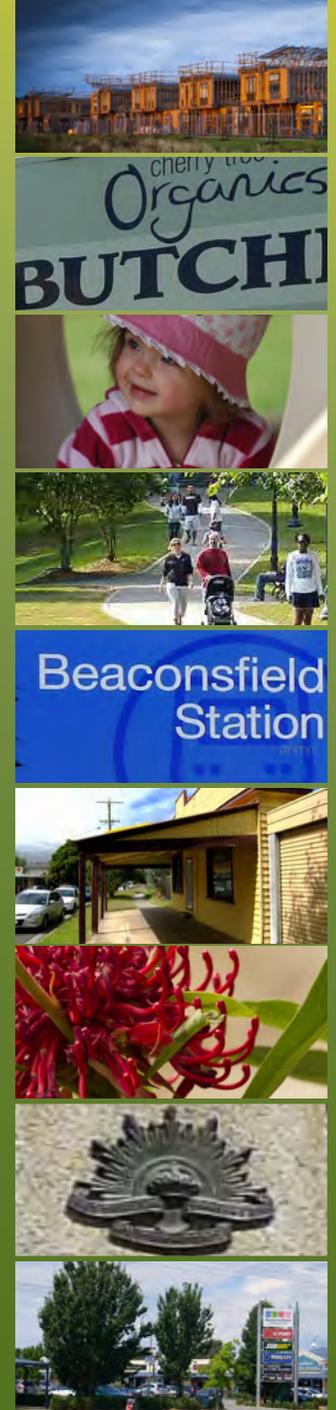
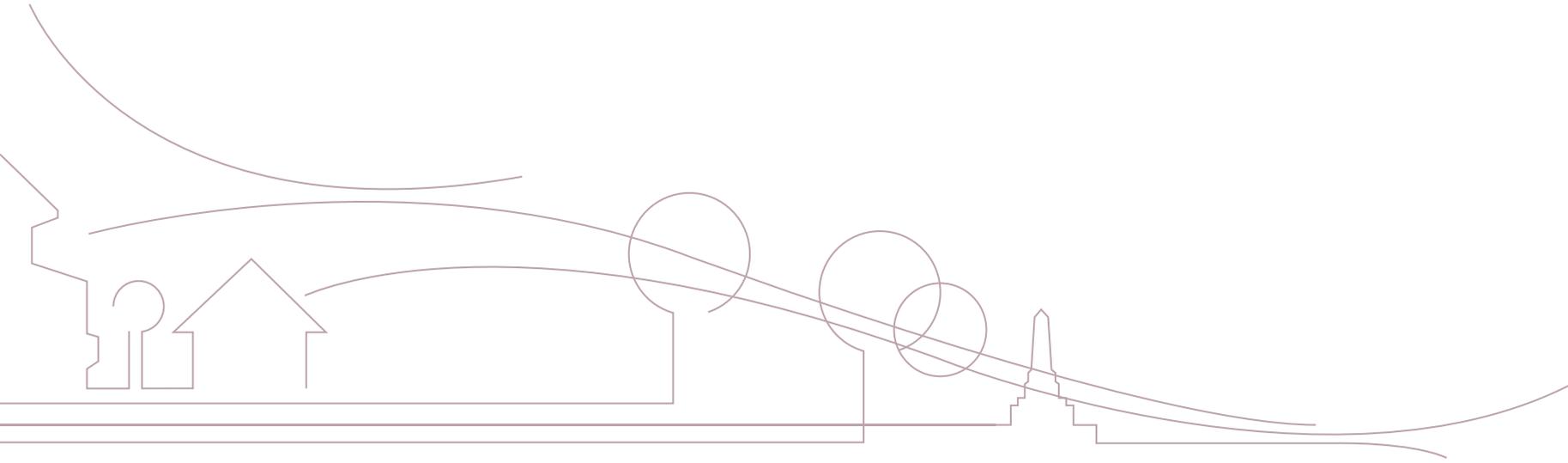




Beaconsfield

Structure Plan - December 2013 (expires 31 December 2021)





Beaconsfield

Structure Plan - December 2013

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

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

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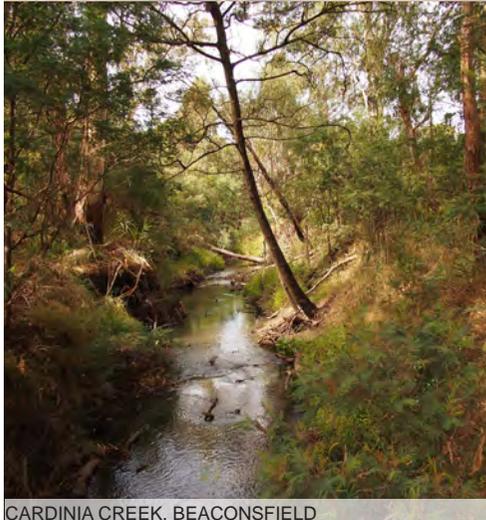
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I. Introduction



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.





I.3 Where does it apply?

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

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



PRINCES HIGHWAY APPROACH SIGN TO BEACONSFIELD

[Figure 1] Study area



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.



BEACONSFIELD COMMUNITY COMPLEX



COMMUNITY CONSULTATION AT THE BEACONSFIELD COMMUNITY COMPLEX



IMPLEMENTATION OF THE PEDESTRIAN AND CYCLE ROUTES IN ZARAGOZA, SPAIN

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.

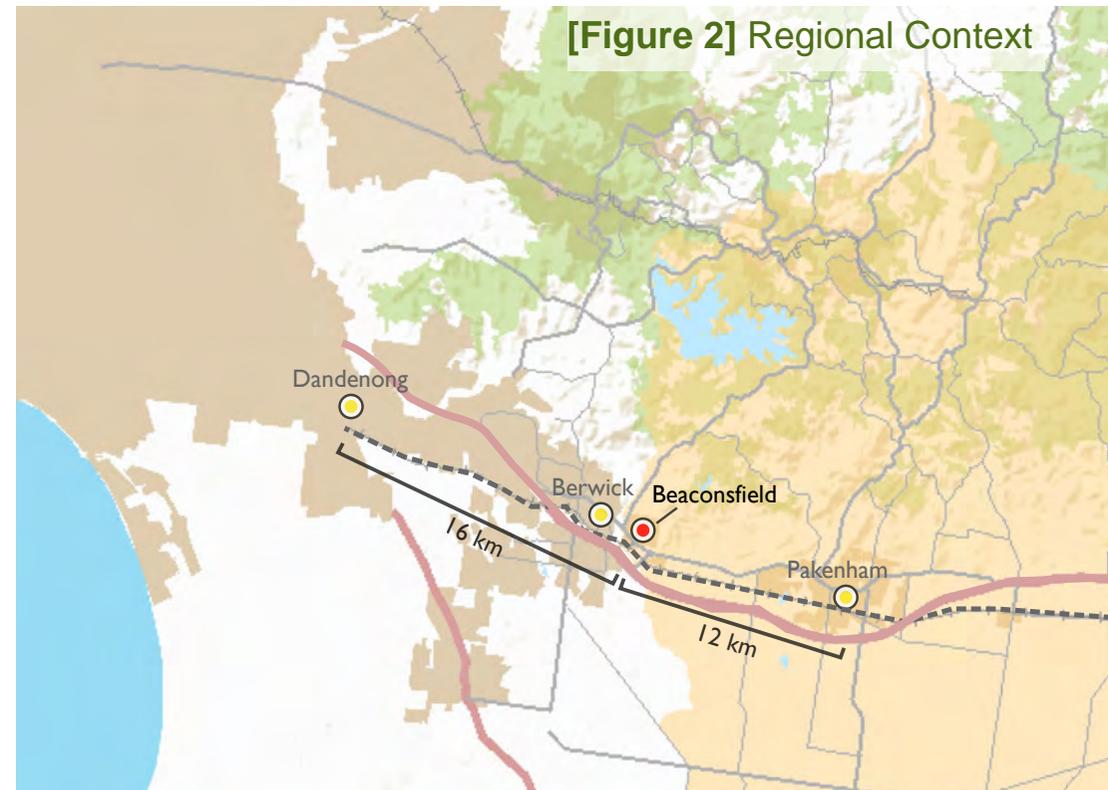
Beaconsfield as it is known today, is located approximately 46 kilometres south-east of Melbourne on the southern foothills of the Dandenong Ranges. Nearby towns include Berwick (2.9 km north-west of Beaconsfield) and Officer (4.3 km south-east of Beaconsfield). In the last 30 years, particularly in 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

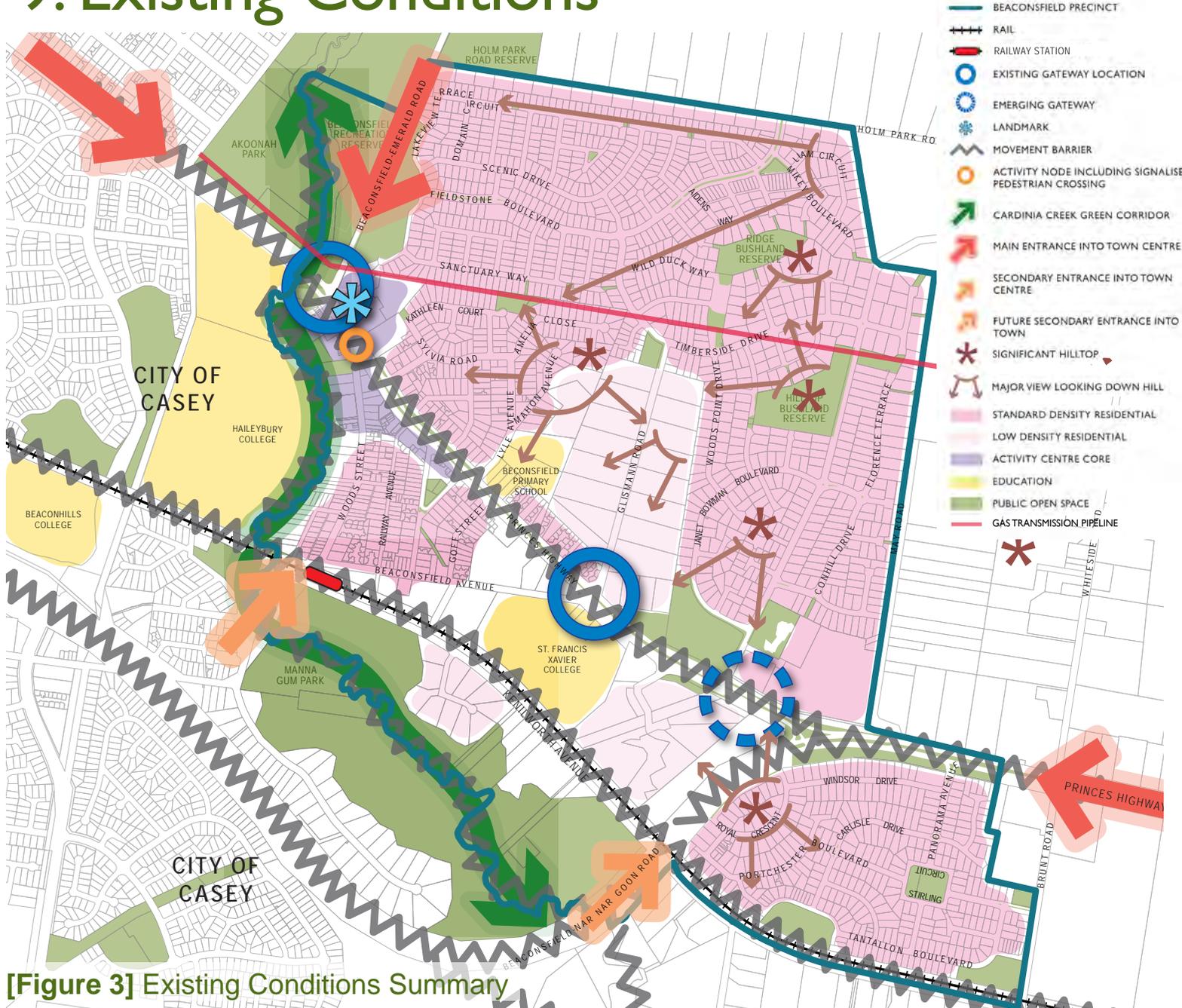
The population of Beaconsfield at the 2011 Census was 5,292. By 2021, the population of Beaconsfield is predicted to reach over 6,500 which is based on current population growth trends. Depending on the level of housing development at higher densities, this figure may be higher. Beaconsfield is currently 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



DIZZINGOFF 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

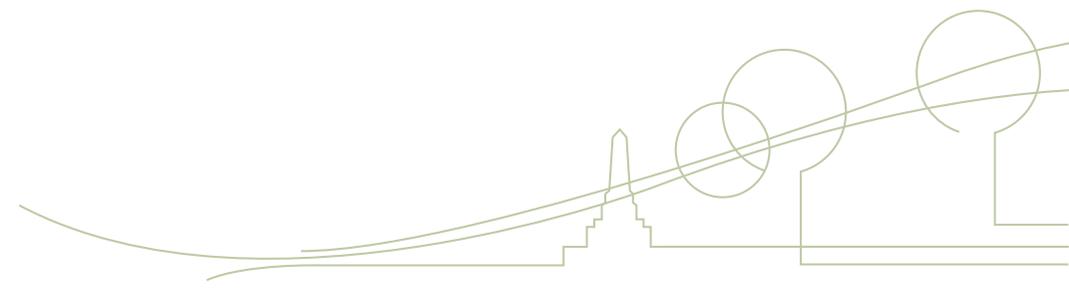
- Prepare a planning scheme amendment to incorporate the Woods Street North Urban Design Guidelines (May 2013) into the Cardinia Planning Scheme.
- Develop a streetscape plan for Woods Street and the Beaconsfield Railway Station forecourt.



WAR MEMORIAL, BEACONSFIELD



PUBLIC ART, FRANKSTON RAILWAY STATION



[Figure 4] Key Urban Design Strategies

- Key site terminates view line
- Potential greening along both sides of Princes Highway to provide boulevard quality
- Potential new routes to connect a creek-side path with Woods St
- Zero-setback active frontages to be promoted along north Woods St.
- Improve and extend the creek-side path to provide alternative route from station to town centre
- Extend existing green space into built-up area through new and existing green corridors
- Support and enhance existing pathways for cycle and pedestrian traffic
- Potential residential intensification along Beaconsfield Avenue
- Any development in this area should preserve the existing capacity for station car parking



- Potential rationalisation of parking, access and amenity for Beaconsfield Shopping Plaza
- Potential temporary market/event space in Memorial site.
- Proposed location of signalised intersection
- Retail accessed from Princes Highway. Wide setbacks to accommodate parking and signage. Promote aggregated access points
- 'Showroom' frontage enables retail to address passing traffic

- FOR PEDESTRIAN/CYCLE MOVEMENT
- FOR CAR-BASED MOVEMENT
- ZERO-SETBACK ACTIVE FRONTAGE
- RESIDENTIAL INTENSIFICATION
- GREEN LANDSCAPE
- CATALYST SITES + KEY VIEWS

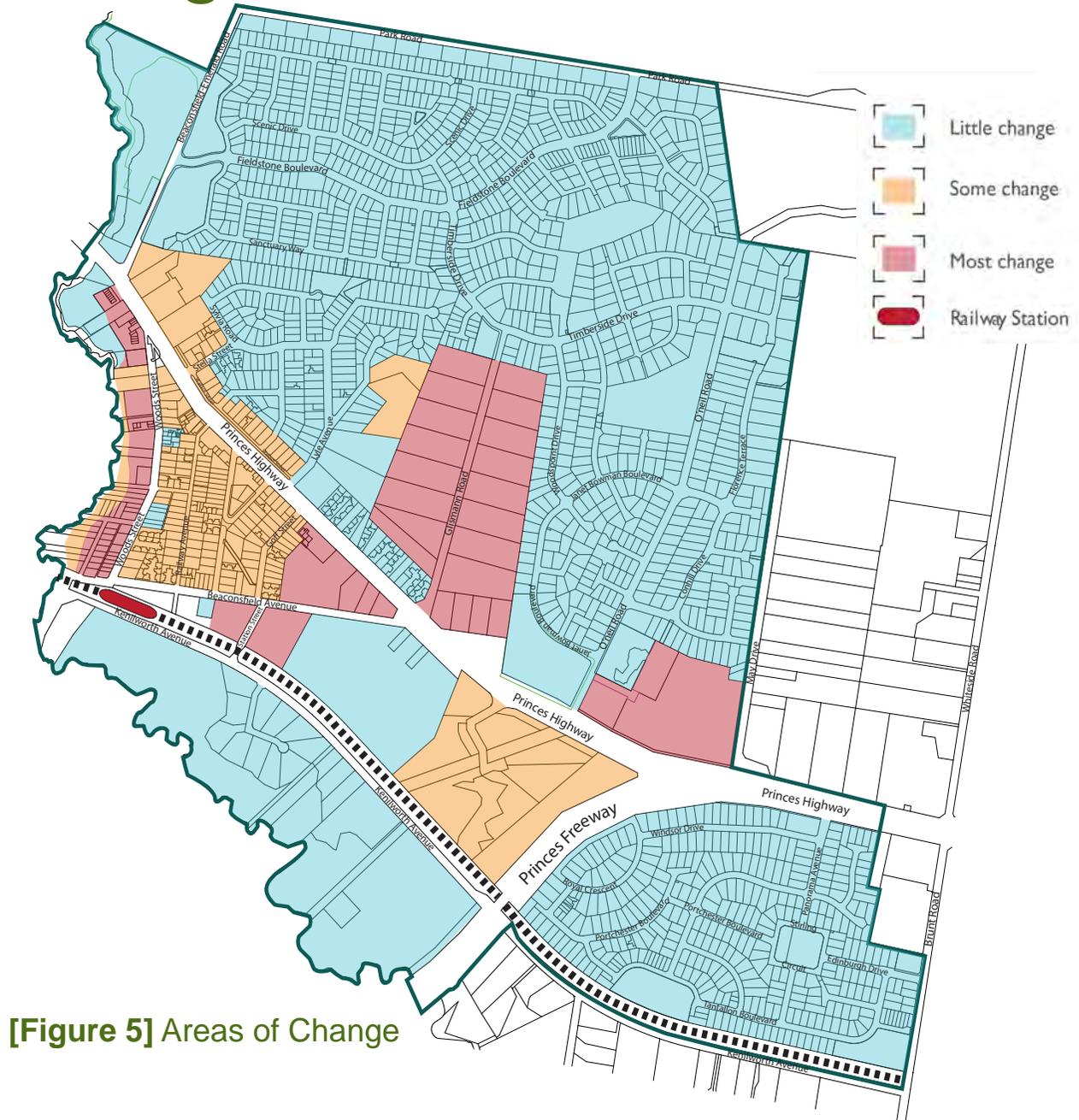
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II. Framework for Change

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

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

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



[Figure 5] Areas of Change

12. Key Focus Areas

12.1 Residential growth

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

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

Residential zones

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

Residential core

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

Glismann Road Precinct

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

Desmond Court Precinct

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

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

Woodland Grove

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

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

Commercial Triangle

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



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

Princes Highway Gateway Precinct

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

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

O'Neil Road

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

Ecologically Sustainable Design

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

Objectives

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

Strategies

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

Triangle and Princes Highway Gateway precincts.

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

Actions

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

12.2 Economic growth

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

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



EXISTING BUSINESSES ALONG PRINCES HIGHWAY, BEACONSFIELD



HERITAGE SHOP IN WOODS STREET, BEACONSFIELD



BEACONSFIELD PLAZA, PRINCES HIGHWAY, BEACONSFIELD

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 I 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.

Strategies

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

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

Actions

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



VIBRANT PEDESTRIAN PUBLIC SPACES & BUSINESSES - CITY SQUARE, MELBOURNE



INSPIRATION FOR A CORNER BUILDING ON A SHOPPING STREET



LOCAL BUSINESSES IN JAFFA, TEL AVIV, ISRAEL

12.3 Movement network

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

Access and Inclusion

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

Pedestrians

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

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

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

Cyclists

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

for health, environmental and financial reasons.

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

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

Vehicles

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

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

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

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

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

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

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

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

Parking

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

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

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

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

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

Public transport

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



BIKE LANE NEXT TO A RIVER, LA BAÑEZA, SPAIN



[Figure 6] Key Destinations & Movement Network

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



BEACONSFIELD RAILWAY STATION

GLISMANN ROAD & PRINCES HIGHWAY
EXISTING INTERSECTION

BIKE PARKING, LOS ANGELES, USA

Objectives

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

Strategies

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

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

Actions

- Provide a dedicated pedestrian route from Beaconsfield-Emerald Road into the Woolworths development.
- In the short term, work with the owners of the Aldi/Woolworths carpark area to improve circulation and legibility
- In the longer term, review the car parking layout of the Aldi/Woolworths carpark whenever redevelopment is proposed on the land
- Develop a parking precinct plan for the Beaconsfield town centre (including Woods Street commercial area).
- Advocate for and provide appropriate bicycle infrastructure such as lane markings, bikeways and shared paths along the key movement network identified in the Beaconsfield Structure Plan.
- Further investigate the provision of routes for active transport such as walking and cycling in Beaconsfield.
- Advocate for a 60 km speed limit on the Princes Highway.
- Require the provision of traffic lights at Glismann Road/Princes Highway intersection to support residential development of the Glismann Road area.
- Continue to advocate for improvements at Beaconsfield Railway Station.
- Continue to advocate for the delivery of eastern ramps at the Princes Freeway interchange

12.4 Open Space and Environment

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

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

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

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

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

Objectives

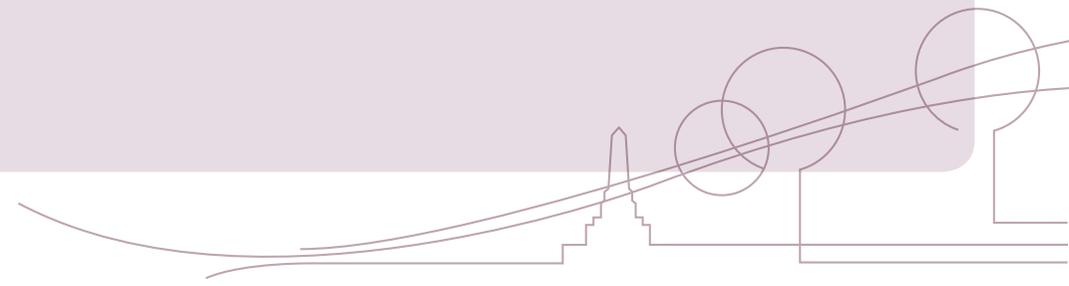
- Protect and enhance the environmental and landscape values of the area.
- Make walking and cycling an attractive and convenient option for residents to move between local destinations and enjoy their town.

Strategies

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

Actions

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



12.5 Heritage

Aboriginal cultural heritage

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

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

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

Post-contact heritage

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

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

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

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

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



STATION MASTER'S HOUSE, BEACONSFIELD AVENUE, BEACONSFIELD

Objectives

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

Strategies

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

Action

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



13. Scenarios for Change

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



NICHOLSON STREET, MELBOURNE



[Figure 7] Scenarios Plan

13.1 Memorial and Creek

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

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

Objectives

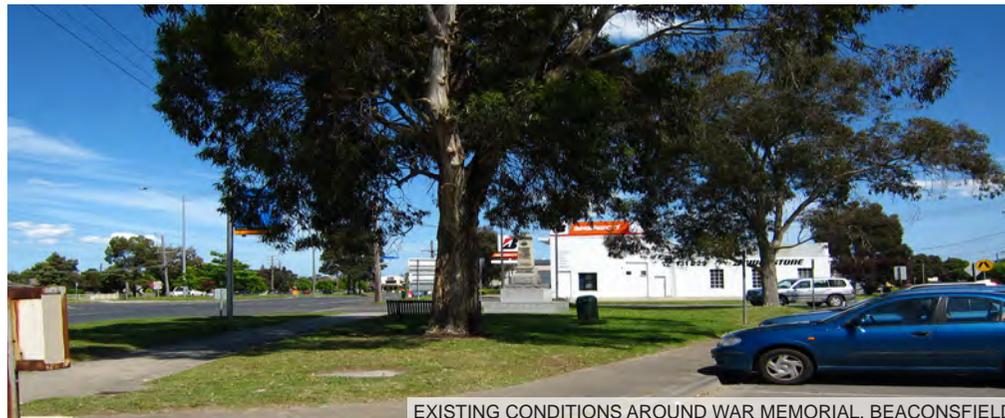
- Create a civic heart for Beaconsfield.

Strategies

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

Actions

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



EXISTING CONDITIONS AROUND WAR MEMORIAL, BEACONSFIELD



INSPIRATION FOR PUBLIC TOILET + PAVILION



INSPIRATION FOR PERGOLA STRUCTURE TO CREEK



INSPIRATION FOR PUBLIC SPACE AROUND MEMORIAL

[Figure 8]
 Memorial & Creek Site Concept Plan



13.2 Jim Parkes Reserve

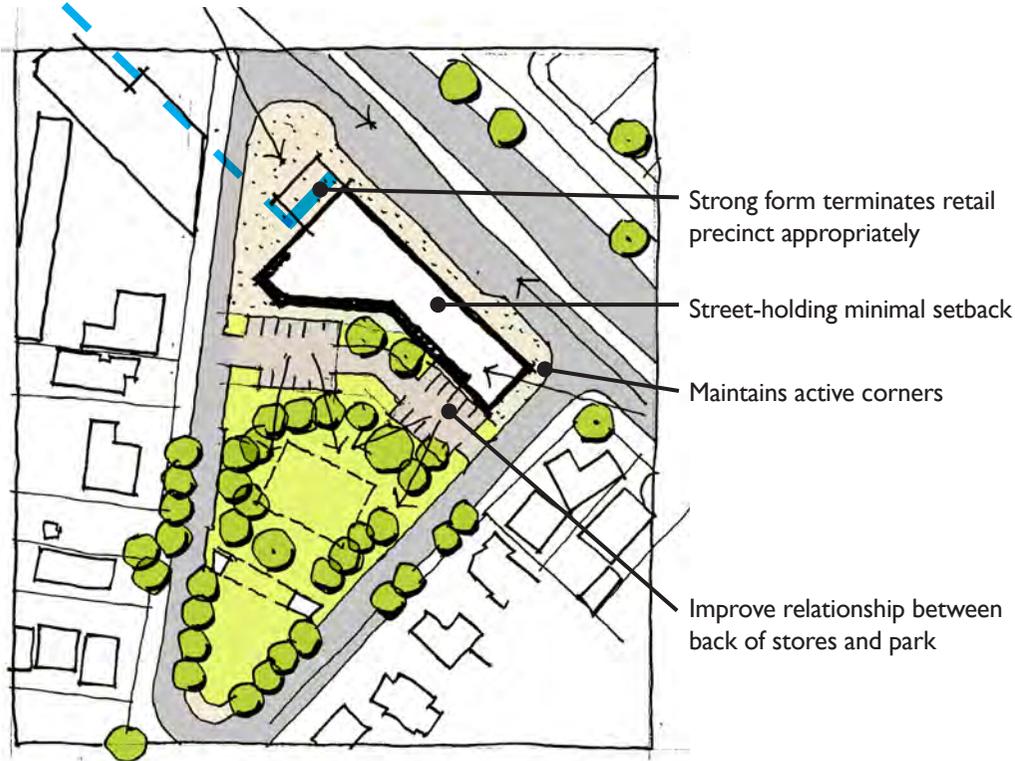
Located between Beaconsfield’s two major commercial precincts, Jim Parkes Reserve is a green space in the town centre that serves surrounding residential areas. Currently developed with children’s play equipment and a picnic shelter.

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

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



**[Figure 10] Jim Parkes Reserve
Princes Highway Redevelopment Scenario**



Objectives

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

Strategies

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

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

Actions

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



13.3 Beaconsfield Point

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

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



EXISTING CORNER WORKSHOP, BEACONSFIELD



INSPIRATION FOR COMMERCIAL BUILDINGS ALONG WOODS STREET, BEACONSFIELD

Objectives

- Support a vibrant town centre of Beaconsfield.

Strategies

- Request new developments along the northern end of Woods Street (north of Arthur Street) to respond to the Woods Street North Urban Design Guidelines (May 2013).
 - Create a more inviting pedestrian and cycling environment along Woods Street.
 - Support a vibrant public realm by establishing a stronger built form edge and using design elements such as canopies, paving, and street furniture.
 - Develop buildings with active ground floor uses along Woods Street to provide definition and vitality to the street edge.
 - Provide additional buildings to the rear of the buildings fronting Woods Street which can facilitate less active uses and start-up businesses.
 - Provide a glazed ground floor frontage to buildings, including around corners, providing passive surveillance to the street and to pedestrian connections through the site.
 - Improve public realm amenity through street planting, landscaped
- car parking areas and wide footpaths protected by awnings and/or eaves.
 - Provide pedestrian connections through the site, activated by retail and hospitality uses.
 - Develop a landmark building with active street edges on the corner of Woods Street and Princes Highway.
 - Off-street car parking to be accessed predominantly from Princes Highway and located behind the built form interface along Woods Street.
 - Provide short-term, on-street, car parking along Woods Street, to be interspersed between kerb out stands to allow for street planting and encourage pedestrian activity and low-speed vehicular movement.

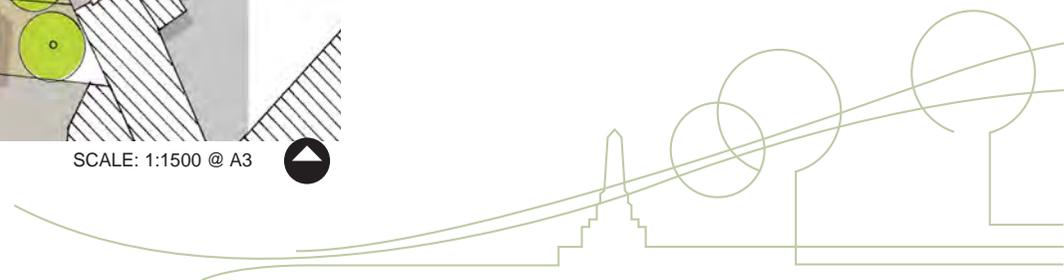
Actions

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

[Figure 11]
Beaconsfield Point Concept Plan



SCALE: 1:1500 @ A3



13.4 Woodland Grove

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

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

Objectives

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

Strategies

- Ensure that developments respond to the existing pattern of detached buildings within a landscaped setting.
- Ensure that the materials palette contributes positively to the nurturing of a landscape setting.
- Ensure that the design of new developments complements the surrounding neighbourhood character.
- Provide a graduated increase in front setback along Woods Street as you move further away from the railway station.
- Provide trees within the front setback along the Woods Street frontage.
- Provide significant setbacks to the creek, ensuring that development does not intrude into the Public Acquisition Overlay area.
- Ensure developments address both the Woods Street frontage and the Cardinia Creek frontage so as to provide increased passive surveillance of public spaces.

- Provide a mixture of housing styles including affordable housing and housing that meets the needs of seniors and people with disabilities.
- Provide for pedestrian access to dwellings from Woods Street.
- Provide an internal access way through the site to provide for vehicle access.
- Encourage housing to the south of the precinct to be developed as townhouse or apartment typologies to provide a sound buffer between the railway track and the new residential area.
- Encourage the establishment of an active commercial use (cafe, kiosk or milk bar, etc.) on the corner of Beaconsfield Avenue and Woods Street to service the needs of people using the railway station and to provide a landmark corner building.
- Develop east-west landscaped paths to link Woods Street to the Cardinia Creek.
- Provide permeable surfaces to paved areas and implement water sensitive urban design (WSUD) principles to landscaping to minimise water usage and reduce pollutant run-off. This is particularly important given the close proximity of Cardinia Creek.

Actions

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

[Figure 12] Woodland Grove Concept Plan

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



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



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



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



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



Buildings setbacks should be 3 metres to facilitate some front landscaping

Potential new pedestrian crossing

SCALE: 1:1500 @ A3



13.5 Commercial Triangle

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

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

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

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



Objectives

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

Strategies

- Develop this precinct as an intensified business gateway supported by some medium density housing.
- Provide a landmark building at the corner of Beaconsfield Avenue and Princes Highway which provides a distinct entry point to the Beaconsfield town centre.
- Developments should be multi-storey and mixed-use, with commercial uses at ground level and office or residential above.
- Provide awnings or generous roof overhangs to signal the entry point to commercial buildings and to provide shelter and amenity for pedestrians.
- Provide glazed frontages to Princes Highway and Beaconsfield Avenue at ground floor level.
- Consider the introduction of a new street as part of a future redevelopment to provide access to a new medium density residential area between Beaconsfield Avenue and Princes Highway providing a transition between the commercial area and the existing residential area.
- Provide for a higher density residential development in the north-west corner of the site.
- Provide for landscaped pedestrian access through the site from Beaconsfield Avenue to Princes Highway which includes a distinctive surface treatment to identify it as a pedestrian priority zone.
- Encourage the development of a medical hub including a 24 hour medical clinic.
- Support a school and business drop-off zone on the east end of Beaconsfield Avenue.
- Support distinct characters for Beaconsfield Avenue and Princes Highway interfaces. Develop a 'people-oriented' interface on Beaconsfield Avenue and a 'showcase' car orientated interface on the highway.
- Provide landscaping throughout the site.
- Separate service vehicle access and loading areas from pedestrian movements.

Actions

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

[Figure 13] Commercial Triangle Concept Plan



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





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

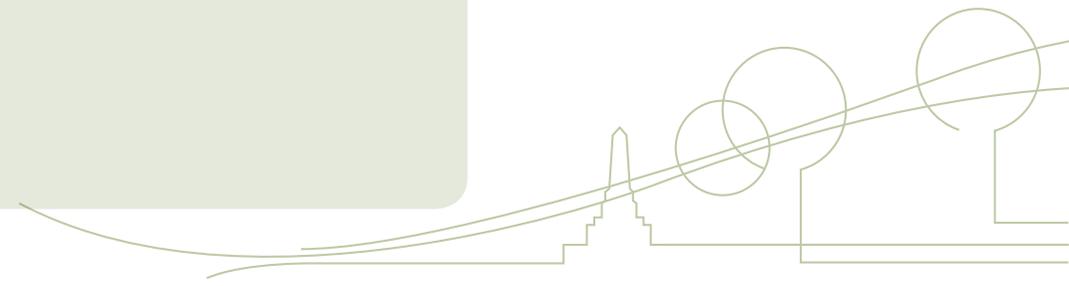
- Consider a possible land swap to accommodate a larger public space at the Memorial park in conjunction with a future redevelopment application for this site.
- Prepare a planning scheme amendment which will facilitate the future redevelopment of the Princes Highway Gateway Precinct in accordance with 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 I terrace/deck over parking

Ramp to basement parking

Landscaped car parking court to service Buildings B1 + B2

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

Pedestrian route linking highway to creek-side.

Shared courtyard. Parking for Buildings C4 + C5

Expanded public space achieved through land swap shown in yellow

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

All buildings

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



Building A1

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

Building A2

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

Building B1

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

Building B2

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

Building C1

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

Building C2

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

Building C3

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

Building C4

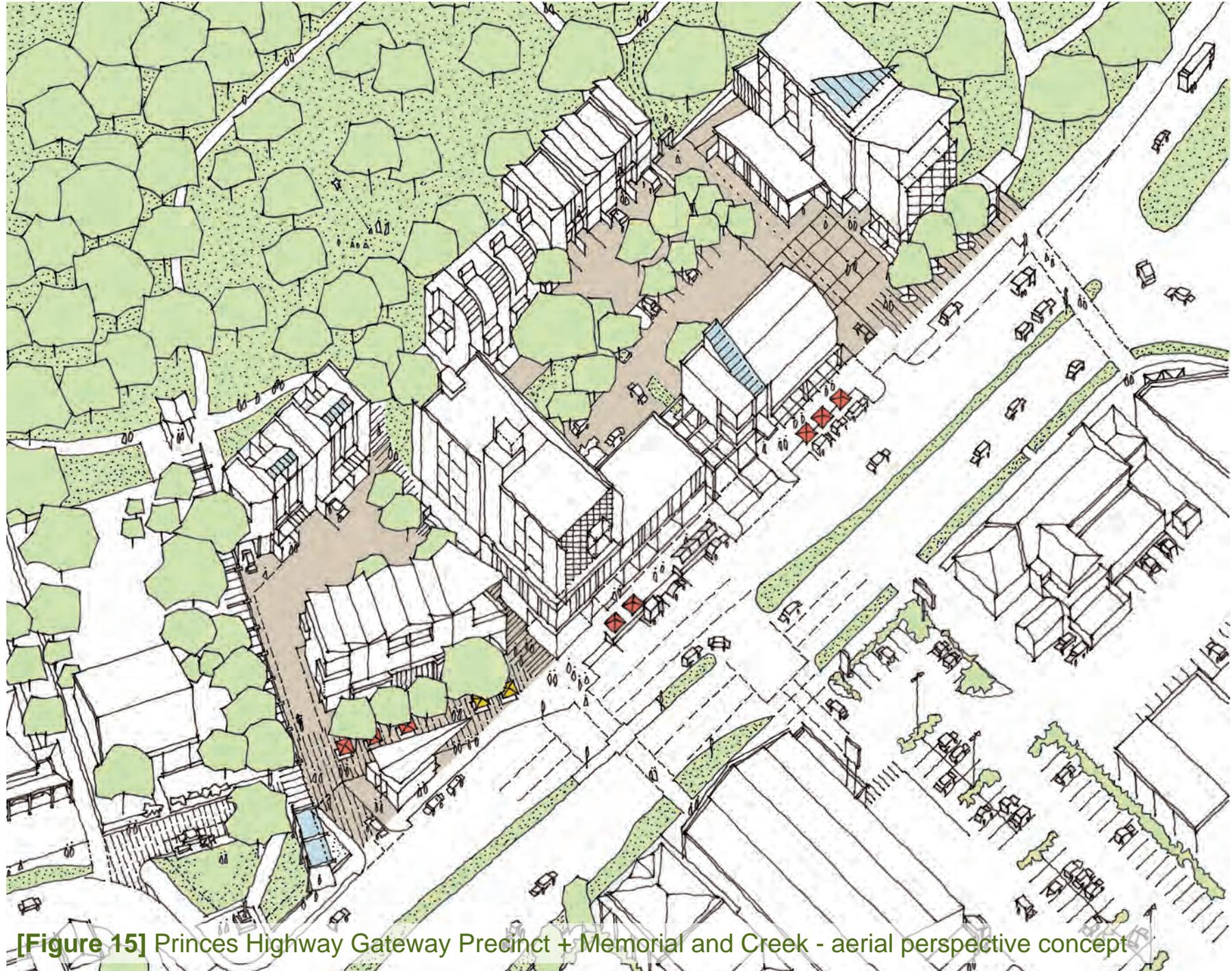
Up to 3 storey building above street level. Retail or hospitality at ground with office and/or residential over

Building C5

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

SCALE: 1:2000 @ A3





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

14. Summary of Actions

Land use planning

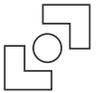


- Facilitate a variety of housing options that offer diverse lifestyle and lifecycle opportunities and cater to all members of the community.
- Prepare a planning scheme amendment to implement the new State Government residential zones in accordance with the residential change principles outlined in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

- Rezone the land referred to as the Commercial Triangle in the Beaconsfield Structure Plan from Industrial 1 to Mixed Use.
- Rezone the land at St. Francis Xavier College to a Special Use Zone.
- Consider rezoning the land at 8 Beaconsfield Avenue to residential if redevelopment is proposed.
- Develop a parking precinct plan for the Beaconsfield town centre.
- Prepare a planning scheme amendment which will facilitate the future redevelopment of the Princes Highway Gateway Precinct in accordance with the strategies outlined in the Beaconsfield Structure Plan.
- Prepare a planning Scheme Amendment to incorporate the Woods Street North Urban Design Guidelines (May 2013) into the Cardinia Planning Scheme.

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

Open Space

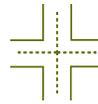


- Develop a streetscape plan for Woods Street and the Beaconsfield Railway Station forecourt.
- To design and deliver a civic plaza/informal gathering space in the heart of Beaconsfield.
- Create a design element that provides a pedestrian connection between the memorial and the Cardinia Creek corridor.



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

Movement



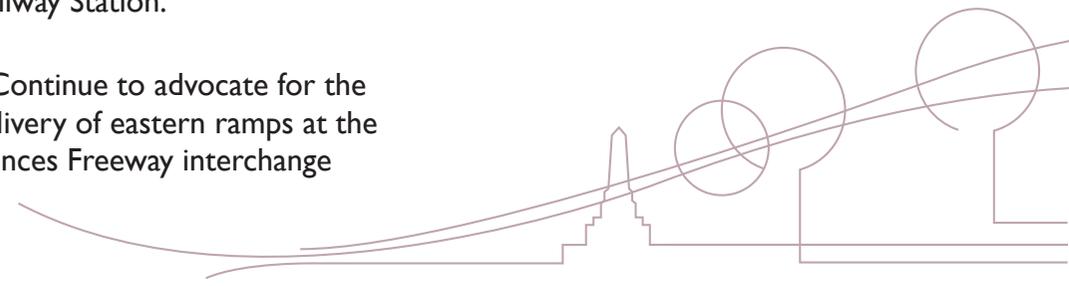
- Advocate for and provide appropriate bicycle infrastructure such as lane markings, bikeways and shared paths along the key movement network identified in the Beaconsfield Structure Plan.
- Further investigate the provision of routes for active transport such as walking and cycling in Beaconsfield.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

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

Heritage



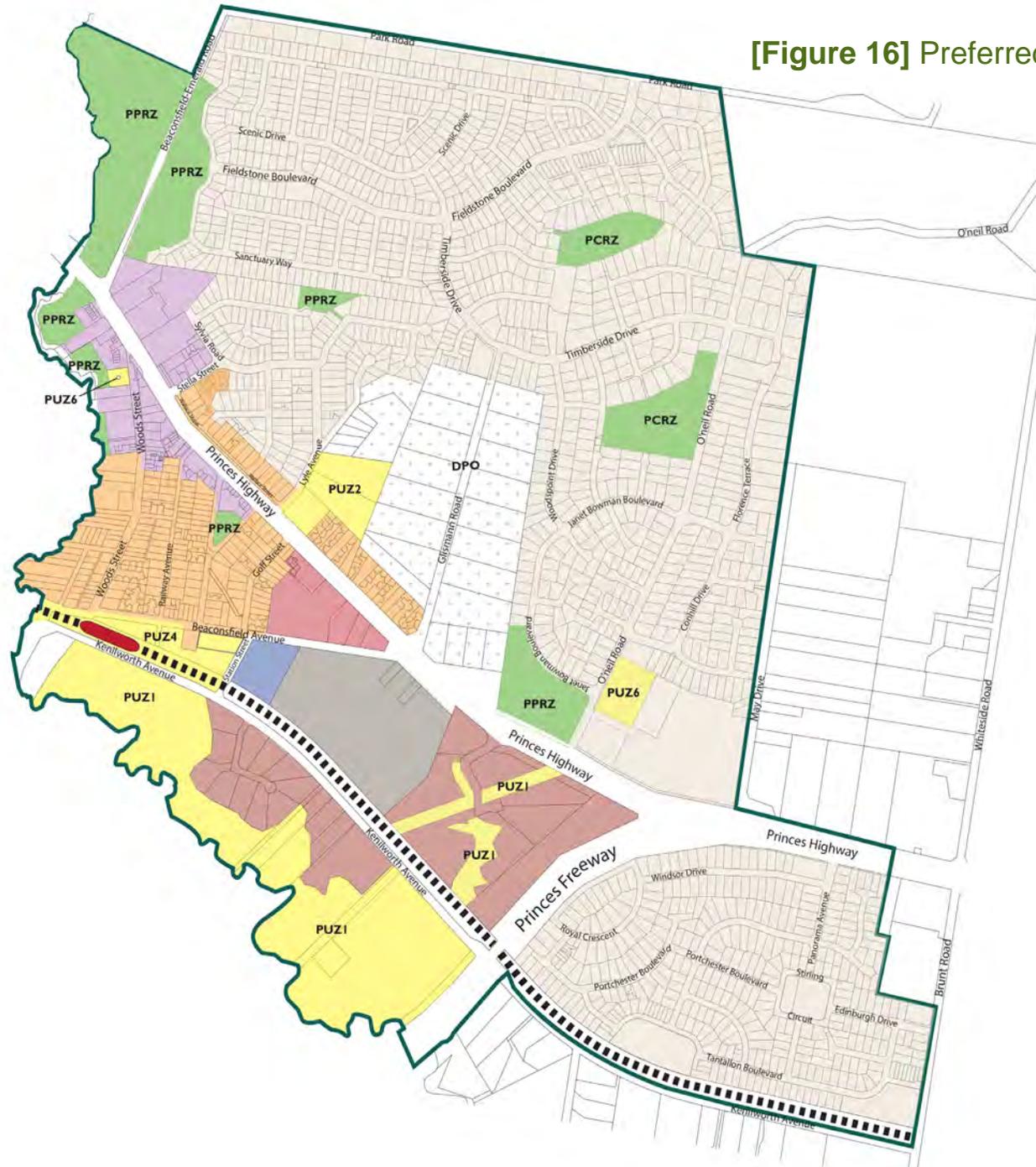
- Provide appropriate protection to existing heritage properties within Beaconsfield.
- Continue to review and assess the heritage value of properties throughout Beaconsfield and, where deemed appropriate, incorporate these into a Heritage Overlay and/or implement particular design controls.



Appendix A

[Figure 16] Preferred Future Zones

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

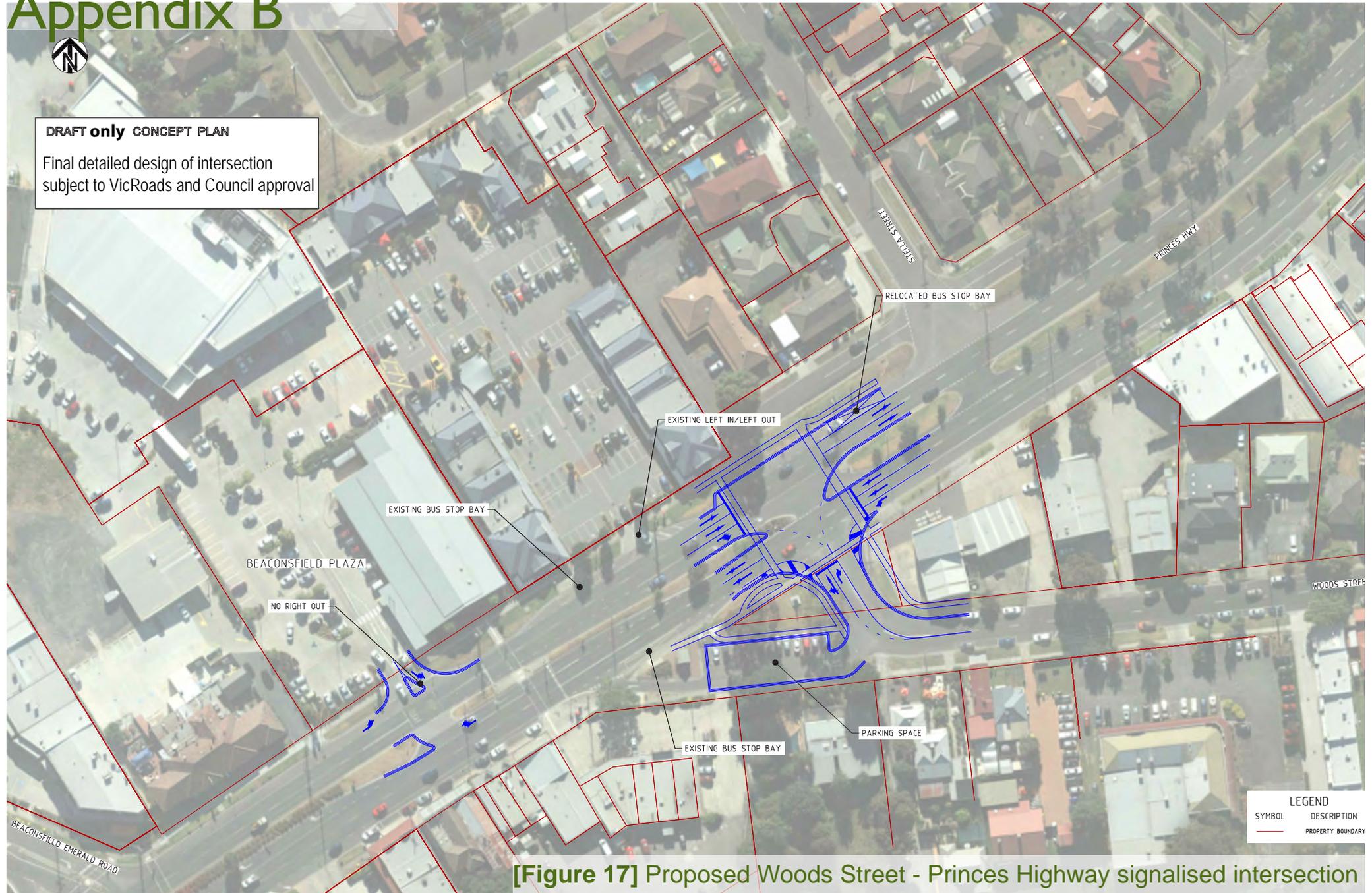


Appendix B

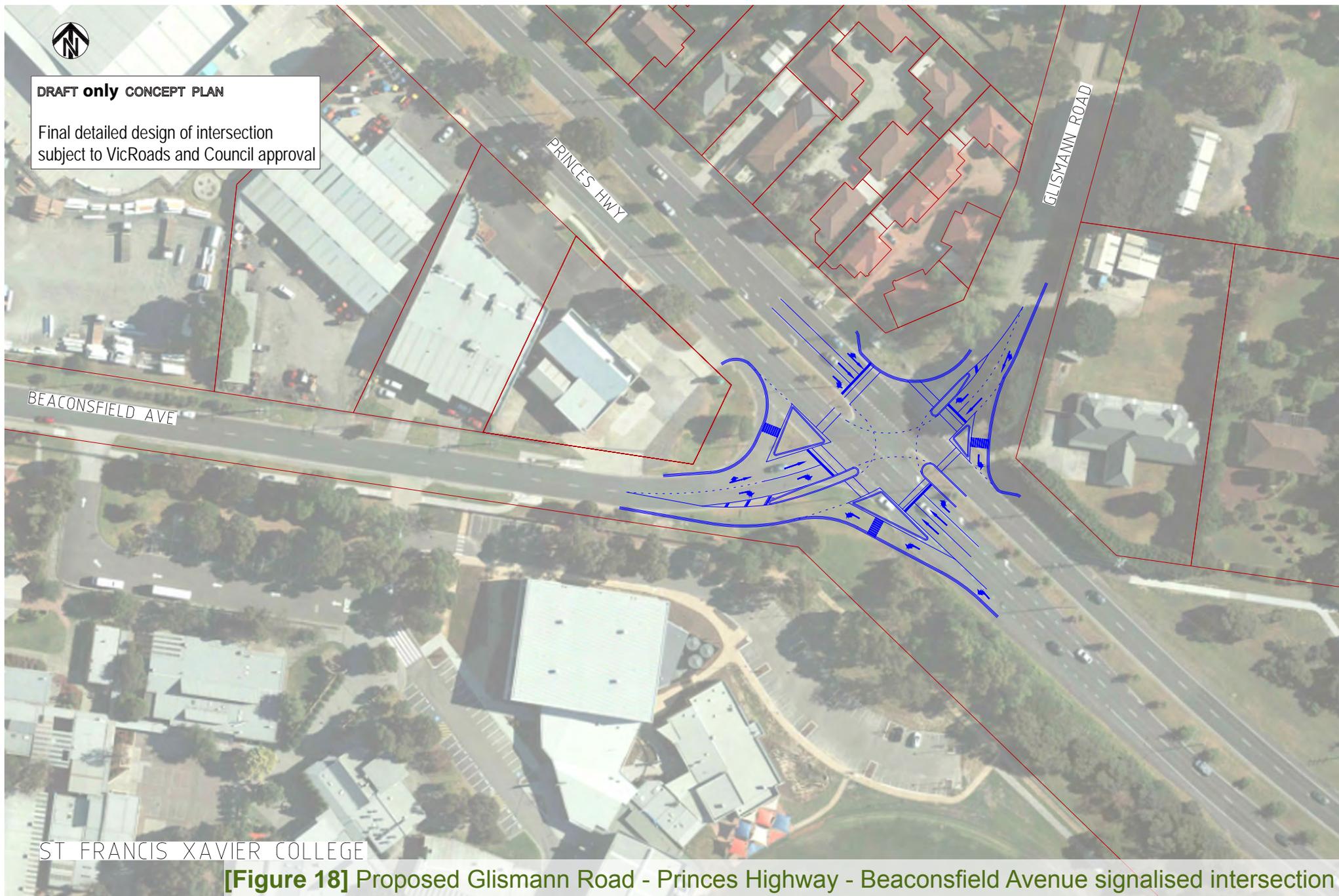


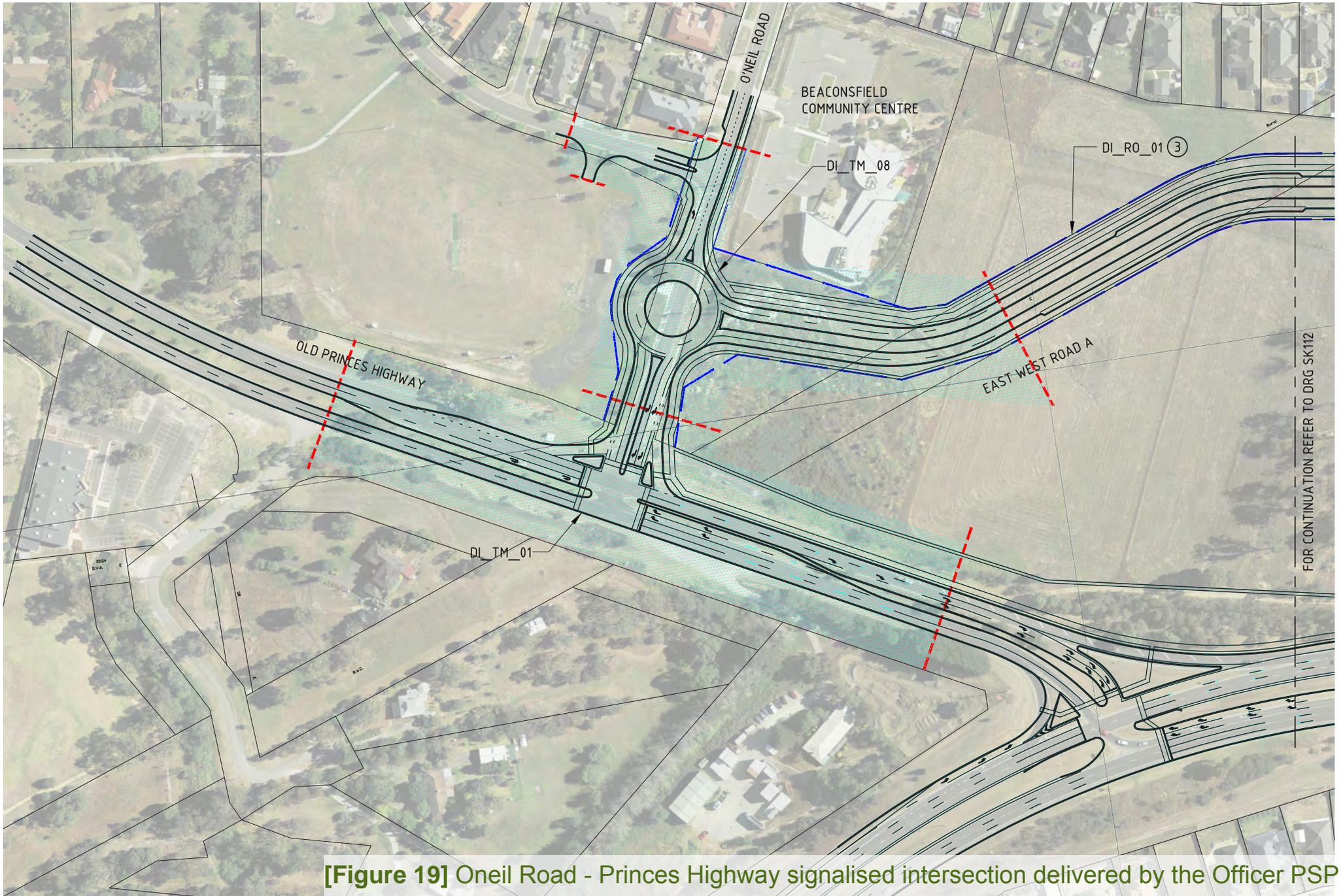
DRAFT only CONCEPT PLAN

Final detailed design of intersection
subject to VicRoads and Council approval



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





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