

2 ADOPTION OF PLANNING SCHEME AMENDMENT C220 **IMPLEMENTATION OF THE BEACONSFIELD STRUCTURE PLAN**

FILE REFERENCE INT1831718

RESPONSIBLE GENERAL MANAGER Andrew Paxton

AUTHOR Celeste Grossi

RECOMMENDATION

That Council:

1. Adopt the modified Amendment C220 to the Cardinia Planning Scheme under Section 29 of the *Planning and Environment Act 1987* and submit the Amendment to the Minister for Planning for approval under Section 31 of the *Planning and Environment Act 1987*.

Attachments

1. [Planning Scheme Amendment C220 documents](#)
2. [Beaconsfield Structure Plan \(December 2013\)](#)
3. [Panel Report - Cardinia Planning Scheme Amendment C220 Beaconsfield Structure Plan Implementation \(10 April 2018\)](#)

EXECUTIVE SUMMARY

The *Beaconsfield Structure Plan* was adopted by Council in December 2013 and implemented as an incorporated document into the Cardinia Planning Scheme through Amendment C198 (approved May 2016). The approval of this Amendment was received with the following two conditions:

1. That the built form requirements within the Beaconsfield Point, Woodlands Grove and Princes Highway Precinct be implemented via a more appropriate planning control.
2. An expiry date be placed on the structure plan to ensure that the objectives of the structure plan are achieved by implementing its requirements regarding built form through the appropriate planning tool.

In response to the above, three draft Design and Development Overlays (DDOs) have been prepared based on the objectives and strategies as set out in the structure plan to guide built form outcomes for the following three precincts.

- **Proposed DD05** - Princes Highway Gateway Precinct (*Beaconsfield Structure Plan* - Pages 33-36)
- **Proposed DD06** - Beaconsfield Point Precinct (*Beaconsfield Structure Plan* - Pages 27-28)
- **Proposed DD07** - Woodlands Grove Precinct (*Beaconsfield Structure Plan* - Pages 29-30)

The proposed DDO's will be implemented through proposed Planning Scheme Amendment C220. Amendment C220 does not propose any new content, but is a direct translation of the objectives and strategies from the approved and adopted structure plan into an appropriate statutory tool.

The Amendment was on public exhibition from Thursday 9th November 2017 to Monday 11th December 2017 and during this time, six submissions were received in response to the Amendment. Five submissions were supportive and sought no changes to the amendment. One submission opposes the amendment and remained unresolved. As there was an unresolved submission to the Amendment, on the 22 January 2018, Council resolved to request that the

Minister for Planning appoint an independent Planning Panel to consider all of the submissions received.

The Panel hearing was held on Wednesday 28 March 2018 at Cardinia Shire Council. On 10 April 2018, the Panel Report was received with a number of minor recommended changes to the Amendment.

Officers support the Panel's recommendations and in response to this, a change to discretionary height controls in DDO5 and minor administrative changes in the drafting of the DDO's have been made to the Amendment documents.

BACKGROUND

Amendment C198 - Beaconsfield Structure Plan

The structure plan was adopted by Council in December 2013 and was implemented into the Cardinia Planning Scheme as an incorporated document through Amendment C198 (approved May 2016).

After the public exhibition period for Amendment C198, a Panel Hearing was held at which the Panel raised concerns in relation to the submissions that were seeking a decrease in the mandatory building heights in the Princes Highway Gateway Precinct.

In their report, the Panel submitted that a height reduction would work against the strategic objectives of the site and the removal of references to height would allow any development to be assessed on its ability to achieve the broader planning objectives for the site.

At the time Council did not support the Panel's recommendation and was of the view that this precinct should be modified to demonstrate a preferred building height. Variations to the preferred height may be considered where it is demonstrated that the design meets the objectives and strategies of the precinct and the built form provides high quality urban design and architecture. This responds to the concerns expressed by the Panel, but places greater emphasis on design quality where an application seeks to exceed the preferred height and assists in addressing community concern.

The preferred height limits are appropriate to help guide the growth and sustainable development of the Princes Highway Gateway Precinct and will provide the local community, developers and investor's greater certainty and confidence regarding future development in Beaconsfield. It will also provide the framework and guidance for the consideration of future planning permit applications.

Post the Panel Hearing, discussions in relation to approval of the Amendment were undertaken with the Department of Environment, Land, Water and Planning (DELWP) who raised concerns with the incorporation of the document in its entirety into the Cardinia Planning Scheme. Incorporation of large documents that have within them, specific planning controls, make it difficult for those controls to be found and are effectively located in the 'back' of the Cardinia Planning Scheme. DELWP suggested that implementation should occur through a planning tool that is easily accessed, such as a Design and Development Overlay (DDO). A DDO is also the most appropriate tool to implement built form and height controls, particularly for the Princes Highway Gateway Precinct.

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

3. *A review of the Beaconsfield Structure Plan and the Planning Practice Note 13. 'Incorporated and Reference Document (PPN13), revealed that the built form requirements within the Beaconsfield Point, Woodlands Grove and Princes Highway Precinct should be implemented via a more appropriate planning control such as the Design and Development Overlay or the Development Plan Overlay.*
4. *Therefore, an expiry has been placed on the structure plan to 31 March 2019, to ensure that the objectives of the structure plan are achieved by implementing its requirements regarding built form through the use of an appropriate planning control within the Victorian Planning Provision.*

Amendment C220

Amendment C220 proposes to remove the incorporation of the structure plan; however, the *Beaconsfield Structure Plan* will remain as a reference document within the Cardinia Planning Scheme, providing guidance for future use and development applications within the town centre.

The Amendment is required in order to strengthen policy control in relation to the management of the design and built form outcomes of the *Beaconsfield Structure Plan*.

The DDO's will ensure the precinct character guidelines are given due consideration when assessing planning permit applications for buildings and works, ensure consistency in the design of development within the Beaconsfield town centre and encourage Crime Prevention Through Environment Design (CPTED).

Specifically, the DDO's will inform the following:

- Building heights to enable better sightlines of the surrounding area,
- Preferred outcomes of building facades and street frontages; creating zero metre street setbacks.
- Establishes active and safe street frontages; minimising blank walls and ensuring welcoming development.
- Improved pedestrian amenity through the provision of adequate access and connectivity.
- Safety in the form of maximising passive surveillance to the public domain, the provision of adequate lighting and sufficient activity within the precincts.
- Integrated car parking.

The Amendment was on public exhibition from Thursday 9th November 2017 to Monday 11th December 2017 and during this time, six submissions were received in response to the Amendment. Five submissions were supportive and sought no changes to the amendment. One submission opposes the amendment and remained unresolved. As there was an unresolved submission, at the 22 January 2018 General Council Meeting, Council resolved to refer all submissions received for consideration to an independent Planning Panel, to be appointed by the Minister for Planning.

The Panel report

The Panel hearing for Planning Scheme Amendment C220 was held on 28 March 2018 at Cardinia Shire Council, with Council and one submitter requesting to be heard. The submitter raised the following concerns:

- Strongly object to the Beaconsfield Memorial Site future outcomes as described on Pg. 24 of the Beaconsfield Structure Plan being incorporated or referenced in the Planning Scheme.
- The Beaconsfield Structure Plan and Amendment C198 cannot be incorporated or referred in the Cardinia Planning Scheme as an approved document until the conditions noted in the executive summary of the panel report for Amendment C198 are completed.
- Support the maximum height requirements of the proposed DD05, but strongly object to the minimum requirements for new building works.

Council submitted that the mandatory minimum heights were appropriate for the following reasons:

- Creates a sense of arrival to Beaconsfield
- Provides for a mixed use development of this precinct
- Create active frontages surveillance and access to the Cardinia Creek landscape
- Decrease surface car parking to prevent car parking from dominating the precinct
- Strengthens the Beaconsfield town centre.

The Panel report was provided to Council and released to the public on Tuesday 24 April 2018.

The Panel report provides the following recommended changes:

The Panel recommends that Cardinia Planning Scheme Amendment C220 be adopted as exhibited subject to the following:

- Amend Design and Development Overlay Schedules 5, 6 and 7 as shown in Appendices C, D and E of the report with the exceptions that Design and Development Overlay Schedule 5 be further revised to:
 - Modify the sixth dot point under 2.0 Buildings and works to read ‘Should meet the Minimum Building Height as specified in Table 1 of this Schedule’
 - Modify Table 1 – Built Form Requirements for Specific Areas to read ‘Preferred minimum building height’.

The Panel report submitted that *the building height controls are appropriate, with the exception that exhibited mandatory minimum height controls proposed in DDO5 in the Princes Highway Gateway Precinct should be changed to discretionary controls. This conclusion is based on the translation of a concept plan in the Structure Plan to planning controls, which should include clear objectives for built form, but flexibility in achieving desirable outcomes.*

The recommendations of the panel are supported by Council officers as it is believed that the flexibility of discretionary controls will still allow for the facilitation of a high quality result while also providing a clear statement of intent relating to design requirements.

Changes to the Amendment

The Amendment documents have been updated to reflect the recommendations of the Panel. This has resulted in altering the mandatory minimum height controls in DDO5 to be discretionary controls and also minor administrative changes in the drafting of the DDO's including minor alterations to Figure 1 in DDO5 in order to simplify the concept and provide clearer definitions of the precinct boundaries.

Next steps

We are at the final **Stage 4** of the Planning Scheme Amendment Process as detailed below in Figure 1.



Figure 1. Steps in the Planning Scheme Amendment process

If Council resolves to adopt the Amendment, officers will prepare the final documents and submit these to the Minister for Planning for Approval (Stage 5). Approval timeframes of the Amendment cannot be confirmed and are subject to processes undertaken by DELWP.

POLICY IMPLICATIONS

- **Plan Melbourne Metropolitan Planning Strategy 2017 -2050**

Plan Melbourne is the Metropolitan Planning Strategy for Melbourne and sets the vision for and guides Melbourne's growth through the year 2050. It identifies the key issues relevant to the Beaconsfield town centre including the importance of providing well-designed alternative housing in suitable locations.

The relevant directions and initiatives of Plan Melbourne are as follows

- **Direction 1.2** - Improve access to jobs across Melbourne and closer to where people live.
Policy 1.2.2 - Facilitate investment in Melbourne's outer areas to increase local access to employment.
- **Direction 2.1** - Manage the supply of new housing in the right locations to meet population growth and create a sustainable city.
Policy 2.1.1 - Maintain a permanent urban growth boundary around Melbourne to create a more consolidated, sustainable city.

Policy 2.1.2 - Facilitate an increase percentage of new housing in established areas to create a city of 20-minute neighbourhoods close to existing services, jobs and public transport.

Policy 2.1.4 - Provide certainty about the scale of growth in the suburbs.

- **Direction 2.2** - Deliver more housing closer to jobs and public transport.
Policy 2.2.3 - Support new housing in activity centres and other places that offer good access to jobs, services and public transport.
- **Direction 2.4** - Facilitate decision-making processes for housing in the right locations
Policy 2.4.1 - Support streamline approval processes in defined locations.
- **Direction 3.3** - Improve local travel options to support 20-minute neighbourhoods
Policy 3.3.1 - Create pedestrian-friendly neighbourhoods
- **Direction 4.3** - Achieve and promote design excellence
Policy 4.3.1 - Promote urban design excellence in every aspect of the built environment.

- **State Planning Policy Framework (SPPF)**

Amendment C220 has been prepared in accordance with Clauses 9 (Plan Melbourne), 11 (Settlement), 11.06 (Metropolitan Melbourne), 15 (Built Environment and Heritage), 16 (Housing) and 17 (Economic Development) of the State Planning Policy Framework (SPPF). The amendment supports the objectives of these policies for the following reasons:

- The DDO's provide a tool to ensure well-designed and alternative housing in suitable locations within the Beaconsfield town centre.
- Supports housing growth and diversity in defined housing change areas and redevelopment sites.
- Provides certainty about the scale of growth in the suburbs by prescribing appropriate height and site coverage provisions for different areas.
- Provides a guide for structure, functioning and character of settlements in order to promote sustainable growth and development.
- Establishes a Neighbourhood Character to recognise and protect cultural identity and create a sense of place.
- Provides the tool to create a safe and functional precinct.
- Locates housing in or close to activity centres and employment corridors that offer good access to services and transport.

- **Local Planning Policy Framework (LPPF)**

The Municipal Strategic Statement (MSS) and Local Planning Policy Framework (LPPF) provides the vision for land use planning and development with Cardinia Shire. Clauses 21.01 (Cardinia Shire Key Issues and Strategic Vision), 21.02 (Environment), 21.03 (Settlement and Housing), 21.04 (Economic Development), 21.05 (Infrastructure) and 21.06-2 (Community Safety) and relevant to Amendment C220. The amendment supports the objectives and strategies of the above local policies for the following reasons:

- Implements a tool into the planning scheme that encourages an attractive, functional and sustainable built form in existing and future development.
- Ensures greater housing choice and diversity.
- Creates multi-use linked open space networks.
- Facilitates the development of retail, commercial, community, residential and entertainment activities within the Beaconsfield town centre to meet the needs of the existing and future community.
- Controls the orderly expansion and management of the Beaconsfield town centre.
- Supports active street frontages and street-based community interaction.
- Maximises passive surveillance of public open space.

RELEVANCE TO COUNCIL PLAN

The following relevant key actions within the 2017 Council Plan have been identified:

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

- Action 2.1.2 of the Council Plan seeks to *promote access to and encourage, a mix of housing types to cater for the varying needs of people in the Cardinia community.*

Section 4 Our Economy is relevant; the objective is *we will create and support local employment and business opportunities for our community and the wider region.*

- Action 4.1.1 of the Council Plan seeks to *plan for and support local employment opportunities.*
- Action 4.1.2 of the Council Plan seeks to *support the development of existing and new businesses within the shire.*

CONSULTATION/COMMUNICATION

All submitters have received email notification of the release of the Panel report.

FINANCIAL AND RESOURCE IMPLICATIONS

The Amendment has been funded out of the operating budget of the Strategic Planning department. The application of the DDO's provides a clear policy framework to assist Council planners when assessing and making decisions on applications in the Beaconsfield town centre.

CONCLUSION

The changes made to the Amendment as recommended by the Panel include altering the mandatory minimum height controls in DD05 to be discretionary controls and also minor administrative changes in the drafting of the DDO's including minor alterations to Figure 1 in DD05 in order to simplify the concept and provide clearer definitions of the precinct boundaries.

The approval of Amendment C220 will strengthen policy control in relation to the management of the design and built form outcomes of the Beaconsfield Structure Plan. Therefore, it is recommended that Council resolve to adopt Amendment C220 to the Cardinia Planning Scheme under Section 29 of the Act and submit to the Minister for Planning for approval under Section 31 of the Act.

Planning and Environment Act 1987

**CARDINIA PLANNING SCHEME
AMENDMENT C220
EXPLANATORY REPORT**

Who is the planning authority?

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

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

Land affected by the Amendment

The proposed Amendment applies to the land within the following precincts of the Beaconsfield Structure Plan:

- Princes Highway Gateway Precinct
- Beaconsfield Point Precinct
- Woodlands Grove Precinct.

The land affected by the amendment is outlined in red on Map 1 below.

Map 1: Land affected by the amendment.





A mapping reference table is attached at Attachment A to this Explanatory Report.

What the amendment does

The Amendment proposes to implement the key objectives of the *Beaconsfield Structure Plan December 2013, expires March 2019* (Structure Plan), by applying the Design and Development Overlay (DDO) to the following three precincts identified in the Structure Plan:

- Princes Highway Gateway Precinct (~~Proposed~~-DDO5)
- Beaconsfield Point Precinct (~~Proposed~~-DDO6)
- Woodland Grove Precinct (~~Proposed~~-DDO7)

Specifically, the proposed Amendment:

- inserts new Schedules 5, 6 and 7 into Clause 43.02 DDO into the Cardinia Shire Planning Scheme to guide future development within the Beaconsfield town centre.
- amends Clause 21.03-2 (Urban Growth Areas) and Clause 21.04-3 (Activity Centres) by removing the March 2019 expiration date of the Structure Plan.
- amends the Schedule to Clause 81.01 by deleting the reference to Structure Plan, as its statutory weight is applied through the application of the DDOs.

Strategic assessment of the Amendment

Why is the Amendment required?

The Amendment is required to achieve the objectives and the strategies of the Structure Plan by applying the appropriate built form and design controls which are more transparent and visible within the Cardinia Planning Scheme.

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

Amendment C198 incorporated the Structure Plan into the Cardinia Planning Scheme. The Department of Environment, Land, Water and Planning (DELWP) raised concerns with the incorporation of the Structure Plan into the Cardinia Planning Scheme through the Schedule to Clause 81.01 as the structure plan contained built form requirements and provisions for the precincts within the Structure Plan which were more suited to a DDO provision rather than a requirement contained within an incorporated document.

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

The proposed Amendment will provide greater certainty to landowners, developers, architects and the community about the future built form outcomes for the centre and the requirements for the consideration of future planning permit applications.

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

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

- (1)(a) to provide for the fair, orderly, economic and sustainable use, and development of land.
- (c) to secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.
- (d) to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.
- (f) to facilitate development in accordance with the above objectives.
- (g) to balance the present and future interests of all Victorians.

The proposed Amendment will provide for the fair, orderly and sustainable use of land by providing clear direction and certainty, in relation to the design and built form outcomes of the Structure Plan. It will ensure that new development is successfully integrated into the existing commercial areas with minimal adverse impact on amenity and built form, securing a pleasant, efficient and safe working, living and recreational environment.

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

The proposed Amendment will have positive economic and social benefits by providing residents, landowners and developers with a greater degree of certainty about built form outcomes that the responsible authority considers to be appropriate within the town centre.

Clear guidance through the application of the DDO will strengthen the commercial centre of the town and provide for a diverse range of commercial and retail development. It will also increase local employment opportunities and improve community safety by increasing passive surveillance over currently inactive areas.

The proposed Amendment will have positive environmental effects by improving the interface to open space and creek reserves with the intent to encourage increased usability of these spaces with increased passive surveillance and adjacent activation.

Does the Amendment address relevant bushfire risk?

The land is not subject to bushfire risk or a Bushfire Management Overlay (BMO) and therefore the amendment is unlikely to result in any significant increase to the risk to life, property, community, infrastructure or the natural environment from bushfire.

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

The Amendment complies with the requirements of the following Ministerial Directions:

- Ministerial Direction 1 – The Form and Content of Planning Schemes
- Ministerial Direction 9 – Metropolitan Planning Strategy
- Ministerial Direction 11 – Strategic Assessment of Amendments
- Ministerial Direction 15 – The Planning Scheme Amendment Process

This is further detailed as follows:

Ministerial Direction 9 – Metropolitan Planning Strategy

The Amendment is consistent with this direction. Key directions of the Metropolitan Strategy *Plan Melbourne (2017-2050)* relevant to this amendment are those relating to location, design and built form outcomes.

The relevant directions and initiatives of *Plan Melbourne* are as follows:

- Direction 1.1 Create a city structure that strengthens Melbourne's competitiveness for jobs and investment
 - Policy 1.1.7 *Plan for adequate commercial land across Melbourne.*
- Direction 1.2 Improve access to jobs across Melbourne and closer to where people live
 - Policy 1.2.2 Facilitate investment in Melbourne's outer areas to increase local access to employment.
- Direction 1.3 Create development opportunities at urban renewal precincts across Melbourne.
 - Policy 1.3.2 *Plan for new development and investment opportunities on the existing and planned transport network.*
- Direction 2.1 Manage the supply of new housing in the right locations to meet population growth and create a sustainable city
 - Policy 2.1.2 *Facilitate an increased percentage of new housing in established areas to create a city of 20-minute neighbourhoods close to existing services, jobs and public transport.*
 - Policy 2.1.4 *Provide certainty about the scale of growth in the suburbs.*
- Direction 2.2 Deliver more housing closer to jobs and public transport
 - Policy 2.2.3 *Support new housing in activity centres and other places that offer good access to jobs, services and public transport.*
- Direction 2.5 Provide greater choice and diversity of housing
 - Policy 2.5.1 *Facilitate housing that offers choice and meets changing household needs.*
- Direction 5.1 Create a city of 20-minute neighbourhoods
 - Policy 5.1.1 *Create mixed-use neighbourhoods at varying densities.*
 - Policy 5.1.2 *Support a network of vibrant neighbourhood activity centres.*

Ministerial Direction 11 – Strategic Assessment of Amendments

This amendment has been prepared having regard to the Ministerial Direction on the Form and Content of Planning Schemes under Section 7(5) of the Act.

Ministerial Direction 15 – The Planning Scheme Amendment Process

The process for this amendment will be consistent with the guidance provided by this Direction.

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

The directions of *Plan Melbourne* are reflected in policy contained in the State Planning Policy Framework (SPPF) of the Cardinia Planning Scheme.

Clause 9 Plan Melbourne of the SPPF requires consideration of *Plan Melbourne*.

The amendment is consistent with the following Clauses and objectives of the State Planning Policy Framework (SPPF):

The objective of **Clause 11.01-1 Settlement Networks** is to *promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements*. This clause discusses the need to guide the structure, functioning and character of each settlement taking into account municipal and regional contexts and frameworks.

Clause 11.06 Metropolitan Melbourne is also relevance, in particular sub **Clause 11.06 – 1 Jobs and investment** of which the objective is to *create a city structure that drives productivity, attracts investment, supports innovation and creates jobs*. The following strategies are relevant:

- *Support the continued growth and diversification of activity centres to give communities access to a wide range of goods and services, provide local employment and support local economies.*
- *Facilitate investment in Melbourne's outer areas to increase local access to employment*
- *Plan for new development and investment opportunities on the existing and planned transport network.*

Also of relevance is sub **Clause 11.06-2 Housing Choice** of which the objective is to *provide housing choice close to jobs and services*. Relevant strategies include the following:

- *Facilitate increased housing in the established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport.*
- *Support housing growth and diversity in defined housing change areas and redevelopment sites.*
- *Allow for a spectrum of minimal, incremental and high change residential areas that balance the need to protect valued areas with the need to ensure choice and growth in housing.*
- *Provide certainty about the scale of growth in the suburbs by prescribing appropriate height and site coverage provisions for different areas.*

Clause 15 Built Environment and Heritage seeks to support land use that locates more intensive development along public transport routes and arterial roads. This clause also describes the need to establish integrated neighbourhoods designed to respond to the context of the Structure Plan area and deliver sustainable urban design. Facilitating high quality development and maximising the amenity and safety of the public realm, while appropriately responding to post-contract heritage and Aboriginal heritage features within the Structure Plan area. Sub **Clause 15.01-1 Urban Design** seeks to create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity. The following strategies are relevant:

- *Promote good urban design to make the environment more liveable and attractive.*
- *Ensure new development or redevelopment contributes to community and cultural life by improving safety, diversity and choice, the quality of living and working environments, accessibility and inclusiveness and environmental sustainability.*
- *Require development to respond to its context in terms of urban character, cultural heritage, natural features, surrounding landscape and climate.*

Also of relevance is **Clause 15.01-2 Urban Design Principles** which seeks to achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties. The objective of **Clause 15.01-4 Design for safety** is to *improve community safety and encourage neighbourhood design that makes people feel safe*. The following strategy is relevant:

- *Ensure the design of buildings, public spaces and the mix of activities contribute to safety and perceptions of safety.*

The objective of **Clause 15.01-5 Cultural Identity and Neighbourhood Character** is to recognise and protect cultural identity, neighbourhood character and sense of place. The following strategy is relevant:

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

Clause 16 Housing discusses the need to locate areas of higher density within walking distance of Activity Centres, facilitating a range of housing types in order to provide for housing choice. This clause also encourages the appropriate location of housing in terms of services and infrastructure provided within the Structure Plan area. **Clause 16.01-2 Location of Residential Development** is to locate new housing in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer good access to services and transport. Also of relevance is sub **Clause 16.01-4 Housing diversity** of which the objective is to provide for a range of housing types to meet increasingly diverse needs.

Clause 17 Economic Development seeks for planning to provide a strong and innovative economy and contribute to the economic well-being of communities and the State as a whole by supporting and fostering economic growth and development by providing land, facilitating decisions so that each district may build on its strengths and achieve its economic potential.

The objective of sub **Clause 17.01-1 Business** is to encourage development which meet the communities' needs for retail, entertainment, office and other commercial services and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities. The following strategy is of relevance:

- Provide small scale shopping opportunities that meet the needs of local residents and workers in convenient locations.

Clause 18 Transport seeks planning to ensure an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods, and is safe.

Of relevance is sub **Clause 18.02-1 Sustainable personal transport** of which the objective is to promote the use of sustainable personal transport. The following strategies are relevant:

- Encourage the use of walking and cycling by creating environments that are safe and attractive.
- Ensure development provides opportunities to create more sustainable transport options such as walking, cycling and public transport

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

- The DDO's provide a tool to ensure well-designed and alternative housing in suitable locations within the Beaconsfield town centre.
- Support housing growth and diversity in defined housing change areas and redevelopment sites.
- Provide certainty about the scale and growth in the suburbs by prescribing appropriate height and site coverage provisions for different areas.
- Provide a guide for structure, functioning and character of settlements in order to promote sustainable growth and development.
- Establishes a neighbourhood character to recognise and protect cultural identity and create a sense of place.
- Provides the tool to create a safe and functional precinct.
- Locates housing in or close to activity centres and employment corridors that offer good access to services and transport.

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

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

Clause 21.01 Cardinia Shire Key Issues and Strategic Vision identifies the need to *encourage an attractive, functional and sustainable built form in existing and future development*. A key influence in relation to the municipality is *the local economy, including employment opportunities*. The following relevant key issues for the municipality are identified at sub Clause 21.01-3 Key issues:

Economic development

- *The development of a balanced local economy and local employment opportunities for residents.*
- *The need to support and strengthen businesses.*

Particular use and development

- *Encouraging an attractive, functional and sustainable built form in existing and future development.*
- *The integration of community safety with new and existing use and development.*

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

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

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

- *Encourage an increase in densities provided it occurs in the context of an increase in the standard of urban design, timely provision of infrastructure and is consistent with the existing and/or preferred neighbourhood character.*

Clause 21.04 Economic Development identifies that *economic development is critical to the overall well-being of the municipality both in terms of providing employment opportunities for residents and in attracting business investment*.

The following relevant key issues are identified at sub **Clause 21.04-1 Employment**:

- *Recognising the need to diversify, improve and develop employment opportunities and a strong employment base within the municipality to meet the demands of the growing population.*
- *Improving access to employment areas by residents.*

The objective of this clause is to *develop diverse local employment opportunities to meet the needs of a growing residential population*.

The relevant strategies to meet this objective are as follows:

- *Assist in meeting local and regional employment needs in terms of the supply, type, quality and availability of employment land by facilitating appropriate development.*
- *Encourage development that provides a diverse mix of employment opportunities including for 'new economy' workers and people with business, professional and management skills.*
- *Encourage development that provides sufficient local jobs to meet the needs of the existing and future community.*

Also of relevance is **Clause 21.04-3 Activity Centres**. It is acknowledged that the Beaconsfield Neighbourhood Activity Centre is no longer identified as an activity centre under *Plan Melbourne*. However, within this clause, Beaconsfield is identified as a NAC with a projected future retail floor space of 9,500 square metres by the year 2021.

The relevant key issues are as follows:

- Facilitating development of retail, commercial, community, residential and entertainment activities within activity centres, to meet the needs of the existing and future community.
- Ensuring appropriate links between activity centres and surrounding residential communities.

The objective of this clause is to establish a network of activity centres in the growth area creating opportunities for a range of activities including retail, commercial, community, residential and entertainment to meet the needs of the community. The following strategies are relevant to achieving this objective:

Design and location

- Optimise the provision of adequate, integrated, accessible and functional car parking as an integral part of activity centres.
- Ensure the provision of safe and accessible pedestrian, cycle and local traffic links between the activity centres and the surrounding residential neighbourhoods.
- Encourage main street development as the standard form of retail development in activity centres.
- Encourage two story development along main streets of activity centres.

Clause 21.05 Infrastructure is of relevance, in particular sub Clause 21.05-4 Public transport of which the objective is to maximise the opportunity for public transport services to be provided in a coordinated manner to meet the needs of existing and future residents. The amendment achieves this objective by:

- Design and integration
- Provide for development in the urban growth area which encourages the effective and efficient provision of public transport services.

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

- Implements a tool into the planning scheme that encourages an attractive, functional and sustainable built form in existing and future development.
- Ensures greater housing choice and diversity.
- Creates multi-use linked open space networks.
- Facilitates the development of retail, commercial, community, residential and entertainment activities within the Beaconsfield town centre to meet the needs of the existing and future community.
- Controls the orderly expansion and management of the Beaconsfield town centre.
- Supports active street frontages and street-based community interaction.
- Maximises passive surveillance of public open space.

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

The ~~proposed~~-Amendment makes proper use of the Victorian Planning Provisions (VPP) by implementing the built form and design outcomes of the Structure Plan through the application of the Design and Development Overlay, schedules 5, 6 and 7. The overall objective of a Design and Development overlay is to identify areas which are affected by specific requirements relating to the design and built form of new development.

~~The proposed Amendment has been assessed against Practice Note 59 (the role of mandatory provisions in planning schemes) and it is considered to be consistent with the requirements within the Practice Note.~~

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

The ~~proposed~~ Amendment implements the Structure Plan that was approved as part of Amendment C198. Amendment C198 undertook extensive consultation with community and external agencies, including a public panel hearing process.

Any submissions received during the exhibition period, including those made by any agencies, will be considered with section 23 of the Planning and Environment Act 1987.

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

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

Resource and administrative costs

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

The ~~proposed~~ Amendment will have no significant impact on the resource and administrative costs of the responsible authority. It is submitted that the amendment will assist with future planning permit applications within the proposed DDO areas by providing clear guidance in relation to built form and design outcomes.

Where you may inspect this Amendment

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

Cardinia Shire Council

Civic Centre

20 Siding Avenue, Officer VIC 3089

The Amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.delwp.vic.gov.au/public-inspection.

Submissions

Any person who may be affected by the proposed Amendment may make a submission to the planning authority. Submissions about the proposed Amendment must be received by 5pm Monday, 11 December 2017.

Electronic submissions are preferred and should be sent to mail@cardinia.vic.gov.au (please include Amendment C220 in the e-mail title)

or posted to:

Cardinia Shire Council

Amendment C220

Strategic and Economic Development

PO Box 7

PAKENHAM VIC 3840

Panel hearing dates

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

- directions hearing: To commence in the week of 26 February 2018

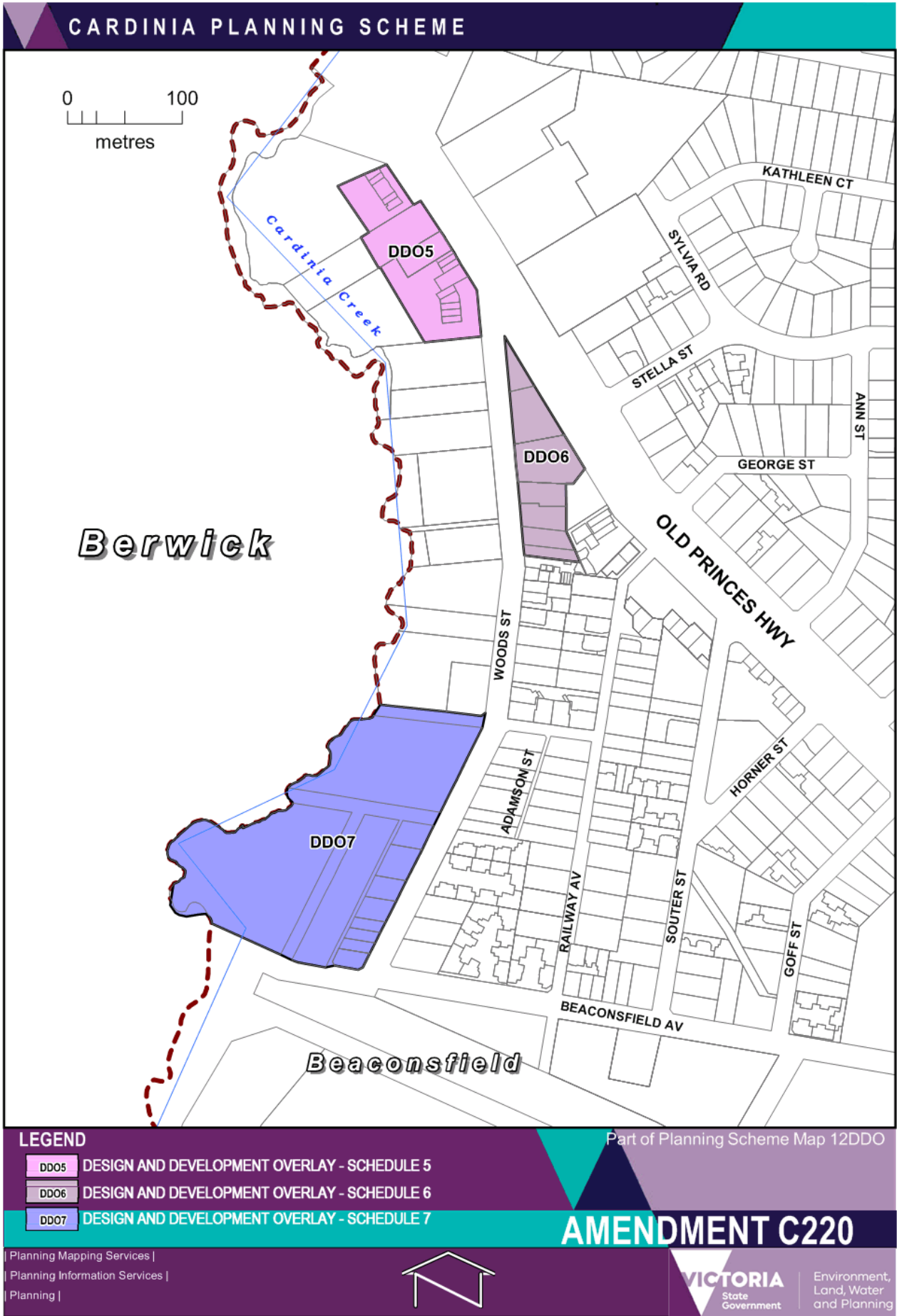
- panel hearing: To commence in the week of 26 March 2018

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ATTACHMENT A - Mapping reference table

Precinct	Land /Area Affected	Mapping Reference
Princes Highway Gateway Precinct (DDO5)	Land bounded by Old Princes Hwy to the east and Bob Burgess Reserve to the north, south and west.	Cardinia C220 220DDOMap12 Exhibition
Beaconsfield Point Precinct (DDO6)	Land bounded by Old Princes Hwy to the east and north, Woods Street to the west and property no. 22 Wood Street to the south.	Cardinia C220 220DDOMap12 Exhibition
Woodland Grove Precinct (DDO7)	Land bounded by Woods Street to the east, Trytail Street to the 47-51 Woods Street to the north, Cardinia Creek to the west and Beaconsfield Avenue to the south.	Cardinia C220 220DDOMap12 Exhibition



*Planning and Environment Act 1987***CARDINIA PLANNING SCHEME****AMENDMENT C220****INSTRUCTION SHEET**

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

The Cardinia Planning Scheme is amended as follows:

Planning Scheme Maps

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

Overlay Maps

1. Insert new Planning Scheme Map No 12DDO in the manner shown on the 1 attached map marked "Cardinia Planning Scheme, Amendment C220".

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

2. In Local Planning Policy Framework – replace Clause 21.03 with a new Clause 21.03 in the form of the attached document.
3. In Local Planning Policy Framework – replace Clause 21.04 with a new Clause 21.04 in the form of the attached document.
4. In Overlays – insert Clause 43.02, insert a new Schedule 5 in the form of the attached document.
5. In Overlays – insert Clause 43.02, insert a new Schedule 6 in the form of the attached document.
6. In Overlays – insert Clause 43.02, inset a new Schedule 7 in the form of the attached document.
7. In Incorporated Documents – Clause 81.01, replace the Schedule with a new Schedule in the form of the attached document.

End of document

CARDINIA PLANNING SCHEME

DD/MM/YYYY
Proposed
C220**SCHEDULE 5 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT
OVERLAY**Shown on the planning scheme map as **DDO5**.**BEACONSFIELD PRINCES HIGHWAY GATEWAY PRECINCT****1.0 Design objectives**DD/MM/YYYY
Proposed
C220

- To achieve architectural and urban design outcomes that contributes positively to the character of the Beaconsfield town centre.
- To establish a high quality built form which reinforces its strategic context as a prominent gateway entry to Beaconsfield town centre by providing an enhanced sense of arrival to Beaconsfield through building height, setback, scale and form.
- To promote residential development which addresses Cardinia Creek and Bob Burgess Reserve and provides passive surveillance of Cardinia Creek Parklands that responds appropriately to its interfaces.
- To provide ground floor active frontages along Princes Highway through the provision of ~~fine-grained, narrow~~-commercial frontages.
- To provide a high level of pedestrian amenity.

2.0 Buildings and worksDD/MM/YYYY
Proposed
C220

A permit cannot be granted to construct a building or construct or carry out works which are not in accordance with any requirement in a schedule to this overlay.

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

- demonstrate compliance with the Design Objectives in Clause 1.0, the Built Form Requirements in Table 1 and the Design Requirements in Table 2, as appropriate to the precincts shown in Figure 1 of this Schedule.
- an application that meets the Design Standards in Table 2, is considered to meet the Design Requirements of Table 2.
- be sited generally in accordance with the footprints shown in the Beaconsfield Structure Plan (December 2013).
- meet the Preferred Future Character of the relevant precinct.
- must be accompanied by a comprehensive site analysis and urban context report which demonstrates how the proposed buildings or works achieve the Design Objectives at Clause 1.0 and the Built Form Requirements in Table 1 and the Design Requirements in Table 2, of this schedule and the Beaconsfield Structure Plan (December 2013). If in the opinion of the responsible authority a site analysis and urban context report is not relevant to the evaluation of an application, the responsible authority may waive or reduce the requirement.
- ~~Should~~ **Must** meet the Minimum Building Height as specified in Table 1 of this Schedule.
- should not exceed the Preferred Maximum Building Height as specified in Table 1 of this schedule.
- an application to exceed the Preferred Maximum Building Height as specified in Table 1 must demonstrate how the development will continue to achieve the Design Objectives at Clause 1.0, the Built Form Requirements in Table 1, the Design Requirements in Table 2, the Beaconsfield Structure Plan (December 2013) and any relevant local planning policy requirements.

CARDINIA PLANNING SCHEME

- The Preferred Maximum Building Height referred in Table 1 does not include a basement level where it projects no more than 1.2 metres above the natural ground level.

Preferred Future Character**Precinct A:**

Precinct A will provide a landmark gateway building with a vibrant commercial street façade at ground level with residential and or office on the upper floors. Uses that enhance the vibrancy and activation of Bob Burgess Reserve and Cardinia Creek Parklands such as food and drink premises or restaurants are encouraged.

Precinct B1 & B2:

Precinct B will provide for residential development that addresses Bob Burgess Reserve.

Precinct C:

Precinct C will contribute to the vibrancy of Princes Highway as a town centre main street by providing built form that has zero metre setback from the highway and maximises the built form façade along the boundary, with a high level of pedestrian amenity.

Precinct D1:

Precinct D1 will ~~provide for commercial development and~~ contribute to the vibrancy of Princes Highway as a town centre main street by providing built form that has zero metre setback from the highway and maximises the built form façade along the boundary, with a high level of pedestrian amenity.

Precinct D2:

Precinct D2 ~~will provide for residential development that~~ is located above a building along Princes Highway in Precinct D1 and will provide a ~~large-residential building-development~~ that positively contributes to ~~the~~ adjoining ~~development-reserve~~ and interfaces.

Precinct E:

Precinct E will contribute to the vibrancy of Princes Highway as a town centre main street by providing built form that has zero metre setback from Woods Street/ Monument Reserve and provides a vibrant commercial street façade at ground level with residential and or office on the upper floors.

CARDINIA PLANNING SCHEME

Table 1- Built Form Requirements for Specific Areas

DDO Area	Preferred Maximum Building Height	Preferred Minimum Building Height	Design Standards
Precinct A	4 storey	3 storey	<p>A building must:</p> <ul style="list-style-type: none"> have a zero metre setback to Princes Highway. be designed to address Princes Highway and Bob Burgess Reserve. <p>A building should:</p> <ul style="list-style-type: none"> be orientated at a 90 degree angle between Princes Highway and Cardinia Creek to signify a gateway threshold into Beaconsfield from the north. be designed to ensure car parking is provided via a basement.
Precinct B1 & B2	3 storey	2 storey	<p>A building must:</p> <ul style="list-style-type: none"> provide an active frontage and passive surveillance to Cardinia Creek and Bob Burgess Reserve. have a maximum setback of 3 metres to the west boundary. <p>A building should:</p> <ul style="list-style-type: none"> provide for car parking that is integrated with the built form.
Precinct C	3 storey	2 storey	<p>A building must:</p> <ul style="list-style-type: none"> have a zero metre setback to Princes Highway. provide highly activated frontages with windows and entrances as the predominant elements of the ground floor façade to Princes Highway. <p>A building should:</p> <ul style="list-style-type: none"> provide for car parking that is located to the rear of the building.
Precinct D1	2 storey	N/A	<p>A building must:</p> <ul style="list-style-type: none"> have a zero metre setback to Princes Highway. provide highly activated frontages with windows and entrances as the predominant elements of the ground floor façade to Princes Highway. <p>A building should:</p> <ul style="list-style-type: none"> provide for car parking that is located to the rear of the building.

CARDINIA PLANNING SCHEME

DDO Area	Preferred Maximum Building Height	Preferred Minimum Building Height	Design Standards
Precinct D2	4 storey	3 storey	<p>A building must:</p> <ul style="list-style-type: none"> be located above any building within Precinct D1 <u>as shown in Figure 1</u>. be designed to address Princes Highway and Bob Burgess Reserve. <u>along its frontage to Bob Burgess Reserve provide a 6 metre setback.</u> <p>A building should:</p> <ul style="list-style-type: none"> be orientated at a 90 degree angle between Princes Highway and Cardinia Creek to signify a gateway threshold into Beaconsfield from the north. be designed to ensure car parking is provided via a basement.
Precinct E	3 storey	2 storey	<p>A building must:</p> <ul style="list-style-type: none"> provide highly activated frontages with windows and entrances as the predominant elements of the ground floor façade to Princes Highway. <p>A building should:</p> <ul style="list-style-type: none"> have a minimal and consistent setback to Princes Highway. provide for car parking that is located to the rear of the building.

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Table 2-Design Requirements and Standards (All Precincts)

Design Requirements	Design Standards
Building Heights, Scale and Setbacks	
To ensure that the height of new buildings reinforces the built form character of precinct areas as defined in Table 1 in this Schedule.	Development should achieve building footprints that are generally in accordance with Table 1 in this Schedule.
To establish a generally consistent setback to Princes Highway to the street edge.	
Building Facades and Street Frontages	
To achieve architectural and urban design outcomes that contributes positively to the character of the Beaconsfield town centre.	Where a building fronts Princes Highway, development should provide for continuous building frontage to the Princes Highway interface unless providing a vehicular access or pedestrian connection.
To encourage high quality façade and architectural detailing.	

CARDINIA PLANNING SCHEME

Design Requirements	Design Standards
To assist in limiting visual impact and adverse amenity on adjacent development sites.	Vehicular access is to have a maximum width of 7 metres.
To minimise expanses of blank walls.	Where a building fronts Princes Highway, development should provide highly activated frontages with windows and entrances as the predominant elements of the ground floor facade.
To ensure development presents welcoming, engaging and active edges to the Princes Highway and other public spaces at ground level.	Where a building fronts Princes Highway, development should locate main ground floor commercial entrances of built form in the primary street façade or façade adjoining a public realm space.
To ensure Princes Highway is commercially activated.	Upper floors should be designed to avoid the impression of building bulk and the domination of public spaces and viewlines.
	Colours and material of new developments should complement the natural environment of the Cardinia Creek Parklands environment.
	All elevations should provide comprehensive façade articulation and provide visual interest to the public realm.
	Development should maximise physical and visual permeability between the street and commercial spaces.
	Development should provide entrance and window elements that form at least 50% of the facade surface.
	Development should limit any expanse of blank wall to a maximum width of 2 metres.
	Development should avoid creating any internalised malls that draw pedestrian movement and activity away from the Princes Highway / Woods Street frontages.
	Where a building fronts Princes Highway, development should locate entrances to the upper storeys in the primary street façade or public realm space of the building.
	Development should locate living areas and balconies of any residential component of the building to address all public land uses that adjoin the development.

CARDINIA PLANNING SCHEME

Design Requirements	Design Standards
Pedestrian Links and Amenity	
To encourage the creation of new pedestrian connections in an integrated manner.	Development should provide for sufficient pedestrian links to Bob Burgess Park and the Cardinia Creek Parklands.
To promote pedestrian amenity.	Development should ensure an integrated pedestrian connectivity throughout the precinct.
To provide a pedestrian friendly environment.	Development should provide weather protection along commercial building frontages and walkways which should be at least 3 metres in width.
Safety	
To ensure development contributes to passive surveillance to the public domain.	Development should provide passive surveillance over Bob Burgess reserve and the Cardinia Creek parklands for abutting development.
To create safer streets.	Ground floor frontages should contribute to town safety by providing lighting and activity. Facades at ground level should not have alcoves and spaces that cannot be observed by pedestrians. Development should maximise opportunities to enhance passive surveillance of the public realm.
Car Parking	
To ensure development provides integrated car parking throughout the Precinct.	Development should provide for a car parking layout which is generally consistent with the Beaconsfield Structure Plan (December 2013).

3.0 SubdivisionDD/MM/YYYY
Proposed
C220

None specified.

4.0 Advertising signsDD/MM/YYYY
Proposed
C220

None specified.

5.0 Decision guidelinesDD/MM/YYYY
Proposed
C220

Before deciding on an application the responsible authority must consider, as appropriate:

CARDINIA PLANNING SCHEME

- Whether the design, form, layout, proportion and scale of the development is compatible with the overall concept for the site as shown in the Beaconsfield Structure Plan (December 2013)
- The design objectives, design standards of this Schedule and the design guidance and strategic objectives provided through the Beaconsfield Structure Plan (December 2013).
- The use of materials, finishes and colour.
- Whether the proposal achieves the built form requirements of Table 1 of this Schedule.
- Whether the proposal achieves the design objectives and requirements of Table 2 of this Schedule, as appropriate.
- Whether a reduction in the minimum building height specified in Table 1 of this Schedule would allow for a development where the structural elements will be able to accommodate additional storeys in the future.

6.0

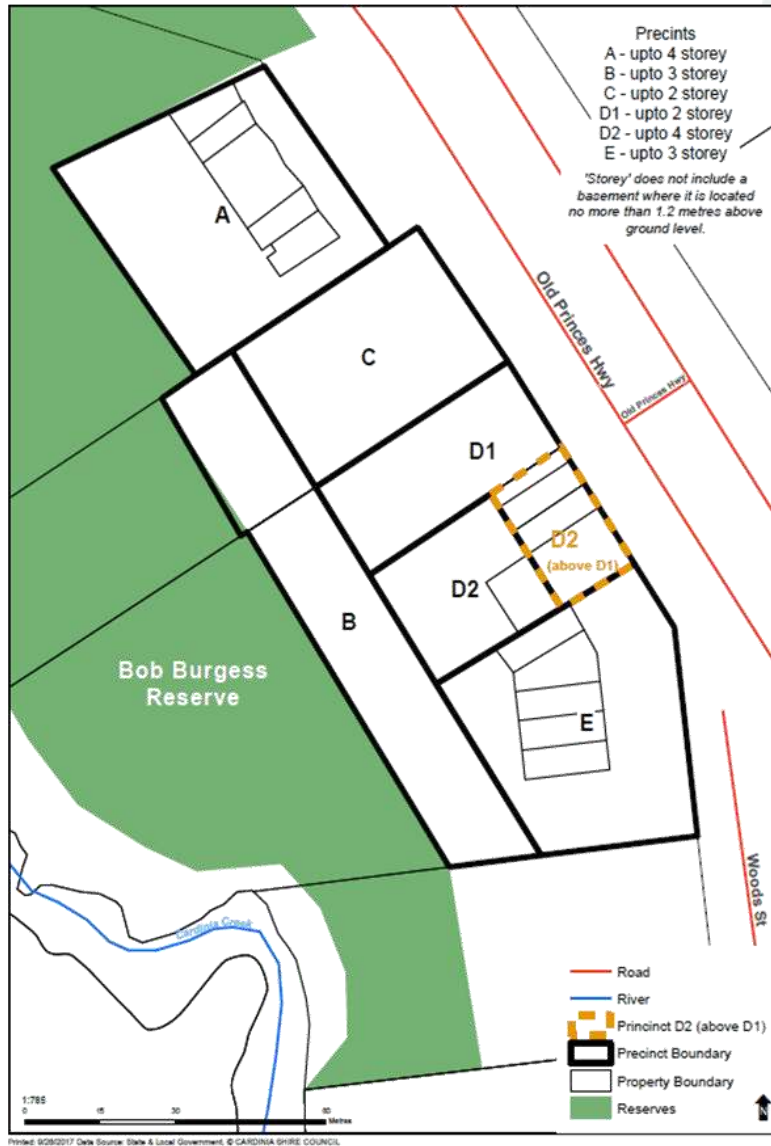
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Reference Documents

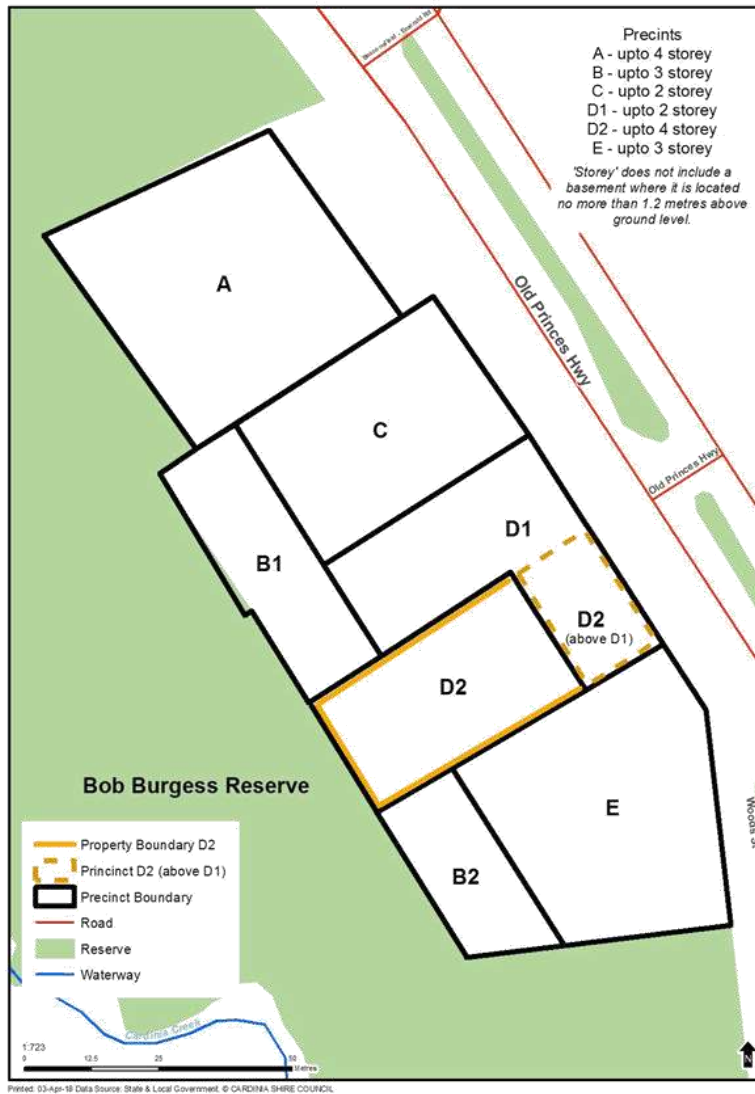
Beaconsfield Structure Plan (December 2013)

CARDINIA PLANNING SCHEME

FIGURE 1 – BEACONSFIELD PRINCES HIGHWAY GATEWAY PRECINCT BOUNDARIES



CARDINIA PLANNING SCHEME



CARDINIA PLANNING SCHEME

DD/MM/YYYY
Proposed
C220**SCHEDULE 6 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY**Shown on the planning scheme map as **DDO6**.**BEACONSFIELD POINT PRECINCT****1.0****Design objectives**DD/MM/YYYY
Proposed
C220

- To achieve architectural and urban design outcomes, including public realm amenity that contribute positively to the character of the Beaconsfield town centre and respects the low scale, unique character of the Beaconsfield Point Precinct.
- To encourage street level active frontages with a strong built form edge along Woods Street and Princes Highway.
- To promote a landmark building on the corner of Woods Street and Princes Highway with active street frontage, minimal street setback and appropriate scale.
- To provide off-street car parking accessed predominately from Princes Highway and located behind the built form interface along Woods Street.
- To improve the pedestrian and cycling environment of the precinct.

2.0**Buildings and works**DD/MM/YYYY
Proposed
C220A permit is required to ~~construct~~ **construct** a building or construct or carry out works.

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

- the design requirements and design objectives set out in Table 1 of this Schedule, as appropriate.
- be sited generally in accordance with the footprints shown in the Beaconsfield Structure Plan (December 2013).
- must be accompanied by a comprehensive site analysis and urban context report which demonstrates how the proposed buildings or works achieve the design objectives and built form outcomes of this schedule and the Beaconsfield Structure Plan (December 2013). If in the opinion of the responsible authority a site analysis and urban context report is not relevant to the evaluation of an application, the responsible authority may waive or reduce the requirement.

Table 1-Design Requirements

Design Requirements	Design Standards
Building Heights, Scale and Setbacks	
To establish a generally consistent setback to the Woods Street and a strong built form edge to the street. To ensure new buildings have proper regard to the heritage and does not adversely affect the significance of heritage places.	Development should present a zero metre setback to the Woods Street frontage with the majority of the building façade aligning with the Woods Street boundary line. Built form should be a minimum of two storeys in height.

CARDINIA PLANNING SCHEME

Design Requirements	Design Standards
<p>Building Facades and Street Frontages</p> <p>To encourage high quality façade and architectural detailing.</p> <p>To avoid exposed blank walls.</p> <p>To achieve architectural and urban design outcomes that contributes positively to the character of the Beaconsfield town centre.</p> <p>To assist in limiting visual impact and adverse amenity on adjacent development site.</p> <p>To ensure that new builds respect the existing fine-grain character of Woods Street.</p> <p>To provide design details which promotes visual interest to the street.</p> <p>To ensure colours and materials complement the context of Woods Street.</p>	<p>Upper floors should be designed to avoid the impression of building bulk and the domination of public spaces and viewlines.</p> <p>All elevations should provide comprehensive façade articulation and provide visual interest to the public realm.</p> <p>Development should provide for 6-10 metre wide shop frontages to Woods Street.</p> <p>Facades to Woods Street should provide maintain an expression line/element between ground and first levels in the form of an awning or canopy fascia element between ground and first floor levels.</p>
<p>Active and Safe Street Frontages</p> <p>To create safer streets.</p> <p>To ensure development presents welcoming, engaging and active edges to Woods Street.</p> <p>To ensure Woods Street is commercially activated.</p>	<p>Ground floor frontages should contribute to town safety by providing lighting and activity.</p> <p>Facades at ground level should not have alcoves and spaces than cannot be observed by pedestrians.</p> <p>Development should encourage a vibrancy through the provision of multiple shop fronts with clear glazed frontages and entrances.</p> <p>Development should maximise physical and visual permeability between the street and commercial spaces.</p> <p>Development should provide entrance and window elements that form at least 50% of the facade surface.</p> <p>Development should limit any expanse of blank wall to a maximum width of 2 metres</p> <p>Development fronting Woods Street should provide a stall riser and visual permeability through clear glazing.</p> <p>Where a ground floor entry access is provided for an upper level it should be _architecturally expressed articulated to provide a sense of entry.</p>
<p>Pedestrian Links and Amenity</p> <p>To encourage an inviting pedestrian and cycling environment along Woods Street.</p> <p>To encourage the creation of new pedestrian connections in an integrated manner.</p>	<p>Where site consolidation occurs, development should provide for minimal vehicle entry points through shared parking/service provisions.</p>

CARDINIA PLANNING SCHEME

Design Requirements	Design Standards
<p>To promote pedestrian amenity and a pedestrian friendly environment.</p> <p>To promote pedestrian amenity.</p> <p>To improve the public realm and pedestrian amenity through street planting and landscaped car parking areas.</p> <p>To provide wide footpaths within the road reserve.</p>	<p>Development should provide for safe pedestrian access from car parking areas to building entries.</p> <p>Development should provide weather protection along commercial building frontages and walkways which should be at least 3 metres in width and integrated into the building design.</p> <p>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.</p> <p>Development should provide for landscaped visual screen to all service/bin areas where viewed from the public realm.</p> <p>Development should provide for new footpaths that extend from back of kerb to building street frontages. Material finishes of footpaths must be to Council satisfaction.</p>
Car Parking	
<p>To avoid vehicle conflict with pedestrians.</p> <p>To encourage the consolidation of car parking between lots.</p>	<p>Vehicle cross-overs should be minimised, with a shared vehicle driveway arrangement encouraged.</p> <p>Off-street car parking should be accessed predominately from Princes Highway and located behind the built form interface along Woods Street.</p> <p>Development should provide for a car parking layout which is generally consistent with the <i>Beaconsfield Structure Plan (December 2013)</i>.</p>

3.0 Subdivision

DD/MM/YYYY
Proposed
C220

None specified.

4.0 Advertising signs

DD/MM/YYYY
Proposed
C220

None specified.

5.0 Decision guidelines

DD/MM/YYYY
Proposed
C220

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the design, form, layout, proportion and scale of the development is compatible with the overall concept for the site in the Beaconsfield Structure Plan (December 2013) and Woods Street (North) Urban Design Guidelines (May 2013)
- The design objectives, design standards of this Schedule and the design guidance and strategic objectives provided through the Beaconsfield Structure Plan (December 2013).
- The use of materials, finishes and colour.
- Whether the proposal achieves the design requirements and standards of Table 1 of this Schedule, as appropriate.

6.0 Reference Documents

DD/MM/YYYY
Proposed
C220

CLAUSE 43.02 – SCHEDULE 6

PAGE 3 OF 4

CARDINIA PLANNING SCHEME

Woods Street (North) Urban Design Guidelines (May 2013)
Beaconsfield Structure Plan (December 2013)

CARDINIA PLANNING SCHEME

DD/MM/YYYY
Proposed
C220**SCHEDULE 7 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY**Shown on the planning scheme map as **DD07**.**WOODLAND GROVE PRECINCT****1.0****Design objectives**DD/MM/YYYY
Proposed
C220

- To encourage and guide the re-development of land into an integrated medium density residential precinct in line with the strategic context of the Beaconsfield Structure Plan (December 2013).
- To ensure that development responds to the natural environment of the Cardinia Creek and the surrounding residential area.
- To improve the pedestrian and cycling amenity of the precinct.
- To promote residential development with activation to Cardinia Creek through passive surveillance of Cardinia Creek parklands, quality design interfaces and suitable landscaping.

2.0**Buildings and works**DD/MM/YYYY
Proposed
C220

An application must be accompanied by a comprehensive site analysis and urban context report and landscape master plan which demonstrates how the proposed buildings or works achieve the design objectives, built form outcomes and the integration of the environmental and landscape values of this schedule and the Beaconsfield Structure Plan (December 2013), as follows:

- Provide a graduated increase in front setback along Woods Street from the Beaconsfield Railway Station to align with setbacks north of Trythall Street.
- Provide a minimum setback of 3 metres to allow for landscaping.
- Minimise the number of vehicle access points to Woods Street by requiring new development to be accessed via an internal access way or laneway located to the rear of dwellings fronting Woods Street.
- Ensure the use of appropriate colour schemes and materials that **complement** the natural landscape and the landscape setting of Cardinia Creek
- Ensure a sufficient front setback which allows for landscaping opportunities along the Woods Street frontage.
- Provide an active frontage and passive surveillance to Cardinia Creek for abutting development.
- Encourage the establishment of an active commercial use on the corner of Beaconsfield Avenue and Woods Street to service the needs of people using the railway station and to provide a landmark corner building.
- Ensure sufficient pedestrian links from Woods Street to Cardinia Creek.
- Encourage a design solution that responds to the site topography and minimises the extent of earthworks.
- Ensure that development along Cardinia Creek responds to the dominant visual and environmental feature of the existing vegetation.

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If in the opinion of the responsible authority a site analysis and urban context report and landscape master plan is not relevant to the evaluation of an application, the responsible authority may waive or reduce the requirement.

CARDINIA PLANNING SCHEME

3.0 SubdivisionDD/MM/YYYY
Proposed
C220

None specified.

4.0 Advertising signsDD/MM/YYYY
Proposed
C220

None specified.

5.0 Decision guidelinesDD/MM/YYYY
Proposed
C220

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the design, form, layout, proportion and scale of the development is compatible with the overall concept for the site as shown in the Beaconsfield Structure Plan (December 2013).
- The design objectives, design standards of this Schedule and the design guidance and strategic objectives provided through the Beaconsfield Structure Plan (December 2013).

6.0 Reference DocumentsDD/MM/YYYY
Proposed
C220*Beaconsfield Structure Plan (December 2013).*

CARDINIA PLANNING SCHEME

21.0319/10/2017
C211
Proposed
C220**SETTLEMENT AND HOUSING**

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

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

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

Key issues

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

Objective 1

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

Strategies

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

Objective 2

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

CARDINIA PLANNING SCHEME

Strategies

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

Implementation

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

Use of policy and exercise of discretion

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

Application of zones and overlays

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

Future strategic work

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

CARDINIA PLANNING SCHEME

Reference documents

Southern Regional Housing Statement, Southern Regional Housing Working Group (April 2006)

Healthy by Design (January 2017)

21.03-2

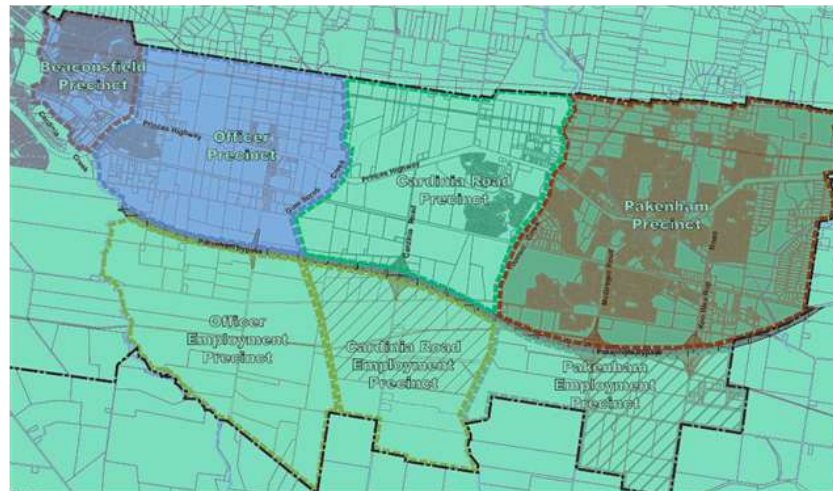
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Urban growth area**Overview**

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

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

Figure 2: Cardinia Urban Growth Area



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

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

Key issues

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

- An urban growth boundary generally defined by the electricity transmission line easement to the north, Deep Creek and the Pakenham waste water treatment plant to the east, and the electricity transmission line easement and Koo Wee Rup Flood Protection District to the south.

CARDINIA PLANNING SCHEME

- Land for urban residential development north of the Pakenham Bypass (Princes Freeway). The population within the Cardinia growth area is expected to grow from a current population of around 35,000 people (2009) to 75,000 people by 2020, and to approximately 105,000 people in 2030.
- A major employment corridor of approximately 2,500 hectares south of the Pakenham Bypass (Princes Freeway).
- Major activity centres at Pakenham and Officer.
- Large neighbourhood activity centres at Beaconsfield, Cardinia Road and Lakeside Boulevard.
- Open space corridors along Cardinia Creek, Gum Scrub Creek, Toomuc Creek and Deep Creek, including regional parklands associated with Cardinia Creek.
- An arterial road network including the Pakenham Bypass (Princes Freeway), Princes Highway, Thompson Road to Greenhills Road connection, Beaconsfield Emerald Road, O'Sheas Road connection, Officer South Road, Cardinia Road, Pakenham Road, McGregor Road and Koo Wee Rup Road.
- A principal public transport network comprising railway stations at Beaconsfield, Officer, Cardinia Road and Pakenham along the Gippsland Railway Line, and a regional bus route along the Princes Highway to the Pakenham Town Centre.

Key principles for the development of precincts include:

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

Objective

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

Strategies

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

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

CARDINIA PLANNING SCHEME

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

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

- Provide for development in the urban growth area in accordance with the following approved Precinct Structure Plans.
 - *Cardinia Road Precinct Structure Plan (September 2008)*
 - *Cardinia Road Employment Precinct Structure Plan (September 2010)*
- Provide for the development in the urban growth boundary area in accordance with the following approved Activity Structure Plans and Incorporated Provisions:
 - *Beaconsfield Structure Plan (December 2013) ~~expires 31 March 2019~~*
 - *Pakenham Activity Centre Incorporated Provisions (20 March 2017, revised May 2017) (expires 31 December 2019)*
- Provide for development contributions to fund physical and community infrastructure associated with urban development.
- Protect areas of future urban development from inappropriate subdivision and development that limits the future orderly and efficient development of the land for urban purposes.
- Provide a distinct character and identity for urban areas through retention of existing vegetation, respect for topography, appropriate streetscaping and provision of adequate open space.
- Work with state agencies to facilitate the timely provision of state infrastructure to support urban development.

Implementation

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

Use of policy and exercise of discretion

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

Application of zones and overlays

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

CARDINIA PLANNING SCHEME

Future strategic work

- Progressively preparing detailed Precinct Structure Plans, Activity Centre Structure Plans and Development Contribution Plans for the various precincts within the growth area.
- Review the current planning strategy for Pakenham townships, including the development contributions plan for the Pakenham township
- Introducing the Beaconsfield Structure Plan into the Planning Scheme and progressively implement the identified actions.
- Progressively implement the actions identified in the Pakenham Structure Plan.

Reference documents

Cardinia Road Precinct Structure Plan (September 2008)
 Cardinia Road Precinct Development Contributions Plan (September 2008)
 Cardinia Road Employment Precinct Structure Plan (September 2010)
 Housing Strategy Strategic Action Plan 2013-2018
 Beaconsfield Structure Plan (December 2013) *expires 31 March 2019*
 Beaconsfield Structure Plan Background Paper (December 2013)
 Healthy by Design (January 2017)
 Pakenham Structure Plan (March 2017)

21.03-3

13/07/2017
C208**Rural townships****Overview**

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

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

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

Key issues

- Retaining and enhancing the existing rural township character.

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

Objective 1

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

Strategies

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

Objective 2

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

Strategies

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

Objective 3

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

Strategies

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

To create communities that support and encourage active lifestyles.

Implementation

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

Use of policy and exercise of discretion

CARDINIA PLANNING SCHEME

- When deciding on applications for use, development or subdivision of land, or planning scheme amendments within the Maryknoll Township, the responsible authority must use local planning policy Clause 22.07 Maryknoll Township Policy”.
- When deciding on applications for use and development, including subdivision, in rural townships, consider, as appropriate
- Relevant Township Strategies,
 - Bunyip Township Strategy (September 2009)
 - Cockatoo Township Strategy (March 2008)
 - Emerald District Strategy (June 2009)
 - Garfield Township Strategy (August 2002)
 - Koo Wee Rup Township Strategy (October 2015)
 - Lang Lang Township Strategy (July 2009)
 - Upper Beaconsfield Township Strategy (July 2009)
- Relevant Township Character Assessments and character statements with a focus on the preferred future character.
- The need to upgrade infrastructure, including sewerage and access roads.
- When assessing new developments and residential subdivisions use the Healthy by Design (January 2017) checklist, as appropriate.

Application of zones and overlays

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

Future strategic work

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

CARDINIA PLANNING SCHEME

Reference documents

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

Healthy by Design (January 2017)

21.03-4

14/06/2012
C124

Rural residential and rural living development

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

Overview

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

Key issues

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

Objective 1

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

Strategies

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

Objective 2

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

Strategies

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

CARDINIA PLANNING SCHEME

Implementation

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

Use of policy and exercise of discretion

- When deciding on applications for rural residential and rural living development, considering, as appropriate:
 - The Land Capability Study of the Cardinia Shire (1997).
 - Any relevant urban or township strategy.

Application of zones and overlays

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

Future strategic work

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

Reference documents

Guidelines for Rural Residential Development (October 1997)

Land Capability Study of the Cardinia Shire (1997)

CARDINIA PLANNING SCHEME

21.04 ECONOMIC DEVELOPMENT

19/10/2017
C214
Proposed C220

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

21.04-1 Employment

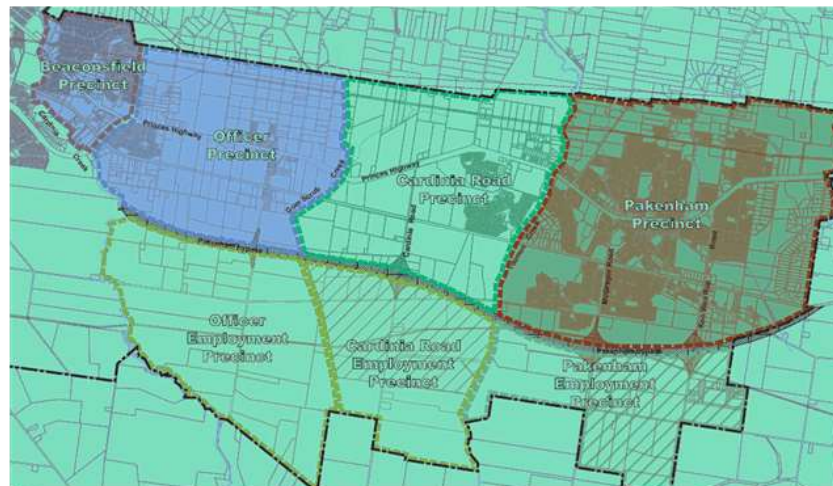
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Overview

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

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

Figure 3: Cardinia Urban Growth Area

**Key issues**

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

CARDINIA PLANNING SCHEME

- Providing additional east-west linkages to connect employment precinct with Melbourne's south-east.

Objective

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

Strategies**Employment opportunities**

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

Infrastructure

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

Skills and education

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

Implementation

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

Use of policy and exercise of discretion

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

CARDINIA PLANNING SCHEME

Application of zones and overlays

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

Further strategic work

- Developing precinct structure plans for the employment precincts south of the Pakenham Bypass with the priority being Pakenham and Cardinia Road Employment precincts.
- Considering developing a local policy for guiding development and land use in mixed use precincts.

Reference documents

Cardinia Employment Lands: Stage 1 Assessment Macroplan Australia Pty Ltd , 2007
 Regional Economic Strategy for Melbourne's South East (2003 – 2030), 2003
 Pakenham Structure Plan (March 2017)
 Any listed in Clause 11 (Settlement) of the State Planning Policy Framework

21.04-2

10/08/2017
 C215

Agriculture

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

Overview

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

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

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

Key issues

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

CARDINIA PLANNING SCHEME

- Recognising the impact of intensive farming on surrounding uses.
- Developing Green Wedge Management Plans to fulfil statutory, strategic, environmental, economic and social requirements.

Objective

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

Strategies**Sustainability of agricultural land**

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

Agricultural use

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

Access

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

Amenity

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

Implementation

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

CARDINIA PLANNING SCHEME

Use of policy and exercise of discretion

- Request any application for agricultural development provide the following information as appropriate:
 - An assessment in relation to the buffer distances in the EPA publication *AQ 2/86 - Recommended Buffer Distances for Industrial Residual Air Emissions* and any relevant code of practice for the agricultural activity.
- When deciding on applications for use and development related to agriculture, considering, as appropriate:
 - The actions set out in the Casey and Cardinia Regional Agricultural Audit and Action Framework 2004.
 - The Land Capability Study for the Shire of Cardinia (1997).

Application of zones and overlays

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

Further strategic work

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

Reference documents

Cardinia Western Port Green Wedge Management Plan (May 2017)

Casey and Cardinia Regional Agricultural Audit and Action Framework 2004.

Gembrook Rural Review – Action Plan 2004.

A Land Capability Study for the Shire of Cardinia 1997

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

CARDINIA PLANNING SCHEME

Figure 4: Land Capability for Agriculture



CARDINIA PLANNING SCHEME

21.04-3

19/10/2017
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Activity centres

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

Overview

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

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

Key issues

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

Objective

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

Strategies**Activity centres**

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

Design and location

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

CARDINIA PLANNING SCHEME

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

Bulky goods

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

Neighbourhood centres

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

Implementation

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

Use of policy and exercise of discretion

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

Application of zones and overlays

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

Future strategic work

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

Reference documents

Pakenham Structure Plan (April 2017)
 Beaconsfield Structure Plan (December 2013) ~~expires 31 March 2019~~

CARDINIA PLANNING SCHEME

Beaconsfield Structure Plan Background Paper (December 2013)
 Woods Street North Urban Design Guidelines (May 2013)
 Cardinia Urban Growth Area – Retail Review March 2007
 Pakenham Town Centre Urban Design Framework 2004
 Pakenham Homemaker Precinct Urban Design Framework 2004
 Pakenham Rail Station Urban Design Framework 2005
 Cockatoo Town Centre Urban Design Framework 2007
 Any listed in Clause 11.01 (Activity Centres) and Clause 11.04 (Metropolitan Melbourne) of the State Planning Policy Framework.

21.04-4 Industry

19/10/2017
 C211

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

Overview

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

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

Key issues

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

Objective

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

Strategies**Subdivision**

- Encourage a range of lot sizes to meet the needs of different users, including the encouragement of larger lots for major developments on main or arterial roads.
- Encourage subdivision that is consistent with relevant precinct structure plans and urban design frameworks.

CARDINIA PLANNING SCHEME

Use

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

Design

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

Infrastructure

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

Implementation

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

Use of policy and exercise of discretion

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

Application of zones and overlays

- Applying the Industrial 1 Zone to land in close proximity to the proposed interchange of the Princes Freeway and Koo Wee Rup Road in Pakenham.
- Applying the Urban Growth Zone to undeveloped land identified for employment within the urban growth area.
- Specifying a minimum leasable floor area for restricted retail premises of 500 square metres in the Industrial 1 Zone.

CARDINIA PLANNING SCHEME

Future strategic work

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

Reference documents

Pakenham Structure Plan (March 2017)

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

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

Design Guidelines for Industrial Development (2002)

The Design Guidelines for Industrial Development (2000).

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

21.04-5

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C215

Tourism

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

Overview

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

Key issues

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

Objective

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

CARDINIA PLANNING SCHEME

Strategies**Assets**

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

Activities

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

Implementation

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

Use of policy and exercise of discretion

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

Application of zones and overlays

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

21.04-6

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C215

Extractive industry

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

CARDINIA PLANNING SCHEME

Overview

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

Key issues

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

Objective

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

Strategies**Protection of resources**

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

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

Amenity impacts

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

Rehabilitation

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

Transport

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

CARDINIA PLANNING SCHEME

Implementation

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

Use of policy and exercise of discretion

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

Further strategic work

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

Reference documents

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

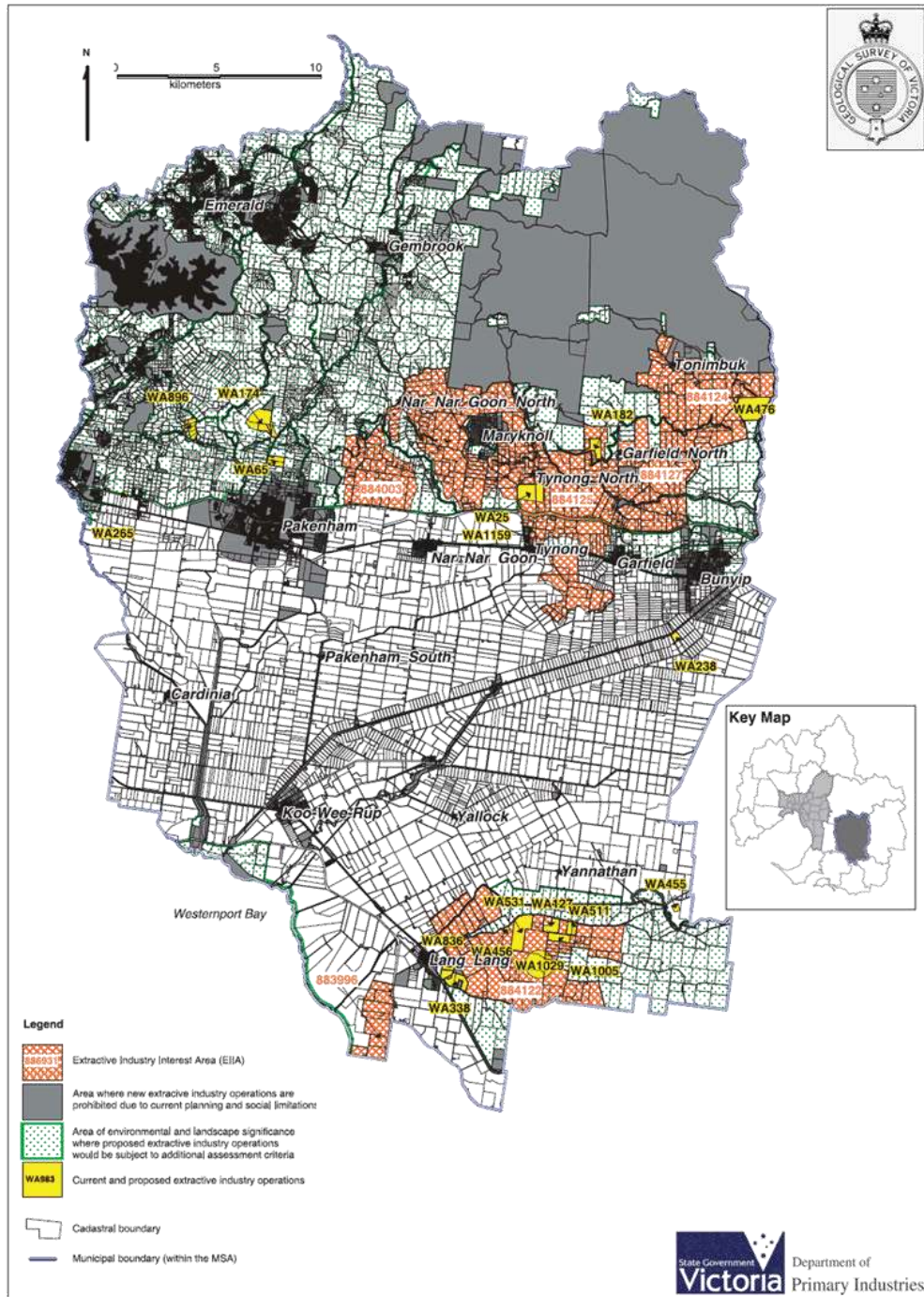
Environment Management Strategy (2004-2007)

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

CARDINIA PLANNING SCHEME

Figure 7: Extractive Industry Interest Areas

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



CARDINIA PLANNING SCHEME

09/11/2017
GC75
Proposed
C220

SCHEDULE TO CLAUSE 81.01 TABLE OF DOCUMENTS INCORPORATED IN THIS SCHEME

1.0 Incorporated documents

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Name of document	Introduced by:
Beaconsfield Structure Plan (December 2013 expires 31 March 2019)	C198
Bunyip Township Strategy (September 2009)	C124
Cardinia Local Heritage Study Review, Volume 3: Heritage Places and Precinct citations (November 2013) (Sept 2015)	C161
Cardinia Road Employment Precinct Structure Plan (including the Cardinia Road Employment Precinct Native Vegetation Precinct Plan) September 2010	C130
Cardinia Road Precinct Development Contributions Plan (September 2008 – Revision 1.4 June 2017)	GC75
Cardinia Road Precinct Structure Plan (September 2008)	C92
Cardinia Shire Council - Subdivision Restructure Plans, January 2002	C29
Cardinia Shire Council Significant Tree Study – Volume 2 (May 2009)	C162
Cardinia Shire Council Subdivision Restructure Plan, 36-38 Beaconsfield – Emerald Road, Upper Beaconsfield February 2016	C188
Cardinia Shire Council, Subdivision Restructure Plan - 440, 445, 447, 460, 462-464 and 466 Bayles-Cora Lynn Road, 455 and 465 Bunyip River Road and 710 Nine Mile Road, Cora Lynn (October 2011)	C146
Caulfield Dandenong Rail Upgrade Project, Incorporated Document, April 2016	GC37
Cockatoo Township Strategy (March 2008)	C124
Emerald District Strategy (June 2009)	C124
Former Pakenham Racecourse Comprehensive Development Plan, February 2010	C141
Gembrook Township Strategy (June 2011)	C167
Healesville – Koo Wee Rup Road – Stage 1A (Koo Wee Rup Bypass) – Incorporated Document (September 2012)	C150
Koo Wee Rup Township Strategy (October 2015)	C189
Lang Lang Township Strategy (July 2009)	C124
Monash Freeway Upgrade Project Incorporated Document, March 2016	GC47
Officer Development Contributions Plan, September 2011 (Amended June 2017)	GC75
Officer Native Vegetation Precinct Plan, September 2011	C149
Officer Precinct Structure Plan, September 2011	C149
Officer Town Centre Civic Office Development Incorporated Document, June 2011	C158
Pakenham Activity Centre Incorporated Provisions, 20 March 2017 (revised May 2017) (expires 31 December 2019)	C211
Pakenham East Train Maintenance Depot Incorporated Document, March 2016	C210
Pakenham Township Development Contributions Plan, September 1997 (Amended June 2017)	GC75

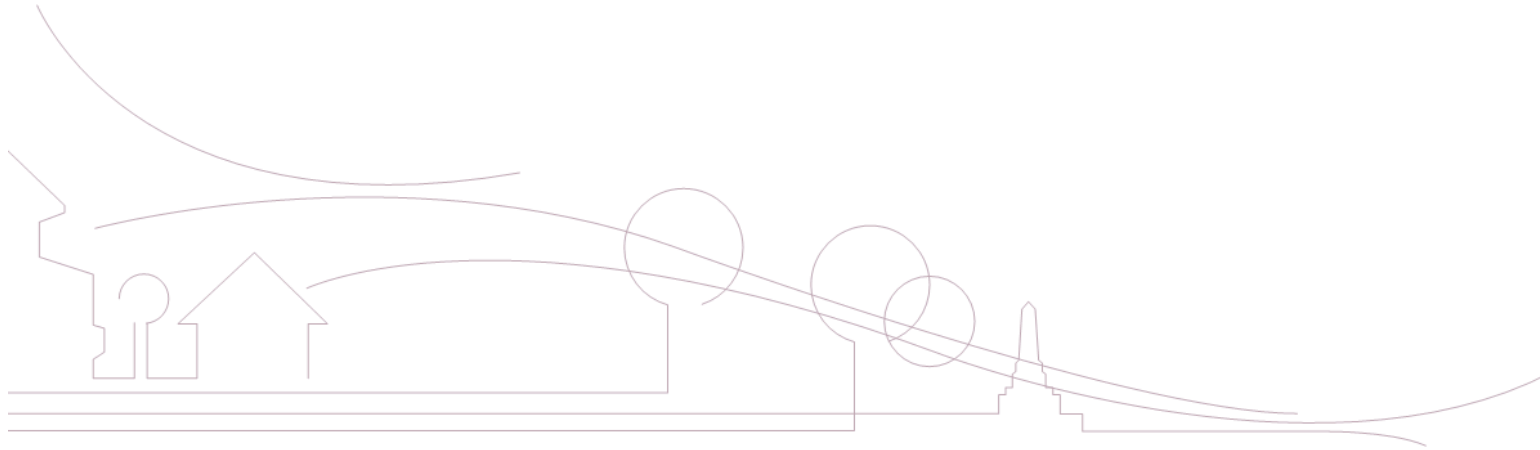
CARDINIA PLANNING SCHEME

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



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

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



Beaconsfield

Structure Plan - December 2013

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

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

Prepared by:
Cardinia Shire Council
Strategic Planning Department

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

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© Cardinia Shire Council 2013
(ABN: 32 210 906 807)
Henty Way, Pakenham

PO Box 7, Pakenham VIC 3810
Phone: 1300 787 624
Fax: (03) 5941 3784
Email: mail@cardinia.vic.gov.au
Web: www.cardinia.vic.gov.au

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I. Introduction



COMMUNITY CONSULTATION AT THE BEACONSFIELD COMMUNITY COMPLEX



CARDINIA CREEK, BEACONSFIELD

I.1 What is a structure plan?

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

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

The State Planning Policy Framework states that:

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

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

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

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

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

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

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



1.3 Where does it apply?

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

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





2. Format of the Structure Plan

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

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

The Key focus areas are:

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

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

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

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

3. Background Paper

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

4. Community Consultation

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

5. Implementation

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



6. Vision

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

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

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

7. Strategic Objectives

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

8. Introduction to Beaconsfield

8.1 History

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

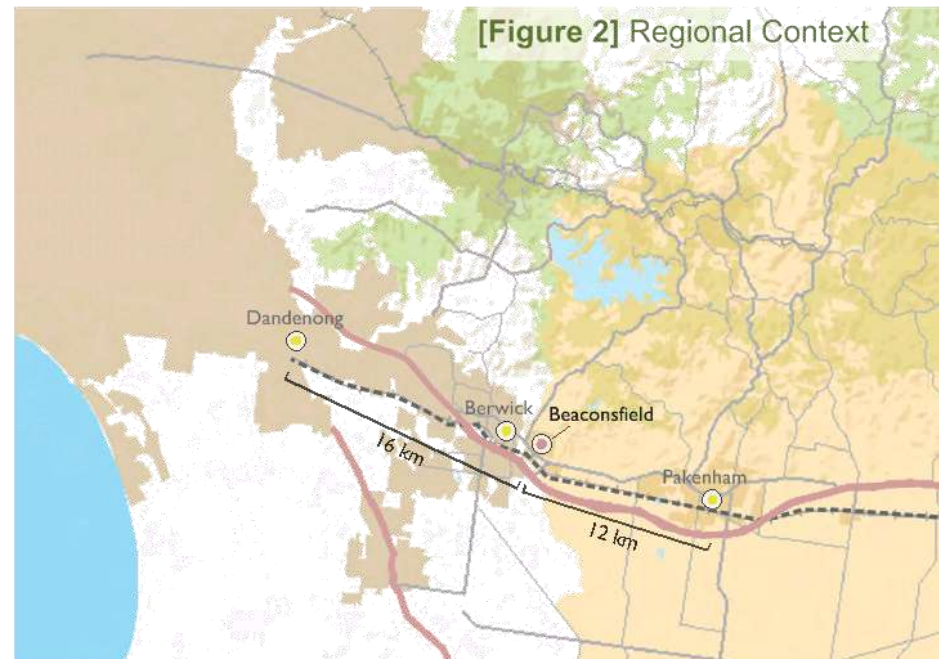
Beaconsfield as it is known today, is located approximately 46 kilometres south-east of Melbourne on the southern foothills of the Dandenong Ranges. Nearby towns include Berwick (2.9 km north-west of Beaconsfield) and Officer (4.3 km south-east of Beaconsfield). In the last 30 years, particularly in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

8.2 Key demographic statistics

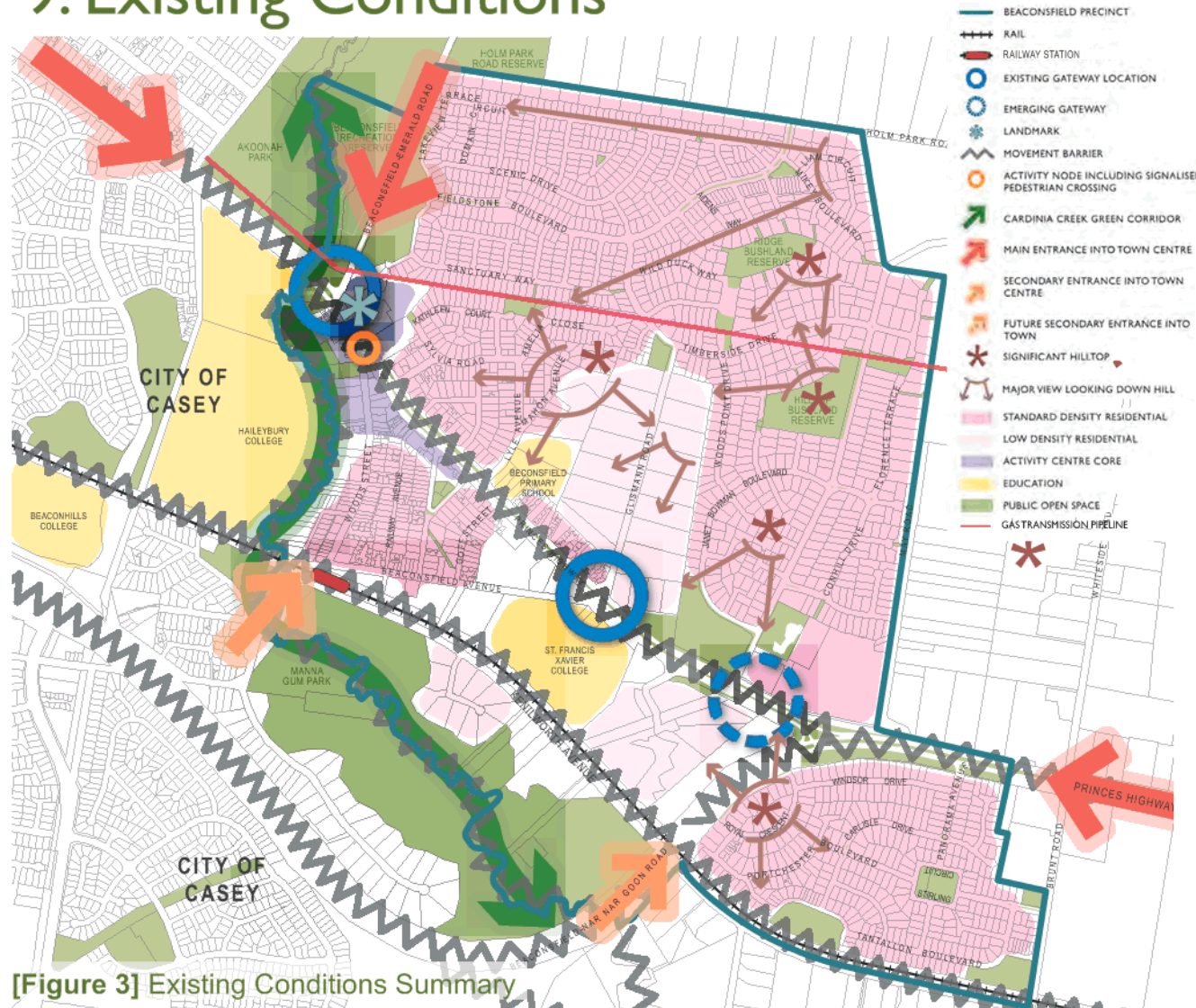
The population of Beaconsfield at the 2011 Census was 5,292. By 2021, the population of Beaconsfield is predicted to reach over 6,500 which is based on current population growth trends. Depending on the level of housing development at higher densities, this figure may be higher. Beaconsfield is currently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

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

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



9. Existing Conditions



[Figure 3] Existing Conditions Summary

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

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

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

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

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

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

10. Urban Design



GETTY MUSEUM GARDENS, LOS ANGELES, USA



DIZDIZINGOFF SQUARE, TEL AVIV, ISRAEL

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

Urban Design Strategies

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

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

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

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

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

Woods Street

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

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

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

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

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

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

Objectives

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

Strategies

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

such as canopies, paving, and street furniture.

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

Actions

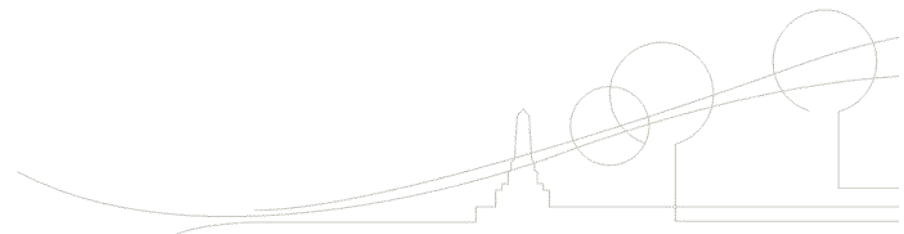
- Prepare a planning scheme amendment to incorporate the Woods Street North Urban Design Guidelines (May 2013) into the Cardinia Planning Scheme.
- Develop a streetscape plan for Woods Street and the Beaconsfield Railway Station forecourt.

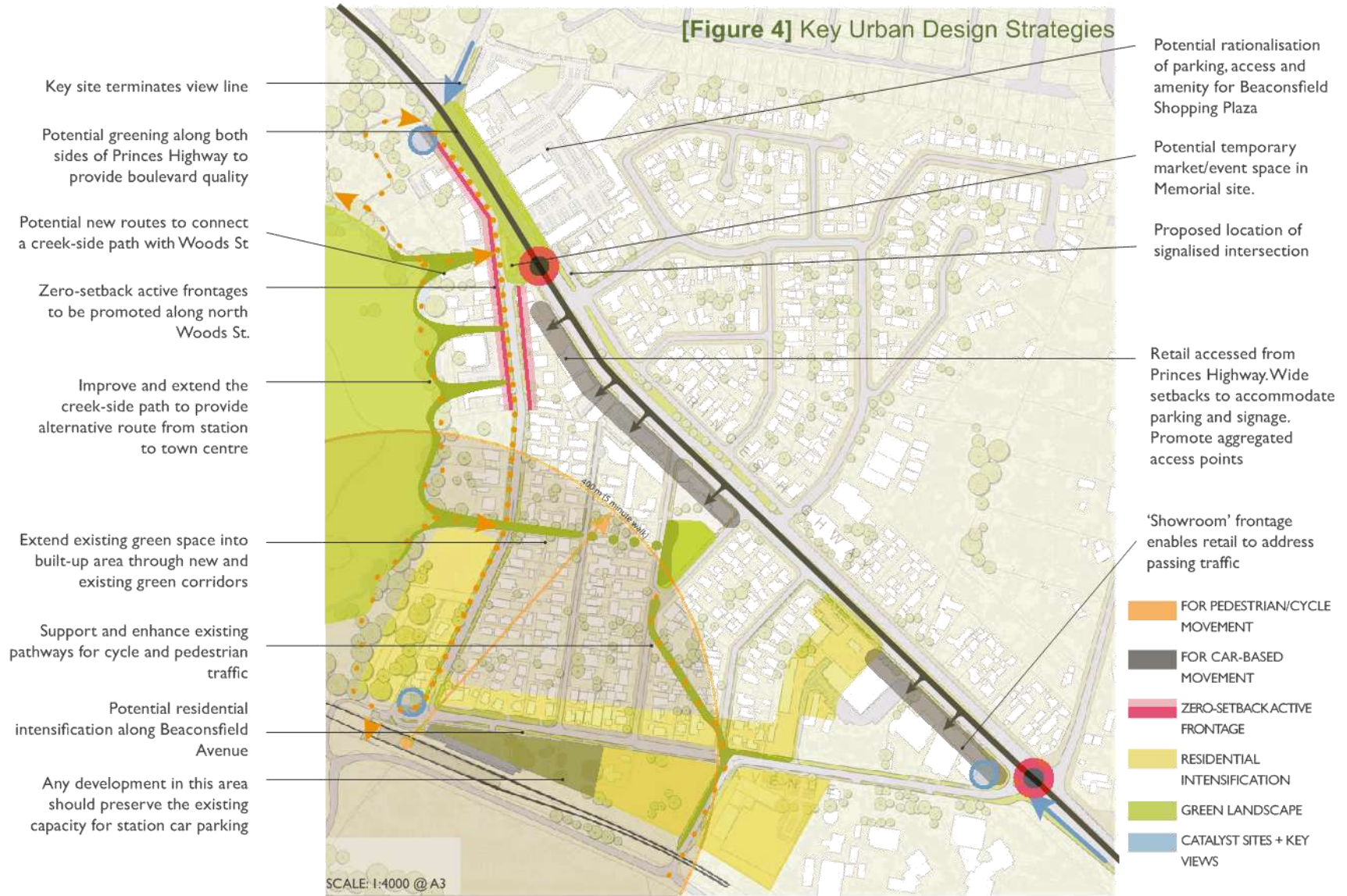


WAR MEMORIAL, BEACONSFIELD



PUBLIC ART, FRANKSTON RAILWAY STATION



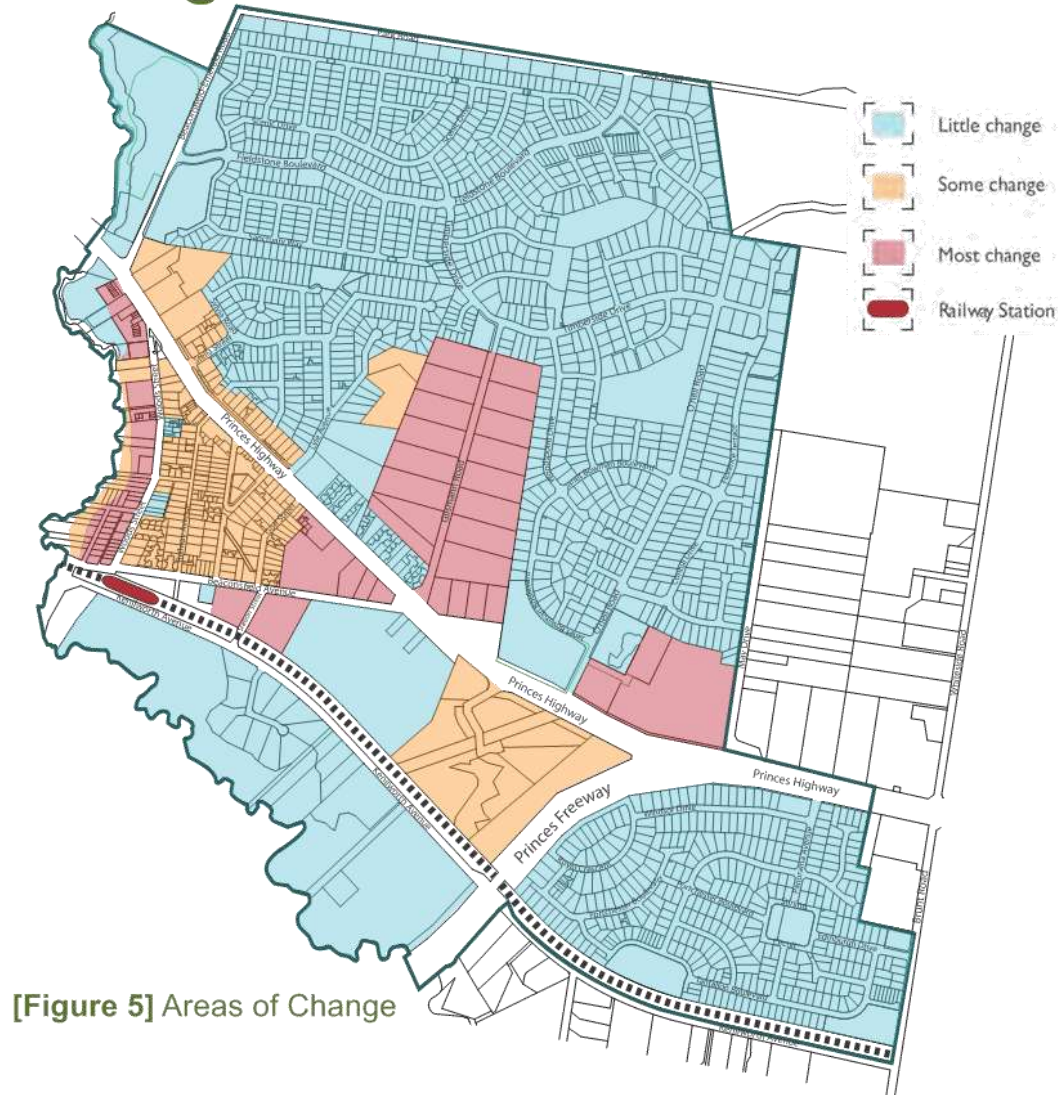


11. Framework for Change

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

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

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



[Figure 5] Areas of Change

12. Key Focus Areas

12.1 Residential growth

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

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

Residential zones

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

Residential core

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

Glismann Road Precinct

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

Desmond Court Precinct

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

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

Woodland Grove

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

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

Commercial Triangle

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

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

Princes Highway Gateway Precinct

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

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

O'Neil Road

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

Ecologically Sustainable Design

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

Objectives

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

Strategies

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

Triangle and Princes Highway Gateway precincts.

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

Actions

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



EXISTING BUSINESSES ALONG PRINCES HIGHWAY, BEACONSFIELD



HERITAGE SHOP IN WOODS STREET, BEACONSFIELD



BEACONSFIELD PLAZA, PRINCES HIGHWAY, BEACONSFIELD

12.2 Economic growth

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

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

Retail core

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

Commercial triangle

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

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

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

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

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

Zone changes

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

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

Objectives

- Provide for sustainable growth and development within Beaconsfield which provides for the needs of the current and future community.
- Provide a vibrant town centre which meets the everyday shopping and service needs of the local community.
- Provide a range of employment options within Beaconsfield enabling more residents to work locally.
- Encourage the development of a 24-hour medical clinic within the Commercial Triangle precinct.
- Encourage the development of a Petrol Station within the Commercial Triangle precinct.
- Maintain and enhance community services and facilities.
- Integrate higher density housing within the core retail area and medium density housing within the Commercial Triangle to create vibrant, safe and efficient urban environments.

Strategies

- Maintain the diversity of businesses within the town centre and foster the 'boutique village' feel.
- Increase local employment opportunities.
- Contain the core retail area to the northern end of the town centre around the existing Beaconsfield Plaza and northern end of Woods Street.
- Provide a strong pedestrian focus in the core retail area.
- Facilitate the redevelopment of the Commercial Triangle precinct as a business gateway to Beaconsfield.
- Rezone the land referred to as the Commercial Triangle in the Beaconsfield Structure Plan from Industrial 1 to Mixed Use.
- Rezone the land at St. Francis Xavier College to a Special Use Zone.
- Consider rezoning the land at 8 Beaconsfield Avenue to residential if redevelopment is proposed.



VIBRANT PEDESTRIAN PUBLIC SPACES & BUSINESSES - CITY SQUARE, MELBOURNE



INSPIRATION FOR A CORNER BUILDING ON A SHOPPING STREET



LOCAL BUSINESSES IN JAFFA, TEL AVIV, ISRAEL

12.3 Movement network

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

Access and Inclusion

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

Pedestrians

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

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

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

Cyclists

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

for health, environmental and financial reasons.

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

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

Vehicles

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

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

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

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

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

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

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

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

Parking

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

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

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

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

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

Public transport

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



[Figure 6] Key Destinations & Movement Network

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



BEACONSFIELD RAILWAY STATION

GLISMANN ROAD & PRINCES HIGHWAY
EXISTING INTERSECTION

BIKE PARKING, LOS ANGELES, USA

Objectives

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

Strategies

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

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

Actions

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

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

12.4 Open Space and Environment

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

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

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

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

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

Objectives

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

Strategies

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

Actions

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

12.5 Heritage

Aboriginal cultural heritage

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

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



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

Post-contact heritage

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

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

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

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

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



Objectives

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

Strategies

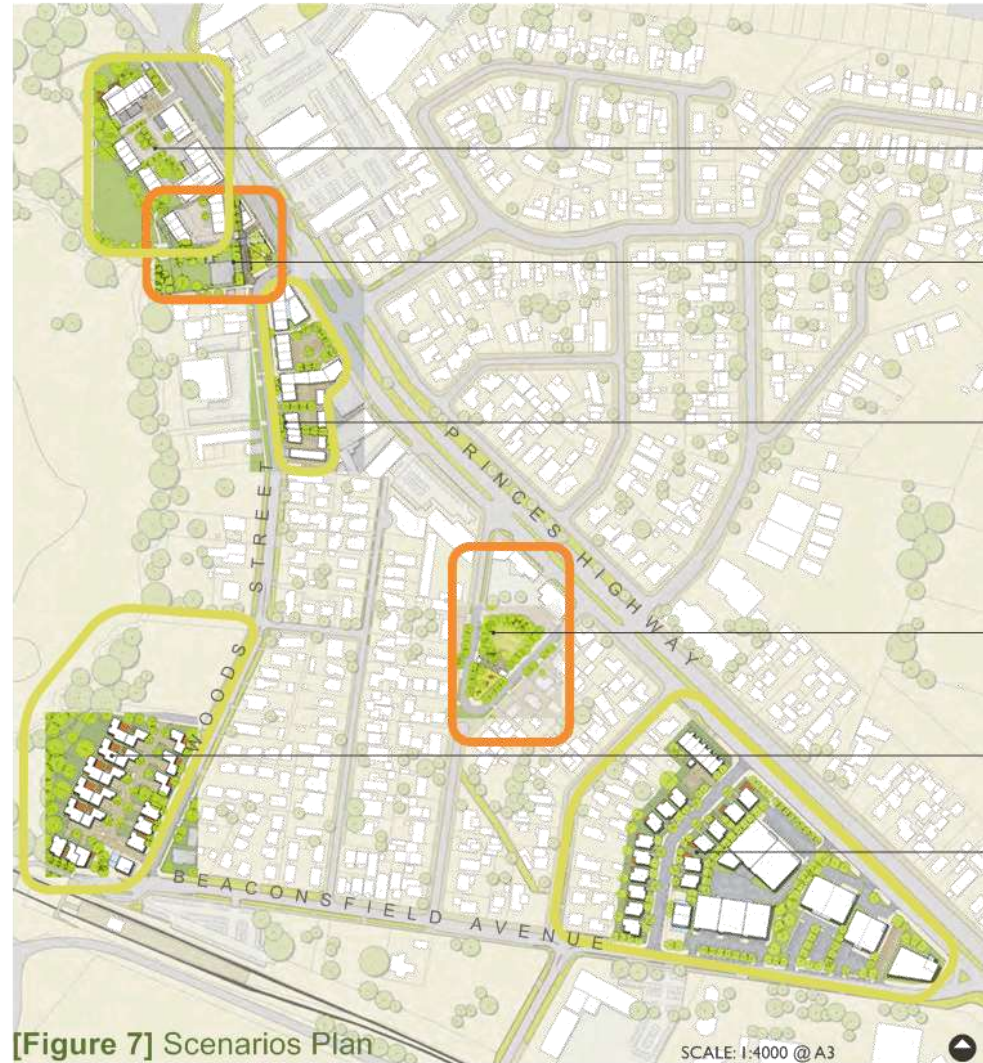
- Ensure future developments in Woods Street are respectful of the heritage character of the area and complementary in their design.

Action

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

13. Scenarios for Change

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



Precinct 04
Princes Highway Gateway

Site 01
Memorial + Creek

Precinct 01
Beaconsfield Point

Site 02
Jim Parkes Reserve

Precinct 02
Woodland Grove

Precinct 03
Commercial Triangle

-  SMALL PUBLIC / PRIVATE
-  LARGE SCALE DEVELOPMENTS

[Figure 7] Scenarios Plan

SCALE: 1:4000 @ A3

13.1 Memorial and Creek

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

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

Objectives

- Create a civic heart for Beaconsfield.

Strategies

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

Actions

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



EXISTING CONDITIONS AROUND WAR MEMORIAL, BEACONSFIELD



INSPIRATION FOR PUBLIC TOILET + PAVILION



INSPIRATION FOR PERGOLA STRUCTURE TO CREEK



INSPIRATION FOR PUBLIC SPACE AROUND MEMORIAL

[Figure 8]

Memorial & Creek Site Concept Plan



13.2 Jim Parkes Reserve

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

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

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



[Figure 10] Jim Parkes Reserve
Princes Highway Redevelopment Scenario



Objectives

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

Strategies

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

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

Actions

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





EXISTING CORNER WORKSHOP, BEACONSFIELD



INSPIRATION FOR COMMERCIAL BUILDINGS ALONG WOODS STREET, BEACONSFIELD

13.3 Beaconsfield Point

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

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

Objectives

- Support a vibrant town centre of Beaconsfield.

Strategies

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

car parking areas and wide footpaths protected by awnings and/or eaves.

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

Actions

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

[Figure 11]
Beaconsfield Point Concept Plan



13.4 Woodland Grove

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

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

Objectives

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

Strategies

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

Actions

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

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



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



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



[Figure 12] Woodland Grove Concept Plan

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



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



Buildings setbacks should be 3 metres to facilitate some front landscaping

Potential new pedestrian crossing

13.5 Commercial Triangle

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

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

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

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



Objectives

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

Strategies

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

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

Actions

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

[Figure 13] Commercial Triangle Concept Plan



Three-storey townhouses

New housing backing onto existing dwellings on west side of potential new street

Two-storey detached mixed-use development with landscaped setback from street. Possible commercial uses at ground floor fronting the potential new street

Car parking in the frontage acceptable

Sequence of vertical elements forming a 'billboard' to Princes Highway

Main entrance plus convenience parking and display area

Landscaped pedestrian spine connecting parking areas and commercial entries on Princes Highway and Beaconsfield Avenue

Landscaped buffer between street and carparking

Landmark corner built form

New limited indented parking for customers and school drop-off / pick-up

SCALE: 1:2000 @ A3





EXISTING SHOPS ALONG PRINCES HIGHWAY



BOB BURGESS PARK ALONG CARDINIA CREEK



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



INSPIRATION FOR RESIDENTIAL ALONG THE CREEK

13.6 Princes Highway Gateway Precinct

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

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

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

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

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

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



Objectives

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

Strategies

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

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

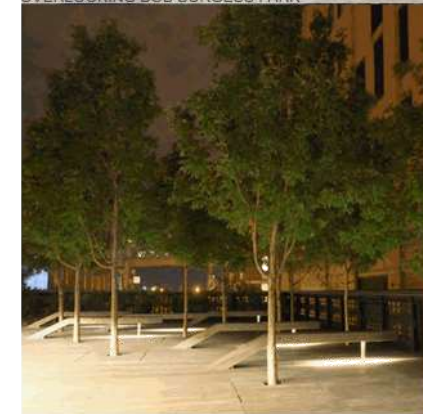
- Ensure that the colours and materials of new developments complement the natural environment of the Cardinia Creek parklands environment.

Actions

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



INSPIRATION FOR CAFE/RESTAURANT OVERLOOKING BOB BURGESS PARK



INSPIRATION FOR INTERFACE WITH CARDINIA CREEK

[Figure 14] Princes Highway Gateway Precinct Concept Plan

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

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

Possible level 1 terrace/deck over parking

Ramp to basement parking

Landscaped car parking court to service Buildings B1 + B2

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

Pedestrian route linking highway to creek-side.

Shared courtyard. Parking for Buildings C4 + C5

Expanded public space achieved through land swap shown in yellow

See Scenarios for Change - Memorial and Creek page 24

All buildings

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



SCALE: 1:2000 @ A3

Building A1

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

Building A2

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

Building B1

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

Building B2

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

Building C1

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

Building C2

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

Building C3

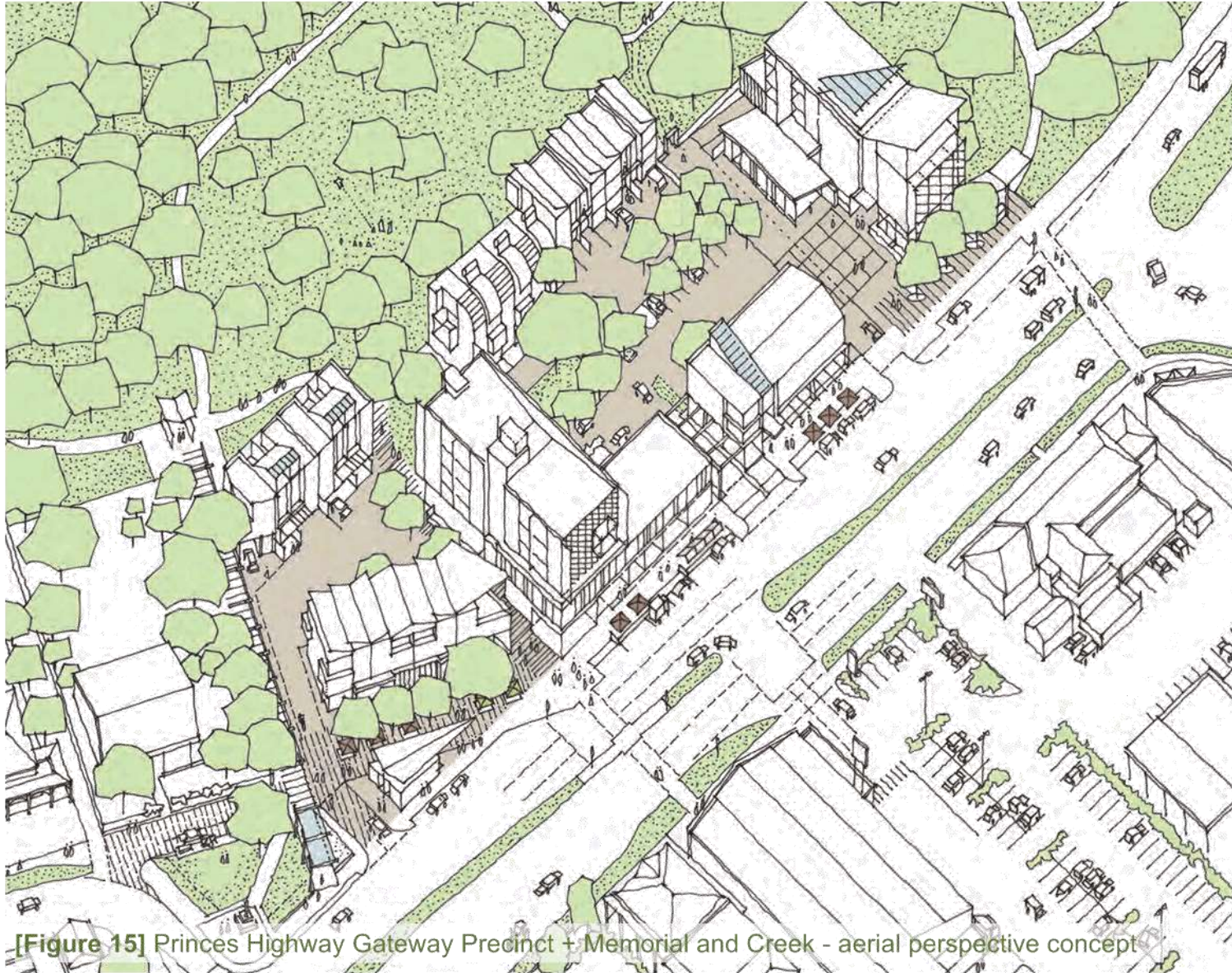
Up to 3 storey, above street level, terraced creek-side houses

Building C4

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

Building C5

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



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

14. Summary of Actions

Land use planning



- Facilitate a variety of housing options that offer diverse lifestyle and lifecycle opportunities and cater to all members of the community.
- Prepare a planning scheme amendment to implement the new State Government residential zones in accordance with the residential change principles outlined in the Beaconsfield Structure Plan.
- Require larger scale developments to deliver ecologically sustainable outcomes.
- Engage with Department of Environment, Land, Water and Planning (DELWP) regarding planning for Cardinia Creek where it runs through Beaconsfield town centre.
- Rezone land in the Glismann Road area for residential use with a Development Plan (master plan) and infrastructure plan.
- Rezone the land referred to as the Commercial Triangle in the Beaconsfield Structure Plan from Industrial 1 to Mixed Use.
- Rezone the land at St. Francis Xavier College to a Special Use Zone.
- Consider rezoning the land at 8 Beaconsfield Avenue to residential if redevelopment is proposed.
- Develop a parking precinct plan for the Beaconsfield town centre.
- Prepare a planning scheme amendment which will facilitate the future redevelopment of the Princes Highway Gateway Precinct in accordance with the strategies outlined in the Beaconsfield Structure Plan.
- Prepare a planning Scheme Amendment to incorporate the Woods Street North Urban Design Guidelines (May 2013) into the Cardinia Planning Scheme.

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

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

Open Space



- Develop a streetscape plan for Woods Street and the Beaconsfield Railway Station forecourt.
- To design and deliver a civic plaza/informal gathering space in the heart of Beaconsfield.
- Create a design element that provides a pedestrian connection between the memorial and the Cardinia Creek corridor.

- Require developments along the west side of Woods Street to deliver a design solution which provides passive surveillance over Cardinia Creek.

- In consultation with VicRoads determine an appropriate tree planting schedule and program for delivery along Princes Highway.

- Consider current and future sporting facilities for the Beaconsfield area in the preparation of a Shire-wide recreation strategy.

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

- Consider a possible land swap to accommodate a larger public space at the Memorial Park in conjunction with a future redevelopment application for this site.

- Require the provision of open space as part of the redevelopment of the Glismann Road area.

Movement



- Advocate for and provide appropriate bicycle infrastructure such as lane markings, bikeways and shared paths along the key movement network identified in the Beaconsfield Structure Plan.

- Further investigate the provision of routes for active transport such as walking and cycling in Beaconsfield.

- Require the provision of pedestrian and cycling routes through new developments.

- Advocate for a 60 km/h speed limit on the Princes Highway.

- Require the provision of traffic lights at Glismann Road/Princes Highway intersection to support residential development of the Glismann Road area.

- In the short term, work with the owners of the Aldi/Woolworths carpark area to improve circulation and legibility

- In the longer term, review the car parking layout of the Aldi/Woolworths carpark whenever redevelopment is proposed on the land

- Provide a dedicated pedestrian route from Beaconsfield Emerald Road into the Woolworths development.

- Investigate the potential for a pedestrian crossing point that is raised and/or paved with a material that differs from that of the carriageway on Woods Street to support safe and equitable pedestrian connections within the town centre.

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

- Continue to advocate for improvements at Beaconsfield Railway Station.

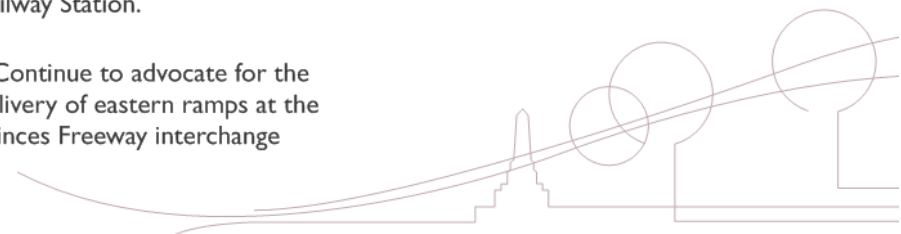
- Continue to advocate for the delivery of eastern ramps at the Princes Freeway interchange

Heritage



- Provide appropriate protection to existing heritage properties within Beaconsfield.

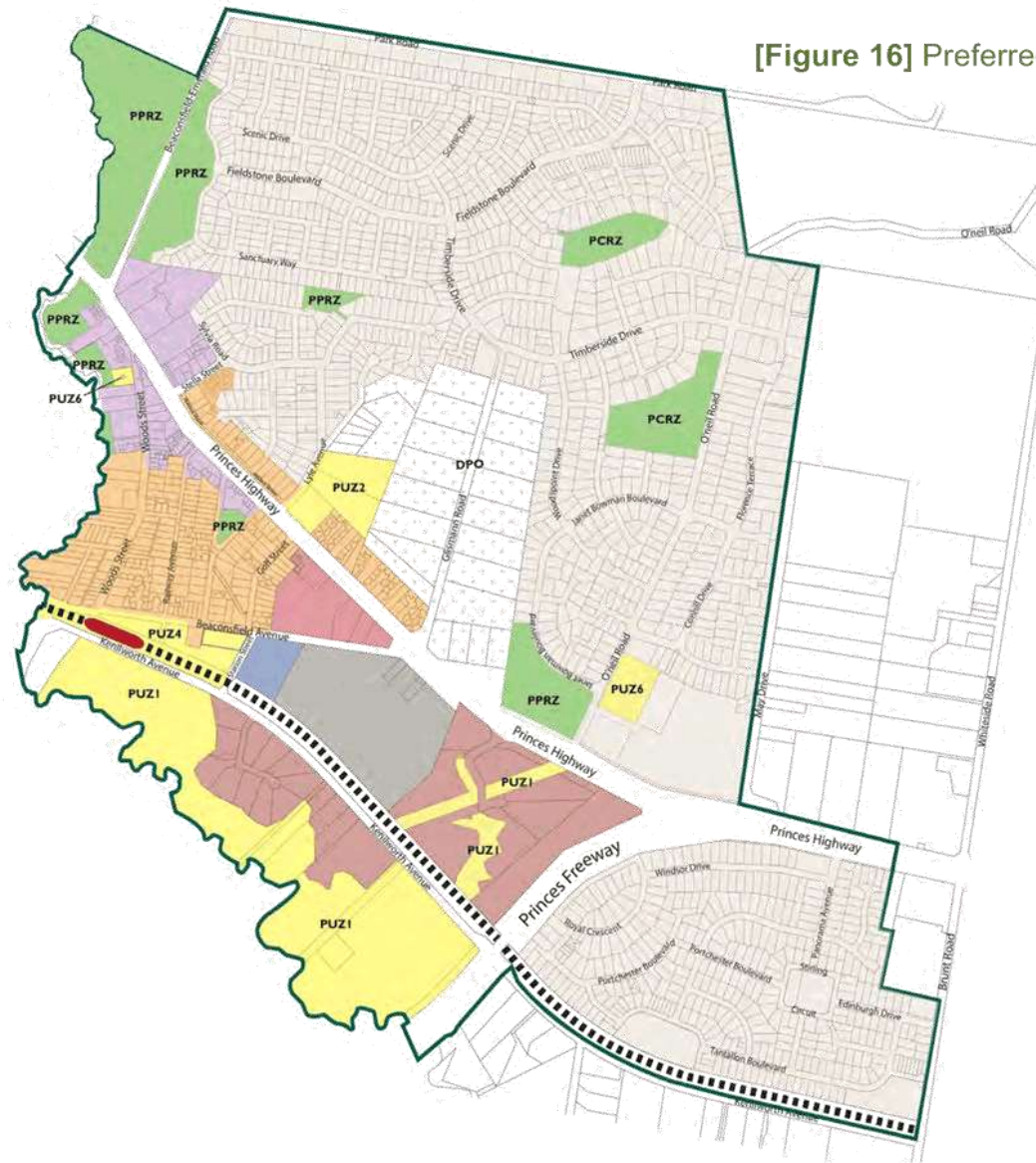
- Continue to review and assess the heritage value of properties throughout Beaconsfield and, where deemed appropriate, incorporate these into a Heritage Overlay and/or implement particular design controls.



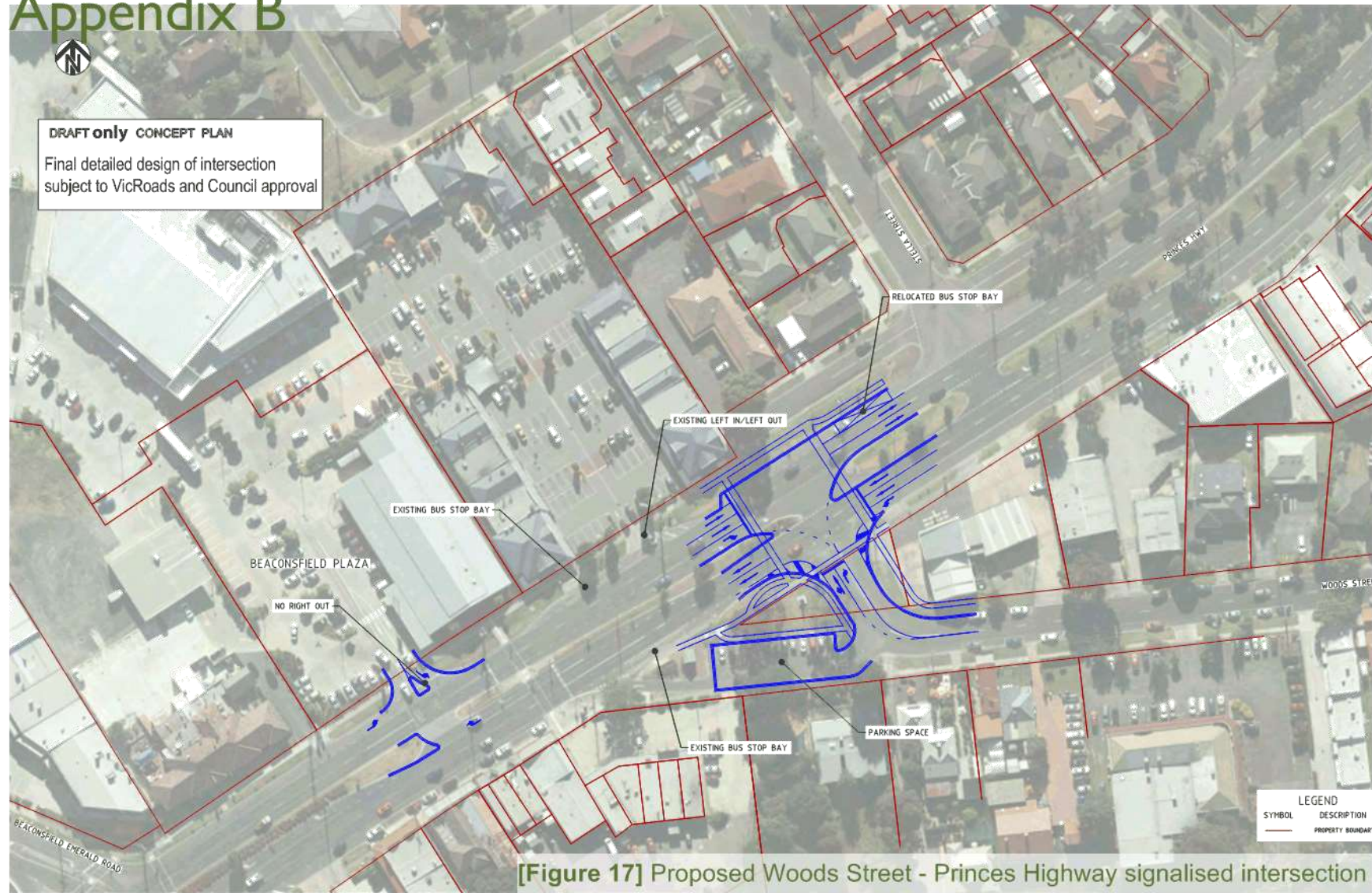
Appendix A

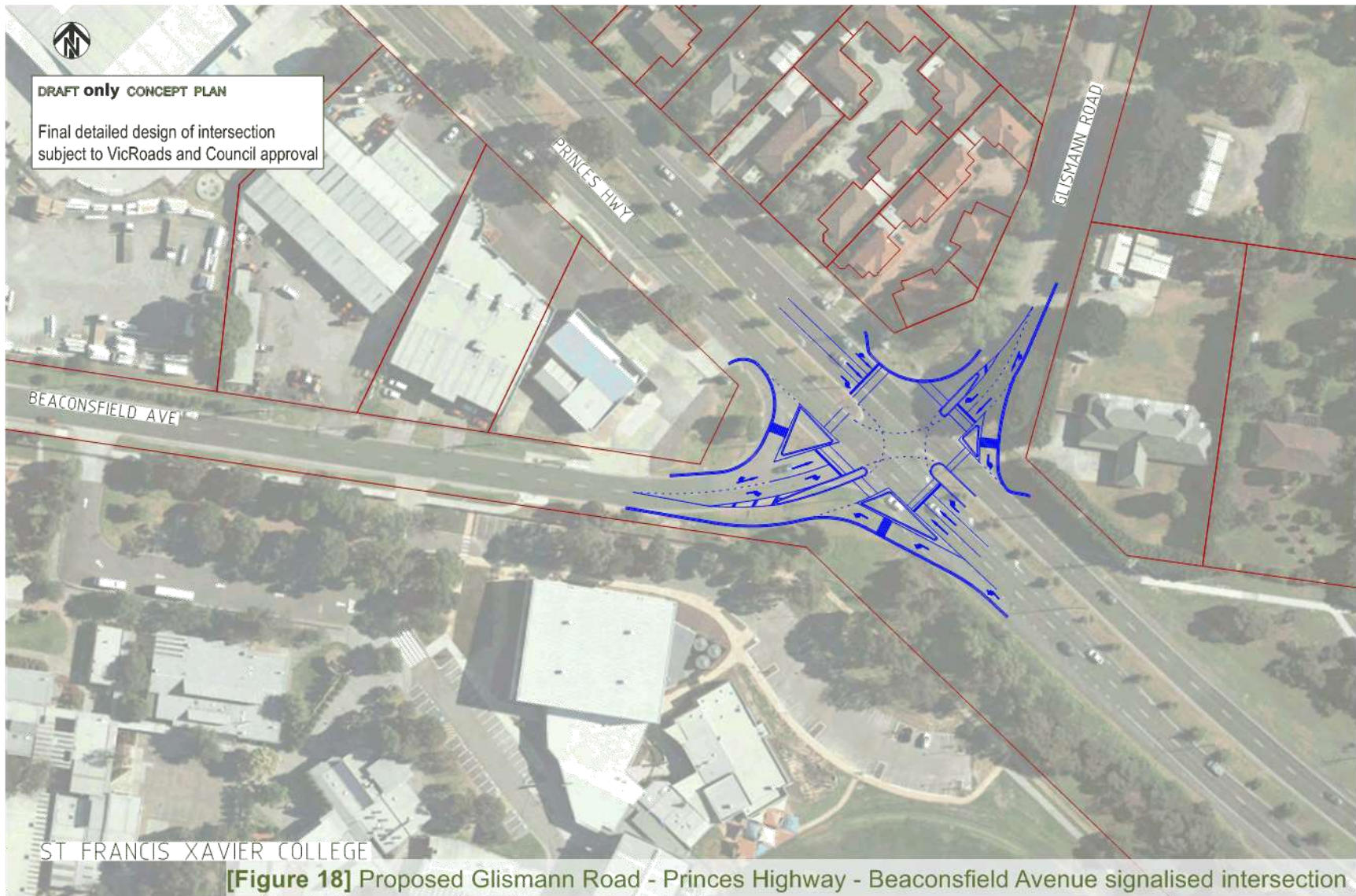
[Figure 16] Preferred Future Zones

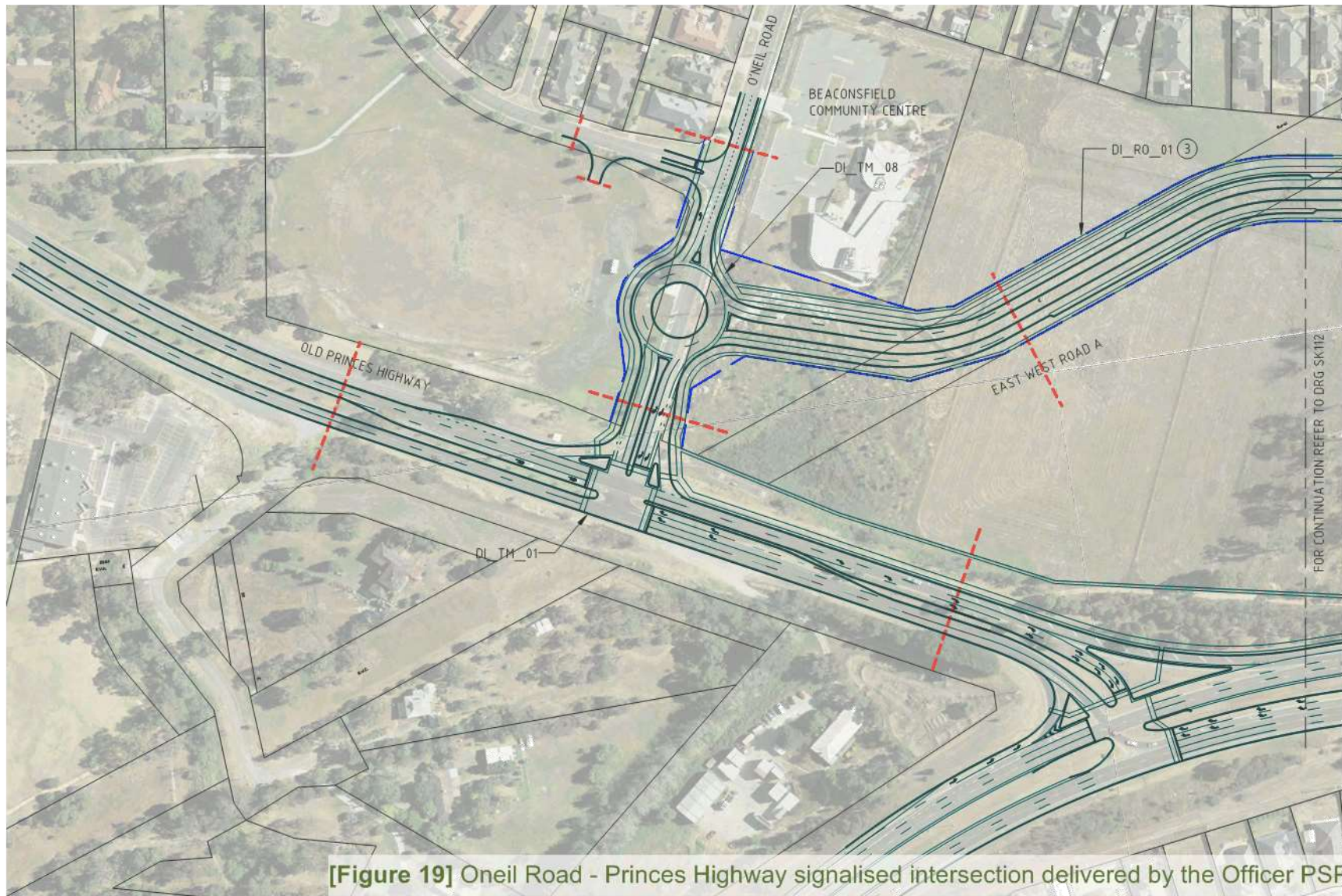
-  General residential
-  Neighbourhood residential
-  Low density residential
-  Mixed use
-  Commercial I
-  Development plan overlay
-  Public use
-  Public park & recreation + public conservation and resource
-  Special use
-  Industrial I
-  Railway Station



Appendix B







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

Planning and Environment Act 1987

Panel Report

**Cardinia Planning Scheme Amendment C220
Beaconsfield Structure Plan Implementation**

10 April 2018



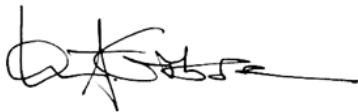
Planning and Environment Act 1987

Panel Report pursuant to section 25 of the Act

Cardinia Planning Scheme Amendment C220

Beaconsfield Structure Plan Implementation

10 April 2018



Ian Gibson, Chair

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List of Abbreviations

C1Z	Commercial 1 Zone
DDO	Design and Development Overlay
LPPF	Local Planning Policy Framework
SPPF	State Planning Policy Framework
Structure Plan	Beaconsfield Structure Plan (December 2013, expires March 2019)

Overview

Amendment summary	
The Amendment	Cardinia Planning Scheme Amendment C220
Common name	Beaconsfield Structure Plan Implementation
Brief description	The Amendment proposes to implement the Beaconsfield Structure Plan (2013) by applying the Design and Development Overlay (DDO) to three precincts in the town centre
Subject land	The Amendment relates to the following precincts in the Beaconsfield town centre: <ul style="list-style-type: none"> - Princes Highway Gateway Precinct - Beaconsfield Point Precinct - Woodland Grove Precinct
Planning Authority	Cardinia Shire Council
Authorisation	6 October 2017
Exhibition	9 November - 11 December 2017
Submissions	Number of Submissions: 6 (including 4 from agencies or utilities); Opposed: 1 (Traders and Owners Group, Beaconsfield)
Panel process	
The Panel	Ian Gibson
Directions Hearing	Cardinia Shire Council, Officer; 28 February 2018
Panel Hearing	Cardinia Shire Council, Officer; 28 March 2018
Site inspections	Unaccompanied, 28 February and 28 March 2018
Appearances	<ul style="list-style-type: none"> - Cardinia Shire Council, represented by Anita Ransom, Principal Strategic Planner; Celeste Grossi, Strategic Planner; and Tim Grace, Principal Urban Designer - Traders and Owners Group, Beaconsfield, represented by Pippa Sampson, Anthony Cardamone, Chris Christophou and Tony Conversano
Date of this Report	10 April 2018

Executive summary

(i) Summary

Cardinia Planning Scheme Amendment C220 (the Amendment) seeks to implement the key objectives of the *Beaconsfield Structure Plan*, December 2013 (the Structure Plan) by applying the Design and Development Overlay (DDO) to the following three precincts:

- Princes Highway Gateway Precinct (proposed DDO5)
- Beaconsfield Point Precinct (proposed DDO6)
- Woodland Grove Precinct (proposed DDO7).

The Amendment represents a further step in the process of implementing the Structure Plan, following its consideration through Amendment C198, which resulted in the inclusion of the Structure Plan as an incorporated plan within the Cardinia Planning Scheme. The approval of Amendment C198 included a condition of a sunset clause on the status of the Structure Plan as an incorporated plan, and its replacement with other more appropriate planning tools. These included the DDOs that form the basis of Amendment C220.

The exhibition of Amendment C220 led to six submissions, with one from the Beaconsfield Traders and Owners Group opposing the timing of the Amendment prior to implementation of other Structure Plan measures. The Group also expressed concern about minimum building height controls and car parking.

The Panel has considered all submissions, and concludes:

- The use of DDOs is appropriate in translating the built form directions of the Structure Plan.
- The implementation of the Amendment prior to completion of other elements of the Structure Plan is appropriate.
- The building height controls are appropriate, with the exception that exhibited mandatory minimum height controls proposed in DDO5 in the Princes Highway Gateway Precinct should be changed to discretionary controls. This conclusion is based on the translation of a concept plan in the Structure Plan to planning controls, which should include clear objectives for built form, but flexibility in achieving desirable outcomes.
- Parking issues in the Princes Highway Gateway Precinct and the adjacent Memorial and Creek Precinct will be addressed in other planning processes, and references to car parking in the DDOs should be adopted as exhibited.
- Minor changes are proposed to enhance the clarity of the DDO schedules.

(ii) Recommendations

Based on the reasons set out in this Report, the Panel recommends that Cardinia Planning Scheme Amendment C220 be adopted as exhibited subject to the following:

- 1 Amend Design and Development Overlay Schedules 5,6 and 7 as shown in Appendices C, D and E of this report with the exceptions that Design and Development Overlay Schedule 5 be further revised to:**
 - modify the sixth dot point under 2.0 Buildings and works to read 'Should meet the Minimum Building Height as specified in Table 1 of this Schedule'
 - modify Table 1- Built Form Requirements for Specific Areas to read 'Preferred minimum building height'.

1 Introduction

1.1 The Amendment

(i) Amendment description

The Amendment proposes to implement the key objectives of the *Beaconsfield Structure Plan* (December 2013, expires March 2019) (the Structure Plan), by applying the Design and Development Overlay (DDO) to the following three precincts:

- Princes Highway Gateway Precinct (proposed DDO5)
- Beaconsfield Point Precinct (proposed DDO6)
- Woodland Grove Precinct (proposed DDO7).

Specifically, the proposed Amendment:

- Inserts new Schedules 5, 6 and 7 into Clause 43.02 DDO into the Cardinia Shire Planning Scheme to guide future development within the Beaconsfield town centre
- Amends Clause 21.03-2 (Urban Growth Areas) and Clause 21.04-3 (Activity Centres) by removing the March 2019 expiration date of the Structure Plan
- Amends the Schedule to Clause 81.01 by deleting the reference to the Structure Plan, as its statutory weight is applied through the application of the DDOs.

(ii) Background to the Amendment

Amendment C220 is part of a lengthy process of developing and implementing the Beaconsfield Structure Plan. This commenced with the exhibition of an Issues and Opportunities Paper between April and May 2012, and included adoption of the draft Structure Plan in December 2013. Subsequent implementation of the Structure Plan included a combination of Planning Scheme Amendments and other processes (such as further community consultation on parts of the plan, and detailed infrastructure planning).

A key step in the implementation of the Structure Plan was the consideration of Amendment C198, which proposed to modify the Municipal Strategic Statement by referencing the *Woods Street North Urban Design Guidelines* and incorporating the Structure Plan into the Cardinia Planning Scheme. A Panel hearing was conducted in January 2015, a Panel report prepared in March 2015, and Cardinia Shire Council considered the Panel Report at its meeting of 20 April 2015. At this meeting, Council supported most of the recommendations of the Panel, the main exception being the Council's opposition to the Panel recommendation to remove reference to building heights in the Princes Highway Gateway Precinct Plan, which refers to Figures 14 and 15 within the Structure Plan. The Council report provided the reasoning behind the Council's approach:

The effect of the Panel recommendation would be that:

- *Figure 14 (Princes Highway Gateway Plan) and Figure 15 (Princes Highway Gateway aerial perspective) is retained and provides guidance on the layout and height (interpretative) of buildings. The written height descriptions on the plans would be removed*

- *The objectives and strategies for the precinct would be retained in the Beaconsfield Structure Plan and used to guide decisions about future planning permit applications*
- *The merits of future planning permit applications would be assessed by Council and would need to take into consideration controls from the Planning Scheme and Clause 52.35 (Urban context report and design response for residential development of five or more storeys)*
- *The community will have less certainty on what building height will be supported by Council or the Victorian Civil and Administrative Tribunal on review*
- *Buildings greater than four storeys could be built.*

In light of the above, it is considered inappropriate to remove reference to all height limits in Figure 14. Instead Figure 14 should be modified to demonstrate a preferred building height of four storeys. Variations to the preferred height may be considered where it is demonstrated that the design meets the objectives and strategies of the precinct and provides high quality urban design and architecture. This responds to the concerns expressed by the Panel, but places greater emphasis on design quality where the preferred height is exceeded to address community concerns.

The height limits are appropriate to help guide the growth and sustainable development of Precinct 4 (Gateway Precinct) and will give the local community, developers and investor's greater certainty and confidence regarding future development in Beaconsfield and provide the framework and guidance for the consideration of future planning permits.¹

Amendment C198 was submitted to the Minister for Planning for approval in May 2015. Subsequently, the Department of Environment, Land, Water and Planning raised concerns about the incorporation of the Structure Plan into the Cardinia Planning Scheme, and proposed that Design and Development Overlays (DDOs) as a more effective tool to implement built form and height controls. Amendment C198 was then approved in April 2016, subject to the following conditions:

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

¹ Cardinia Shire Council, General Council Meeting of 20 April 2015, pp. 303-04

The effect was to include the Structure Plan in the Cardinia Planning Scheme as an incorporated document but with a sunset clause of 2019, and to include the *Beaconsfield Structure Plan Background Paper* as a reference document under Clauses 21.03 and 21.04, and the *Woods Street North Urban Design Guidelines* (May 2013) as a reference document under Clause 21.06.

Amendment C220 is a further step in the process of implementing the Structure Plan, addressing design requirements for three of the precincts using DDOs rather than relying the Structure Plan as an incorporated document.

In addition to Amendments C198 and C220, other Structure Plan implementation measures have commenced, such as the preparation of the *Beaconsfield Car Parking Precinct Plan* (Ratio, December 2016). At the Hearing, Council's plans for implementing other sections of the Structure Plan were outlined, specifically referencing the review of the Memorial and Creek Site with community consultation in 2019/20 and implementation in 2020/21.

(iii) The subject land

The Amendment applies to land shown in Figure 1.

Figure 1 The subject land



At the Hearing, Council noted that an error had been made in the translation of the Structure Plan map relating to the Woodland Grove Precinct in the exhibited DDO7. Part of the area proposed to be included in DDO7 had been omitted, as shown in Figure 2 and 3:

Figure 2 Exhibited area of DDO7

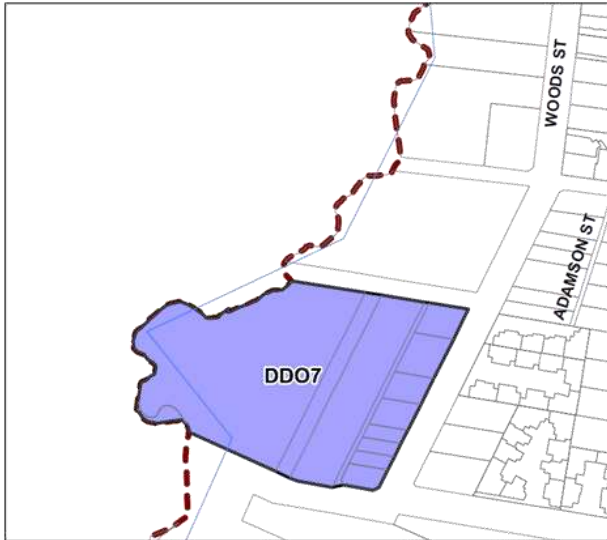
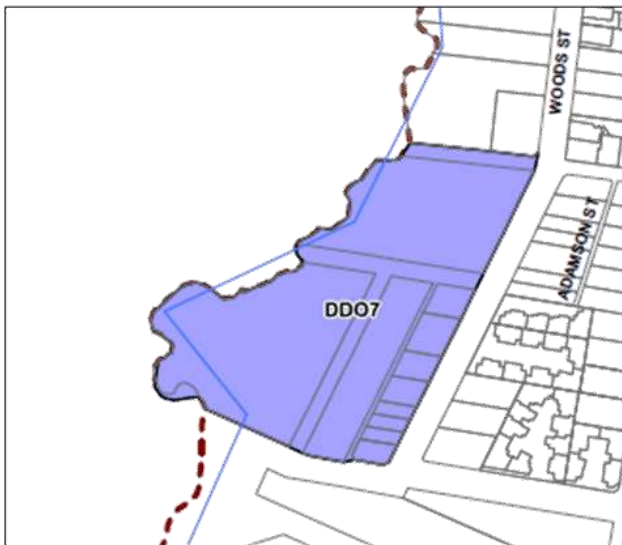


Figure 3 Corrected area of DDO7



The error was discovered following the Directions Hearing. The owner of the land added to the map of proposed DDO7 (who also owns land within the exhibited smaller area) was sent a letter dated 5 March 2018 pointing out the error and requesting a response by 20 March 2018. No response had been received by the date of the hearing – 28 March 2018.

The Panel notes that the material relating to the Amendment, including the Structure Plan and the Explanatory Report, clearly shows the larger space as the intended area. Further, the landowner did not submit on the exhibited DDO7.

The Panel concludes that a reasonable person would accept that the original mapping of exhibited DDO7 was an error, and that the landowner was provided with an opportunity to comment on the corrected version and did not provide any submission. It therefore accepts that the revised map should be considered as part of Amendment C220.

1.2 Summary of issues raised in submissions

There were six submissions on the exhibited Amendment, including four agencies or utilities that largely supported the Amendment, and one submitter who “*strongly encourage the amendment*” and expressed support for the improvement of Beaconsfield.

A submission from the Traders and Owners Group, Beaconsfield opposed elements of the Amendment and raised the following issues:

- Premature implementation of Amendment C220, prior to implementation of other sections of the Structure Plan (and prior to implementation of the recommendations of the Panel Report relating to Amendment C198)
- Treatment of building heights within DDO5, particularly the potential impact of mandatory minimum heights on economic development opportunities
- Inadequate consideration of car parking within the Amendment.

At the Hearing, representatives of the Traders and Owners Group explained that the group covered many of the businesses in the Princes Highway Gateway Precinct, and also included a number in the Beaconsfield Point Precinct. The Group’s concerns remain outstanding, and formed the basis of its submission.

1.3 Issues dealt with in this Report

The Panel considered all written submissions made in response to the exhibition of the Amendment, observations from site visits, and submissions and other material presented to it during the Hearing.

The Panel has reviewed a large volume of material. The Panel has had to be selective in referring to the more relevant or determinative material in the Report. All submissions and materials have been considered by the Panel in reaching its conclusions, regardless of whether they are specifically mentioned in the Report.

This Report deals with the issues under the following headings:

- Planning context
- Timing of Amendment C220
- Building Height Controls
- Car Parking
- Drafting of the Design and Development Overlays.

2 Planning context

Council provided a response to the Strategic Assessment Guidelines as part of the Explanatory Report.

The Panel has reviewed Council's response and the policy context of the Amendment, and has made a brief appraisal of the relevant zone and overlay controls and other relevant planning strategies.

2.1 Policy framework

(i) State Planning Policy Framework

Council submitted that the Amendment is supported by the following clauses in the State Planning Policy Framework (SPPF):

- Clause 9 Plan Melbourne
- Clause 11.01 Victoria, in particular Clause 11.01-1 Settlement Networks
- Clause 11.06 Metropolitan Melbourne, in particular Clause 11.06 – 1 Jobs and investment and Clause 11.06-2 Housing choice
- Clause 15 Built Environment and Heritage, in particular Clause 15.01-1 Urban Design, Clause 15.01-2 Urban Design Principles, Clause 15.01-4 Design for safety and Clause 15.01-5 Cultural Identity and Neighbourhood Character
- Clause 16 Housing, including Clause 16.01-2 Location of residential development and Clause 16.01-4 Housing diversity
- Clause 17 Economic Development, in particular Clause 17.01-1 Business
- Clause 18 Transport, in particular Clause 18.02-1 Sustainable personal transport.

Council's view was that:

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

- *The DDO's provide a tool to ensure well-designed housing in suitable locations within the Beaconsfield town centre.*
- *Support housing growth and diversity in defined housing change areas and redevelopment sites.*
- *Provide certainty about the scale of development by prescribing appropriate height and site coverage provisions for different areas.*
- *Provide a guide for structure, functioning and character of settlements in order to promote sustainable growth and development.*
- *Establishes a neighbourhood character to recognise and protect cultural identity and create a sense of place.*
- *Provides the tool to create a safe and functional precinct.*
- *Locates housing in or close to activity centres and employment corridors that offer good access to services and transport.²*

² Cardinia Shire Council, Part A Panel Submission, 28 March 2018, p. 18

One of the submissions fully supported the Amendment and four were not opposed, while that of the Beaconsfield Traders and Owners Group opposed the timing of the Amendment and aspects of the DDOs, seeking greater flexibility in the options for built form proposed by DDO5. The Traders and Owners Group submitted that the Amendment is not consistent with Clause 17 Economic Development:

There is no evidence of current needs or affect on the commercial and economic, or submission that properly addresses the economic development and business development under the SPPF ...

The Panel discusses the impact of the Amendment on economic development in Beaconsfield in Chapter 4 of this report. Its conclusion is that the impact of the Amendment on economic development is likely to be positive, although it also supports modifications to enhance flexibility in design. It agrees with this aspect of the submission of the Traders and Owners Group, but not because the Amendment is inconsistent with Clause 17.

The Panel therefore accepts that the Amendment is consistent with the SPPF.

(ii) Local Planning Policy Framework

Council submitted that the Amendment supports the following local planning objectives:

- Clause 21.01 Cardinia Shire Key Issues and Strategic Vision, in particular Clause 21.01-3 Key issues
- Clause 21.03 Settlement and housing, in particular Clause 21.03-1 Housing
- Clause 21.04 Economic Development, in particular Clause 21.04-1 Employment
- Clause 21.04-3 Activity Centres
- Clause 21.05 Infrastructure, in particular Clause 21.05-4 Public transport.

It concluded that:

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

- *Implements a tool into the planning scheme that encourages an attractive, functional and sustainable built form in existing and future development.*
- *Ensures greater housing choice and diversity.*
- *Creates multi-use linked open space networks.*
- *Facilitates the development of retail, commercial, community, residential and entertainment activities within the Beaconsfield town centre to meet the needs of the existing and future community.*
- *Controls the orderly expansion and management of the Beaconsfield town centre.*
- *Supports active street frontages and street-based community interaction.*
- *Maximises passive surveillance of public open space.³*

The Panel accepts that the Amendment is consistent with the LPPF.

³ *ibid.*, p. 20

2.2 Planning scheme provisions

(i) Zones

The Princes Highway Gateway Precinct and the Beaconsfield Point Precinct (proposed DDO5 and DDO6 respectively) are currently zoned Commercial 1 Zone (C1Z), with the exception of one property at 22 Woods Street (DDO6) which is currently zoned Public Use Zone 7 (PUZ7). Council noted that this property was previously used as the Country Fire Authority building, but is now surplus land which is being rezoned to Commercial 1 Zone (C1Z) as part of Amendment C230.

The Woodland Grove Precinct (proposed DDO7) is currently zoned General Residential Zone 1 (GRZ1).

(ii) Overlays

Heritage Overlay (HO133) applies to the site at 26 Princes Highway, Beaconsfield within proposed DDO6 and the Public Acquisition Overlay Schedule 2 (PAO2) applies to the rear of the properties that are included within proposed DDO7.

2.3 Ministerial Directions and Practice Notes

Ministerial Directions

Council submitted that the Amendment meets the relevant requirements of:

- Ministerial Direction on the Form and Content of Planning Schemes under section 7(5) of the Act.
- Ministerial Direction 9 – Metropolitan Planning Strategy
- Ministerial Direction 11 - Strategic Assessment of Amendments.

Planning Practice Notes

Council submitted that the Amendment is consistent with:

- Planning Practice Note 13 (PPN13) - Incorporated and Reference Documents, June 2015
- Planning Practice Note 46 (PPN46) - Strategic Assessment Guidelines, May 2017
- Planning Practice Note 59 (PPN59) - The Role of Mandatory Provisions in Planning Schemes, June 2015.

The Panel also reviewed the Amendment in the context of the following Planning Practice Notes:

- Planning Practice Note 58 (PPN58) - Structure Planning for Activity Centres, June 2015
- Planning Practice Note 60 (PPN60) - Height and Setback Controls for Activity Centres, June 2015.

2.4 Discussion and conclusion

The Panel considers that the Amendment is consistent with Ministerial Directions, because it uses current planning tools, is consistent with the Metropolitan Planning Strategy and is based on a complete strategic assessment. It also accepts that it is consistent with Planning Practice Notes, except for Planning Practice Note 59, *The Role of Mandatory Provisions in Planning*

Schemes and Planning Practice Note 60, *Height and Setback Controls for Activity Centres* in relation to minimum building height controls in DDO5. This is discussed in Chapter 4 of this report.

The Panel concludes that the Amendment is supported by, and implements, the relevant sections of the State and Local Planning Policy Framework, and is largely consistent with the relevant Ministerial Directions and Practice Notes. The Amendment is well founded and strategically justified, and the Amendment should proceed subject to addressing the more specific issues raised in submissions as discussed in the following chapters.

3 Timing of Amendment C220

3.1 The issue

The Beaconsfield Traders and Owners Group submitted that Amendment C220 is flawed, because key aspects of the Structure Plan and the Panel Report for Amendment C198 have not yet been implemented. The issue is whether the Amendment is premature, and should follow implementation of other aspects of the Structure Plan.

3.2 Submissions

The Traders and Owners Group expressed strong concern about the timing of Amendment C220, largely relating to the uncertainty and frustration of its members with implementation of the Structure Plan, and the ways in which the Panel Report for Amendment C198 were implemented. Specific issues of concern were car parking and traffic issues and building height controls at the Princes Highway Gateway Precinct (addressed in Chapters 5 and 6 of this report), and the processes for consideration of the Memorial and Creek Site.

The submission stated:

The Beaconsfield Structure Plan 2013 and the Cardinia Planning Scheme Amendment C198 can not be incorporated or referred to in the Cardinia Planning Scheme as an approved document until the conditions noted in the Executive Summary of the Panel Report of Amendment C198 are completed.

- *Condition 5 has not occurred*
- *Condition 6 has not occurred*
- *Condition 7. a) has not occurred*
- *Condition 7. b) our group does not know if this has occurred*
- *Condition 8 has not been completed as the recent car parking precinct plan did not clearly resolve the Memorial Site and Kindergarten parking as there are no signed agreements with private car parking providers in place.*

Traders and Owners Group strongly suggest that any reference to the future outcome of the Beaconsfield Memorial Site in the Cardinia Planning Scheme should be in accordance with the recommendations in the Executive Summary of the Panel Hearing for Cardinia Planning Scheme Amendment C198 and be relevant to the community expectations.

In its Part A submission, Council noted that the recommendations of the Amendment C198 Panel report are not binding on Council, but that most of them were supported:

- *Recommendation 5: Remove references to building heights in Figure 14 Princes Highway Gateway Precinct plan in the Beaconsfield Structure Plan.*
- *Council did not support this recommendation by the Panel.*
- *Recommendation 6: Amend Figure 8 the title of the Memorial and Creek Site Plan on page 24 of the Beaconsfield Structure Plan to Concept*

Memorial and Creek Site Plan to demonstrate that the plan is an illustrative concept plan only.

- Council supported this recommendation by the Panel.
- Recommendation 7: Include actions in the Beaconsfield Structure Plan to provide certainty that the community will be further consulted in relation to the final design of the Memorial and Creek Site:
 - a) Design and deliver a civic plaza/informal gathering space in the heart of Beaconsfield in consultation with the community.
 - b) Create a design element that provides a bus stop and shelter in consultation with the State Government to ensure a bus stop and shelter is located within the vicinity of the Memorial and Creek Site.
- Council supported this recommendation by the Panel.
- Recommendation 8: Include an action in the Beaconsfield Structure Plan to prepare a parking precinct plan for the Woods Street commercial area.
- Council supported this recommendation by the Panel.⁴

3.3 Discussion

The Panel accepts that the Structure Plan has been developed through a rigorous process including consideration through Amendment C198. Like all structure plans, it will establish a framework for development over its lifetime, but inevitably include elements that will be clarified and possibly modified as circumstances evolve. It includes a number of concept plans, which appear to have been read literally as ‘master plans’ by members of the Traders and Owners Group, leading to scepticism about the practicality of its implementation. Further, it will inevitably have a limited life, as its implementation is completed and circumstances change. For these reasons, it is appropriate for its status to change from an incorporated document to a reference document in the Cardinia Planning Scheme, and for the implementation of built form controls to be implemented through DDOs.

There have been no submissions suggesting that the Structure Plan itself is fundamentally flawed, even though the Traders and Owners Group pointed to a number of areas of confusion or disagreement with the document and argued strongly that its implementation has been unsatisfactory. The basic issue raised by the Group is whether Amendment C220 should have been postponed until other issues raised in the Structure Plan have been addressed.

The Group did not oppose the application of DDOs, which is the central feature of the Amendment (although it clearly opposed some of the details of DDO5). Rather, it focused on the impact of height controls on economic development opportunities and the availability of car parking in the Princes Highway Gateway Precinct in its submission. The Panel has considered these issues in Chapters 4 and 5 of this report.

However, the issue for the Panel is whether the DDOs may preclude implementation of other aspects of the Structure Plan, or make them more difficult to achieve.

The thrust of the Amendment is not to change the intent for built form in the relevant sections of Beaconsfield town centre, but to change the planning tools used to achieve the outcomes

⁴ Cardinia Shire Council, Part A Panel Submission, 28 March 2018, p. 25

proposed in the Structure Plan. The DDOs will be part of the suite of planning and non-planning tools used to implement the Structure Plan, and there is no reason to consider that their implementation should have any detrimental impact on any of the other implementation tools.

3.4 Conclusions

The Panel therefore concludes that the Amendment is not premature, and should not be delayed until other aspects of the Structure Plan are implemented. Further, the Panel concludes that DDOs are the appropriate tools to implement built form controls.

3.5 Recommendation

The Panel recommends that Council:

Adopt Amendment C220, subject to the modifications recommended in this report.

4 Building Height Controls

4.1 The issue

The Traders and Owners Group supported maximum height requirements for DDO5 in the Princes Highway Gateway Precinct, but strongly objected to the mandatory minimum height requirements because of their potential to have a stagnating effect on economic development. The issue is whether mandatory minimum height requirements are appropriate for this Precinct.

4.2 Submissions

The Group submitted that the mandatory minimum building height requirements proposed in DDO5 would retard business development in Beaconsfield:

We understand and support the maximum height requirements of the proposed Design and Development Overlay DDO5, but we strongly object to the minimum height requirements for new building works, because of the stagnating affect on economic development that this type of regulation has. We note the current development and economic outcomes that Dandenong CBD minimum height regulations have produced ...

The Traders and Owners Group also specifically referred to Condition 5 of the Amendment C198 Panel Report (removal of references to building heights in Figure 14 Princes Highway Gateway Precinct plan in the Beaconsfield Structure Plan), arguing that the failure of Council to adopt the recommendation provides support for its opposition to mandatory minimum height controls. The Amendment C198 Panel Report recommends that Council 'Remove references to building heights in Figure 14 Princes Highway Gateway Precinct plan in the Beaconsfield Structure Plan'.

The Group added that:

The Kindergarten which is the adjacent property has no minimum heights and no design rules attached to it. It should have been included in DDO5.

Council stressed the importance of avoiding the under-development of the Princes Highway Gateway Precinct, which represents the entry point to the Beaconsfield township and to Cardinia Shire from the City of Casey to the north. It outlined its response to the Amendment C198 Panel Report's recommendation to remove reference to building heights in the Structure Plan:

This recommendation was not supported by Council as it was considered that without referring to heights in this diagram, there would be no guidance on what heights would be acceptable within this precinct, and that buildings greater than 4 storeys could be built.

Instead, Council decided to vary the diagram to demonstrate a preferred building height of four storeys, with variations able to be considered where it is demonstrated that the design meets the objectives and strategies of the precinct and provides high quality urban design and architecture. This responds

to the concerns expressed by the Panel, but places greater emphasis on design quality where the preferred height is exceeded to address community concerns.⁵

Further, it considered that mandatory minimum building heights of 2 or 3 storeys in most of the Princes Highway Gateway Precinct are justified, because it achieves the following:

- Create a sense of arrival to Beaconsfield
- Provide for mixed use development of this precinct
- Create active frontages, surveillance and access to the Cardinia Creek landscape
- Decrease surface car parking to prevent car parking from dominating the precinct and
- Strengthen the Beaconsfield town centre.⁶

4.3 Discussion

The detail of the building height controls proposed in the DDOs (particularly DDO5) proved to be a matter of considerable debate throughout the Amendment process.

Figure 14 of the Structure Plan is the Princes Highway Gateway Precinct Concept Plan, which included proposed maximum and minimum building heights in a range of conceptual buildings across the Precinct.

Figure 4: Princes Highway Gateway Concept Plan



Source: Beaconsfield Structure Plan (2013), p. 35

⁵ Cardinia Shire Council, Part B Panel Submission, 28 March 2018, p. 7

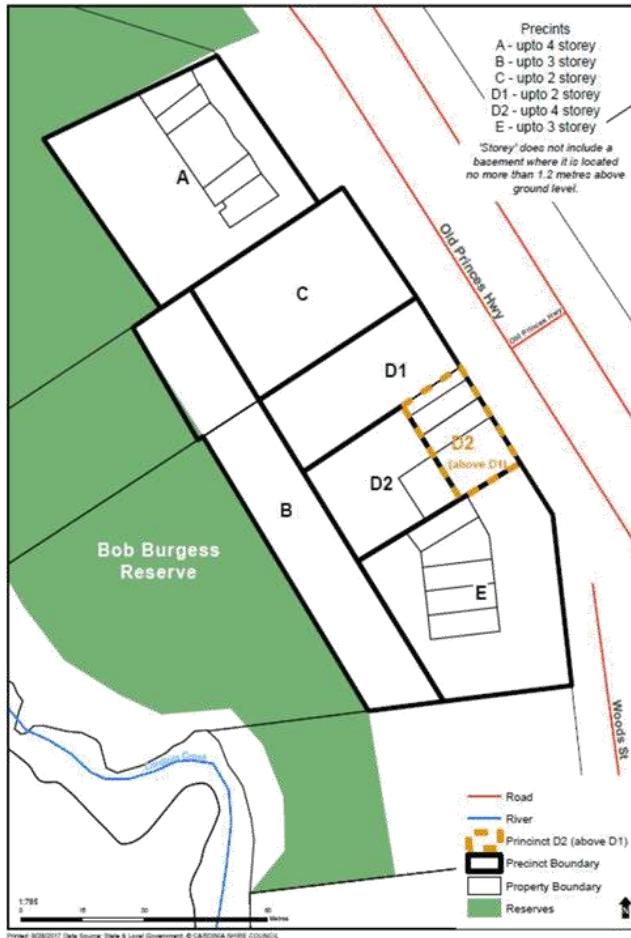
⁶ *ibid.*, p. 10

This was translated into a series of ‘precincts’⁷ within DDO5, and mandatory minimum building heights were added to discretionary maximum heights within the proposed controls.

The resultant Figure 1 in the exhibited DDO5 and the associated controls relating to each of these ‘precincts’ are relatively complex.

Figure 5: Exhibited map of Princes Highway Gateway Precinct boundaries

FIGURE 1 –BEACONSFIELD PRINCES HIGHWAY GATEWAY PRECINCT BOUNDARIES



The complexity of the map of the Princes Highway Gateway Precinct Boundaries was discussed at the Hearing. A simplified version was proposed by Council, and is included in the Council-preferred version of DDO5 shown in Appendix C of this report. The Panel supports the modified version, because it provides a clearer definition of the boundaries.

⁷ The use of the term ‘precinct’ within the Princes Highway Gateway Precinct may create confusion in its own right; the Panel includes inverted commas to differentiate the internal ‘precincts’ from the broader precinct which is the subject of DDO5. The Panel has not made any recommendations regarding use of the term ‘precinct’ within the Princes Highway Precinct, but proposes that Council consider the use of terms such as ‘area’ or ‘sector’ as alternatives.

The submission of the Traders and Owners Group relating to Condition 5 of the Amendment C198 Panel Report appears to misread the intent of the Amendment C198 Panel, whose focus was on maximum rather than minimum building height controls. The Panel report stated:

There is no strategic justification for the exhibited height controls in the gateway precinct. In fact, modelling carried out as part of background studies shows the proposed height limits will not be sufficient to achieve a quality development with the design outcomes sought for the precinct.

The strategic choice facing Council is a pattern of development more or less as it already exists on the site, with at grade car parking next to the creek, or something substantially taller that allows for the undergrounding of parking, provides residential options taking advantage of the creek-side parklands and generally improves the area.

The 'compromise' position that Council has exhibited does not provide a viable solution for the precinct and results in height limits that work against achieving the strategic objectives for the site. It would be best to remove the reference to heights in the Structure Plan and assess any development proposal on its ability to achieve the broader planning objectives for the site.⁸

Council has responded by retaining references to maximum building heights in the Structure Plan, but translating them into discretionary maximum building heights in DDO5. This compromise of discretionary limits is a reasonable response to the concerns that the Panel raised in the Amendment C198 Panel Report.

This Panel therefore accepts Council's approach to maximum building height controls.

The issue for Amendment C220 is whether references to minimum building heights in the Structure Plan are appropriate, and whether they should be translated into mandatory minimum height controls in DDO5.

The Panel strongly supports the views of all the parties – including Council and the Traders and Owners Group – that the Princes Highway Gateway Precinct is of considerable importance to Beaconsfield township, as described effectively in the Structure Plan. It is the entry point to Beaconsfield and Cardinia Shire, in a prime location in a municipality with rapidly growing population, and with buildings that are likely to be candidates for significant redevelopment in coming decades. There were no submissions opposing the Objectives, Strategies and Actions described in the Structure Plan, which are all reasonable. It is therefore appropriate to include built form recommendations in the Structure Plan, and translate them into the Design Objectives outlined in DDO5. This includes references to minimum building heights in the Structure Plan, and in *Table 1- Built Form Requirements for Specific Areas* within DDO5.

However, the case for mandatory minimum building heights is not strong. Figure 14 in the Structure Plan is a concept plan, which is a representation of one way in which the Precinct could be redeveloped to meet the Design Objectives. While it is a sensible depiction of a possible and desirable outcome, it is not the only solution that could achieve excellent built form for Beaconsfield in this important Precinct.

⁸ Panel Report, Cardinia Planning Scheme Amendment C198, March 2015, p. 11

The key issue for the redevelopment of the Precinct is the quality of design in the context of the sites, not whether minimum heights should be mandatory. Maximum building heights are presented as discretionary controls to enable flexibility in meeting Design Objectives; the same should apply to minimum building heights.

The Panel notes that the Planning Practice Note 59, *The Role of Mandatory Provisions in Planning Schemes* (June 2015) describes the limited circumstances when mandatory provisions are appropriate. For example, considerations include:

Is the mandatory provision appropriate to the majority of proposals?

- *Has the scope of the proposed mandatory provision been carefully considered to ensure that it will be appropriate in the vast majority of cases to limit the unnecessary loss of the flexibility and opportunity available in a performance based system?*
- *Will the considered application of planning policy to be implemented by the proposed measure lead to the outcome prescribed by the measure in the vast majority of cases or is it merely one of a number of possible outcomes?*⁹

Planning Practice Note 60, *Height and Setback Controls for Activity Centres* (June 2015) provides further information:

... structure plans may propose preferred built form outcomes including minimum or maximum building heights and setbacks. Height and setback controls can be appropriate so long as they are not aimed at restricting the built form, but at facilitating good design outcomes ...

The application of discretionary controls, combined with clear design objectives is the preferred form of height and setback controls. Discretionary controls are more likely to facilitate appropriate built form outcomes than mandatory controls by providing more flexibility to accommodate contextual variations and innovative design ...

*Mandatory height and setback controls (that is, controls that cannot be exceeded under any circumstance) will only be considered in exceptional circumstances.*¹⁰

Examples of 'exceptional circumstances' include sensitive coastal environments, significant landscape precincts and significant heritage places, none of which apply in the case of Beaconsfield.

Given that DDO5 is based on a concept plan, it describes one of a number of possible outcomes, and therefore does not warrant the use of mandatory provisions.

The Panel was not convinced by the argument that mandatory minimum building heights would lead to economic stagnation within the Princes Highway Gateway Precinct. It is likely that development will eventually take place within the two and three storey minimum heights

⁹ Planning Practice Note 59 (PPN59) - The Role of Mandatory Provisions in Planning Schemes, June 2015, p. 2

¹⁰ Planning Practice Note 60 (PPN60) – Height and Setback Controls for Activity Centres, June 2015, p. 2

proposed by the Structure Plan and DDO5, given the inherent merits of the location. Further, the proposed scale of development represents a relatively limited expansion on the current built form, well below the extensive development sought in Dandenong (as cited by the Traders and Owners Group as a limit on Dandenong's development).

The implementation of DDOs provides greater certainty for owners, traders and other stakeholders about built form requirements. On balance, the Panel concludes that they are likely to encourage positive economic development opportunities for Beaconsfield.

With regard to the submission from the Traders and Owners Group that the adjacent kindergarten site should have been included in DDO5, the Panel notes that the Structure Plan identifies it as a possible site for a community facility, if it was ever to cease use as a kindergarten. Amendment C220 addresses three of the Structure Plan's Precincts, but not the kindergarten site. Any future redevelopment of that site will require a planning process in its own right, which does not preclude consideration of the exhibited Amendment C220.

4.4 Conclusions

The Panel therefore concludes that references to preferred maximum and minimum building heights in the Structure Plan and in the proposed DDOs are acceptable. The flexibility of discretionary controls will facilitate a high-quality result while still providing a clear statement of intent relating to design requirements.

In the case of the Princes Highway Gateway Precinct:

- The use of DDO5 to control the nature of future development is appropriate for such a Precinct
- Flexibility should be included in DDO5 by including discretionary minimum as well as maximum building height controls.

4.5 Recommendation

The Panel recommends that Council:

Adopt the 'Council Preferred versions' of Design and Development Overlay Schedules 5, 6 and 7 shown in Appendices C, D and E of this report, with the exceptions that in Design and Development Overlay Schedule 5:

- the sixth dot point under 2.0 Buildings and works be modified to read 'Should meet the Minimum Building Height as specified in Table 1 of this Schedule'
- Table 1- Built Form Requirements for Specific Areas be modified to read 'Preferred minimum building height'.

5 Car Parking

5.1 The issue

The issue is whether car parking issues are addressed adequately in the Amendment.

5.2 Submissions

Mr Anthony Cardamone representing the Traders and Owners Group submitted that car parking problems in the Princes Highway Gateway Precinct had been flagged in the development of the Structure Plan, discussed at some length in the Amendment C198 Panel Report, and not addressed adequately in the context of Amendment C220.

He explained that the Beaconsfield Car Parking Precinct Plan (December 2016) had been prepared by Ratio Consultants following the implementation of Amendment C198, but expressed frustration at its processes of consultation and its failure to adequately address car parking issues in the Princes Highway Gateway Precinct and in the Memorial and Creek Precinct.

Council submitted that Recommendation 8 of the Amendment C198 Panel Report included an action in the Structure Plan to prepare a parking precinct plan for the Woods Street commercial area, and that this was supported by the Council. The Ratio study, which was adopted by Council in March 2017, was a consequence.

5.3 Discussion

The issue of car parking, specifically in the Princes Highway Gateway Precinct and the adjacent Memorial and Creek Precinct, is a major concern of the Beaconsfield Traders and Group. It was also addressed during the Amendment C198 process, with the Panel report noting that any development must adequately provide for vehicle parking on site in accordance with Clause 52.06 (Car Parking) of the Cardinia Planning Scheme, and would be assessed as part of any planning permit applications.¹¹

The Panel report's recommendations included an action in the Structure Plan to prepare a parking precinct plan for Woods Street commercial area. The Structure Plan was modified to include: "*Develop a parking precinct plan for the Beaconsfield town centre (including Woods Street commercial area)*"¹². In turn, this led to the preparation of a broader Beaconsfield Car Parking Precinct Plan (December 2016) by Ratio Consultants.

DDO5 and DDO6 include references to Design Requirements and Design Standards relating to car parking. In the proposed DDO5, the *Design Requirements and Standards* for all Precincts within the broader Princes Highway Gateway Precinct include the following Design Requirement relating to Car Parking:

To ensure development provides integrated car parking throughout the Precinct.

¹¹ Panel Report, Cardinia Planning Scheme Amendment C198, March 2015, p. 14

¹² Beaconsfield Structure Plan, 2013, p. 19

The Design Standard relating to Car Parking is as follows:

Development should provide for a car parking layout which is generally consistent with the Beaconsfield Structure Plan (December 2013).

For DDO6 relating to the Beaconsfield Point Precinct, the Design Requirements are:

- *To avoid vehicle conflict with pedestrians.*
- *To encourage the consolidation of car parking between lots.*

The proposed Design Standards are:

- *Vehicle cross-overs should be minimised, with a shared vehicle driveway arrangement encouraged.*
- *Off-street car parking should be accessed predominately from Princes Highway and located behind the built form interface along Woods Street.*
- *Development should provide for a car parking layout which is generally consistent with the Beaconsfield Structure Plan (December 2013).*

The Panel accepts that these are relatively broad, but provide some direction without duplicating other controls in the Cardinia Planning Scheme.

5.4 Conclusions

The Panel concludes that car parking requirements in the private realm will be addressed at the planning permit stage, with numbers based on Clause 52.06 (Car Parking) of the Cardinia Planning Scheme. In the case of the Princes Highway Gateway Precinct, the nature and location of parking will in turn be determined in the context of Figure 14: Princes Highway Gateway Precinct Concept Plan on page 34 of the Structure Plan.

The Panel did not receive submissions about changing the Design Requirements and Design Standards relating to Car Parking in DDO5. It concludes that they should be adopted as exhibited.

With regard to the car parking in the public realm, the Panel accepts the submission of the Traders and Owners Group that further effective engagement with community representatives is required to resolve the car parking and traffic issues around the Memorial and Creek Site. It also accepts that Council has scheduled consultation and construction between 2019-20 and 2020-21.

Given the frustration expressed by the Traders and Owners Group about previous consultation arrangements, the Panel encourages a transparent and open process to address this outstanding issue.

6 Drafting of the Design and Development Overlays

6.1 The issue

The issue is whether the DDO Schedules are expressed in a way that clearly articulates the intent of the Structure Plan.

6.2 Discussion and conclusions

The Panel raised a number of concerns about the clarity of the Schedules to the DDOs. These were discussed at length at the Hearing, and Council was asked to provide revised versions of the Schedules, showing clearer wording while not changing the intent.

The revised versions are shown in Appendix C, D and E.

The Panel concludes that the revised versions of the DDOs provide enhancements that clarify the Amendment.

6.3 Recommendation

The Panel recommends that Council:

Adopt the versions of Design and Development Overlays 5, 6 and 7 contained in Appendices C, D and E, subject to the modifications recommended in this report.

Appendix A Submitters to the Amendment

No.	Submitter
1	Filippo and Caroline Assini
2	South East Water
3	Traders and Owners Group, Beaconsfield
4	Transport for Victoria
5	EPA Victoria
6	APA Group

Appendix B Document list

No.	Date	Description	Presented by
1	28/3/18	Copy of letter to owner of 53-65 Woods Street, Beaconsfield and map showing corrected area of DDO7	Ms Anita Ransom
2	28/3/18	Cardinia Shire Council Part B submission	Ms Anita Ransom
3	28/3/18	Ratio, <i>Beaconsfield Parking Precinct Plan</i> , adopted by Council on 20 March 2017	Ms Anita Ransom
4	28/3/18	Traders and Owners Group, Beaconsfield submission	Mr Anthony Cardamone
5	28/3/18	Owners Corporation and Traders submission	Ms Pippa Sampson

Appendix C Council preferred version of Design and Development Overlay Schedule 5

DD/MM/YYYY
Proposed
C220

SCHEDULE 5 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO5**.

BEACONSFIELD PRINCES HIGHWAY GATEWAY PRECINCT

1.0 Design objectives

DD/MM/YYYY
Proposed
C220

- To achieve architectural and urban design outcomes that contributes positively to the character of the Beaconsfield town centre.
- To establish a high quality built form which reinforces its strategic context as a prominent gateway entry to Beaconsfield town centre by providing an enhanced sense of arrival to Beaconsfield through building height, setback, scale and form.
- To promote residential development which addresses Cardinia Creek and Bob Burgess Reserve and provides passive surveillance of Cardinia Creek Parklands that responds appropriately to its interfaces.
- To provide ground floor active frontages along Princes Highway through the provision of fine-grained, [narrow](#) commercial frontages.
- To provide a high level of pedestrian amenity.

2.0 Buildings and works

DD/MM/YYYY
Proposed
C220

A permit cannot be granted to construct a building or construct or carry out works which are not in accordance with any requirement in a schedule to this overlay.

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

- demonstrate compliance with the Design Objectives in Clause 1.0, the Built Form Requirements in Table 1 and the Design Requirements in Table 2, as appropriate to the precincts shown in Figure 1 of this Schedule.
- an application that meets the Design Standards in Table 2, is considered to meet the Design Requirements of Table 2.
- be sited generally in accordance with the footprints shown in the Beaconsfield Structure Plan (December 2013).
- meet the Preferred Future Character of the relevant precinct.
- must be accompanied by a comprehensive site analysis and urban context report which demonstrates how the proposed buildings or works achieve the Design Objectives at Clause 1.0 and the Built Form Requirements in Table 1 and the Design Requirements in Table 2, of this schedule and the Beaconsfield Structure Plan (December 2013). If in the opinion of the responsible authority a site analysis and urban context report is not relevant to the evaluation of an application, the responsible authority may waive or reduce the requirement.
- Must meet the Minimum Building Height as specified in Table 1 of this Schedule.
- should not exceed the Preferred Maximum Building Height as specified in Table 1 of this schedule.

- an application to exceed the Preferred Maximum Building Height as specified in Table 1 must demonstrate how the development will continue to achieve the Design Objectives at Clause 1.0, the Built Form Requirements in Table 1, the Design Requirements in Table 2, the Beaconsfield Structure Plan (December 2013) and any relevant local planning policy requirements.
- The Preferred Maximum Building Height referred in Table 1 does not include a basement level where it projects no more than 1.2 metres above the natural ground level.

Preferred Future Character

Precinct A:

Precinct A will provide a landmark gateway building with a vibrant commercial street façade at ground level with residential and or office on the upper floors. Uses that enhance the vibrancy and activation of Bob Burgess Reserve and Cardinia Creek Parklands such as food and drink premises or restaurants are encouraged.

Precinct B1 & B2:

Precinct B will provide for residential development that addresses Bob Burgess Reserve.

Precinct C:

Precinct C will contribute to the vibrancy of Princes Highway as a town centre main street by providing built form that has zero metre setback from the highway and maximises the built form façade along the boundary, with a high level of pedestrian amenity.

Precinct D1:

Precinct D1 will [provide for commercial development and](#) contribute to the vibrancy of Princes Highway as a town centre main street by providing built form that has zero metre setback from the highway and maximises the built form façade along the boundary, with a high level of pedestrian amenity.

Precinct D2:

Precinct D2 [will provide for residential development that](#) is located above a building along Princes Highway in Precinct D1 and will provide a **large** residential [building development](#) that positively contributes to [the](#) adjoining [development reserve](#) and interfaces.

Precinct E:

Precinct E will contribute to the vibrancy of Princes Highway as a town centre main street by providing built form that has zero metre setback from Woods Street/ Monument Reserve and provides a vibrant commercial street façade at ground level with residential and or office on the upper floors.

Table 1- Built Form Requirements for Specific Areas

DDO Area	Preferred Maximum Building Height	Minimum Building Height	Design Standards
Precinct A	4 storey	3 storey	<p>A building must:</p> <ul style="list-style-type: none"> ▪ have a zero metre setback to Princes Highway. ▪ be designed to address Princes Highway and Bob Burgess Reserve. <p>A building should:</p> <ul style="list-style-type: none"> ▪ be orientated at a 90 degree angle between Princes Highway and Cardinia

DDO Area	Preferred Maximum Building Height	Minimum Building Height	Design Standards
			<p>Creek to signify a gateway threshold into Beaconsfield from the north.</p> <ul style="list-style-type: none"> be designed to ensure car parking is provided via a basement.
Precinct B1 & B2	3 storey	2 storey	<p>A building must:</p> <ul style="list-style-type: none"> provide an active frontage and passive surveillance to Cardinia Creek and Bob Burgess Reserve. have a maximum setback of 3 metres to the west boundary. <p>A building should:</p> <ul style="list-style-type: none"> provide for car parking that is integrated with the built form.
Precinct C	3 storey	2 storey	<p>A building must:</p> <ul style="list-style-type: none"> have a zero metre setback to Princes Highway. provide highly activated frontages with windows and entrances as the predominant elements of the ground floor façade to Princes Highway. <p>A building should:</p> <ul style="list-style-type: none"> provide for car parking that is located to the rear of the building.
Precinct D1	2 storey	N/A	<p>A building must:</p> <ul style="list-style-type: none"> have a zero metre setback to Princes Highway. provide highly activated frontages with windows and entrances as the predominant elements of the ground floor façade to Princes Highway. <p>A building should:</p> <ul style="list-style-type: none"> provide for car parking that is located to the rear of the building.
Precinct D2	4 storey	3 storey	<p>A building must:</p> <ul style="list-style-type: none"> be located above any building within Precinct D1 as shown in Figure 1. be designed to address Princes Highway and Bob Burgess Reserve. along its frontage to Bob Burgess Reserve provide a 6 metre setback. <p>A building should:</p> <ul style="list-style-type: none"> be orientated at a 90 degree angle between Princes Highway and Cardinia

DDO Area	Preferred Maximum Building Height	Minimum Building Height	Design Standards
			<p>Creek to signify a gateway threshold into Beaconsfield from the north.</p> <ul style="list-style-type: none"> be designed to ensure car parking is provided via a basement.
Precinct E	3 storey	2 storey	<p>A building must:</p> <ul style="list-style-type: none"> provide highly activated frontages with windows and entrances as the predominant elements of the ground floor façade to Princes Highway. <p>A building should:</p> <ul style="list-style-type: none"> have a minimal and consistent setback to Princes Highway. provide for car parking that is located to the rear of the building.

Table 2-Design Requirements and Standards (All Precincts)

Design Requirements	Design Standards
Building Heights, Scale and Setbacks	
To ensure that the height of new buildings reinforces the built form character of precinct areas as defined in Table 1 in this Schedule.	Development should achieve building footprints that are generally in accordance with Table 1 in this Schedule.
To establish a generally consistent setback to Princes Highway to the street edge.	
Building Facades and Street Frontages	
To achieve architectural and urban design outcomes that contributes positively to the character of the Beaconsfield town centre.	Where a building fronts Princes Highway, development should provide for continuous building frontage to the Princes Highway interface unless providing a vehicular access or pedestrian connection.
To encourage high quality façade and architectural detailing.	
To assist in limiting visual impact and adverse amenity on adjacent development sites.	Vehicular access is to have a maximum width of 7 metres.
To minimise expanses of blank walls.	Where a building fronts Princes Highway, development should provide highly activated frontages with windows and entrances as the predominant elements of the ground floor facade.
To ensure development presents welcoming, engaging and active edges to the Princes Highway and other public spaces at ground level.	Where a building fronts Princes Highway, development should locate main ground floor commercial entrances of built form in the primary

Design Requirements	Design Standards
<p>To ensure Princes Highway is commercially activated.</p>	<p>street façade or façade adjoining a public realm space.</p> <p>Upper floors should be designed to avoid the impression of building bulk and the domination of public spaces and viewlines.</p> <p>Colours and material of new developments should complement the natural environment of the Cardinia Creek Parklands environment.</p> <p>All elevations should provide comprehensive façade articulation and provide visual interest to the public realm.</p> <p>Development should maximise physical and visual permeability between the street and commercial spaces.</p> <p>Development should provide entrance and window elements that form at least 50% of the facade surface.</p> <p>Development should limit any expanse of blank wall to a maximum width of 2 metres.</p> <p>Development should avoid creating any internalised malls that draw pedestrian movement and activity away from the Princes Highway / Woods Street frontages.</p> <p>Where a building fronts Princes Highway, development should locate entrances to the upper storeys in the primary street façade or public realm space of the building.</p> <p>Development should locate living areas and balconies of any residential component of the building to address all public land uses that adjoin the development.</p>
<p>Pedestrian Links and Amenity</p> <p>To encourage the creation of new pedestrian connections in an integrated manner.</p> <p>To promote pedestrian amenity.</p> <p>To provide a pedestrian friendly environment.</p>	<p>Development should provide for sufficient pedestrian links to Bob Burgess Park and the Cardinia Creek Parklands.</p> <p>Development should ensure an integrated pedestrian connectivity throughout the precinct.</p> <p>Development should provide weather protection along commercial building frontages and walkways which should be at least 3 metres in width.</p>

Design Requirements	Design Standards
Safety	
To ensure development contributes to passive surveillance to the public domain.	Development should provide passive surveillance over Bob Burgess reserve and the Cardinia Creek parklands for abutting development.
To create safer streets.	Ground floor frontages should contribute to town safety by providing lighting and activity.
	Facades at ground level should not have alcoves and spaces that cannot be observed by pedestrians.
	Development should maximise opportunities to enhance passive surveillance of the public realm.
Car Parking	
To ensure development provides integrated car parking throughout the Precinct.	Development should provide for a car parking layout which is generally consistent with the Beaconsfield Structure Plan (December 2013).

3.0 SubdivisionDD/MM/YYYY
Proposed
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None specified.

4.0 Advertising signsDD/MM/YYYY
Proposed
C220

None specified.

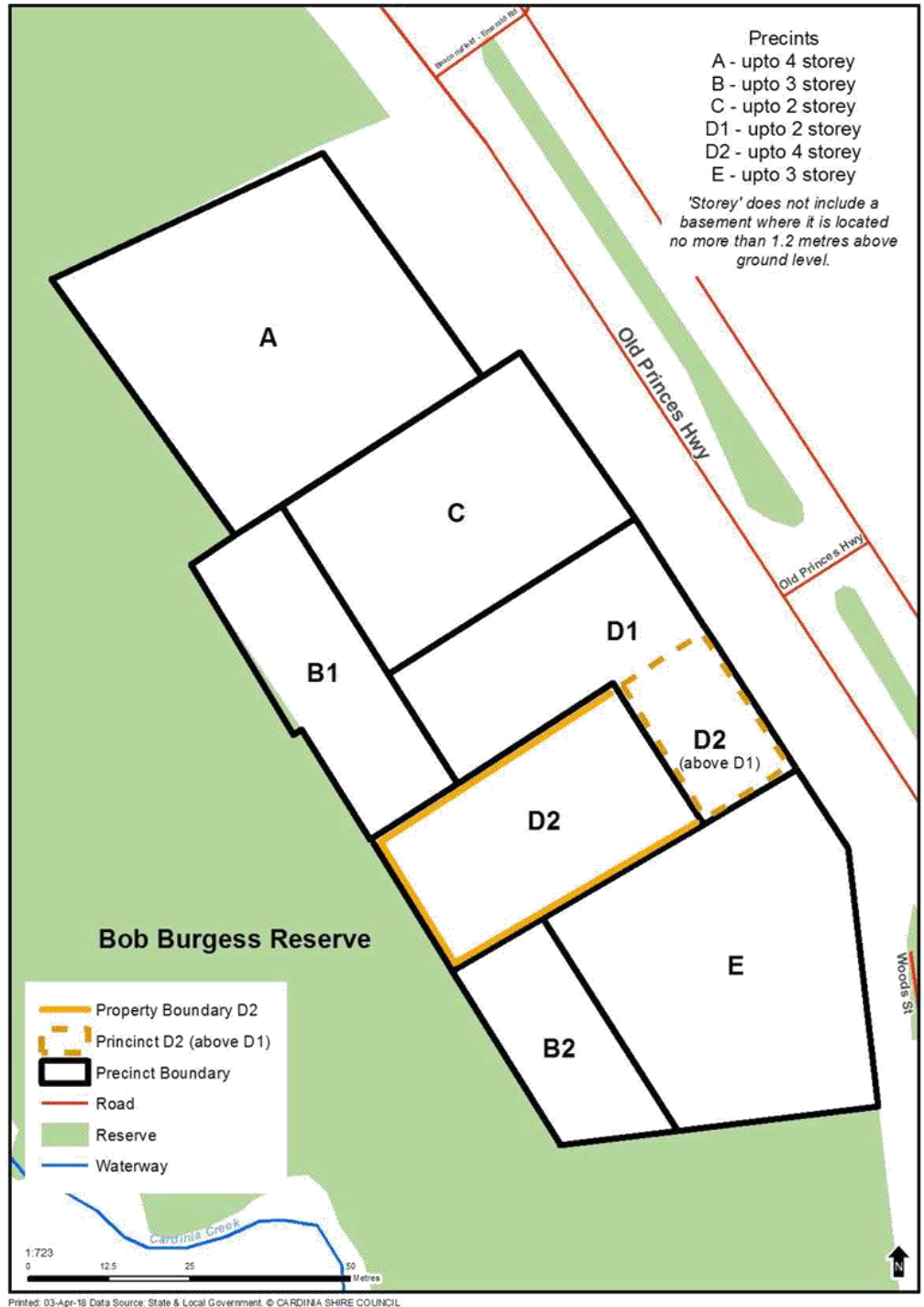
5.0 Decision guidelinesDD/MM/YYYY
Proposed
C220

Before deciding on an application the responsible authority must consider, as appropriate:

- Whether the design, form, layout, proportion and scale of the development is compatible with the overall concept for the site as shown in the Beaconsfield Structure Plan (December 2013)
- The design objectives, design standards of this Schedule and the design guidance and strategic objectives provided through the Beaconsfield Structure Plan (December 2013).
- The use of materials, finishes and colour.
- Whether the proposal achieves the built form requirements of Table 1 of this Schedule.
- Whether the proposal achieves the design objectives and requirements of Table 2 of this Schedule, as appropriate.
- Whether a reduction in the minimum building height specified in Table 1 of this Schedule would allow for a development where the structural elements will be able to accommodate additional storeys in the future.

6.0 Reference DocumentsDD/MM/YYYY
Proposed
C220*Beaconsfield Structure Plan (December 2013)*

FIGURE 1 – BEACONSFIELD PRINCES HIGHWAY GATEWAY PRECINCT BOUNDARIES



Appendix D Council preferred version of Design and Development Overlay Schedule 6

DD/MM/YYYY
Proposed
C220

SCHEDULE 6 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO6**.

BEACONSFIELD POINT PRECINCT

1.0 Design objectives

DD/MM/YYYY
Proposed
C220

- To achieve architectural and urban design outcomes, including public realm amenity that contribute positively to the character of the Beaconsfield town centre and respects the low scale, unique character of the Beaconsfield Point Precinct.
- To encourage street level active frontages with a strong built form edge along Woods Street and Princes Highway.
- To promote a landmark building on the corner of Woods Street and Princes Highway with active street frontage, minimal street setback and appropriate scale.
- To provide off-street car parking accessed predominately from Princes Highway and located behind the built form interface along Woods Street.
- To improve the pedestrian and cycling environment of the precinct.

2.0 Buildings and works

DD/MM/YYYY
Proposed
C220

A permit is required to ~~construct~~ construct a building or construct or carry out works.

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

- the design requirements and design objectives set out in Table 1 of this Schedule, as appropriate.
- be sited generally in accordance with the footprints shown in the Beaconsfield Structure Plan (December 2013).
- must be accompanied by a comprehensive site analysis and urban context report which demonstrates how the proposed buildings or works achieve the design objectives and built form outcomes of this schedule and the Beaconsfield Structure Plan (December 2013). If in the opinion of the responsible authority a site analysis and urban context report is not relevant to the evaluation of an application, the responsible authority may waive or reduce the requirement.

Table 1-Design Requirements

Design Requirements	Design Standards
Building Heights, Scale and Setbacks	
To establish a generally consistent setback to the Woods Street and a strong built form edge to the street.	Development should present a zero metre setback to the Woods Street frontage with the majority of the building façade aligning with the Woods Street boundary line.
To ensure new buildings have proper regard to the heritage and does not adversely affect the significance of heritage places.	Built form should be a minimum of two storeys in height.
Building Facades and Street Frontages	

Design Requirements	Design Standards
<p>To encourage high quality façade and architectural detailing.</p> <p>To avoid exposed blank walls.</p> <p>To achieve architectural and urban design outcomes that contributes positively to the character of the Beaconsfield town centre.</p> <p>To assist in limiting visual impact and adverse amenity on adjacent development site.</p> <p>To ensure that new builds respect the existing fine-grain character of Woods Street.</p> <p>To provide design details which promotes visual interest to the street.</p> <p>To ensure colours and materials complement the context of Woods Street.</p>	<p>Upper floors should be designed to avoid the impression of building bulk and the domination of public spaces and viewlines.</p> <p>All elevations should provide comprehensive façade articulation and provide visual interest to the public realm.</p> <p>Development should provide for 6-10 metre wide shop frontages to Woods Street.</p> <p>Facades to Woods Street should provide maintain an expression line/element between ground and first levels in the form of an awning or canopy fascia element between ground and first floor levels.</p>
Active and Safe Street Frontages	
<p>To create safer streets.</p> <p>To ensure development presents welcoming, engaging and active edges to Woods Street.</p> <p>To ensure Woods Street is commercially activated.</p>	<p>Ground floor frontages should contribute to town safety by providing lighting and activity.</p> <p>Facades at ground level should not have alcoves and spaces that cannot be observed by pedestrians.</p> <p>Development should encourage a vibrancy through the provision of multiple shop fronts with clear glazed frontages and entrances.</p> <p>Development should maximise physical and visual permeability between the street and commercial spaces.</p> <p>Development should provide entrance and window elements that form at least 50% of the facade surface.</p> <p>Development should limit any expanse of blank wall to a maximum width of 2 metres.</p> <p>Development fronting Woods Street should provide a stall riser and visual permeability through clear glazing.</p> <p>Where a ground floor entry access is provided for an upper level it should be architecturally expressed. articulated to provide a sense of entry.</p>
Pedestrian Links and Amenity	
<p>To encourage an inviting pedestrian and cycling environment along Woods Street.</p> <p>To encourage the creation of new pedestrian connections in an integrated manner.</p> <p>To promote pedestrian amenity and a pedestrian friendly environment.</p> <p>To promote pedestrian amenity.</p>	<p>Where site consolidation occurs, development should provide for minimal vehicle entry points through shared parking/service provisions.</p> <p>Development should provide for safe pedestrian access from car parking areas to building entries.</p> <p>Development should provide weather protection along commercial building frontages and walkways which should be at least 3 metres in width and integrated into the building design.</p>

Design Requirements	Design Standards
<p>To improve the public realm and pedestrian amenity through street planting and landscaped car parking areas.</p> <p>To provide wide footpaths within the road reserve.</p>	<p>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.</p> <p>Development should provide for landscaped visual screen to all service/bin areas where viewed from the public realm.</p> <p>Development should provide for new footpaths that extend from back of kerb to building street frontages. Material finishes of footpaths must be to Council satisfaction.</p>
Car Parking	
<p>To avoid vehicle conflict with pedestrians.</p> <p>To encourage the consolidation of car parking between lots.</p>	<p>Vehicle cross-overs should be minimised, with a shared vehicle driveway arrangement encouraged.</p> <p>Off-street car parking should be accessed predominately from Princes Highway and located behind the built form interface along Woods Street.</p> <p>Development should provide for a car parking layout which is generally consistent with the <i>Beaconsfield Structure Plan (December 2013)</i>.</p>

3.0 Subdivision

DD/MM/YYYY
Proposed
C220

None specified.

4.0 Advertising signs

DD/MM/YYYY
Proposed
C220

None specified.

5.0 Decision guidelines

DD/MM/YYYY
Proposed
C220

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the design, form, layout, proportion and scale of the development is compatible with the overall concept for the site in the Beaconsfield Structure Plan (December 2013) and Woods Street (North) Urban Design Guidelines (May 2013).
- The design objectives, design standards of this Schedule and the design guidance and strategic objectives provided through the Beaconsfield Structure Plan (December 2013).
- The use of materials, finishes and colour.
- Whether the proposal achieves the design requirements and standards of Table 1 of this Schedule, as appropriate.

6.0 Reference Documents

DD/MM/YYYY
Proposed
C220

Woods Street (North) Urban Design Guidelines (May 2013)
Beaconsfield Structure Plan (December 2013)

Appendix E Council preferred version of Design and Development Overlay Schedule 7

DD/MM/YYYY
Proposed
C220

SCHEDULE 7 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO7**.

WOODLAND GROVE PRECINCT

1.0

Design objectives

DD/MM/YYYY
Proposed
C220

- To encourage and guide the re-development of land into an integrated medium density residential precinct in line with the strategic context of the Beaconsfield Structure Plan (December 2013).
- To ensure that development responds to the natural environment of the Cardinia Creek and the surrounding residential area.
- To improve the pedestrian and cycling amenity of the precinct.
- To promote residential development with activation to Cardinia Creek through passive surveillance of Cardinia Creek parklands, quality design interfaces and suitable landscaping.

2.0

Buildings and works

DD/MM/YYYY
Proposed
C220

An application must be accompanied by a comprehensive site analysis and urban context report and landscape master plan which demonstrates how the proposed buildings or works achieve the design objectives, built form outcomes and the integration of the environmental and landscape values of this schedule and the Beaconsfield Structure Plan (December 2013), as follows:

- Provide a graduated increase in front setback along Woods Street from the Beaconsfield Railway Station to align with setbacks north of Trythall Street.
- Provide a minimum setback of 3 metres to allow for landscaping.
- Minimise the number of vehicle access points to Woods Street by requiring new development to be accessed via an internal access way or laneway located to the rear of dwellings fronting Woods Street.
- Ensure the use of appropriate colour schemes and materials that [complement](#) the natural landscape and the landscape setting of Cardinia Creek.
- Ensure a sufficient front setback which allows for landscaping opportunities along the Woods Street frontage.
- Provide an active frontage and passive surveillance to Cardinia Creek for abutting development.
- Encourage the establishment of an active commercial use on the corner of Beaconsfield Avenue and Woods Street to service the needs of people using the railway station and to provide a landmark corner building.
- Ensure sufficient pedestrian links from Woods Street to Cardinia Creek.
- Encourage a design solution that responds to the site topography and minimises the extent of earthworks.
- [Ensure that development along Cardinia Creek responds to the dominant visual and environmental feature of the existing vegetation.](#)

[If in the opinion of the responsible authority a site analysis and urban context report and landscape master plan is not relevant to the evaluation of an application, the responsible authority may waive or reduce the requirement.](#)

3.0 SubdivisionDD/MM/YYYY
Proposed
C220

None specified.

4.0 Advertising signsDD/MM/YYYY
Proposed
C220

None specified.

5.0 Decision guidelinesDD/MM/YYYY
Proposed
C220

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the design, form, layout, proportion and scale of the development is compatible with the overall concept for the site as shown in the Beaconsfield Structure Plan (December 2013).
- The design objectives, design standards of this Schedule and the design guidance and strategic objectives provided through the Beaconsfield Structure Plan (December 2013).

6.0 Reference DocumentsDD/MM/YYYY
Proposed
C220*Beaconsfield Structure Plan (December 2013)*

TOWN PLANNING