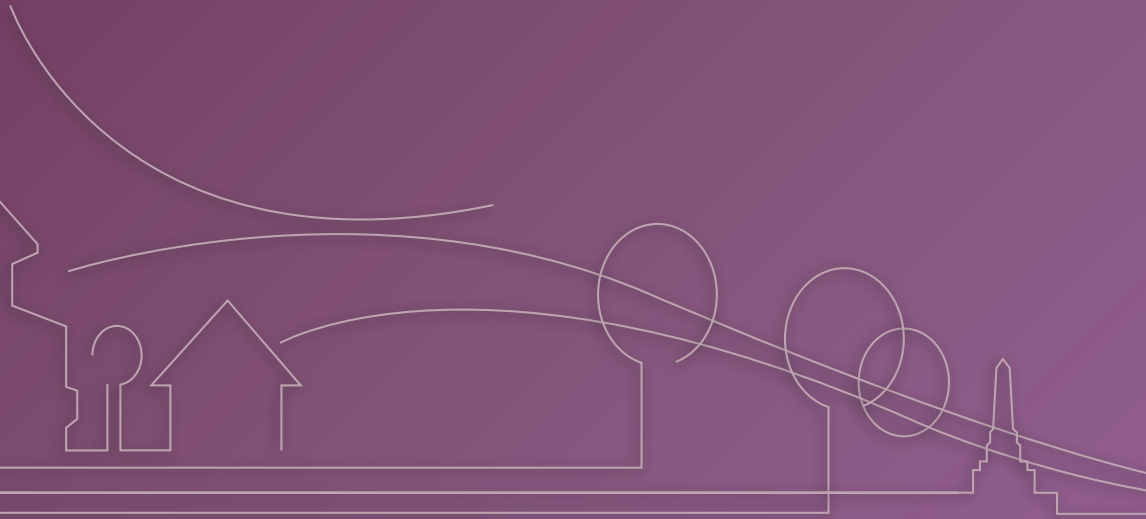


Beaconsfield

Structure Plan Background Paper

December 2013 (expires March 2019)



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1. INTRODUCTION

1.1 What is a structure plan?

A structure plan sets out the future structure and develops a shared vision for an area. Structure plans are long term strategic plans created to set the blueprint for development and investment. It is designed with the overarching objective of:

- Creating a sense of place and community,
- Creating greater housing choice, diversity and affordable places to live,
- Creating highly accessible, functional and vibrant activity centres (town centres),
- Providing for local employment and business activity,
- Providing better transport choices,
- Responding to climate change and increase environmental sustainability and
- Delivering accessible, integrated and adaptable community infrastructure.

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. Council's Municipal Strategic Statement recognises the need to develop structure plans for urban precincts and activity centres within the growth area.

The Beaconsfield Structure Plan (BSP) has been prepared by Cardinia Shire Council in consultation with government agencies, service authorities, major stakeholders and the community. Following the adoption of the final BSP an amendment will be prepared to incorporate the document into the Cardinia Planning Scheme.

An implementation plan will be developed following adoption of the Structure Plan. The implementation plan will identify responsibilities as well as set priority for actions.

1.2 Area to which the structure plan applies

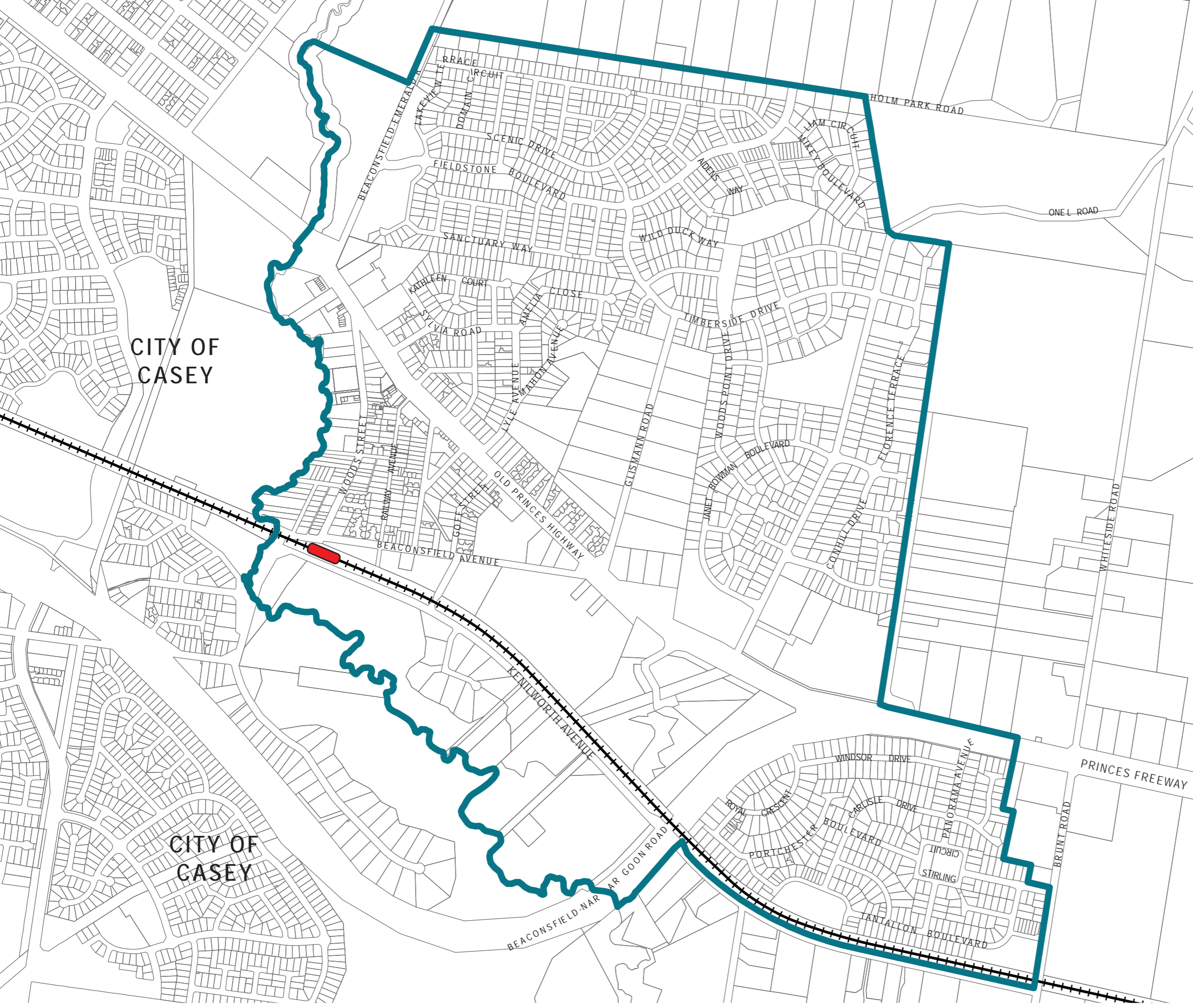
The area included in the BSP as shown in Maps 1 and 2 comprises of approximately 376 hectares of land within the Urban Growth Boundary (UGB) and is defined by:

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

1.3 Report structure

The following chapters discuss issues that have emerged in the Structure plan preparation process and are described under themes that are relevant to the BSP, namely:

- Housing
- Retail and commercial development
- Community services and infrastructure
- Open space
- Movement
- Infrastructure
- Environment
- Heritage
- Urban Design






CITY OF
CASEY

CITY OF
CASEY

LEGEND

The study area is defined by Cardinia Creek to the west and south west, the rail corridor to the south, the current urban edge to the east and the urban growth boundary to the north along Holm Park Road.

To the east is Officer, which is expected to grow substantially under the Officer Precinct Structure Plan (OPSP).

-  BEACONSFIELD PRECINCT
-  RAIL
-  BEACONSFIELD STATION



Map 1: Study Area



Map 2: Aerial of Study Area

2. SNAPSHOT OF BEACONSFIELD

Beaconsfield is located approximately 46 kilometres south-east of Melbourne on the southern foothills of the Dandenong Ranges. Nearby towns include Berwick (2.9 km north-west of Beaconsfield) and Officer (4.3 km south-east of Beaconsfield). The last thirty years, and in particular the last fifteen, have seen Melbourne expand 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'.

Map 3: Regional context



Source: Cardinia Shire Council, 2013

Land use in the study area is a mixture of residential, rural residential, commercial, education, recreational (open space) and environmental (natural landscapes), as shown in Maps 2 and 29. The precinct is divided into a north and south district by the Princes Highway. Approximately 80% of the study area is already developed for urban purposes. Pockets of remnant vegetation are located along Cardinia Creek, in open space areas and in low density residential development.

The area around Woods Street and Princes Highway is recognised as Beaconsfield's town centre, otherwise known as a Neighbourhood Activity Centre, which forms part of a network of activity centres within the Shire of Cardinia. Activity centres are predominantly strip shopping centres that provide services and facilities for the town and the wider community.

The present shopping strip offers main road visibility to retail and commercial activities which benefit from street frontage exposure. Even so, the shopping strip retains a random pattern of development and is dispersed with retail, offices and commercial uses, interspersed with housing and undeveloped or underutilised lots. Notwithstanding the overall layout problems of the retail and commercial areas, the quality of shops is relatively high with a diverse range of shops providing services, speciality food,

pharmacy and home wares. The strong demand for shops in Beaconsfield is underlined by the high occupancy of the retail tenancies in this precinct.

Most of the housing estates in Beaconsfield demonstrate a patchwork of lot sizes and circuitous street networks typical of the residential development models of the late 90s and early 2000s. There is a variety of built form and styles which contributes to the study area having an unclear character or identity.

Beaconsfield is also provided with various local outdoor recreation areas, specifically along Cardinia Creek and reserves known as Ridge Bushland and Hilltop Bushland (passive open space and open space for the appreciation of environmental values). The Beaconsfield Recreation Reserve provides local sporting facilities along Beaconsfield-Emerald Road, while a district sporting facility along Holm Park Road will continue to be developed to meet the sporting demands of the town and wider community.

The broader land use patterns in Beaconsfield are shown on Map 29 in Appendix 13.6.

3. DEMOGRAPHIC PROFILE

Historically, Beaconsfield has grown from a rural village to a thriving urban town. In 1991 Beaconsfield had a population of 965 persons, while in 1996 the population had grown to 1036 people, before experiencing increased population growth between 1996 and 2001 with the commencement of development in the Beaconhill Grange and Panorama Estates. The greatest growth was experienced during the early 2000's with the population increasing from 1740 people in 2001 to 4635 people in 2006, representing a growth rate of 33% per annum over this period. The population of the Beaconsfield Structure Plan area at the 2011 census was 5,288 residents as shown in Table 1. This increased from 4,635 in 2006, representing a growth rate of about 2.5% per annum.

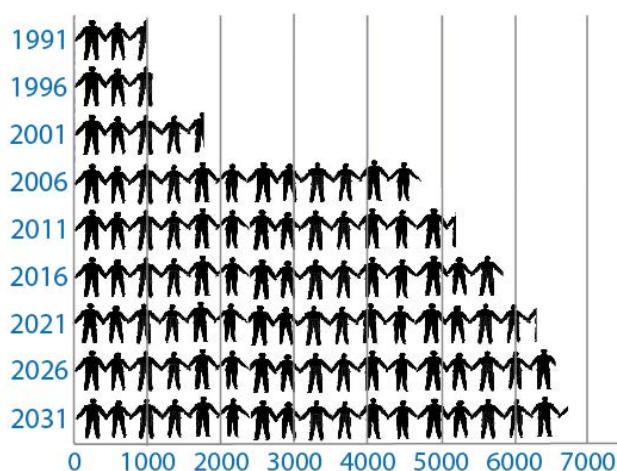
Table 1: Summary of 2011 population age structure

Lot size	Beaconsfield Plan Area	Cardinia Shire
Total population	5,288	74,181
Total households	1,716	25,900
Average household size	3.1	2.8
% of residents over 60	10.0%	15.5%
% of residents under 18	31.8%	28.3%

Source: ID Consulting, 2013 – Information based on 2011 census

Over the next 20 years, it is forecast that the population of Beaconsfield will gradually increase by a further 1,560 persons to 6,695 resident, as shown in Figure 1

Figure 1: Past and projected population growth 1991-2011



Source: Derived from Australian Bureau of Statistics and ID Consulting, 2012

The predominant age group in Beaconsfield is currently residents in the late thirties to mid forties age range, while primary school aged children (5-11 years) are the second largest age group. Compared with the overall age structure for Cardinia Shire, there are a higher proportion of Beaconsfield residents in the 5-11 years, 12-17 years and 35-49 years age groups. There are a lower proportion of Beaconsfield residents in the 0-4 years, 25-34 years and 60+ years age groups. The predominant household group is likely to be middle-aged families with primary and/or secondary aged children, as shown in Table 2 and Figure 2

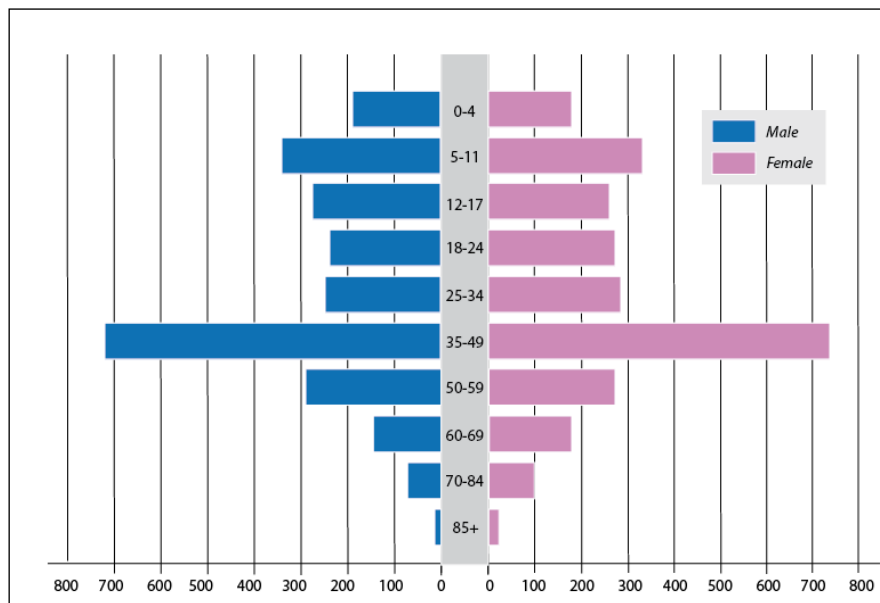
Table 2: Change in age structure 2006-2011

Age Structure	2006	2011	Change 2006-2011
0 to 4 years	424	382	-42
5 to 11 years	609	658	+49

Age Structure	2006	2011	Change 2006-2011
12 to 17 years	478	623	+145
18 to 24 years	414	495	+81
25 to 34 years	635	507	-128
35 to 49 years	1256	1460	+204
50 to 59 years	445	609	+164
60 to 69 years	216	327	+111
70 to 84 years	138	215	+77
85 and over years	20	12	-8
Total	4,635	5,288	+653

Source: ID Consulting, 2013

Figure 2: Current age structure



Source: Adapted from ID Consulting, 2012

The lower number of young children may indicate that there is limited capacity for young families to afford to purchase property within Beaconsfield. The lower number of young adults may result from the lack of tertiary education options within the town and the need to move outside of the area to access further education. It could also be attributed to the lack of 'first home buyer' housing available within Beaconsfield. The lower number of residents aged over 60 may result from the lack of independent seniors housing and aged care facilities in the structure plan area, although there has been an overall increase in the number of residents within this age group over the past five years.

Household structure

There are approximately 1,716 households within Beaconsfield. This has increased from 1,168 in 2006 and 548 in 2001. The current average size of households within the structure plan area is 3.1 persons, above the Cardinia Shire average of 2.8 persons.

The greatest numbers of households within Beaconsfield are couple families with dependents (53.2%) as shown in Figure 3. This proportion is higher than the average proportion for Cardinia Shire (38.9%). Less than one-quarter of residents are couples without dependents and 15% are lone person households. Compared with the rest of the Shire, there is:

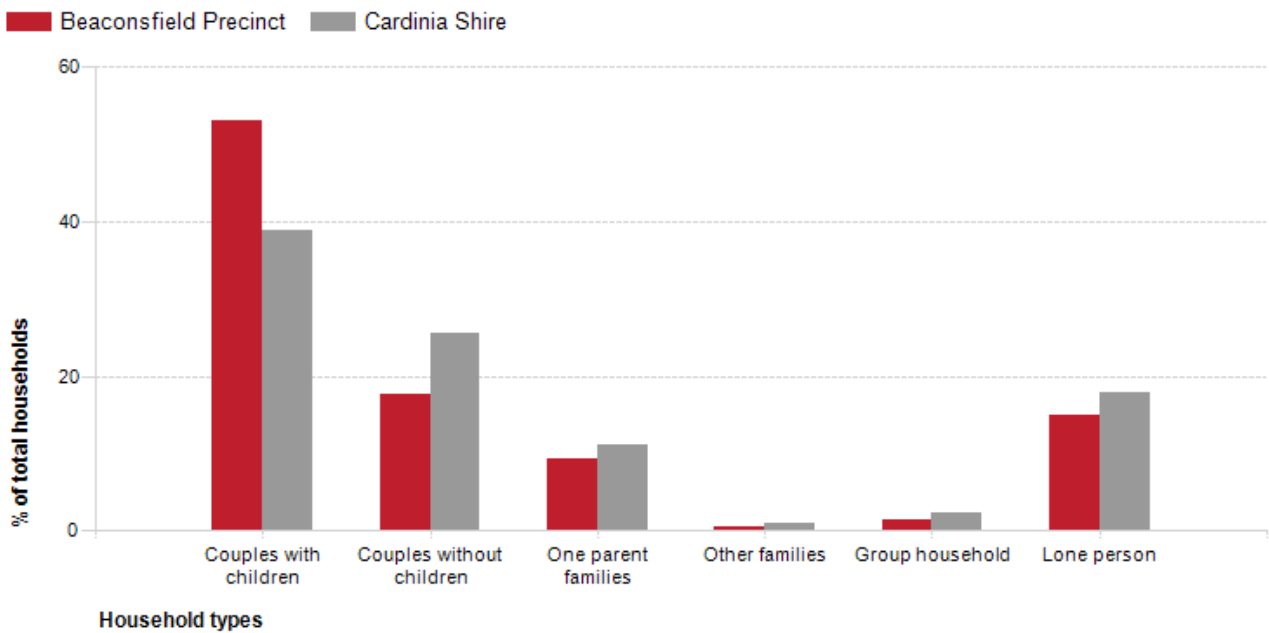
- A significantly higher proportion of couple families with dependents households (young, middle and mature families)

- A lower proportion of couple families without dependents (young couples and empty nesters), lone person households, group households and one-parent families.

The size of a household generally follows the life-cycle of families. Households are usually small at the stage of relationship formation (young couples) and then increase in size with the arrival of children (young families). Households later reduce in size again as these children reach adulthood (mature families) and leave home (empty nesters). However, household size can also be influenced by factors such as relationship breakdown, employment patterns and a lack (or abundance) of affordable housing. It is important to note that households comprising overseas migrants and Australian indigenous people often have a tradition of living with extended family members and/or other families.

Figure 3: Household types

Household types, 2011



Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 (Enumerated data)
Compiled and presented in profile.id by .id, the population experts.



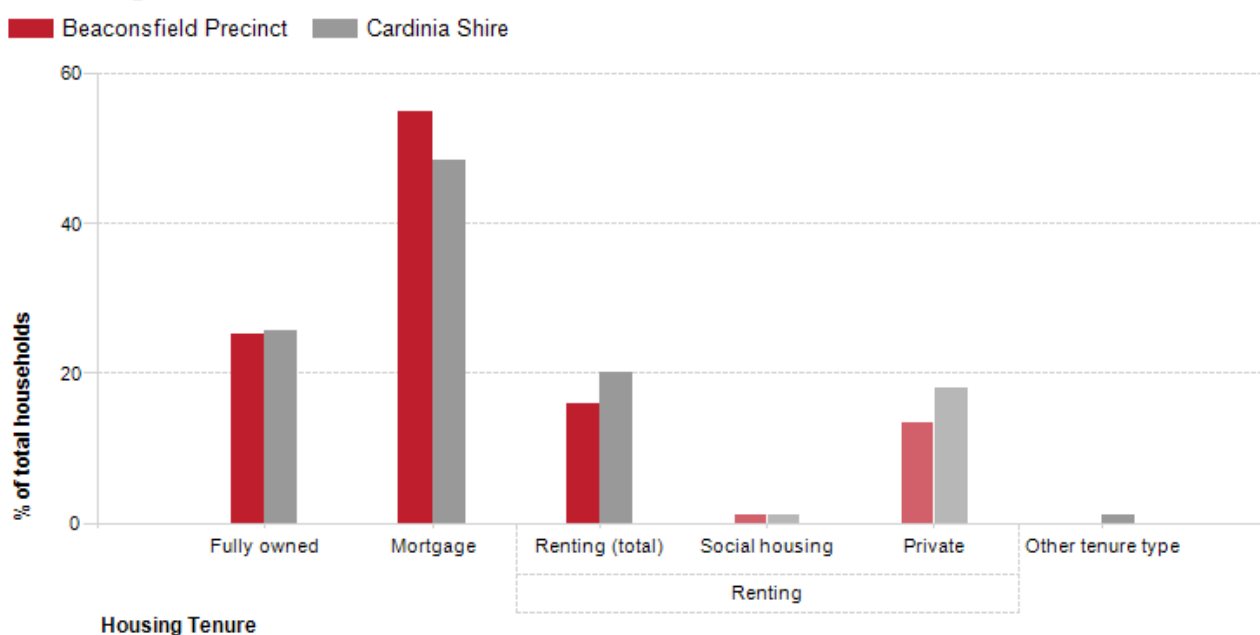
Housing Tenure

At the time of the 2011 Census, one quarter of dwellings in Beaconsfield were fully owned, 55% of dwellings were being purchased (mortgage) and 16% of all dwellings were being rented, as shown in Figure 4. The proportion of dwellings being purchased was higher than the proportion of this form of housing tenure across Cardinia Shire (48.4%). 1.4% of all dwellings in Beaconsfield were social housing dwellings, which is in line with the overall proportion of these properties across the Shire (1.3%). However, low-cost rental and owner-occupier accommodation was also available through the Blue Gum Residential Park and not considered within the social housing data.

In 2011, a total of 11.2% of all dwellings in Beaconsfield were medium density flat/unit/apartment accommodation, which, as would be expected in an urban area, was higher than the proportion of this type of housing across the Shire (7.6%).

Figure 4: Housing tenure

Housing tenure, 2011



Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 (Enumerated data)
 Compiled and presented in profile.id by .id, the population experts.



Transport

In 2011, a slightly higher proportion of residents in Beaconsfield travelled to work by bus or train (5.6%) compared with the average proportion for Cardinia Shire (4.6%). This is likely to be due to the convenience of having a train station servicing the town. There was a similar proportion of residents who walk or cycle to work compared with the Shire overall (2% compared with 1.9%). Most households in Beaconsfield have two or more motor vehicles (70.8%).

Employment

In 2011, Beaconsfield had an unemployment rate of 3.9%, slightly lower than overall unemployment rates for Cardinia Shire (4.6%). The primary occupations for residents living in Beaconsfield were tradespersons/technicians (17.4%), clerical and administrative (16.9%) and professionals (14.8%). There was a higher proportion of households in the highest income quartile (29.9%) compared to Cardinia Shire as a whole (20.7%) and Victoria (25%).

Cultural diversity

At the time of the 2011 Census, 17.4% of residents living within Beaconsfield reported that they had been born overseas, with about 7.8% being born in the United Kingdom. Outside of the United Kingdom; the next highest proportion of residents in Beaconsfield born overseas were from New Zealand, the Netherlands, Sri Lanka, South Africa, India and Mauritius.

Social Economic Indexes for an Area (SEIFA)

The index of relative socio-economic disadvantage is an aggregate measure of general disadvantage derived from 2011 Census data variables including: low income, low educational attainment, unemployment, and dwellings without motor vehicles. The index is a continuum with 1000 as the average score. Values below 1000 indicate areas of relative socio-economic disadvantage while values above 1000 indicate areas of relative socio-economic advantage.

In 2011, the overall Socio-Economic Indexes for Area (SEIFA) index of relative socio-economic disadvantage score for Cardinia Shire was 1024.3. Beaconsfield produced a score of 1075.9. The lowest score in the structure plan area was obtained for the area south of the Princes Highway (959). The area of greatest advantage was in the north-eastern part of the structure plan area (1114). These results would indicate that the structure plan area is relatively socio-economically advantaged compared with many other areas of the municipality.

Data notes

Demographic characteristics of the structure plan area are derived from the ABS Census of Population and Housing, population forecasting data and internal Council data sources. Current population, age structure and housing data has been sourced from population forecasting and internal Council data sources. All additional demographic data has been sourced from 2011 Census results. Census data is based upon information from the twelve discrete census collection districts (CCD's) that approximate the Beaconsfield structure plan area.

3.1 Population forecasts

Population forecasts for the Beaconsfield Structure Plan area have been developed for Council by specialist demographic forecasting firm id Consulting.

In 2011, the total population of Beaconsfield structure plan area was estimated at 5,292 people. The area is expected to experience an increase of about 1,000 people to 6,264 by 2021 and 6,695 by 2031. The average annual growth rate over the period 2012-2021 is expected to be 3.5% per year, then decreasing to 0.7% per year over the period 2022-2031.

The number of households is forecast to increase from 1,719 in 2011 to 2,166 by 2021, and 2,413 by 2031. The average number of persons per household will fall from 2.99 in 2011 to 2.89 by 2021, and 2.77 by 2031.

The age structure of Beaconsfield is forecast to change over the next 20 years with considerable increases in the number of residents who will be in the 15-24 and 50-79 age group categories, as shown in Table 3 and Figure 5. Over the period 2022-2031, it is forecast there will be a significant increase in the proportion of the population aged over 60 years.

In summary, in the future, the investigation area is likely to experience the following changes:

- More people as the population steadily increases over time;
- A steady increase in dwelling numbers; and
- Smaller household sizes on average as household size decreases slightly over time.
- An older population age structure

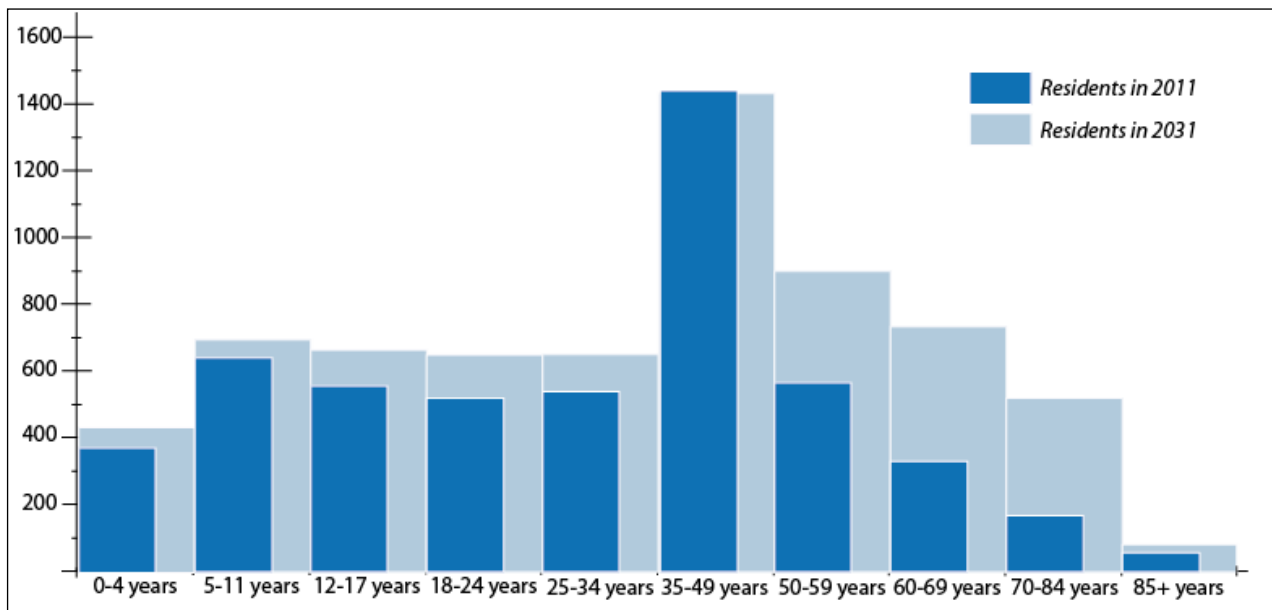
Table 3: Forecast population and age structure

Age Structure	2006	2011	2016	2021	2026	2031
0 to 4 years	424	372	397	413	417	421
5 to 11 years	609	656	677	695	688	690
12 to 17 years	478	544	644	680	680	676
18 to 24 years	414	506	554	643	668	668
25 to 34 years	635	534	613	633	646	668
35 to 49 years	1256	1432	1444	1436	1420	1413
50 to 59 years	445	568	730	882	913	893
60 to 69 years	216	332	435	519	628	729
70 to 84 years	138	180	247	339	424	504

Age Structure	2006	2011	2016	2021	2026	2031
85 and over years	20	24	23	24	28	32
Total	4635	5148	5765	6264	6513	6695

Source: ID Consulting, 2012

Figure 5: Forecast age structure



Source: ID Consulting, 2012

3.2 State Policy Context

Plan Melbourne

'Plan Melbourne' has been developed by the Victorian State Government to replace 'Melbourne 2030 – Planning for Sustainable Growth'. Plan Melbourne will guide Melbourne's housing, commercial and industrial development through to 2050. The Plan seeks to integrate long-term land use, infrastructure and transport planning to meet the population, housing and employment needs of the future. Plan Melbourne outlines the vision for Melbourne as: *Melbourne will be a global city of opportunity and choice*. It states that this will be achieved by:

- Protecting the suburbs
- Developing in defined areas near services and infrastructure
- Creating a clearer and simpler planning system with improved decision making
- Rebalancing growth between Melbourne and regional Victoria, and
- Identifying an investment and infrastructure pipeline.

Plan Melbourne sets out seven key outcomes and objectives around which the strategies of Plan Melbourne are based. These are:

- Delivering jobs and investment – creating a city structure that drives productivity, supports investment through certainty and creates more jobs.
- Housing choice and affordability – provide a diversity of housing in defined locations that cater for different households and are close to jobs and services.
- A more connected Melbourne – Provide an integrated transport system connecting people to jobs and services and goods to market.
- Liveable communities and neighbourhoods – Create healthy and active neighbourhoods and maintain Melbourne's identity as one of the world's most liveable cities.

- Environment and water – protect our natural assets and better plan our water, energy and waste management systems to create a sustainable city.
- A state of cities – maximise the growth potential of Victoria by delivering a state of cities which delivers choice, opportunity and global competitiveness.
- Implementation: delivering better governance – Achieve clear results through better
- governance, planning, regulation, and funding mechanisms.

The Casey Cardinia Growth Area Framework Plan (2006)

The Casey-Cardinia Growth Area is located south-east of metropolitan Melbourne and includes land within the City of Casey and the Shire of Cardinia, within the urban growth boundary (UGB) as shown in Map 4. Cardinia's urban growth area generally extends from Cardinia Creek to Mount Ararat Road between the transmission line easements north and south of the Princes Highway and Princes Freeway respectively. The Casey Cardinia Growth Area Framework Plan (2006) as shown in Map 4 is a framework plan that sets long terms strategic planning directions to guide the creation of more sustainable communities.

The key elements of the Framework Plan in relation to Beaconsfield include:

- 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 Greenhill's Road connection, Beaconsfield Emerald Road, O'Sheas Road connection, Officer South Road, Cardinia Road, Pakenham Road, McGregor Road and Kooweerup 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.

The Melbourne South East Growth Corridor Plan (Draft 2011)

The Melbourne South East Growth Corridor Plan includes all land located within the urban growth boundary (UGB) south-east of metropolitan Melbourne. The purpose of the plan is to improve the regions self- sufficiency, sustainability and distinctiveness by facilitating:

- Employment and investment which is well connected by appropriate transport links (road and public transport).
- Active and passive recreation areas to address the open space needs of the region.
- The protection of significant biodiversity values associated with major creek lines.
- A high level of control over the quality and quantity of surface water discharged to Westernport.
- The development of residential estates and towns that provide a mix of jobs, services and housing types/densities.
- Specialist community, health and education services and facilities

Reformed Zones

The State Government has reformed a number of the zones in the State Planning Policy Framework. Cardinia Shire Council is required to adopt these reformed zones and update the Cardinia Planning Scheme as appropriate. The Beaconsfield Structure Plan will help inform the roll out of these new zones in Beaconsfield. Map 30 in Appendix 13.6 outlines Council's preferred future zoning for the study area, including the roll out of the new zones.

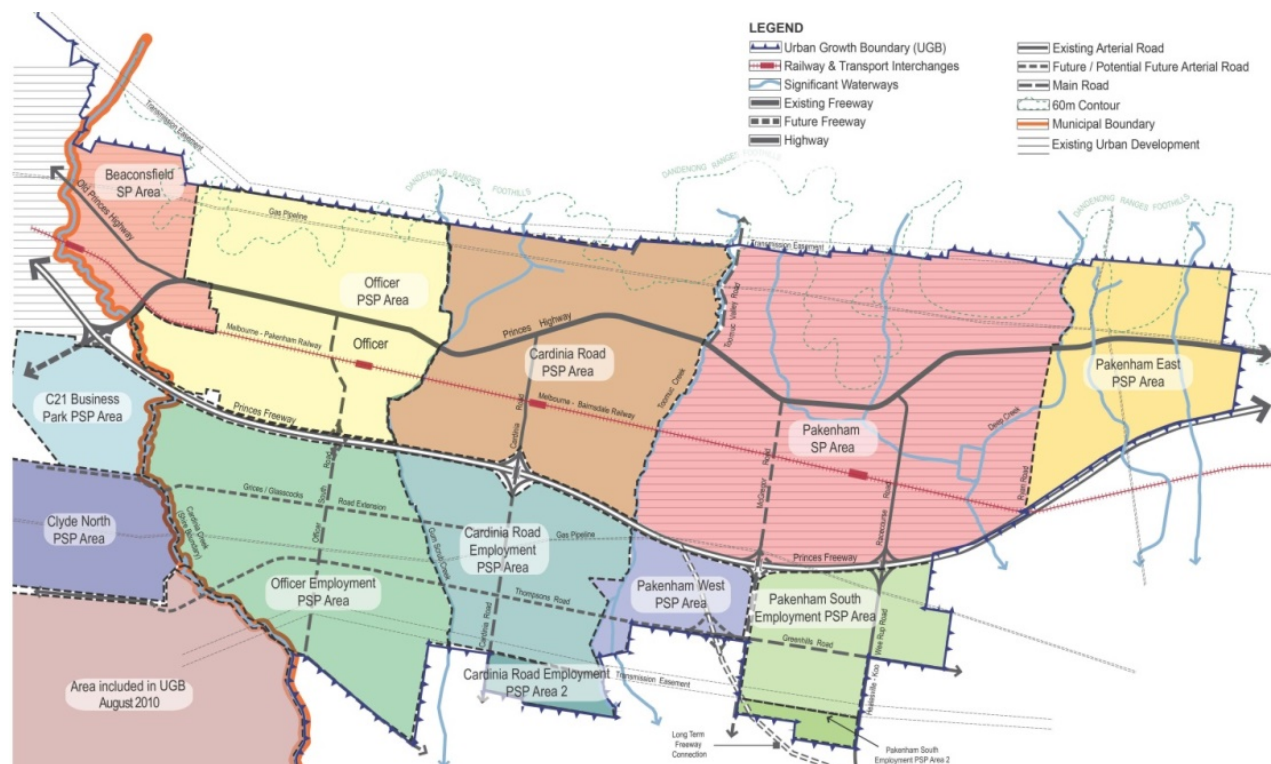
Local Policy Context

A number of key strategies and policies underpin and direct the planning work that Council undertakes. The following strategies and policies are relevant to the Beaconsfield Structure Plan, including:

- Council Plan 2013 - 2017
- Cardinia Planning Scheme - MSS, Local Policies, Zones and Overlays
- Cardinia Open Space Strategy 2003
- Economic Profile 2009 and so forth

Please refer to Appendix 13.1 for a full listing of documents utilised as a reference. If you would like a copy of any of these documents please contact Council on 1300 787 624

Map 4: Cardinia Growth Area Precinct Plan



Source: Cardinia Shire Council

4. HOUSING

4.1 Snapshot of housing

Residential development in Beaconsfield generally extends to the north and south of the town centre, along Princes Highway as shown on Map 29 in Appendix 12.5. The township includes housing from the early twentieth century through to contemporary architectural designs, on allotments predominately containing single storey detached brick veneer dwellings with tile or colourbond roofing, set well back from the street, on lots ranging in size from 399 square metres to greater than 1,500 square metres, as shown in Table 4. Presently, 1852 residential lots exist in Beaconsfield of which 1,719 contain dwellings.

Table 4: Residential lot sizes (square metres)

Lot size	Number of lots
0-399	188
400-649	310
650-999	726
1,000-1,499	476
Greater than 1,500	152

Source: Cardinia Shire Council

A feature of Beaconsfield is the location of higher density residential lots in a core area of the town bounded by the Princes Highway, Beaconsfield Avenue and Woods Street (forms a triangle), as shown in Map 5. More conventional standard density suburban lots with detached dwellings are found to the north of Princes Highway, where many retain a suburban character of 'large rear yards with outbuildings'. Glismann Road, Desmond Court and to the south of Kenilworth Avenue low density residential lots of a highly dispersed spatial pattern exist. Beaconsfield demonstrates a patchwork of lot sizes and clusters of residential development in Beaconsfield, which has significantly contributed towards the character of the town.

4.2 Township Character

Township Character is essentially the combination and interaction of the public and private realms. Every property, public place or piece of infrastructure makes a contribution, whether great or small and it is the cumulative impact of all these contributions that establishes township character. It is important that any future residential development or subdivision in Beaconsfield occurs in a controlled manner that takes into account the existing or preferred town character, amenity and environmental features of the area, without placing additional impact on, or altering the preferred environment, landscape setting and character of the town. Most of the estates in Beaconsfield have circuitous street networks typical of the residential development model of the late 90s and early 2000s. Residential development has evolved over time, on the north side of the Princes Highway, from west to east. The residential densities are low ranging from approximately 10 dwellings per hectare around Fieldstone Boulevard to eight (8) dwellings per hectare for O'Neil Road. These fall by an order of magnitude to an extremely low one (1) dwelling per hectare. Presently, no style guide for existing or future residential areas exists to provide clarification on the key preferred character outcomes for residential areas in Beaconsfield.

4.3 Household type

There is a significant concentration of separate houses in Beaconsfield, which is consistent with a greater degree of similarity in residential land uses. The predominant housing market role of Beaconsfield is providing opportunities for families which is supported by the strong concentration of separate houses and the lower number of one parent families, couples without children and lone person households. Forecasts (by id Consulting) indicate that the population of the area is likely to grow over time and that there is a need to accommodate future residents within the area, with a variety of housing

types given the life cycle of households. The predominant housing market in Beaconsfield is presently large single storey detached dwellings that accommodates families with children. Beaconsfield's portion in providing a variety of housing types to accommodate lone person households, one parent families, couples without children and aged care is under provided.

4.4 Residential Zones

There are three (3) residential zones in Beaconsfield, being Residential 1 Zone, Low Density Residential and Rural Living Zone. Most remaining vacant lots are scattered in and among these existing residential areas. The current Planning Scheme controls allow Cardinia Shire Council to consider a planning permit application for the subdivision of land in each zone. The subdivision of land in Beaconsfield is constrained by topography, consideration of urban character, environmental sensitivities and availability of reticulated services (sewerage). The current subdivision regulations for each zone are shown in Table 5.

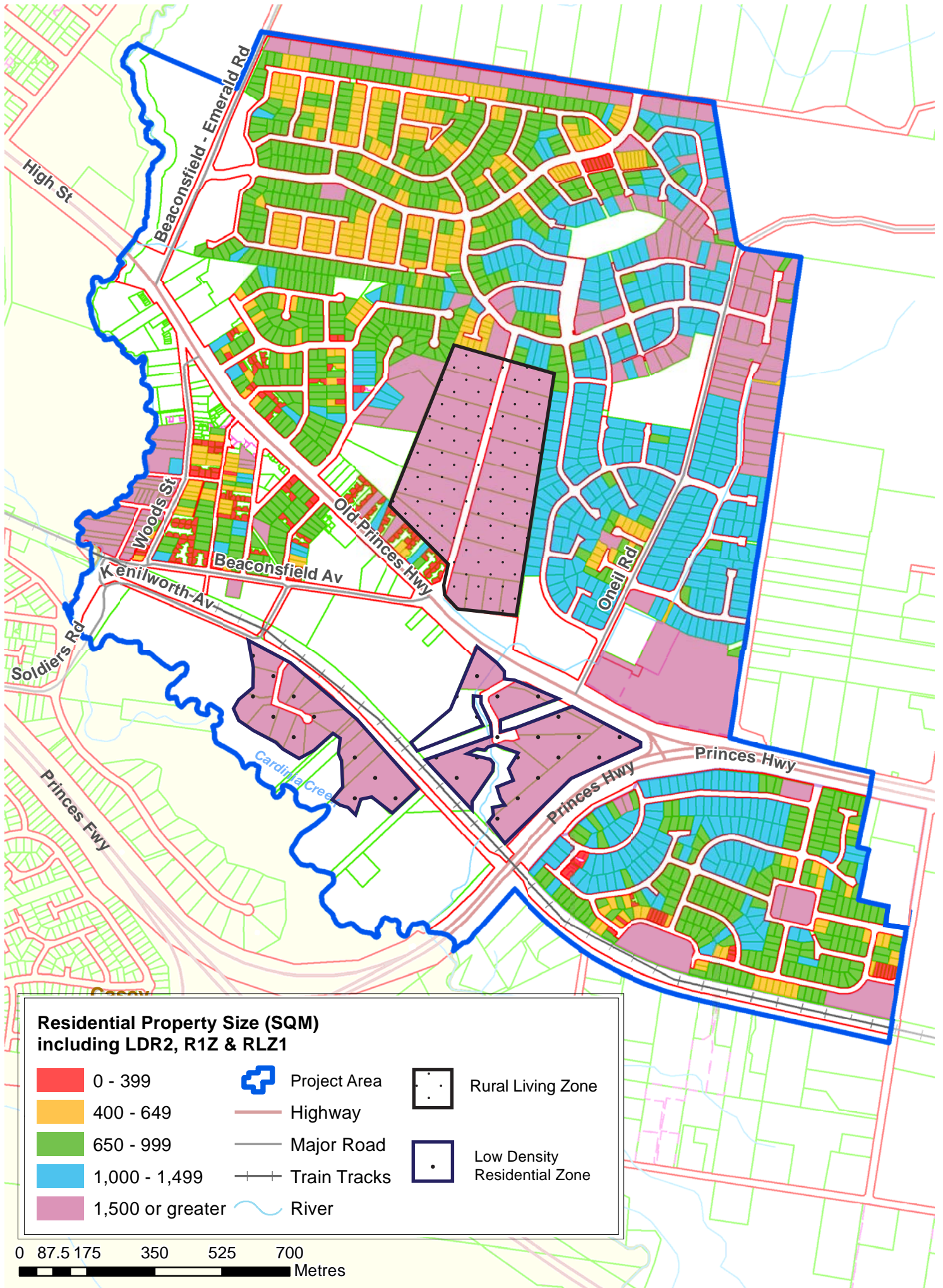
Table 5: Present subdivision controls

Zones	Minimum lot size
Residential (Schedule 1)	300 square metres (building envelopes required)
Low Density Residential	4000 square metres
Rural Living	8 hectares

Source: Cardinia Shire Planning Scheme

The Rural Living Zone is a planning control that is considered an anomaly in an urban growth area. Council supports the progressive subdivision and development of land known as Rural Living to urban type residential development. The type of residential development in this zone will be investigated as part of a development plan (master plan).

New residential zones have been developed for Victoria and are proposed to be implemented by July 2014. The Beaconsfield Structure Plan will form the basis of Council's recommendation for the roll out of these zones throughout the study area. Map 30 in Appendix 13.6 outlines Council's preferred future zoning for the study area, including the roll out of the new residential zones.



Map 5: Lot Sizes



5. RETAIL AND COMMERCIAL DEVELOPMENT

5.1 Snapshot of the town centre

The town centre has a broad base of retail and commercial facilities. Its major attractions include two (2) supermarkets, two (2) secondary colleges, a primary school, childcare centre and a community centre. A variety of cafes, restaurants, retail services and medical services has grown in recent years contributing to a 'boutique' village character.

Beaconsfield is an important employment centre which has grown substantially over the past ten (10) years. The Beaconsfield Township Strategy, endorsed by Cardinia Shire in June 2001, described the town centre as comprising of 63 businesses and employing more than 300 people. More than 1,000 people worked in the township at the 2006 Census and at the 2011 census just under 1,300 people worked in Beaconsfield.

Land around the existing Central Hotel has been the focus for commercial development in the last ten (10) years. ALDI opened its 1,290 square metre store in mid-2003, coinciding with the development of a 'court' of specialty shops on adjoining land. In recent years, the retail core has been extended to include:

- ten (10) shops at 2 Beaconsfield–Emerald Road;
- a 3,181 sqm Woolworths supermarket and three (3) adjoining specialty shops completed in August 2009; and
- seven (7) shops on Princes Highway, known as Beaconsfield Hub, completed in 2009.

A large number of planning permit applications for 'food and drink premises' in recent years have been approved. This trend in collaboration with present land uses indicates that Beaconsfield is becoming increasingly popular as a street-based restaurant and café destination.

At the south eastern end of the town centre, approximately 15 hectares of land between Princes Highway and the Beaconsfield Railway Station is zoned Industrial 1. Within this area St Francis Xavier College, SP Ausnet depot, a large hardware and building supplies outlet and small industrial units used for automotive repair type uses exist. Retail and commercial uses have gradually encroached along the highway towards the Industrial Zone.

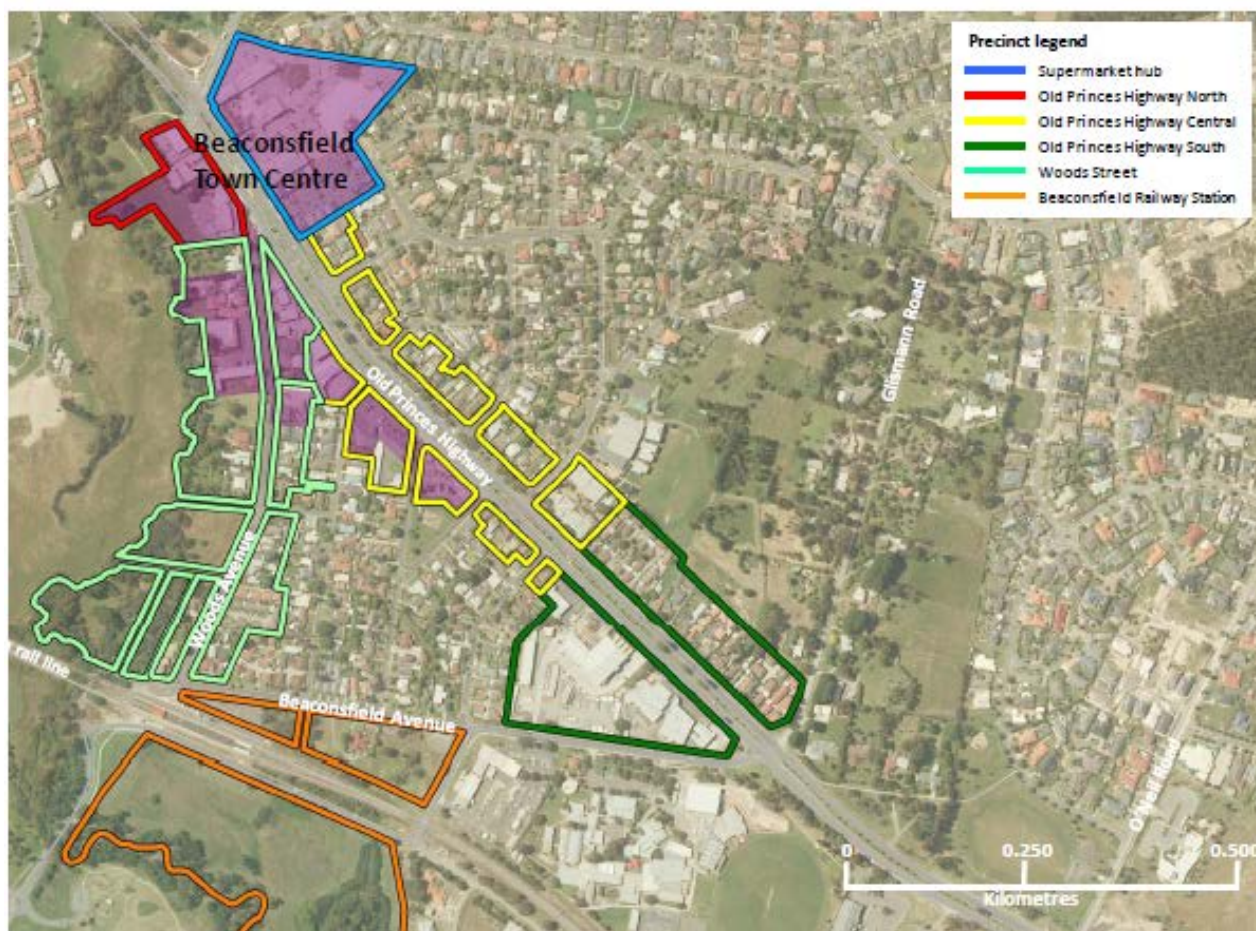
The other important commercial area in Beaconsfield extends south along Woods Street from Princes Highway. This is a mixed-use area with a range of heritage and contemporary building styles accommodating a variety of employment uses (offices, small business, medical and retail). Woods Street provides a direct link to Beaconsfield Railway Station, 600 metres south of its intersection with Princes Highway.

Overall, the retail and commercial core has grown significantly in recent years and the retail and business mix has widened. Although classified as a Neighbourhood Activity Centre, the broad range of functions in the town centre would suggest characteristics of a higher order centre. Notwithstanding, Beaconsfield appears to operate as a 'boutique' centre, playing an important secondary role to the larger neighbouring townships and centres of Berwick and Pakenham.

5.2 Town centre precincts

The town centre can be divided into five (5) precincts, as shown in Map 6 which presents different functional areas, building styles and retail and commercial characteristics. A summary of the activity of each precinct can be found in Appendix 13.2.

Map 6: Town centre precincts



Source: Deep End Services

5.3 Existing Floor space

A land use and floor space survey of the Beaconsfield town centre has shown:

Retail:

- The Beaconsfield Town Centre contains 79 retail tenancies with 16,065 sqm of retail floor space. The two supermarkets (Woolworths and ALDI) have 4,471 sqm or 28% of all floor space.
- There are six (6) specialty food shops (829 sqm) which is a moderate provision for a centre of this size with two (2) supermarkets.
- There are nine (9) take-away food premises and 14 cafes and restaurants. These tenancies make up almost one third of the small shop tenants and their floor space.
- Personal services, particularly hairdressers and beauty salons (ten premises) are also well represented and in much higher proportions than typically found in neighbourhood centres.
- 53% of the retail floor space is within the Supermarket Hub precinct.
- Due to the presence of two (2) large tenancies (Woolworths and Aldi), the Supermarket Hub contains only 29 of the 79 retail tenancies, or 37%.
- Princes Highway North and Princes Highway Central are well represented with retail tenancies although food, groceries, catering and takeaway liquor is dominant in the 'North' precinct with non-food more prominent in the 'Central' precinct.
- Retail services are well represented in the four main precincts.
- There was only one identified retail vacancy at the time of our survey, indicating a relatively vibrant centre and high demand for shops and tenancies of varying types in the centre.

Offices

- There are 46 office tenancies/uses in the Beaconsfield town centre. Some of these occupying retail establishments and when combined with total retail tenancies, office uses comprise more than 35% of all tenancies in the town centre.
- Almost half of all office uses are located in the Princes Highway Central precinct.
- There are 15 medical practices or health professional premises in the town centre making Beaconsfield a prominent destination for these services. Both the Princes Highway Central and Woods Street precincts have seven (7) establishments each.
- The 23 other office tenancies ranging from finance and accounting services to a high number in building, conveyancing, engineering, drafting or other services or occupiers related to the property and construction industry.
- There are only three banks or financial services tenants, comprising the smaller regional banks of Bendigo Bank, Bank of Qld and RAMS.

Leisure/Recreation

- Uses in this category within the Beaconsfield town centre include a hotel, motel, two gymnasiums and a dance studio.
- Other community services, such as playing fields and a large community centre are situated beyond the town centre precincts.

Industrial

- The total area of the triangular industrial zoned land between Beaconsfield Avenue and Princes Highway is approximately 3.4 hectares.
- The 1.5 hectare Home Hardware site (timber and trade supplies and hardware store) occupies the largest industrial tenancy with a 2,200 sqm building.
- To the south of the Home Hardware is a variety of office/warehouse and industrial buildings which accommodate various automotive services and other light industrial and service business uses.

Please refer to Table 6 and Appendix 13.3 for a breakdown of the tenants in the town centre.

Table 6: Retail and commercial tenants in town centre precincts

Category	Beaconsfield Town Centre Precincts					Total
	Supermarket hub	Old Princes Hwy North	Old Princes Hwy Central	Old Princes Hwy South	Woods Street	
Food & Groceries						
Supermarkets	2	-	-	-	-	2
Specialty food	4	2	-	-	-	6
Liquor	1	1	-	-	-	2
Total food & liquor	7	3	0	0	0	10
Catering						
Takeaway food	5	4	-	-	-	9
Cafe/Restaurant	4	4	4	-	2	14
Total catering	9	8	4	0	2	23
Total food, liquor & catering	16	11	4	0	2	33
Non Food						
Apparel	2	-	1	-	1	4
Newsagent	1	1	-	-	-	2
Other leisure ⁽¹⁾	1	1	2	-	-	4
Pharmacy	1	-	-	-	-	1
Homewares	2	1	1	-	-	4
Other general ⁽²⁾	2	-	5	3	1	11
Total Non Food	9	3	9	3	2	26
Retail Services						
Hair/Beauty	2	3	2	-	3	10
Retail Service - other ⁽³⁾	2	1	2	-	4	9
Vacant	-	-	1	-	-	1
Total Retail Services	4	4	5	0	7	20
Total Retail⁽⁴⁾	29	18	18	3	11	79
Offices						
Banks/Financial Services	2	-	1	-	-	3
Australia Post	1	-	-	-	-	1
Real Estate	1	2	1	-	-	4
Medical/Health	1	-	7	-	7	15
Office - other ⁽⁵⁾	1	1	12	2	7	23
Total Offices	6	3	21	2	14	46
Leisure/Recreation						
Motel (accommodation)	-	-	1	-	-	1
Gym	-	-	1	-	1	2
Dance Studio	-	-	1	-	-	1
Hotel	1	-	-	-	-	1
Total Leisure/Recreation	1	0	3	0	1	5

⁽¹⁾ Includes sale of recreational goods i.e. bicycles, sporting goods, pool supplies

⁽²⁾ Includes sale of homewares, furniture, home entertainment

⁽³⁾ Includes services such as video rental, massage and laundrette

⁽⁴⁾ Excludes hardware & garden supplies outlets

⁽⁵⁾ Includes professional services such as accounting, engineering and drafting

Beaconsfield Town Centre Precincts						
Category	Supermarket hub	Old Princes Hwy North	Old Princes Hwy Central	Old Princes Hwy South	Woods Street	Total
Food & Groceries						
Supermarkets	4,471	-	-	-	-	4,471
Specialty food	631	198	-	-	-	829
Liquor	250	335	-	-	-	585
Total food & liquor	5,352	533	0	0	0	5,885
Catering						
Takeaway food	585	493	-	-	-	1,078
Cafe/Restaurant	433	467	1,243	-	384	2,528
Total catering	1,018	960	1,243	0	384	3,606
Total food, liquor & catering	6,370	1,493	1,243	0	384	9,490
Non Food						
Apparel	735	-	276	-	100	1,111
Newsagent	115	327	-	-	-	442
Other leisure ⁽¹⁾	92	76	357	-	-	525
Pharmacy	225	-	-	-	-	225
Homewares	187	87	125	-	-	399
Other general ⁽²⁾	243	-	937	440	130	1,750
Total Non Food	1,597	490	1,694	440	230	4,451
Retail Services						
Hair/Beauty	215	271	254	-	177	917
Retail Service - other ⁽³⁾	327	76	200	-	486	1,089
Vacant	-	-	118	-	-	118
Total Retail Services	542	347	572	0	663	2,124
Total Retail⁽⁴⁾	8,509	2,330	3,509	440	1,277	16,065
Offices						
Banks/Financial Services	229	-	137	-	-	366
Australia Post	124	-	-	-	-	124
Real Estate	156	144	138	-	-	438
Medical/Health	375	-	669	-	845	1,889
Office - other ⁽⁵⁾	148	73	1,253	2,840	808	5,122
Total Offices	1,032	217	2,197	2,840	1,653	7,939
Leisure/Recreation						
Motel (accommodation)	-	-	566	-	-	566
Gym	-	-	156	-	205	361
Dance Studio	-	-	95	-	-	95
Hotel	801	-	-	-	-	801
Total Leisure/Recreation	801	0	817	0	205	1,823

⁽¹⁾ Includes sale of recreational goods i.e. bicycles, sporting goods, pool supplies

⁽²⁾ Includes sale of homewares, furniture, home entertainment

⁽³⁾ Includes services such as video rental, massage and laundrette

⁽⁴⁾ Excludes hardware & garden supplies outlets

⁽⁵⁾ Includes professional services such as accounting, engineering and drafting

Source: Deep End Services

5.4 Tenant opportunities

There is limited commercial development around the railway station which has a residential interface along Beaconsfield Avenue, other than a dental surgery situated in a dwelling on the corner of Woods Street and Beaconsfield Avenue.

It is noted that whilst banks and financial services have a thin presence in Beaconsfield, all four major banks (ANZ, Commonwealth, NAB and Westpac) are located in the larger Berwick and Pakenham townships. This may potentially represent an opportunity for an additional branch in Beaconsfield; however there is a tendency for major banks to be slow in the opening of new branches in outer growth areas.

The centre has a low provision of women's and youth fashion, children's wear, footwear, jewellery and accessories floor space, however these discretionary or specialist categories require strong pedestrian traffic flows, good retail amenity and good adjacencies (i.e. complementary tenants). They are generally not inclined towards main road based centres in outer areas

5.5 Existing issues

Although the five separate precincts are now linked by way of integrated parking and internal circulation aisles/roads, conflicts are beginning to emerge as the centre becomes fully leased and busier in peak periods. The problems appear to stem from:

- A fragmented pattern of development and poor functionality due to the varying orientation of retail developments.
- Poorly defined pedestrian pathways which create uncertainty for pedestrian movements
- The arrangement of access points, circulation aisles and poor parking layouts which create poor sightlines and tight turning movements at 'pinch points' in the car park.

Notwithstanding the overall layout problems, the strong demand for shops in Beaconsfield is underlined by the high occupancy rates of the 27 small retail tenancies in this precinct.

5.6 Existing customer distribution

- Based on a number plate survey, 22% of customers originate from Beaconsfield (postcode 3807), 30% from Berwick (3806), 8% from Upper Beaconsfield (3808), 3% from Officer (3909) and 7% from Pakenham (3810).
- The residual customers (30%) originating from outside the 5 nearest postcodes indicate that Beaconsfield is attracting shoppers/customers from a relatively wide region. This large proportion could be attributed to a range of factors including:
 - Beaconsfield's location at the junction of two major roads where the residents of the lower Dandenong Ranges and rural areas to the east may find it more convenient and accessible, relative to other centres.
 - The range of medical, office and personal services available which could attract customers from further distances.
 - Its relative convenience for workers in the area or others passing through (who live outside the catchment) who use the centre for food or other convenience purchases.
 - Proximity to two major secondary schools whose students would be drawn from a wide region and where school drop offs may be combined with local shopping.
- A relatively high percentage (30%) of customers originate from the postcode of Berwick however it is assumed most would reside in the area between Berwick and the Beaconsfield town centre.

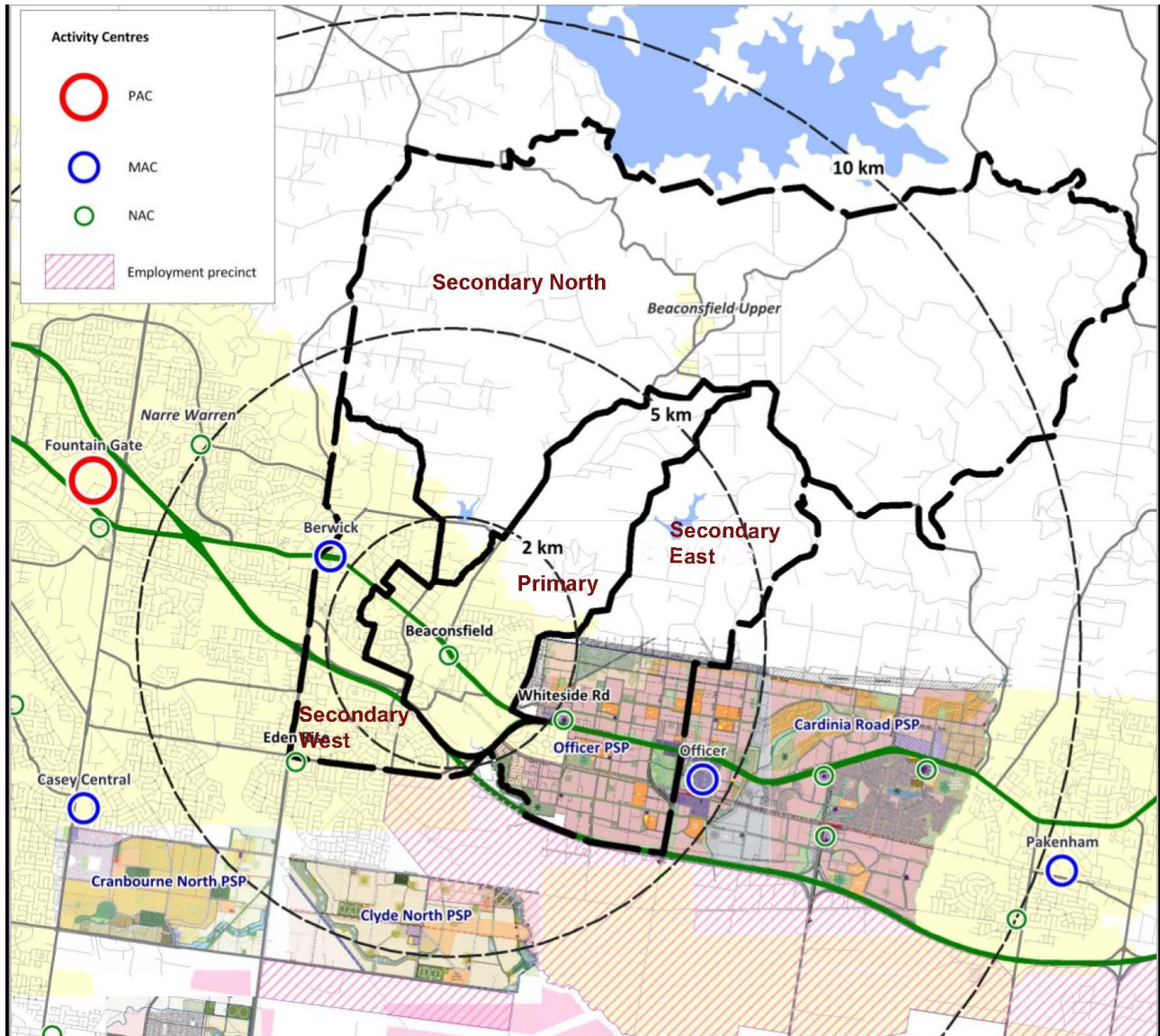
5.7 Existing catchment

The Beaconsfield town centres catchment is illustrated on Map 7. It comprises a primary trade area of the town centre and three (3) secondary sectors.

- The Primary sector extends to urban areas approximately 1.5 km around the town centre. The Pakenham By-pass forms a clear barrier to the south.

- The Secondary north sectors extends up to 10km north and incorporates Upper Beaconsfield and surrounding rural areas which mostly falls within a 10 minute drive.
- The Secondary East sector contains the future Whiteside Road Neighbourhood Activity Centre and approximately 60% of the Officer Precinct Structure Plan area, between Whiteside Road and Cardinia Road.
- The Secondary west sector contains the eastern part of Berwick, extending approximately 2.5 kilometres from Beaconsfield.
- The catchment demographics consist of larger than average household sizes and a younger family orientated population.

Map 7: Town centre catchment



Source: Deep End Services

5.8 Competing centres

Existing and future (competing) centres relevant to the Beaconsfield catchment include Berwick, Eden Rise Shopping Centre, Upper Beaconsfield and future activity centres at Whiteside Road and Officer town centre east of Station Street, as part of the Officer Precinct Structure Plan.

Berwick

The City of Casey's Berwick Village Structure Plan (September 2011) indicates that the centre currently has 24,800 sqm of retail floor space and 13,000 sqm of commercial office space. In floor space terms it is about 50% larger than Beaconsfield.

The Berwick Village Structure Plan sets out a framework for development and enhancement of the Berwick Village Activity Centre over the next 20 years. Five strategic sites have been identified for future retail development as part of this plan, three of which are expected to redevelop within the next five years.

Eden Rise Shopping Centre

Eden Rise shopping centre is a neighbourhood centre which opened in November 2005. Located on the corner of two (2) key arterial roads through the City of Casey, it has traded strongly since opening and was expanded to 11,500 sqm in 2010, incorporating an enlarged Coles of more than 6,500 sqm, a new Aldi store and more specialty shops. Beaconsfield and Eden Rise operate from distinct primary catchments separated by the Princes Highway.

Upper Beaconsfield

A small licensed Foodworks supermarket, a hardware store and ten (10) other local retail and service businesses are grouped around the intersection of Beaconsfield-Emerald Road, St Georges Road and Salisbury Road.

Officer Precinct Structure Plan (PSP)

Two (2) significant developments, with implications for Beaconsfield town centre, are anticipated within the Officer Precinct Structure Plan area during the next 10 years, being:

- Whiteside Road Neighbourhood Activity Centre, 2 km east of Beaconsfield on the north-west corner of Whiteside Road and the Princes Highway. The centre is likely to contain between 7,000 sqm and 10,000 sqm of retail and commercial floor space, including a 3,500 sqm supermarket and 1,500 sqm supermarket. It is assumed that up to 7,000 sqm of retail floor space including the larger supermarket will be developed within five years (by 2016) with the balance to be completed by 2021.
- The Officer PSP and Cardinia Road Employment PSP will house about 60,000 people over the next 20 years. Planning for the Precinct Structure Plans has identified a Major Activity Centre (MAC) at Officer, east of Station Street generally between the Princes Highway and the Officer Railway Station. The future MAC is planned for 30,000 square metres of retail floor space and up to 50,000 square metres of peripheral commercial and office space. The planned major elements are two (2) discount department stores (6,500 square metres each), two (2) supermarkets (3,500 square metres each) and a small 1,500 square metre supermarket. It is anticipated that 15,000 square metres of retail floor space could be developed within five (5) years (including a discount and department store and supermarket), with the balance in ten (10) years.

6. COMMUNITY INFRASTRUCTURE AND SERVICES

6.1 Overview

Beaconsfield is serviced by a broad range of community infrastructure and services. While many services are provided by Cardinia Shire Council and the State Government, there are also a large number of services offered by private providers and community organisations. The services and facilities presently available in Beaconsfield are shown in Table 7 and Map 8

Table 7: Community infrastructure and services

Service type	Community services
Early Year Services	<ul style="list-style-type: none"> • Maternal and Child Health at the Beaconsfield Community Complex • Beaconsfield Kindergarten • Beaconsfield Children Hub (private) • Beaconhill Drive Children Centre (private) • Beaconsfield Neighbourhood Centre runs a kindergarten, playgroup and toy library • Stella Street Childcare and Early Learning Centre (private)
Education	<ul style="list-style-type: none"> • Beaconsfield Primary School • The out of school hours and vacation program delivered at Beaconsfield Primary School for primary school aged children • St Francis Xavier College (Beaconsfield Campus) • Beaconsfield Neighbourhood Centre operate a number of adult classes
Health services	<ul style="list-style-type: none"> • Mecwacare provides home and community care services to eligible senior residents across Cardinia Shire. • Southern Health (hospitals and community care services)
Private allied health and complementary therapy services.	<ul style="list-style-type: none"> • The Medical Clinic (Beaconsfield Practice) • A Whiter Smiley – dental services • Beaconsfield Chiropractic Clinic - chiropractic and spinal care • Beaconsfield Counselling Service - counselling and psychological assessments • Beaconsfield Dental Clinic – dental services • Beaconsfield Pharmacy - pharmacy and naturopathy services • Beaconsfield Podiatry - general foot care, sports podiatry and rehabilitation services • Beaconsfield Physiotherapy Clinic – physiotherapy • Chiro & More – chiropractic services • Conscious Connection Therapies –massages, reflexology and reiki therapy • Denture Clinic – denture • Eastern Region Mental Health Association – mental health services • Get Massaged – massages and beauty therapy • Inspire Physiotherapy for Women – physiotherapy • Kellie-Anne Remedial Therapies - remedial, sports, relaxation and therapeutic massage, acupuncture • Living Health Naturopathic Centre – naturopathy • Pure Beauty Medi Spa – massage and spa treatments • Sea Change Natural Health – massage therapy, naturopathy, reflexology and reiki therapy
Youth Services	<ul style="list-style-type: none"> • Council's mobile youth bus (MYBus) • The Council Youth Services team also deliver a range of school-based programs, after-school programs, school holiday programs, youth committees and a youth leadership program. • A youth committee called Electric Productions plan and deliver a range of local band events, dance parties and community festivals across Cardinia Shire each year. At least one event each year is generally held in Beaconsfield.

Service type	Community services
Youth Groups	<ul style="list-style-type: none"> • Beaconsfield Baptist Church runs fortnightly activity programs and small groups for young people, young adults, interest groups for adults • The Berwick Squadron of the Australia Air League • Scouts/Guides. Beaconsfield 1st Scouts Group operates at Beaconsfield Primary School. The group runs a cub pack program for children aged 8-10 years and a scout troop program for young people aged 10-14 years. There is no girl guides group located in Beaconsfield. Girl guide programs are run in both Berwick and Pakenham
Seniors	<ul style="list-style-type: none"> • Beaconsfield Neighbourhood Centre operates a number of courses and sessions aimed at providing social, recreational and personal development opportunities for seniors. • The Council on the Ageing Victoria runs an 'Older Men: New Ideas' discussion group at the Beaconsfield Community Complex • Beaconsfield Baptist Church offers a social group for seniors entitled 'Evergreen'.
Service Groups	<ul style="list-style-type: none"> • Beaconsfield Combined Probus Club meets regularly at the Beaconsfield Community Complex. Probus Clubs cater for the interests of retired or semi-retired professional or business people. • The Lions Club of Berwick meets twice every month at the Central Hotel on the Princes Highway, Beaconsfield. The club is a service organisation that seeks to support and raise money for worthy causes. • Nearby groups that include Beaconsfield residents as members are: • The Berwick-Upper Beaconsfield Red Cross Group is based at the RSL Hall in Langmore Lane in Berwick. The group is a local branch of Red Cross International. • The Safer Communities Group Cardinia is based at the Pakenham Police Complex on the Princes Highway in Pakenham.
Other	<ul style="list-style-type: none"> • A mobile library service operates on Wednesday afternoons at the Beaconsfield Community Complex in O'Neil Road. The nearest permanent library branches are located in Pakenham, Narre Warren and Emerald. • Emergency services (CFA and ambulance)

Source: Cardinia Shire Council

Supplementary information on the community infrastructure and services in Beaconsfield are described below:

6.2 Early Years

Maternal and Child Health

Maternal Child Health Services provide support to parents with children aged from birth to school age. Services include offering information and advice on issues related to child health and development, parenting, maternal health and wellbeing, as well as providing group programs. The centre has the capacity to cater for five sessions or 92.5 enrolments.

Kindergartens

Kindergartens provide early learning programs that serve as a preparatory environment before entering primary school. There are four (4) kindergartens currently operating within Beaconsfield:

- Beaconsfield Kindergarten is a community kindergarten that provides programs at two sites – Woods Street (one room) and O'Neil Road (two rooms). There is an enrolment capacity of 56 places at the Woods Street site and 112 places at the O'Neil Road site (8 sessions in total). The ageing of Beaconsfield's population may mean that fewer kindergarten spaces are needed in the future.
- Beaconsfield Children's Hub in Panorama Estate is a private provider of a registered four-year old kindergarten program (one room).

- Beaconhill Drive Children’s Centre is a private provider of a registered four-year old kindergarten program with an enrolment capacity of 30 places (one room).
- A three year old kindergarten program is run by the Beaconsfield Neighbourhood Centre at the Beaconsfield Community Complex. This program provides eight (8) hours of early learning activities each week.

There are a number of factors that may impact upon the enrolment capacity of registered kindergartens into the future:

- The Federal Government policy has legislated to increase the entitled weekly hours of funded kindergarten. All four-year old children are currently entitled to 10.75 hours per week and this will increase to 15 hours on the 1st January 2014. This will limit the number of daily sessions per kinder room to two.
- There will be a change in kindergarten staff ratios to be introduced by 2016 for licensed kindergartens. This will change the ratio from 1 staff member per 15 children to 1 staff member for 11 children.
- The Victorian Early Childhood Teachers and Assistants Agreement (VECTAA) 2009 currently limit maximum group sizes to 28 children.

Childcare

There are three private childcare providers operating within Beaconsfield. These providers have the capacity to cater for 296 pre-school aged children:

- Stella Street Childcare and Early Learning Centre provides weekday long-day care, occasional care and an early learning program for children aged from 36 months to school age. The centre is registered to provide 30 places.
- Beaconhill Drive Children’s Centre provides weekday long-day care, occasional care and early learning programs for children aged from birth to school age. The centre is registered to provide 140 places.
- Beaconsfield Children’s Hub provides long-day care, occasional care, family day care, and in-home care for children aged from birth to school age. The centre is registered to provide 126 places.

There are also occasional care services offered at Beaconsfield Fitness Centre crèche in Woods Street (21 places) and by the Beaconsfield Neighbourhood Centre on three weekday mornings at the Beaconsfield Community Complex in O’Neil Road (21 places).

6.3 Youth Services

Cardinia Shire Council offers a range of youth services to young people living in Beaconsfield including:

- Council's mobile youth bus (MYBus) is a converted coach for young people aged 12–25 years that visits Beaconsfield on a regular basis. MYBus has been decked out with a range of entertainment relevant to young people. Youth workers provide information regarding local services, programs and events for young people from the bus. The MyBus presently parks outside the Beaconsfield Community Complex.
- A youth committee called Electric Productions plan and deliver a range of local band events, dance parties and community festivals across Cardinia Shire each year. At least one event each year is generally held in Beaconsfield.
- The Council Youth Services team also deliver a range of school-based programs, after-school programs, school holiday programs, youth committees and a youth leadership program.

- A dedicated facility for youth activities has been proposed within the Officer Town Centre as part of the Officer Precinct Structure Plan (gazetted January 2012). This youth activity space is proposed to be developed in 2017-18 and will be accessible to Beaconsfield residents via rail transport.

6.4 Senior facilities and services

There is currently no retirement village or aged care facility operating within Beaconsfield. To the west of Beaconsfield, there are a number of seniors and aged care facilities located in Berwick. These include: Edrington Retirement Village on the Princes Highway, Woodland Park Over 55's Lifestyle Estate on Kangan Drive, Fiddlers Green Retirement Village on Gloucester Avenue and Melville Grange Nursing Home on Melville Park Drive. There is a desire within the community to see a retirement village or aged care facility developed within Beaconsfield to allow community members to age in place.

Various senior services are available as was shown in Table 7.

6.5 Education

Out of school hours (OSHC) and vacation care

Cardinia Shire Council is one of 25 Councils in Victoria providing OSHC. Council's program, which is the largest local government operation in the State provides before and after school, pupil free days and vacation care. A range of passive and active recreation activities are offered during these programs.

The OSHC program is delivered at Beaconsfield Primary School for primary school aged children. Before hours care includes breakfast on weekdays during school terms from 6.30am-9am while after-hours care is offered from the end of school day to 6.30pm. Both permanent and casual places are available to residents

Council also runs a vacation care program at Beaconsfield Primary School for primary school aged children. This program is offered on most weekdays during school holidays and includes a range of excursions, incursions, and in-house activities. 45 places are available in this program for local residents.

Primary Schools

- Beaconsfield Primary School is a co-educational school that teaches students between prep and year six. In 2011 there were 492 student enrolments at the school. A number of new state primary schools have been proposed outside the investigation area as part of the Officer Precinct Structure Plan (gazetted January 2012). One is proposed near Panorama Estate; south of the Princes Highway, east of Brunt Road and west of Timbertop Boulevard South. Another is proposed to be located on Timbertop Boulevard North, north of the Princes Highway and east of Whiteside Road.
- There are no catholic primary schools within Beaconsfield. Both St Michael's Catholic Primary School in Berwick and St Brigid's Catholic Primary School service a regional catchment due to the limited provision of catholic primary schools within the Cardinia Shire growth corridor.

Secondary Schools

- There is no state secondary school located within Beaconsfield. The nearest state secondary school is Berwick Secondary College located west of the Cardinia Creek on Manuka Road and adjacent to Edwin Flack Reserve. A new state secondary school has been proposed outside of Beaconsfield area near Panorama Estate as part of the Officer Precinct Structure Plan. The proposed school would be located south of the Princes Highway, east of Brunt Road and west of Timbertop Boulevard South.
- St Francis Xavier College (Beaconsfield Campus) is a catholic secondary college located on Beaconsfield Avenue, Beaconsfield. This campus currently caters for students aged in Years 10-12. Students in Years 7-9 are now accommodated in recently opened campuses in Berwick (opened in 2003) and Officer (opened in 2012).

- The Edrington Campus of Haileybury College is located just outside of Beaconsfield on the west side of Cardinia Creek. Haileybury College is an independent school affiliated with the Uniting Church with campuses located in Berwick, Brighton East and Keysborough. The Edrington Campus caters for students from Kindergarten to Year 9. While the college caters for both boys and girls, students in years 5 upwards are educated in single-gender classes at separate teaching precincts on the campus.
- There are a range of independent schools located outside the structure plan area that may also cater for residents living within the Beaconsfield structure plan area. These schools include: St Margaret School in Berwick, Berwick Grammar School in Officer, Maranatha Christian School in Officer, Heritage College in Officer, Glenvale School in Officer, Minaret College in Officer

Adult/Tertiary Education

- A range of adult education courses are delivered by the Beaconsfield Neighbourhood Centre which operates from the Beaconsfield Community Complex in O'Neil Road. These include courses related to arts and craft, health and wellbeing, creative arts and information technology.
- There is no tertiary education provider located in Beaconsfield, although Monash University (Berwick Campus) and Chisholm Institute (Berwick Campus) are located to the west in the City of Casey.

6.6 Health & Wellbeing

Community Health Services

Southern Health delivers a broad range of community health services at their centres in the City of Casey and Cardinia Shire. While there is no community health centre located within Beaconsfield, residents are able to access services at their centres on the Princes Highway in Pakenham and on Park Hill Drive in Berwick.

Home and community care

Mecwacare provides home and community care services to eligible senior residents across Cardinia Shire. Based in Main Street in Pakenham, Mecwacare provides quality in home support and care to promote independence and wellbeing for people of all ages and abilities.

Hospitals and medical centres

There is no public or private hospital located in Beaconsfield. Casey Hospital is the nearest public hospital, operated by Southern Health and located in Kangan Drive, Berwick. St John of God Hospital is a private hospital located in Gloucester Avenue, Berwick. Nonetheless, there are various health services in Beaconsfield as was shown in Table 7. Although there is a medical centre located within Beaconsfield, the community has expressed a desire for a 24 hour medical facility so as to avoid having to travel to a hospital emergency room.

6.7 Neighbourhood House

The Beaconsfield Neighbourhood Centre operates from the Beaconsfield Community Complex in O'Neil Road. The centre commenced in 1992 operating out of a portable building in Beaconsfield Avenue. In 2004, the centre relocated to its current venue in the Beaconsfield Community Complex in O'Neil Road. The move offered an opportunity to expand programs and accommodate growth.

The centre currently provides a variety of courses and activities that reflect community demand and interest. These includes courses related to arts and craft, health and wellbeing, creative arts, information technology, social activities, children's activities and other general interest topics.

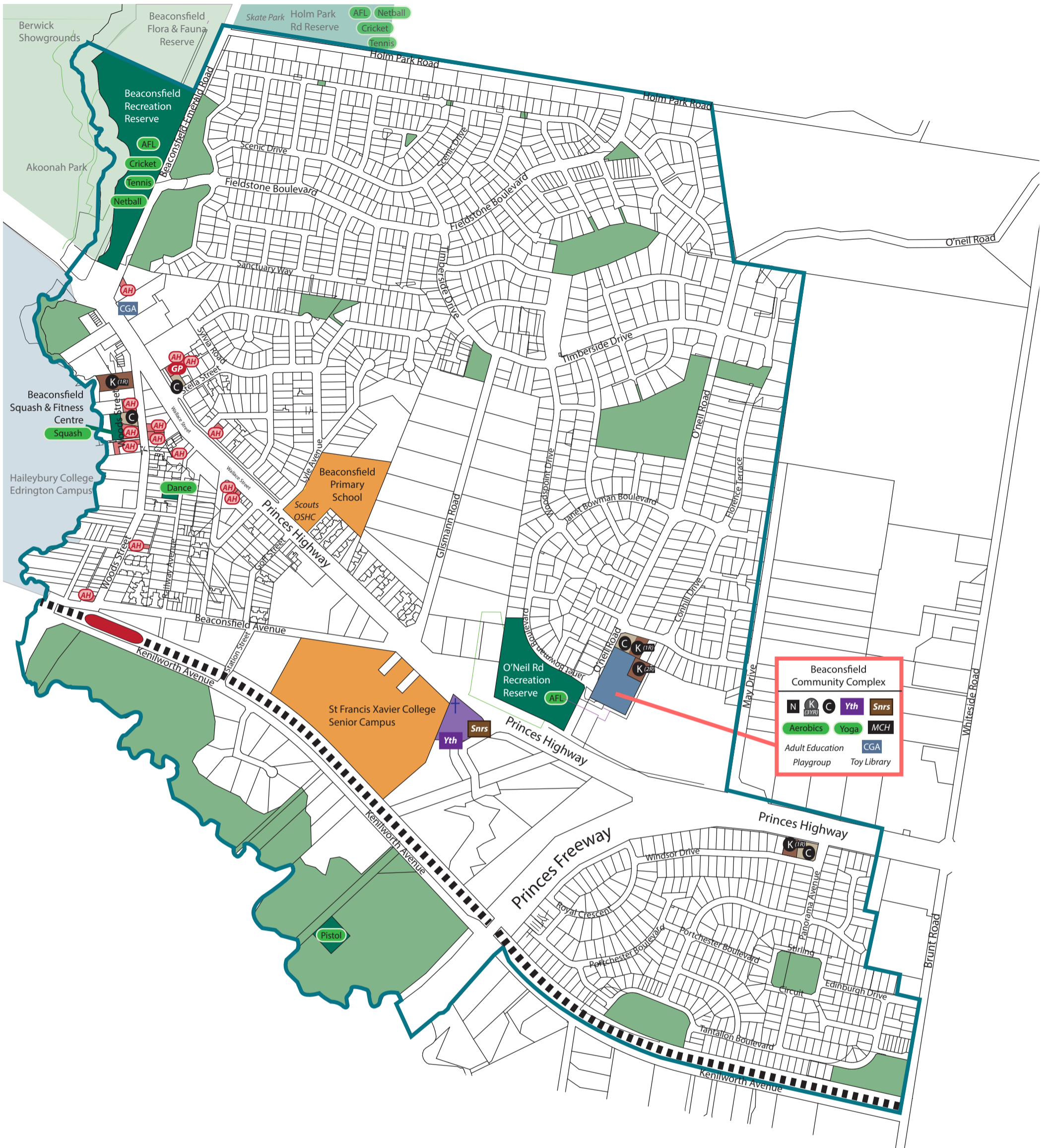
The centre also offers a range of children's services including:

- Three general playgroups
- One toddler playgroup
- Two three-year old kindergarten programs
- A toy library
- Occasional care program
- Creative arts and dance programs

6.8 Volunteering

There is a strong commitment to volunteerism by many residents living in Beaconsfield. This can be demonstrated by the dedication of many residents to the many committees within the town such as the Beaconsfield Progress Association, Friends of Cardinia Creek Sanctuary, Safer Communities Group Cardinia and the Cardinia Catchment Landcare. There are also many volunteers who assist at the various sporting clubs and service clubs operating in the suburb. Volunteers also play a key role in supporting the delivery of community programs at Beaconsfield Neighbourhood Centre and Beaconsfield Baptist Church.

Cardinia Shire has developed a volunteer database which is accessible on Council's website. The database provides not-for-profit community organisations with an opportunity to recruit volunteers by listing vacancies and options for volunteer positions. The database is a free service to not-for-profit organisations that operate within Cardinia Shire or that service Cardinia Shire residents



Beaconsfield Community Complex

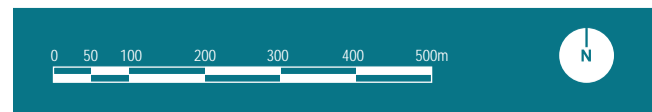
- N (Neighbourhood Centre)
- K (3YR) (3 year old kindergarten)
- C (Childcare Centre)
- Yth (Youth program)
- Snrs (Seniors program)
- Aerobics
- Yoga
- MCH (Maternal & Child Health Centre)
- Adult Education
- CGA (Community Group/Association)
- Playgroup
- Toy Library

Map 8: Community Infrastructure & Services



LEGEND

- | | | | | | | | |
|--|-------------------------|--|--------------------------------------|--|-----------------------------|--|--------------------------------|
| | Community Complex | | School | | Sporting Club | | General Practioner |
| | Health & Medical Centre | | Childcare Centre | | Neighbourhood Centre | | Allied Health Service |
| | Recreation Facility | | 4 year old kindergarten (# of rooms) | | 3 year old kindergarten | | Maternal & Child Health Centre |
| | Passive Open Space | | Religious Organisation | | Youth program | | Specific service/facility |
| | | | | | Seniors program | | |
| | | | | | Community Group/Association | | |



7. OPEN SPACE

7.1 Open space and recreation facilities

Recreational open space is land set aside for people to undertake any activity in their free time for their personal enjoyment or health on land set aside for its aesthetic, recreational, sporting, cultural or environmental values. The provision open space is generally:

- Local level open space, which generally has a population catchment of 500 metres.
- District level open space, which generally has a population catchment of 2,000 metres.

The minimum recommended size for district sporting facilities is 6–8 hectares, located within two (2) kilometres of the majority of urban residences. District facilities are also meant to service rural and semi-rural areas over a greater distance. In terms of facility size, a greater area is preferred wherever possible, as this provides for greater flexibility of use over time, as well as resulting in management efficiencies. The district facility is preferable to build given its larger, integrated facilities rather than smaller, individual facilities such as neighbourhood sporting reserves.

Passive and active (sporting) recreational opportunities are seen by the Beaconsfield community as a high priority as they provide local residents with the opportunity to participate in a variety of different recreational, sporting and cultural activities and help to create social cohesion and wellbeing. Table 8 lists the various open space reserves in Beaconsfield and their purpose/function and recreation/sporting facilities.

There are presently two (2) local active (sporting fields) reserves located within Beaconsfield, one (1) district active open space reserve on the corner of Beaconsfield Emerald Road and Holm Park Road and one (1) regional parkland along Cardinia Creek. The Holm Park Reserve currently includes one (1) junior oval, one (1) senior oval, a third oval for cricket overflow, two (2) netball courts and a sports pavilion with community spaces which is very well utilised. The funding for the construction of the sports pavilion came about through significant contributions from the State Government, the Beaconsfield Football club and Cardinia Shire Council. Council is also about to start building netball clubrooms. There will eventually be four netball courts at Holm Park Reserve. Two of which will be multi use courts which will be used by the Beaconsfield tennis Club for overflow purposes. Holm Park Recreation Reserve is also planned to include a skate park and passive recreation area once the full development is completed.

The Beaconsfield Flora and Fauna Reserve, Berwick Views Wetland Reserve, Cardinia Creek, Hilltop Bushland Ridgetop Reserve and Timberside Drive Retention Reserve are the key passive open spaces and open spaces for the appreciation of environmental values in the town. There is a need for efficient management of these assets to balance conservation needs and recreational activities.

The Beaconsfield area is adequately provided with local outdoor recreation areas (passive open space and open space for the appreciation of environmental areas); while the district sporting facility that is presently under construction at Holm Park Recreation Reserve (Holm Park Road) will meet the future sporting demands of the town and wider community. Nonetheless, concerns have been raised that existing local open space reserves could be improved, including:

- Facilities such as BBQ's, skate park, seating, educational maps describing the significance of environmental features and the destination of walking routes.
- Maintenance of facilities.
- Pathways (desire lines).
- Connecting pathways within and to surrounding land.

Table 8: Open space and recreation facilities

No.	Reserve	Area (Ha)	Address	Ownership	Purpose/function and facilities available	User groups
1	Beaconsfield Flora and Fauna Reserve		Beaconsfield-Emerald Road	State Government	Local environmental reserve (passive recreation) • Walking trail	• Pedestrian, equestrian and cyclists
2	Beaconhill Grange Park	0.5	Florence Terrance	Council Owned Land	Local recreation reserve (passive recreation) • Play equipment, community facilities	• Pedestrians
3	Beaconsfield Recreation Reserve	9.3	Beaconsfield-Emerald Road,	State Government	Local recreation (active recreation) • Football/cricket oval • Pavilion • Two netball courts • 8 flood-lit tennis courts • Clubhouse • Two cricket practice nets	• Beaconsfield Football Club • Beaconsfield Junior Football Club • Beaconsfield Netball Club • Beaconsfield Cricket Club • Beaconsfield Tennis Club
4	Bob Burgess Reserve	1.1	2 Princes Hwy,	Council owned land	Local recreation reserve (passive recreation) • Walking trail	• Pedestrian and cyclists
5	Berwick Views Wetland Reserve		Beaconsfield-Emerald Road,		Local environmental reserve (passive recreation) • Wetlands and walking trails	• Pedestrian and cyclists
6	Cardinia Creek Reserve		Cardinia Creek	State Government and private ownership	Regional recreation and environmental parkland • Trails and playgrounds	• Pedestrian, cyclists and equestrian
7	Hilltop Reserve	3.5	Crestview Drive	Council owned land	Local environment reserve (passive recreation) • Walking trail	• Pedestrians
8	Holm Park Reserve (under development)	12.6	Holm Park Road,	Council owned land	District sporting reserve (active recreation) • Two flood-lit senior football/cricket ovals • One flood-lit junior football/cricket oval	• Beaconsfield Football Club • Beaconsfield Junior Football Club • Beaconsfield Netball Club • Beaconsfield Cricket Club • Beaconsfield Tennis Club

No.	Reserve	Area (Ha)	Address	Ownership	Purpose/function and facilities available	User groups
					<ul style="list-style-type: none"> • Two mixed use netball/tennis courts • Two flood-lit netball courts • Two pavilions • Skate Park • Playground • Four cricket practice nets 	
10	Jims Park Reserve	0.2	4-6 Souter Street,	Council owned land	Local recreation reserve (passive recreation) <ul style="list-style-type: none"> • Play equipment, community facilities 	<ul style="list-style-type: none"> • Pedestrians
11	Kath Roberts Reserve	4238 sqm	Kathleen Court	Council owned land	Local recreation reserve (passive recreation) <ul style="list-style-type: none"> • Pipeline, half basketball court, community facilities 	<ul style="list-style-type: none"> • Pedestrians, cyclists, basketball or netball enthusiasts
12	Mikey Boulevard Reserve	1916 sqm	Fieldstone Boulevard,	Council owned land	Local recreation reserve (passive recreation) <ul style="list-style-type: none"> • Pedestrian pathway 	<ul style="list-style-type: none"> • Pedestrians
13	Monument Reserve		Princes Highway	Council owned land	War memorial	<ul style="list-style-type: none"> • Pedestrians
14	O'Neil Road Reserve	3.1	Janet Bowman Boulevard	Council owned land	Local recreation reserve (active recreation) <ul style="list-style-type: none"> • Future site for 2 junior soccer fields on the existing oval either side of the cricket wicket 	<ul style="list-style-type: none"> • Beaconsfield Cricket Club
15	Ridgetop Reserve	1.9	Gumview Court	Council owned land	Local environment reserve (passive recreation) <ul style="list-style-type: none"> • Walking trail 	<ul style="list-style-type: none"> • Pedestrians
16	Timberside Drive Retention Reserve	3838 sqm	32-34 Timberside Drive	Council owned land	Local environment/drain age reserve (passive recreation) <ul style="list-style-type: none"> • Wetland and walking trail 	<ul style="list-style-type: none"> • Pedestrians

Source: Cardinia Shire Council

7.2 Sporting clubs and groups

Beaconsfield sustains various private enterprises that provide passive and active recreational pursuits. There are a range of sporting clubs and groups operating within Beaconsfield, as shown in Table 9.

Table 9: Sporting clubs and groups

Club/Group	Address	Activities
Beaconsfield Neighbourhood Centre	8 O'Neil Road, Beaconsfield	Aerobics and yoga classes.
Beaconsfield Cricket Club	Beaconsfield Recreation Reserve (Perc Allison Oval), Beaconsfield-Emerald Road, Beaconsfield	A range of cricket teams for junior players (aged 11-16 years), senior players (aged 17+ years) and veterans (aged over 35 years). Milo in cricket program for children aged 5-10 years.
Beaconsfield Football Club	Holm Park Reserve, 100 Beaconsfield-Emerald Road, Beaconsfield	A range of AFL football teams (colts, U18, reserves and seniors) for players aged 16 years and over.
Beaconsfield Junior Football Club	Holm Park Reserve, 100 Beaconsfield-Emerald Road, Beaconsfield	A range of teams from Under 9 level to Under 16's level. An Auskick program for primary school aged young people.
Beaconsfield Netball Club	Holm Park Reserve, 100 Beaconsfield-Emerald Road, Beaconsfield	A range of junior (U13-U17) and senior netball teams which participate in a Saturday competition. An additional midweek competition is offered for junior players.
Berwick Golf Park <i>(outside structure plan area)</i>	295 Beaconsfield-Emerald Road, Beaconsfield	9 hole short golf course
Berwick Montuna Golf Course <i>(outside structure plan area)</i>	Beaconsfield-Emerald Road, Guys Hill	18 hole golf course
Beaconsfield Pistol Club	Kenilworth Avenue, Beaconsfield	Club that competes in various disciplines of pistol shooting. Competitions are also held for juniors (12+ years) and ladies.
Beaconsfield Tennis Club	Beaconsfield Recreation Reserve, Beaconsfield-Emerald Road, Beaconsfield	Range of competitions for both junior and senior players. Coaching and casual court hire available.
Casinia School Of Dance.	11 Railway Avenue, Beaconsfield	Dance tuition

Source: Cardinia Shire Council

7.3 Cardinia Creek Parklands Future Direction Plan

Parks Victoria proposed various parklands along Cardinia Creek known as the 'Cardinia Creek Parklands Future Directions Plan' as shown in Appendix 13.4. When fully developed, the regional parklands would be a series of linked parks that would stretch for approximately 10 kilometres along Cardinia Creek. It would contribute to the health and wellbeing of the community as well as the protection and enhancement of the important environmental, landscape and cultural heritage values of the area. The Cardinia Creek Parkland was reserved for future public open space in 1994 after a comprehensive planning process, in response to significant population growth, increasing residential development and the subsequent demand for more public open space. The proposed parklands comprises of land currently managed by a range of State Government agencies and private landowners. The plan would be implemented by the responsible government departments and agencies in partnership with local government, community groups and adjoining landowners.

8. MOVEMENT

8.1 Road network and hierarchy

Princes Highway, Beaconsfield-Emerald Road and Beaconsfield Avenue are the three (3) main roads for vehicle traffic to traverse through Beaconsfield and beyond to Pakenham, Berwick or to Melbourne. Good design of road networks recognise a hierarchy of roads in which roads and streets are categorised by function, with local access roads predominately dominated by environmental, community and abutting residential access whilst at the other end of the spectrum, arterial roads and freeways principal function is to move high volumes of traffic safely. Other legitimate demands placed on these roads such as providing on-street parking, pedestrian safety and amenity must be balanced. The typical road hierarchy in Beaconsfield and daily traffic flows is shown in Table 10.

Table 10: Road hierarchy typical daily traffic flow

Road type	Typical daily traffic flow (vehicles/day)	Comments	Roads in Beaconsfield
Local	0 - 2,500	Principally services abutting dwellings	<ul style="list-style-type: none"> All other roads not mentioned below
Collector	2,000 - 3,000	Provides access for a number of local streets to the major road network	<ul style="list-style-type: none"> Fieldstone boulevard Timberside Drive Kenilworth Avenue (east of Station Street) O'Neil Road (north of Timberside Drive)
Major Council Road	3,000 - 7,000	Higher order road, road access and connectivity through and between neighbourhoods	<ul style="list-style-type: none"> O'Neil Road Beaconsfield Avenue Woods Street Station Street Kenilworth Avenue (west of Station Street)
Arterial Road	7,000 +	Principally for the movement of higher traffic volumes, generally higher speed environment	<ul style="list-style-type: none"> Princes Highway Beaconsfield Emerald Road
Freeway	50,000+		<ul style="list-style-type: none"> Princes Freeway (M1)

Source: HDS Australia Pty Ltd

It is recognised the road hierarchy in Beaconsfield is unlikely to change, except for one (1) potential future link between Beaconsfield and Officer, consisting of a link between O'Neil Road and Whiteside Road (future Major Council Road).

8.2 Road Safety

A review of the Vic Roads crash database which records casualty accidents from 2006 - 2010 identified 47 crashes have occurred in and around Beaconsfield, as shown on Map 9.

Key findings are:

- Five (5) crashes occurred at Princes Highway/Aldi car park exit. Majority of crashes involved motorists turning into and out of the car park being struck by eastbound vehicles on Princes Highway (one serious injury crash);
- For the length of Princes Highway there has been one (1) pedestrian struck by a vehicle;

- Four (4) crashes occurred at Princes Highway/O'Neil Road intersection. Motorists turning right from O Neil Road were struck by eastbound vehicles on Princes Highway (two crashes resulted in serious injury);
- Three (3) crashes occurred at or near Princes Highway/Panorama Avenue intersection. Motorists lost control of their vehicles (one serious injury crash).

8.3 Traffic movement issues and possible solutions

Princes Highway

Princes Highway is the primary arterial road and key entry into the main commercial core of the town. Princes Highway generates a number of local impacts, including traffic speed, limited pedestrian access points to safely cross and dissection of the town into a north and south precinct. Maintenance and management of the road is the responsibility of Vic Roads, while the service roads (and indented car parking spaces) are the responsibility of Council.

Princes Highway will need to remain a four (4) lane divided carriageway road to provide sufficient capacity to service existing and future traffic growth. Reducing Princes Highway to one (1) lane in each direction would result in significant congestion and lead to non-local traffic utilising the local street network creating safety and amenity issues for residents.

The speed limit through the shopping centre on Princes Highway is currently set at 70km/h. This speed limit is considered too high by many members of the community. The speed limit in the subject area has been reviewed and VicRoads advises that retention of the existing 70km/h speed limit is considered appropriate at the moment however consideration will be given to lowering it to 60km/h in the future as part of a broader review of speed limits across Victoria. It should be noted that the shopping centres abuttal onto Princes Highway is not of sufficient length (400 metres) to warrant implementation of a 40 km/h strip shopping centre speed zone, and is unlikely to develop to this length in the future. The Princes Highway through Berwick Village shopping centre is signed at 50 km/h, however this shopping centre has higher pedestrian and traffic interaction, particularly due to median parking, retail mix, and direct shop abuttal.

Princes Highway/May Road intersection has poor sightlines and should ultimately be closed when alternate access from the Whiteside Road commercial precinct is available, to increase overall road safety.

Princes Highway/Stella Street intersection is currently too wide and undefined which leads to multiple conflict points and uncertainty for road users which compromises safety at this location. The intersection should be reconstructed to narrow down Stella Street, and introduce a new service road entrance for the service road east of Stella Street. To implement this option would require the service road (Wallace Street) to become one way. A similar treatment could be considered at Lyle Street. Typical treatments are shown in Appendix 13.5.

Signalisation (traffic lights) along Princes Highway should be investigated to improve safety and access for all road users at the locations shown in Table 11 and on Map 10.

Table 11: Potential signalisation along Princes Highway

Locality	Comments
Woods Street/Supermarket Hub access	The signalisation of this intersection will be dependent upon the safety performance of Woods Street which already experiences significant traffic volumes. Based on existing conditions, it is likely that these signals would be required in the short to medium term.
Beaconsfield Avenue/Glismann Road	Signalisation will likely be required if the Glismann Road area is fully developed. The additional traffic flow from Glismann Road precinct together with a natural increase of traffic along Beaconsfield Avenue is

Locality	Comments
	<p>most likely to warrant traffic signals being installed as delays and congestion on these side roads will significantly increase, particularly in peak periods. In the short to medium term a double offset staggered T type intersection could be investigated as suitable until traffic volumes substantiate signalisation.</p> <p>It is noted in some earlier work that a roundabout be installed, however pedestrians are required to give way to all vehicles and generally roundabouts only work efficiently where traffic volumes on all legs are relatively balanced. In light of the above, introducing a roundabout on the Princes Highway has been discounted at this stage.</p>
O'Neil Road (costs associated with this site form part of the Officer Precinct Structure Plan)	The delivery of this intersection is already identified in the Development Contributions Plan for the Officer Precinct Structure Plan.

Source: HDS Australia Pty Ltd

Woods Street

Woods Street provides two (2) traffic lanes and two (2) parking lanes. Traffic is likely to increase to around 5,000 – 7,000 vehicles per day once future commercial and infill development occurs. These higher traffic flows, in conjunction with future traffic flows along Princes Highway and proximity to the shopping centre on the north side of the road warrant this intersection being signalised in the short to medium term. Potential car parking solutions are discussed in more detail under Section 8.4 Car Parking of this report.

The Beaconsfield Avenue/ Woods Street intersection is discussed in more detail under Beaconsfield Avenue.

Beaconsfield Avenue

Beaconsfield Avenue provides two (2) traffic lanes and an altered priority modified T type intersection at the Station Street intersection. It links Beaconsfield Railway stations to Princes Highway at a cross road intersection with Glismann Road on the north side of the highway.

The Beaconsfield Avenue/Woods Street intersection outside the railway station is currently quite wide and poorly defined with poor sightlines for traffic exiting Woods Street. The intersection should be changed to an altered priority modified T type intersection (priority on the north–east legs) to:

- redirect traffic away from the low bridge as has been done on the south side of the bridge;
- solve the alignment/sight line issues;
- be consistent with predominate traffic movement.

Due to the low clearance and potential for flooding at Soldiers Road/Beaconsfield Avenue under the railway line bridge, the road should be closed, however it is acknowledged that there is significant community support for this link to remain open to traffic.

Glismann Road and Kenilworth Avenue

Potential future intersection treatments for Glismann Road/ Princes Highway are discussed under Princes Highway section. Presently, Glismann Road is an unsealed no through road. The option of extending Glismann Road to connect to Timberside Drive will be investigated as part of review of modifying the zoning of Glismann Road for future residential development.

Kenilworth Road is presently an unsealed road that connects to Officer via Brunt Road. Under the Officer Precinct Structure Plan Kenilworth Avenue is categorised as a Connector Street (4C) and will be sealed and provided with a 1.5 metre pedestrian pathway and 2.5 metre bikeway.

Generally, unsealed roads present many problems to residents such as dust in summer and muddy conditions in winter and spring. The local community have expressed a desire to have the remaining unsealed roads sealed to a standard in the town as part of a Special Charge Scheme, developer contributions, Section 173 Agreement or other mechanism.

Shopping centre hub

The shopping centre hub on the northern side of Princes Highway is a primary traffic, parking and pedestrian generator in Beaconsfield. The centre is actually comprised of a number of private car parks. Three (3) of the major car parks have multiple connections, while the fourth car park provides a major access point to Beaconsfield-Emerald Road via a narrow sealed driveway link that has not been designed to cope with the traffic volumes it experiences. The links between the car parks have minimal pedestrian path connectivity, different line marking and parking bay dimensions creating a disjointed facility. The present road and car parking layout is sub-optimal.

A holistic and strategic traffic management solution which rationalises the internal layout for traffic, parking and pedestrian movements needs to be developed. It is acknowledged that there would be competing demands and priorities from the various landowners for these solutions to be implemented.

8.4 Car parking

To determine the available parking supply for traders, customers, residents and other users detailed parking surveys were carried out along key streets and car parks in Beaconsfield. These surveys provide a snap shot of the actual parking demand and typical conditions associated in trying to find a car parking space in the town. Map 11 illustrates the parking survey results while Table 12 describes the experiences people generally have in finding a car parking space. Generally the parking surveys indicate that the existing parking facilities both in terms of quantity and time restrictions appear to meet the current demands in Beaconsfield. Parking demand was generally high around Woods Street and the Supermarket Hub; however in other areas the parking demand was generally low with traders, customers and residents being able to find a parking space near their destination.

Table 12: Peak parking occupancy level

Peak parking occupancy level	Typical conditions
90%	Very high level of parking with the car park appearing full and customers have to circulate around to find any available spaces. Delays occur and frustration results in the unavailability of parking
80-89%	High level of parking. Difficulty finding parking, motorists may circulate around searching for available spaces. Customers are unlikely to find spaces near the store they wish to visit and may become annoyed with the lack of convenient parking
70-79%	Moderate to high level of parking. Residents and customers should generally find parking. Residents may be able to find on-street parking near their property; however some annoyance at the lack of parking may be experienced from time to time.
60-69%	Moderate level of parking. Generally parking conditions are considered satisfactory by the community. Generally easy to find parking when and where it is required.
50-59%	Moderate to low level of parking
<50%	Low level of parking. Residents and their visitors should have a high probability of parking near their property. Customers should generally find parking near where they are shopping. Parking would generally not be considered an issue.

Source: HDS Australia Pty Ltd

Shopping centre hub

The supermarket hub consistently experiences a high demand for parking. It is considered that whilst some customers on occasions, may experience difficulty finding a parking space, people are able to find a parking space near their destination. The opportunity may exist to expand the existing car park near the Beaconsfield Business Park along Beaconsfield-Emerald Road into the Berwick views wetlands. If an area was designated for additional car parking, formalised pedestrian pathways could be established within the Beaconsfield Business Park connecting to the Shopping centre hub without a reduction in the number of car parking spaces.

Beaconsfield Railway Station

The existing railway station car park reached capacity in recent years with some commuters utilising the nearby local street network to park. The car park has recently been extended to provide an additional 157 car parking spaces.

Woods Street

Woods Street experiences high demand for on-street parking at the northern end (existing commercial development) and the south west quadrant (commuters or employees). The proposed expansion of the Beaconsfield Railway Station car park will reduce commuter parking demand in Woods Street in the short term, however with the proposed commercial developments, parking demands on Woods Street are likely to remain high and/or increase. Ensuring future development provides appropriate off-street parking to service their employee and customer needs should be actively pursued.

Further, future development is likely to occur with individual allotments being redeveloped as opposed to the consolidation of a number of blocks limiting opportunities for developing synergy for off-street car parking facilities. Utilising short term parking restrictions is unlikely to solve this problem and additional parking should be considered.

Along Woods Street, it is considered that an appropriate solution that needs further investigation is to construct an off-street pocket car park. Essentially converting an existing allotment into a car park may yield anywhere from 50– 60 car spaces and significantly improve the parking amenity for existing and future customers.

Beaconsfield Avenue

Substantial on street parking occurs along Beaconsfield Avenue, specifically at the western end due to patrons from the railway station. At its eastern end parking occurs generally on the north side of the road due to St Francis Xavier College students (parking restrictions on the south side of the road limit all day parking). Parking occurring at this location forces eastbound motorists over the centreline of the road creating potential safety issues. Whilst this parking does not appear to impact on parking availability for other users, it will ultimately compromise the operation and performance of Beaconsfield Avenue.

Parking along Beaconsfield Avenue should be accommodated in indented parallel parking bays to maintain two (2) clear traffic lanes, improve the roads operation and keep traffic lanes clear to maintain safety. Ideally the major parking generators being the railway, school and industry should be providing sufficient off street car parking for their own needs.

8.5 Parking restrictions

The existing parking restrictions in the precinct are focused on providing an equitable balance between the competing demands for on-street parking for resident, visitor, customer and employee parking and overall the parking restrictions are achieving this objective.

On-street parking restrictions in front of commercial properties are generally one (1) hour parking or two (2) hour parking 9am – 6pm Monday to Friday, 9am-12:30pm Saturday, whilst nearby residential streets currently provide unrestricted parking. The existing mix of parking restrictions is considered appropriate and major changes are not required.

At the north end of Woods Street, there was unrestricted parking which was most likely used by employees; this contributed to the high occupancy levels at this location.

It was noted that there were several non-conforming parking signs throughout the precinct. To improve the legibility, appearance and enforcement of the parking restrictions, general signage maintenance should be carried out across the precinct.

8.6 Public transport

Public transport in Beaconsfield consists of both metropolitan train and bus services.

Presently five (5) metropolitan bus services exist within Beaconsfield:

- Bus route 926 – service between Beaconsfield and the Pakenham Railway station and Fountain Gate Shopping Centre on an hourly basis.
- Bus route 836 – A service between Beaconsfield and Eden Rise Shopping Centre on an hourly service.
- Bus route 837 – A service between Berwick Railway Station and Beaconsfield East on an hourly basis.
- Bus route 838 - A very limited service between Fountain Gate and Emerald via Berwick and Beaconsfield.
- Bus route 981 – A nightrider bus service to and from the city in conjunction with bus route 980 from Beaconsfield via Dandenong during the early morning hours on the weekend.

Map 31 outlines the existing bus routes servicing Beaconsfield.

The Beaconsfield train station is on the Pakenham line and takes approximately one (1) hour to reach the city with services running every 7-10 minutes during peak periods and every 30-60 minutes during off peak hours.

The Department of Transport has indicated that planning for the train corridor should not preclude the development of four broad gauge (V-line and suburban) and two standard gauge (freight) lines. The prospective need for the additional broad gauge tracks arise from rapid and sustained increase in patronage numbers for both suburban and v-line trains and the anticipated long-term freight tasks in the Latrobe Valley.

Poor public transport frequency, connections, links (between train and buses) and lack of bus shelters have been expressed by the community as an issue.

8.7 Bicycle facilities

Beaconsfield generally lacks bicycles facilities, pathways, designated roadways lanes and connecting routes.

The Beaconsfield Structure Plan outlines the key movement network in Beaconsfield. The delivery of additional cycling infrastructure will be prioritised along the key movement network. The existing carriageway widths in Beaconsfield are generally insufficient to provide dedicated bicycle facilities on local roads without banning on-street parking. Considering the parking demands around Beaconsfield banning parking to provide dedicated bicycle facilities on local roads is unlikely to be supported by the broader community.

There could be scope to upgrade the existing walking trails around Beaconsfield to accommodate cycling but this would entail localised widening and providing an asphalt or concrete pavement, which is more suitable for cycling.

8.8 Pedestrian access

It is important that pedestrian desire lines and routes are adequately serviced by providing appropriate facilities and adequately constructed and maintained footpaths. Map 12 shows the extent of the existing pedestrian paths within the study area. There are a number of “missing links” that have been identified in Beaconsfield where a pedestrian desire line has not yet been recognised through the provision of a footpath. The following are a list of “missing links” that have been brought to Council’s attention:

- From the viaduct to the Cardinia Creek (Casey boundary) on the west side to allow pedestrians to walk from the viaduct to the bridge on the west side in safety.
- From Beaconsfield Ave to Desmond Court
- Across Princess Highway at the intersection of Glismann Rd, Princes Hwy and Beaconsfield Ave.
- Across O’Neil Rd between the oval/playground and the community complex where the footpaths cross near Janet Bowman Boulevard.
- Between Holm Park Road and the car park entrance on Beaconsfield Emerald Rd.
- The gravel footpath within the Berwick Views Estate wetlands in Beaconsfield Emerald Road, Beaconsfield between Fieldstone Boulevard and Holm Park Road needs to be sealed to make it usable in all weather conditions.
- Panorama estate to the existing footpath on Princes highway.
- Internal pathways from Aldi to Safeway and the other shops.
- Woods Street – It is suggested that the existing 1.4 metre path be upgraded to a shared 2.5 metre path and a new footpath provided on the east side of the road to supplement this new shared path
- Beaconsfield Avenue – Currently only provided with a 1.6 – 1.8 m path on the south side of the road. This road serves a large school and the railway station as well as a large residential area to the north. It is suggested that a 2.5 metre wide shared path be provided along the entire north side of this road to supplement the existing footpath;
- Princes Highway/Beaconsfield Avenue intersection – There is a missing link of footpath connecting the Beaconsfield Avenue footpath to the Princes Highway footpath, which forces pedestrians to either walk on the grass verge or through a commercial driveway;
- Beaconsfield Railway Station – on the south side of the railway station pedestrian crossing there is no footpath link to either the informal car park or over Kenilworth Avenue to the existing footpath on the south side of Kenilworth Avenue;
- Princes Highway – There is a missing link on the north side of the highway between Glismann Road and O’Neil Road. Although there is an off road path leading through the reserve, this missing link should be considered (especially when the O’Neil Road intersection is signalized in the future). This path should be continued east of O’Neil Road to link up to the Princes Freeway off ramp/Princes Highway signalized intersection to allow residents from the Blue Gum Estate to access Beaconsfield by foot;
- Princes Freeway off ramp/Princes Highway – There is a small missing link from the end of Royal Crescent to this recently signalized intersection that would allow residents from the Blue Gum Estate to access into Beaconsfield by foot or cycle more easily.
- A path along Cardinia Creek is highly desirable.
- Pathway along Beaconsfield Avenue under the railway line bridge to connect to Casey City Council
- Beaconsfield Business Park into Berwick Views there is a missing pedestrian link
- South side of the railway line along Kenilworth Avenue from Station Street to the Beaconsfield Railway Station.

It is not envisaged, or expected, that all pedestrian access be immediately retrofitted to be Disability and Discrimination Act compliant. However initial efforts should be focused on areas where development is occurring or large pedestrian activity occurs, specifically at:

- Shopping centre on both side of Princes Highway as well as links to this immediate area;
- Woods Street leading to and from the railway station and shopping centre.

8.9 Pedestrian crossings

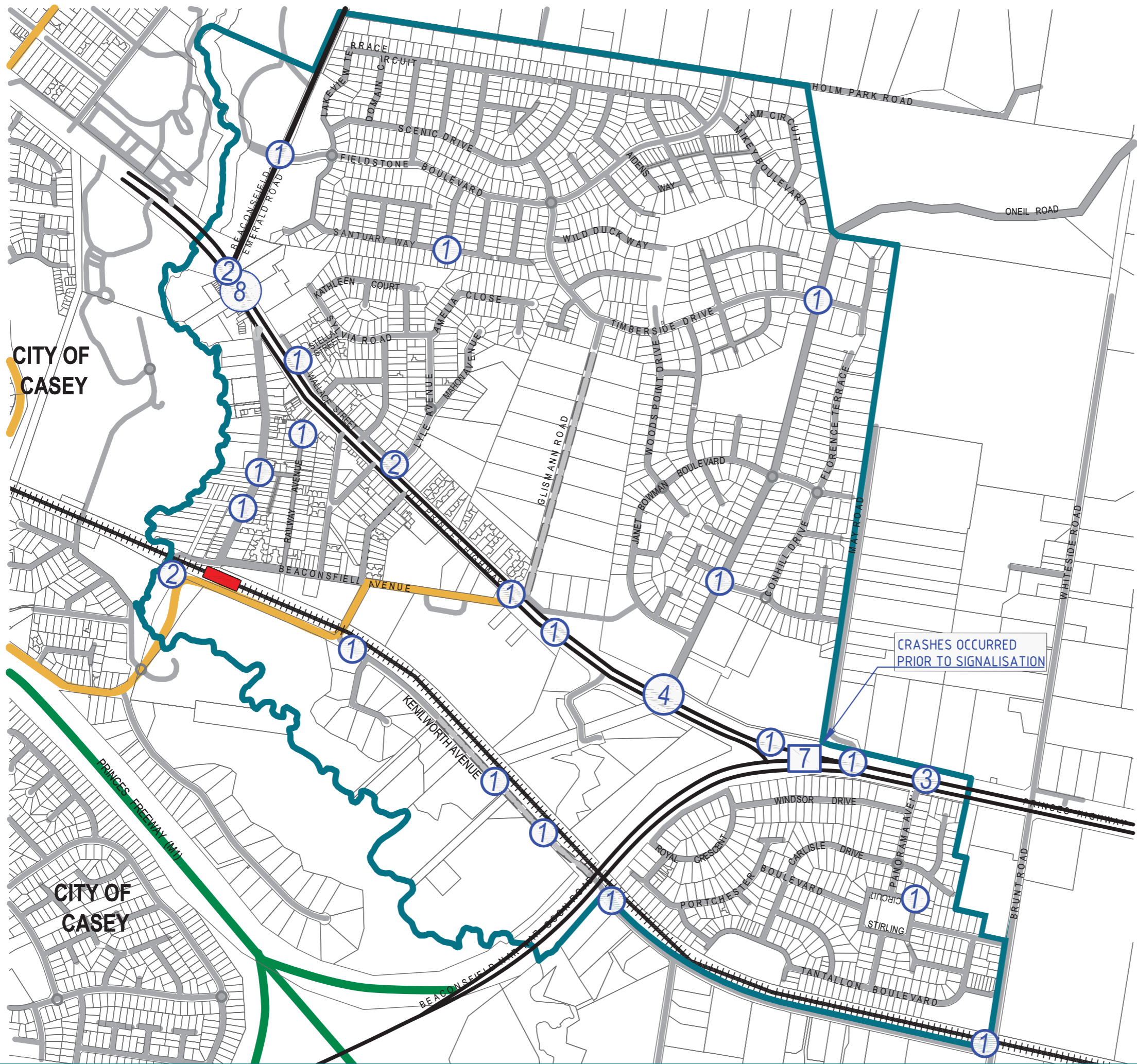
A number of formal crossing points exist throughout the Beaconsfield area where although pedestrians are not given priority over vehicles, paths and pram crossing support pedestrian activity across the road. The following pedestrian crossings are recommended to be modified:

- The pedestrian crossing point immediately south of Fieldstone Avenue across Beaconsfield-Emerald Road should be upgraded and provided with a median where pedestrians can stage their crossing of this high speed/high volume road. The “missing” path from the crossing point to the adjacent Beaconsfield Recreation Reserve should also be constructed to cater for the pedestrian desire line. A footpath from the car park should be provided within the reserve leading to the west side of the pedestrian crossing point to allow all weather use of this crossing point and maximise the safety
- The Shopping Centre Hub Car Park/Beaconsfield Business Park presently demonstrates some poor pedestrian crossing connectivity and its recommended the following changes occur:
 - The garden bed that the zebra crossing leads to in front of Aldi supermarket should be converted to a sealed surface pedestrian area. The crossing is also not provided with any of the required signage for both pedestrians and motorists to recognise the crossing.
 - The Aldi site has poor pedestrian connectivity to the shopping centre to the east. There is no connectivity around the immediate rear of the Aldi supermarket. A link would substantially increase pedestrian permeability of the car park layout
 - The pedestrian crossing in front of the fruit and vegetable shop behind Woolworths should be upgraded to two (2) zebra crossings (one for each aisle) in accordance with community expectations and Vic Roads requirements
 - That the unsealed footpath to the rear of the Beaconsfield Business Park car park be sealed, realigned and provided with more suitable connections at either end of the path – potentially with a zebra crossing linking it into the pedestrian path network within the off street car park.

8.10 The trails network

The present network of walking, cycling and equestrian trails can potentially be expanded to offer greater opportunities for local residents and visitors to experience the study area. The current trail network is based on the main regional trail along Cardinia Creek. The possibility exists to extend the trail network along Cardinia Creek to connect to Beaconsfield and beyond. Council is at the initial exploration stage and the proposed trail and its alignment has not been agreed to by relevant authorities. Even so, the trail could link through to other walking, cycling and equestrian routes outside of the project area.

Parts of the trail network will require to be upgraded to cater for cyclists, although it would be vital to design any bike routes alongside Cardinia Creek in a sensitive manner e.g. with a natural colour, crushed rock surface and landscaped edges. Information brochures could also be created highlighting the areas local walks and to allow visitors the opportunity to combine a trip with local walks.



LEGEND

- BEACONSFIELD PRECINCT
- RAIL
- BEACONSFIELD STATION
- STATE FREEWAY
- PRIMARY ARTERIAL ROAD
- MAJOR COUNCIL ROAD
- COLLECTOR ROAD
- UNSEALED LOCAL ROAD

NOTE:

THIS MAP SHOWS THE EXISTING ROAD HIERARCHY WITHIN BEACONSFIELD.

TOTAL NUMBER OF CRASHES FROM 01/01/2006 TO 31/12/2010-46:
 FATAL-0;
 SERIOUS INJURY-17;
 OTHER INJURY-29.

CITY OF CASEY

CITY OF CASEY

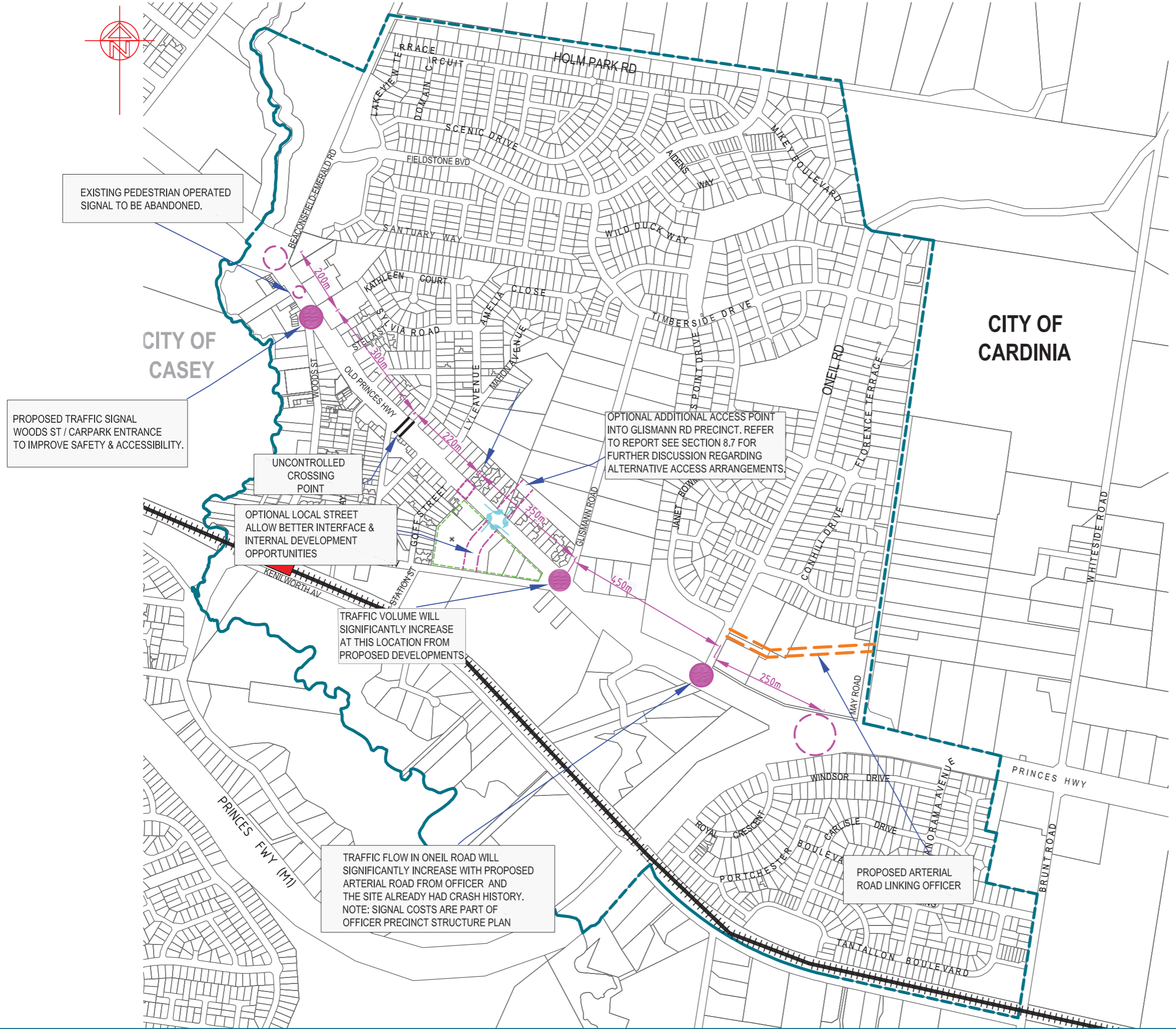
CRASHES OCCURRED PRIOR TO SIGNALISATION

LEGEND

- BEACONSFIELD PRECINCT
- RAIL
- BEACONSFIELD STATION
- EXISTING SIGNALISED INTERSECTION
- EXISTING PEDESTRIAN OPERATED SIGNAL
- PROPOSED SIGNALISED INTERSECTION

Note:
Traffic signals provide safer crossing locations for pedestrians & cyclists.

Site specific structure plan required for this site. Further investigation should occur.



EXISTING PEDESTRIAN OPERATED SIGNAL TO BE ABANDONED.

PROPOSED TRAFFIC SIGNAL WOODS ST / CARPARK ENTRANCE TO IMPROVE SAFETY & ACCESSIBILITY.

UNCONTROLLED CROSSING POINT
OPTIONAL LOCAL STREET ALLOW BETTER INTERFACE & INTERNAL DEVELOPMENT OPPORTUNITIES

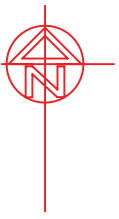
TRAFFIC VOLUME WILL SIGNIFICANTLY INCREASE AT THIS LOCATION FROM PROPOSED DEVELOPMENTS.

TRAFFIC FLOW IN ONEIL ROAD WILL SIGNIFICANTLY INCREASE WITH PROPOSED ARTERIAL ROAD FROM OFFICER AND THE SITE ALREADY HAD CRASH HISTORY. NOTE: SIGNAL COSTS ARE PART OF OFFICER PRECINCT STRUCTURE PLAN

OPTIONAL ADDITIONAL ACCESS POINT INTO GLISMANN RD PRECINCT. REFER TO REPORT SEE SECTION 8.7 FOR FURTHER DISCUSSION REGARDING ALTERNATIVE ACCESS ARRANGEMENTS.

PROPOSED ARTERIAL ROAD LINKING OFFICER

Map 10: Princes Highway Proposed Access & Safety Improvements



LEGEND

BEACONSFIELD PRECINCT

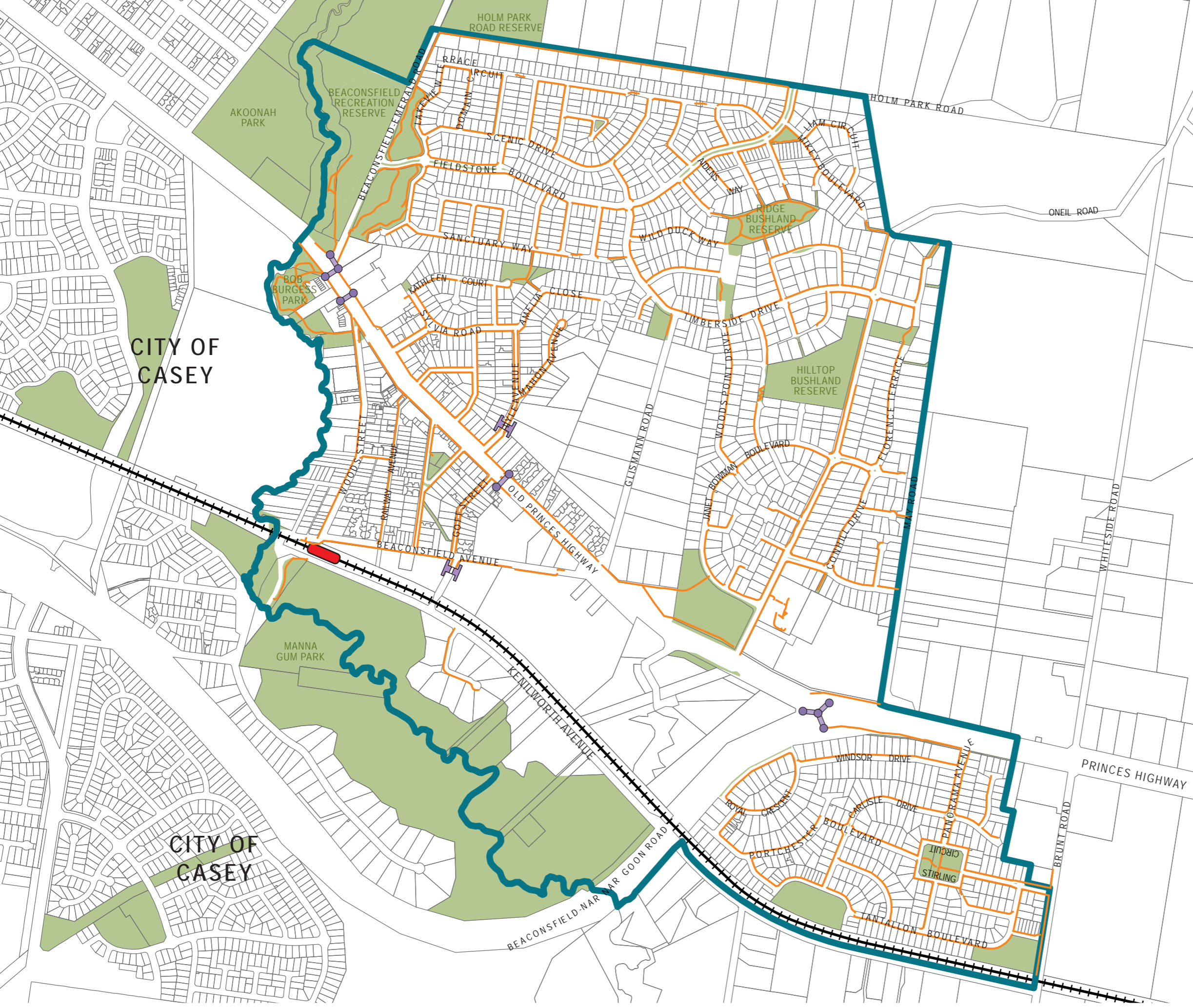
RAIL

PEAK PARKING OCCUPANCY LEVELS:

- 90%+
- 80-89%
- 70-79%
- 50-69%
- <50%



Map 11: Parking Survey Results (10am - 2pm Friday 2/09/2011)










CITY OF CASEY

CITY OF CASEY

LEGEND

This map shows the existing pedestrian paths throughout Beaconsfield. The area is well served by footpaths, however predominantly only on one side of the street.

-  BEACONSFIELD PRECINCT
-  RAIL
-  BEACONSFIELD STATION
-  FOOTPATH
-  PUBLIC OPEN SPACE
-  SIGNALISED PEDESTRIAN CROSSING
-  UNSIGNALISED SCHOOL CROSSING



Map 12: Pedestrian Access

9. PHYSICAL INFRASTRUCTURE

Much of Beaconsfield has been developed with the usual physical infrastructure generally expected for urban areas, such as underground drainage, power and sewer.

9.1 Sewerage network

Beaconsfield is predominately provided with reticulated sewerage, while pockets of land along Glismann Road and Kenilworth Avenue are reliant on septic systems. The connection of households to reticulated sewerage and the provision of adequate drainage is a priority as it will assist in reducing the impact of existing septic systems on the environment, as it poses a risk to habitats in the Cardinia Creek itself. The sewers surrounding Glismann Road have adequate capacity to cater for any future residential development. The reticulated sewage system is managed by South East Water.

9.2 Water supply

Water supply to Beaconsfield is sourced from a reticulated network system connected to the Cardinia Reservoir and the Upper Yarra Dam, of the Thompson River Scheme. The water supply is managed by South East Water.

9.3 Gas supply

Natural gas supply to Beaconsfield is sourced from a reticulated system (pipeline PL75 and PL135) connected to a larger system known as Longford Dandenong pipeline. The gas supply is managed by APA Group and there are no future upgrades or works scheduled for these pipelines at this present time. Map 32 shows the location of the major gas easement which runs through Beaconsfield. The pipe is 750mm in diameter and the associated Easement is 24.4m wide.

9.4 Electricity

Electricity is provided to Beaconsfield by Origin Energy Electricity and SPI Electricity and transmission is available through both overhead lines and underground cables, depending on the area, with voltage ranging from 420 kilovolts for residential to 430 kilovolts for businesses.

9.5 Telecommunications

Telecommunications services are managed by Telstra and are able to be extended and augmented as necessary to meet future development requirements of the study area.

The National Broadband Network Company (NBN Co) has examined towns and cities within Victoria to determine their suitability to receive either fibre coverage or satellite coverage. Beaconsfield along with Pakenham has been identified to receive optical fibre.

The fibre optic network is composed of thin glass or plastic strands that is cable of transmitting information at a practically unlimited rate over long distances. Speeds of 100Mbps (100 million bits per second) and higher are achievable, which translates to 100 times faster services than the broadband speeds many Australians currently experience with old copper cables. Optical fibre services support a wide range of applications including telephone, internet and television.

9.6 Drainage

Beaconsfield is intersected by three Melbourne Water drainage catchments which include Beaconsfield Township Corridor Drainage Scheme, Lower Cardinia Creek Drainage Scheme and O'Neil's Road Drainage Scheme. The majority of Beaconsfield is contained within the O'Neil Road Drainage Scheme. A significant portion of the O'Neil Drainage Scheme is already constructed and sufficiently handles the drainage of the project area. Those properties that are located outside of the drainage scheme must retard stormwater runoff to pre-developed levels and treat stormwater to best management practice.

10. ENVIRONMENT

10.1 Flora

Beaconsfield has a range of landscapes and environmental qualities with a range of conservation significance and status, as depicted in the environmental vegetation classes (EVC's) on Map 13. Specific flora and fauna assessments are required to confirm the status of a specific site. As Beaconsfield is predominately developed the remaining patches of remnant vegetation assume greater importance.

In the study area, the land is part of the highlands southern fall bioregion and the southern Gippsland plains bioregion. A bio-site is a physical area of land or water containing biological assets with particular attributes, such as the presence of rare or threatened flora, fauna or habitat required for their survival and rare or threatened vegetation communities. Knowledge of the assets and location of bio-sites are held in a Department of Environment and Primary Industries database. Bio-sites are classified as having national, state or regional significance. The Beaconsfield study area is part of two bio-sites' of which one is of regional significance and the other of state significance. Threatened flora species in Beaconsfield include:

- Green Scentbark (*Euclayptus fulgens*), considered rare in Victoria.
- Spurred Helmet-orchid (*Corybas aconitiflorus*), considered rare in Victoria.
- Slender Bitter-cress (*Cardamine tenuifolia*), poorly known and suspected to be threatened in Victoria.

Within the town, four (4) areas have been identified as having important conservation significance due to the classification and quality of the existing flora as shown in Map 13:

- There is Lowland Forest, Riparian Scrub/Swampy Riparian Woodland Complex, Grassy Forest and Grassy woodland found in the steep areas to the north-east of Beaconsfield, mainly in public reserves and private landholdings
- There is Swampy Riparian Woodland, Riparian Forest and Swampy woodland along the east side of Cardinia Creek.
- Roadside vegetation and private land along Beaconsfield-Emerald Road
- South of the large overhead electrical power lines land is designated as of Regional Zoological Significance where the area north of the power lines has been designated as of National Zoological Significance

Roadsides that have intact native vegetation act as 'linkages' or corridors for wildlife to travel along, they can act as a reference point for land managers to assist in appropriate indigenous native species selection for landscaping and revegetation. Roadsides also add to the rural landscape of the township.

Australia's Biodiversity Conservation Strategy identifies some conservation areas in Beaconsfield within which native vegetation must be retained. Native vegetation outside conservation areas may be removed for urban development subject to the payment of habitat compensation fees to the Department of Primary Industries (DEPI), which provide the method for obtaining offsets in accordance with the principles of "A new Strategic Approach to Biodiversity Management September 2013".

10.2 Fauna

The remaining remnant vegetation communities in Beaconsfield provide habitat for a range of native animals such as birds, possums, fish, frogs and wallabies. A large number of hollow bearing trees exist in the area providing habitat for nesting and shelter for birds and animals. Predation from domestic pets and feral animals puts pressure on wildlife populations. Threatened fauna species in Beaconsfield include:

- Dwarf Galaxia (*Galaxiella pusilla*), considered vulnerable in Victoria, listed under the Flora and Fauna Guarantee Act 1988 and listed as vulnerable under the Environmental Protection and Biodiversity Conservation Act 1999.
- Brown Treecreeper (south-eastern) (*Climacteris picumnus victoriae*), near threatened.
- Royal Spoonbill (*Platalea regia*), considered vulnerable in Victoria.
- Eastern Great Egret (*Ardea modesta*), near threatened.
- Latham's Snipe (*Gallinago hardwickii*), near threatened.
- Sooty Owl (*Tyto tenebricosa tenebricosa*), vulnerable and listed under the FFG Act.
- Powerful Owl (*Ninox strenua*), vulnerable and listed under the FFG Act.

10.3 Waterways

A significant environmental feature of Beaconsfield is Cardinia Creek, which is considered to be of moderate significance as described in the 'Port Phillip and Westernport Regional River Health Strategy'. The key risks to the regions waterways include degradation of the streamside zone, land use change, hydrological stress, native vegetation removal, pollutants that reduce water quality barriers (such as dams, weirs and road crossings), erosion of bed and banks, stock access, introduced species and climate change. Table 13 details the assessment of the creek.

Table 13: River health - Cardinia Creek

INDICATOR	2007
Water Quality	poor - moderate
Aquatic Life	good - excellent
Habitat and Stability	Good
Vegetation	poor - good
Flow	good

Source: Port Phillip and Westernport Regional River Health Strategy

Most stormwater from the municipality discharges to Western Port. Over 80% runoff of the municipality drains into Western Port via waterways and man-made drains, which has a direct impact on the health of the bay. Any development needs to embrace catchment and waterway management principles to limit sediment runoff and pollution into the drainage system or stormwater system.

10.4 Soil

The soils of the area are dominated by soils of alluvial sediment and sandstone. The soils are considered to have slow permeability, found on rolling hills and hill slopes which are moderately to well drained.

10.5 Salinity

Urban salinity is a problem faced by Councils, developers, landowners and the community in many parts of Australia. It can damage public and private natural and built assets including buildings, roads, bridges, pipelines, parks, gardens, lakes and waterways. Urban salinity occurs because of a combination of excess water and salt in the environment. Some of this occurs naturally, but the way in which land and water resources have been and continue to be managed has a large impact on how we are affected by salinity. Historically, the clearing of deep-rooted perennial vegetation has resulted in dryland salinity problems.

To the south of Princes Highway pockets of land are 'Highly Constrained' by salinity (see map 33 for more detail) and landowners, developers and Council need to consider the on and off-site impacts that their development might have on salinity, as well as the impact that salinity might have on their proposed development (e.g. foundations, roads, gardens and lawns).

10.6 Weeds

Weeds are a major threat to native flora and fauna if they are not controlled properly. Remnant bushland is particularly prone to weed invasion and most of these bushland remnants are on private land. Council adopted a Weed Management Strategy in 2007 to consider a more strategic approach to weed management. The Strategy recommended a number of initiatives including an increased budget, appointment of a Weed Management Officer, a review of bushland reserves and roadside vegetation and various education and information programmes. Weed management is also supported by a number of community initiatives including the Landcare and Friends Groups and a Weed Grant Scheme.

The Weed Management Strategy was reviewed in 2011 and a Pest Plant Management Strategy 2012-2017 was developed which replaced the previous Weed Management Strategy. The Pest Plant Management Strategy aims to reduce pest plant infestations across Cardinia Shire through the implementation of an action plan, targeting community education and engagement, planning controls and enforcement, and on ground works and monitoring.

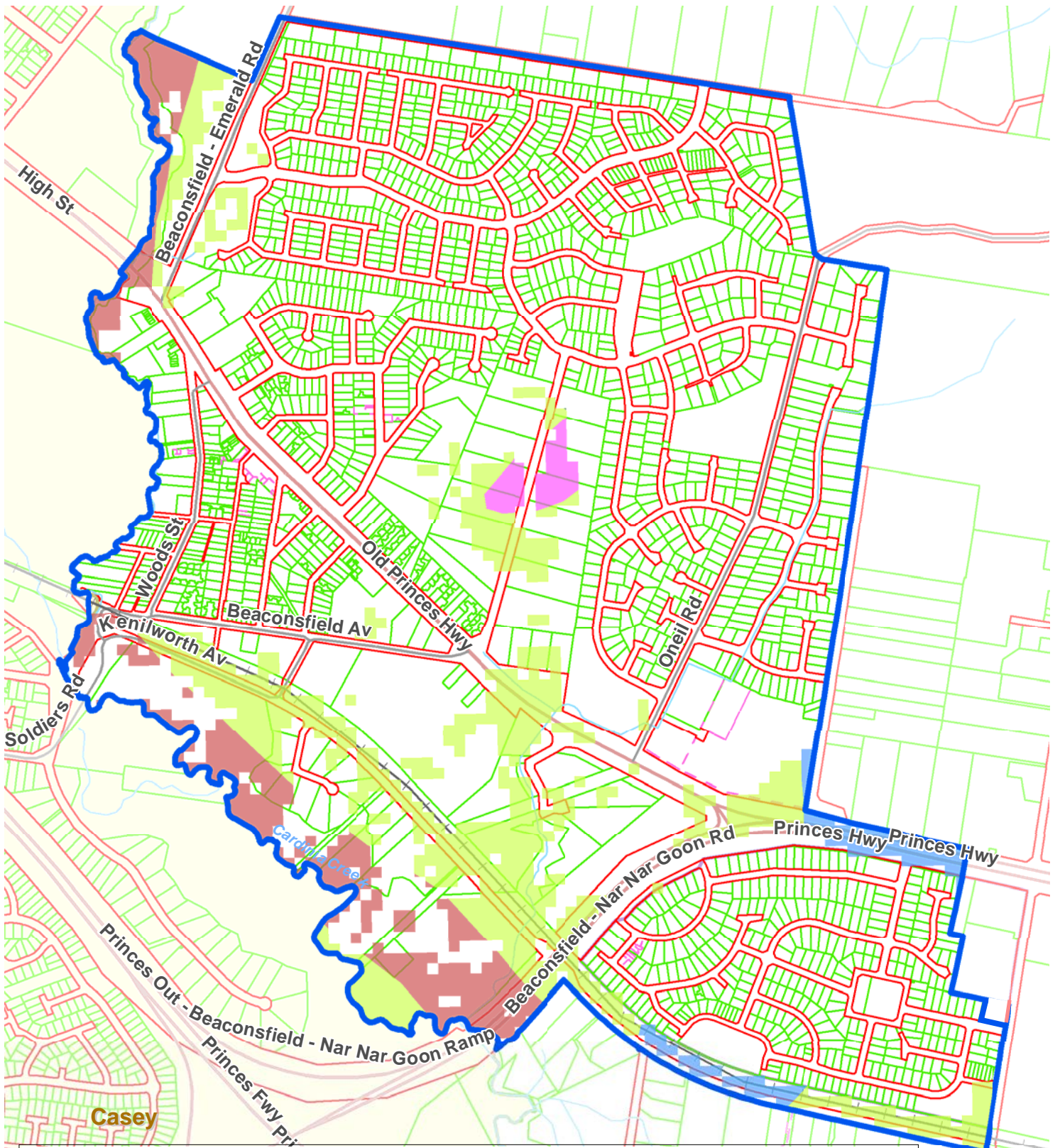
A further on ground response to weeds is the federally funded weed control program 'The Urban Fringe Weed Control Program.' Cardinia Shire Council is currently responsible for coordinating the program to map and tackle large scale weed infestation with key stakeholders and adjoining municipalities. The program is targeting weeds along Cardinia Creek and the surrounding bushland from Beaconsfield to Cardinia Reservoir Park. Funding is matched from local and state governments and provided through the Urban Fringe Weed Management Initiative from the Department of Sustainability and Environment and provided between 2010-2014.











10.7 Climate change

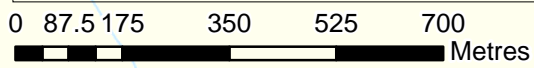
There is now scientific evidence that human activities have resulted in the emission of high concentrations of greenhouse gases. These gases have been associated with global warming and other physical phenomena linked to climate change, including drought, bushfires, sea level rise, flooding, increased storms and erosion. Responding to the various physical effects of climate change will require mitigation efforts and adaptation. Climate change is complex and it will create threats, challenges and opportunities for the community of Beaconsfield.

10.8 Landscape

There are some beautiful and iconic landscapes in the study area, particularly looking north towards the Dandenong Ranges and from the south looking over the lowland plains to Westernport. These landscapes are important for visitors and are one of the reasons why many people are attracted to live in the area. These landscapes are recognised through two (2) overlays in the Cardinia Planning Scheme, with the Environmental Significance Overlay (Schedule 1) and Vegetation Protection Overlay (Schedule 1), as shown on Map 28. The expansive vistas across the study area are especially valued.



EVC 2005			
	Grassy Woodland (Depleted)		Project Area
	Plains Grassland/Plains Grassy Woodland Mosaic (Endangered)		Highway
	Riparian Scrub/Swampy Riparian Woodland Complex (Vulnerable)		Major Road
	Swampy Riparian Woodland (Vulnerable)		Train Tracks
	Swampy Woodland (Endangered)		River



Map 13: Environment Vegetation classes & Status



11. HERITAGE

Beaconsfield was originally known as 'Little Berwick' and was established on the Panty Gurn Gurn pastoral run, developed after the extension of the railway system from Oakleigh to Bunyip. The Beaconsfield railway station on the Gippsland Line opened in 1879. By 1886 the town had a population of 90 people, which grew to 150 persons by 1925.

By the turn of the century Beaconsfield was recognised as a popular holiday destination, with swimming, angling for blackfish and shooting rabbits popular amongst locals and visitors alike. Historically Beaconsfield has been a popular destination for regional recreational activities and this is reflected in its early township character.

Beaconsfield's thematic history is strongly linked with its development as a stopping point along the Gippsland Road coach route, which is reflected somewhat in the presence of Kenilworth Coach House, now a private residence, located to the south-east of Beaconsfield's contemporary town centre.

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 (5) Elms planted near the Maternal and Child Health Centre.

Located to the south of the Civic and Commercial Precinct, a group of houses at 46-56 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 (early house group in a shire town) 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. As identified in the Cardinia Local Heritage Study Review (May 2011) the Woods Street Residential Precinct is proposed to be included in the Heritage Overlay as part of a current planning scheme amendment, as shown on Map 28.

11.1 Aboriginal cultural heritage

Aboriginal cultural heritage protection and education is a priority for Council as reflected in its role in the Inter-Council Aboriginal Consultative Committee and appointment of an Aboriginal Policy Advisor.

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 Kooweerup 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.

11.2 Threats to heritage places

There are a number of underlying threats to the significance of Beaconsfield's established heritage places and precincts; however the strongest threat is that of redevelopment pressures altering the established fabric of identified significant heritage precincts and sites.

There are two (2) main areas that are considered to be at risk of degradation from development pressures. The Woods Street Civic and Commercial Precinct and the Woods Street Residential Precinct are both expected to be placed under increased pressure from new development and the appropriate protection of these precincts are required.

There has already been some degree of change within the Woods Street Civic and Commercial Precinct, with a number of places undergoing changes. Ongoing change to these established heritage areas is a concern and appropriate management strategies should be considered as needed.

11.3 Heritage opportunities

The Beaconsfield study area is characterised by a moderate number of established heritage places and precincts that provide crucial links to the history of the area. The ongoing recognition, conservation and identification of places of significance in the study area are considered to be of importance to the local community and the Shire as a whole. Possible opportunities in Beaconsfield include:

- Consolidate established heritage places and precincts.
- Implement the findings of the Heritage Study Review (May 2011) and;
- Integrate new development that is sympathetic to, but provides contrast to areas of established heritage significance.

12. URBAN DESIGN

12.1 Overview

The core of the town, located between the railway station and Princes Highway, dates back to the 1870s but little if anything remains of Beaconsfield prior to the 20th century. Most of the geographic extent of contemporary Beaconsfield is occupied by modern residential estates, particularly to the north of Princes Highway, as shown in Map 29. The majority of the dwellings have appreciable front setbacks, at least five (5) meters, which, together with the nature strips and predominance of winding streets in the newer estates, gives the impression of greenery; this is tempered somewhat by the relative lack of trees and landscaping that is not yet fully established.

Most retail and commercial development is located along Princes Highway (mostly to the north-west), while stretches of commercial and light industrial are located along Woods Street and Beaconsfield Avenue respectively.

The building footprint coverage of any given residential lot, despite the low densities, is still considerable at or above 40%. The retail sites in Beaconsfield have similar building coverage percentages to their residential counterparts, despite the larger building envelopes, since they are located on larger lots. They are also distinguished by diminished front setbacks, at least over the areas of the site not occupied by front car parks, as shown in Map 14

The locality and function of transport infrastructure has influenced Beaconsfield's built form and has resulted in two (2) distinct town characters. One (1) is that of old Beaconsfield with a much finer grain of development and a greater adjacency of uses and the other is that of recent housing, with single dwellings that are severely car dependent and do not fully benefit from the historic town. These two (2) 'Beaconsfield's' are further segregated by the Princes Highway.

The natural landscape and environment in Beaconsfield also presents various challenges and opportunities. The landscape is dominated by two (2) geographic elements: the foothills of the Dandenong Ranges to the north and Cardinia Creek which marks the western boundary of Beaconsfield and the Shire. The foothills provide a visual cue to the past of Beaconsfield, before recent housing developments; these are now mostly developed and only some of the hilltops remain unaltered. Cardinia Creek is generally ignored by the town. More could be done to incorporate its natural qualities into Beaconsfield and make the creek a key focus for the town.

The history, topography and natural environment are important defining elements that separate the appearance and character of Beaconsfield from that of a typical town, as shown in Map 15; consequently, they should be reflected in any scenario or proposal planned.

12.2 Strengths, weaknesses, opportunities and threat analysis

An urban design analysis, done as part of Stage 1 of the Urban Design Framework (UDF) with the initial community consultation providing important local knowledge, revealed some key points that are best presented as Strengths Weaknesses Opportunities and Threats (SWOT) analysis, as shown in Table 14.

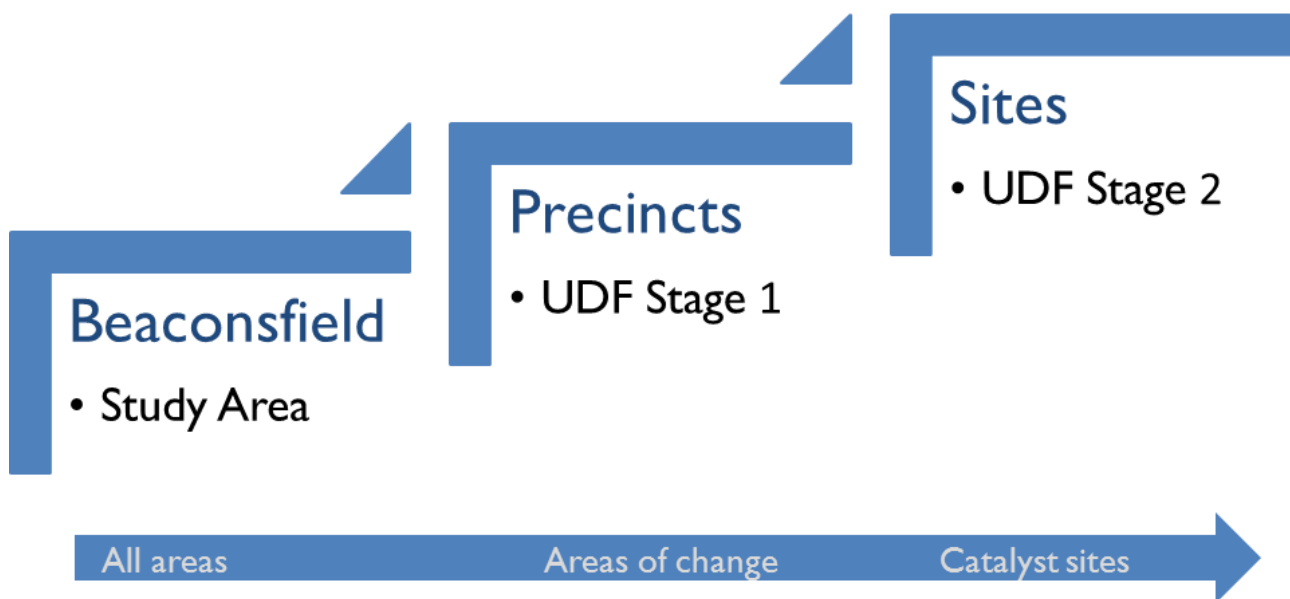
Table 14: SWOT analysis

Strengths
<ul style="list-style-type: none"> • Excellent transport connectivity: centrally located train station, Princess Highway and Freeway • Valued town character, especially around Woods Street • Attractive topography due to the foothills • Cardinia Creek provides a good ecosystem • Relatively good retail and restaurant mix in the centre (for example two supermarkets) • Good business provision within the centre (for example medical suites) • Active and somewhat vibrant town centre
Weaknesses
<ul style="list-style-type: none"> • Beaconsfield train station has a limited walkable catchment, as it is over 800 metres from the northern residential estates. Poor interface treatments between the shops and corresponding car parks, be these surrounds residential or the creek • Extremely poor pedestrian mobility/design in the supermarket hub car park based to the north of Princes Highway • Underutilised land at the rear of the Central Hotel, Beaconsfield • Lack of a proper civic space in the town centre • The historic character of Beaconsfield, especially along Woods Street, is not highlighted to its full advantage • No shared trail along Cardinia Creek and little to no attempt to integrate the creek with the town which would leverage its landscape qualities • Very poor permeability of some residential areas, in particular with other adjacent areas (for example Berwick Views Estates, Panorama Estate) • Broken or no pedestrian-cycling connectivity with several areas, for example along the Beaconsfield-Emerald Road and Panorama Estate, with the rest of the town (there are current plans to construct a pedestrian link to remediate the later).The relative isolation of the northern and eastern residential estates • The residential mono use of these isolated estates makes for a lack of diversity and vibrancy • Princes Highway creates a movement barrier across parts of Beaconsfield, particularly for pedestrians and cyclists.
Opportunities
<ul style="list-style-type: none"> • To provide mixed use development close to the railway station • To expand the commuter car parking next to the station • To improve connections for pedestrian and cyclists from the railway station with the rest of the town • To explore the capacity to provide a continuous shared trail connecting Akoonah Park with the future Cardinia Creek Parklands and Officer • Improve the integration and interaction between the built form and Cardinia Creek, especially along Woods Street • Ensure high quality open space amenity and good connectivity of any new development within the town centre • Provide a civic space in the centre of Beaconsfield as an informal gathering space and also as a symbol of civic pride • Decrease, as much as possible, the barrier effect of the Princes Highway. • Improve the footpaths, landscaping and generally the pedestrian amenity along Princes Highway • Create gateways that enhance the sense of entering into a defined historical town from the main approaches along the Princes Highway • Investigate the best development in relation to further subdivision and housing • Improve the connectivity and permeability between existing estates and the remainder of Beaconsfield • Enhance the recreational value of the hill top reserves as well as their accessibility, particularly for pedestrians • Provide an agreed upon vision and guidelines for the form and character of the activity centre • Contemplate potential future scenarios for the change in use of the industrial zoned properties between Princes Highway and Beaconsfield Avenue • To carefully consider the integration of development around O'Neil Road with the future Whiteside Road Neighbourhood Activity Centre
Threats
<ul style="list-style-type: none"> • Princes Highway becoming more of a barrier as growth proceeds in and around Officer • Exacerbation of the car dominated town environment • Lack of appropriately identified and zoned sites for non-retail businesses such as offices • Badly designed infill development • Poor integration and quality of any future commuter car parking at Beaconsfield Station • Missing the opportunity for highlighting the sense of place with sensitive and appropriate public realm

12.3 Urban Design process

Crucially this initial analysis of the town (natural and built form elements), consultation (both with the community and within Council) and SWOT analysis revealed the need to focus on particular areas of Beaconsfield and provide clear guidance of why and how these will contribute in meeting the emerging vision and aspirations of the community and Council. This is shown in the flow chart below:

Urban Design Framework: process



Based on the initial urban design analysis Beaconsfield had been divided into five (5) main precincts in Stage 1 of the UDF, as shown in Map 16. The purpose was to provide more concrete comment and urban design guidance that then informed stage 2 of the UDF.

These were:

- The Princes Highway Precinct;
- The Beaconsfield Station Precinct;
- The Woods Street Precinct;
- The Industrial Precinct and
- The Glismann Road Precinct.

Stage 2 of the UDF then identified what sites and sub precincts were susceptible to a higher likelihood of change within the timeframe of the Structure Plan and also which sites could act as catalysts demonstrating a positive model for the future of the town. These are explained in detail in the *Beaconsfield Structure Plan (December 2013)*, please refer to that document for further details.

These catalytic sites are (see Map 34 for locations):

- Princes Highway Gateway (south western side of Princes Highway)
- Memorial and Creek public space (intersection of Woods Street and Princes Highway)
- Beaconsfield Point (north eastern side of Woods Street)

- Woodland Grove (south western side of the Woods Street)
- Jim Parkes Reserve (located between Souther Street and Horner Street)
- Commercial Triangle (the land currently zones industrial between Beaconsfield Avenue and Princes Highway)

Each one (1) of these precincts and catalysts sites have been chosen and classified based on a set of factors such as their:

- Built form - In essence it's the buildings, their architectural style, setbacks and massing. It also includes other aspects such as the associated open space and access to a property. One particular consideration is the heritage along Woods Street, which must be dealt with in a sensitive manner.
- Natural environment – mostly around creating a strong relationship to Cardinia Creek and maximising the potential of the views and some remanent vegetation along Glismann Road.
- Differing land use - Where there are land uses that result in a different built environment it is logical to require appropriate character responses. Nowhere else is this more apparent than in the industrial triangle between Princes Highway and Beaconsfield Avenue.
- Transport - Modes of movement and the way they influence the spatial qualities of Beaconsfield, are fundamental in understanding the locality, its issues, and any likelihood for change.
- Opportunity for change - It is clear that effort should be invested in areas where some change is possible, ensuring that it is well planned, integrated with the town and contributory to its preferred character. Public realm significance – sites, be it streets, green links or nodes of activity that with some level of intervention create a much larger ripple effect because of their key location and unique character.

The following guidance now forms part of the background of the Beaconsfield Structure Plan:

12.4 Princes Highway Precinct (UDF Stage 1)

Despite the many issues the Princes Highway brings in terms of isolating the north and south of Beaconsfield, it is the closet that Beaconsfield currently comes to a shopping main street, as the vast majority of retail businesses are to be found along the Princes Highway. It is Beaconsfield's spine, as shown in Maps 17 and 18.

From an urban design perspective, which was reinforced by the feedback of the local community, the highway is much too wide (the road reserve is close to 40 metres at any given cross-section) and the vehicular speeds are too high for pedestrian comfort and safety. This creates a significant transversal barrier, which means that any movement across the Princes Highway becomes highly controlled and restricted or, in many instances, impossible. This movement barrier is even greater for pedestrians, which is exacerbated by the limited number of pedestrian crossings.

There is the noticeable issue of the minimal sense of arrival as people drive along the Princes Highway due to focus on fast conveyance of people and goods from destination to destination. This lack of a sense of arrival can impact on the sense of place of a locale

All of these issues are to be intensified by the development of Officer and further growth in Pakenham and Berwick, which will mean that through traffic volumes will increase over time. Addressing the present issues will require significant amounts of advocacy and negotiation with Vic Roads. Some initial opportunities that could be considered in this precinct are shown in Table 15 and Map 18.

Table 15: Opportunities for the Princes Highway Precinct

Opportunities	Comments	Beaconsfield Structure Plan
Streetscape improvements	Improve the streetscape along the length of Princes Highway, concentrating in areas where land uses	Partially developed in the <i>Princes Highway Gateway</i> ,

Opportunities	Comments	Beaconsfield Structure Plan
	are more intense, such as retail towards the west. The objective would be to increase pedestrian amenity and safety.	<i>Beaconsfield Point, Commercial Triangle</i>
Improve cross movement	Investigate opportunities to improve cross movement over the Princes Highway. Any such proposal will need to be negotiated with Vic Roads.	Incorporated as part of the <i>Key Urban Design Strategies</i>
Create gateway treatments	Address the entries to Beaconsfield maybe in the form of gateway treatments to address the main entrance and exits points to Beaconsfield. These gateways should incorporate significant high quality landscape features and maybe even architectural elements.	Incorporated into the <i>Princes Highway Gateway and Commercial Triangle</i>
Supermarket Hub access	Examine options that could alleviate the existing traffic problems (internal circulation, access to car parking and to the site) and poor pedestrian amenity that currently besets the north-west retail development	Incorporated as part of the <i>Key Urban Design Strategies and Movement Network chapter</i>
Civic square	Investigate the possibility of creating a civic square around the War Memorial. It could provide a much needed informal gathering space in the heart of the town. Such an intervention would require the alteration of the traffic flows at the intersection, with the likely closure of the lanes to one side or the other of the current isolated central triangle of land.	Incorporated into the <i>Memorial & Creek Site</i>

Source: Cardinia Shire Council, David Lock & Associates and Hayball

12.5 Woods Street Precinct (UDF Stage 1)

This precinct, despite being at the western edge of the town, has a dual nature, that of an important movement link and that of a core street to Beaconsfield's historical identity. As a movement street it connects Princes Highway and Beaconsfield Avenue, which defines a large triangular area of land that is, generally, older in its development. As a street it has one of the strongest historical identities of any street in the shire, this identity should not only be preserved but also enhanced in a manner that makes the most of its potential.

Woods Street has two distinct characters; the northern end of the street is dominated by retail and businesses, whereas the remainder is mostly residential. This differing use is clearly shown in the built environment. To the north are a number of concrete panel structures and brick sheds-shops that are used as commercial space whilst, closer to Princes Highway they are mostly occupied by retail. Most of the street has residential development, often on relatively small 500 square metre lots (the main exception being the two (2) unit developments closer to Beaconsfield Avenue) some of which date to the interwar period. Noticeably there is a significant amount of vacant land from Arthur Street to the south, along the Cardinia Creek, as shown in Maps 19 and 20.

Various opportunities exist for Woods Street, both in the direct improvement of the streetscape and its potential for infill development. Some initial opportunities that could be considered in this precinct are shown in Table 16 and Map 20

Table 16: Opportunities for the Woods Street Precinct

Opportunities	Comments	Beaconsfield Structure Plan
Footpath	Currently pedestrian use of Wood Street is affected by the lack of a footpath along the east side. An additional footpath could better link the Beaconsfield railway station and retail core.	Incorporated as part of the action to develop a <i>streetscape plan</i> for Woods Street.
Form and function	Provide a better integration of new built form with the heritage precinct and places. The possibility exists	Incorporated partially in <i>Beaconsfield Point</i> and in the

Opportunities	Comments	Beaconsfield Structure Plan
	for this precinct to provide an alternative to big box retail found along Princes Highway because of its unique identity and accessibility.	<i>Urban Design Guidelines for North Woods Street.</i>
Development guidelines	Consider establishing quality design and development guidance for any development in Woods Street.	Incorporated into the <i>Urban Design Guidelines for North Woods Street.</i>
Strong public interface	Explore the possibility for a strong public space component as a fundamental part of any development, renovation-regeneration or improvements for Woods Street. Emphasis could be placed on the node formed at the intersection between Woods Street and the Princes Highway.	Incorporated into the <i>Memorial and Creek Site.</i>
Connection to the natural environment	Opportunity exists to connect development on Wood Street with the natural environment of Cardinia Creek and any future shared trail along the creek. This would allow the community of Woods Street, and of Beaconsfield, to enjoy and better understand the importance of Cardinia Creek.	Incorporated as part of the <i>Key Urban Design Strategies</i> and in the concepts for: <i>Princes Highway Gateway, Memorial and Creek Site</i> and <i>Woodland Grove.</i>

Source: Cardinia Shire Council, David Lock and Associates and Hayball.

12.6 Beaconsfield Station Precinct (UDF Stage 1)

The precinct extends beyond the railway station to encompass land either side of the railway line. This precinct is predominately unbuilt and open since it's mainly railway land owned by VicTrack. To the north is Beaconsfield Avenue, which is an important movement link. To the south, near Kenilworth Avenue a large expanse of land is owned by Melbourne Water and is utilised as a retarding basin for drainage purposes. To the western border of the precinct is currently Industrial Zone land that includes SP Ausnet depot.

Beaconsfield's train station and its surrounding land is the first and last thing that many people view when using public transport. Accordingly the train station surrounds should be carefully designed to provide a high level of amenity and reinforce the preferred identity for Beaconsfield. Some of the main opportunities that have been identified for this precinct thus far are shown in Table 17 and Map 22.

Table 17: Opportunities for the Beaconsfield Station Precinct

Opportunities	Comments	Beaconsfield Structure Plan
Expansion of the station car park	It should be noted that it is VicTrack's intention to build 157 additional car parking spaces, as an extension to the current car park. This expansion should address commuter parking demand for the station, which is at capacity during weekday work hours. Benefits that could result from the additional car parking spaces include decreased pressure for on street parking along Woods Street; an opportunity to upgrade the public realm along Beaconsfield Avenue.	The extended car parking at the Train Station has been completed. Extent incorporated into the Structure Plan.
Formalisation of car park south of station	Currently a small informal car parking area exists to the south of the train station, this parking area, accessed from Kenilworth Avenue, could be formalised.	Further discussion and advocacy with VicTrack required, beyond the scope of the Structure Plan.
Residential development	Opportunities may exist for further residential development in and around the Station Precinct due to the proximity of public transport and the town centre.	Incorporated in <i>Woodland Grove.</i> Unlikely to be any residential development in VicTrack land in the next 15 years.
Amenity	Improve the quality and amenity of Beaconsfield Avenue, with emphasis on the	Partly incorporated in the <i>Woodland Grove</i> and <i>Commercial</i>

Opportunities	Comments	Beaconsfield Structure Plan
	intersection with Woods Street. As part of any future designs and works, consideration should be given to planting additional trees, integrating the design with any future car parking extension and the heritage values of the old Beaconsfield Station Master's Residence. Any streetscape designs could integrate and inform any new designs along Woods Street and, to some extent, any improvements that might occur along the Princes Highway.	<i>Triangle</i> concepts. Further design work is required for Woods Street.
Pedestrian pathway	A pedestrian pathway could be provided along Kenilworth Avenue. This is an important pedestrian link that is currently missing which means that residents around Coach House Lane cannot safely access the train station.	Incorporated as part of the <i>Key Destinations & Movement Network</i> .
Parklands	Areas currently managed for drainage purposes by Melbourne Water could be integrated with the Cardinia Creek Parkland. Scope exists to provide some landscaped parklands to the south of the railway line.	Outside of the scope of the Structure Plan. Will require significant advocacy to Melbourne Water.

Source: Cardinia Shire Council, David Lock & Associates and Hayball

12.7 Glismann Road Precinct (UDF Stage 1)

This precinct is demarcated by the Beaconsfield Primary School and Lyle Avenue to the west and by conventional residential to the east. The investigation area for Glismann Road also encompasses open space and some unit developments to the south. The precinct has a distinct character to the rest of Beaconsfield owing to its very low residential density, minimal development, steep topography, road design and natural features, as shown in Maps 23 and 24.

Glismann Road remains the largest single tract of land where infill residential development can occur. It is clear that this precinct will probably see the greatest change of all precincts

The precinct has been identified by the State Government as a priority area for urban development. Cardinia Shire Council will guide change in this precinct with input from the community whilst taking into account all necessary expert information. Council will attempt to avoid the worst consequences of development that is unsympathetic to the place, context and its people.

Managing the transformation from a more rural morphology to that of a central town location is somewhat different to that of the rest of Beaconsfield, as are the issues and opportunities that arise, as shown in Table 18 and Map 24.

Table 18: Opportunities for the Glismann Road Precinct

Opportunities	Comments	Beaconsfield Structure Plan
Further residential development	<ul style="list-style-type: none"> Residential subdivision of this area is being examined in line with the State and Local Planning Policy Framework that supports further residential development in this location. The form of future subdivision and development will be subject to enquiry, discussion and analysis informed by consideration of environmental, access and landscape issues. 	<ul style="list-style-type: none"> The Structure Plan highlights the need to produce a Development Plan (master plan) for Glismann Road in consultation with the local community.
Road access	<ul style="list-style-type: none"> Increase the permeability of the north side of Beaconsfield by investigating the potential for a local connection through the Glismann area 	<ul style="list-style-type: none"> Will be further investigated as part of the Development Plan.

Opportunities	Comments	Beaconsfield Structure Plan
	<p>to become a through road. The actual level of through connectivity is subject to significant work and dialogue between the stakeholders.</p> <ul style="list-style-type: none"> • Consideration needs to be given to the functional layout of the Glismann Road and Princes Highway intersection. 	<ul style="list-style-type: none"> • A functional layout for the intersection of Glismann Road – Princes Highway – Beaconsfield Avenue is shown in Appendix A. Further work with the relevant parties required.
Street interface with Beaconsfield Primary School	<ul style="list-style-type: none"> • Study the possibility of providing a street interface with the Beaconsfield Primary School. This would be beneficial for the school as it currently only has one street frontage. 	<ul style="list-style-type: none"> • Will be further investigated as part of the Development Plan.

Source: Cardinia Shire Council, David Lock & Associates and Hayball

12.8 Industrial Precinct (UDF Stage 1)

This precinct is roughly a triangle of land formed by the intersection of Princes Highway and Beaconsfield Avenue. It essentially corresponds to the Industrial Zoned land with the exclusion of St Francis Xavier College (Senior Campus) and the dwellings fronting Goff Street. The land use of the precinct is mainly light industry, warehouses, depots and associated offices. The current built structures are standard warehouses of one or two storeys in height with substantial front setbacks (over 20 meters in depth) and even more significant setbacks to the rear, that is, to Beaconsfield Avenue. The sites themselves have some native planting, principally along Beaconsfield Avenue, as shown in Map 25

Due to the proximity of these parcels of land to the town centre, it is likely that in the long-term there will be a shift in the use of the land. Such change will require careful consideration of the issues and opportunities it creates, as shown in Table 19 and Map 26.

Table 19: Opportunities for the Industrial Precinct

Opportunities	Comments	Beaconsfield Structure Plan
Land use changes	<ul style="list-style-type: none"> • Introduce planning controls that consider the future development potential, form and impacts on the surrounds. As part of any such controls the interfaces with the existing residential, the streets, the provision of quality public realm and good internal and external (within the site and with the surrounds) levels of permeability are fundamental. Consideration should be given to restricted retail, office and residential development. • St Francis Xavier College is currently zoned industrial. Because this is an anomaly an amendment process to rezone the land to reflect its real use should occur. 	<ul style="list-style-type: none"> • To rezone the land referred to as the Commercial Triangle in the Beaconsfield Structure Plan from Industrial 1 to Mixed Use is an action of the Structure Plan. Will be informed by the Commercial Triangle concept. • Likewise the rezoning of the land at Francis Xavier College to a Special Use Zone is an action of the Structure Plan.
Intersection treatment	<ul style="list-style-type: none"> • Determine the best possible intersection treatment for Princes Highway and Beaconsfield Avenue. 	<ul style="list-style-type: none"> • A functional layout for the intersection of Glismann Road – Princes Highway – Beaconsfield Avenue is shown in Appendix A of the Beaconsfield Structure Plan (December 2013). Further work with the relevant parties required.






Opportunities	Comments	Beaconsfield Structure Plan
Pedestrian amenity	<ul style="list-style-type: none"> Any change provides an ideal opportunity to increase the pedestrian amenity of the Princes Highway and attempt to reduce its barrier effect. 	<ul style="list-style-type: none"> Partially incorporated into the <i>Commercial Triangle</i> concept.
Linkage	<ul style="list-style-type: none"> Investigate the possibility of providing a link between Beaconsfield Avenue and the Princes Highway. This could increase the permeability of this area, provide internal street frontage and assist in reducing the speed of the through traffic along Princes Highway. 	<ul style="list-style-type: none"> Demonstrated in the <i>Commercial Triangle</i> design.

Source: Cardinia Shire Council, David Lock & Associates and Hayball



LEGEND

This map builds on the 'Figure Ground' and provides more clarity about the use and character of interfaces between the commercial buildings and the street. Much of the 'core' activity centre has a good provision of awnings. However this protection from the sun and rain is not continuous. Further this 'core' area has an approximate 1:1 ratio of building footprint to surface car park relationship, which contributes to the car dominant nature of the centre.

-  BEACONSFIELD PRECINCT
-  EXISTING BUILDINGS
-  NO AWNING
-  AWNING
-  OFF-STREET CAR PARKING















Map 14: Setbacks & Awnings



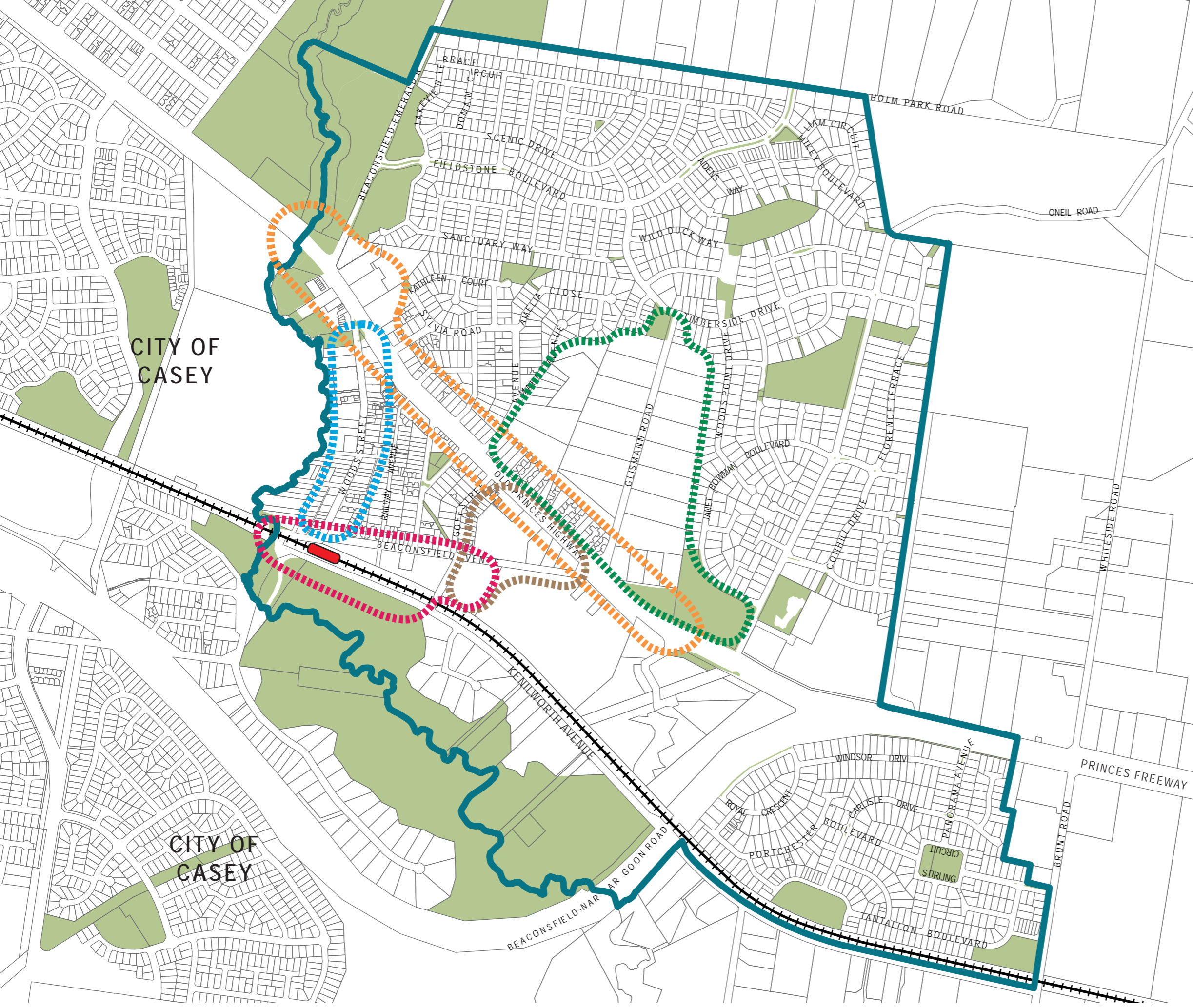
LEGEND

This map provides a summary of the existing conditions within Beaconsfield.

-  BEACONSFIELD PRECINCT
-  RAIL
-  BEACONSFIELD STATION
-  EXISTING GATEWAY LOCATION
-  EMERGING GATEWAY
-  LANDMARK
-  MOVEMENT BARRIER
-  ACTIVITY NODE INCLUDING SIGNALISED PEDESTRIAN CROSSING
-  CARDINIA CREEK GREEN CORRIDOR
-  MAIN ENTRANCE INTO TOWN CENTRE
-  SECONDARY ENTRANCE INTO TOWN CENTRE
-  SIGNIFICANT HILLTOP
-  MAJOR VIEW LOOKING DOWN HILL
-  STANDARD DENSITY RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  ACTIVITY CENTRE CORE
-  EDUCATION
-  PUBLIC OPEN SPACE











Map 15: Existing Conditions Summary



LEGEND

The 5 main precincts identified (in no particular order) are as follows:

- The Old Princes Highway Precinct;
- The Beaconsfield Station Precinct;
- The Woods Street Precinct;
- The Industrial Precinct; and
- The Glismann Road Precinct.

-  BEACONSFIELD PRECINCT
-  RAIL
-  BEACONSFIELD STATION
-  OLD PRINCES HIGHWAY
-  WOODS STREET
-  STATION
-  GLISMANN ROAD
-  INDUSTRIAL



Map 16: Beaconsfield Precincts

CHARACTER



Old Princes Highway Precinct

The Old Princes Highway Precinct is located along the old highway through much of the Beaconsfield, encompassing all of the retail land use. As the former highway, the road reserve is very broad, with two lanes of traffic in both directions plus a wide centre median and kerbside car parking. The highway function of the road is no longer required as Beaconsfield has been bypassed.

This precinct is the 'spine' of Beaconsfield, containing the main entrances or gateways into the centre. The eastern gateway is denoted, with a stand of substantial native trees in the centre medium helping to mark this threshold. The western gateway is the more significant gateway. It is denoted by the bridge over the Cardinia Creek and the associated vegetation along the creek corridor which results in an abrupt change in character as travellers enter into the centre.

The road function of the Old Princes Highway divides the centre in two. However, the through traffic volumes are considered low for the capacity of the road provision. The public realm treatments are of poor quality and lack consistency.

The supermarket car parks lack pedestrian connections, while the car park layout results in poor traffic circulation, and in numerous conflict points.



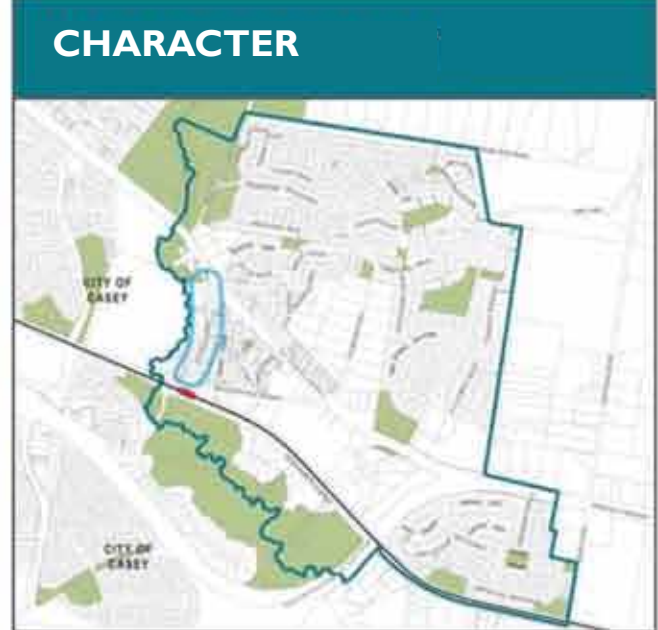


LEGEND

- BEACONSFIELD PRECINCT
- EXISTING BUILDINGS
- PUBLIC OPEN SPACE
- RECOMMENDATIONS**
- DEVELOP A UNIQUE BEACONSFIELD IDENTITY (SIGNAGE, STREET FURNITURE) FOR USE THROUGHOUT THE ACTIVITY CENTRE
- PROVIDE MEANINGFUL GATEWAY/ENTRANCE FEATURES AT BOTH THE WESTERN AND EASTERN END OF THE OLD PRINCES HIGHWAY.
- EXPLORE POTENTIAL TO CREATE A CIVIC PLAZA/GATHERING SPACE, AT THE INTERSECTION OF WOODS STREET AND THE OLD PRINCES HIGHWAY WITH THE BEACONSFIELD WAR MEMORIAL AT ITS HEART, POTENTIAL THROUGH THE REMOVAL OF THE LEFT SLIP LANE
- EXPLORE OPPORTUNITIES TO IMPROVE THE PEDESTRIAN AMENITY AND APPEARANCE OF THE OLD PRINCES HIGHWAY, AND REDUCE ITS BARRIER EFFECT, THROUGH STREETSCAPE WORKS, POTENTIALLY INCLUDING RECLAIMING OBSOLETE ROAD SPACE
- EXPLORE POTENTIAL TO IMPROVE PRIORITY FOR LOCAL TRAFFIC MOVEMENTS OVER THROUGH TRAFFIC
- INTRODUCE PLANNING CONTROLS TO GUIDE THE FUTURE DEVELOPMENT OF THE BEACONSFIELD ACTIVITY CENTRE TO ENSURE BETTER CONNECTIVITY AND A HIGH QUALITY PUBLIC REALM
- EXPLORE THE NEED AND POTENTIAL FOR THE ACTIVITY CENTRE TO EXPAND TO THE EAST TO STELLA STREET
- POTENTIAL LINK TO PROVIDE A CONNECTION BETWEEN PRINCES HIGHWAY AND ESTATES LIKE BERWICK VIEWS TO THE NORTH
- INVESTIGATE IMPROVED INTERSECTION TREATMENTS AT THE GLISMANN ROAD AND OLD PRINCES HIGHWAY JUNCTION.
- IMPORTANT LINK BETWEEN PRINCES HWY AND THE TRAIN STATION AS WOODS STREET



Map 18: Opportunities for Princes Highway Precinct



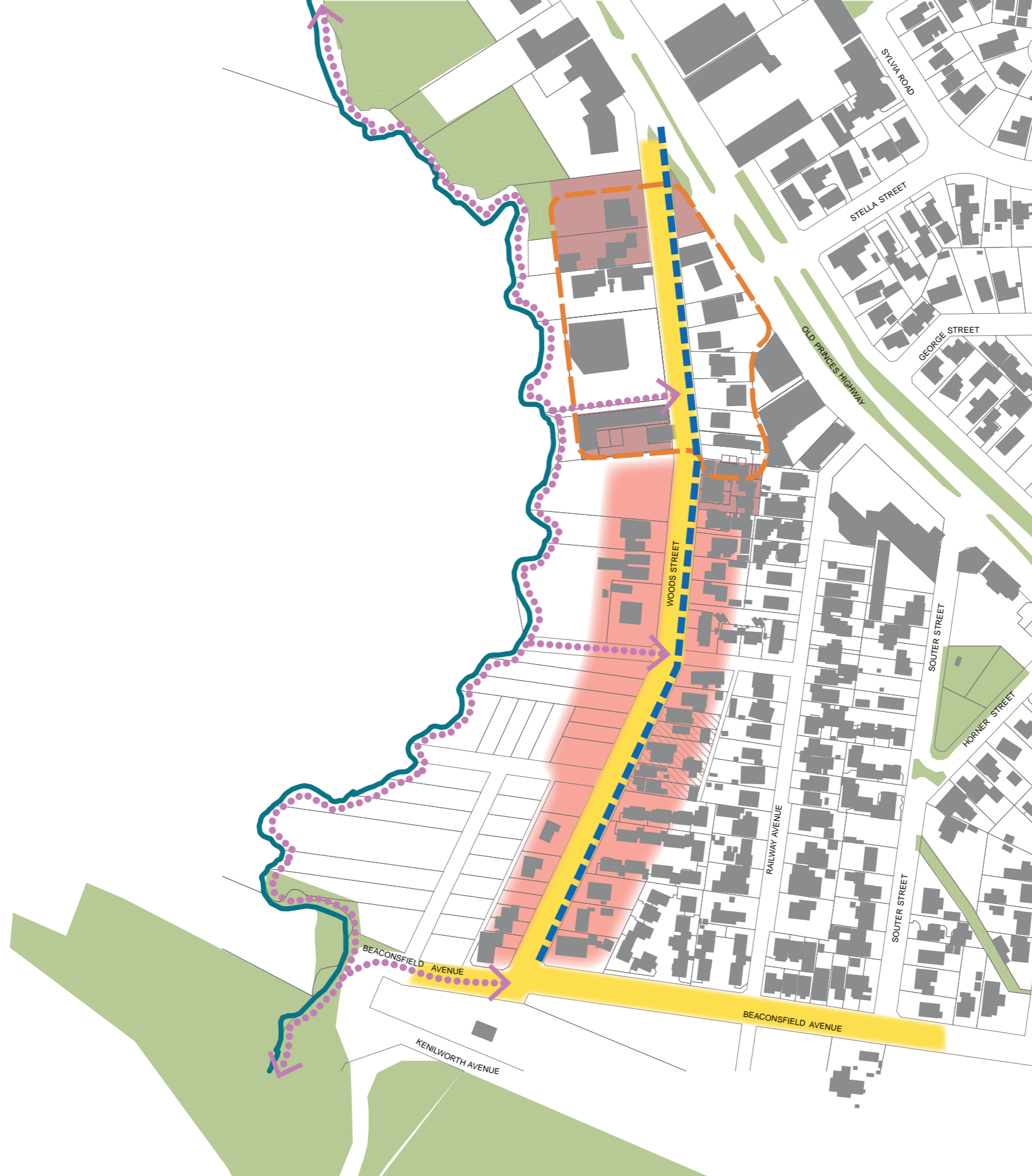
CHARACTER



Woods Street Precinct

This precinct links Beaconsfield Station to Old Princes Highway and the retail heart of Beaconsfield. The precinct is of local heritage significance. It contains a number of significant buildings which demonstrate the town's early history, while also providing an important commercial and service industrial function. The street has an inconsistent streetscape, due to the many and varied building typologies, setbacks and eras of development represented. It has two distinct characters; the residential character to the south and the mixed use/employment character to the north. There are also a number of vacant blocks to the western side of the street, creating breaks in the streetscape and an incomplete built form.



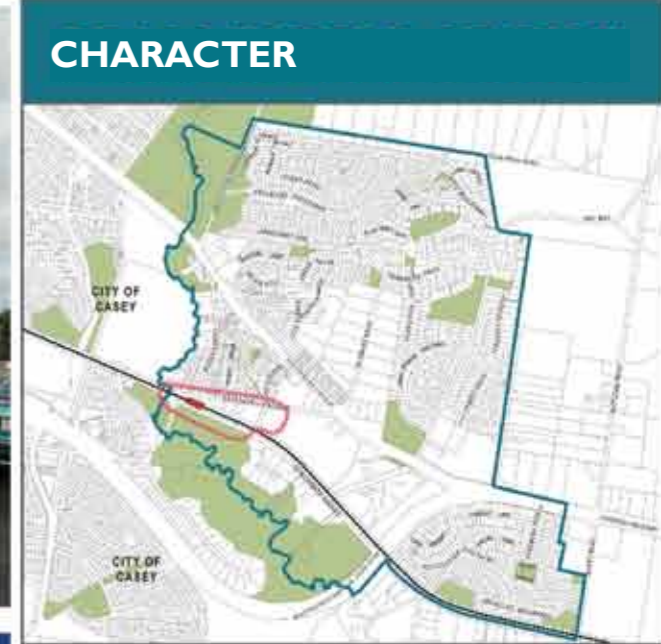


LEGEND

-  BEACONSFIELD PRECINCT
-  EXISTING BUILDINGS
-  PUBLIC OPEN SPACE
-  EXISTING HERITAGE OVERLAY
-  PROPOSED HERITAGE OVERLAY
- RECOMMENDATIONS**
-  PROVIDE FOOTPATH ALONG EASTERN SIDE OF WOODS STREET
-  ENCOURAGE MEDIUM-DENSITY HOUSING AND/OR COMMERCIAL ON BOTH SIDES OF WOODS STREET WHILST RESPECTING THE HERITAGE
-  REVIEW ECONOMIC POTENTIAL FOR CHANGE IN BUSINESS-ZONED LAND AT THE NORTHERN END OF WOODS STREET TO INFORM BUILT FORM CONTROLS.
-  IMPROVE STREET TREE PROVISION ALONG BEACONSFIELD AVENUE & WOODS STREET IN LINE WITH THE STREETScape GUIDELINES MARCH 2010 REPORT
-  EXPLORE OPPORTUNITIES TO PROVIDE BETTER LINKS TO AND FROM A LINEAR TRAIL ALONG THE CARDINIA CREEK.

0 25 75 150m

N



CHARACTER



Beaconsfield Station Precinct

Located around the Beaconsfield Station, this precinct encompasses the station, commuter car parks, the Beaconsfield Avenue streetscape and surround vacant land. The precinct as an open or exposed character, predominantly due to the lack of built form and trees. This results in a poorly defined public realm which is dominated by surface car parking and roadway. The public realm treatments are of poor quality and lacks character and identity, therefore a poor sense of arrival or destination results when using the train. The station is only busy during peak travel times while commuters travel to and from work but otherwise presents itself as a quiet, isolated, single use precinct. It has insufficient provision of shade shelter and commuter car parking.





LEGEND

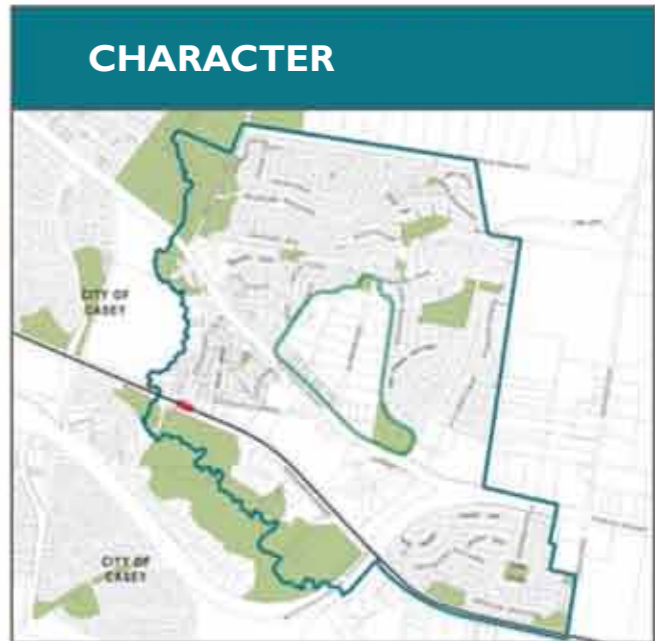
- BEACONSFIELD PRECINCT
- EXISTING BUILDINGS
- PUBLIC OPEN SPACE
- RAIL
- BUS STOP
- COMMUTER CAR PARK
- SIGNIFICANT EXISTING TREES IN PUBLIC REALM

RECOMMENDATIONS

- EXPLORE OPPORTUNITIES TO IMPROVE PEDESTRIAN ACCESS BETWEEN THE STATION PLATFORM, BUS STOPS AND COMMUTER CAR PARK.
- EXPLORE OPPORTUNITIES FOR COMMUNITIES FACILITIES, PARTICULARLY A PUBLIC TOILET.
- EXPLORE OPPORTUNITIES TO IMPROVE PEDESTRIAN ACCESSIBILITY FROM KENILWORTH AVENUE AND ACCESSIBILITY TO THE PARK LAND TO THE SOUTH.
- EXPLORE OPPORTUNITIES TO IMPROVE THE AMENITY AND ATTRACTIVENESS OF THE PUBLIC REALM SURROUNDING THE STATION, INCLUDING INCREASED PROVISION OF STREET TREES ALONG BEACONSFIELD AVENUE & WOODS STREET IN LINE WITH THE STREETScape GUIDELINES MARCH 2010 REPORT.
- INVESTIGATE EXPANSION OF EXISTING COMMUTER CAR PARK ON THE NORTHERN SIDE OF THE TRACKS.
- INVESTIGATE FORMALISATION OF SMALLER COMMUTER CAR PARK ON THE SOUTHERN SIDE OF THE TRACKS.

0 25 50 75m

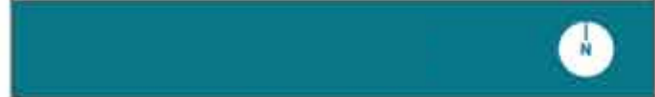
Map 22: Opportunities for Beaconsfield Station Precinct

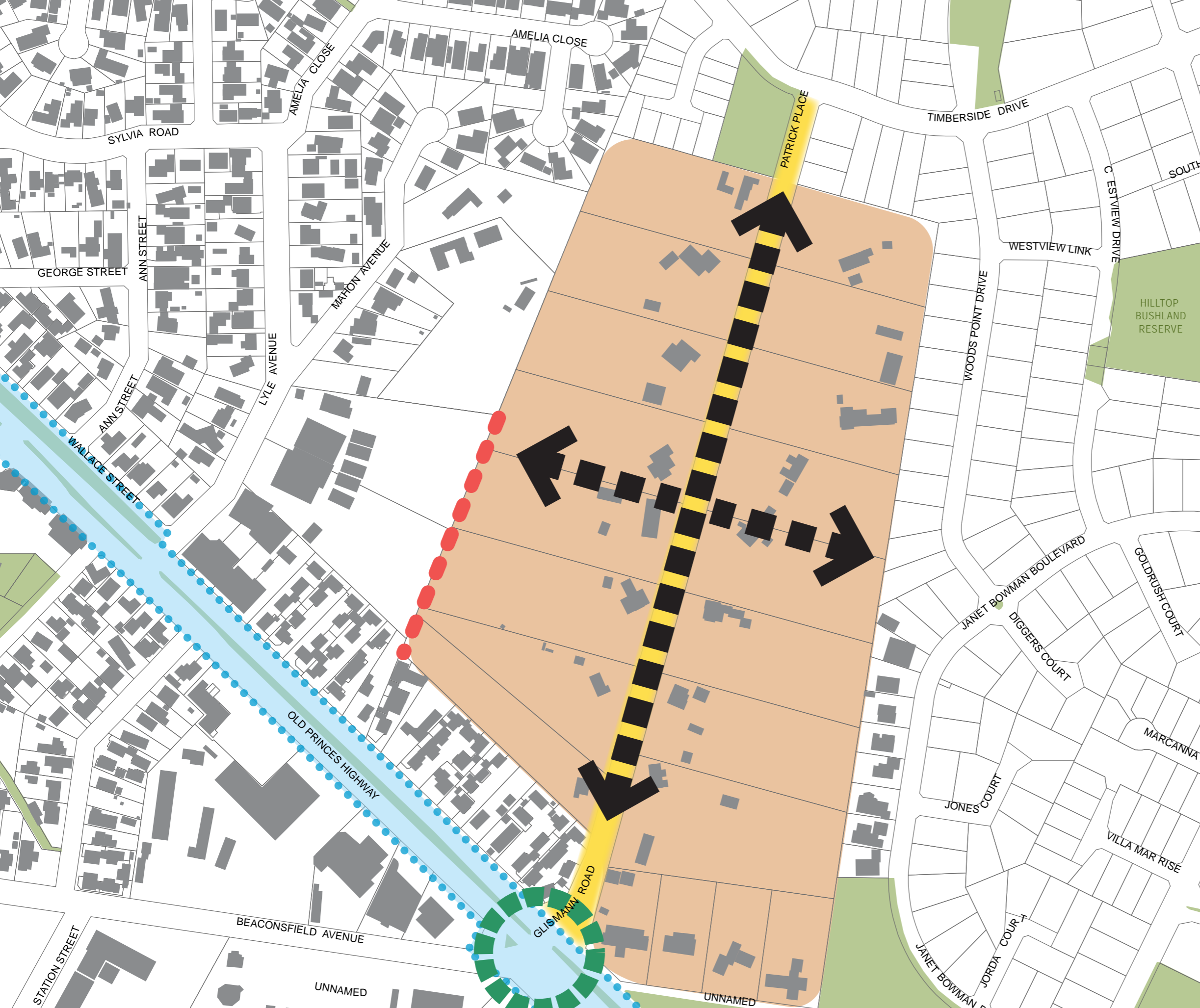


Glismann Road Precinct

Located centrally to the Beaconsfield suburb, the Glismann Road Precinct is a low density cul-de-sac, comprising twenty residential properties. The street was subdivided prior to the surrounding residential areas and now exists as an anomaly within the Beaconsfield residential area. Due to the precinct's size, subdivision pattern and the existence of only one pedestrian link to the surrounding neighbour and single vehicle access onto the Old Princes Highway it creates a significant barrier to movement, through and across the precinct.

The precinct has a rural character, due to its substantial (predominantly native) vegetation, generous building setbacks and unsealed nature of the road. The streetscape is dominated by large vegetation with open drains, broad grass verge and no footpaths.



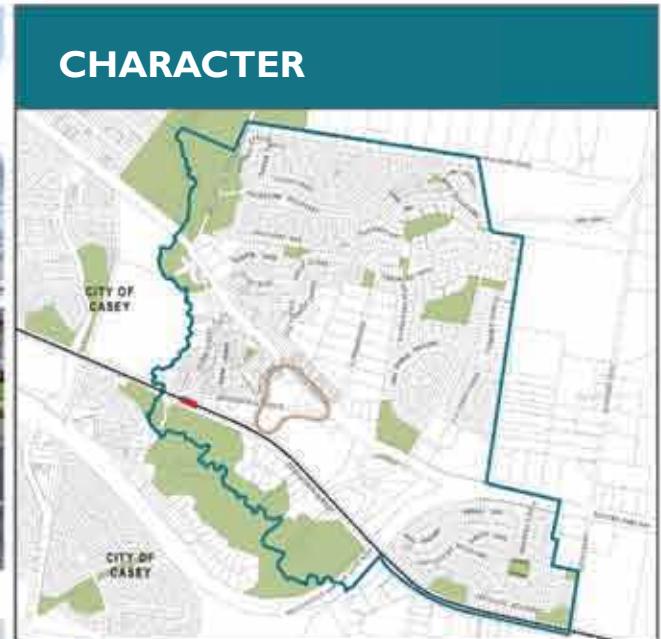


LEGEND

-  BEACONSFIELD PRECINCT
-  EXISTING BUILDINGS
-  PUBLIC OPEN SPACE
- RECOMMENDATIONS**
-  OPPORTUNITY FOR COUNCIL TO DIRECT REDEVELOPMENT TO ENSURE IMPROVED CONNECTIVITY THROUGH AND ACROSS THIS CURRENT LOW DENSITY AREA.
-  OPPORTUNITY TO PROVIDE ADDITIONAL STREET FRONTAGE TO BEACONSFIELD PRIMARY SCHOOL
-  ENCOURAGE INCREASED HOUSING DENSITIES GIVEN CLOSE PROXIMITY TO THE BEACONSFIELD ACTIVITY CENTRE.
-  IMPROVE STREET TREE PROVISION ALONG GLISMANN ROAD IN LINE WITH THE STREETScape GUIDELINES MARCH 2010 REPORT
-  INVESTIGATE IMPROVED INTERSECTION TREATMENTS AT THE GLISMANN ROAD AND OLD PRINCES HIGHWAY JUNCTION.
-  EXPLORE OPPORTUNITIES TO IMPROVE THE PEDESTRIAN AMENITY AND APPEARANCE OF THE OLD PRINCES HIGHWAY, AND REDUCE ITS BARRIER EFFECT, THROUGH STREETScape WORKS.



Map 24: Opportunities for Glismann Road Precinct



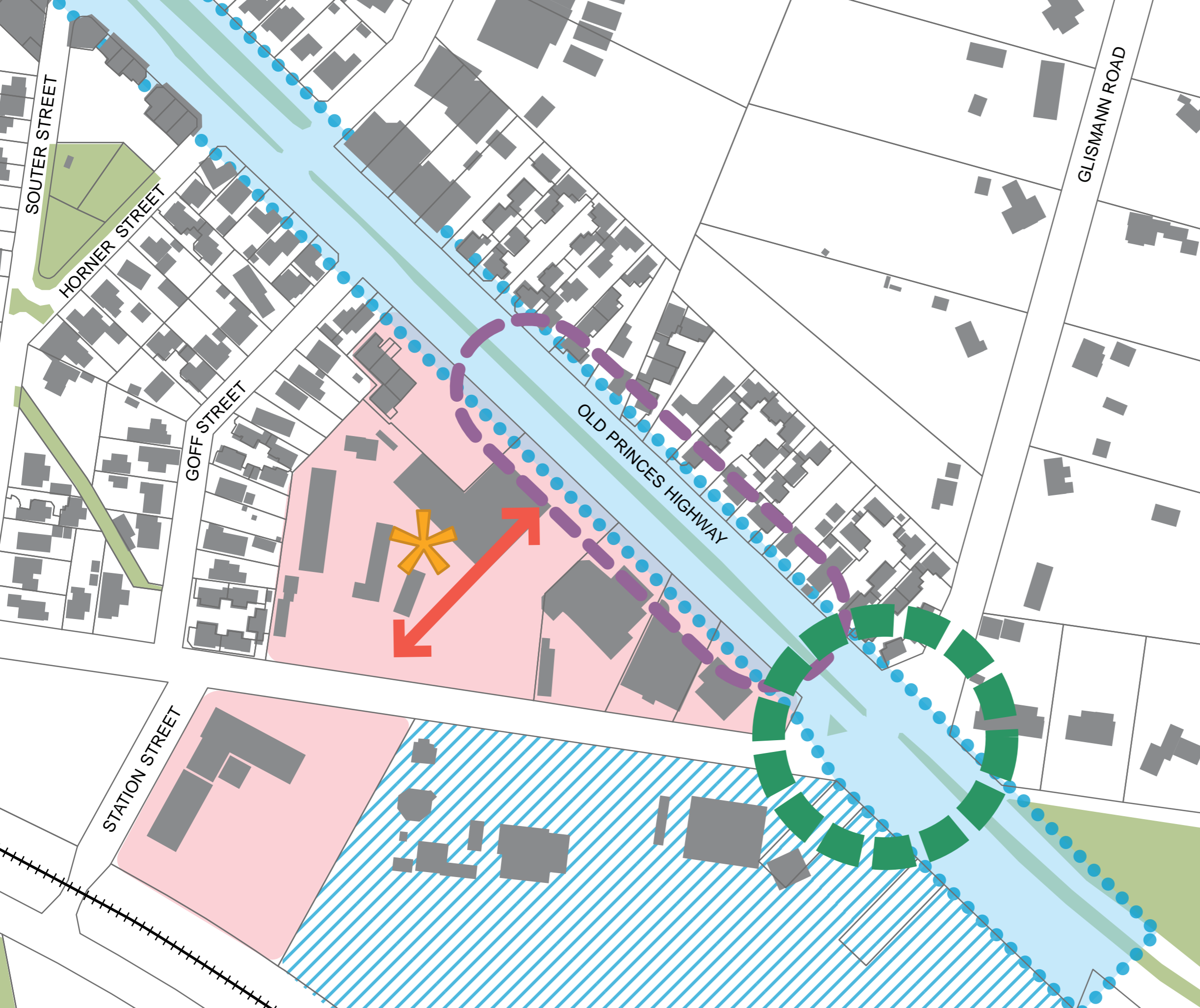
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








Industrial Precinct



Located to the eastern end of the Old Princes Highway 'spine', this precinct encompasses the industrially zoned properties which forms a wedge shape at the junction of Beaconsfield Avenue and the Old Princes Highway. The existing built form is well setback from the Old Princes Highway, with off-street car parking provided within the setback. It is characterised by one and two storey commercial buildings of no significant value. However, the precinct does mark the eastern entrance or gateway into Beaconsfields, with a stand of substantial native trees in the centre median helping to mark this threshold.





LEGEND

-  BEACONSFIELD PRECINCT
-  EXISTING BUILDINGS
-  PUBLIC OPEN SPACE
-  RAIL
- RECOMMENDATIONS**
-  EXPLORE OPPORTUNITIES TO PROVIDE A CONVENIENCE RETAIL SHOP.
-  EXPLORE OPPORTUNITIES FOR THE CREATION OF AN EASTERN GATEWAY FEATURE INTO BEACONSFIELD.
-  OPPORTUNITY TO IMPROVE PRIORITY FOR LOCAL TRAFFIC MOVEMENTS RATHER THAN THROUGH TRAFFIC MOVEMENTS.
-  INVESTIGATE THE LIKELIHOOD OF REDEVELOPMENT OF THE HOME WAREHOUSE SITE.
-  EXPLORE OPPORTUNITIES TO IMPROVE THE PEDESTRIAN AMENITY AND APPEARANCE OF THE OLD PRINCES HIGHWAY, AND REDUCE ITS BARRIER EFFECT, THROUGH STREETScape WORKS.
-  INTRODUCE PLANNING CONTROLS TO ENSURE FUTURE DEVELOPMENT INCORPORATED APPROPRIATE NEW CONNECTION/S, STREET FRONTAGES AND INTERFACE TREATMENTS WITH SURROUNDING LAND USES.
-  INVESTIGATE IMPROVED INTERSECTION TREATMENTS AT THE GLISMANN ROAD AND OLD PRINCES HIGHWAY JUNCTION.
-  POTENTIAL TO REZONE THE SCHOOL LAND TO APPROPRIATE ZONE TO REFLECT EXISTING LAND USE.

Map 26: Opportunities for Industrial Road Precinct

13. APPENDIX

13.1 References

Cardinia Shire Council references

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- Cardinia Shire Heritage Study (1996)
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- Creating the Future, Council Plan and Action Plan (2013) Cardinia Shire Council
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- Environment Management Strategy (2003) Environment & Heritage Department, Cardinia Shire Council
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- Municipal Health Plan Vol 1 and 2 (2004) Community Services, Cardinia Shire Council
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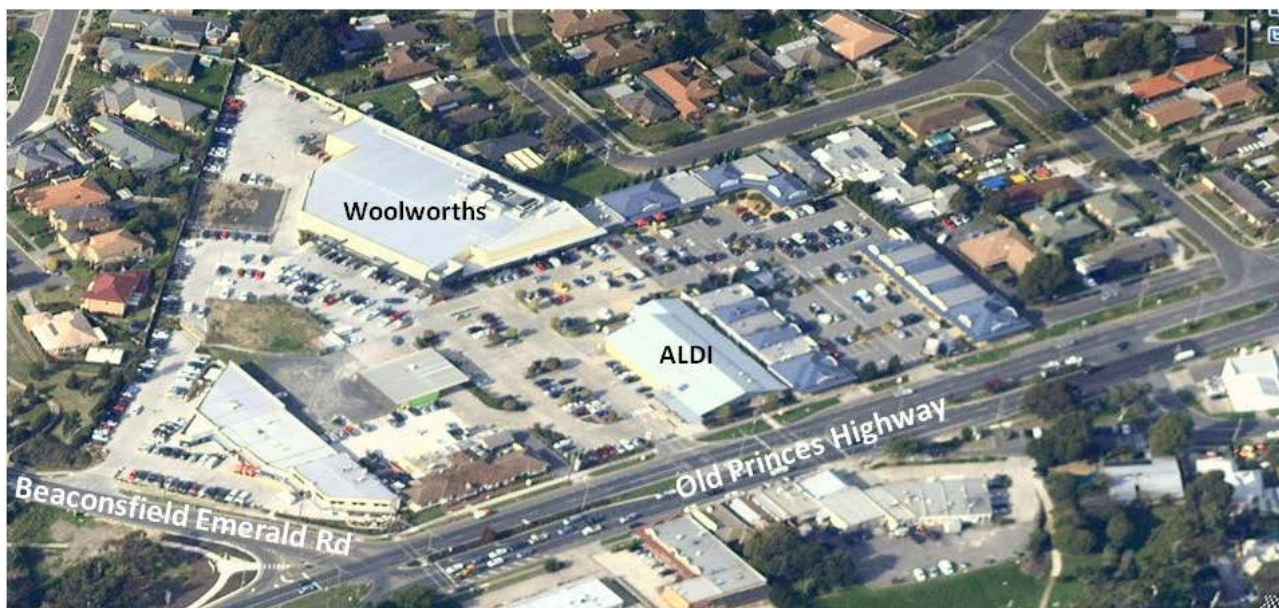
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- Gateway to Gippsland Food and Wine Produce Directory (2009) Cardinia & Baw Baw Shire Council
- Id consulting
- Melbourne 2030
- Port Phillip and Westernport Regional River Health Strategy (June 2007) Melbourne Water et al

13.2 Summary of town centre commercial precincts

Supermarket hub

Retail activity in the Beaconsfield Town Centre is concentrated around the north-east corner of Princes Highway and Beaconsfield Emerald Road – referred to in the Precinct plan as the ‘Supermarket Hub’. Here, on about 3.5 hectares of land, two supermarkets and two specialty shops developments have emerged in the last eight years around the Central Hotel. A free-standing 1,290 sqm Aldi supermarket was developed in mid 2003 followed, immediately to the south, by a group of 20 specialty shops flanking a central car park. In the last two years, land north of the Hotel fronting Beaconsfield–Emerald Road has been developed with a small strip of ten shops plus commercial tenancies on an upper level and, behind ALDI, a 3,181 sqm Woolworths and three shops.

The Central Hotel is located in the middle of the precinct with a free-standing redeveloped drive-thru bottle shop to the rear. Planning application details indicate it was refurbished around 2008, when part of the original land holding was developed for commercial use.



Two small residual undeveloped parcels remain behind the hotel and against the rear boundary of the Woolworths site. Future options for the hotel owned land are unknown but the land adjoining the Woolworths car park is an easement to gain access to gas mains running along the northern boundary.

Although the five separate developments are now linked by way of integrated parking and internal circulation aisles / roads, conflicts are beginning to emerge as the centre becomes fully leased and busier in peak periods. The problems appear to stem from:

- A fragmented pattern of development and poor functionality due to the varying orientation of retail developments and towards small and tightly configured parking areas;
- Poor design resulting in pedestrians crossing parking and traffic aisles to access different parts of the centre - due also to poor pedestrian linkages;
- The arrangement of access points, circulation aisles and poor parking layouts which create poor sightlines and tight turning movements at ‘pinch points’ in the car park.

Notwithstanding the overall layout problems, the two supermarkets provide strong anchor tenancies to the precinct and the general ambience for pedestrians at footpath level is good, with covered awnings providing weather protection. The quality of the shops behind



Premises fronting Beaconsfield Emerald Road



Woolworths

Woolworths and Aldi is relatively high with a diverse range of shops providing services (e.g. Australia Post), specialty food (e.g. fruit & vegetables), pharmacy and homewares. The strong demand for shops in Beaconsfield is underlined by the full occupancy of 27 small retail tenancies in this precinct.

Princes Highway 'north'

This small precinct, extending 200 metres north along Princes Highway, from Woods Street attracted the first strip developments in the town centre including a small supermarket which has since converted to a bottle shop. The precinct has three small but separate retail buildings of five to seven shops each with takeaway food, cafes and restaurants and hairdressing/beauty salons well represented. Shops here have good access to passing traffic and there no current vacancies.



Corner of Princes Highway and Woods Street

Princes Highway 'central'

The character and land use of this area is mixed but ostensibly contains low rise 1 and 2 level commercial buildings along the Highway interspersed with several residential dwellings, mostly converted for commercial use. The precinct accommodates office and professional suites and some retailing. The north side of the Princes Highway includes a cluster of medical consulting uses, many in converted dwellings. Existing business zoned land on the southern side of Princes Highway incorporates the recently constructed Beaconsfield Hub, comprising eight tenancies.

The continuous retail /commercial streetscape on the southern side of Princes Highway is broken by several tyre and auto uses around Woods Street.



Princes Highway looking westward



Beaconsfield Hub

Princes Highway 'south'

This precinct extends a further 300 metres south along the Princes Highway to Beaconsfield Avenue, which provides local street access to Beaconsfield railway station. The southern side of the highway is zoned Industrial 1 and the northern side Residential.

In the industrial zone, the 1.5 ha Home Hardware site (timber and trade supplies and hardware store) occupies a strategic land parcel, with two extensive street frontages. This appears to be a long-standing use with the main 2,200 sqm building redeveloped within the last 5 years.

The hardware store is partially developed around a garden supplies depot fronting the highway while to the south is a variety of office / warehouse and industrial buildings which accommodate various automotive services and other light industrial and service business uses.

The total area of the triangular industrial zoned land between Beaconsfield Avenue and Princes Highway is about 3.4 hectares.

The northern side of the highway is zoned residential and developed with small strata unit complexes.



Automotive uses



Home hardware

Woods Street

Woods Street is a small mixed-use precinct backing on to the Cardinia Creek of contrasting building styles and quality. It houses retail, restaurant, commercial, automotive, emergency services and residential uses. The precinct (and Woods Street) extends 600 metres from Princes Highway to the Beaconsfield Railway Station off Beaconsfield Avenue.

Commercial buildings in the northern part include two 2 level office complexes – one relatively old, the other of modern design. These and several smaller premises contain 14 office tenancies including 7 medical or health related practices.

A number of converted residential buildings or old shops are evident in the northern part of the street. Some appear to be of heritage character and have been converted for restaurant, offices, medical uses or personal services.

The area is a focus for emergency services with the Ambulance and Country Fire Authority depots. Two auto related uses are situated on the prominent Woods Street – Princes Highway corner, one of which is in a heritage listed building.

The southern section of Woods Street comprises residential properties and a large area of undeveloped land on the western side, bordering the creek. Importantly, a number of historic residential properties in Woods Street, constructed in the early 1900s, highlight this precinct as one of local historic significance.

Woods Street has a residential character and amenity which contrasts with the busier Princes Highway frontage. Development has encroached south along the street in response to a lack of development options in the centre. It is an attractive location for businesses not wanting a main road address and its popularity is evident in the full occupancy of all buildings, some of which are of moderate quality.



Beaconsfield railway station

The Beaconsfield station opened in 1879, two years after the line was constructed. The unmanned station has two platforms and a small weatherboard office and shelter. In January 2008, a park and ride facility was opened with commuter parking extending from 70 to 130 sealed, off-street spaces. Our observations indicate that demand is reaching capacity again with commuter parking spilling onto surrounding streets. Three local bus routes provide connections to the station. Data sourced from the Department of Transport shows average daily commuter entries to the station from 2004/05 to 2009/10. Average weekday ‘entries’ to the station increased from 450 per day in 2004/05 to 779 in 2008/09 – a 70% increase in just four years. In 2009/10 the number of weekday ‘entries’ fell by 5% to 741 compared to the previous year. The fall in station use coincided with the opening of 300 additional car spaces at Berwick Station bringing total parking there to 800 spaces.

The State Government controls 1.8 hectares of land east of the existing station car park bounded by the railway line, Beaconsfield Avenue and Station Street. The land is vacant except for the former Beaconsfield station master’s residence which is a listed heritage place in the Cardinia Planning Scheme. The dwelling and separately titled property occupies about 2,500 sqm of land. Most of the land is reserved for railway purposes other than a small parcel on the intersection zoned Public Use – Local Government.

The Department of Transport’s plans for the surplus railway land are unknown at this stage however further expansion of the parking facilities will be required in the near future, given the recent growth in patronage levels and observed parking utilisation.

Another large State Government land holding is situated south of the railway line and Kenilworth Avenue extending through to the Cardinia Creek. A proposal by Places Victoria to develop part of the land for light industrial use was refused.

There is limited commercial development around the railway station which has a residential interface along Beaconsfield Avenue other than a dental surgery situated in a dwelling on the corner of Woods Street and Beaconsfield Avenue.

13.3 Existing retail and commercial floor space

Beaconsfield Town Centre Precincts						
Category	Supermarket hub	Old Princes Hwy North	Old Princes Hwy Central	Old Princes Hwy South	Woods Street	Total
Food & Groceries						
Supermarkets	4,471	-	-	-	-	4,471
Specialty food	631	198	-	-	-	829
Liquor	250	335	-	-	-	585
Total food & liquor	5,352	533	0	0	0	5,885
Catering						
Takeaway food	585	493	-	-	-	1,078
Cafe/Restaurant	433	467	1,243	-	384	2,528
Total catering	1,018	960	1,243	0	384	3,606
Total food, liquor & catering	6,370	1,493	1,243	0	384	9,490
Non Food						
Apparel	735	-	276	-	100	1,111
Newsagent	115	327	-	-	-	442
Other leisure ⁽¹⁾	92	76	357	-	-	525
Pharmacy	225	-	-	-	-	225
Homewares	187	87	125	-	-	399
Other general ⁽²⁾	243	-	937	440	130	1,750
Total Non Food	1,597	490	1,694	440	230	4,451
Retail Services						
Hair/Beauty	215	271	254	-	177	917
Retail Service - other ⁽³⁾	327	76	200	-	486	1,089
Vacant	-	-	118	-	-	118
Total Retail Services	542	347	572	0	663	2,124
Total Retail⁽⁴⁾	8,509	2,330	3,509	440	1,277	16,065
Offices						
Banks/Financial Services	229	-	137	-	-	366
Australia Post	124	-	-	-	-	124
Real Estate	156	144	138	-	-	438
Medical/Health	375	-	669	-	845	1,889
Office - other ⁽⁵⁾	148	73	1,253	2,840	808	5,122
Total Offices	1,032	217	2,197	2,840	1,653	7,939
Leisure/Recreation						
Motel (accommodation)	-	-	566	-	-	566
Gym	-	-	156	-	205	361
Dance Studio	-	-	95	-	-	95
Hotel	801	-	-	-	-	801
Total Leisure/Recreation	801	0	817	0	205	1,823

⁽¹⁾ Includes sale of recreational goods i.e. bicycles, sporting goods, pool supplies

⁽²⁾ Includes sale of homewares, furniture, home entertainment

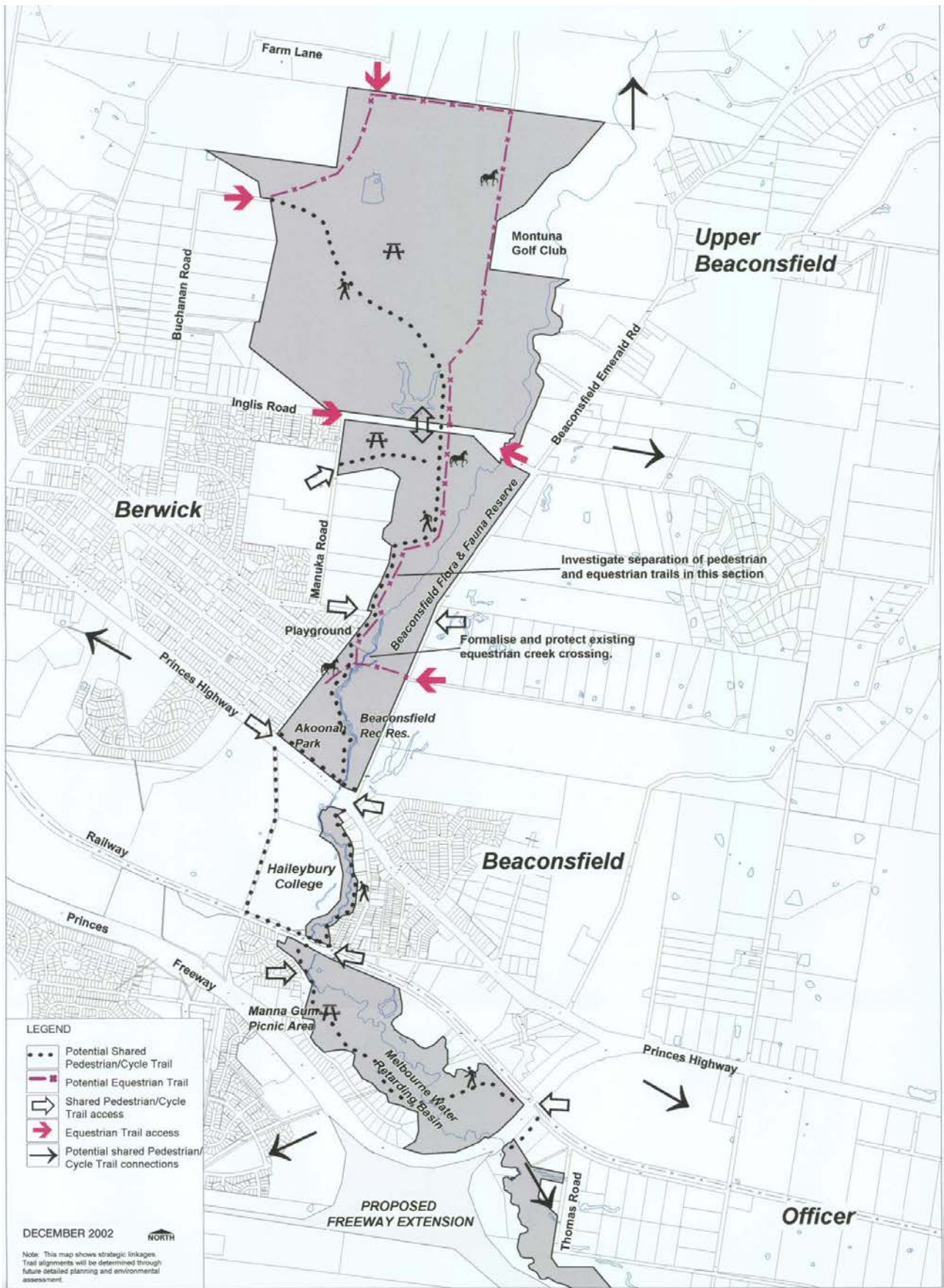
⁽³⁾ Includes services such as video rental, massage and laundrette

⁽⁴⁾ Excludes hardware & garden supplies outlets

⁽⁵⁾ Includes professional services such as accounting, engineering and drafting

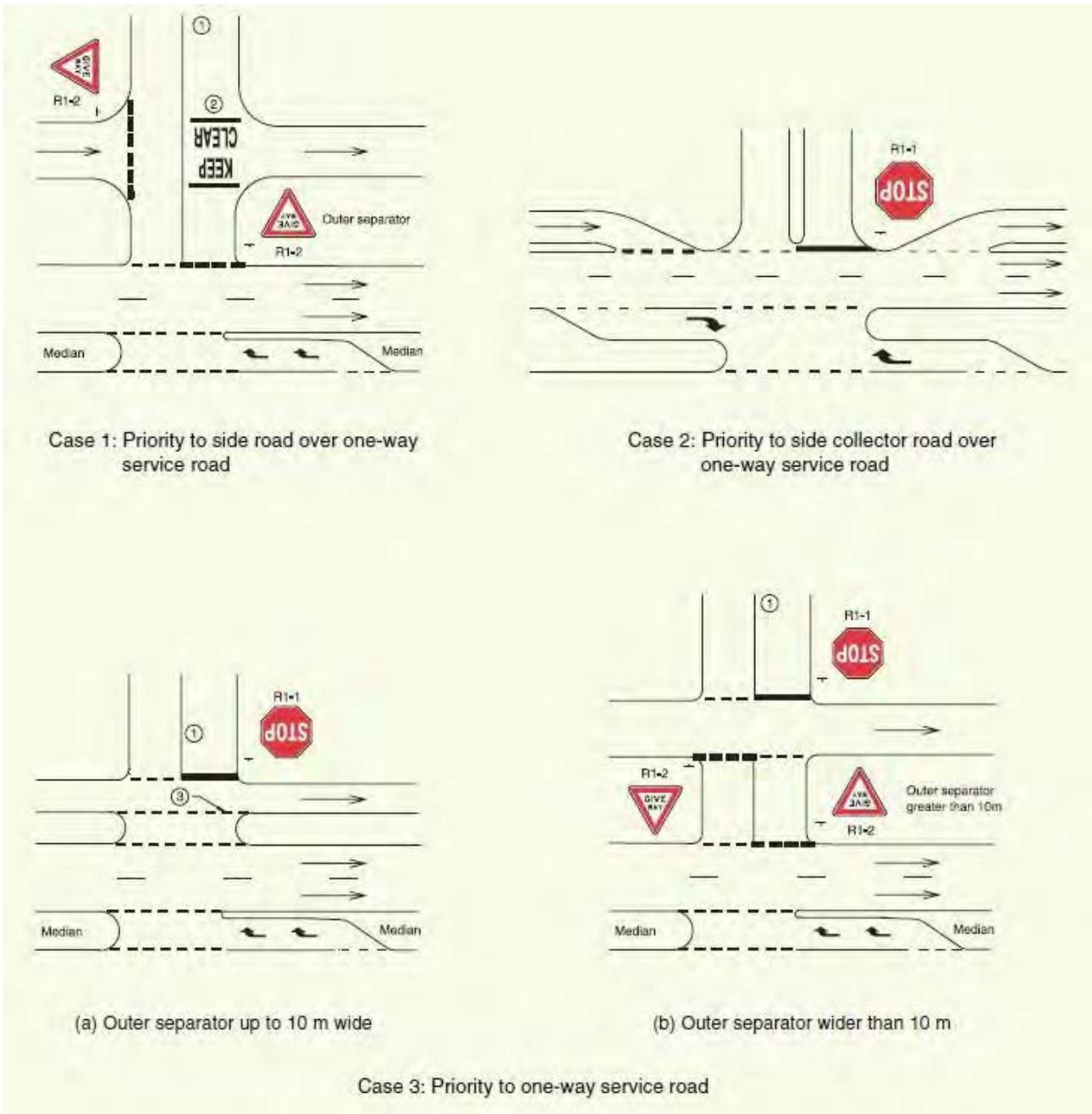
Source: Shire of Cardinia; Deep End Services; nearmap

13.4 Cardinia Creek Future Directions Plan

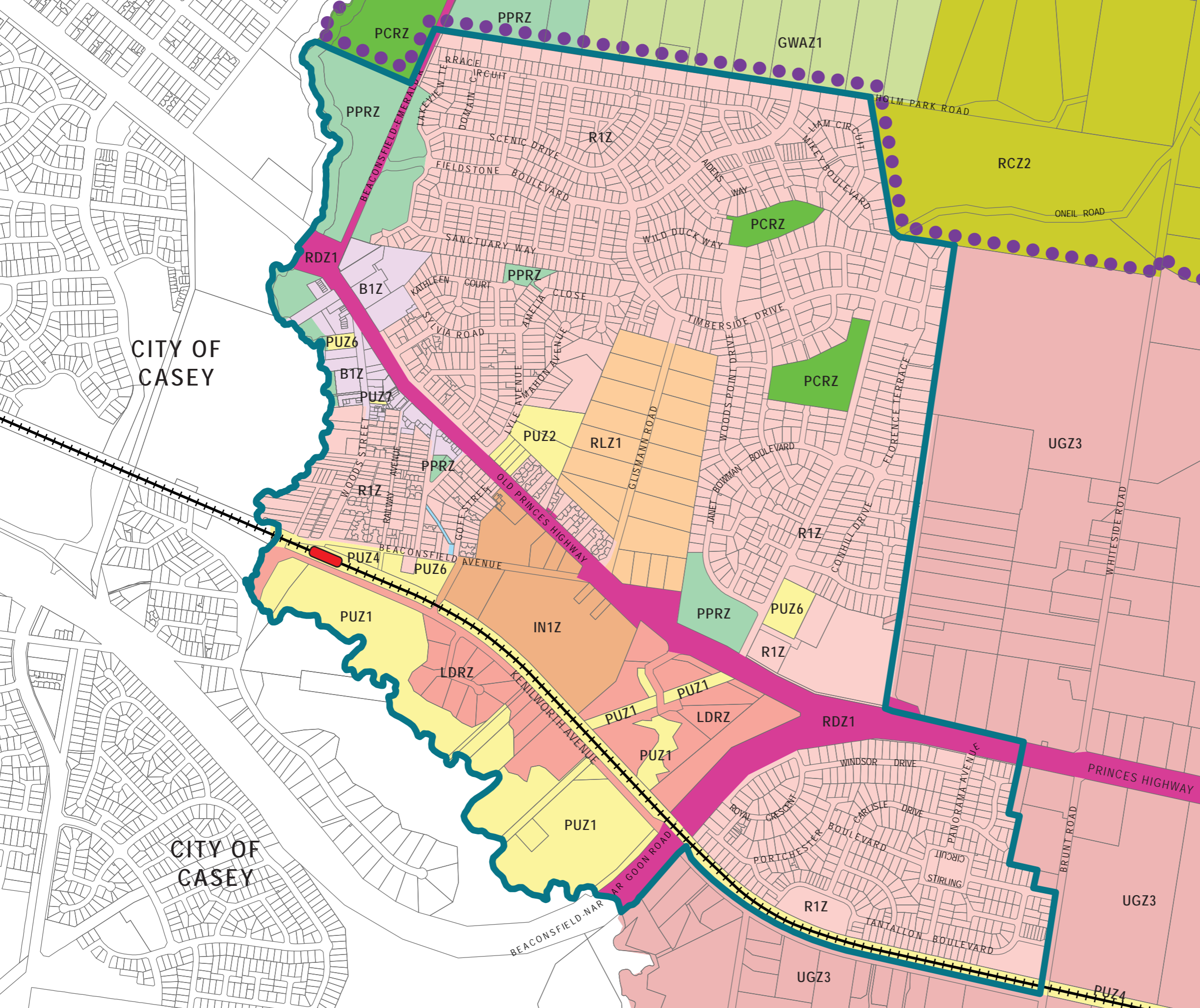


Source: Parks Victoria: Cardinia Creek Parklands Future Directions Plan (2002)

13.5 Typical intersection treatments



Source: HDS Australia Pty Ltd



LEGEND

This map shows the existing Planning Scheme zones which apply to land within Beaconsfield.

- BEACONSFIELD PRECINCT
- RAIL
- BEACONSFIELD STATION
- ZONES**
- BUSINESS 1 ZONE
- INDUSTRIAL 1 ZONE
- PUBLIC CONSERVATION AND RESOURCE ZONE
- PUBLIC PARK AND RECREATION ZONE
- PUBLIC USE ZONE
- ROAD ZONE CATEGORY 1
- LOW DENSITY RESIDENTIAL ZONE
- RESIDENTIAL 1 ZONE
- URBAN GROWTH ZONE 3
- GREEN WEDGE A ZONE - SCHEDULE 1
- RURAL CONSERVATION ZONE - SCHEDULE 2
- RURAL LIVING ZONE - SCHEDULE 1
- URBAN GROWTH BOUNDARY















Map 27: Zoning of the study



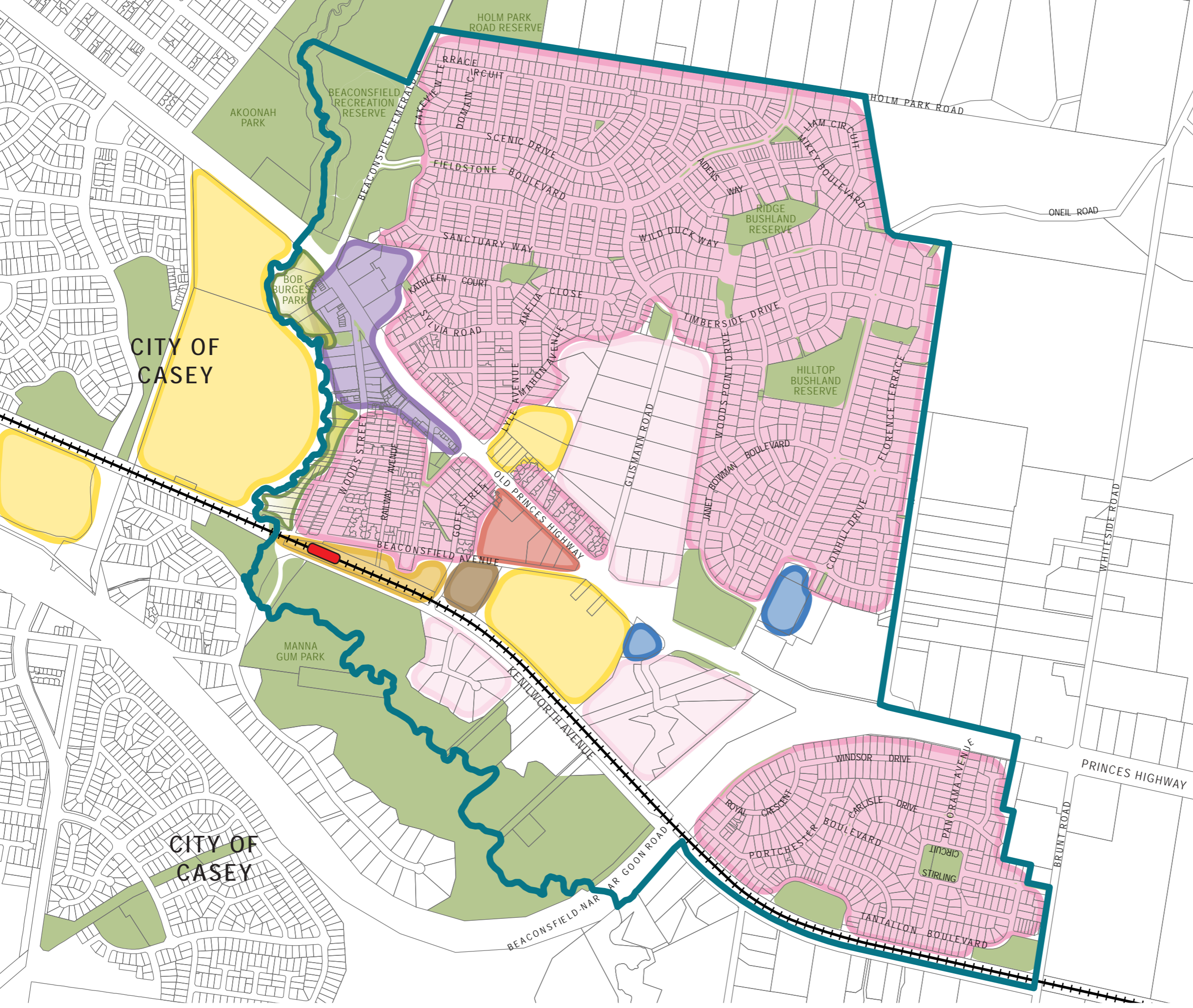
LEGEND

This map shows the existing Planning Scheme overlays which apply to land within Beaconsfield.

-  BEACONSFIELD PRECINCT
-  RAIL
-  BEACONSFIELD STATION
- OVERLAYS**
-  DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 1
-  DEVELOPMENT PLAN OVERLAY - SCHEDULE 4
-  FLOODWAY OVERLAY
-  HERITAGE OVERLAY
-  PROPOSED HERITAGE OVERLAY
-  ENVIRONMENTAL SIGNIFICANCE OVERLAY - SCHEDULE 1
-  VEGETATION PROTECTION OVERLAY - SCHEDULE 1
-  PUBLIC ACQUISITION OVERLAY 2
-  WILDFIRE MANAGEMENT OVERLAY



Map 28: Overlays in study area

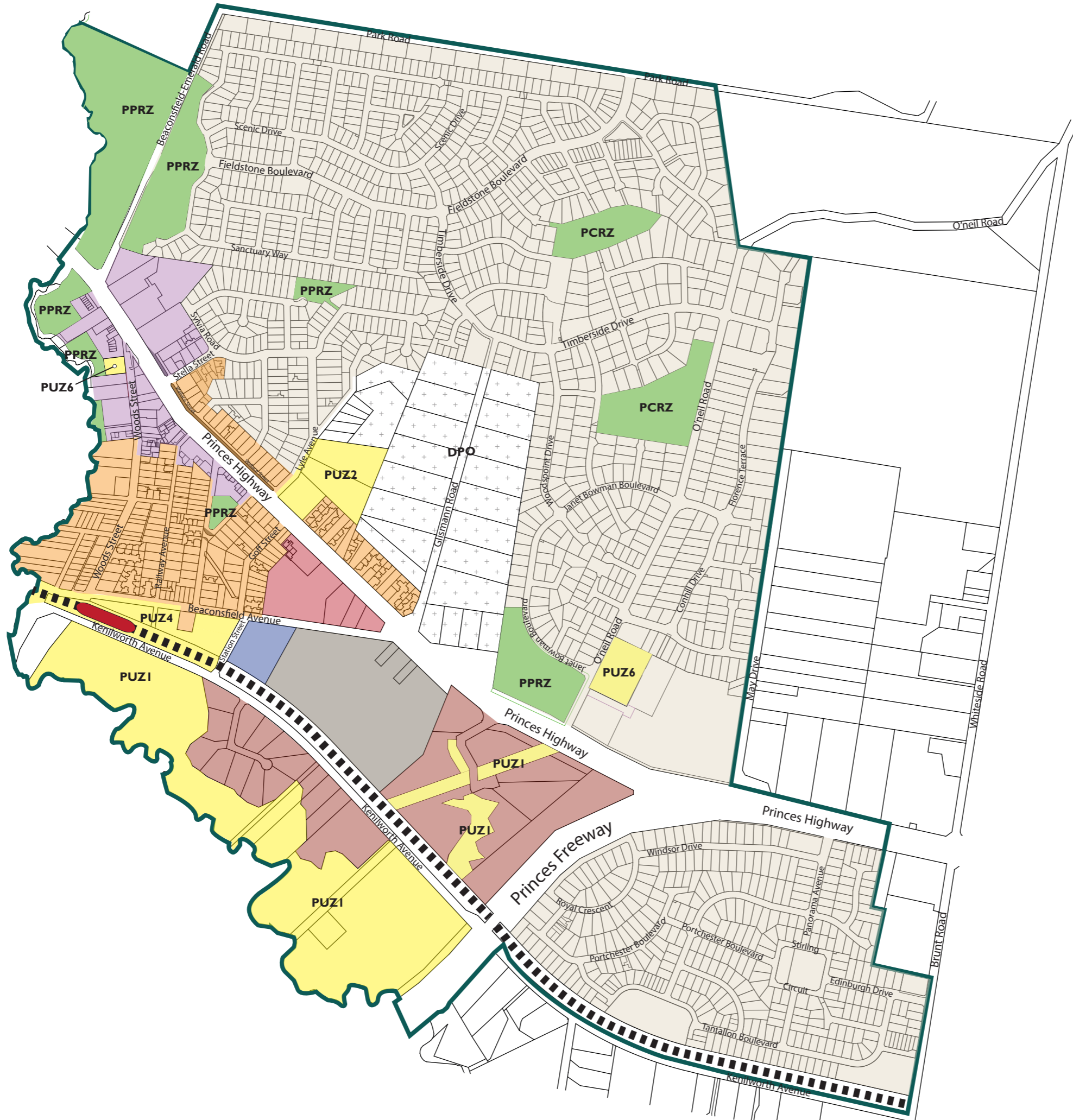


LEGEND

This map shows the existing land use pattern of Beaconsfield.

-  BEACONSFIELD PRECINCT
-  RAIL
-  BEACONSFIELD STATION
-  PUBLIC OPEN SPACE
-  STANDARD DENSITY RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  CORE ACTIVITY CENTRE
-  INDUSTRIAL
-  EDUCATION
-  COMMUNITY FACILITY
-  PERIPHERAL COMMERCIAL
-  CARDINIA CREEK PARKLANDS (TO BE PURCHASED)
-  TRANSPORT - VICTRACK

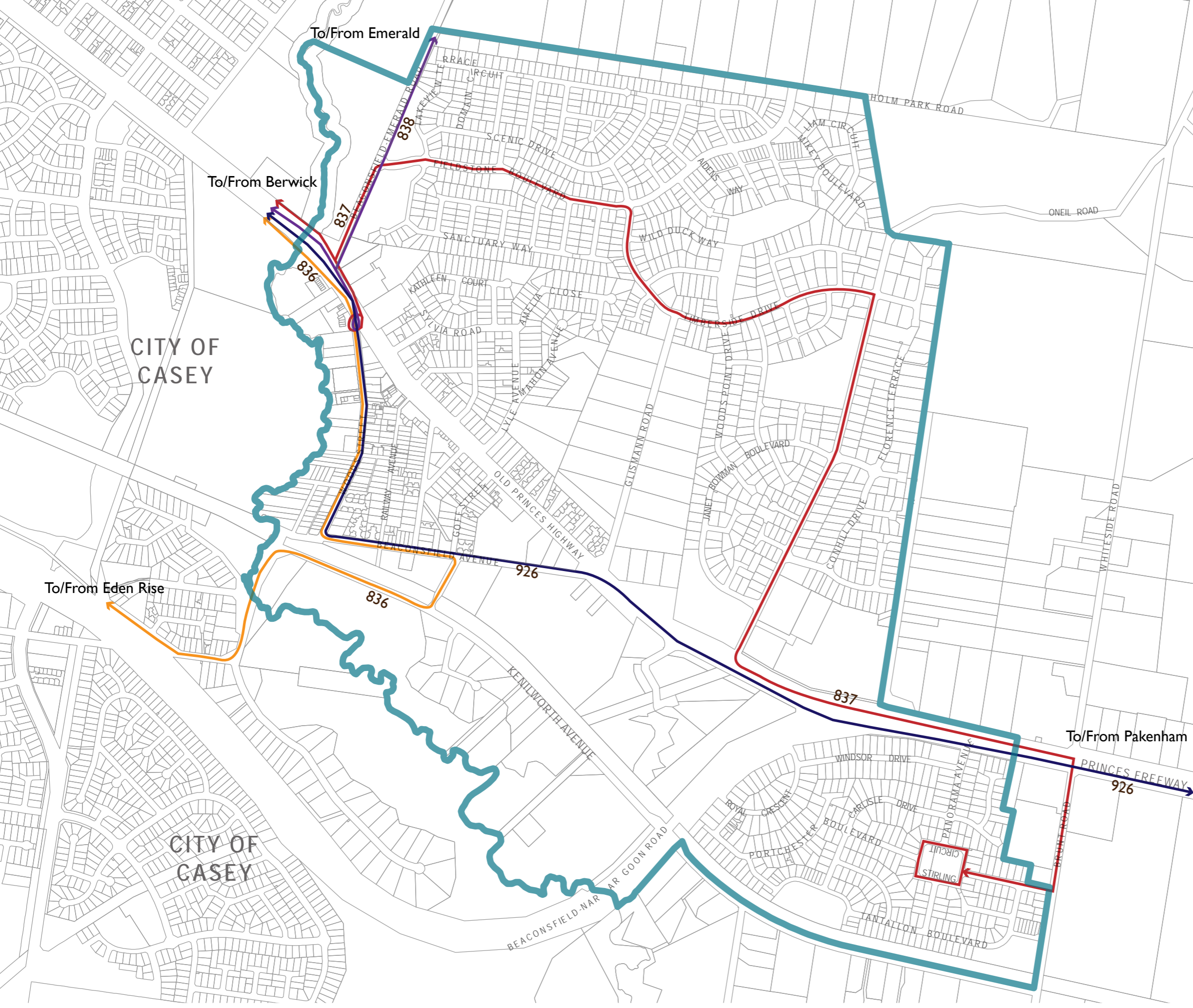




LEGEND

- 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

Map 30: Preferred Future Zones



LEGEND

- BUS ROUTE 926
- BUS ROUTE 838
- BUS ROUTE 837
- BUS ROUTE 836 (also 981 Night Rider)
- BEACONSFIELD PRECINCT
- + + + + RAIL
- ▭ BEACONSFIELD STATION

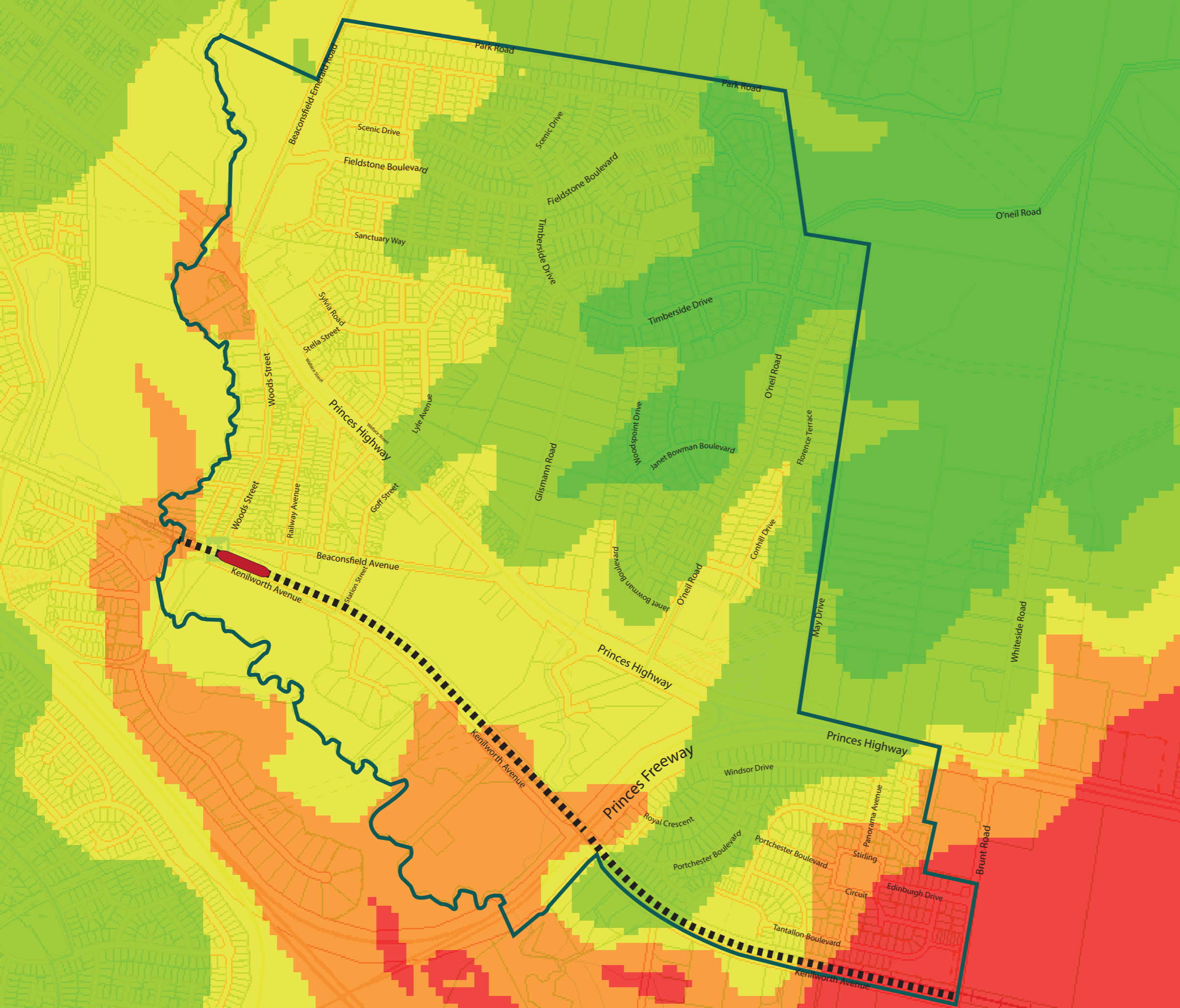


Map 31: Existing bus routes







Map 32: Gas Easement

Data Source: State & Local Government. © CARD NIA SH RE COUNCIL



LEGEND

-  No significant constraints
-  Constrained
-  Highly constrained
-  Severely constrained
-  Development not recommended
-  Structure Plan area
-  Railway Station



Map 33: Soil Salinity Risk



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

SCALE: 1:4000 @ A3