 = 41 sqm	Office - 3.5 spaces per 100 sqm Shop - 8 spaces per 100 sqm	Total of 21 spaces provided - additional 6 spaces @ the following rates: Office - 3.5 spaces per 100 sqm Shop - 4.0 spaces per 100 sqm	0 spaces	Council
67-71 Woods Street (2015)	Use of the land for a medical centre (natural medicine) and associated advertising signage.	1 practitioner	Medical Centre - 5 spaces to the first person providing health services plus 3 spaces to every other person providing health services	5 spaces to be provided	0 spaces	Delegate
20 Old Princes Highway (2015)	Development of the land to replace existing building (supermarket) with two (2) lower storey shops and two (2) first floor offices and associated car parking	Shop 1 = 129.42 sqm Shop 2 = 138.8 sqm Office 1 = 102 sqm Office 2 = 136.36 sqm	Office - 3.5 spaces per 100 sqm Shop - 8 spaces per 100 sqm	Provide a total of 49 spaces in a reconfigured shared parking area Adopted rates of: Office - 3.5 spaces per 100 sqm Shop - 4.0 spaces per 100 sqm	+2 spaces	Council



An analysis of the above-listed planning applications reveals that:

- Overall, applicants in Beaconsfield seek to provide car parking at rates that are consistent with the requirements of the Cardinia Planning Scheme. This is seen as a reflection of the relatively generous land sizes available for the provision of car parking in the precinct (in comparison to inner metropolitan precincts).
- In some instances, waivers of the Planning Scheme car parking requirements have been sought and permitted (by Council or VCAT), where sharing of existing available car parking has been demonstrated by the applicant and meets a car parking demand assessment.

4.2 Strategic Land Use Planning

As summarised in Section 2.3, growth in and around Beaconsfield is forecast to be relatively modest. The residential subdivision potential of the area's former farming/grazing land is fully realised, except smaller pockets (e.g. around Glismann Road and Desmond Court). Moves toward higher density residential development is likely to take the form of town houses, but at a limited scale.

Retail/commercial growth is also forecast to be modest, with Beaconsfield remaining a neighbourhood centre. Large former industrial/trade or remnant precincts have been identified for redevelopment including Woodland Grove, Beaconsfield Point, Commercial Triangle and Princes Highway Gateway Precinct. (refer to Figure 2.1). The scale and intensity of these redevelopment sites is low to medium in scale.

Importantly, growth/change in Beaconsfield is unlikely to demonstrate:

- Rapid rates of redevelopment or land use change (as further supported by the planning application trends presented above).
- Significant increases to commercial floor areas.
- Residential/commercial development that does not provide commensurate on-site car parking provision to match development; the large size of the major development sites will likely result in on-site car parking at acceptable, or close to acceptable levels.



5 Existing Car Parking Conditions:

5.1 Methodology

Survey Coverage Area

Car parking data was collected for the Study Area as shown in Figure 1.1, plus the area surrounding the Beaconsfield Neighbourhood Centre on O'Neil Road. The combined Study Area and O'Neil Road precinct are referred to in this document as the Study Area/Survey Coverage Area.

The area of most interest in relation to activity centre car parking is the Central Commercial Area, as defined in Figure 1.1 of the Study Area/Survey Coverage Area. This Central Commercial Area will be the subject of particular focus in the assessment of the car parking supply and demand situation in Beaconsfield.

Car Parking Inventory

Ratio Consultants commissioned a detailed car parking inventory to be conducted across the Survey Coverage Area to determine current levels of supply by time-of-day restriction. In addition to car parking, provision for the following user groups was also recorded:

- Accessible car parking (for people with a disability)
- On-street loading zones
- Taxi zones
- Public bicycle parking (i.e. bike loops)
- Parents with Prams parking
- Motorcycle parking

In measuring the supply of car parking, spaces that are not line marked (either off-street in informal car parking areas or on-street) have been counted using approximations of vehicle dimensions.

The tabulated results of the inventory are presented in Appendix D.

Car Parking Occupancy

To measure current levels of car parking occupancy within the Survey Coverage Area, Ratio Consultants commissioned car parking occupancy surveys over two days in October 2015, where occupancy of individual spaces was recorded every hour. Occupancy of the public bicycle parking was not recorded during the two-day parking survey, with observations made during Consultant inspection periods.

The results of each of the car parking occupancy surveys are combined with the supply inventory in Appendix D.

Survey Dates

The survey days were:

- Thursday 22 October 2015
 - 7:00am - 10:00pm
- Saturday 24 October 2015
 - 7:00am - 10:00pm

The selected survey sample of one weekday and one busy weekend day is consistent with traffic engineering practice for car parking data collection. Car parking research confirms that car parking patterns in a given area remain relatively uniform, subject to regular conditions



prevailing. The two days of surveys were undertaken during the standard school terms, during months that are considered typical in terms of annual activity levels. From a data sampling perspective, the surveys are considered suitable for evaluation and design purposes.

Publicly Available Car Parking

The total amount of car parking that has been recorded in the parking surveys is referred to in this document as All Surveyed Parking.

Within the areas surveyed, some areas are not available (or not supposed to be available) to the general public such as the *Woolworths Staff Car Park*, private car parks (e.g. the *Central Hotel car park*) or the parking that is designated for special users such as Loading Zones and Bus Zones. Car parking that is available to the general public is referred to in this document as Publicly Available Parking, and represents car parking that is available for public short term or longer term durations, subject to signage. The analysis of the car parking supply and demand situation set out below is based on Publicly Available Parking.

Car Parking Supply by Duration

To reflect the relative car parking requirements of staff vs visitors in Beaconsfield, the car parking supply and occupancy has variously been separated into High Turnover, Short Term and Long Term car parking.

High turnover car parking includes car parking that is 30 minutes or less in duration. This includes all ¼P and ½P zones.

Short Term parking has been defined as any time restricted parking which is equal to or less than 3P (i.e. ≤ 3P). This includes all 1P 2P and 3P zones.

On the other hand, Long Term parking comprises all time limits exceeding 3P, including unrestricted or 'All Day (P)' parking plus 4P time restricted parking.

5.2 Parking Supply and Restrictions

Overview of the Car Parking Supply

A total supply of 2,873 car parking spaces was recorded in the Study Area /Survey Coverage Area (as shown in Figure 1.1) within:

- Council owned off-street car parks (i.e. the Community Centre).
- Privately owned and publicly accessible car parking (e.g. *Woolworths, Aldi, etc. car parks*).
- Vic Track owned car parking at the Beaconsfield Railway Station.
- Selected privately owned customer/staff car parks, subject to accessibility. Kerbside on-street car parking.

Within the Central Commercial Area of Beaconsfield and Secondary Commercial Area as shown in Figure 1.1, a supply of 1,245 mainly publicly available car parking spaces was recorded². More detailed discussion on this centrally located car parking is presented under Section 5.3, Car Parking Occupancies.

² As mentioned in other parts of this document, car parking signage variously seeks to limit usage of private car parking spaces. The calculated supply of Publicly Available car parking spaces is based on a site-by-site judgement of its availability for general use.



The 2873 represents all car parking that was surveyed in the Study Area/Survey Coverage Area, while in each individual zone the bus zones and smaller private parking areas for private staff use (An example is in Zone 2, areas denoted by S, T, V, X in the Appendix maps) were excluded. This accounts for a 212 car parking space difference

Overview of Car Parking Restrictions

All on-street car parking is under the care and management of Council, including that car parking along roads that are otherwise managed by VicRoads, i.e. Princes Highway. The on-street spaces are either signed with a time-limit or user restriction, or unsigned denoting unrestricted parking. Current on-street car parking restrictions in Beaconsfield are shown as Figure 5.1.

Within the off-street car parking areas of the Survey Coverage Area, most are located on privately owned land. Only the Community Centre and Reserve car parks on O'Neil Road is Council owned. Car parking controls in the privately owned car parking areas vary, with owners/operators having the ability to install signage at their own discretion. Some car parks are signed with Australian Standard³ green text on white background signage blades to specify time limit restrictions, while others include non-standard signs designating 'customer only' parking and the like. The signs that do not meet the Australian Standard are not enforceable (refer detailed discussion under Section 6.5).

Permit Parking Schemes

Permit parking schemes are administered by Councils to allow residents, their visitors and business operators to park for longer time periods in otherwise time-restricted car parking areas.

There is no Council-run trader car parking scheme in Beaconsfield, but there are some areas designated by private land owners specifically for staff parking, such as the *Woolworths Staff Only* car park.

There is no resident permit parking scheme in Beaconsfield and Council is not prepared to introduce a permit parking scheme at present

³ Australian Standard (AS 1724.11-99 Manual of Uniform Control Devices, Part 11 Parking Controls



5.3 Car Parking Occupancies

Overview

As mentioned in Section 5.1 (Survey Coverage Area), the area of most interest in relation to activity centre-related car parking demand is the Central Commercial Area. Accordingly, the peak period car parking occupancies for the publicly available car parking areas within the Central Commercial Area were found to be:

- Thursday at 12:00noon when 614 out of 867 car parking spaces were occupied, which represents 71% of the measured supply, resulting in 29% of car parking spaces being available.
- Saturday between 11:00am and 1:00pm when 542 out of 869 car parking spaces were occupied, which represents 62% of the measured supply, resulting in 38% of car parking spaces being available

Car parking demands in the Secondary Commercial Area were lower overall with peak occupancies around 35% of the measured supply throughout the business day (9am-4pm) on Thursday, and less than 20% of the measured supply on Saturday Zone-by-Zone Assessment

For more detailed car parking assessment purposes, the Study Area/ Survey Coverage Area has been divided into six (6) discrete zones, representing sub-precincts within Beaconsfield that exhibit distinct characteristics based on geography, land use and car parking. The individual zones are:

1. Supermarket Hub
2. Wood Street North
3. Commercial Triangle/St Francis Xavier College
4. Railway Station
5. Beaconsfield Primary School
6. Community Neighbourhood Centre

A detailed assessment of each zone is presented in the sections below. For each zone, the occupancies recorded within individual car parking areas at the peak occupancy time on Thursday and Saturday are presented in map format, and are colour coded according to occupancy level. For ease of interpretation, car parking occupancy is rated as follows:

<i>Very Low (dark green)</i>	<i>≤49% occupied spaces</i>
<i>Low (light green)</i>	<i>50 - 64% occupied spaces</i>
<i>Moderate (yellow)</i>	<i>65 - 74% occupied spaces</i>
<i>High (pink)</i>	<i>75 - 89% occupied spaces</i>
<i>Very High (red)</i>	<i>≥90% occupied spaces</i>

Charted profiles of time-of-day car parking are also included for key areas of interest.



Zone 1 - Supermarket Hub

Figure 5.2 Survey Zone 1



Table 5.1 Car Parking Supply in the Supermarket Hub

Type of Parking	Number of Spaces
On-street car parking	0
Off-street car parking	576
All surveyed car parking	576
Publicly available car parking	410
Short stay parking (≤30Min)	3
Accessible (disabled) parking	13
Parents with Pram parking	0
On-street Loading zone	0
Taxi zone	0
Public bicycle parking	5



Containing Beaconsfield's two supermarkets, Zone 1 is recognised as the most crucial zone in terms of land use activities and car parking. Specifically, poor access and circulation in the Zone 1 off-street car parking areas is identified as being the single biggest parking-related problem in Beaconsfield.

Car parking in the Supermarket Hub is entirely off-street. A range of car parking signs indicate time limits including P15mins, 1P and 2P. It includes a "Woolworths staff only" car parking area and car parking for the Hotel. With the exception of the *Woolworths Staff Only* car park, there is little formal separation of car parking for short term and long term users. We are advised by Council that there is little or no enforcement of the posted time limit restrictions and from anecdotal information, traders/staff park in the car park all day.

Parking demand on the Thursday peaked at around 12noon, at which time up to 77% of Publically Available Spaces were occupied. High demand was recorded in the spaces at the Beaconsfield Emerald Road end (around the *Salvation Army* shop). Evening demands were generally low.

Parking demand on the Saturday also peaked at 12noon, at which time 79% of Publically Available Spaces were occupied. High demands were recorded across more of the car park, including around the two supermarkets. The profile of parking demand on Saturday was similar to Thursday, with the noon peak slightly higher overall.

In addition to the car parking demands generally associated with the supermarkets and specialty shops in the Supermarket Hub, localised pockets of demand were recorded around the take-away food shops in the afternoon/evening.

The chart below shows the time-of-day profile of parking demand on the Thursday and Saturday.

Figure 5.3 Zone 1 Car Parking Occupancy Profiles



Figure 5.4 Zone 1 Car Parking Occupancies on Thursday 12 Midday

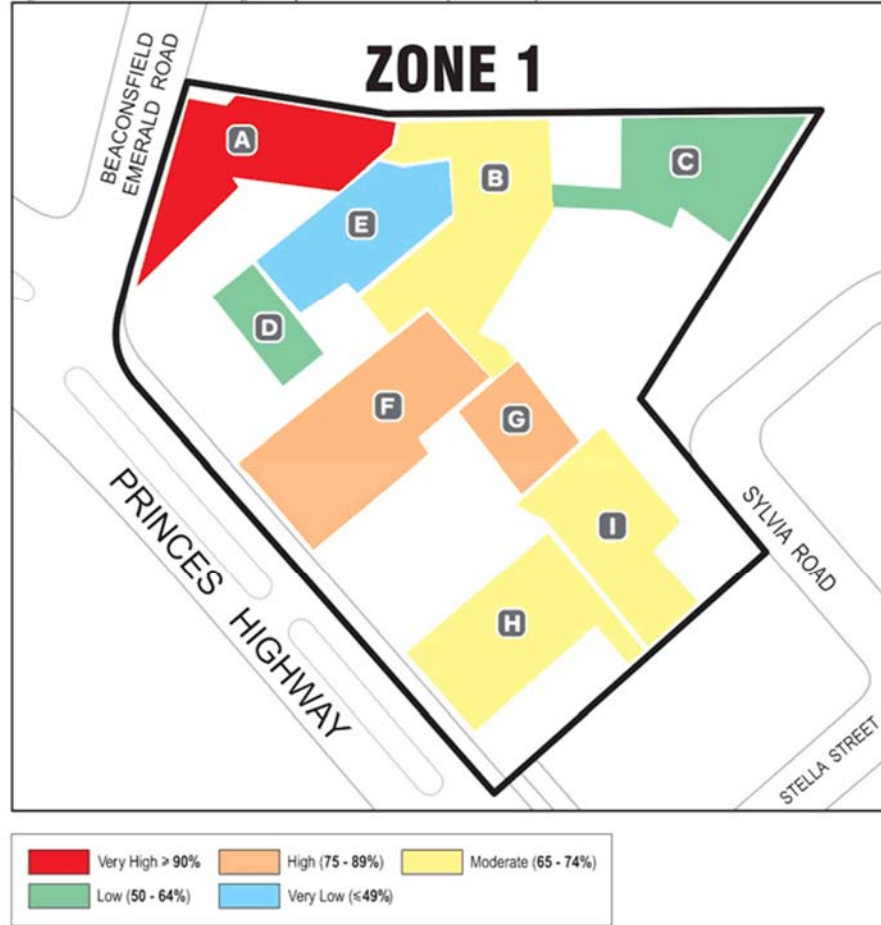
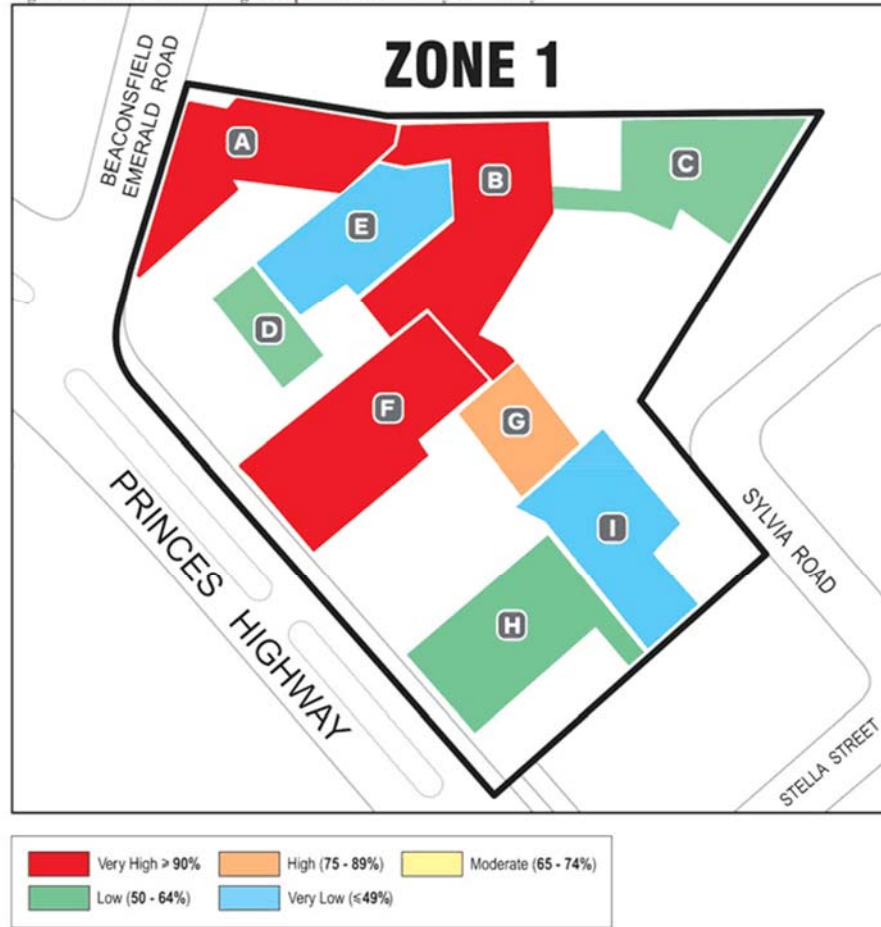


Figure 5.5 Zone 1 Car Parking Occupancies on Saturday 12 Midday



Zone 2 - Wood Street North

Figure 5.6 Survey Zone 2

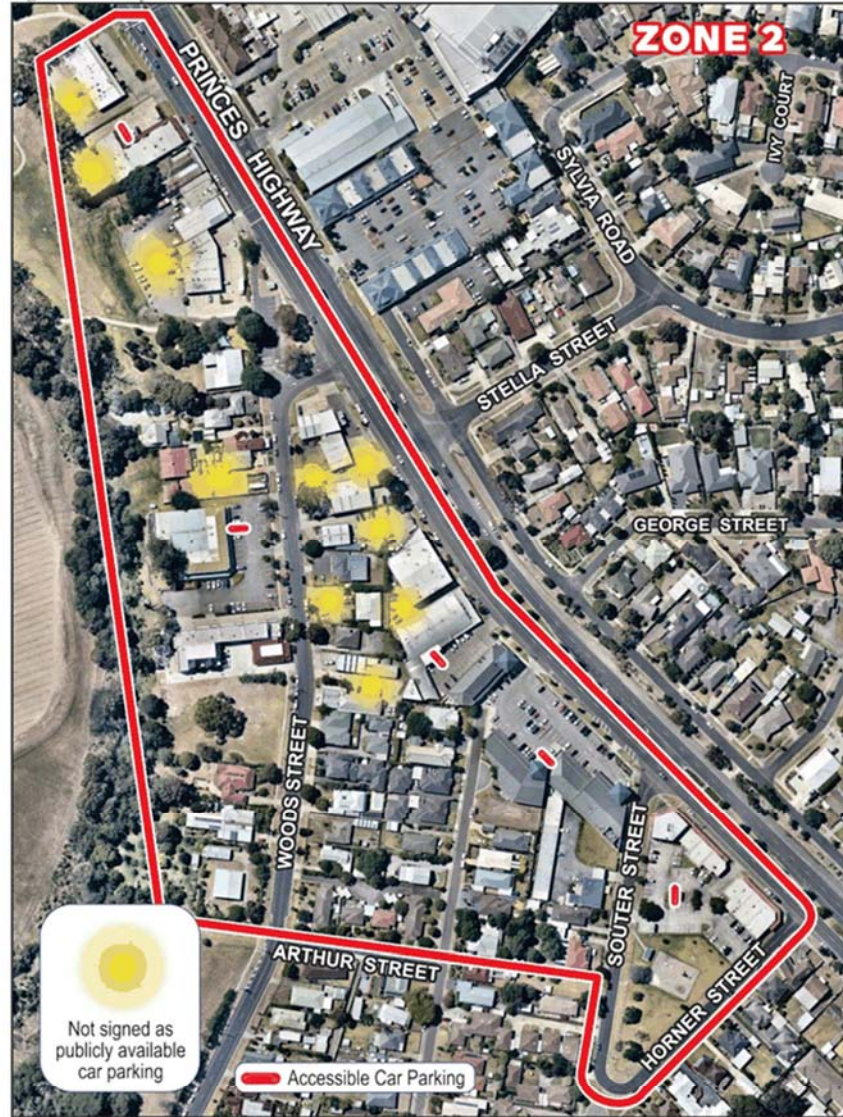


Table 5.2 Car Parking Supply in the Wood Street North zone

Type of Parking	Number of Spaces
On-street car parking	103
Off-street car parking	462
All surveyed car parking	565
Publicly available car parking	459
Short stay parking (≤30Min)	39
Accessible (disabled) parking	5
Parents with Pram parking	0
On-street Loading zone	0
Taxi zone	0
Public bicycle parking	0



The Wood Street north precinct contains a mix of land uses. A range of off-street car parking areas in the Wood Street north zone are supplemented by on-street car parking along the southern carriageway of Princes Highway and along Wood Street. Many of the off-street car parks are publicly accessible (despite signage denoting 'customer' use only), but some are concealed at the rear of buildings or signed for private use only, and not generally intended as part of the public parking pool. Observations indicate that some existing businesses in the zone provide insufficient on-site car parking to meet the long stay car parking needs of their staff. Car parking demands on the Thursday varied, with some localised parking pressure recorded:

- In the off-street car park on the western side of Wood Street (in the hub that includes the gymnasium) in the mid-late morning period;
- Along much of Wood Street during business hours, with observations indicating that the unrestricted supply is used partly for long term (staff) car parking and partly for short term (visitor) car parking;
- In the Beaconsfield Hub car park in the early evening.

The more informal car parking at the rear of the retail hubs along the Princes Highway north-west of Wood Street was underutilised on the whole. The profile of demand on Saturday was similar to the Thursday but lower overall.

The chart below shows the time-of-day profile of parking demand on the Thursday and Saturday.

Figure 5.7 Zone 2 Car Parking Occupancy Profiles



Figure 5.8 Zone 2 Car Parking Occupancies on Thursday 12 Midday



Figure 5.9 Zone 2 Car Parking Occupancies on Saturday 12 Midday



Zone 3 - Commercial Triangle

Figure 5.10 Survey Zone 3



Table 5.3 Parking Supply in the Commercial Triangle

Type of Parking	Number of Spaces
On-street car parking	217
Off-street car parking	159
All surveyed car parking	376
Publicly available car parking	376
Short stay parking (≤30Min)	20
Accessible (disabled) parking	2
Parents with Pram parking	0
On-street Loading zone	0
Taxi zone	0
Public bicycle parking	0

This zone contains, residential dwellings and larger scale commercial land uses along Princes Highway. The triangle includes the large format commercial areas identified in the Structure Plan as the Commercial Triangle Site.

This zone is heavily influenced by St Francis Xavier College (which provides approximately 200 on-site car parking spaces) at the eastern end of Beaconsfield Avenue. It generates parking activity during school drop-off and pick-up times, which is observed to extend along the southern side of Princes Highway as far east as Desmond Court, as shown in Figure 5.18.

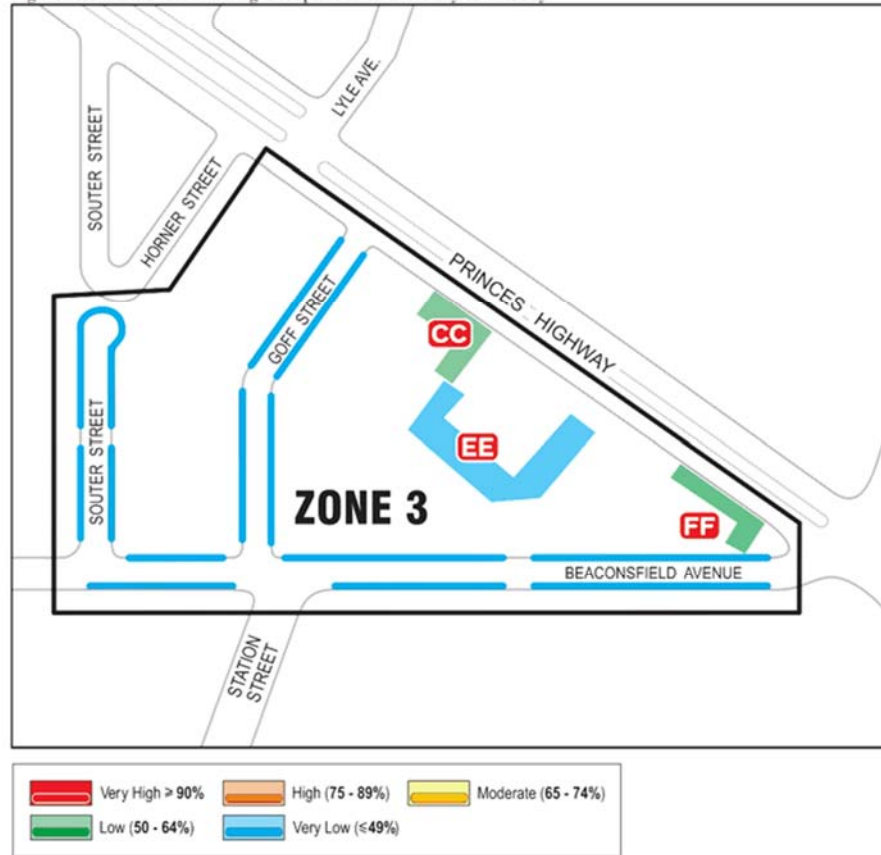
The large commercial sites contain generous car parking provision for the on-site uses, so car parking demands in the off-street car parks are generally within the available supply.



Figure 5.11 Zone 3 Car Parking Occupancies on Thursday 12 Midday



Figure 5.12 Zone 3 Car Parking Occupancies on Saturday 12 Midday



Zone 4 - Railway Station

Figure 5.13 Survey Zone 4



Table 5.4 Parking Supply in the Railway Station zone

Type of Parking	Number of Spaces
On-street car parking	120
Off-street car parking	296
All surveyed car parking	416
Publicly available car parking	n/a
Short stay parking (≤30Min)	3
Accessible (disabled) parking	4
Parents with Pram parking	0
On-street Loading zone	0
Taxi zone	0
Public bicycle parking	0



The Railway Station zone includes formal commuter car parking spaces on the north side of the line, informal commuter parking south of the line (along the Kenilworth Avenue verge), plus on-street car parking including at the southern end of Wood Street and along Beaconsfield Avenue.

Overall demand on Thursday was dominated by commuters, with almost the entire formal train station car park occupied during the daytime. Commuters overspill into Wood Street (where there is unrestricted and 4P parking) and Beaconsfield Avenue, and some into the residential streets such as Railway Avenue and Souter Street. Saturday demands were much lower across the zone. It is estimated based on the on-street car parking occupancies that commuter overspill is in the order of 41 car parking spaces north of the railway line, plus 35 car parking spaces along Kenilworth Avenue south of the railway line, for a total of 76 estimated overspill spaces.

The chart below shows the time-of-day profile of parking demand on the Thursday and Saturday.

Figure 5.14 Zone 4 Car Parking Occupancy Profiles

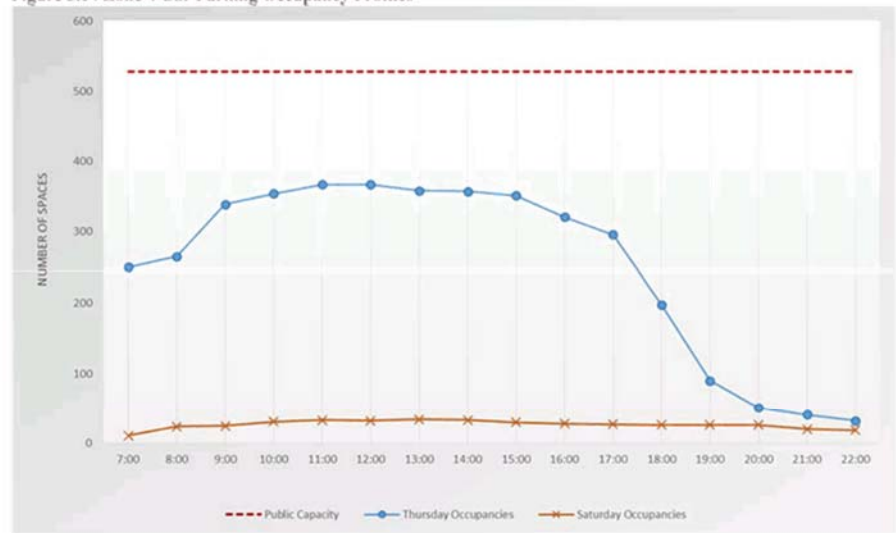


Figure 5.15 Zone 4 Car Parking Occupancies on Thursday 12 Midday

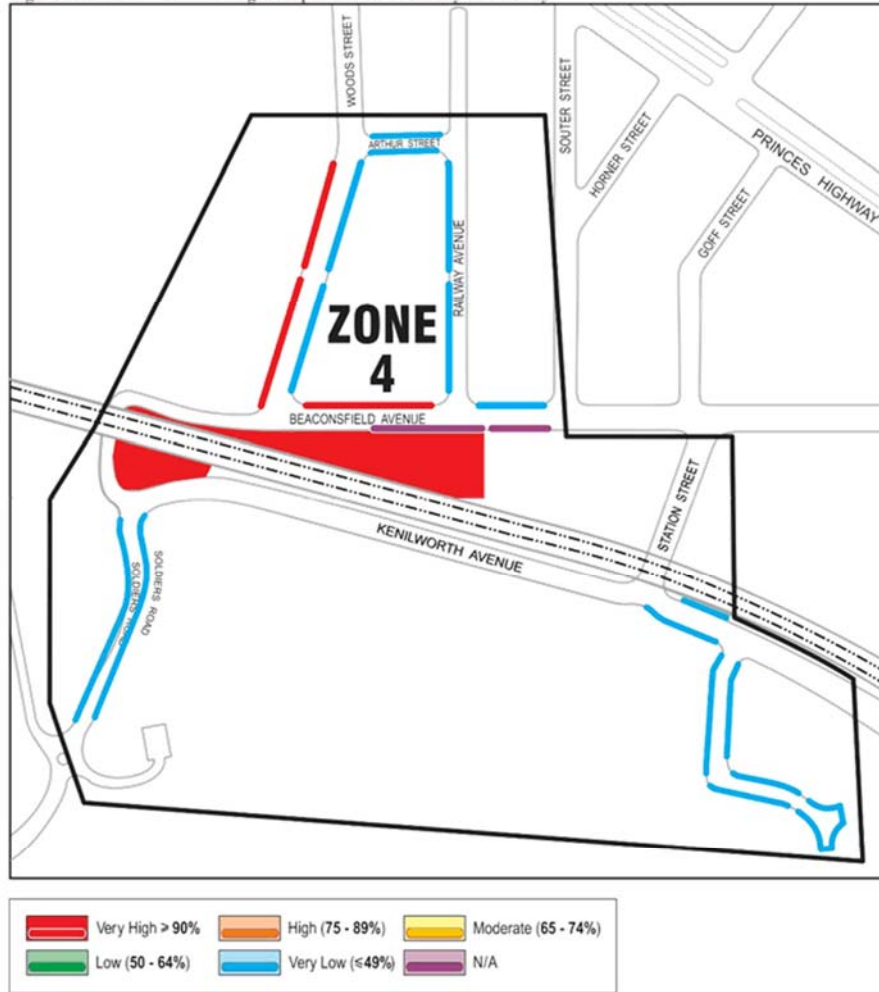


Figure 5.16 Zone 4 Car Parking Occupancies on Saturday 12 Midday



Zone 5 – Beaconsfield Primary School

Figure 5.17 Survey Zone 5

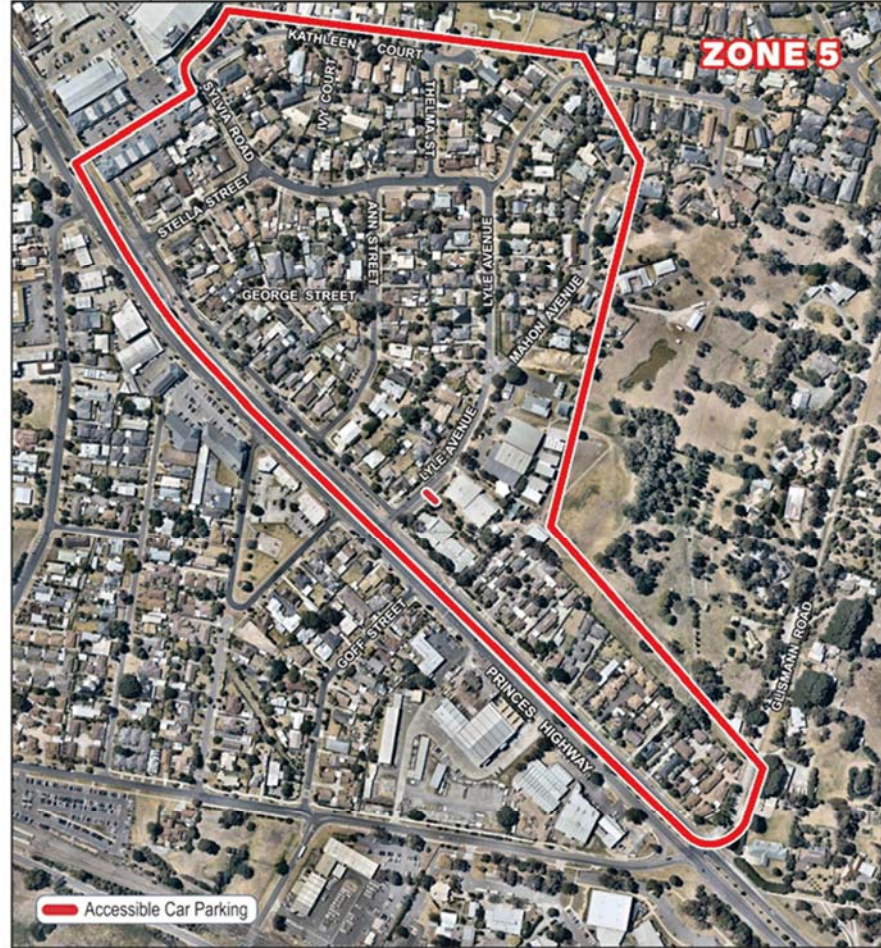


Table 5.5 Parking Supply in the Residential North zone

Type of Parking	Number of Spaces
On-street car parking	502
Off-street car parking	0
All surveyed car parking	502
Publicly available car parking	502
Short stay parking (≤30Min)	7
Accessible (disabled) parking	1
Parents with Pram parking	0
On-street Loading zone	0
Taxi zone	0
Public bicycle parking	0

* the on-site school parking was not recorded

The residential precinct east of the Supermarket Hub also contains the Beaconsfield Primary School (with approximately 450-500 students). The Primary School grounds include secure on-site car parking (approximately 24 spaces) for staff only. All set-down/pick-up car parking occurs on-street.



Parking is generally unrestricted in the residential streets east including along Stella Street, George Street and Ann Street. Lyle Road and the Wallace Avenue service road include restrictions to manage car parking generated by the Beaconsfield Primary School.

Car parking occupancies in the residential streets were recorded to be minimal on both the Thursday and Saturday, indicating that the Supermarket Hub is not overspilling into surrounding residential areas.

Parking demand generated by the Primary School during set-down and pick-up times combines with car parking generated by St Francis Xavier College (on the opposite side of the Princes Highway) to create wide-spread congestion at the eastern end of Beaconsfield. Notably the congestion occurs for short periods of duration, approximately 30 minutes in the morning and the afternoon. Car parking demands across the zone on Saturday were relatively negligible.

The survey data from Thursday and the peak school-period site-observations showed that during peak times, car parking extends to include the following roads (refer **Photo 5.1/Photo 5.2** and Figure 5.18):

- Ann Street, extending to at least George Street, including cars parked half up onto the nature strip;
- Wallace Avenue service road between George Street and Lyle Avenue, including extensive illegal parking on the nature strips;
- Lyle Avenue up to at least Sylvia Road;
- Mahon Avenue, along most of its length;
- the northern side of Princes Highway extending to the east as far as Glismann Road, and including car parking at the southern end of Glismann Road (which is currently unsealed);
- the southern side of Princes Highway extending to the east as far as Desmond Court (this car parking is mainly generated by the private catholic school on Beaconsfield Avenue, but primary school vehicles were also observed to park here).

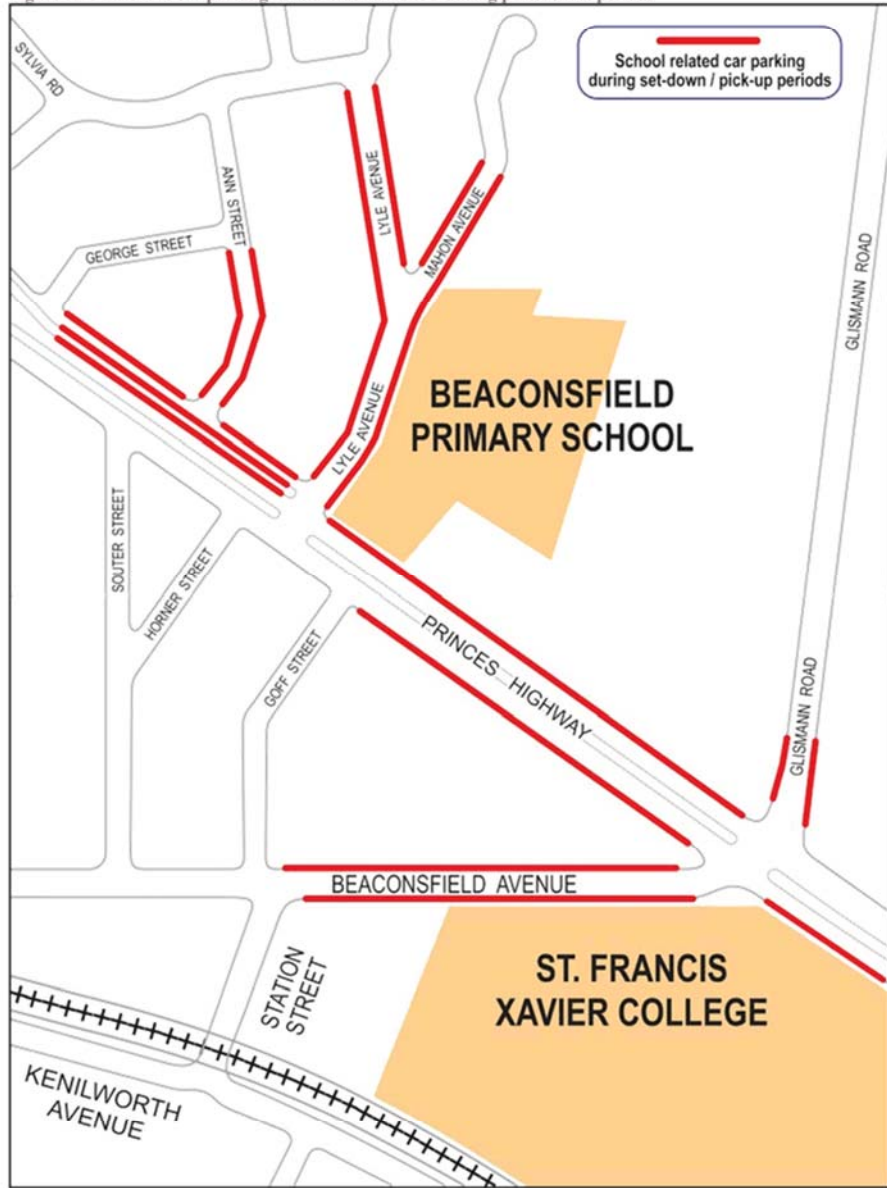
Photo 5.1 Wallace Street at school pick-up time



Photo 5.2 Princes Highway south carriageway at school pick-up time



Figure 5.18 Extent of car parking in and around Zone 5 during peak school periods



Zone 6 - Community Centre

Figure 5.19 Survey Zone 6



Table 5.6 Car Parking Supply in the Community Centre zone

Type of Parking	Number of Spaces
On-street car parking	67
Off-street car parking	199
All surveyed car parking	226
Publicly available car parking	n/a
Short stay parking (≤30Min)	0
Accessible (disabled) parking	3
Parents with Pram parking	0
On-street Loading zone	0
Taxi zone	0
Public bicycle parking	0



The area around O’Neil Road is outside the Beaconsfield Central Commercial Area, but has been included as an extra survey zone to establish if the precinct is experiencing any car parking pressure. The zone includes the Beaconsfield Community Centre with 99 on-site car parking spaces and the O’Neil Road Recreation Reserve with capacity for up to approximately 100 on-site car parking spaces in an unsealed car park.

Car parking demands were modest during both the Thursday and Saturday surveys, but it is acknowledged that demands at each of the Community Centre and Recreation Reserve would experience localised peaks subject to event schedules.

Figure 5.20 Zone 6 Car Parking Occupancies on Thursday 12 Midday

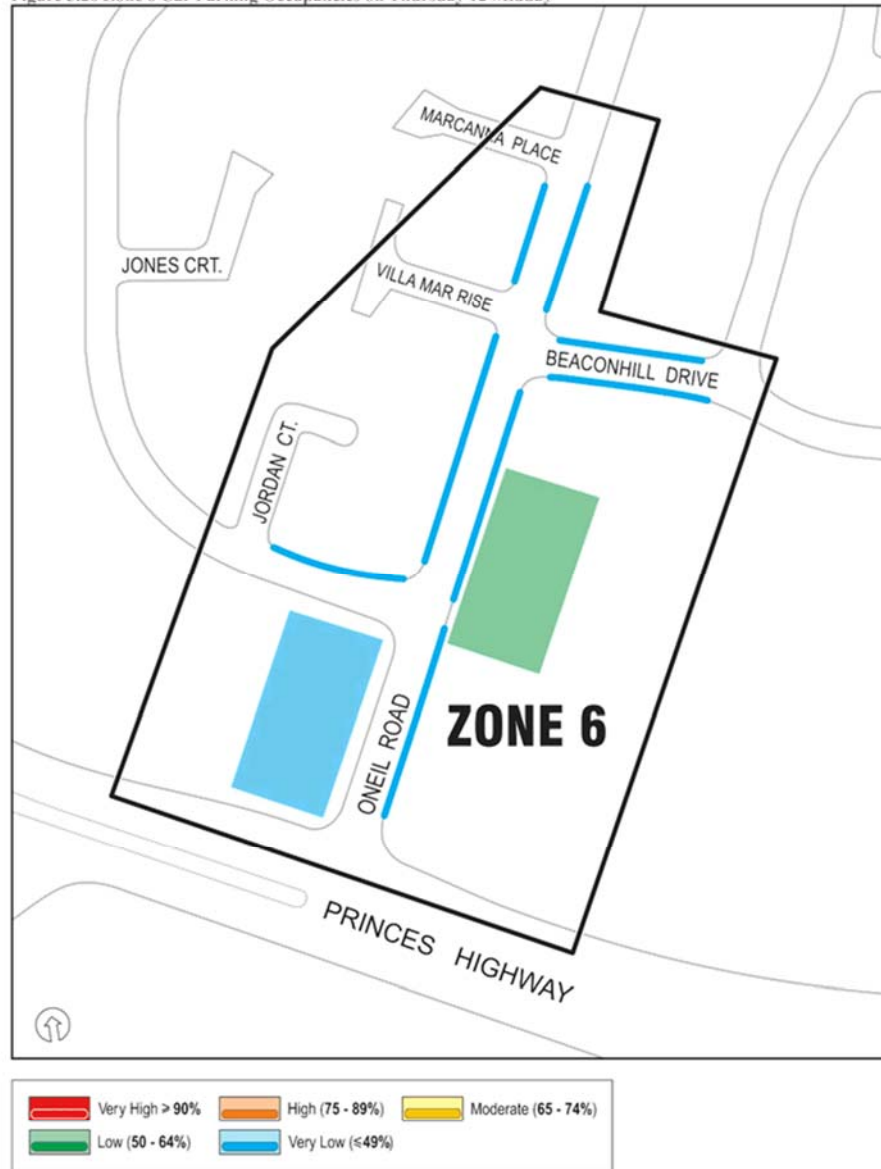
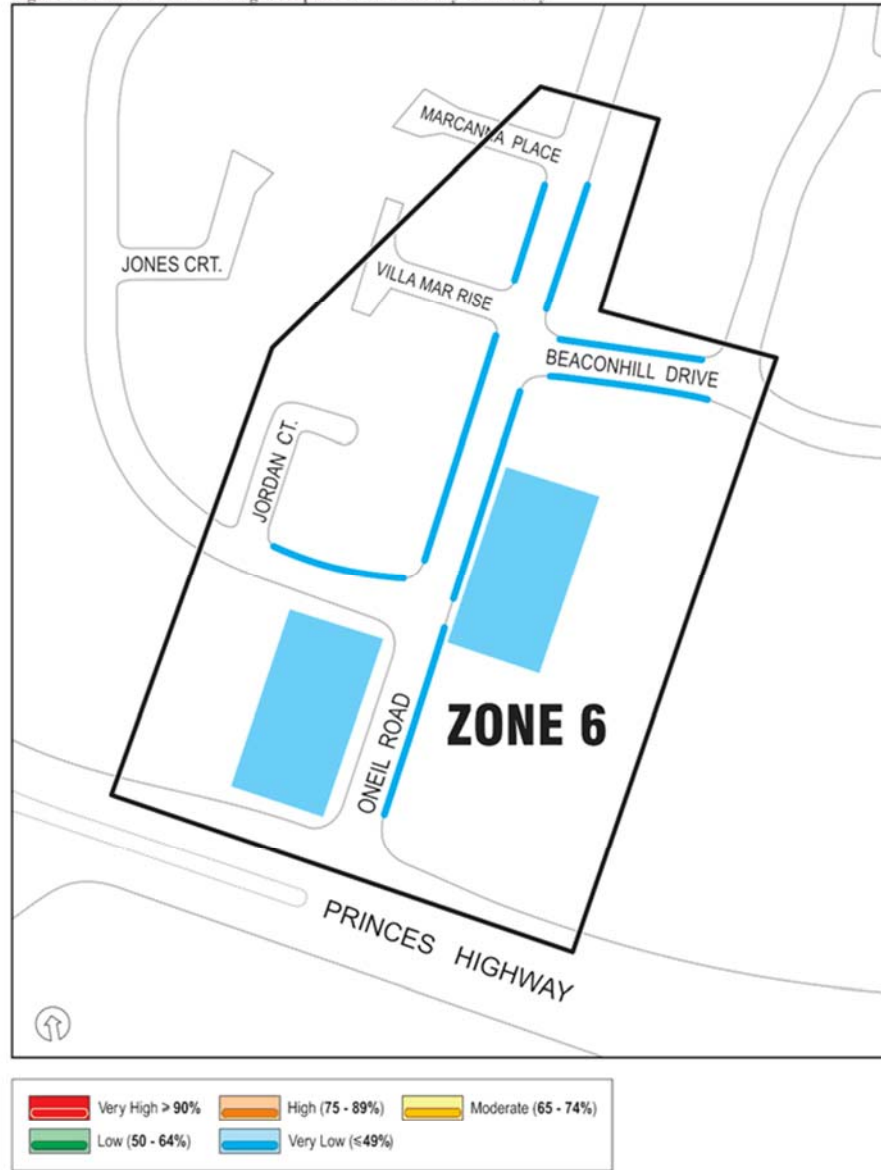


Figure 5.21 Zone 6 Car Parking Occupancies on Saturday 12 Midday



6 Elements of the Parking System:

6.1 Council's Role and Responsibility

The Shire of Cardinia is responsible for the management and maintenance of all 'public' car parking in its municipality. In Beaconsfield, this includes:

- Council owned off-street car parks (i.e. the Community Centre car park on O'Neil Road);
- On-street car parking along Council and VicRoads roads (e.g. along all local roads plus the Princes Highway).

For public parking, Council has full control to manage the supply as it deems appropriate, including:

- time limits
- fees
- enforcement
- maintenance

Council has no control over privately owned parking, which is discussed further below.

6.2 Ownership and Control of Car Parking

One of the defining characteristics of Beaconsfield is its lack of Council-owned off-street car parking. Whilst the on-street car parking spaces are managed by Council, the supply is limited. There are only two key roads in the central commercial area (Princes Highway and Wood Street), and neither contain any angled car parking, which yields more car parking per unit length than parallel car parking.

Because so much of the off-street car parking supply in Beaconsfield is not Council owned, establishing Council's role and potential influence over privately owned car parking is of crucial importance to the centre. The management tools that are available to Council in relation to privately owned car parking are discussed below. The choice of tool to be utilised would be dependent on the specific site conditions and land owner, therefore only the broad options can be offered in this document. The potential application of any of the below-listed options would be subject to legal examination:

- Private Agreements: Usually executed at the bequest of individual land owners, private parking agreements and private enforcement agreements allows Council to help prevent illegal or unauthorised parking on private property or privately owned roads through time limits and enforcement. For example, under the agreement, Council can issue infringement notices to motorists overstaying the signed parking time limits.
- Creation of Easements: An easement is a right to make use of someone's land without occupying it. Easements are often created to enable (vehicular) access to land, but the legislation could be applied to achieve broader car parking management outcomes. Easements are created by the Council and the Developer at the time of land subdivision or by an instrument of transfer on sale.
- Section 173 Agreements: Under Section 173 of the Planning and Environment Act 1987, Council can negotiate an agreement with an owner of land to set out conditions or restrictions on the use or development of the land, or to achieve other planning objectives in relation to the land. Further to the point above, Council could potentially create easement rights over private parking through legal arrangements such as a Section 173 agreement.



6.3 Individual Parking and Shared Parking

Parking demands, like other transport demand patterns, operate on a peak and off-peak schedule depending on related land use. Distinct but complementary patterns, such as "office parking" that is generally empty in the evenings and on weekends and "residential parking" that is generally fuller in the evenings, offer an opportunity for precincts to better satisfy individual needs without increasing supply.

Shared parking is a land use/development strategy that optimises parking capacity by allowing complementary land uses to share spaces, rather than producing separate spaces for separate uses.

In effect, shared parking makes spaces publicly accessible rather than reserved for a particular tenant or property owner. It may be privately owned, constructed and operated, although these car parking spaces are considered as part of Council's car parking precinct plan to assist with the long term transport planning for Beaconsfield.

Examples of time-of-day variations in car parking demand are shown below.

Peak Parking Demand

Weekday Peaks	Evening Peaks	Weekend Peaks
Banks	Auditoriums	Religious institutions
Schools	Bars and dance halls	Parks
Distribution facilities	Residents	Shops
Factories	Meeting halls	
Medical clinics	Restaurants	
Offices	Cinemas	

Much of the off-street car parking supply in Beaconsfield is in a shared parking arrangement, including the Supermarket Hub, the large Wood Street car park (western side) and Beaconsfield Hub on Princes Highway.

Other sites remain in the older style model of single lot car parking provision, such as the commercial properties at the northern end of Wood Street which seek to limit their off-street car parking supply to their own customers. As demonstrated by the zone-by-zone peak car parking occupancies, some car parking areas are being underutilised while others suffer congestion.

It would be beneficial if at least some of the inaccessible car parking could be shared amongst precinct users. In order for this solution to work effectively drivers must be encouraged to use the shared parking with clear signage, parking guidance and notification of the options by the different destinations.

6.4 Free and Pay Parking

In activity precincts with high demands for car parking, pay parking is a way to encourage turnover of spaces, discourage private motor car travel and generate Council revenue.

With negligible public off-street car parking in Beaconsfield, the only option for pay parking that is immediately within Council's control is the on-street car parking supply. The introduction of pay parking into the privately owned car parks in Beaconsfield would be at the discretion of the land owners, but doesn't seem to have been considered necessary or desirable so far.



Overall, there is no specific trigger to be met in the introduction of pay parking, with Council/individual land owners determining the need or desire based on the issues discussed above.

As part of this study, the possibility of introducing pay parking into Beaconsfield has been considered, but found not to be warranted for the following reasons.

- Free and available car parking is perceived as one of Beaconsfield's key assets. The community consultation process has indicated that pay parking would not be supported by the wider community.
- The activity centre is relatively small, and does not have the critical mass necessary to trigger the need for a pay parking scheme. Car parking occupancies across the centre are well under capacity.
- With the off-street car parking supply in private ownership, there is no simple method to introduce a comprehensive pay parking scheme across the township.
- If only the on-street parking supply is converted to pay parking, the result is likely to be transference of users from the fee-paying on-street spaces to the free and generally available (off-street) spaces.

Notwithstanding the recommendation to maintain free car parking across Beaconsfield, the introduction of pay parking may require reconsideration in the future. To assist in future deliberations, some of the key benefits of pay parking are listed here:

- When free parking is available, there is no incentive for travellers to use public transport, which is not free.
- Pay parking schemes make enforcement of time limits easier.
- Revenue for Council/private land owners

6.5 Car Parking Control Signage and User Compliance

The length of time that a vehicle can park in an area and the time period of operation can be set by car parking control signage. The sign posting is regulated by Australian Standard (AS 1724.11-99 Manual of Uniform Control Devices, Part 11 Parking Controls). Standard parking control signage is green text on a white background. In Beaconsfield, there is a mix of signage types, which vary both in format and time of operation.

Some examples of the times of operation that apply in Beaconsfield are:

- 6am-8pm (permanent)
- 8am-9pm (permanent)
- 9am-6pm Mon-Fri; 9am-12noon Sat
- 9am-6pm Mon-Fri; 9am-12:30pm Sat

The provision of consistent, logical and enforceable parking control signage assists motorists in their compliance of the regulations and increases the efficiency of enforcement.

A uniform set of start and finish operation times is recommended for Beaconsfield that reflect the current needs of the users and market trends in business trading periods. Blanket time limits that apply permanently should be reconsidered in areas where car parking turnover is not needed at all times. For example, in areas where night time car parking demands are lower and the surrounding land uses may benefit from longer durations of stay (e.g. around bars and restaurants).



6.6 Parking Enforcement

For busy activity centres, the effective enforcement of parking controls underpins the applicable parking strategy. Where car parking demands are consistently high, parking enforcement ensures that:

- Car parking limits are adhered to, and that turnover of short term spaces is achieved.
- Illegal parking does not create safety, operational or amenity problems.

In Beaconsfield, there is regular enforcement of car parking controls with emphasis placed on safety issues rather than time limits.

As stated under Section 5, Beaconsfield is not suffering from wide ranging parking pressures, and the available car parking supply seems to be generally self-regulating.

One exception is during the critical school times around the key activity areas both north and south of the Princes Highway. At these times, vehicles are observed to park illegally on nature strips, which is a safety issue above all else, especially around school-aged children.

More broadly, any proposals to alter car parking controls in Beaconsfield must be accompanied by a program of regular enforcement, to ensure that the controls are complied with and that the objectives of the signage is being supported.

Accordingly, an enforcement strategy for Beaconsfield should be considered to address:

- Illegal car parking on nature strips and across driveways;
- Illegal car parking in No Stopping zones, including bus zones;
- Overstaying of time limits.



7 Strategy for Improved Design of Car Parking:

7.1 Existing Urban Design and Car Parking Layouts

Beaconsfield currently includes a mix of retail/commercial forms and off-street car parking arrangements:

Zone 1: The Supermarket Hub

The Supermarket Hub is described as a highway fine grain retail development. Despite being privately owned land, it has mainly shared at-grade car parking visible along its road frontages and consolidated vehicular access points.

Zone 2: Wood Street North

On the southern side of the Princes Highway, this format is repeated but on smaller scales. The Beaconsfield Hub and a series of similar formats each include retail with at-grade car parking along the road frontage and at the rear of buildings, but each of the 'hubs' are separate and their car parking is independent. Where car parking is also provided at the rear of buildings, it is generally not intended for public use, and is more informal in presentation. These successive formats each have separate vehicular access points, in some cases directly adjoining each other.

Along Wood Street is a mix of formats, including the above-described hub format plus detached buildings in a landscape setting and buildings with active frontages to the street. Off-street car parking provision is therefore varied, but piecemeal in its arrangement and presentation.

Zone 3: Commercial Triangle

At the south-eastern end of Beaconsfield in the area identified as the Commercial Triangle by the Structure Plan are larger highway retail formats, such as the Home Hardware. These sites each include at-grade car parking along street frontages and at the rear of buildings, and separate vehicular access points.

Preferred Off-Street Car Parking Design Model

Despite its flaws (mainly due to the disconnection created by the centrally located Hotel), the Supermarket Hub represents a car parking layout model that has merit. That is, car parking is integrated across the site and accessed via consolidated driveways. As discussed under Section 6.2, the mix of various retail and commercial businesses within the Supermarket Hub have car parking demands that peak at different times, and the shared car parking supply caters for the combined demands. For instance, when the supermarkets are busy, the take-away food shops are relatively quiet and vice versa, so the car parking supply is sufficient overall. The photograph over page shows another example of shared publicly available car parking which works well behind the supermarket and shops in the suburb of Balwyn.

The converse is true on the southern side of the Princes Highway and parts of Wood Street. The individual hubs each have their own car parking and their own access points, but no ability to share their car parking resources across the centre. The result is high demands and congestion in hubs with very active commercial uses, and underutilisation of car parking in neighbouring hubs with lower activity. This is demonstrated by the Wood Street hub that contains the gymnasium and various other active businesses. Car parking demands are generally high, with overflow onto Wood Street at peak times. To the north are car parking areas that are often empty, but unable to absorb the demand because they are separated physically and by prohibitive signage.



Photo 7.1 Consolidated and shared publicly available car parking in Balwyn



As an overarching principle, car parking that is able to be shared amongst centre users is therefore the preferred car parking model for Beaconsfield. This is not a blanket model, and there will be various exceptions to this approach that will apply. The zone-by-zone approach to car parking management and provision is set out in Section 8.4.

7.2 Design Standards for Off-Street Car Parking

The design of off-street car parks is critical to ensure that they are efficiently and effectively used. Essential design components include:

- clear and logical directional and parking restriction signs;
- convenient and accessible parking bays and aisles;
- appropriate landscaping with shade trees and good visibility;
- pedestrian crossing facilities to/from and within the car parking areas that are safe, consistent and convenient; and
- provision of adequate lighting both within the car park and along adjoining pedestrian walkways to provide safety and security for patrons during the evening.

Within existing off-street car parks in Beaconsfield, improvements can often be achieved by widening narrow access lanes, consolidating existing car parks with adjoining parcels of land, providing pedestrian access directly into the rear of businesses, converting the remnant areas of rear yards of businesses into 90° angle parking bays, upgrading lighting and improving signage.

Car spaces and access aisles should be designed to generous proportions (at a minimum to meet the dimensional requirements of Australian Standard AS2890.1-1993) to provide convenient access to/from parking spaces.

7.3 Concepts for Improved Off-Street Car Parking Facilities

The detailed re-design of existing car parking facilities in Beaconsfield is outside the scope of this car parking study. However, to illustrate the types of improvements discussed in the preceding sections, a number of concept car parking improvement sketches have been developed for sites that have been identified as deficient, and are shown as Figure 7.1 and



Figure 7.2. Notably in Figure 7.1, we have the acknowledged the wide road reserve that is identified as a VicRoads Road Zone along the site frontage.

Figure 7.1 Concept Sketch of Shared Car Parking along Princes Highway at 4 and 6-10 Old Princes Highway



Figure 7.2 Concept Sketch of Shared Car Parking along Woods Street at 23-25 and 27-33 Woods Street



7.4 Improving the Design and Supply of On-Street Car Parking

On-street car parking is provided along most streets in Beaconsfield, as shown in Figure 5.1. Within the Central Commercial Area of Beaconsfield as shown in Figure 1.1, car parking is provided mainly along:

- Princes Highway and Wallace Street; and
- Wood Street.

The car parking supply and design issues identified for Princes Highway / Wallace Street and Wood Street are discussed below:

Princes Highway and Wallace Street

Princes Highway is a VicRoads controlled arterial road. The route through Beaconsfield comprises the main divided carriageway of the Princes Highway, with service roads (identified as Wallace Road) running parallel along sections on the northern side.

The northern carriageway of Princes Highway provides an outer lane where parallel car parking is permitted and intermittent bus stops. The section between the Supermarket Hub southern access point and Lyle Road is not constructed with kerb and channel. The section along the Beaconsfield Primary School frontage is line marked with parallel car parking spaces. From Lyle Road to Glismann Road, the outer parking lane is constructed with kerb and channel, but not line marked with individual car parking bays. Beyond Glismann Road, the verge is unconstructed.

The southern carriageway also provides an outer parking/bus lane, which is constructed with kerb and channel between Beaconsfield Emerald Road and Glismann Road. Individual car parking bays are line marked in the constructed section.

In reviewing the provision of on-street car parking along Princes Highway and Wallace Street, we have sought to balance the important traffic route status of Princes Highway with the centre's need for on-street car parking resources, particularly around the Beaconsfield Primary School and St Francis Xavier College.

Our recommended strategy for improvements to the on-street car parking supply along Princes Highway are shown in the individual zone Strategy Recommendations in Section 8.4, and feature:

- Filling in the unconstructed gap in kerb and channel along the northern carriageway of Princes Highway between the Supermarket Hub and Lyle Road;
- Extending the constructed kerb and channel along both sides of Princes Highway beyond Glismann Road to O'Neil Road;
- Investigations to provide additional on-street car parking along Wallace Avenue in the vicinity of the Beaconsfield Primary School.

Wood Street

On-street car parking along Wood Street in the section south of the extension to the Princes Highway comprises line marked parallel bays on each side of the road between Princes Highway and the first bend. Further south, parallel car parking is permitted but individual bays are not line marked.

The current sealed carriageway of Wood Street is too narrow to create angled car parking without cutting into the existing grassed nature strips. For Wood Street, our recommendation is to retain the overall parallel format of car parking.



For the section of Wood Street in the extension to Princes Highway, we reference the recommendations of the Beaconsfield Structure Plan for the Memorial and Creek Site, which specifies:

- The creation of a pedestrian crossing;
- The creation of a shared zone to enable access to the kindergarten and neighbouring properties;
- The retention of convenience car parking;
- Provision of 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.



8 Strategy to Manage Existing Parking:

8.1 Overview of Car Parking Demand

The car parking supply and occupancy surveys reveal that overall car parking demands are generally at their highest during weekday hours, 10:00am – 4:00pm and Saturdays in the middle of the day.

During the peak times, car parking occupancy within the Central Commercial Area is approximately 71% of the available supply. It is evident that spare capacity exists, but that the current parking supply must be better managed to:

- Give priority to people with a disability, high turnover users and other special user groups;
- Encourage the use of sustainable transport travel modes, rather than private vehicle travel;
- Provide better access to the available car parking resources, be it private or Council owned.

The following broad-ranging strategies are recommended for the Overall Study Area, followed by specific recommendations for each key zone within Beaconsfield.

8.2 Provision for Specific Users

It is important to consider road users other than private car drivers when determining on-street and off-street parking provision. User groups to consider include:

- People with disabilities
- High turnover users
- Delivery vehicles (vans and trucks)
- Motorcycles
- Bicycles
- Buses
- Taxis
- Special purpose areas (e.g. Parents with Prams)

Each of the relevant user groups is discussed below in the context of Beaconsfield.

Accessible/Disabled Parking

In Australia, the Building Code of Australia prescribes the minimum number of car parking spaces that should be reserved for persons with a disability as a proportion of the total number of spaces provided, with the proportion changing for different classes of adjoining building. For a mixed use precinct such as Beaconsfield, we would adopt the general provision rate of 3% of parking spaces within a commercial precinct.

There are currently 28 accessible spaces in the Study Area/Survey Coverage Area, most of which are located within off-street car parking areas. This level of provision represents approximately 3% of the total car parking supply, which is deemed to be appropriate.

The design of accessible car parking spaces is specified by the Australian Standard AS2890.6-2009 (disabled). The current design standard⁴ for 90-degree angled accessible spaces features a 2.4 metre wide bay with an adjoining 2.4 metre wide shared area. This replaces the previous design which featured a very wide (3.2 metres) accessible bay with no adjoining shared area.

⁴ Refer Appendix E for an excerpt of the current Australian Standard for Accessible car parking.



Many of the accessible car parking spaces in Beaconsfield comply with the current Standards, while some remain in the older design format. These non-complying accessible car parking spaces should be upgraded to meet current Standards.

In the case of parallel car parking for people with a disability, the current Australian Standard requires (refer excerpt from AS/NZS 2890.6:2009 attached in Appendix E):

- a dedicated parking space that is at least 3200mm wide by 7800mm long; plus
- a shared area adjacent to the non-trafficked side of the dedicated parking space that is at least 1600mm wide by 7800mm long.

These spatial requirements exceed those that were previously accepted for the provision of parallel accessible parking bays in Victoria. In particular, the provision of a 3200mm wide accessible bay within a row of 2100-2300mm wide regular parallel parking bays requires setting back of the adjoining footpath.

Due to the extended spatial requirements of parallel on-street accessible bays, we recommend that parking for people with disabilities be provided mainly within the off-street car parking areas, as is currently the case in Beaconsfield, with only limited provision on-street.

High Turnover Parking (e.g. 5minP, 15minP, 30minP)

Shorter term car parking zones are required to discourage the use of loading zones and no stopping areas for short stay parking. Short term car parking zones should be located at the start or end of parking blocks, and outside high frequency land uses such as Post Offices.

Delivery Vehicles

On-street loading zones support and supplement off-street service-areas on an as-required basis. When a business requires an on-street loading facility, they will usually make an application to Council.

There are no on-street loading zones in the Survey Coverage Area, with off-street service areas taken to be sufficient for the needs of current tenants.

Buses

Bus stops along the metropolitan bus routes that traverse Beaconsfield are shown on Figure 5.1. Also shown are the locations where former bus stops continue to show redundant line marking. This line marking should be removed to prevent confusion and ensure usage of this space for car parking, if appropriate.

More generally, the location of bus stops is controlled by Public Transport Victoria (PTV) and Department of Economic Development, Jobs, Transport and Resources in cooperation with commercial bus operators. The critical issue with regard to buses in Beaconsfield is not the number of bus stops, but the quality of the facilities and the frequency of bus services. During the development of the Beaconsfield Structure Plan it was revealed that poor public transport frequency, connections, links (between train and buses) and lack of bus shelters have been expressed by the community as issues.

Taxis

There are no taxi ranks in the Survey Coverage Area. Current demand for taxis in Beaconsfield is unknown, because of the drop off/pick up nature of taxis.

To encourage taxi usage, the need for a rank should be investigated where demand is likely to exist, and integrated with other public transport options, such as train and bus services. Demand is often high where pedestrians require goods to be carried or locations that attract a



high proportion of people with a disability. Consultation is required with the taxi organisations, traders and the community to establish a suitable location.

All new taxi ranks in Victoria should comply with the requirements of the Disability Discrimination Act and the Disability Standards for Accessible Public Transport.

To manage illegal parking, bus stops, loading zones and no standing areas should not be provided at the rear of a taxi zone.

Bicycle Parking

Existing public bicycle parking is provided in the form of bike rails in the Supermarket Hub, along Princes Highway outside the retail strip north-west of Wood Street and at Beaconsfield Railway Station. Currently there are no secure bicycle lockers at Beaconsfield Station, the closest Station with secure bicycle parking being Berwick.

To promote cycling as a mode of travel for centre users, an overall plan should be developed aimed at creating a safe road and traffic environment. The primary goal is to create traffic conditions within the centre that are compatible with bicycle use.

Public bicycle parking in the form of bicycle loops should be provided at regular intervals to ensure proximity to destinations.

Motorcycle Parking

There is presently no motorcycle parking in the Beaconsfield.

For Beaconsfield, off-street motorcycle parking should be provided in groups to avoid motorcycles on the footpath and pedestrian areas.

Parents with Pram Parking

The neighbourhood scale of the Beaconsfield centre does not warrant the specific allocation of parents with pram parking, which is in any-case is not enforceable based on current standards.

8.3 Allocation of Car Parking

As a general rule, the provision of on-street parking should be prioritised to support those road users with needs for high levels of access such as public transport, taxi, couriers and service vehicles and people with disabilities.

Based on the discussions of user group parking needs presented above, the recommended car parking allocation within the Central Commercial Area of Beaconsfield for priority users is set out in Table 8.1.

Table 8.1 Principles of On-street Car Parking Allocation for Beaconsfield

Type of Parking	Location/ Number of Bays
Accessible Car Parking Bays	Off-street car parking areas, close to buildings/access points 1 accessible bay per 50 regular bays, minimum
High Turnover Parking Zones (e.g. 15minP)	On-street, at the start or end of car parking blocks
Loading Zone	On-street, at the start or end of car parking blocks On an as-needed basis to supplement on-site loading areas
Taxi Zone	Adjoining high pedestrian areas and night time activity uses (e.g. bars/hotels), and transport interchanges
Motorcycle Parking	Within off-street car parks 1 motorcycle bay per 50 regular bays



For the balance of car parking, only the shortest stay parking requirements for customers and visitors to the activity centre should be provided on-street to encourage medium and long stay parking in more remote parking areas. Long stay car parking (durations of between 4 hours and all day) for centre staff and long stay visitors should be allocated to the remotest car parking locations, subject to adequate lighting and other measures to ensure user safety. This approach acknowledges that staff and traders should be prepared to walk further to their allowable car parking areas.



8.4 Strategy Recommendations

The development of a Car Parking Precinct Plan is based on the car parking demands, requirements for specific users and suitable allocations to meet user needs. The Beaconsfield Structure Plan strategic objective is the creation of a vibrant town centre; the key focus of the Car Parking Precinct Plan is the central commercial area of Beaconsfield.

Overall Study Area

Recommendation 1

Council to work with private car park owners to:

- enter into a private agreement to help prevent illegal or unauthorised parking on private property through time limits and enforcement
- improve the design of car parking facilities and to ensure that they are appropriately maintained.

Recommendation 2

Council to liaise with the business community and Beaconsfield Progress Association to facilitate changes to existing car parking management, sharing and access.

Recommendation 3

Council to investigate opportunities for the establishment of a business car park reference group that consists of commercial land owners, tenants and the Beaconsfield Progress Association to assist with implementing the recommendations in the Beaconsfield Car Parking Precinct Plan.

Recommendation 4

Council to undertake an audit of car parking control signage across the study area to ensure compliance with Australian Standards every five years

Recommendation 5

Council to work with private car park owners to implement uniform car parking control signage that meets current Australian Standards and applies for consistent time periods covering daytime business trading hours on weekdays and Saturdays (e.g. 8am-6pm Monday to Saturday).

Recommendation 6

Council to undertake the car parking supply and occupancy surveys in the Beaconsfield study area at regular intervals (e.g. every 5 years, starting in the year 2022) to ensure that the observed car parking demand is being managed in accordance with the Beaconsfield Car Parking Precinct Plan and if not, Council is to review the Beaconsfield Car Parking Precinct Plan.

Recommendation 7

Through agreements with private car park owners, accessible parking that is not compliant with current Australian Standard AS2890.6-2009 (disabled) are to be upgraded to meet the current standard.

Recommendation 8

In consultation with taxi organisations, traders and the community established Taxi/Uber zone and locations for bicycle loops.



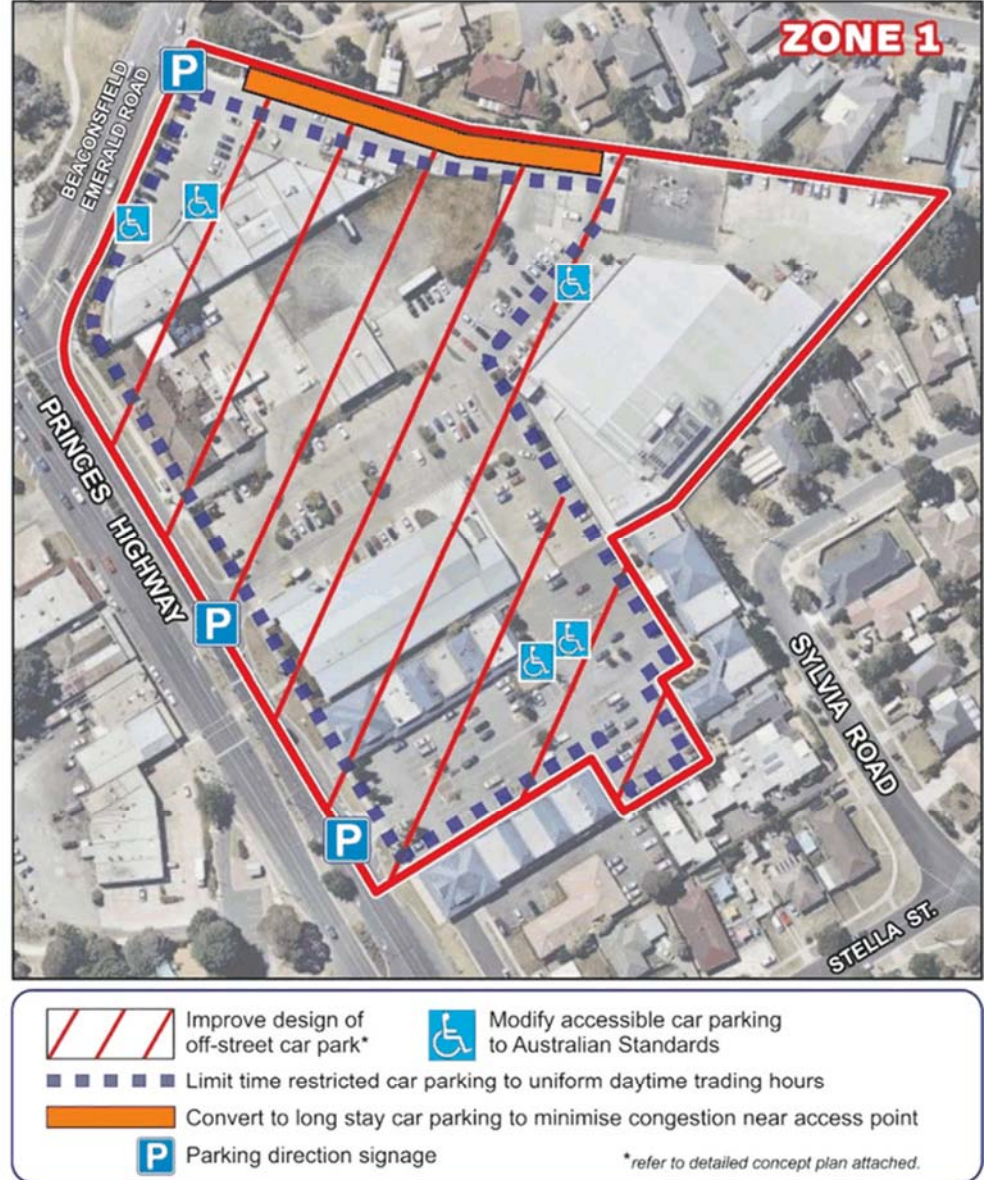
Recommendation 9

Council to require a minimum of 1 motorcycle or scooter parking space to be provided for every 50 car parking spaces constructed in the study area.



Zone 1 - Supermarket Hub

Figure 8.1 Zone 1 Strategy Recommendations



Recommendation 10

Install car parking directional signage at the Supermarket Hub access points.

Recommendation 11

Through agreement with private car park owners limit time restricted car parking to uniform daytime trading hours.

Recommendation 12

Through agreements with private car park owners convert short stay car parking along the northern edge of the Supermarket Hub car park near Beaconsfield-Emerald Road to long stay car parking, to reduce vehicular congestion near the access point.

Recommendation 13

Through agreements with private car park owners, Council to work with Supermarket Hub private car park owners to improve the design of the existing car parking facilities (with consideration given to signs, pedestrian access, accessible parking bays, pram parking and loading zones) and to ensure that they are appropriately maintained. A draft concept plan (to help with discussions) for design improvements is attached as Appendix F demonstrating concept short term and long term changes.

Recommendation 14

Undertake a survey of Supermarket Hub customers to identify if the installation of pram parking bays would be supported.

Recommendation 15

Council to work with the landowners of the *Central Hotel* at the time of redevelopment, to integrate car parking and accessibility with the Supermarket Hub area

Recommendation 16

Investigate the suitability to use Council owned land located on the corner of Sylvia Road and Kathleen Court for car parking (preferable staff car parking). If the land is not considered suitable for car parking or alternative use, Council is to investigate the statutory process to sell the land.

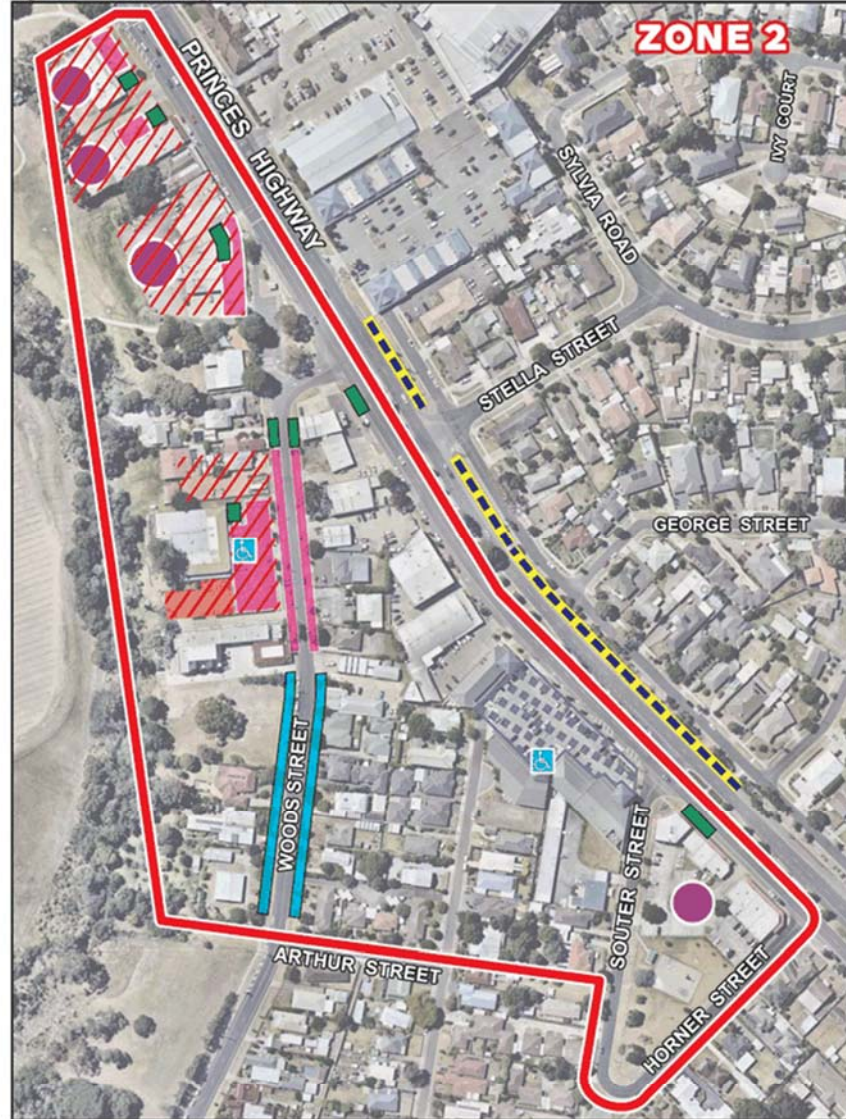
Recommendation 17





Council does not support the reduction of car parking rates for redevelopment or extension application in the Supermarket Hub in accordance with Clause 52.06-6 of the Cardinia Planning Scheme.



Zone 2 - Wood Street North

Figure 8.2 Zone 2 Strategy Recommendations



-  Improve design of off-street car park*
-  Modify accessible car parking to Australian Standards
-  Convert to short stay car parking during daytime trading hours (eg: 1P)
-  Convert to high turnover car parking during daytime trading hours (eg: 1/4P)
-  Convert to medium stay car parking during daytime trading hours (eg: 4P)
-  Maintain adequate levels of long stay car parking
-  Promote use of under-utilised car park
-  Construct kerb & channel
-  Limit time restricted car parking to uniform trading hours (eg: 8am - 6pm Mon - Sat.)



Recommendation 18

Install high turnover (e.g. 1/4P) car parking at the start of the parking blocks as shown in Figure 8.2

Recommendation 19

Convert unrestricted car parking along both sides of Wood Street, between Princes Highway and the start of the residential dwellings to short stay (e.g. 1-2P) car parking as shown in Figure 8.2.

Recommendation 20

Convert unrestricted car parking along both sides of Wood Street, between the start of the residential dwellings and Arthur Street to medium stay (e.g. 4P) car parking.

Recommendation 21

Through agreements with private car parking owners install short stay car parking controls (e.g. 1P or 2P) that meet Australian Standards in private car parking facilities that are available for public car parking.

Recommendation 22

Through agreements with private car parking owners, Council to facilitate and promote the use of underutilised car parks for either long stay (staff) car parking or short stay (publicly available visitor) car parking

Recommendation 23

Council to consider the application of reduced car parking rates for redevelopment and extension applications in the Wood Street North zone, subject to accessibility to shared publicly available car parking and a car parking demand assessment in accordance with Clause 52.06-6 of the Cardinia Planning Scheme.

Recommendation 24

Apply the principles of shared parking to the Beaconsfield Structure Plan (Scenarios of Change on page 22) future redevelopment within the Princes Highway Gateway Precinct and Beaconsfield Point Precinct

Recommendation 25

For new and redevelopments along Wood Street, use the Urban Design Guidelines for the Woods Street North Precinct (2013) as the key reference document towards achieving shared car parking within this precinct.

Recommendation 26

Develop a master plan for the Memorial Creek area as identified in the Beaconsfield Structure Plan that includes planning for buses, traffic movements and car parking (including kindergarten-related car parking).

Recommendation 27

Council to investigate implementing line marking along Wood Street for car parking spaces, south of Arthur Street.

Recommendation 28

Through agreements with private car park owners, Council to work with Wood Street North private car park owners to improve the design of car parking facilities (with consideration given to signs, pedestrian access, accessible parking bays, pram parking and loading zones) and to ensure that they are appropriately maintained.



Zone 3 - Commercial Triangle/St Francis Xavier College

Figure 8.3 Zone 3 Strategy Recommendations



Recommendation 29

Council to continue working with St Francis Xavier College to minimise the off-site impacts of car parking and traffic on Beaconsfield Avenue and Princes Highway. For Example: investigate alternative ingress and egress from Princes Highway or Desmond Court to school grounds.

Recommendation 30

St Francis Xavier College to create indented car parking along the southern kerb of Beaconsfield Avenue.

Recommendation 31

Improve pedestrian and motorist safety around the school through a regular program of enforcement at drop-off and pick-up time.

Recommendation 32

Encourage the St Francis Xavier College to work with its school community to change travel behaviour, including the promotion of walking and cycling to school and ride share.

Recommendation 33

Consider the application of reduced car parking rates for redevelopment and extension applications in the Commercial Triangle precinct (excluding St Francis Xavier College) subject to accessibility to shared publicly available car parking and car parking demand assessment in accordance with Clause 52.06-6 of the Cardinia Planning Scheme.

Recommendation 34

Apply the design principles of shared parking to future redevelopment within the Commercial Triangle Precinct.



Zones 4 – Beaconsfield Railway Station

Figure 8.4 Zone 4 Strategy Recommendations



Recommendation 35

Council to lobby the Department of Transport, Public Transport Victoria, Department of Economic Development, Jobs, Transport and Resources and Vic Track for expansion of the Railway Car Parking supply.

Recommendation 36

Council to lobby the Department of Transport, Public Transport Victoria, Department of Economic Development, Jobs, Transport and Resources and Vic Track for the gates to the existing gravel car park to be opened and used as a temporary public car park until the expansion and formalisation of the Railway car park occurs.

Recommendation 37

Council to monitor on a regular basis car parking occupancies around Beaconsfield Railway Station to ensure commuter car parking does not adversely impact on the amenity of surrounding (residential) land uses.

Recommendation 38

Council to implement car parking management along Kenilworth Avenue in consultation with Public Transport Victoria and Department of Economic Development, Jobs, Transport and Resources., that aims to prohibit undesirable roadside car parking between the railway line and the Kenilworth Avenue carriageway.

Recommendation 39

Council to lobby Public Transport Victoria and Department of Economic Development, Jobs, Transport and Resources. for secure bicycle lockers at Beaconsfield Railway Station.

Recommendation 40

Council to lobby Public Transport Victoria and Department of Economic Development, Jobs, Transport and Resources. for the frequency of premium and connector bus services to be increased from and to Beaconsfield and align with the train timetable.

Recommendation 41

Council to lobby Public Transport Victoria and Department of Economic Development, Jobs, Transport and Resources for new bus stop shelters

Recommendation 42

Council to lobby Public Transport Victoria Department of Economic Development, Jobs, Transport and Resources for a bus supply and demand analysis to be undertaken of existing bus services to determine whether the services align to current and future travel demands.

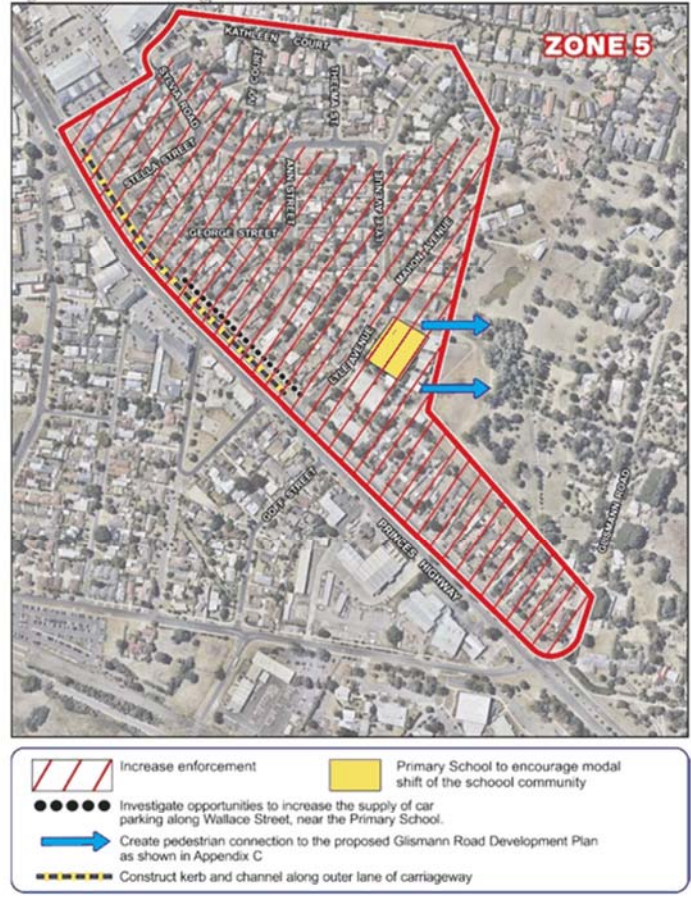
Recommendation 43

Investigate options for indented car parking along Beaconsfield Avenue opposite train station in discussion with Vic Track, Public Transport Victoria and Department of Economic Development, Jobs, Transport and Resources.



Zone 5 – Beaconsfield Primary School

Figure 8.5 Zone 5 Strategy Recommendations



- Recommendation 44
Council in cooperation with the Primary School to advocate for Education Department funding for on-street car parking and traffic management improvements.
- Recommendation 45
Council in cooperation with the Primary School to advocate for Education Department funding for the creation of school-related car parking within the Glisemann Road subdivision and/or a pedestrian link between circulation road on-street car parking and the school grounds.
- Recommendation 46
Encourage the Beaconsfield Primary School to work with its school community to change travel behaviour, including the promotion of walking and cycling to school and ride share.
- Recommendation 47
Improve pedestrian and motorist safety around the Primary School through a regular program of enforcement at drop-off and pick-up times.
- Recommendation 48
Construct kerb and channel along the outer northern carriageway of Princes Highway and Wallace Street between the Supermarket Hub and Lyle Road.



9 Strategy for Future Developments:

9.1 Development Applications and Car Parking Requirements

The type of planning application that is made in Beaconsfield affects the consideration of its car parking requirement, and in particular whether a proposal should be afforded a car parking dispensation for providing its parking requirement on-site. In relation to car parking, most development applications fall into one of three categories:

Change of use proposals – where a new use of a site is proposed to replace an existing use with no change to the building size. As demonstrated by the planning application trends (refer Section 4.1) some, but not many applications within Beaconsfield are, and will continue to be 'change of use' proposals where there is little or no opportunity to provide additional car parking on the site. If the new use has a higher Planning Scheme car parking requirement than the previous use, then a car parking waiver is usually sought by the applicant to enable the new use to proceed.

Extension proposals – where an existing building is extended into a rear yard, sometimes occupying an existing informal car parking area. As above for change of use proposals, a waiver of the additional car parking requirements is often sought and obtained, in the interest of supporting business with the centre.

Redevelopment proposals – where existing buildings are demolished and new, larger buildings are constructed. For such large redevelopment proposals, the full amount of car parking provision is usually required to be provided on site, subject to considerations of credits associated with the previous use and the benefits of shared car parking. Whilst theoretically desirable and already evident in Beaconsfield, the provision of private on-site car parking does not often integrate well with surrounding private car parking areas.

9.2 Car Parking Rates

The Beaconsfield Structure Plan sets out the type and scale of growth/change that will occur in Beaconsfield. In summary, the majority of changes will occur within the identified areas for change, and include the following dominant land uses:

- Low to medium density Residential Dwellings
- Offices
- Retail Premises, including shops and restaurants

The Planning Scheme defines the range of land uses that make up these broad sectors, each of which have specific car parking requirements under Clause 52.06, as set out in the table below, and discussed in detail in the following sections:



Table 9.1 Planning Scheme Car Parking Requirements

Land Use Sector	Planning Scheme Land Use	Clause 52.06 Car Parking Requirement	
		Column A	Column B
Residential	Dwelling	1 resident space/one and two bed dwelling	1 resident space/one and two bed dwelling
		2 resident spaces/three+ bed dwelling	2 resident spaces/three+ bed dwelling
		0.2 visitor spaces/dwelling	0.0 visitor spaces/dwelling
Retail	Convenience restaurant	0.3 to each patron	3.5/100m ² floor area
	Convenience shop	10 to each premises	3.5/100m ² floor area
	Food and drink premises	4/100m ² floor area	3.5/100m ² floor area
	Restaurant	0.4 spaces per seat	3.5/100m ² floor area
	Shop	4/100m ² floor area	3.5/100m ² floor area
Office	Office	3.5/100m ² floor area	3.0/100m ² floor area

9.3 Residential Dwellings

The Planning Scheme Column A requirement for residential dwellings is 1.0 car parking space per one and two bedroom dwellings, 2.0 car parking spaces per three+ bedroom dwellings and 1.0 visitor space per five dwellings. The generic Activity Centre rate as represented by Column B is the same, with the exception of visitors where there is no requirement for on-site car parking.

For Beaconsfield, our research shows that there is little or no support for reduced car parking rates for residents. Household car ownership is relatively high, and market conditions in the region would likely prefer generous rates of provision.

Across metropolitan Melbourne, planning applications for medium-high density residential development often seek dispensations for some or all of its visitor car parking. The reasons are many, and can include:

- visitor car parking demands peak on weekday evenings and on weekends, which is outside the peak for most commercial centres so on-street parking is generally available;
- given the opportunity, most visitors prefer to park on-street;
- the relatively high costs of providing on-site car parking, combined with the improved urban design outcomes that can be achieved with less on-site car parking (e.g. for at-grade sites);
- the provision of on-site car visitor parking creates car park access and security issues, which further complicate access (e.g. call buttons and other access measures must be provided at the entrance).

Notwithstanding the justifications for waiving residential visitor parking in urban settings, in Beaconsfield it is appropriate to require car parking to be provided at the standard rate.

Based on the preceding discussion, the recommended car parking rate for new residential dwellings is in accordance with the Column A rates, that is:

- 1.0 resident space for one and two bedroom dwellings
- 2.0 resident spaces for three+ bedroom dwellings
- 0.2 visitor spaces per dwelling



9.4 Offices

The industry accepted parking generation rate for stand-alone offices in middle and outer suburban areas is 3.5 spaces per 100m² floor area and this is reflected in the Planning Scheme Column A rate. Whilst many local commuters use the Beaconsfield Railway Station to access employment destinations, there is no evidence to suggest that employees arriving to Beaconsfield use higher than average rates of public transport for travel.

Based on the preceding discussion, our recommended car parking rate for new office uses is the Planning Scheme rate that current applies to Beaconsfield; that is the Column A rate of Clause 52.06 Car Parking being 3.5 spaces per 100 sqm floor area.

9.5 Retail and Restaurants

Shops

For Shops, the stand-alone rate as reflected in Column A of the Planning Scheme is 4.0 spaces per 100m² floor area, reducing to 3.5 spaces per 100m² floor area in activity centres as reflected in the generic Column B rate.

These rates also apply to Food and Drink Premises, but Convenience Shops require more parking if stand-alone, as shown by the Column A rate of 10 spaces to each site.

Through the research presented in this document, there is little evidence to support a Shop car parking rate that is higher than the Column A rate.

For Shop developments in Beaconsfield, providing parking at a reduced rate of 3.5 spaces/100m² floor area would be appropriate where it can be demonstrated that car parking can be shared. It would also provide a uniform rate for both Shops and Offices, thereby allowing uses to change between the two without requiring additional car parking.

Restaurants

Determining the amount of car parking to provide for restaurants is more complex than for shops or offices due to the wide variations in customer demand that can be experienced. Very busy restaurants have the potential to dominate the car parking supply in a given area, but from a land use perspective, they can also enhance the vitality of a centre. Moreover, the Planning Scheme Column A and Column B rates are vastly different, as discussed below.

The current Column A rate for stand-alone Restaurants is 4.0 spaces per seat, which provides parking for both restaurant staff and patron demands.

The Planning Scheme Column A rate for Restaurants and Convenience restaurants is markedly different to other 'retail' rates such as Shop, because of the high levels of customers, and therefore car parking, that can be generated by the use. As a comparison, a shop space of 200 sqm would require $4 \times 200/100 = 8$ car parking spaces, while the same space with a 50 seat restaurant would require $50 \times 0.4 = 20$ car parking spaces.

The generic Activity Centre rate as represented by Column B is 3.5 spaces/100m² floor area, which recognises that restaurants and cafes in commercial centres with access to shared car parking have patronage patterns which:

- at lunchtimes include many shared trip purposes with other centre uses;
- at dinner times can park in available public areas, which have lower night time demands.

Application of the Column B rate effectively only requires that car parking be provided on-site for staff, with customer car parking accepted within shared public areas.



For Restaurants and Convenience Restaurants in the Beaconsfield Central Commercial Area with access to shared car parking arrangements, providing parking at a reduced rate of 3.5 spaces/100m² floor area would reflect the mixed use nature of the precinct. It would also provide a uniform rate with each of Shops and Offices, thereby allowing uses to change between the three without triggering a requirement for car parking.

For restaurants outside the Central Commercial Area on larger stand-alone sites, it would be more appropriate to require a per seat rate. Either the existing Column A rate of 0.4 spaces per seat, or a lower rate to reflect latest empirical evidence such as in the range 0.20-0.35 spaces per seat.

9.6 **Bicycle and Motorcycle/Scooter Parking Rates**

To promote sustainable travel for future residents and employees of Beaconsfield a new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities have been provided on the land in accordance with Clause 52.34 of the Cardinia Planning Scheme. If bicycle facilities are required under Clause 52.345 of the Cardinia Planning Scheme, the merits of the planning permit application and the bicycle facilities will be assessed at this point of time.

For Beaconsfield, off-street motorcycle parking should be provided in groups to avoid motorcycles on the footpath and pedestrian areas.

Recommendation 9

Council to require a minimum of 1 motorcycle or scooter parking space to be provided for every 50 car parking spaces constructed in the study area.



9.7 Scenarios for Change

The following sections provide specific recommendations to accompany the scenarios for change precincts and sites identified in the Beaconsfield Structure Plan, as detailed in Figure 2.1.

Whilst the Supermarket Hub (Zone 1) has not been identified in the Beaconsfield Structure Plan for any significant change, it has been included here to reflect its importance within the centre and the opportunities afforded by the under-developed *Central Hotel* site.

Design Standards for Car Parking across all Precincts and Sites of Change

New development in Beaconsfield that is able to provide car parking on-site must be encouraged to provide their parking in ways which support the planning and design objectives of the Beaconsfield Structure Plan, the Wood Street Urban Design Framework and this Parking Strategy. To achieve this, the design principles for new/expanded car parking are:

- In accordance with the Wood Street Urban Design Framework (Guidelines 1.3a-c):
 - Arrange vehicle entries to minimise vehicle crossovers on pedestrian paths and to minimise breaks in the street frontage.
 - Where possible by agreement, and where timing allows, adjacent sites should share a single vehicle crossover.
 - Where individual vehicle crossovers are required and are located adjacent to each other, a generous planting zone is required along the boundary line up to the street frontage.
- Where possible by agreement, a proportion of car parking to be publically-available, so that efficiencies of shared use can be maximised;
- A high standard of pedestrian access and internal crossings/pathways.

Zone 1 - Supermarket Hub

There is no significant change or growth forecast in the Structure Plan for the Supermarket Hub. Recent development /planning application trends show modest proposals to change/extend some businesses. Overall there is little evidence to warrant the need for significant expansion of the car parking supply in this zone.

The exception to this is the *Central Hotel* and its rear vacant land, which dominates the central core of the Supermarket Hub. As acknowledged in the Beaconsfield Structure Plan, the future redevelopment of this land represents an important opportunity to better integrate the zone's car parking areas. An early concept of what could be ultimately achieved in this zone is attached in Appendix F, demonstrating short term and long term opportunities for change.

Recommendation 16

Council to work with the landowners of the *Central Hotel* at the time of redevelopment to integrate car parking and accessibility with the Supermarket Hub area.



Zone 2 - Wood Street North

This zone is identified for some growth and change under the Beaconsfield Structure Plan. It includes change areas identified as the Princes Highway Gateway, Memorial and Creek, Beaconsfield Point and Jim Parkes Reserve.

The Urban Design Guidelines for the Woods Street North Precinct (2013) provide appropriate direction for changes to the land within this zone.

Recommendation 23

Council to consider the application of reduced car parking rates for redevelopment, extension and redevelopment applications in the Wood Street North zone, subject to accessibility to shared publicly available car parking and a car parking demand assessment in accordance with Clause 52.06-6 of the Cardinia Planning Scheme.

Recommendation 24

Apply the principles of shared parking to the Beaconsfield Structure Plan (Scenarios of Change on page 22) future redevelopment within the Princes Highway Gateway Precinct and Beaconsfield Point Precinct.

Recommendation 25

For new and redevelopments along Wood Street, use the Urban Design Guidelines for the Woods Street North Precinct (2013) as the key reference document towards achieving shared car parking within this precinct.

Recommendation 26

Develop a master plan for the Memorial Creek area as identified in the Beaconsfield Structure Plan that includes planning for buses, traffic movements and car parking (including kindergarten-related car parking).

Zone 3 – Commercial Triangle/St Francis Xavier College Precinct

This zone is identified for some growth and change under the Structure Plan, mainly within the Commercial Triangle which is recommended to be developed as a mixed use commercial/residential precinct.

Recommendation 33

Consider the application of reduced car parking rates for redevelopment, and extension applications in the Commercial Triangle precinct (excluding St Francis Xavier College) subject to accessibility to shared publicly available car parking and car parking demand assessment in accordance with Clause 52.06-6 of the Cardinia Planning Scheme.

Recommendation 34

Apply the design principles of shared parking to future redevelopment within the Commercial Triangle Precinct.



10 Parking Policy and Funding:

10.1 Overview

As discussed under the preceding sections, this Strategy document provides a suite of recommendations to manage existing and future car parking in the Beaconsfield precinct.

Funding for the various recommendations could potentially be sourced from any one, or a combination of the following:

- Private/Business Funding
- Existing businesses
- New developments
- Council Funding
- Capitol works budgets
- General revenue (including parking fines)

Each of these potential sources of funding, and the type of car parking recommendations to which they could apply, or are contingent upon is investigated below:

10.2 Private / Business Funding - Existing Business

One option available to Council would be to levy precinct businesses to fund parking improvements that would benefit them. This could be done through the application of a Special Rate/Charge Scheme.

A special rate/charge scheme is money that is raised by Council through a levy on properties used for commercial purposes in a shopping centre. Schemes are usually prepared and facilitated by Council at the request of the respective Business/Trader Association.

The money is collected through the special rates and charges provisions of the Local Government Act 1989. The Act allows special rates and charges as a potential source of 'additional' revenue for Councils for any purpose considered to be within the attainment of their objectives.

The implementation and administration of a special rate/charge scheme requires significant commitment from Council and a Business/Trader Association. It requires investigations into the legal implications of applying such a scheme to Beaconsfield.

10.3 Private / Business Funding - New Developments

Victorian Councils have the opportunity to collect funds from developers when applicants cannot provide car parking on-site at levels suitable to meet forecast demand. The funding models available are explained below:

Cash in lieu

As detailed in Section 2.1 of this report, the provision of parking spaces associated with new development in Cardinia is regulated by the Planning Scheme under Clause 52.06 car parking provisions. In general, applicants are required to provide a specified number of car parking spaces according to the use of the land. Alternatively, an application may be made to waive the parking requirement.

A key component of a Parking Overlay (refer Section 2.1), is the ability to negate applications for car parking waivers (i.e. no dispensations), and instead to allow a cash contribution to be made to Council. The contribution goes toward the creation of a public car parking area on other land. The cash contribution is based on a per space value, equivalent to the number of spaces that cannot be provided on the site.



In accordance with the Victoria Planning Provision guidelines, any requirement for a cash-in-lieu contribution needs to be justified, and needs to address the core principles of nexus, accountability and equity in the strategic assessment of the proposal before it is introduced. These principles apply as follows:

- **Need** -Is the cash in lieu scheme needed?
- **Nexus** -The cash in lieu contributions must be applied to a project which delivers parking in a location, and of a type, which is directly relevant to the development proposals on which they are levied.
- **Accountability** -The contributions must be applied only to specific, planned parking provision projects. They must be fully accounted for, and not spent on other things.
- **Equity** - The contributions must be fair in terms of the way they are required. That is, all development applications must be treated on the same basis.

Based on the research and analysis presented in this document, a cash in lieu scheme is not appropriate for Beaconsfield because:

- There is unlikely to be sufficient revenue collected from a cash in lieu scheme to fund a parking project that meets the above listed criteria. The Structure Plan does not foresee any major expansion of the commercial precinct, or any major growth in high density housing that would activate the scheme. Planning application trends over the last five years show low rates of growth and change. Moreover, there is no proliferation of particular land use placing pressure on the centre.
- Cash in lieu relies on development that cannot or will not provide its parking requirement on-site. The large size of the development sites identified by the Structure Plan will likely not require car parking waivers.
- The Central Commercial Area of Beaconsfield is geographically dispersed. As a result, it would be difficult to create a new car park in a location that would benefit all, or at least many new developments.

Development Contributions

The Victorian Planning Provisions (VPPs) allow for the planning process (i.e. planning permits) to collect monies or require the provision of works through the implementation of a Development Contribution Plan (DCP). A DCP applies to new developments over a specific area, and typically relates to infrastructure, drainage or car parking provision.

The state government describes Development Contributions as follows:

"When people develop land for any use, they often contribute to or cause the need for new or upgraded infrastructure. Development contributions are payments or works-in-kind towards the provision of infrastructure made by the proponent of a new development. The Planning and Environment Act 1987 allows for development contributions to be provided through the: • planning scheme amendment process • planning permit process, or • building permit process."

Unlike a cash in lieu scheme, which only applies to developers that cannot meet their car parking requirement on their land, a Development Contributions Scheme is equitably levied across all new development in a specified area.

As it only applies to new development, the scheme is best applied to areas that are planned to undergo a high degree of change, so a DCP may be suitable for the scenario for change areas identified for Beaconsfield.



10.4 Council Funding

For the existing on-street car parking supply, any recommended improvements would fall under the ambit of Council's responsibility, as it does with other road management duties.

In relation to the existing off-street car parks, we restate that these are mainly under private ownership, so any improvement recommendations, even wholly funded by Council, would be contingent on agreement from the respective land owners.



11 Priority Actions:

Top 5 Strategies for Action in the Beaconsfield Study Area

Recommendation 1

Council to work with private car park owners, to:

- enter into a private agreement to help prevent illegal or unauthorised parking on private property through time limits and enforcement
- improve the design of car parking facilities and to ensure that they are appropriately maintained.

Recommendation 4 and 5

Council to undertake an audit of car parking control signage across the study area to ensure compliance with Australian Standards and to work with private car park owners to implement uniform car parking control signage that meets current Australian standards.

Recommendation 35

Council to lobby the Department of Transport, Public Transport Victoria, Vic Track and Department of Economic Development, Jobs, Transport and Resources for the expansion of the railway car parking supply at Beaconsfield Station.

Recommendation 36

Council to lobby the Public Transport Victoria, Department of Transport, Department of Economic Development, Jobs, Transport and Resources and Vic Track for the gates to the existing gravel car park to be opened and used as a temporary public car park, until the expansion and formalisation of the Railway car park occurs.

Recommendations 30, 31, 32, 33 & 47

Council to work with the Beaconsfield Primary School and St Francis Xavier College to minimise the off-site impacts of car parking and traffic congestion at peak times,



Appendix A: Clause 52.06 - Car Parking:



/Beaconsfield Town Centre Car Parking Precinct Plan / 9 May 2016

52.06 CAR PARKING29/10/2015
VC101**Purpose**

To ensure that car parking is provided in accordance with the State Planning Policy Framework and Local Planning Policy Framework.

To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.

To support sustainable transport alternatives to the motor car.

To promote the efficient use of car parking spaces through the consolidation of car parking facilities.

To ensure that car parking does not adversely affect the amenity of the locality.

To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

52.06-1 Scope01/07/2014
VC116

Clause 52.06 applies to:

- a new use; or
- an increase in the floor area or site area of an existing use; or
- an increase to an existing use by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use.

Clause 52.06 does not apply to:

- the extension of one dwelling on a lot in the Neighbourhood Residential Zone, General Residential Zone, Residential Growth Zone, Mixed Use Zone or Township Zone; or
- the construction and use of one dwelling on a lot in the Neighbourhood Residential Zone, General Residential Zone, Residential Growth Zone, Mixed Use Zone or Township Zone unless the zone or a schedule to the zone specifies that a permit is required to construct or extend one dwelling on a lot.

52.06-2 Provision of car parking spaces19/04/2013
VC95

Before:

- a new use commences; or
- the floor area or site area of an existing use is increased; or
- an existing use is increased by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use,

the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be provided to the satisfaction of the responsible authority in one or more of the following ways:

- on the land; or
- in accordance with a permit issued under Clause 52.06-3; or
- in accordance with a financial contribution requirement specified in a schedule to the Parking Overlay.

If a schedule to the Parking Overlay specifies a maximum parking provision, the maximum provision must not be exceeded except in accordance with a permit issued under Clause 52.06-3.

52.06-319/04/2013
VC95**Permit requirement**

A permit is required to:

- Reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay.
- Provide some or all of the car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay on another site.
- Provide more than the maximum parking provision specified in a schedule to the Parking Overlay.

This does not apply if:

- A schedule to the Parking Overlay specifies that a permit is not required under this Clause; or
- Clause 52.06-3A applies.

52.06-3A19/04/2013
VC95**No permit required**

Unless a schedule to the Parking Overlay specifies otherwise, a permit is not required under Clause 52.06-3 if:

- the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay for a new use of land is less than or equal to the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay for the existing use of the land; and
- the number of car parking spaces currently provided in connection with the existing use is not reduced after the new use commences.

52.06-419/04/2013
VC95**Exemption from notice and review**

An application under Clause 52.06-3 is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act if:

- the application is only for a permit under Clause 52.06-3; or
- the application is also for a permit under another provision of the planning scheme and in respect of all other permissions sought, the application is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

52.06-519/04/2013
VC95**Number of car parking spaces required under Table 1**

Table 1 of this clause sets out the car parking requirement that applies to a use listed in the Table.

A car parking requirement in Table 1 may be calculated as either:

- a number of car parking spaces; or
- a percentage of the total site area that must be set aside for car parking.

A car parking requirement in Table 1 is calculated by multiplying the figure in Column A or Column B (whichever applies) by the measure (for example square metres, number of patrons or number of bedrooms) in Column C.

Column A applies unless a schedule to the Parking Overlay or another provision of the planning scheme specifies that Column B applies.

Where an existing use is increased by the measure specified in Column C of Table 1 for that use, the car parking requirement only applies to the increase, provided the existing number of car parking spaces currently being provided in connection with the existing use is not reduced.

If in calculating the number of car parking spaces the result is not a whole number, the required number of car parking spaces is to be rounded down to the nearest whole number.

Where the car parking requirement specified in Table 1 is calculated as a percentage of the total site area, the area to be provided for car parking includes an accessway that directly abuts any car parking spaces, but does not include any accessway or portion of an accessway that does not directly abut any car parking spaces.

The car parking requirement specified in Table 1 includes disabled car parking spaces. The proportion of spaces to be allocated as disabled spaces must be in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia.

The car parking requirement specified for a use listed in Table 1 does not apply if:

- a car parking requirement for the use is specified under another provision of the planning scheme: or
- a schedule to the Parking Overlay specifies the number of car parking spaces required for the use.

Table 1: Car parking requirement

Use	Rate	Rate	Car Parking Measure
	Column A	Column B	Column C
	Applies the standard rate to all zones	Only applies where specified in a schedule to the Parking Overlay	
Amusement parlour	4	3.5	To each 100 sq m of net floor area
Art & craft centre	4	3.5	To each 100 sq m of net floor area
Betting agency	4	3.5	To each 100 sq m of leasable floor area
Bowling green	6	6	To each rink plus 50 per cent of the relevant requirement of any ancillary use
Child care centre	0.22	0.22	To each child
Cinema based entertainment complex	0.3	0.3	To each patron permitted
Convenience restaurant	0.3		To each patron permitted
		3.5	To each 100 sq m of leasable floor area
Convenience shop if the leasable floor area exceeds 80 sq m	10		To each premises
		3.5	To each 100 sq m of leasable floor area

Use	Rate	Rate	Car Parking Measure
	Column A Applies the standard rate to all zones	Column B Only applies where specified in a schedule to the Parking Overlay	Column C
Display home	5		To each dwelling for five or fewer contiguous dwellings, plus
	2		To each additional contiguous dwelling
		3.5	To each 100 sq m of floor area
Dwelling	1	1	To each one or two bedroom dwelling, plus
	2	2	To each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedrooms) plus
	1	0	For visitors to every 5 dwellings for developments of 5 or more dwellings
Education centre – other than listed in this table	0.4	0.3	To each student that is part of the maximum number of students on the site at any time
Food & drink premises other than listed in this table	4	3.5	To each 100 sq m of leasable floor area
Freezing & cool storage,	1.5	1	To each 100 sq m of net floor area
Fuel depot	10	10	Per cent of site area
Funeral Parlour	0.3	0.3	To each patron permitted
Gambling premises other than listed in this table	0.4		To each patron permitted
		3.5	To each 100 sq m of leasable floor area
Golf course	4	4	To each hole plus 50 per cent of the relevant requirement of any ancillary uses.
Home Occupation	1	0	To each employee not a resident of the dwelling
Hotel	0.4		To each patron permitted
		3.5	To each 100 sq m of leasable floor area
Industry other than listed in this table	2.9	1	To each 100 sq m of net floor area
Landscape gardening supplies	10	10	Per cent of site area
Mail centre	3.5	3	To each 100 sq m of net floor area
Manufacturing sales	4	3.5	To each 100 sq m of leasable floor area
Market	8	3.5	To each 100 sq m of site area

Use	Rate	Rate	Car Parking Measure
	Column A Applies the standard rate to all zones	Column B Only applies where specified in a schedule to the Parking Overlay	Column C
Materials recycling	10	10	Per cent of site area
Medical centre	5		To the first person providing health services plus
	3		To every other person providing health services
		3.5	To each 100 sq m of leasable floor area
Milk depot	10	10	Per cent of site area
Motel	1	1	To each unit, and one to each manager dwelling, plus 50 per cent of the relevant requirement of any ancillary use
Motor repairs	3	3	To each 100 sq m of net floor area plus
	1	1	for each vehicle being serviced, repaired or fitted with accessories, including vehicles waiting to be serviced, repaired, fitted with accessories or collected by owners
Office other than listed in this table	3.5	3	To each 100 sq m of net floor area
Place of assembly except amusement parlour	0.3	0.3	To each patron permitted
Postal agency	4	3.5	To each 100 sq m of leasable floor area
Primary produce sales	4	3.5	To each 100 sq m of leasable floor area
Primary school	1	1	To each employee that is part of the maximum number of employees on the site at any time
Research and development centre	3.5	3	To each 100 sq m of net floor area
Residential aged care facility	0.3	0.3	To each lodging room
Residential village	1	1	To each one or two bedroom dwelling plus
	2	2	To each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedrooms) plus
	1	0	For visitors to every five dwellings for developments of five or more dwellings

Use	Rate	Rate	Car Parking Measure
	Column A Applies the standard rate to all zones	Column B Only applies where specified in a schedule to the Parking Overlay	Column C
Retirement village	1	1	To each one or two bedroom dwelling plus
	2	2	To each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedrooms) plus
	1	0	For visitors to every five dwellings for developments of five or more dwellings
Restaurant	0.4		To each patron permitted
		3.5	To each 100 sq m of leasable floor area
Restricted retail premises	3	2.5	To each 100 sq m of leasable floor area
Saleyard	10	10	Per cent of site area
Secondary school	1.2	1.2	To each employee that is part of the maximum number of employees on the site at any time
Shop other than listed in this table	4	3.5	To each 100 sq m of leasable floor area
Squash court – other than in conjunction with a dwelling	3	3	To each court plus 50 per cent of the relevant requirement of any ancillary use
Store other than listed in this table	10	10	Per cent of site area
Supermarket	5	5	To each 100 sq m of leasable floor area
Swimming pool – other than in conjunction with a dwelling	5.6	5.6	To each 100 sq m of the site
Tavern	0.4		To each patron permitted
		3.5	Space to each 100 sq m of leasable floor area
Tennis court – other than in conjunction with a dwelling	4	4	To each court plus 50% of the requirement of any ancillary use
Trade supplies	10	10	Per cent of site area
Veterinary centre	5		To the first person providing animal health services plus
	3		To every other person providing animal health services
		3.5	To each 100 sq m of leasable floor area

Use	Rate	Rate	Car Parking Measure
	Column A	Column B	Column C
Warehouse other than listed in this table	2	2	To each premises plus
	1.5	1	To each 100 sq m of net floor area
Winery	0.4		To each patron permitted
		3.5	To each 100 sq m of leasable floor area

52.06-5A Number of car parking spaces required for other uses

19/04/2013
VC95

Where a use of land is not specified in Table 1 or where a car parking requirement is not specified for the use in another provision of the planning scheme or in a schedule to the Parking Overlay, before a new use commences or the floor area or site area of an existing use is increased, car parking spaces must be provided to the satisfaction of the responsible authority.

52.06-6 Application requirements and decision guidelines for permit applications

29/10/2015
VC101

For applications to reduce the car parking requirement

An application to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be accompanied by a Car Parking Demand Assessment.

The Car Parking Demand Assessment must assess the car parking demand likely to be generated by the proposed:

- new use; or
- increase in the floor areas or site area of the existing use; or
- increase to the existing use by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use.

The Car Parking Demand Assessment must address the following matters, to the satisfaction of the responsible authority:

- The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.
- The variation of car parking demand likely to be generated by the proposed use over time.
- The short-stay and long-stay car parking demand likely to be generated by the proposed use.
- The availability of public transport in the locality of the land.
- The convenience of pedestrian and cyclist access to the land.

- The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.
- The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.
- Any empirical assessment or case study.

Before granting a permit to reduce the number of spaces, the responsible authority must consider the following, as appropriate:

- The Car Parking Demand Assessment.
- Any relevant local planning policy or incorporated plan.
- The availability of alternative car parking in the locality of the land, including:
 - Efficiencies gained from the consolidation of shared car parking spaces.
 - Public car parks intended to serve the land.
 - On street parking in non residential zones.
 - Streets in residential zones specifically managed for non-residential parking.
- On street parking in residential zones in the locality of the land that is intended to be for residential use.
- The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.
- Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.
- The future growth and development of any nearby activity centre.
- Any car parking deficiency associated with the existing use of the land.
- Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.
- Local traffic management in the locality of the land.
- The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.
- The need to create safe, functional and attractive parking areas.
- Access to or provision of alternative transport modes to and from the land.
- The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.
- The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.
- Any other matter specified in a schedule to the Parking Overlay.
- Any other relevant consideration.

For applications to allow some or all of the required car parking spaces to be provided on another site

Before granting a permit to allow some or all of the car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay to be provided on another site, the responsible authority must consider the following, as appropriate:

- The proximity of the car parking on the alternate site to the subject site.

- The likelihood of the long term provision and availability of the car parking spaces.
- Whether the location of the car parking spaces is consistent with any relevant local policy or incorporated plan.
- Any other matter specified in a schedule to the Parking Overlay.

For applications to provide more than the maximum parking provision specified in a schedule to the Parking Overlay

An application to provide more than the maximum parking provision specified in a schedule to the Parking Overlay must be accompanied by a Car Parking Demand Assessment.

The Car Parking Demand Assessment must assess the car parking demand likely to be generated by the proposed use or increase to the existing use.

The Car Parking Demand Assessment must address the following matters, to the satisfaction of the responsible authority:

- The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.
- The variation of car parking demand likely to be generated by the proposed use over time.
- The short-stay and long-stay car parking demand likely to be generated by the proposed use.
- The availability of public transport in the locality of the land.
- The convenience of pedestrian and cyclist access to the land.
- The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.
- The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.
- Any empirical assessment or case study.

52.06-7

19/04/2013
VC95

Requirement for a car parking plan

Plans must be prepared to the satisfaction of the responsible authority before any of the following occurs:

- a new use commences; or
- the floor area or site area of an existing use is increased; or
- an existing use is increased by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use.

The plans must show, as appropriate:

- All car parking spaces that are proposed to be provided (whether on the land or on other land).
- Access lanes, driveways and associated works.
- Allocation of car parking spaces to different uses or tenancies, if applicable.
- Any landscaping and water sensitive urban design treatments.
- Finished levels, if required by the responsible authority.
- Any other matter specified in a schedule to the Parking Overlay.

Plans must be provided to the responsible authority under Clause 52.06-7 wherever Clause 52.06 applies, whether or not a permit application is being made under Clause 52.06-3 or any other provision of the planning scheme.

Where an application is being made for a permit under Clause 52.06-3 or another provision of the planning scheme, the information required under Clause 52.06-7 may be included in other plans submitted with the application.

Clause 52.06-7 does not apply where no car parking spaces are proposed to be provided.

52.06-819/04/2013
VC95**Design standards for car parking**

Plans prepared in accordance with Clause 52.06-7 must meet the design standards of Clause 52.06-8, unless the responsible authority agrees otherwise.

Design standards 1, 3, 6 and 7 do not apply to an application to construct one dwelling on a lot.

Design standard 1 – Accessways

Accessways must:

- Be at least 3 metres wide.
- Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.
- Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.
- Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.
- If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction.
- Provide a passing area at the entrance at least 5 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Road Zone.
- Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.

If an accessway to four or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6 metres from the road carriageway.

If entry to the car space is from a road, the width of the accessway may include the road.

Design standard 2 – Car parking spaces

Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2.

Table 2: Minimum dimensions of car parking spaces and accessways

Angle of car parking spaces to access way	Accessway width	Car space width	Car space length
Parallel	3.6 m	2.3 m	6.7 m

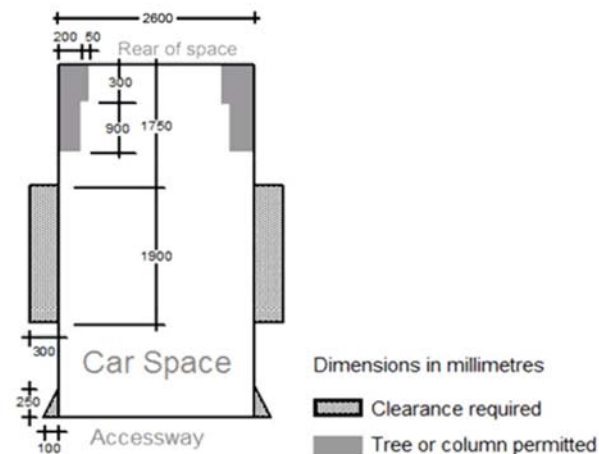
Angle of car parking spaces to access way	Accessway width	Car space width	Car space length
45°	3.5 m	2.6 m	4.9 m
60°	4.9 m	2.6 m	4.9 m
90°	6.4 m	2.6 m	4.9 m
	5.8 m	2.8 m	4.9 m
	5.2 m	3.0 m	4.9 m
	4.8 m	3.2 m	4.9 m

Note to Table 2: Some dimensions in Table 2 vary from those shown in the Australian Standard AS2890.1-2004 (off street). The dimensions shown in Table 2 allocate more space to aisle widths and less to marked spaces to provide improved operation and access. The dimensions in Table 2 are to be used in preference to the Australian Standard AS2890.1-2004 (off street) except for disabled spaces which must achieve Australian Standard AS2890.6-2009 (disabled).

A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1, other than:

- A column, tree or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1.
- A structure, which may project into the space if it is at least 2.1 metres above the space.

Diagram 1 Clearance to car parking spaces



Car spaces in garages or carports must be at least 6 metres long and 3.5 metres wide for a single space and 5.5 metres wide for a double space measured inside the garage or carport.

Where parking spaces are provided in tandem (one space behind the other) an additional 500 mm in length must be provided between each space.

Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.

Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm.

Design standard 3: Gradients

Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.

Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 and be designed for vehicles travelling in a forward direction.

Table 3: Ramp gradients

Type of car park	Length of ramp	Maximum grade
Public car parks	20 metres or less	1:5 (20%)
	longer than 20 metres	1:6 (16.7%)
Private or residential car parks	20 metres or less	1:4 (25%)
	longer than 20 metres	1:5 (20%)

Where the difference in grade between two sections of ramp or floor is greater than 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.

Plans must include an assessment of grade changes of greater than 1:5.6 (18 per cent) or less than 3 metres apart for clearances, to the satisfaction of the responsible authority.

Design standard 4: Mechanical parking

Mechanical parking may be used to meet the car parking requirement provided:

- At least 25 per cent of the mechanical car parking spaces can accommodate a vehicle clearance height of at least 1.8 metres.
- Car parking spaces that require the operation of the system are not allocated to visitors unless used in a valet parking situation.
- The design and operation is to the satisfaction of the responsible authority.

Design standard 5: Urban design

Ground level car parking, garage doors and accessways must not visually dominate public space.

Car parking within buildings (including visible portions of partly submerged basements) must be screened or obscured where possible, including through the use of occupied tenancies, landscaping, architectural treatments and artworks.

Design of car parks must take into account their use as entry points to the site.

Design of new internal streets in developments must maximise on street parking opportunities.

Design standard 6: Safety

Car parking must be well lit and clearly signed.

The design of car parks must maximise natural surveillance and pedestrian visibility from adjacent buildings.

Pedestrian access to car parking areas from the street must be convenient.

Pedestrian routes through car parking areas and building entries and other destination points must be clearly marked and separated from traffic in high activity parking areas.

Design standard 7: Landscaping

The layout of car parking areas must provide for water sensitive urban design treatment and landscaping.

Landscaping and trees must be planted to provide shade and shelter, soften the appearance of ground level car parking and aid in the clear identification of pedestrian paths.

Ground level car parking spaces must include trees planted with flush grilles. Spacing of trees must be determined having regard to the expected size of the selected species at maturity.

52.06-9

19/04/2013
VC95

Decision guidelines

Before deciding that a plan prepared under Clause 52.06-7 is satisfactory the responsible authority must consider, as appropriate:

- The role and function of nearby roads and the ease and safety with which vehicles gain access to the site.
- The ease and safety with which vehicles access and circulate within the parking area.
- The provision for pedestrian movement within and around the parking area.
- The provision of parking facilities for cyclists and disabled people.
- The protection and enhancement of the streetscape.
- The provisions of landscaping for screening and shade.
- The measures proposed to enhance the security of people using the parking area particularly at night.
- The amenity of the locality and any increased noise or disturbance to dwellings and the amenity of pedestrians.
- The workability and allocation of spaces of any mechanical parking arrangement.
- The design and construction standards proposed for paving, drainage, line marking, signage, lighting and other relevant matters.
- The type and size of vehicle likely to use the parking area.
- Whether the layout of car parking spaces and access lanes is consistent with the specific standards or an appropriate variation.
- The need for the required car parking spaces to adjoin the premises used by the occupier/s, if the land is used by more than one occupier.
- Whether the layout of car spaces and accessways are consistent with Australian Standards AS2890.1-2004 (off street) and AS2890.6-2009 (disabled).
- The relevant standards of Clauses 56.06-2, 56.06-4, 56.06-5, 56.06-7 and 56.06-8 for residential developments with accessways longer than 60 metres or serving 16 or more dwellings.
- Any other matter specified in a schedule to the Parking Overlay.

52.06-10 Construction of car parking19/04/2013
VC95

Where a plan is required under Clause 52.06-7, the car parking spaces, access lanes, driveways and associated works and landscaping shown on the plan must be:

- constructed and available for use in accordance with the plan approved by the responsible authority; and
- formed to such levels and drained so that they can be used in accordance with the plan; and
- treated with an all-weather seal or some other durable surface; and
- line-marked or provided with some other adequate means of showing the car parking spaces,

before any of the following occurs:

- the new use commences; or
- the floor area or site area of the existing use is increased; or
- the existing use is increased by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use.

52.06-11 Transitional arrangements19/04/2013
VC95

The requirements of Clause 52.06 do not apply to any use or development of land that is undertaken in accordance with:

- a permit under the Building Act 1993 that was issued before 5 June 2012; or
- a planning permit that was issued before 5 June 2012.

To avoid doubt, this transitional provision does not apply where the permit issued before 5 June 2012 is amended after 5 June 2012, irrespective of how the permit is amended.

Appendix B: Document Review:



/Beaconsfield Town Centre Car Parking Precinct Plan / 9 May 2016

Beaconsfield Structure Plan

Existing Conditions and Issues

From the background research phase of the Structure Planning process, key issues for Beaconsfield were identified. The issues that relate to land use and transport are summarised below:

- Overall, the retail and commercial core has grown significantly in recent years and the retail and business mix has widened. Although classified as a Neighbourhood Activity Centre, the broad range of functions in the town centre would suggest characteristics of a higher order centre. Notwithstanding, Beaconsfield appears to operate as a 'boutique' centre, playing an important secondary role to the larger neighbouring townships and centres of Berwick and Pakenham.
- The Beaconsfield Town Centre contains 79 retail tenancies with 16,065 sqm of retail floor space.
- The two supermarkets (Woolworths and ALDI) have 4,471 sqm or 28% of all floor space.
- There are six (6) specialty food shops (829 sqm) which is a moderate provision for a centre of this size with two (2) supermarkets.
- There are nine (9) take-away food premises and 14 cafes and restaurants. These tenancies make up almost one third of the small shop tenants and their floor space.
- Personal services, particularly hairdressers and beauty salons (ten premises) are also well represented and in much higher proportions than typically found in neighbourhood centres.
- There was only one identified retail vacancy at the time of our survey, indicating a relatively vibrant centre and high demand for shops and tenancies of varying types in the centre.
- There are 46 office tenancies/uses in the Beaconsfield town centre. Some of these occupying retail establishments and when combined with total retail tenancies, office uses comprise more than 35% of all tenancies in the town centre.
- Almost half of all office uses are located in the Princes Highway Central precinct.
- There are 15 medical practices or health professional premises in the town centre making Beaconsfield a prominent destination for these services. Both the Princes Highway Central and Woods Street precincts have seven (7) establishments each.
- The 23 other office tenancies ranging from finance and accounting services to a high number in building, conveyancing, engineering, drafting or other services or occupiers related to the property and construction industry.
- There are only three banks or financial services tenants, comprising the smaller regional banks of Bendigo Bank, Bank of Qld and RAMS.
- Other uses within the Beaconsfield town centre include a hotel, motel, two gymnasiums and a dance studio.
- The total area of the triangular industrial zoned land between Beaconsfield Avenue and Princes Highway is approximately 3.4 hectares. The 1.5 hectare Home Hardware site (timber and trade supplies and hardware store) occupies the largest industrial tenancy with a 2,200 sqm building. To the south of the



/Beaconsfield Town Centre Car Parking Precinct Plan / 9 May 2016

Home Hardware is a variety of office/warehouse and industrial buildings which accommodate various automotive services and other light industry.

- Based on a number plate survey, 22% of customers originate from Beaconsfield (postcode 3807), 30% from Berwick (3806), 8% from Upper Beaconsfield (3808), 3% from Officer (3909) and 7% from Pakenham (3810). The residual customers (30%) originating from outside the 5 nearest postcodes indicate that Beaconsfield is attracting shoppers/customers from a relatively wide regional and service business uses.
- Although there is a medical centre located within Beaconsfield, the community has expressed a desire for a 24 hour medical facility so as to avoid having to travel to a hospital emergency room.

Framework for Change

The Structure Plan presents a plan for change within Beaconsfield for the next 10-15 years. The main areas allocated for development changes are:

- Along the western side of Wood Street, from Princes Highway extending down to the Railway Station.
- The triangular parcel of land at the intersection of Princes Highway and Beaconsfield Avenue, where the Home Hardware is currently located.

The key focus areas for change are:

- Residential Growth
 - Incremental residential intensification in the precinct bounded by Woods Street, Beaconsfield Avenue and Princes Highway (referred to as the residential core), due to its location within the heart of the town centre.
 - Urban development of the Glismann Road precinct.
 - Residential subdivision of the Desmond Court precinct.
 - Medium density residential development in the Woodland Grove precinct, at the southern end of Wood Street.
 - Some medium density housing and/or apartments above commercial uses in the Commercial Triangle precinct.
 - Apartment and townhouse style dwellings in the Princes Highway Gateway precinct.

The Structure Plan presents several scenarios for change that would assist in meeting the objectives of the precinct. The main scenarios are listed below, along with additional commentary on the implications for transport/parking (shown in italics):

- Memorial and Creek
 - Create a public realm at the northern end of Woods Street which retains vehicular access and car parking.

Any changes here would require careful consideration of the bus stop.

- Jim Parkes Reserve
 - Potential for improvements to commercial/parkland interface.
- Beaconsfield Point
 - Potential mixed use intensification of this area including car parking to support businesses.



Important to balance car parking/vehicle access needs with urban design objectives. Preference should be made for integrated car parking across the precinct to encourage sharing of spaces between co-located uses.

- Woodland Grove
 - Opportunity for commercial use at the Railway Station end plus medium density residential housing.
 - Consider need for a shared pedestrian/cycling path through new development.
- Commercial Triangle
 - Potential for a range of mixed use commercial activities to highlight its role as the eastern gateway to Beaconsfield, including some denser housing. Development should be multi-story mixed use with commercial and ground level and office or residential above.
 - Support a school and business drop off zone on the east end of Beaconsfield Avenue.
 - Investigate the provision of new limited indented parking for customers and school drop off/pick up along both sides of Beaconsfield Avenue.

Preference should be made for integrated car parking across the precinct to encourage sharing of spaces between co-located uses.

- Princes Highway Gateway
 - Potential to provide commercially active frontage to Princes Highway plus hospitality uses. Car parking to be inconspicuous in basements, or similar. Car parking to be integrated.

Integrated car parking is supported.



Beaconsfield Structure Plan Traffic & Car Parking Assessment (November 2011)

- A detailed traffic and parking assessment of Beaconsfield has identified that conditions in and around the township would generally be considered satisfactory.
- Future growth and development in Beaconsfield is likely to consist of infill developments around the Woods Street area as well as redevelopment of the older properties along Old Princes Highway between Woods Street and Beaconsfield-Beaconsfield Road. It is likely that growth would consist of: 4,220 sqm of retail floor space, 4,000 sqm of office space, and 600 dwellings (1,500 residents).
- Traffic surveys identified that all roads were operating within acceptable guidelines and no remedial works to address traffic speed or volume would be required. Old Princes Highway will need to remain a 2 way/4 lane road to accommodate existing and future traffic growth. As part of future development key local roads intersections should be signalised to improve safety and access at: Wood Street, Beaconsfield Avenue /Glismann Road and O'Neil Street.
- To rationalise the access points, improve access and safety at the Supermarket Hub, two alternative signalised options were developed which allow for no expansion or future expansion of this important commercial area.
- The parking assessment indicated that the existing parking facilities both in terms of quantity and time restrictions appeared to meet the current demands for this locale. Parking demand was generally high around Woods Street and the Supermarket Hub, however in other areas, the parking demand was generally low with traders, customers and residents being able to find a parking space near their destination.
- The additional 280 spaces at Beaconsfield Station will significantly improve parking for commuters.
- Potentially an off-street parking facility is likely to be required to service existing and future parking demand associated with the proposed commercial development along Woods Street.



Beaconsfield Retail & Commercial Assessment (June 2011)

As part of its Structure Planning research, Cardinia Shire commissioned this study to assess the retail and commercial floor space of the Beaconsfield Town Centre and evaluate its potential future demands. Future requirements considered the implications of population growth in the catchment and the Pakenham corridor, competitive developments in the Officer Precinct Structure Planning (PSP) area and the planned role and function of the Beaconsfield Centre within the region.

The town centre is classified as a Neighbourhood Activity Centre has a broad base of retail and commercial facilities. Its major attractions include two (2) supermarkets, two (2) secondary colleges, a primary school, childcare centre and a community centre. These are complimented by a variety of cafes, restaurants, retail services and medical services. In recent years the retail and commercial core has grown significantly.

Although the centre is classified as a Neighbourhood Activity Centre, the broad range of functions in the town centre would suggest characteristics of a higher order centre. Notwithstanding, Beaconsfield appears to operate as a 'boutique' centre, playing an important secondary role to the larger neighbouring townships and centres of Berwick and Pakenham.



Appendix C: Concept Glismann Road Development Plan:



Appendix D: Car Parking Surveys:

Car Parking Survey Reference Zones
Zone 1



/Beaconsfield Town Centre Car Parking Precinct Plan / 9 May 2016

Zone 2



/Beaconsfield Town Centre Car Parking Precinct Plan / 9 May 2016

Zone 3



/Beaconsfield Town Centre Car Parking Precinct Plan / 9 May 2016

Parking Occupancy Survey
 Date: Thursday, 22 October 2015
 Location: Beaconsfield Study Area
 Weather: Fine
 Customer: Ratio Consultants

Street	Ratio Reference Zone	Side	Restriction	Clear Way/No Stopping	Capacity	Parking Occupancy															
						7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00
	A		Disabled		2	0	0	0	2	1	2	2	2	1	1	1	0	0	0	0	0
			P 15mins 6am-8pm		3	0	0	1	3	3	2	3	3	2	2	3	2	1	1	1	1
			1P 6am-8pm		19	8	9	13	19	18	19	17	18	18	16	14	9	10	8	7	7
			2P 6am-8pm		38	7	7	20	38	38	37	35	33	30	25	22	13	10	8	6	6
	B		P disabled		3	0	0	0	1	2	2	3	3	2	2	1	0	0	0	0	0
			2P		85	15	15	25	35	48	55	57	65	60	51	43	30	20	14	11	11
	C		Disabled		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Staff parking only		38	15	16	18	20	21	22	22	21	20	18	16	12	9	6	5	4
	E		Hotel car park		100	0	0	1	3	4	5	6	6	5	4	7	9	6	3	3	2
	D		2P		25	4	4	5	6	11	15	16	14	12	7	12	15	20	13	9	8
			Disabled		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	F		2P		80	8	9	30	55	65	70	60	63	58	52	45	32	25	16	13	11
			Disabled		2	0	0	0	1	1	2	2	1	2	2	1	0	1	0	0	0
	G		2P		40	11	12	15	20	28	33	26	30	27	28	20	10	4	3	2	2
	H		2P		63	3	3	10	16	30	45	38	40	36	25	32	29	33	22	17	12
	I		Disabled		3	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0
			2P		72	10	10	16	32	40	49	37	44	55	43	30	18	16	12	10	9
Princes Hwy	From Beaconsfield Rd To Carpark	N	Bus Zone		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	From Carpark To Stella St	N	Unrestricted		3	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Wallace St	From End (W) To Stella St	N	Unrestricted		4	1	1	1	2	2	3	3	3	4	4	4	4	2	1	1	1
		S	Unrestricted		8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stella St	From Princes Hwy To Sylvia Rd	E	Unrestricted		11	1	1	1	1	1	1	1	1	2	2	2	1	1	1	1	1
		W	Unrestricted		9	3	3	4	5	5	5	4	4	4	4	3	3	3	2	2	2

Ratio Consultants

Parking Occupancy Survey
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						7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00
Sylvia Rd	From Stella St To Kathleen Ct	N	Unrestricted		9	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1
		S	Unrestricted		11	0	0	0	0	1	1	2	2	2	1	1	1	1	1	1
Kathleen Ct	From Sylvia Rd To Ivy Ct	S	Unrestricted		14	2	2	1	0	0	0	0	0	0	0	0	1	2	2	2
		N	Unrestricted		13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ivy Ct	From Kathleen Ct To End	W	Unrestricted		5	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
		E	Unrestricted		5	2	2	2	1	1	1	1	1	1	1	1	1	1	2	2
Kathleen Ct	From Ivy Ct To Thelma St	S	Unrestricted		7	2	2	2	2	2	2	2	2	2	2	1	1	0	1	1
		N	Unrestricted		10	2	2	2	1	1	2	3	3	3	3	2	1	1	2	2
	From Thelma St To End	S	Unrestricted		4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		N	Unrestricted		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thelma St	From Kathleen Ct To Sylvia Rd	W	Unrestricted		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		E	Unrestricted		11	1	1	1	1	1	2	2	2	2	2	2	3	3	2	2
Sylvia Rd	From Thelma St To Lyle Ave	S	Unrestricted		5	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2
		N	Unrestricted		4	1	1	1	0	0	0	1	1	1	1	1	1	1	1	1
Sylvia Rd	From Thelma St To Ann St	N	Unrestricted		5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		S	Unrestricted		5	0	0	0	0	0	0	0	0	0	0	1	1	2	2	2
	From Ann St To Stella St	N	Unrestricted		10	1	1	1	1	1	2	2	2	2	2	1	0	0	1	1
		S	Unrestricted		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Princes Hwy	From Stella St To George St	N	Unrestricted		13	2	2	3	3	3	3	3	3	3	3	2	1	0	0	0
Wallace St	From Stella St To George St	S	Unrestricted		12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		N	Unrestricted		9	1	1	1	1	1	1	1	2	2	3	3	3	3	2	2
	From George St To Ann St	S	Unrestricted		16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		N	Unrestricted		12	0	0	2	4	3	2	1	2	5	7	3	1	0	0	0

Ratio Consultants

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						7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	
Princes Hwy	From George St To Ann St	N	Unrestricted		17	0	0	0	0	0	0	0	0	3	7	0	0	0	0	0	0	
George St	From Wallace St To Ann St	S	Unrestricted		13	1	1	1	0	0	1	1	1	0	0	0	1	1	1	1	1	
		N	Unrestricted		15	1	1	1	0	1	1	2	2	1	1	2	3	4	3	2	2	
Ann St	From George St To Sylvia Rd	W	Unrestricted		10	1	1	1	1	1	1	1	1	1	1	2	3	4	4	3	2	
		E	Unrestricted		10	1	1	1	1	1	0	0	0	1	1	1	1	1	1	1	1	
	From George St To Wallace St	W	Unrestricted		15	1	1	1	1	0	0	0	1	3	5	2	1	0	0	0	0	
		E	Unrestricted		14	0	0	0	0	0	1	1	1	4	6	2	2	1	1	1	1	
Off Street Carpark	J		Private parking		19	1	1	5	16	13	14	15	12	15	16	10	6	9	4	4	4	
Princes Hwy	From Ann St To Lyle Ave	N	Unrestricted		12	0	0	6	2	1	1	1	1	7	4	1	0	0	0	0	0	
Wallace St	From Ann St To Lyle Ave	S	Unrestricted		3	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	
			Unrestricted	No Standing 8:30am-9am; 3pm-4pm School Days	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		N	1P 9am-6pm Mon-Fri; 9am-12noon Sat		8	3	3	8	2	1	0	0	1	8	4	3	3	2	2	2	2	
			Unrestricted		10	4	4	10	10	10	9	10	9	10	10	8	5	8	4	3	2	2
Lyle Ave	From Princes Hwy To Mahon Ave	E	Unrestricted		10	4	4	10	10	10	9	10	9	10	10	8	5	8	4	3	2	
			P disabled		1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
			Unrestricted		5	0	0	5	4	4	3	3	2	5	3	1	0	3	1	1	1	
			Unrestricted	No Standing 8:30am-9am; 3pm-4pm School Days	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			P 2mins 8am-9:30am; 2:30pm-4pm School Days		7	0	0	5	0	0	0	0	0	6	1	0	0	0	0	0	0	
		W	Unrestricted		2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
			Unrestricted	No Standing 8am-9:30am; 3pm-4pm School Days	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		E	Unrestricted		14	2	2	8	3	4	4	3	3	10	6	5	4	4	2	2	2	2
		W	Unrestricted		10	2	2	4	2	2	3	2	3	8	6	4	3	2	2	2	2	
Mahon Ave	From Lyle Ave To End	E	Unrestricted		19	4	4	6	4	4	3	3	3	6	3	3	3	3	4	3	2	
		W	Unrestricted		20	2	2	5	3	3	3	3	3	8	6	4	3	2	2	2	2	2

Ratio Consultants

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						7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00		
Princes Hwy	From Lyle Ave To Gilsmann Rd	N	Unrestricted		11	5	5	11	11	11	11	11	11	11	11	9	6	3	9	5	4	3	
			Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Unrestricted		26	6	6	14	7	8	8	7	9	17	9	6	3	5	6	6	6	5	
Princes Hwy	From Souter St To Wood St	S	Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			1/4P		3	2	2	2	3	3	2	1	2	3	3	2	3	3	2	2	2	2	
			2P		6	3	3	4	5	5	6	6	6	5	5	6	5	6	4	3	3	3	
			Unrestricted		4	0	0	2	4	4	3	2	3	3	3	1	0	0	0	0	0	0	
Princes Hwy	From Wood St To Beaconsfield Rd	S	Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			1/2P 8am-9pm		10	3	3	4	2	4	7	6	5	6	7	5	7	3	4	4	3	3	
Off Street Carpark	K		parking at the rear, assume mainly public		31	4	4	7	10	12	13	10	12	10	11	13	12	15	12	9	7		
Off Street Carpark	L		Unrestricted		12	2	2	6	10	11	10	8	11	10	9	9	10	9	10	8	6		
Off Street Carpark	M		Loading Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0		
			parking at the rear, assume mainly public		19	3	3	5	9	11	11	9	9	8	6	5	4	7	10	8	5		
Off Street Carpark	N		Unrestricted		7	0	0	3	6	7	6	5	6	4	2	5	4	7	6	4	3		
			Disabled		1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	1	1	
Off Street Carpark	O		parking at the rear, assume mainly public		50	17	17	20	23	25	28	27	25	23	19	18	16	15	12	11	7		
Off Street Carpark	P		Unrestricted, parking at the front		14	3	3	5	4	7	11	13	10	10	7	11	9	8	6	4	4		
			Reserved Kindergarten		5	4	4	4	3	3	4	3	3	5	5	4	3	2	1	1	1	1	
	Wood Street Extension		1P		9	4	4	4	5	7	8	8	7	6	8	5	1	1	1	1	1		
Off Street Carpark	Q		Private parking		16	2	2	7	15	15	14	11	11	10	8	7	6	12	7	5	3		
Off Street Carpark	R		Private parking, assume public		60	20	20	41	55	50	45	30	32	35	28	33	30	37	30	28	17		
			Disabled		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Off Street Carpark	S		Private parking		3	0	0	1	2	2	3	3	3	3	3	2	2	1	1	1	1		

Ratio Consultants

Parking Occupancy Survey
 Date: Thursday, 22 October 2015
 Location: Beaconsfield Study Area
 Weather: Fine
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Street	Ratio Reference Zone	Side	Restriction	Clear Way/No Stopping	Capacity	Parking Occupancy															
						7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00
Off Street Carpark	T		Private parking		5	0	0	1	3	3	3	3	3	3	3	2	0	0	0	0	0
Off Street Carpark	U		Private parking		20	8	8	9	10	11	12	12	12	11	10	7	3	3	3	2	2
Off Street Carpark	V		Private parking		16	3	3	3	4	5	5	4	4	4	3	5	6	1	1	1	1
Off Street Carpark	W		Private parking		13	4	4	5	6	7	8	9	8	8	7	6	4	2	2	2	2
Off Street Carpark	X		Private parking		13	3	3	4	7	7	7	6	6	7	7	5	2	1	1	1	1
Off Street Carpark	Y		Private parking		27	8	8	15	21	23	22	18	20	22	19	17	11	12	8	7	7
			Disabled		1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Off Street Carpark	Z		1P		8	0	0	1	2	3	4	3	5	5	7	6	6	8	4	4	4
			2P		37	4	4	15	22	26	27	19	24	27	23	25	27	33	25	25	19
			P15mins		26	2	2	3	8	12	14	6	11	13	10	12	13	17	12	9	7
			Loading Zone		3	0	0	0	0	1	0	1	1	0	1	1	1	1	1	1	1
			Disabled		1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Wood St	From Princes Hwy To Lane Way	W	Unrestricted		3	0	0	2	3	3	3	3	3	3	2	3	2	3	2	2	2
		E	Unrestricted		3	1	1	2	3	3	3	3	2	3	2	3	2	2	2	2	2
	From Lane Way To Arthur St	W	Unrestricted		33	8	8	17	27	30	28	24	24	22	18	17	14	11	8	8	7
		E	Unrestricted		12	7	7	10	12	12	11	8	10	12	11	9	6	5	5	3	2
			Unrestricted	No Standing 8am-4pm weekdays	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Unrestricted		7	1	1	2	7	6	5	1	2	3	1	2	0	1	1	1	1
Railway Ave	From Arthur St To End (N)	E	Unrestricted		10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		W	Unrestricted		10	0	0	0	0	0	0	0	0	0	0	0	3	6	5	3	3
Wood St	From Arthur St To Beaconsfield Ave	W	Unrestricted		22	14	15	19	22	22	22	21	21	21	20	15	10	6	4	4	3
		E	4P 9am-3pm Mon-Fri		20	2	2	3	7	8	9	10	10	9	7	5	3	2	2	2	2
Arthur St	From Wood St To Railway Ave	S	Unrestricted		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ratio Consultants

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Street	Ratio Reference Zone	Side	Restriction	Clear Way/No Stopping	Capacity	Parking Occupancy																
						7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	
		N	Unrestricted		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railway Ave	From Arthur St To Beaconsfield Ave	W	Unrestricted		21	15	17	6	2	2	3	3	4	4	3	5	6	8	14	12	9	
		E	Unrestricted		24	4	4	2	0	0	0	0	0	0	0	1	1	1	3	3	2	
Beaconsfield Ave	From Souter St To Railway Ave	N	Unrestricted		5	0	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0	
		S	No Standing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	From Railway Ave To Wood St	N	Unrestricted		10	8	8	9	9	9	9	9	9	9	8	8	6	1	1	1	1	
			Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		S	Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Off Street Carpark	AA	S	P 5mins		3	0	0	0	1	0	1	0	0	1	2	1	1	0	0	0	0	
			P disabled		4	1	1	2	4	4	4	4	4	4	3	3	3	0	0	0	0	
			P		289	189	200	269	272	273	274	274	272	269	249	233	150	65	24	16	12	
Soldiers Rd	From Beaconsfield Ave To Adamson Rd	W	Unrestricted		10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Unrestricted		10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Kenilworth Ave	From Beaconsfield Ave To Station St	S	Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		N	Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Off Road		Unrestricted		35	17	18	29	35	35	35	35	35	33	28	24	18	7	3	3	3	
	From Station St To Coach House Ln	S	Unrestricted		8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		N	Unrestricted		8	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0
Coach House Ln	From Kenilworth Ave To End	W	Unrestricted		20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		E	Unrestricted		21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Station St	From Kenilworth Ave To Beaconsfield Ave	E	No Standing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		W	No Standing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Princes Hwy	From Beaconsfield Ave To Goff St	S	Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Ratio Consultants

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						7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00
			Unrestricted		22	5	5	6	7	7	8	7	8	9	10	3	0	0	0	0	0
			Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Princes Hwy	From Goff St To Lyle Ave	S	Unrestricted		5	2	2	4	3	3	2	2	2	4	2	1	0	1	1	1	1
	From Lyle Ave To Homer St	S	Unrestricted		3	2	2	3	2	2	1	1	1	3	3	2	1	1	1	1	1
Horner St	From Princes Hwy To Souter St	W	Unrestricted		10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		E	Unrestricted		11	3	3	3	3	3	4	4	4	3	3	3	2	1	2	2	2
Souter St	From Horner St To Princes Hwy	E	Unrestricted		15	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
		W	Unrestricted		15	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
Princes Hwy	From Horner St To Souter St	S	1P 9am-6pm Mon-Fri; 9am-12:30pm Sat		10	0	0	2	4	3	2	1	2	3	4	4	5	6	7	5	5
Beaconsfield Ave	From Station St To Princes Hwy	S	P 5mins 8:30am-9am; 3:15pm-3:45pm School Days		20	0	0	8	1	2	0	0	1	12	4	1	0	0	0	0	0
			Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		N	Unrestricted		17	9	10	16	16	16	15	11	12	15	5	2	0	0	0	0	0
			Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	From Station St To Souter St	N	Unrestricted		8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		S	Unrestricted		12	3	3	4	4	3	2	1	1	1	1	1	1	0	0	0	0
Souter St	From Beaconsfield Ave To Homer St	E	Unrestricted		14	1	1	1	1	1	1	1	1	2	2	3	4	4	3	2	2
		W	Unrestricted		13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Goff St	From Beaconsfield Ave To Princes Hwy	E	Unrestricted		20	3	3	7	2	2	1	0	1	2	2	2	2	3	3	3	2
		W	Unrestricted		22	3	3	6	2	2	3	3	4	3	3	3	2	2	2	2	2
Off Street Carpark	CC	E	Loading Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Disabled		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Unrestricted		66	7	7	10	18	22	23	20	24	25	27	20	17	24	20	13	11
Off Street Carpark	DD		Private parking		30	22	22	24	28	25	21	18	20	22	19	17	11	15	16	15	10

Ratio Consultants

Parking Occupancy Survey

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						7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00			
Off Street Carpark	EE		Private parking		77	11	12	17	21	25	30	25	24	22	19	11	0	0	0	0	0			
			Disabled		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Off Street Carpark	FF		Private parking		50	14	15	20	26	28	32	30	31	30	27	15	8	3	2	2	2			
O'Neil Rd	From Princes Hwy To Janet Bowman Blvd	E	Unrestricted		7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
			Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		W	Unrestricted		5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	O'Neil Recreation Reserve	W	P 90o		100	5	5	4	2	2	1	1	1	2	2	2	1	1	1	1	1			
Janet Bowman Blvd	From O'Neil Rd To Jordan Ct	N	Unrestricted		8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		S	No Standing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
O'Neil Rd	From Janet Bowman Blvd To Beaconhill Dr	E	Unrestricted		14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		W	Unrestricted		10	2	2	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2		
	From Beaconhill Dr To Marcanna Pl	E	Unrestricted		7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		W	Unrestricted		8	2	2	2	2	2	1	1	1	2	2	2	2	2	2	2	2	2	2	
Beaconhill Dr	From O'Neil Rd To Round Abound	S	Unrestricted		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		N	Unrestricted		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
O'Neil Rd	Community Centre	E	P		96	29	30	40	55	60	53	41	38	44	38	22	15	9	5	5	5	5		
			No Standing: Bus excepted		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			P disabled		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ratio Consultants

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Street	Ratio Reference Zone	Side	Restriction	Clear Way	Capacity	Parking Occupancy															
						7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00
	A		Disabled		2	0	0	0	1	2	2	2	2	2	1	1	1	0	0	0	0
			P 15mins 6am-8pm		3	0	0	1	2	3	3	3	2	3	2	3	2	1	1	1	1
			1P 6am-8pm		19	6	10	15	18	19	18	19	17	15	14	11	12	10	8	5	5
			2P 6am-8pm		38	4	6	16	25	30	34	37	36	30	26	18	12	8	6	5	3
	B		P disabled		3	0	0	0	1	2	3	2	0	1	2	1	0	0	0	0	0
			2P		85	11	20	41	66	75	80	72	59	53	50	31	22	15	8	6	4
	C		Disabled		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Staff parking only		38	10	14	16	20	22	23	22	19	18	17	13	11	10	8	8	8
	E		2P		100	2	2	2	3	5	8	6	5	5	3	3	2	2	2	2	2
	D		2P		25	3	8	10	12	13	14	16	18	17	15	13	11	10	8	5	4
			Disabled		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	F		2P		80	14	19	44	58	70	75	72	62	57	49	40	30	20	15	14	12
			Disabled		2	0	0	0	0	1	2	2	2	1	2	1	1	0	0	0	0
	G		2P		40	6	11	18	26	31	35	33	35	32	28	20	15	10	5	4	4
	H		2P		63	4	4	12	27	34	40	42	34	30	27	23	24	22	15	15	11
	I		Disabled		3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
			2P		72	13	17	22	28	33	30	34	18	25	24	20	17	14	10	8	7
Princes Hwy	From Beaconsfield Rd To Carpark	N	Bus Zone		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	From Carpark To Stella St	N	Unrestricted		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wallace St	From End (W) To Stella St	N	Unrestricted		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		S	Unrestricted		8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stella St	From Princes Hwy To Sylvia Rd	E	Unrestricted		11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		W	Unrestricted		9	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1

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						7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00
Sylvia Rd	From Stella St To Kathleen Ct	N	Unrestricted		9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		S	Unrestricted		11	0	0	0	1	1	1	1	1	1	1	0	0	0	0	0
Kathleen Ct	From Sylvia Rd To Ivy Ct	S	Unrestricted		14	2	2	2	2	3	3	2	1	1	1	2	2	2	2	2
		N	Unrestricted		13	1	2	2	1	1	2	2	2	2	2	2	2	2	2	2
Ivy Ct	From Kathleen Ct To End	W	Unrestricted		5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		E	Unrestricted		5	1	1	1	0	0	0	0	0	0	0	0	1	1	1	1
Kathleen Ct	From Ivy Ct To Thelma St	S	Unrestricted		7	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
		N	Unrestricted		10	1	2	2	2	2	1	1	1	1	2	2	2	2	2	2
	From Thelma St To End	S	Unrestricted		4	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2
		N	Unrestricted		4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Thelma St	From Kathleen Ct To Sylvia Rd	W	Unrestricted		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		E	Unrestricted		11	1	3	3	4	4	3	3	2	2	2	2	3	3	3	3
Sylvia Rd	From Thelma St To Lyle Ave	S	Unrestricted		5	1	1	1	1	2	2	2	1	1	1	1	1	1	1	1
		N	Unrestricted		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sylvia Rd	From Thelma St To Ann St	N	Unrestricted		5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		S	Unrestricted		5	1	1	1	2	2	2	3	3	2	1	1	1	1	1	1
	From Ann St To Stella St	N	Unrestricted		10	4	4	4	4	2	1	1	1	1	1	1	2	2	3	3
		S	Unrestricted		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Princes Hwy	From Stella St To George St	N	Unrestricted		13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Wallace St	From Stella St To George St	S	Unrestricted		12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		N	Unrestricted		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	From George St To Ann St	S	Unrestricted		16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		N	Unrestricted		12	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0

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Street	Ratio Reference Zone	Side	Restriction	Clear Way	Capacity	Parking Occupancy																
						7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	
Princes Hwy	From George St To Ann St	N	Unrestricted		17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
George St	From Wallace St To Ann St	S	Unrestricted		13	1	2	2	2	1	1	1	2	2	2	2	2	2	2	2	2	2
		N	Unrestricted		15	1	2	2	3	3	3	4	4	3	3	2	2	2	2	2	2	2
Ann St	From George St To Sylvia Rd	W	Unrestricted		10	2	2	2	3	3	4	4	4	4	3	3	3	3	3	3	3	3
		E	Unrestricted		10	2	4	4	4	4	4	3	2	2	2	2	3	3	3	3	2	2
	From George St To Wallace St	W	Unrestricted		15	2	2	2	3	3	3	3	3	3	2	2	2	2	2	2	2	2
		E	Unrestricted		14	0	0	0	1	1	0	1	2	2	1	1	1	0	0	0	0	0
Off Street Carpark	J		Private parking		19	0	0	2	6	5	2	5	3	4	5	4	3	2	0	0	0	
Princes Hwy	From Ann St To Lyle Ave	N	Unrestricted		12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Wallace St	From Ann St To Lyle Ave	S	Unrestricted		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Unrestricted	No Standing 8:30am-9am; 3pm-4pm School Days	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		N	1P 9am-6pm Mon-Fri; 9am-12noon Sat		8	1	1	2	3	3	3	3	2	2	2	2	1	1	1	1	1	1
Lyle Ave	From Princes Hwy To Mahon Ave	E	Unrestricted		10	3	4	2	1	1	0	0	0	0	0	1	1	1	1	1	1	1
			P disabled		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Unrestricted		5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Unrestricted	No Standing 8:30am-9am; 3pm-4pm School Days	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			P 2mins 8am-9:30am; 2:30pm-4pm School Days		7	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0
		W	Unrestricted		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Unrestricted	No Standing 8am-9:30am; 3pm-4pm School Days	9	1	1	1	1	0	0	0	0	0	0	0	1	1	1	1	1	1
	From Mahon Ave To Sylvia Rd	E	Unrestricted		14	1	1	1	1	2	3	4	5	4	3	3	2	2	2	2	2	2
		W	Unrestricted		10	1	2	2	1	1	1	1	1	1	1	1	2	2	2	2	2	2
Mahon Ave	From Lyle Ave To End	E	Unrestricted		19	3	5	4	2	3	4	4	5	5	5	4	4	5	5	3	2	2
		W	Unrestricted		20	3	3	3	2	3	4	4	4	4	3	3	3	3	3	3	2	2

Ratio Consultants

Parking Occupancy Survey
 Date: Saturday, 24 October 2015
 Location: Beaconsfield Study Area
 Weather: Fine
 Customer: Ratio Consultants

Street	Ratio Reference Zone	Side	Restriction	Clear Way	Capacity	Parking Occupancy															
						7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00
Princes Hwy	From Lyle Ave To Gilsmann Rd	N	Unrestricted		11	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0
			Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Unrestricted		26	2	2	2	3	4	6	5	4	4	4	5	5	6	6	4	3
Princes Hwy	From Souter St To Wood St	S	Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			1/4P		3	0	0	1	2	3	3	3	3	2	2	3	2	1	0	0	0
			2P		6	2	3	3	4	3	5	4	5	4	5	4	4	3	2	2	2
			Unrestricted		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Princes Hwy	From Wood St To Beaconsfield Rd	S	Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			1/2P 8am-9pm		10	1	1	3	5	3	4	6	4	6	5	6	7	6	5	4	4
Off Street Carpark	K		parking at the rear, assume mainly public		31	1	1	3	6	9	8	10	7	10	13	11	13	12	10	10	6
Off Street Carpark	L		Unrestricted		12	1	1	5	8	12	8	10	8	10	9	7	8	10	8	7	7
Off Street Carpark	M		Loading Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Off Street Carpark			parking at the rear, assume mainly public		19	1	1	3	6	8	7	8	5	7	6	4	5	9	12	11	11
Off Street Carpark	N		Unrestricted		7	2	3	4	5	7	6	5	4	5	3	5	6	7	5	3	3
Off Street Carpark			Disabled		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Off Street Carpark	O		parking at the rear, assume mainly public		50	3	8	13	17	20	16	14	11	13	11	11	9	8	7	6	4
Off Street Carpark	P		Unrestricted, parking at the front		14	1	1	3	6	7	6	6	3	6	8	10	10	7	5	4	3
	Wood Street Extension		Reserved Kindergarten		5	3	4	4	5	5	3	4	4	4	3	2	1	1	0	0	0
	Wood Street Extension		1P		9	1	2	4	6	8	8	7	9	8	6	4	5	4	2	2	2
Off Street Carpark	Q		Private parking		16	6	8	10	12	13	14	14	13	13	11	10	8	6	5	4	4
Off Street Carpark	R		Private parking		60	9	19	25	28	30	27	20	10	18	25	26	22	19	15	12	8
			Disabled		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Off Street Carpark	S		Private parking		3	0	0	0	1	2	2	2	2	2	1	1	0	0	0	0	0

Ratio Consultants

Parking Occupancy Survey
 Date: Saturday, 24 October 2015
 Location: Beaconsfield Study Area
 Weather: Fine
 Customer: Ratio Consultants

Street	Ratio Reference Zone	Side	Restriction	Clear Way	Capacity	Parking Occupancy																
						7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	
Off Street Carpark	T		Private parking		5	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Off Street Carpark	U		Private parking		20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Off Street Carpark	V		Private parking		16	0	0	1	3	5	4	5	3	3	2	1	0	0	0	0	0	0
Off Street Carpark	W		Private parking		13	2	2	3	4	6	5	7	4	5	6	4	3	2	2	2	2	2
Off Street Carpark	X		Private parking		13	2	3	4	6	6	4	4	2	2	1	1	0	0	0	0	0	0
Off Street Carpark	Y		Private parking		27	2	6	9	13	17	21	18	8	12	14	10	10	7	4	3	2	2
			Disabled		1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Off Street Carpark	Z		1P		8	3	5	4	3	4	3	5	3	4	2	3	5	3	2	2	2	2
			2P		37	6	20	25	30	33	30	33	28	24	25	22	24	19	15	11	11	11
			P15mins		26	10	15	19	22	23	21	23	24	22	20	17	14	12	9	8	5	5
			Loading Zone		3	0	0	0	1	2	1	0	2	1	0	1	1	0	0	0	0	0
			Disabled		1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Wood St	From Princes Hwy To Lane Way	W	Unrestricted		3	2	3	3	3	3	3	2	3	3	3	2	2	2	1	1	1	1
		E	Unrestricted		3	1	1	2	3	3	3	3	3	2	3	3	2	1	1	1	1	1
	From Lane Way To Arthur St	W	Unrestricted		33	5	14	15	17	18	16	17	14	13	10	12	10	8	5	3	2	2
		E	Unrestricted		12	5	9	10	10	12	11	11	11	10	9	7	5	7	4	4	4	4
			Unrestricted	No Standing 8am-4pm weekdays	2	0	0	0	0	1	0	1	2	1	1	0	0	0	0	0	0	0
			Unrestricted		7	2	2	2	1	1	0	1	1	1	0	0	1	1	0	0	0	0
Railway Ave	From Arthur St To End (N)	E	Unrestricted		10	1	1	1	2	2	2	1	1	1	1	0	0	0	0	0	0	0
		W	Unrestricted		10	0	0	0	1	2	2	2	2	2	1	1	0	0	0	0	0	0
Wood St	From Arthur St To Beaconsfield Ave	W	Unrestricted		22	1	1	1	1	1	1	1	1	2	2	3	3	4	4	4	4	4
		E	4P 9am-3pm Mon-Fri		20	2	3	2	2	1	2	2	3	3	2	2	3	3	4	4	4	4
Arthur St	From Wood St To Railway Ave	S	Unrestricted		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ratio Consultants

Parking Occupancy Survey

Date: Saturday, 24 October 2015
 Location: Beaconsfield Study Area
 Weather: Fine
 Customer: Ratio Consultants

Street	Ratio Reference Zone	Side	Restriction	Clear Way	Capacity	Parking Occupancy																
						7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	
		N	Unrestricted		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railway Ave	From Arthur St To Beaconsfield Ave	W	Unrestricted		21	2	6	5	4	3	3	4	3	3	4	5	5	6	7	5	4	
		E	Unrestricted		24	1	1	1	2	3	3	4	4	4	4	3	3	3	3	2	2	
Beaconsfield Ave	From Souter St To Railway Ave	N	Unrestricted		5	0	0	0	1	1	1	1	1	1	1	0	0	0	0	0	0	
		S	No Standing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	From Railway Ave To Wood St	N	Unrestricted		10	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	
			Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		S	Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Off Street Carpark	AA	S	P 5mins		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			P disabled		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			P		289	4	12	15	20	23	22	22	21	17	15	13	12	10	8	5	5	
Soldiers Rd	From Beaconsfield Ave To Adamson Rd	W	Unrestricted		10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Unrestricted		10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Kenilworth Ave	From Beaconsfield Ave To Station St	S	Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		N	Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Off Road		Unrestricted		35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	From Station St To Coach House Ln	S	Unrestricted		8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		N	Unrestricted		8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Coach House Ln	From Kenilworth Ave To End	W	Unrestricted		20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		E	Unrestricted		21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Station St	From Kenilworth Ave To Beaconsfield Ave	E	No Standing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		W	No Standing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Princes Hwy	From Beaconsfield Ave To Goff St	S	Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Ratio Consultants

Parking Occupancy Survey
 Date: Saturday, 24 October 2015
 Location: Beaconsfield Study Area
 Weather: Fine
 Customer: Ratio Consultants

Street	Ratio Reference Zone	Side	Restriction	Clear Way	Capacity	Parking Occupancy															
						7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00
			Unrestricted		22	4	7	5	2	4	3	3	1	2	5	7	6	5	4	3	2
			Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Princes Hwy	From Goff St To Lyle Ave	S	Unrestricted		5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	From Lyle Ave To Homer St	S	Unrestricted		3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Horner St	From Princes Hwy To Souter St	W	Unrestricted		10	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0
		E	Unrestricted		11	2	3	3	4	4	2	2	2	2	2	3	3	3	3	3	2
Souter St	From Horner St To Princes Hwy	E	Unrestricted		15	0	0	0	0	1	2	2	1	1	1	1	0	0	0	0	0
		W	Unrestricted		15	1	1	1	1	2	4	3	1	1	1	2	2	2	2	2	2
Princes Hwy	From Horner St To Souter St	S	1P 9am-6pm Mon-Fri; 9am-12:30pm Sat		10	0	0	0	3	2	2	4	6	4	3	4	6	7	6	5	5
Beaconsfield Ave	From Station St To Princes Hwy	S	P 5mins 8:30am-9am; 3:15pm-3:45pm School Days		20	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0
			Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		N	Unrestricted		17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	From Station St To Souter St	N	Unrestricted		8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		S	Unrestricted		12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Souter St	From Beaconsfield Ave To Horner St	E	Unrestricted		14	1	3	3	2	1	2	2	3	3	2	2	2	3	3	3	2
		W	Unrestricted		13	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
Goff St	From Beaconsfield Ave To Princes Hwy	E	Unrestricted		20	1	2	3	4	5	5	4	3	3	2	2	3	3	3	3	2
		W	Unrestricted		22	3	3	3	2	2	3	3	3	2	2	3	3	2	2	2	2
Off Street Carpark	CC	E	Loading Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Disabled		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Unrestricted		66	1	1	4	10	11	8	10	8	9	12	13	18	23	14	9	7
Off Street Carpark	DD		Private parking		30	13	18	15	17	18	19	15	13	14	14	18	20	17	14	9	6

Ratio Consultants

Parking Occupancy Survey

Date: Saturday, 24 October 2015
 Location: Beaconsfield Study Area
 Weather: Fine
 Customer: Ratio Consultants

Street	Ratio Reference Zone	Side	Restriction	Clear Way	Capacity	Parking Occupancy																	
						7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00		
Off Street Carpark	EE		Private parking		77	5	9	12	16	18	20	18	12	11	8	3	0	0	0	0	0		
			Disabled		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Off Street Carpark	FF		Private parking		50	3	6	7	8	6	4	3	1	1	1	1	1	1	1	1	1		
O'Neil Rd	From Princes Hwy To Janet Bowman Blvd	E	Unrestricted		7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		W	Unrestricted		5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Janet Bowman Blvd	From O'Neil Rd To Jordan Ct	N	Unrestricted		8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			No Standing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		S	Unrestricted		14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
W	Unrestricted			10	2	2	2	3	3	3	3	2	2	2	2	2	2	2	2	2	2		
O'Neil Rd	From Janet Bowman Blvd To Beaconhill Dr	E	Unrestricted		7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			W	Unrestricted		8	1	3	3	2	2	1	1	1	1	1	1	2	3	3	3	2	2
Beaconhill Dr	From O'Neil Rd To Round Abound	S	Unrestricted		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			N	Unrestricted		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
O'Neil Rd		E	P		96	2	2	3	5	16	22	32	37	30	20	10	6	3	2	2	2	2	
			No Standing: Bus excepted		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			P disabled		3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0

Ratio Consultants

Appendix E: Accessible Car Parking Standard:



/Beaconsfield Town Centre Car Parking Precinct Plan / 9 May 2016

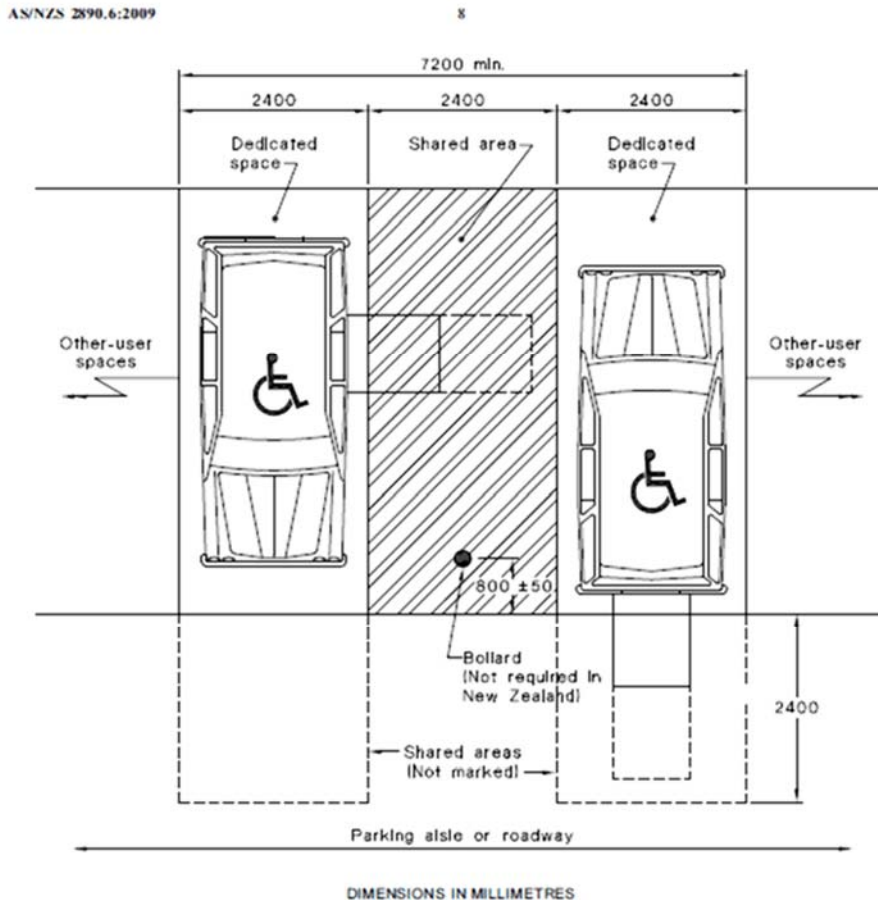


FIGURE 2.3 EXAMPLE OF TWO PARKING SPACES WITH A COMMON SHARED AREA—DIMENSIONS FOR AUSTRALIA ONLY*

2.2.2 Parallel parking spaces

A parallel parking space shall comprise areas as illustrated in Figure 2.4 as follows:

- (a) A dedicated space as follows:
 - (i) *In Australia* at least 3200 mm wide by 7800 mm long.
 - (ii) *In New Zealand* at least 2400 mm wide by 7800 mm long.
 All of the dedicated space shall be at the same level.
- (b) A shared area adjacent to the non-trafficked side of the dedicated space as follows:
 - (i) *In Australia* at least 1600 mm wide by 7800 mm long.
 - (ii) *In New Zealand* at least 1100 mm wide by 7800 mm long.

* Base dimensions for angle parking spaces and shared areas in New Zealand are shown in Figure 2.1.

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The shared area may be at a higher level than the dedicated space in which case it shall be separated by a kerb not more than 190 mm high and shall be increased in width to accommodate kerb ramps in accordance with AS 1428.1.

NOTE: Examples of parallel parking spaces are shown in Figures 2.5 and 2.6.

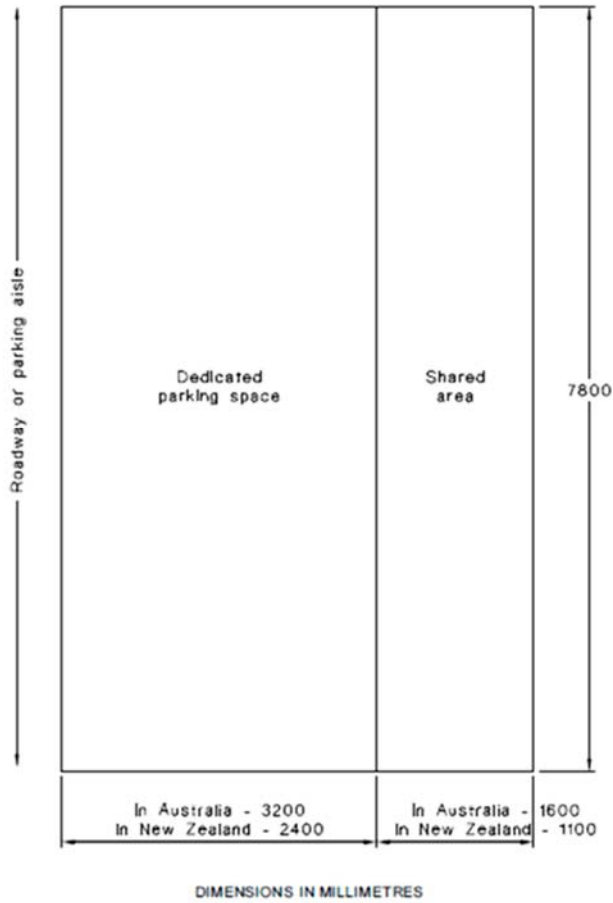


FIGURE 2.4 TYPICAL DIMENSIONS OF PARALLEL PARKING SPACES

AS/NZS 2890.6:2009

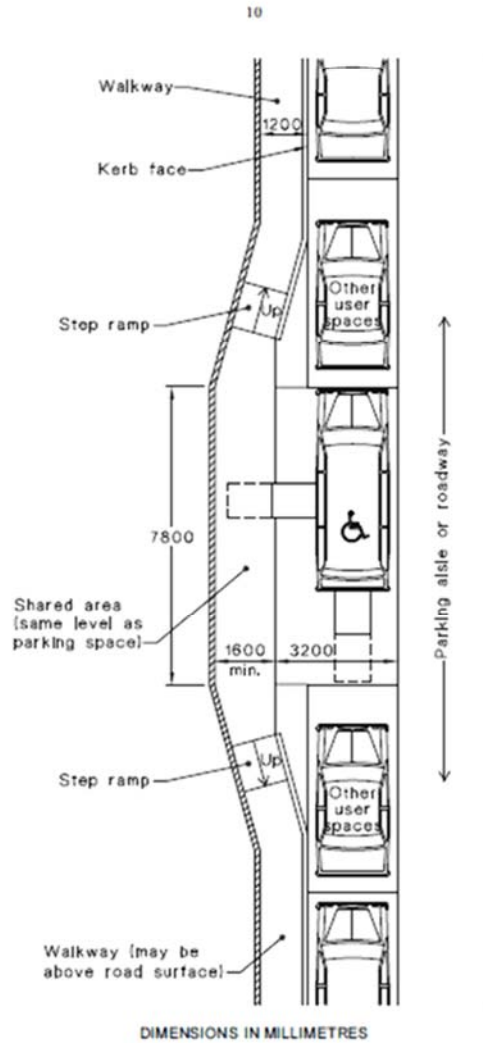
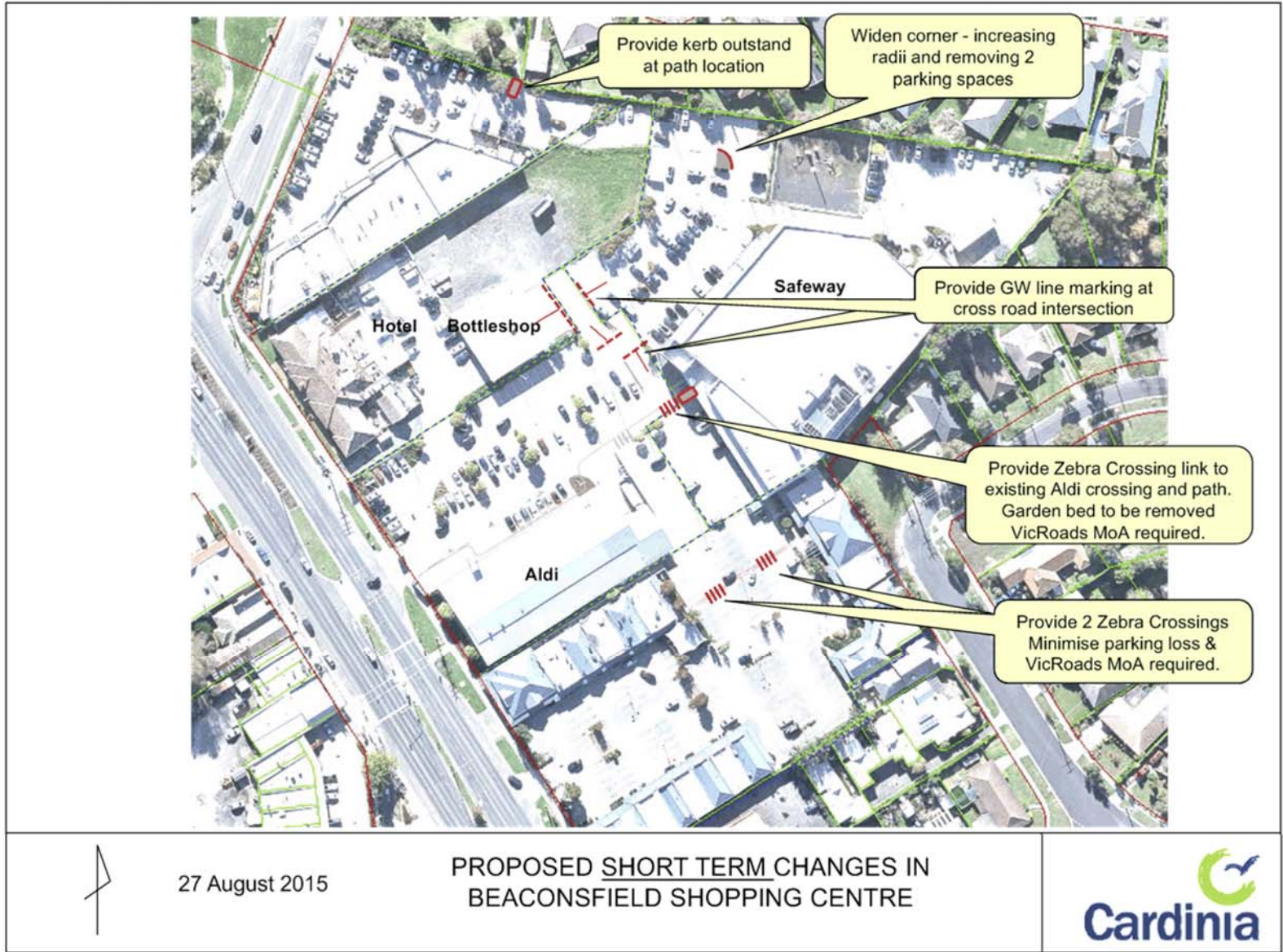


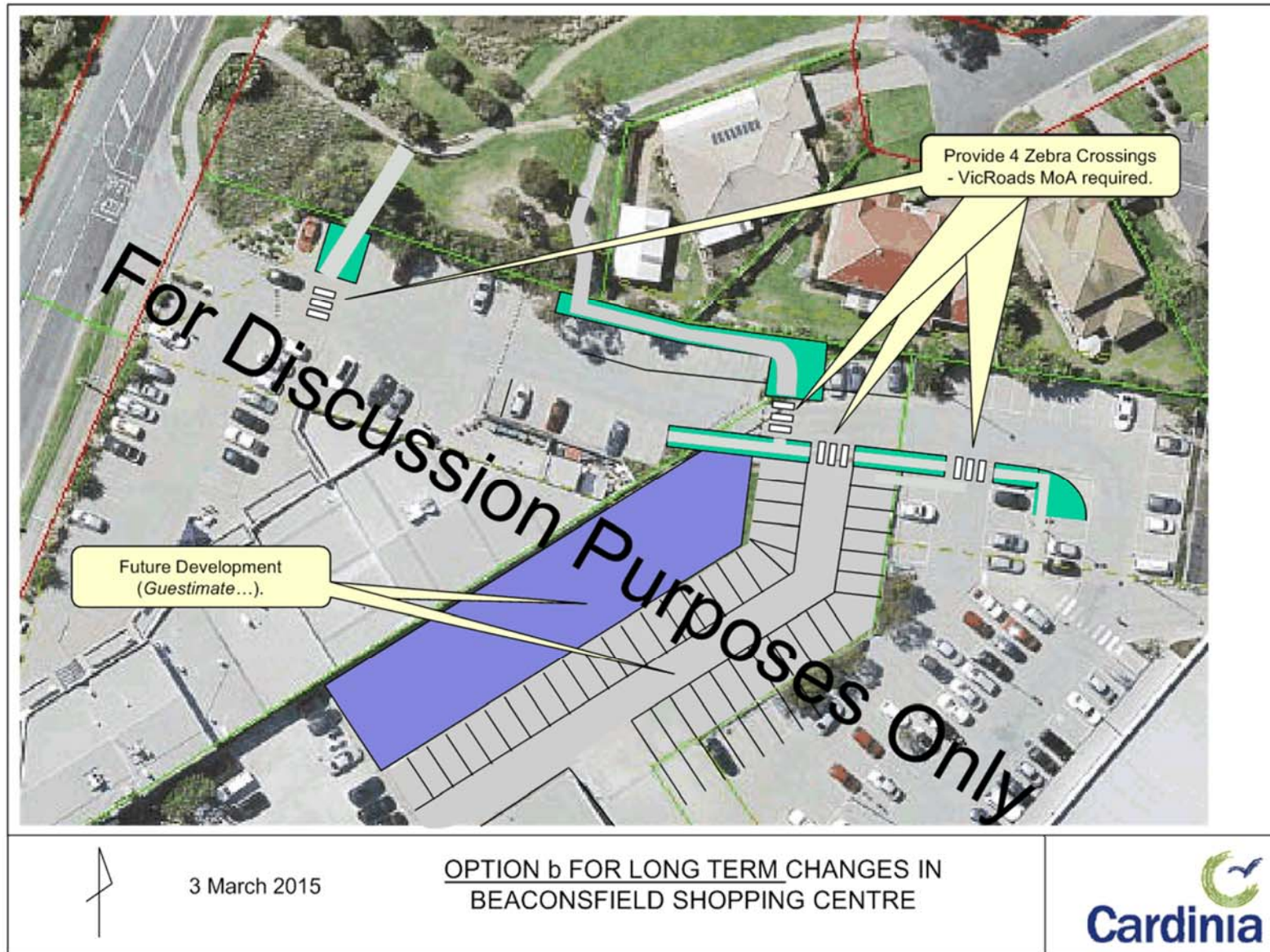
FIGURE 2.5 EXAMPLE OF A PARALLEL PARKING SPACE WITH SHARED AREA AT SAME LEVEL—DIMENSIONS FOR AUSTRALIA ONLY*

Appendix F: Concept Design of Supermarket Hub Improvements:



/Beaconsfield Town Centre Car Parking Precinct Plan / 9 May 2016





Attachment 3: Beaconsfield Car Parking Precinct Plan Summary of Actions

Overall Study Area Actions:Recommendation 1

Council to work with private car park owners, to:

- enter into a private agreement to help prevent illegal or unauthorised parking on private property through time limits and enforcement
- improve the design of car parking facilities and to ensure that they are appropriately maintained.

Recommendation 2

Council to liaise with the business community and Beaconsfield Progress Association to facilitate changes to existing car parking management, sharing and access.

Recommendation 3

Council to investigate opportunities for the establishment of a business car park reference group that consists of commercial land owners, tenants and the Beaconsfield Progress Association to assist with implementing the recommendations in the Beaconsfield Car Parking Precinct Plan.

Recommendation 4

Council to undertake an audit of car parking control signage across the study area to ensure compliance with Australian Standards every five years

Recommendation 5

Council to work with private car park owners to implement uniform car parking control signage that meets current Australian Standards and applies for consistent time periods covering daytime business trading hours on weekdays and Saturdays (e.g. 8am-6pm Monday to Saturday).

Recommendation 6

Council to undertake car parking supply and occupancy surveys in the Beaconsfield study area at regular intervals (e.g. every 5 years, starting in the year 2022) to ensure that the observed car parking demand is being managed in accordance with the objectives of the Beaconsfield Car Parking Precinct Plan and if not, Council is to review the Beaconsfield Car Parking Precinct Plan.

Recommendation 7

Through agreements with private car park owners, accessible (disabled) car parking that are not compliant with current Australian Standard AS2890.6-2009 are to be upgraded to meet the current standard.

Recommendation 8

In consultation with taxi organisations, traders and the community establish suitable taxi zone and locations for bicycle loops.

Recommendation 9

Council to require a minimum of 1 motorcycle or scooter parking space to be provided for every 50 car parking spaces constructed in the study area.

Supermarket Hub Actions:Recommendation 10

Install car parking directional signage at the Supermarket Hub access points.



Recommendation 11

Through agreements with private car park owners limit time restricted car parking to uniform daytime trading hours.

Recommendation 12

Investigate the suitability to use Council owned land located on the corner of Sylvia Road and Kathleen Court for car parking (preferable staff car parking). If the land is not considered suitable for car parking or alternative use, Council is to investigate the statutory process to sell the land.

Recommendation 13

Through agreements with private car park owners convert short stay car parking along the northern edge of the Supermarket Hub car park near Beaconsfield-Emerald Road to long stay car parking, to reduce vehicular congestion near the access point.

Recommendation 14

Through agreements with private car park owners, Council to work with Supermarket Hub private car park owners to improve the design of the existing car parking facilities (with consideration given to signs, pedestrian access, accessible parking bays, pram parking and loading zones) and to ensure that they are appropriately maintained. A draft concept plan (to help with discussions) for design improvements is attached as Appendix F demonstrating concept short term and long term changes.

Recommendation 15

Undertake a survey of Supermarket Hub customers to identify if the installation of pram parking bays would be supported.

Recommendation 16

Council to work with the landowners of the *Central Hotel* at the time of redevelopment, to integrate car parking and accessibility with the Supermarket Hub area.

Recommendation 17

Council does not support the reduction of car parking rates for redevelopment or extension applications in the Supermarket Hub in accordance with Clause 52.06-6 of the Cardinia Planning Scheme.

Wood Street North Actions:Recommendation 18

Install high turnover (e.g. 1/4P) car parking at the start of the parking blocks as shown in Figure 8.2

Recommendation 19

Convert unrestricted car parking along both sides of Wood Street, between Princes Highway and the start of the residential dwellings to short stay (e.g. 1-2P) car parking as shown in Figure 8.2.

Recommendation 20

Convert unrestricted car parking along both sides of Wood Street, between the start of the residential dwellings and Arthur Street to medium stay (e.g. 4P) car parking.

Recommendation 21

Through agreements with private car park owners install short stay car parking controls (e.g. 1P or 2P) that meet Australian Standards in private car parking facilities that are available for public car parking.'



Recommendation 22

Through agreements with private car parking owners, Council to facilitate and promote the use of underutilised car parks for either long stay (staff) car parking or short stay (publicly available visitor) car parking.

Recommendation 23

Council to consider the application of reduced car parking rates for redevelopment and extension applications in the Wood Street North zone, subject to accessibility to shared publicly available car parking and a car parking demand assessment in accordance with Clause 52.06-6 of the Cardinia Planning Scheme.

Recommendation 24

Apply the principles of shared parking to the Beaconsfield Structure Plan (Scenarios of Change on page 22) future redevelopment within the Princes Highway Gateway Precinct and Beaconsfield Point Precinct

Recommendation 25

For new and redevelopments along Wood Street, use the Urban Design Guidelines for the Woods Street North Precinct (2013) as the key reference document towards achieving shared car parking within this precinct.

Recommendation 26

Develop a master plan for the Memorial Creek area as identified in the Beaconsfield Structure Plan that includes planning for buses, traffic movements and car parking (including kindergarten-related car parking).

Recommendation 27

Council to investigate implementing line marking along Wood Street for car parking spaces, south of Arthur Street.

Recommendation 28

Through agreements with private car park owners, Council to work with Wood Street North private car park owners to improve the design of car parking facilities (with consideration given to signs, pedestrian access, accessible parking bays, pram parking and loading zones) and to ensure that they are appropriately maintained.

Commercial Triangle /St Francis Xavier College Actions:Recommendation 29

Council to continue working with St Francis Xavier College, to minimise the off-site impacts of car parking and traffic on Beaconsfield Avenue and Princes Highway. For Example: investigate alternative ingress and egress from Princes Highway or Desmond Court to school grounds.

Recommendation 30

St Francis Xavier College to create indented car parking along the southern kerb of Beaconsfield Avenue.

Recommendation 31

Improve pedestrian and motorist safety around the school through a regular program of enforcement at drop-off and pick-up times.



Recommendation 32

Encourage the St Francis Xavier College to work with its school community to change travel behaviour, including the promotion of walking and cycling to school and ride share.

Recommendation 33

Consider the application of reduced car parking rates for redevelopment and extension applications in the Commercial Triangle precinct (excluding St Francis Xavier College) subject to accessibility to shared publicly available car parking and car parking demand assessment in accordance with Clause 52.06-6 of the Cardinia Planning Scheme.

Recommendation 34

Apply the design principles of shared parking to future redevelopment within the Commercial Triangle Precinct.

Beaconsfield Railway Station Actions:Recommendation 35

Council to lobby the Department of Transport, Public Transport Victoria, Department of Economic Development, Jobs, Transport and Resources and Vic Track, for expansion of the Railway Car Parking supply.

Recommendation 36

Council to lobby the Public Transport Victoria, Department of Transport, Department of Economic Development, Jobs, Transport and Resources and Vic Track for the gates to the existing gravel car park to be opened and used as a temporary public car park until the expansion and formalisation of the Railway car park occurs.

Recommendation 37

Council to monitor on a regular basis car parking occupancies around Beaconsfield Railway Station to ensure commuter car parking does not adversely impact on the amenity of surrounding (residential) land uses.

Recommendation 38

Council to implement car parking management along Kenilworth Avenue in consultation with Public Transport Victoria and Department of Economic Development, Jobs, Transport and Resources, that aims to prohibit undesirable roadside car parking between the railway line and the Kenilworth Avenue carriageway.

Recommendation 39

Council to lobby Public Transport Victoria, Department of Transport and Department of Economic Development, Jobs, Transport and Resources for secure bicycle lockers at Beaconsfield Railway Station.

Recommendation 40

Council to lobby Public Transport Victoria and Department of Economic Development, Jobs, Transport and Resources for the frequency of premium and connector bus services to be increased from and to Beaconsfield and align with the train timetable.

Recommendation 41

Council to lobby Public Transport Victoria and Department of Economic Development, Jobs, Transport and Resources for bus stop shelters



Recommendation 42

Council to lobby Public Transport Victoria for a bus supply and demand analysis to be undertaken of existing bus services, to determine whether the services align to current and future travel demands.

Recommendation 43

Investigate options for indented car parking along Beaconsfield Avenue opposite train station in discussion with Vic Track, Public Transport Victoria and Department of Economic Development, Jobs, Transport and Resources.

Beaconsfield Primary School Actions:Recommendation 44

Council in cooperation with the Primary School, to advocate for Education Department funding for on-street car parking and traffic management improvements.

Recommendation 45

Council in cooperation with the Primary School to advocate for Education Department funding for the creation of school-related car parking within the Glismann Road subdivision and/or a pedestrian link between circulation road on-street car parking and the school grounds.

Recommendation 46

Encourage the Beaconsfield Primary School to work with its school community to change travel behaviour, including the promotion of walking and cycling to school and ride share.

Recommendation 47

Improve pedestrian and motorist safety around the Primary School through a regular program of enforcement at drop-off and pick-up times.

Recommendation 48

Construct kerb and channel along the outer northern carriageway of Princes Highway and Wallace Street between the Supermarket Hub and Lyle Road in partnership with Vic Roads

