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Beaconsfield Car Parking Precinct Plan

December 2016

parking:study

Prepared for: Cardinia Shire Council

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Table of contents:

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



8.4	Strategy Recommendations.....	72
-----	-------------------------------	----

9 Strategy for Future Developments:83

9.1	Development Applications and Their Car Parking Requirements.....	83
9.2	Car Parking Rates.....	83
9.3	Residential Dwellings.....	84
9.4	Offices.....	85
9.5	Retail and Restaurants.....	85
9.6	Bicycle and Motorcycle/Scooter Parking Rates.....	86
9.7	Scenarios for Change.....	87

10 Parking Policy and Funding:89

10.1	Overview.....	89
10.2	Private / Business Funding - Existing Business.....	89
10.3	Private / Business Funding - New Developments.....	89
10.4	Council Funding.....	91

11 Priority Actions:92

Appendix A: Clause 52.06 - Car Parking:

Appendix B: Document Review:

Appendix C: Concept Glismann Road Development Plan:

Appendix D: Car Parking Surveys:

Appendix E: Accessible Car Parking Standard:

Appendix F: Concept Design of Supermarket Hub Improvements:

Tables

Table 2.1	Some Key Parking Rates listed under the Table to Clause 52.06.....	15
Table 2.2	Berwick Village Parking Overlay Rates.....	18
Table 3.1	Car Ownership of Beaconsfield Residents.....	24
Table 3.2	Employment Locations of Cardinia Residents - Top Destinations (2011).....	25
Table 3.3	Employment Locations of Cardinia Residents - Top Origins (2011).....	25
Table 3.4	Method of Travel to Work of Beaconsfield Residents.....	25
Table 3.5	Method of Travel to Work of Employees to Beaconsfield.....	26
Table 3.6:	Bus Services Summary.....	27
Table 4.1	Planning Applications Summary, 2010-2015.....	30
Table 5.1	Car Parking Supply in the Supermarket Hub.....	38
Table 5.2	Car Parking Supply in the Wood Street North zone.....	42
Table 5.3	Parking Supply in the Commercial Triangle.....	46
Table 5.4	Parking Supply in the Railway Station zone.....	49
Table 5.5	Parking Supply in the Residential North zone.....	53
Table 5.6	Car Parking Supply in the Community Centre zone.....	56



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

Figures

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

1.1 Study Overview

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

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

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

1.2 Purpose of the Study

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

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

1.3 Study Summary

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

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

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

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

1.4 Summary of Actions

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

Overall Study Area Actions:

Recommendation 1

Council to work with private car park owners, to:

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

Recommendation 2

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

Recommendation 3

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

Recommendation 4

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

Recommendation 5

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

Recommendation 6

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

Recommendation 7

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

Recommendation 8

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

Recommendation 9

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

Supermarket Hub Actions:

Recommendation 10

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

Recommendation 11

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

Recommendation 12

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

Recommendation 13

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

Recommendation 14

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

Recommendation 15

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

Recommendation 16

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

Recommendation 17

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

Wood Street North Actions:

Recommendation 18

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

Recommendation 19

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

Recommendation 20

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

Recommendation 21

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

Recommendation 22

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

Recommendation 23

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

Recommendation 24

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

Recommendation 25

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

Recommendation 26

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

Recommendation 27

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

Recommendation 28

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

Commercial Triangle /St Francis Xavier College Actions:

Recommendation 29

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

Recommendation 30

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

Recommendation 31

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

Recommendation 32

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

Recommendation 33

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

Recommendation 34

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

Beaconsfield Railway Station Actions:

Recommendation 35

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

Recommendation 36

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

Recommendation 37

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

Recommendation 38

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

Recommendation 39

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

Recommendation 40

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

Recommendation 41

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

Recommendation 42

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

Recommendation 43

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

Beaconsfield Primary School Actions:

Recommendation 44

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

Recommendation 45

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

Recommendation 46

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

Recommendation 47

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

Recommendation 48

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

1.5 Introduction

Beaconsfield is located approximately 46 kilometres south-east of Melbourne on the southern foothills of the Dandenong Ranges. Nearby towns include Berwick (2.9 km north-west of Beaconsfield) and the emerging Officer (4.3 km south-east of Beaconsfield).

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

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

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

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

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

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

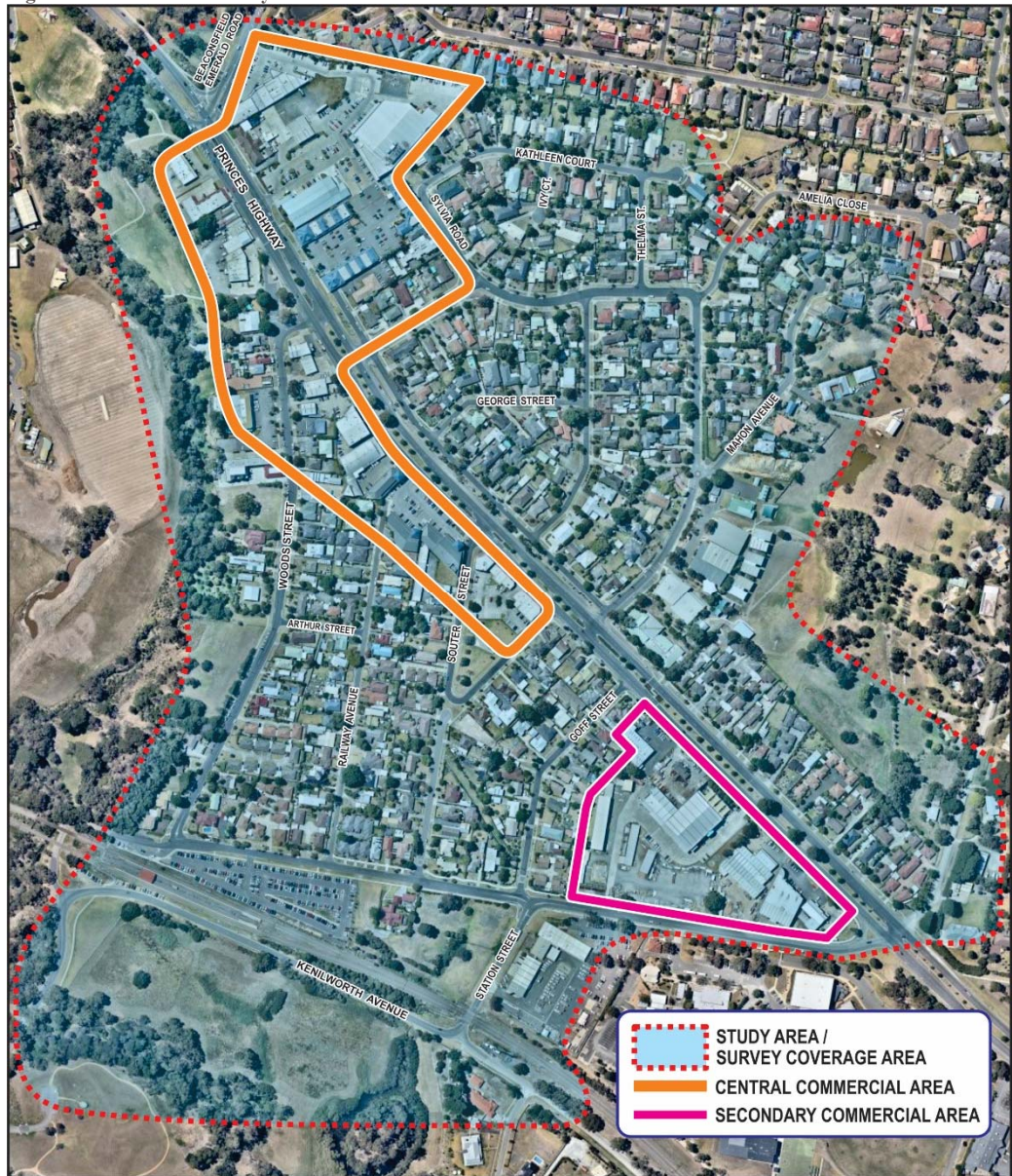
Under Section 12.3 (Movement network) on page 19 of the Beaconsfield Structure Plan, a future action is 'develop a parking precinct plan for the Beaconsfield town centre including Wood Street commercial area'. This action was informed largely by previous work Council had undertaken for the Beaconsfield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

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

1.6 The Study Area

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

Figure 1 1 Beaconsfield Study Area



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

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

2.1 Parking Policy across Victoria

Car Parking

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

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

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

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

How many car parking spaces are required?

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

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

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

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

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

Parking rates for some notable land uses are shown below:

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

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

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

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

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

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

Applications to reduce the car parking requirement

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

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

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

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

Parking Overlay

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

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

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

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

Bicycle Parking

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

Residential Dwelling

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

Office

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

Shop

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

Restaurant

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

Motorbike/scooter Parking

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

Pram Parking

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

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

Loading/unloading zones

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

Accessible (disabled) Car Parking

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

2.2 Car Parking Policy in Cardinia's Neighbouring Municipalities

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

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

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

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

Table 2.2 Berwick Village Parking Overlay Rates

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

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

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

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

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

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

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

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

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

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

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

2.3 **Cardinia Policies, Strategies and Plans**

Beaconsfield Structure Plan (2013)

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

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

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

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

- Establish the northern end of Woods Street as a lively commercial area with an exceptional public realm environment and a strong connection with Cardinia Creek.

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

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

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

- Beaconsfield Point
- Commercial Triangle
- Princes Highway Gateway Precinct

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

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

Figure 2.1 Beaconsfield Structure Plan Scenarios for Change



Excerpt from Beaconsfield Structure Plan (2013)

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

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

1. Traffic and Car Parking Assessment (2011):

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

Other Review Documents

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

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

Glismann Road Subdivision

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

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

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

2.4 Cardinia Ride 2 School Plan

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

2.5 VicRoads Network Plans

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



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

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

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

Figure 2 2 Cardinia Walk 2 School Map for Beaconsfield



www.cardinia.vic.gov.au

3.1 Demographic Profile and Forecast Population Growth

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

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

3.2 Vehicles and Travel

Car Ownership of Beaconsfield Residents

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

Table 3.1 Car Ownership of Beaconsfield Residents

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

Source: Profile ID

Travel Patterns of the Study Area

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

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

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

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

Journey to Work

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

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

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

Source: Australian Bureau of Statistics, Census 2011

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

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

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

Source: Australian Bureau of Statistics, Census 2011

Mode of Travel

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

Table 3.4 Method of Travel to Work of Beaconsfield Residents

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

Source: Profile ID

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

Table 3.5 Method of Travel to Work of Employees to Beaconsfield

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

Source: Australian Bureau of Statistics, Census 2011

What Does the Demographic Analysis tell us?

The statistics summarised above reveal that:

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

3.3 Public Transport Infrastructure and Services

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

Bus

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

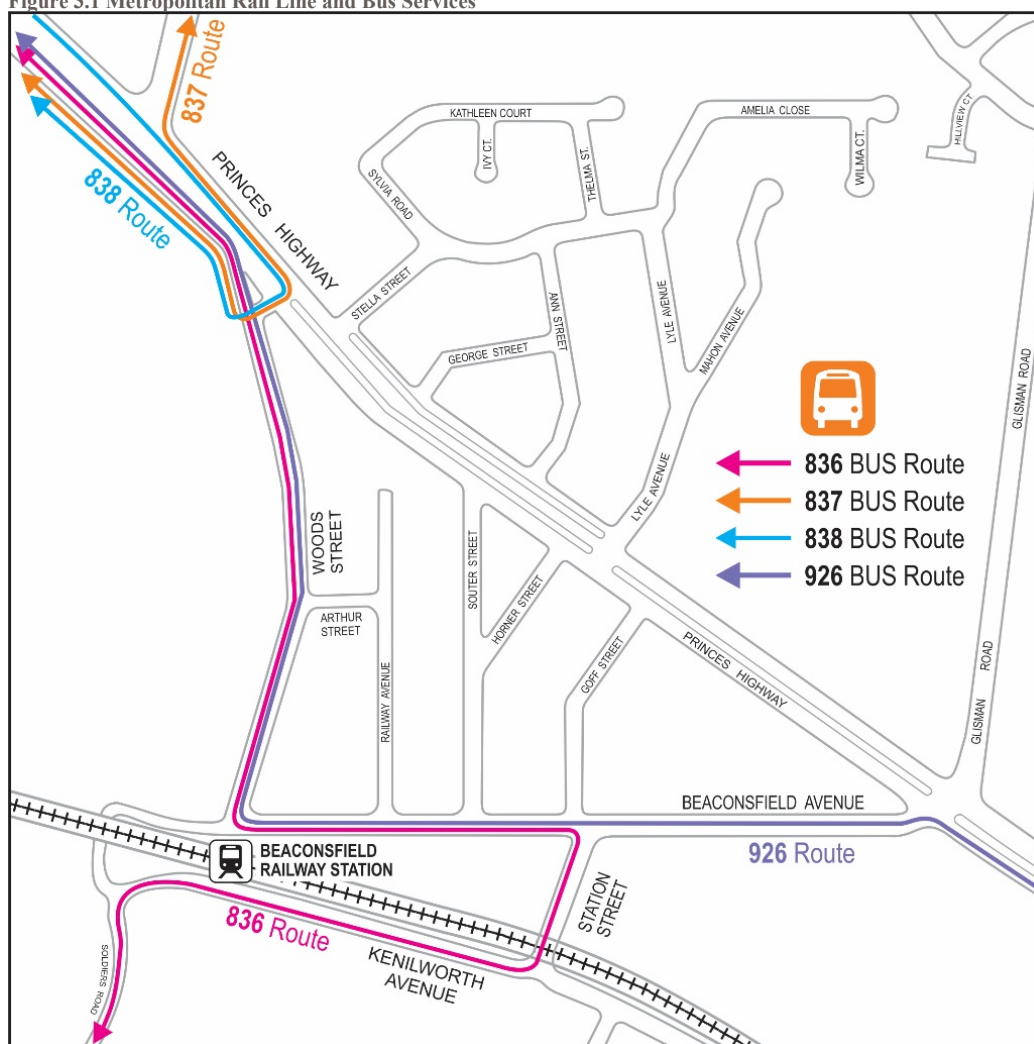
A summary of the metropolitan bus routes that provide services in and around Beaconsfield are shown in Table 3.6.

Table 3.6: Bus Services Summary

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

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

Figure 3.1 Metropolitan Rail Line and Bus Services



Rail

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

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

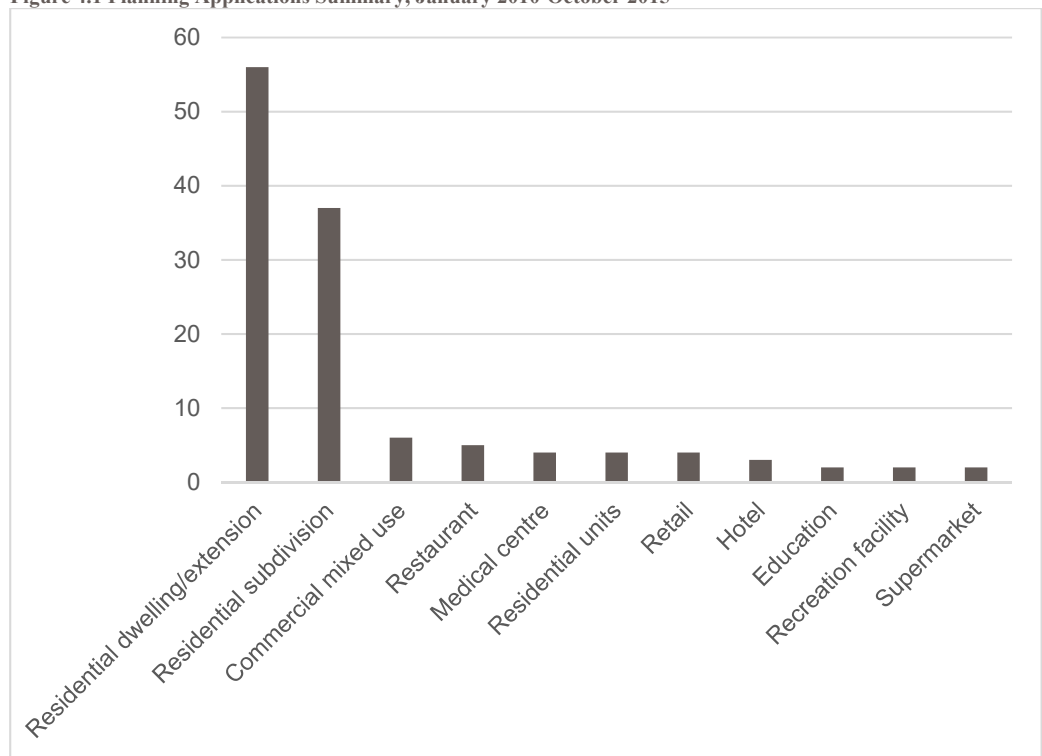
4.1 Development Applications Trends

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

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

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

Figure 4.1 Planning Applications Summary, January 2010-October 2015



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

Table 4.1 Planning Applications Summary, 2010-2015

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

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

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

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

4.2 Strategic Land Use Planning

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

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

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

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

5.1 Methodology

Survey Coverage Area

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

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

Car Parking Inventory

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

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

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

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

Car Parking Occupancy

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

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

Survey Dates

The survey days were:

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

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

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

Publicly Available Car Parking

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

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

Car Parking Supply by Duration

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

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

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

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

5.2 Parking Supply and Restrictions

Overview of the Car Parking Supply

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

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

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

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

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

Overview of Car Parking Restrictions

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

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

Permit Parking Schemes

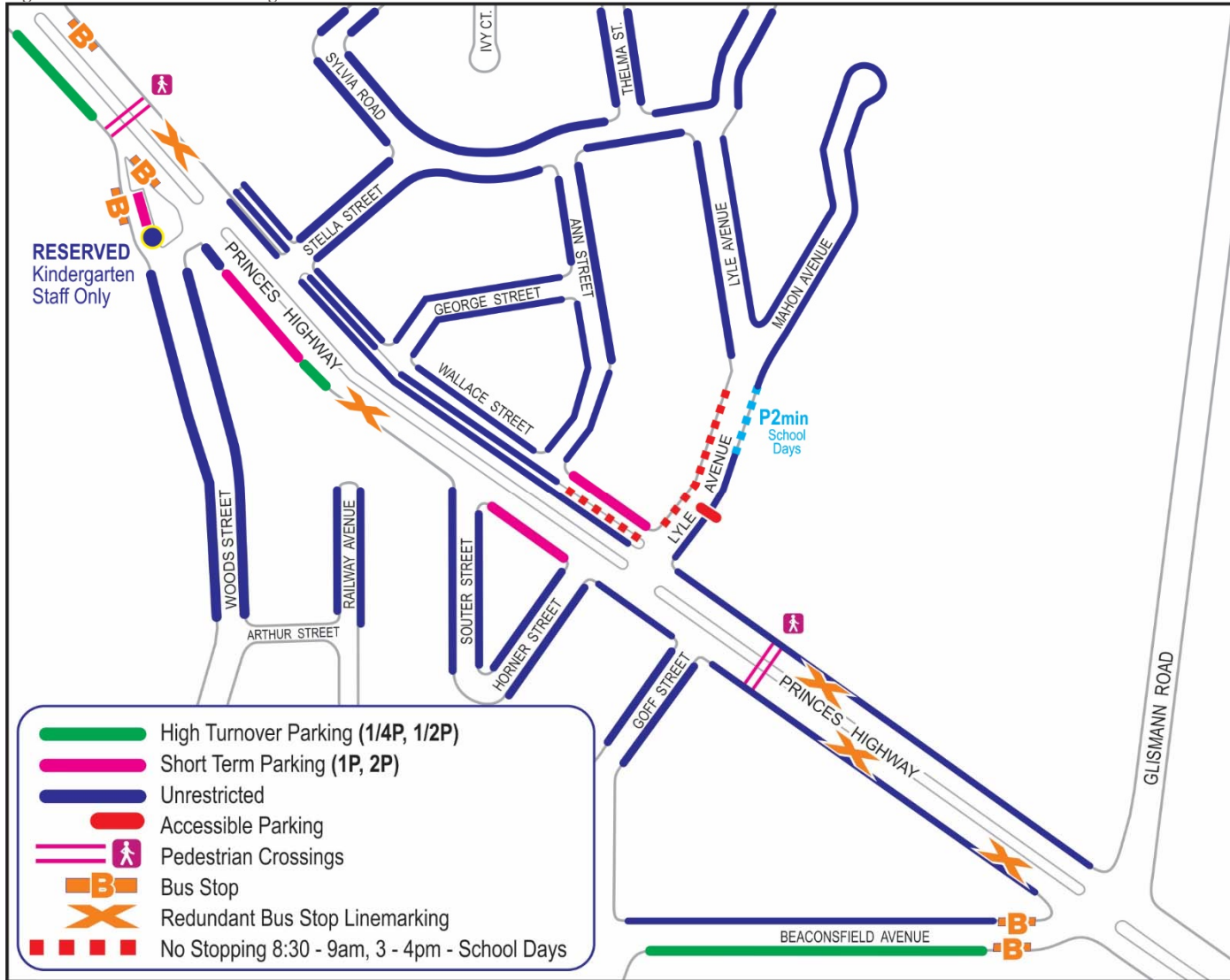
Permit parking schemes are administered by Councils to allow residents, their visitors and business operators to park for longer time periods in otherwise time-restricted car parking areas.

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

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

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

Figure 5.1 On-Street Car Parking Restrictions



5.3 Car Parking Occupancies

Overview

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

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

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

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

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

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

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

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

Zone 1 - Supermarket Hub

Figure 5.2 Survey Zone 1

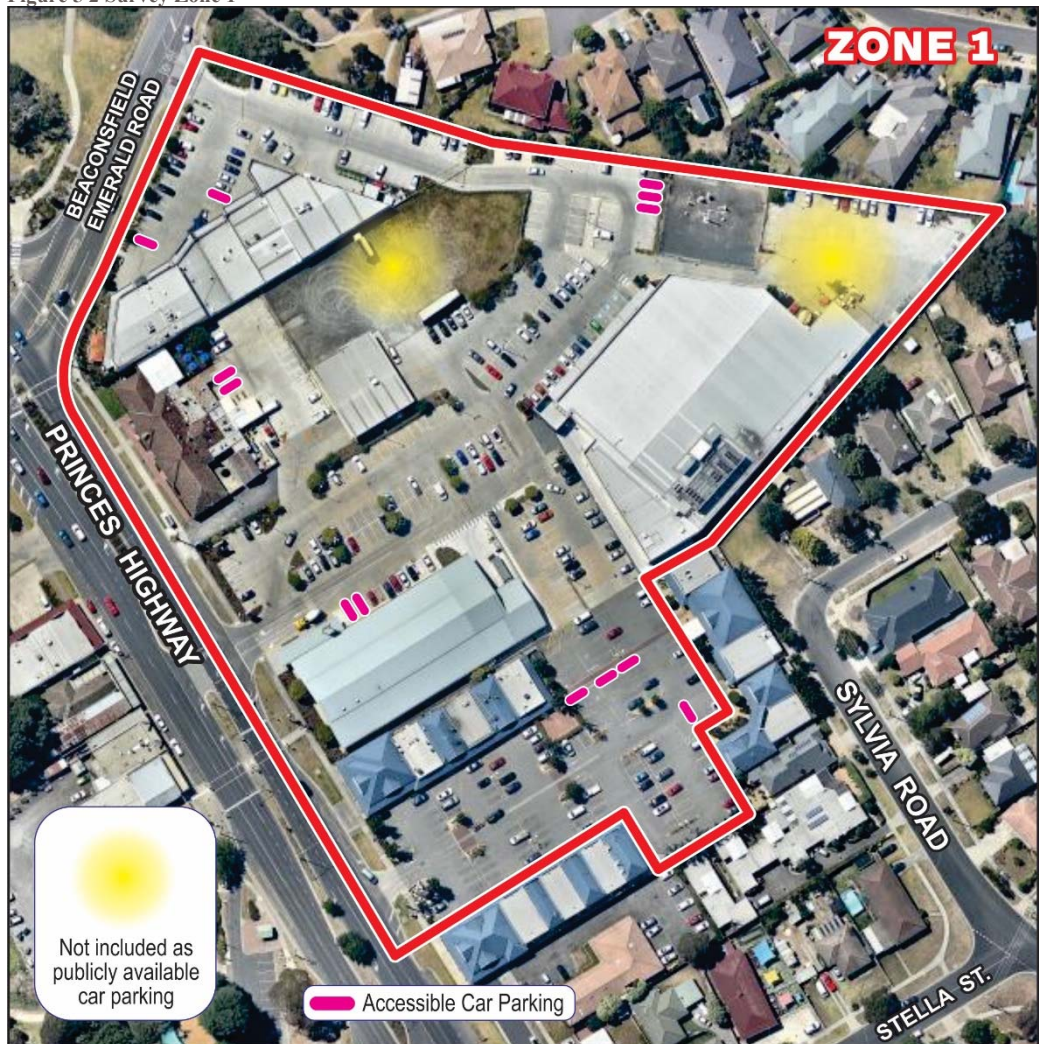


Table 5.1 Car Parking Supply in the Supermarket Hub

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

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

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

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

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

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

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

Figure 5 3 Zone 1 Car Parking Occupancy Profiles



Figure 5.4 Zone 1 Car Parking Occupancies on Thursday 12 Midday

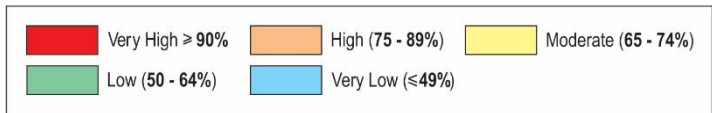
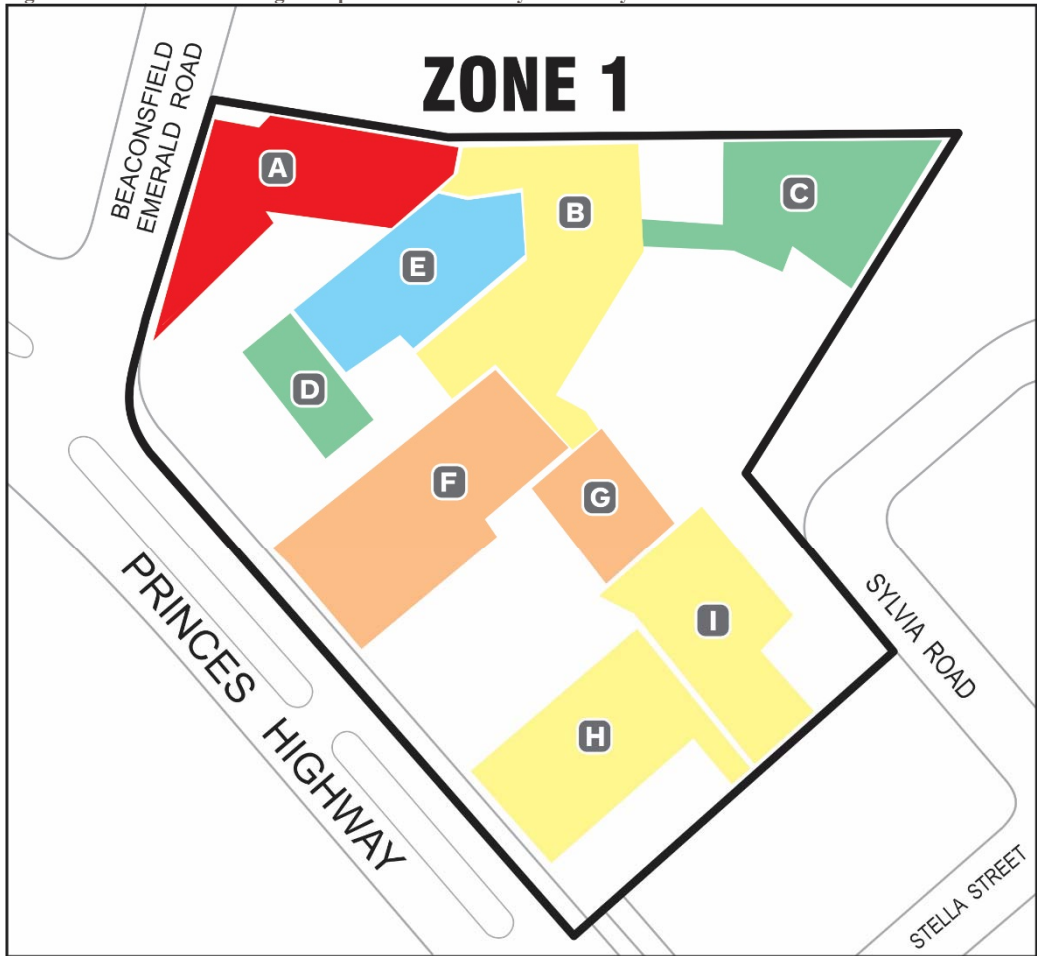
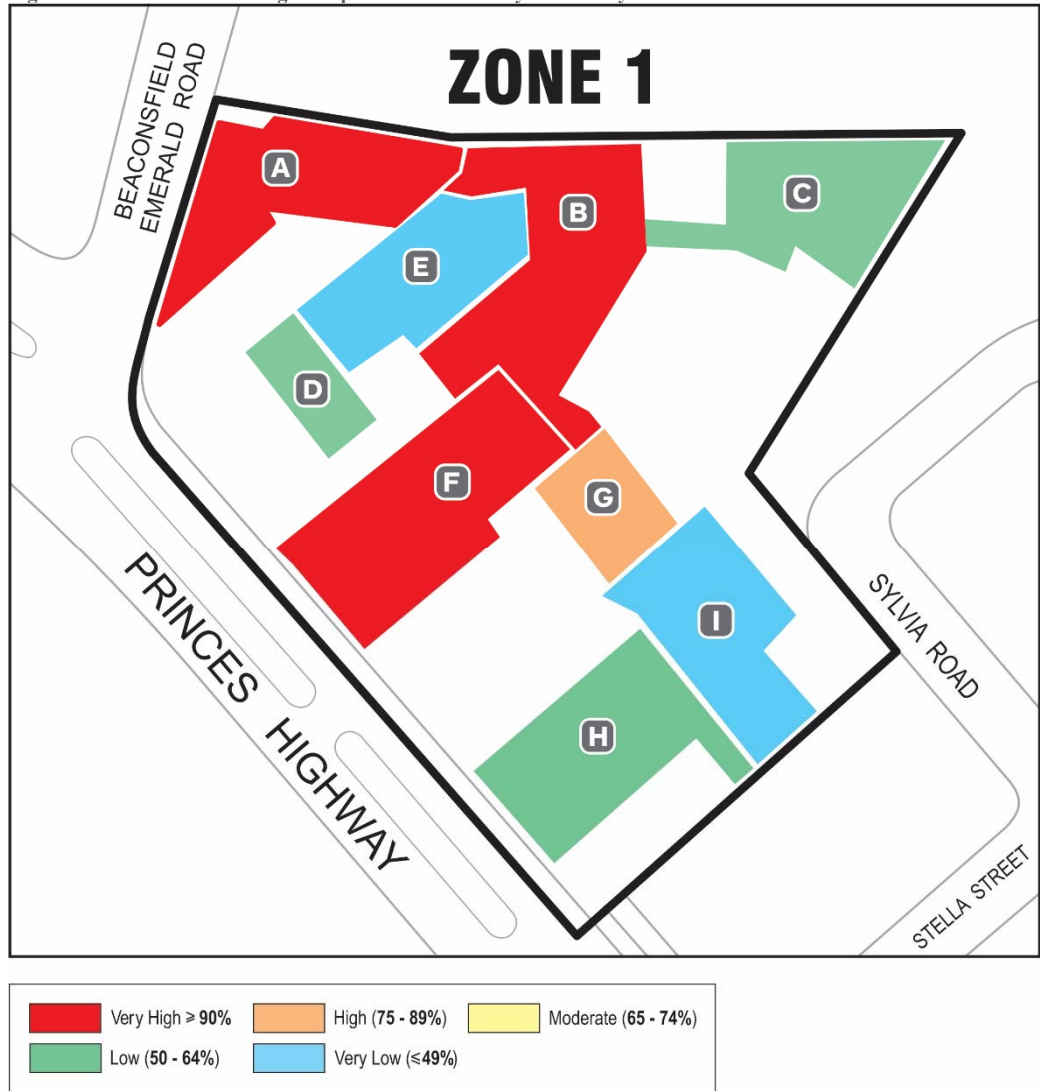


Figure 5.5 Zone 1 Car Parking Occupancies on Saturday 12 Midday



Zone 2 - Wood Street North

Figure 5.6 Survey Zone 2

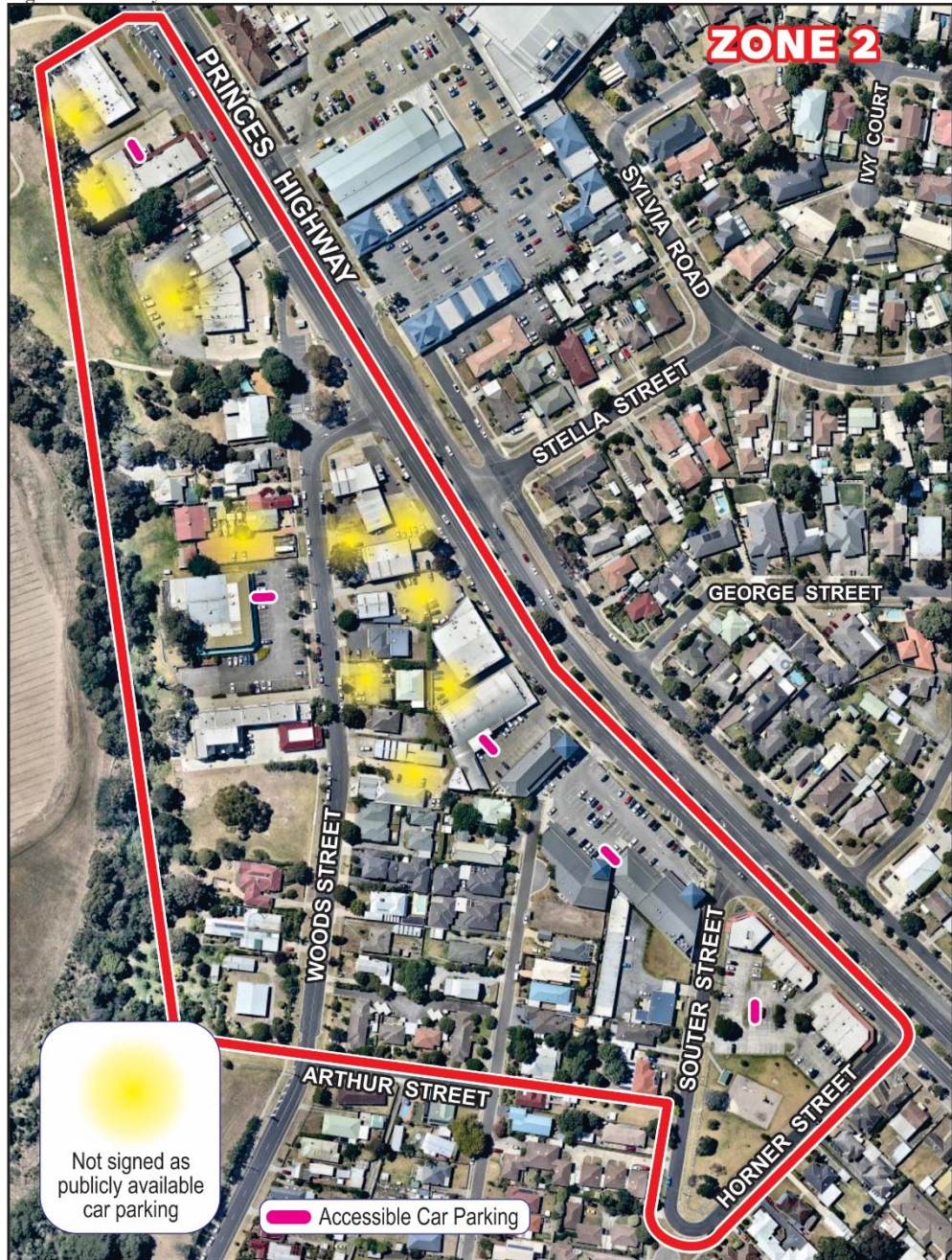


Table 5.2 Car Parking Supply in the Wood Street North zone

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

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

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

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

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

Figure 5.7 Zone 2 Car Parking Occupancy Profiles

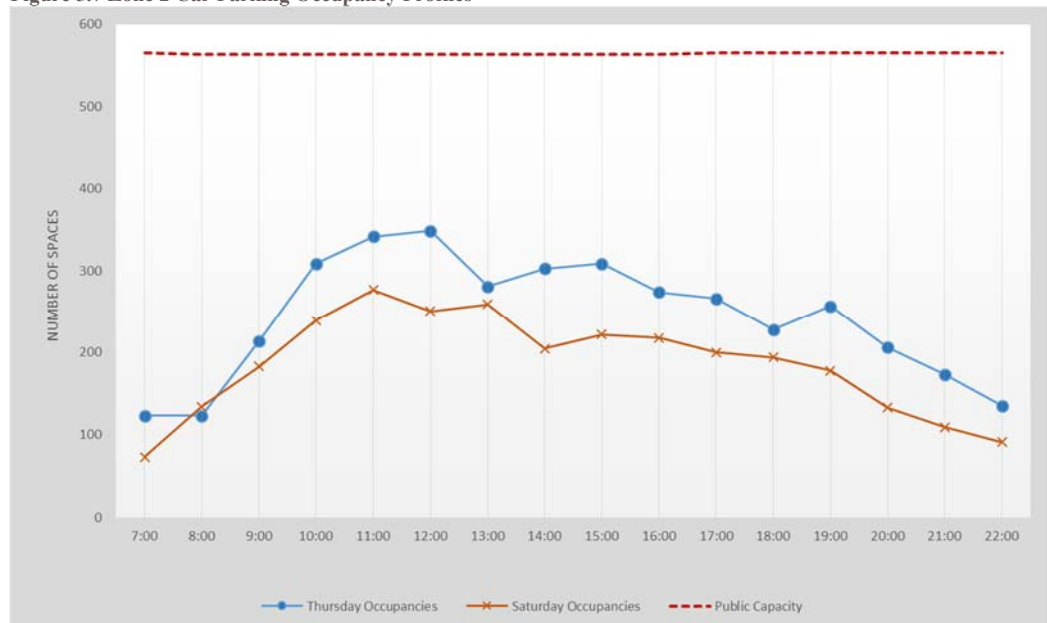


Figure 5.8 Zone 2 Car Parking Occupancies on Thursday 12 Midday

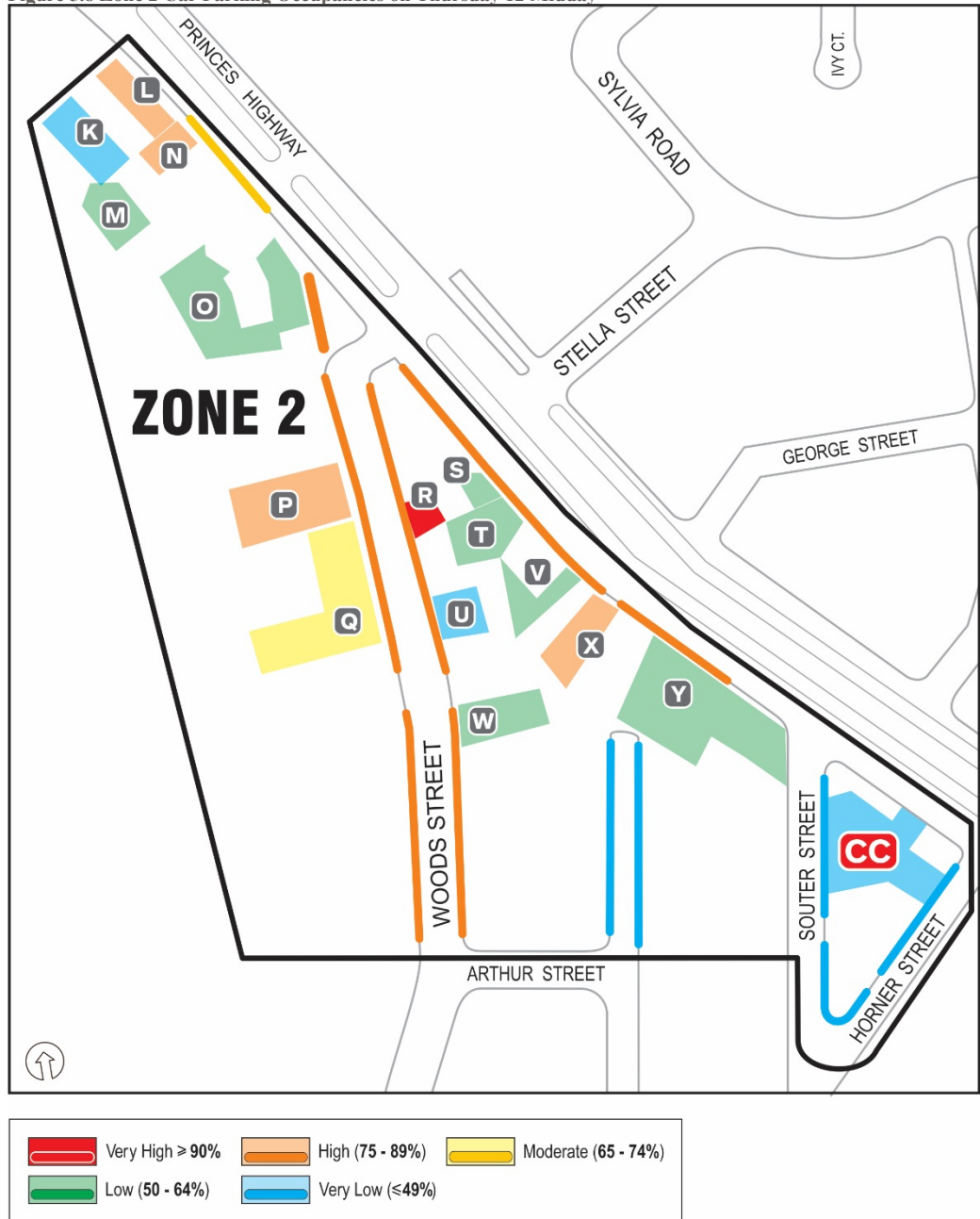
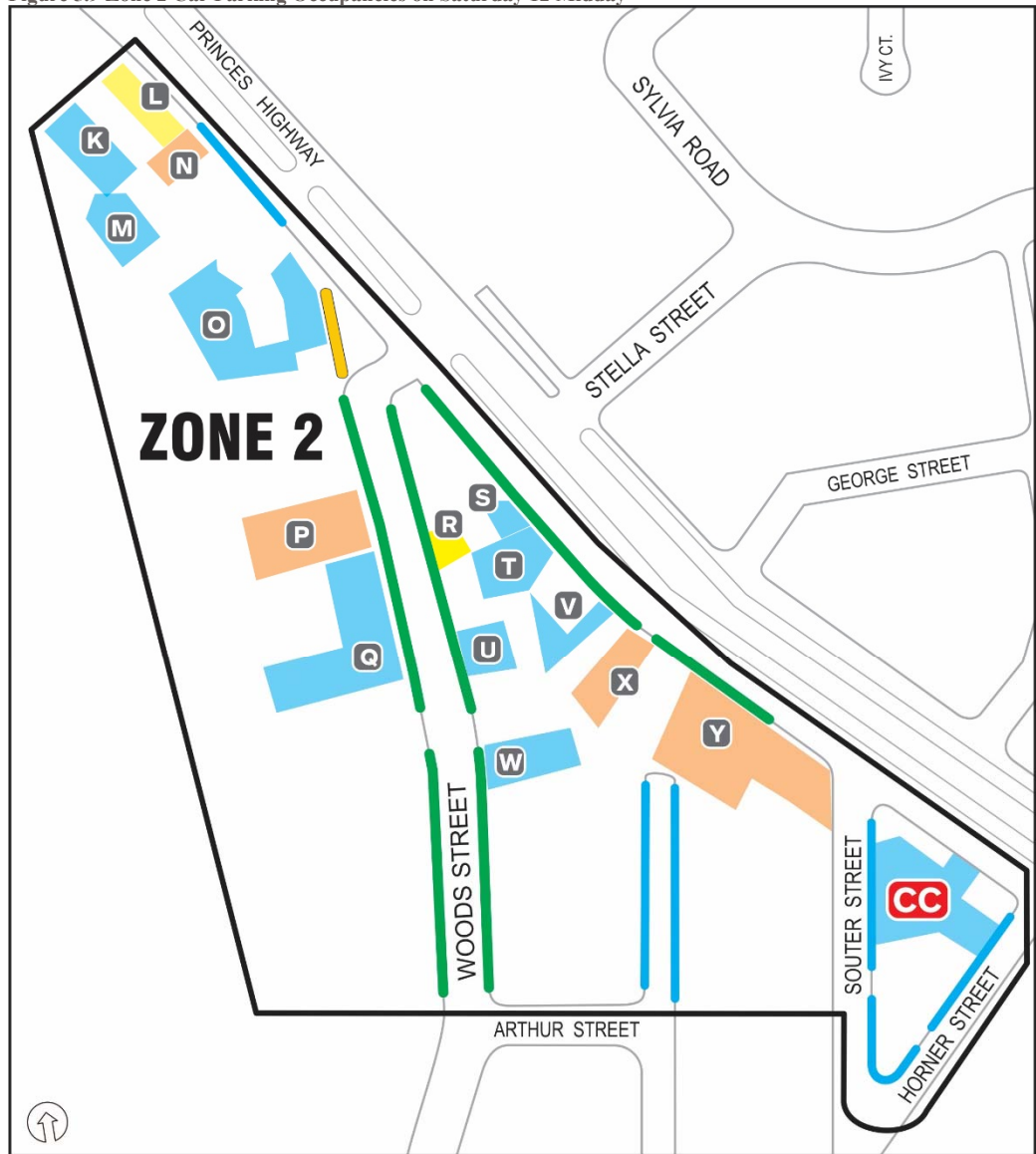


Figure 5.9 Zone 2 Car Parking Occupancies on Saturday 12 Midday



Zone 3 - Commercial Triangle

Figure 5.10 Survey Zone 3



Table 5.3 Parking Supply in the Commercial Triangle

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

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

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

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

Figure 5.11 Zone 3 Car Parking Occupancies on Thursday 12 Midday

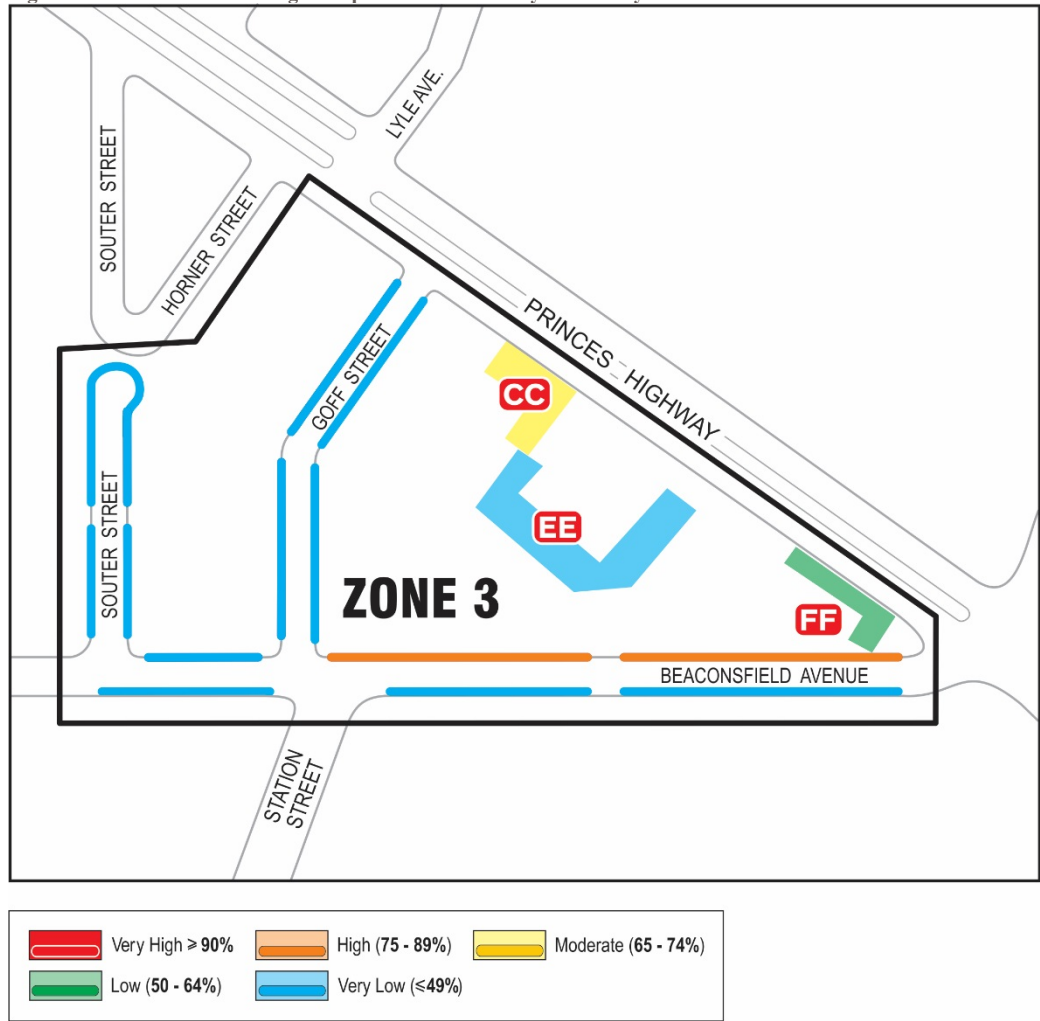
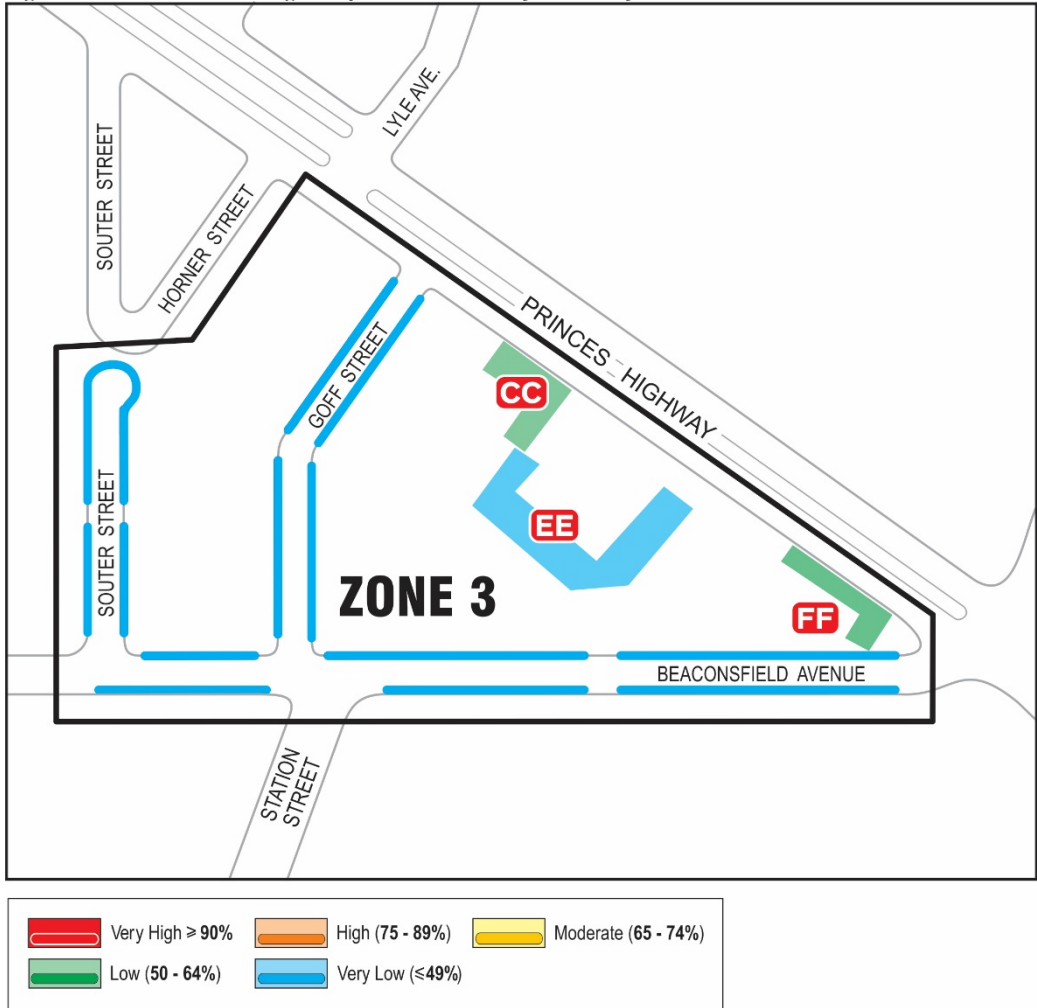


Figure 5.12 Zone 3 Car Parking Occupancies on Saturday 12 Midday



Zone 4 - Railway Station

Figure 5 13 Survey Zone 4



Table 5.4 Parking Supply in the Railway Station zone

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

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

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

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

Figure 5.14 Zone 4 Car Parking Occupancy Profiles



Zone 5 – Beaconsfield Primary School

Figure 5 17 Survey Zone 5

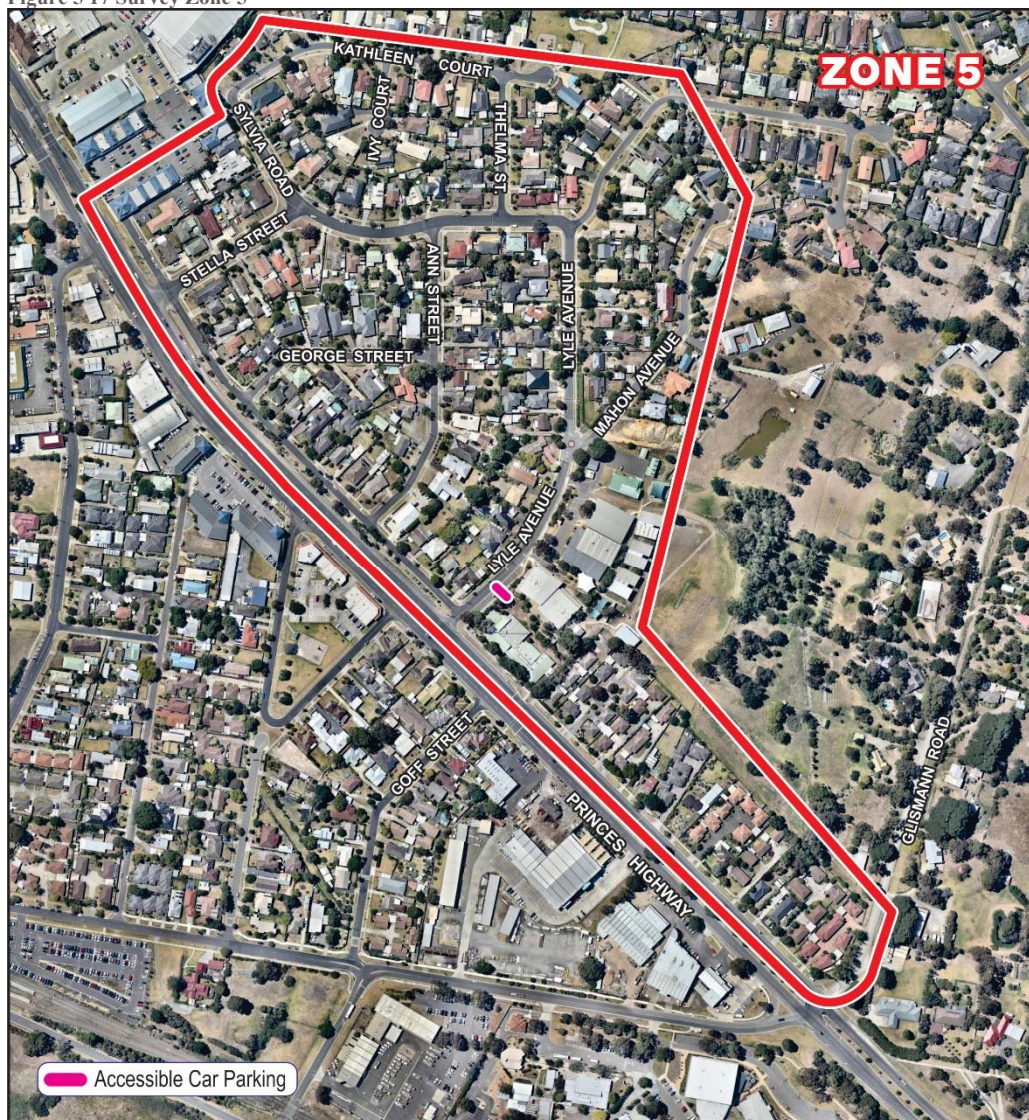


Table 5.5 Parking Supply in the Residential North zone

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

* the on-site school parking was not recorded

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

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

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

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

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

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

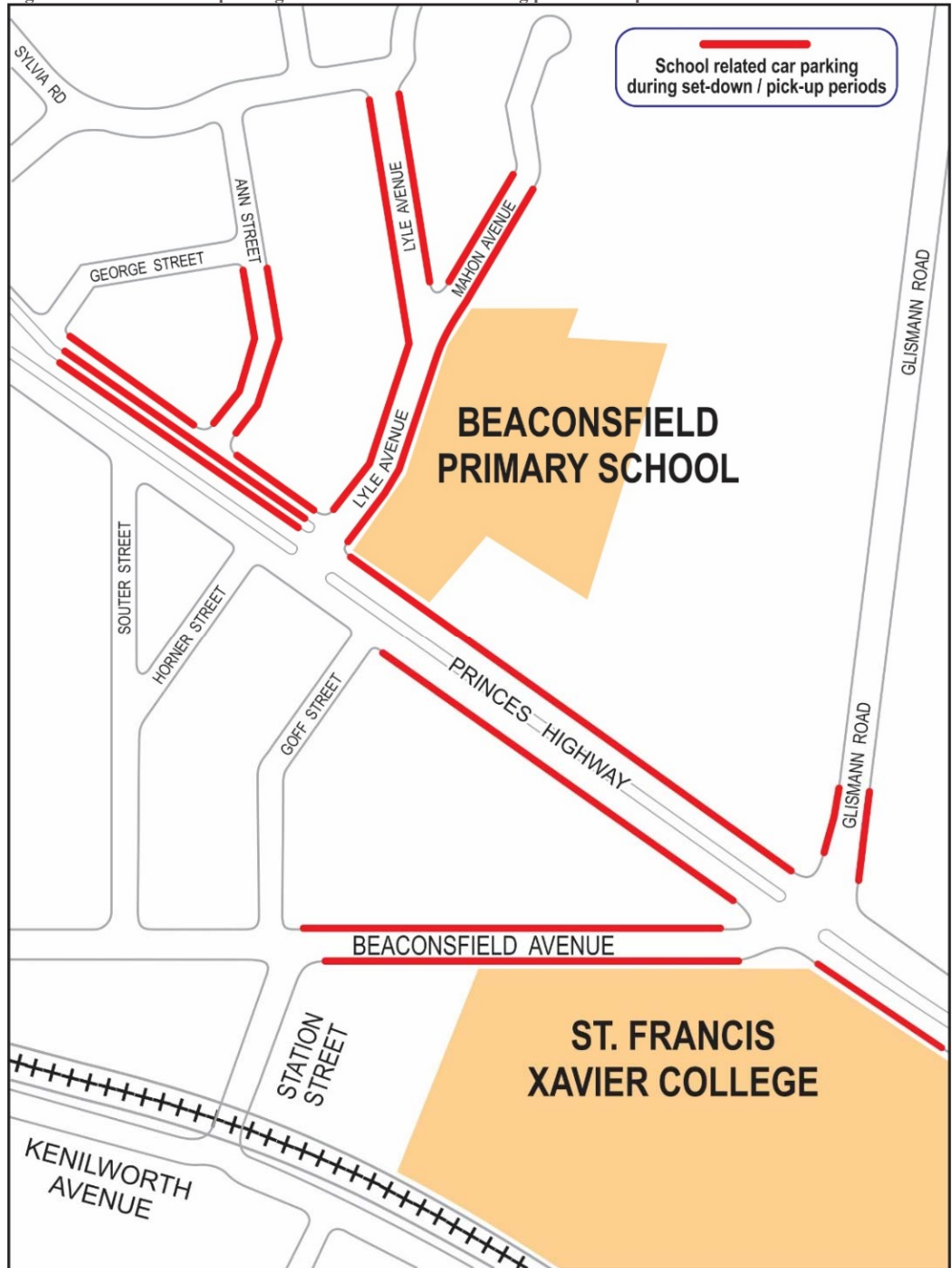
Photo 5.1 Wallace Street at school pick-up time



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



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



Zone 6 - Community Centre

Figure 5 19 Survey Zone 6



Table 5.6 Car Parking Supply in the Community Centre zone

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

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

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

Figure 5.20 Zone 6 Car Parking Occupancies on Thursday 12 Midday

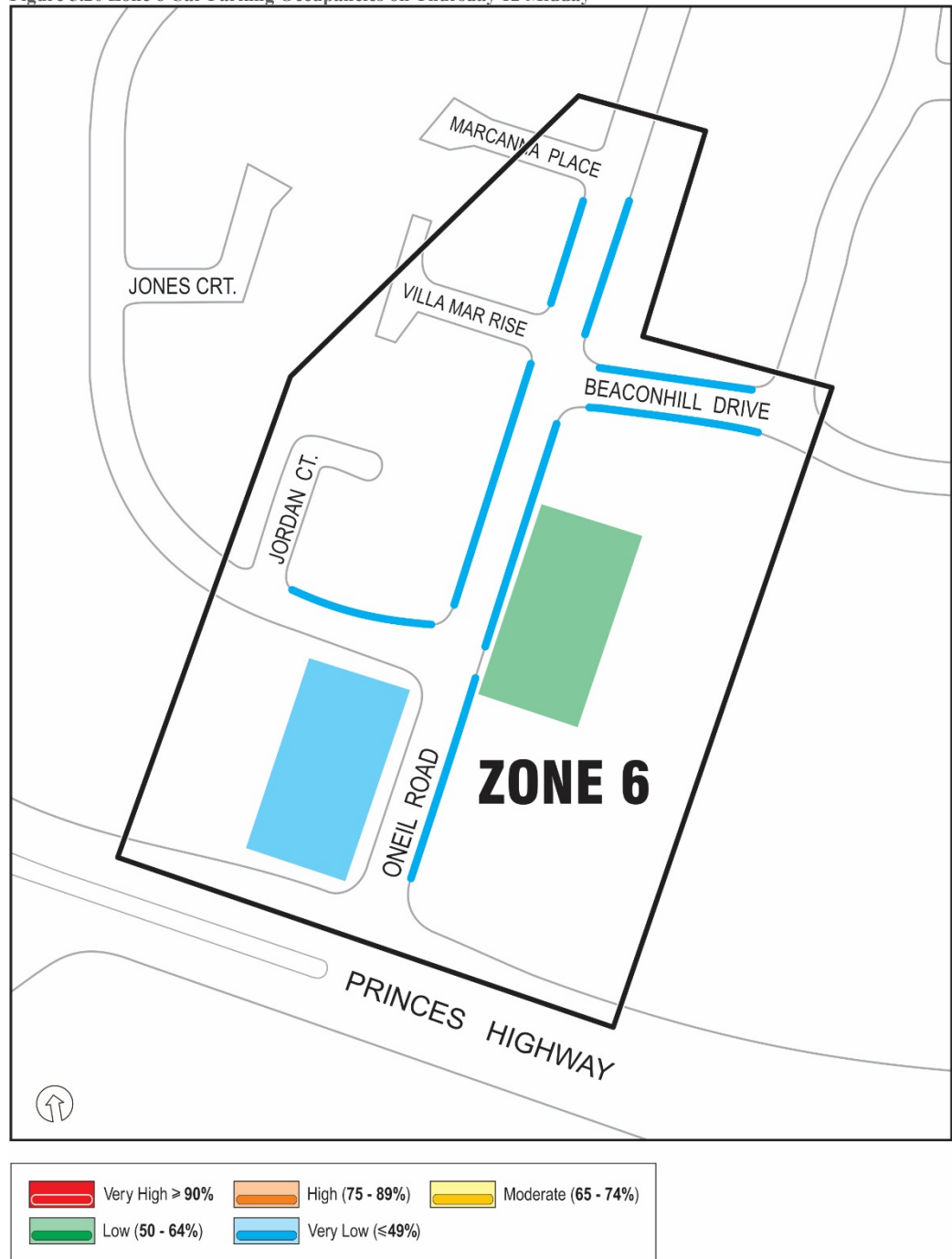
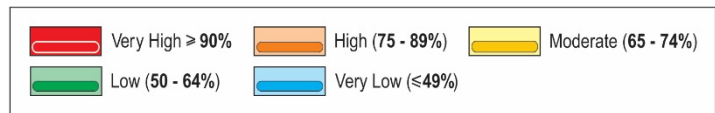
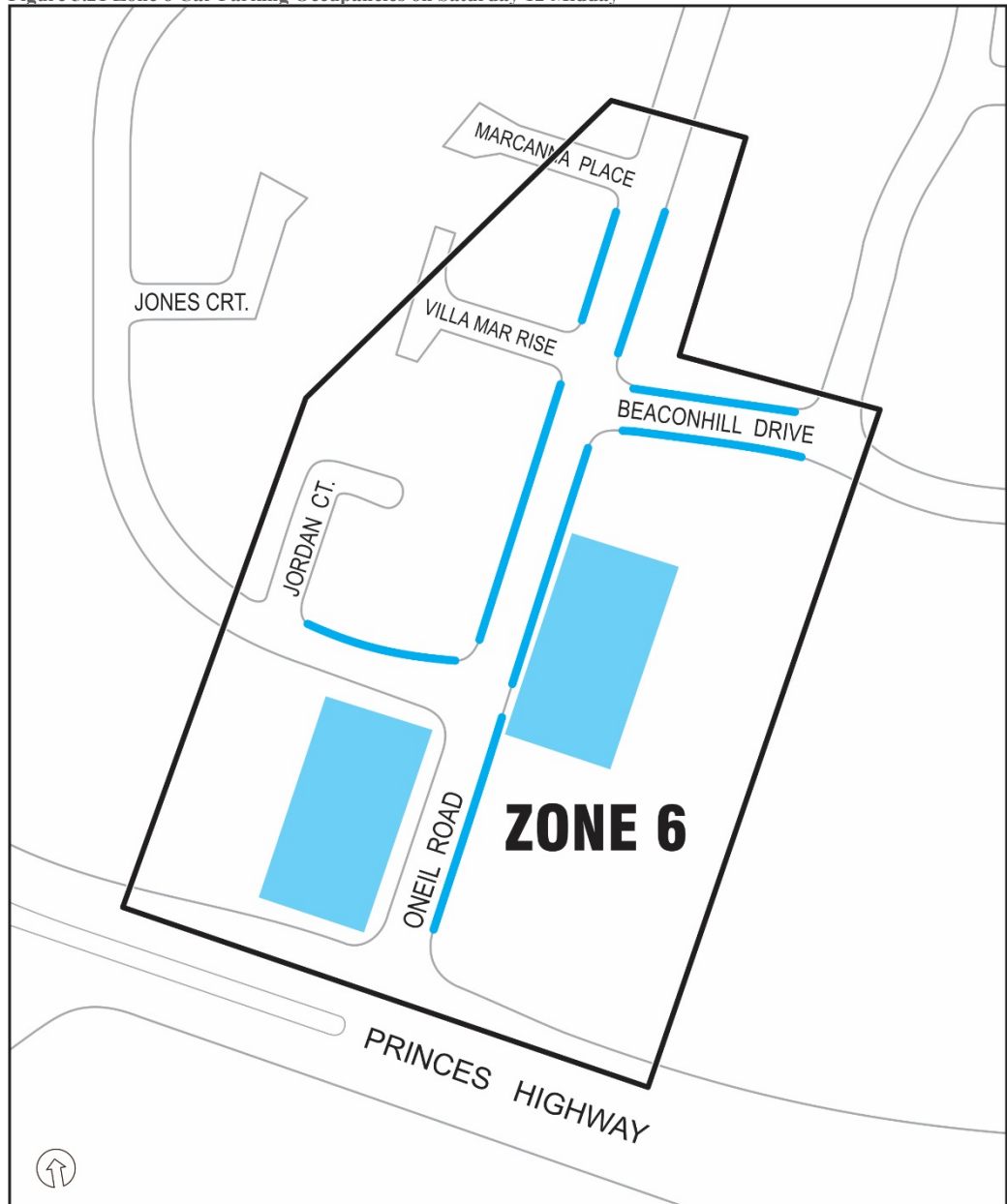


Figure 5.21 Zone 6 Car Parking Occupancies on Saturday 12 Midday



6.1 Council's Role and Responsibility

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

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

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

- time limits
- fees
- enforcement
- maintenance

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

6.2 Ownership and Control of Car Parking

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

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

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

6.3 Individual Parking and Shared Parking

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

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

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

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

Peak Parking Demand

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

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

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

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

6.4 Free and Pay Parking

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

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

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

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

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

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

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

6.5 Car Parking Control Signage and User Compliance

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

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

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

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

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

6.6 Parking Enforcement

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

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

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

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

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

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

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

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

7.1 Existing Urban Design and Car Parking Layouts

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

Zone 1: The Supermarket Hub

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

Zone 2: Wood Street North

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

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

Zone 3: Commercial Triangle

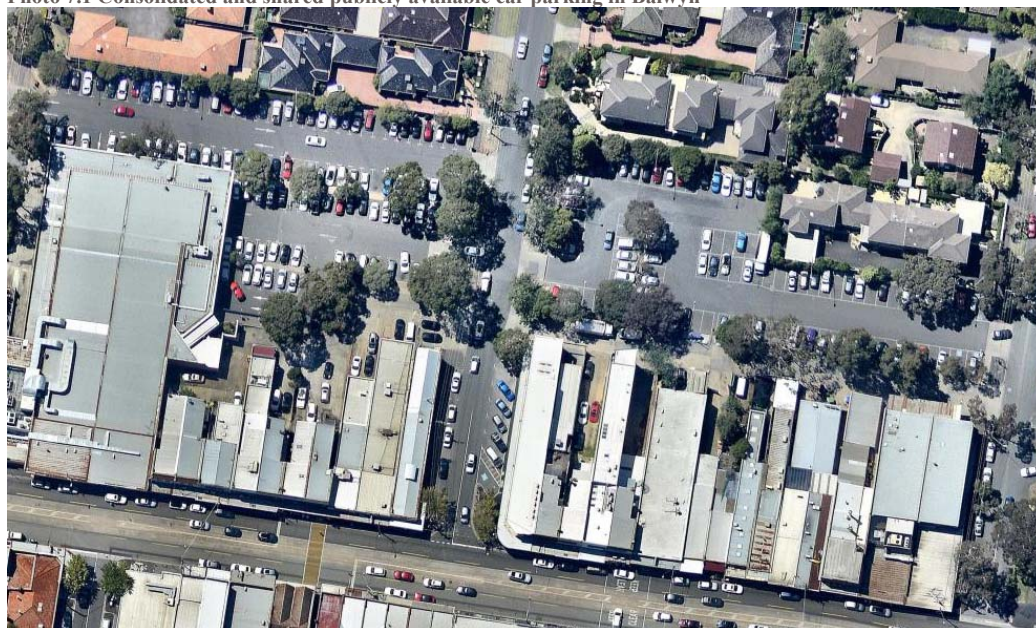
At the south-eastern end of Beaconsfield in the area identified as the Commercial Triangle by the Structure Plan are larger highway retail formats, such as the Home Hardware. These sites each include at-grade car parking along street frontages and at the rear of buildings, and separate vehicular access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

Preferred Off-Street Car Parking Design Model

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

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

Photo 7.1 Consolidated and shared publicly available car parking in Balwyn



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

7.2 Design Standards for Off-Street Car Parking

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

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

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

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

7.3 Concepts for Improved Off-Street Car Parking Facilities

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

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

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



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



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

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

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

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

Princes Highway and Wallace Street

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

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

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

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

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

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

Wood Street

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

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

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

- The creation of a pedestrian crossing;
- The creation of a shared zone to enable access to the kindergarten and neighbouring properties;
- The retention of convenience car parking;
- Provision of a bus stop and shelter in consultation with the State Government to ensure a bus stop and shelter is located within the vicinity of the Memorial Creek Site.

8.1 Overview of Car Parking Demand

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

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

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

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

8.2 Provision for Specific Users

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

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

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

Accessible/Disabled Parking

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

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

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

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

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

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

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

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

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

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

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

Delivery Vehicles

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

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

Buses

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

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

Taxis

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

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

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

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

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

Bicycle Parking

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

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

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

Motorcycle Parking

There is presently no motorcycle parking in the Beaconsfield.

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

Parents with Pram Parking

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

8.3 Allocation of Car Parking

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

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

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

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

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

8.4 Strategy Recommendations

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

Overall Study Area

Recommendation 1

Council to work with private car park owners to:

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

Recommendation 2

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

Recommendation 3

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

Recommendation 4

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

Recommendation 5

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

Recommendation 6

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

Recommendation 7

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

Recommendation 8

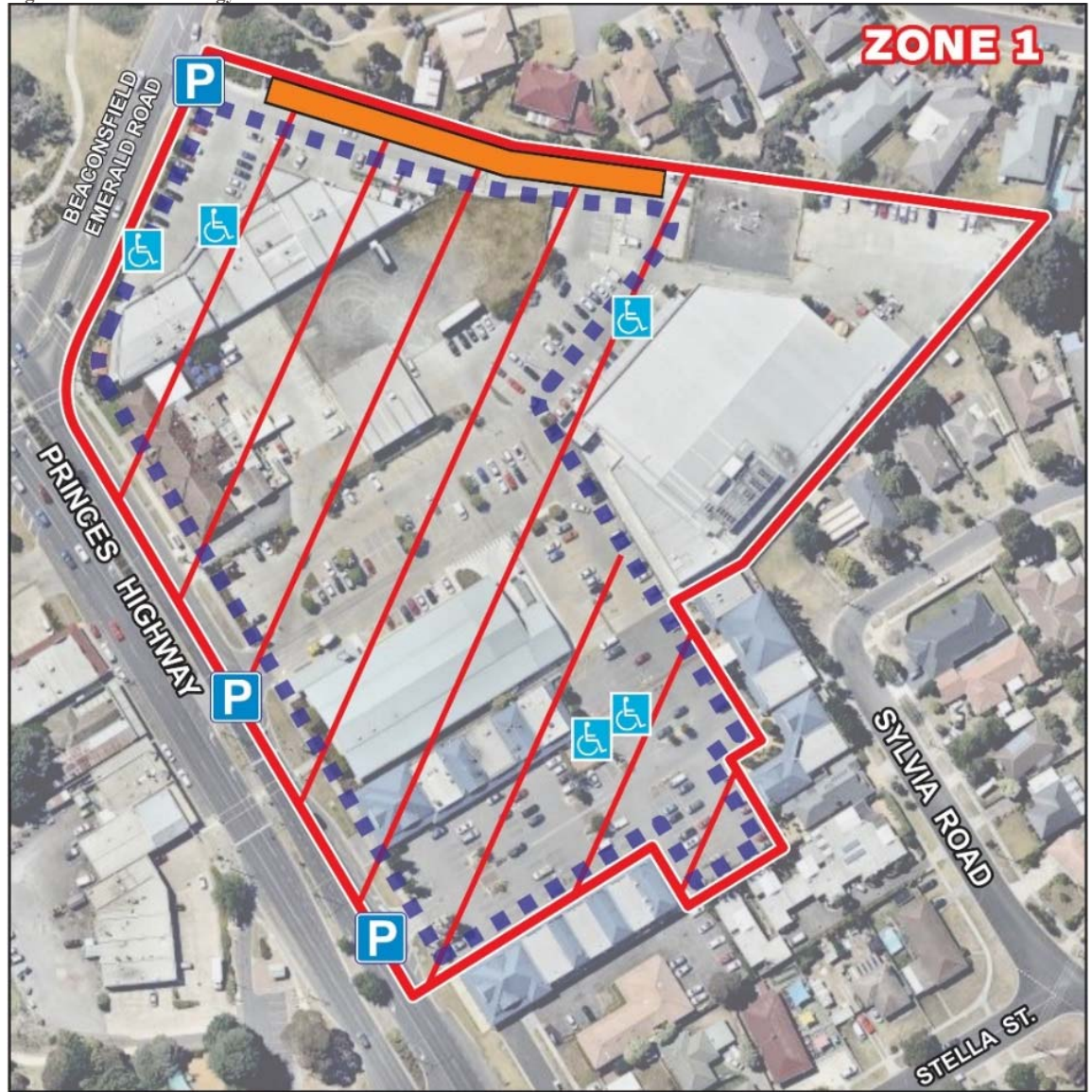
In consultation with taxi organisations, traders and the community established Taxi/Uber zone and locations for bicycle loops.

Recommendation 9

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

Zone 1 - Supermarket Hub

Figure 8 1 Zone 1 Strategy Recommendations



	Improve design of off-street car park*		Modify accessible car parking to Australian Standards
	Limit time restricted car parking to uniform daytime trading hours		Convert to long stay car parking to minimise congestion near access point
	Parking direction signage	<i>*refer to detailed concept plan attached.</i>	

Recommendation 10

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

Recommendation 11

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

Recommendation 12

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

Recommendation 13

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

Recommendation 14

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

Recommendation 15

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

Recommendation 16

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

Recommendation 17

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

Recommendation 18

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

Recommendation 19

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

Recommendation 20

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

Recommendation 21

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

Recommendation 22

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

Recommendation 23

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

Recommendation 24

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

Recommendation 25

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

Recommendation 26

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

Recommendation 27

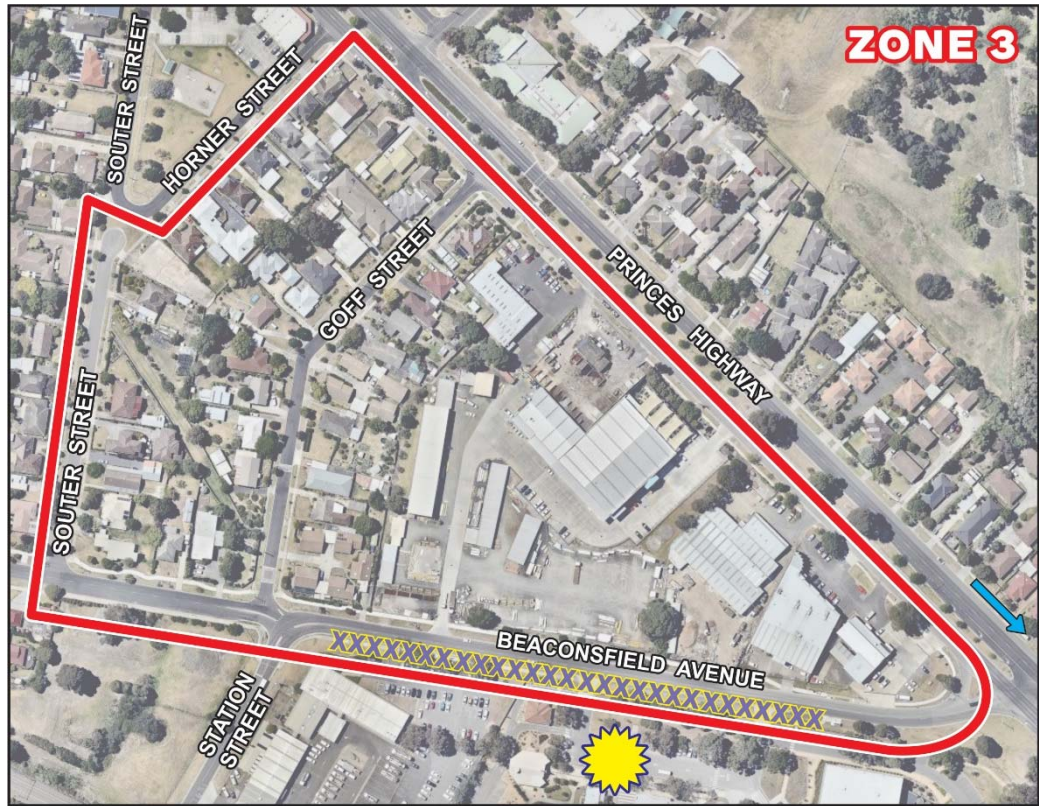
Council to investigate implementing line marking along Wood Street for car parking spaces, south of Arthur Street.




Recommendation 28

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

Zone 3 - Commercial Triangle/St Francis Xavier College

Figure 8.3 Zone 3 Strategy Recommendations



-  St. Francis Xavier College to create improved set-down / pick-up facilities and on-site car parking.
St. Francis Xavier College to also investigate opportunities for off-site car parking usage with Baptist Church
-  Create indented parallel car parking
-  Extend constructed roadside verges with kerb & channel to O'Neil Road

Recommendation 29

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

Recommendation 30

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

Recommendation 31

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

Recommendation 32

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

Recommendation 33

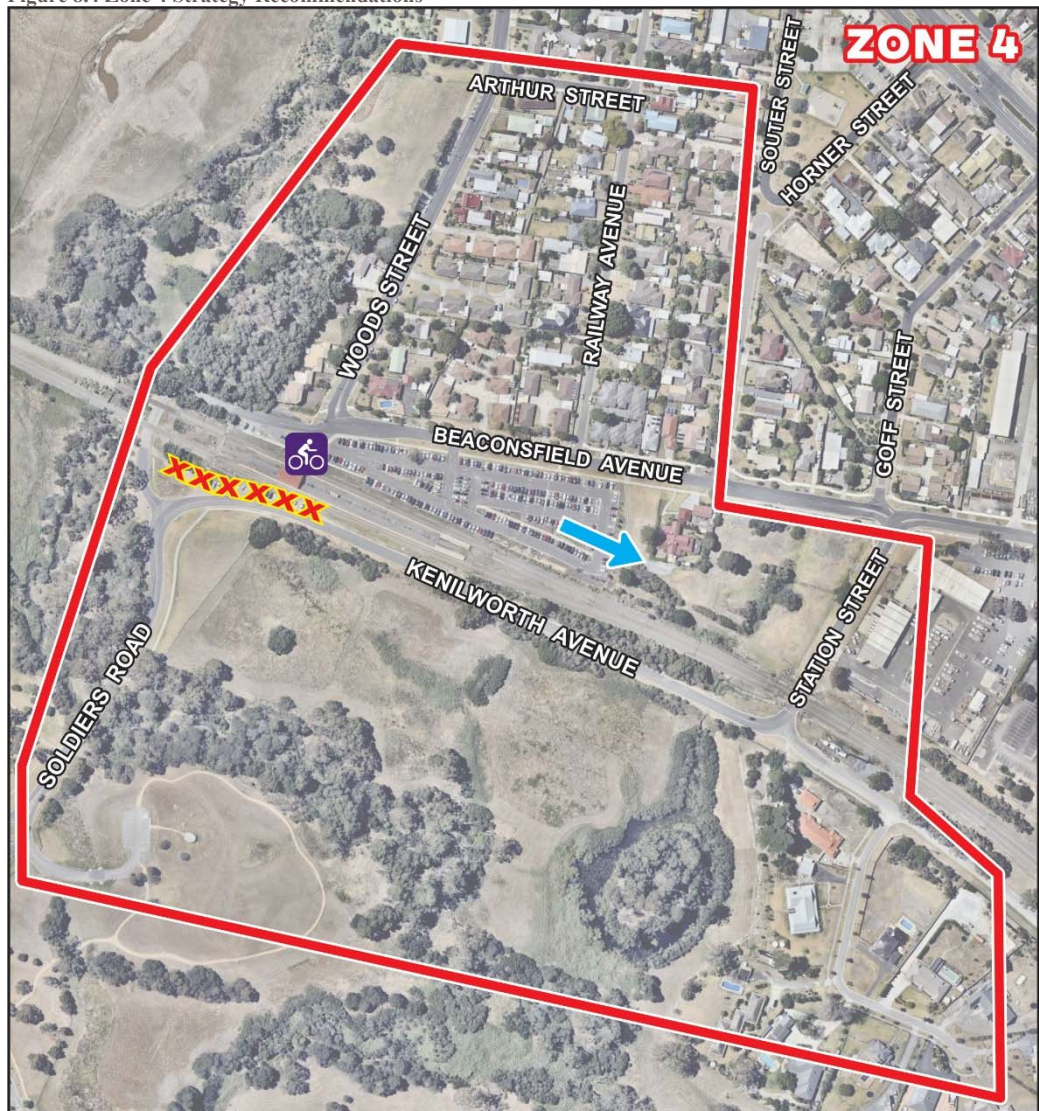
Consider the application of reduced car parking rates for redevelopment and extension applications in the Commercial Triangle precinct (excluding St Francis Xavier College) subject to accessibility to shared publicly available car parking and car parking demand assessment in accordance with Clause 52.06-6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

Recommendation 34

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

Zones 4 – Beaconsfield Railway Station

Figure 8.4 Zone 4 Strategy Recommendations



XXXXX	Prohibit car parking
	Lobby Department of Transport for expansion of Railway car park
	Lobby Department of Transport for secure bicycle lockers

Recommendation 35

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

Recommendation 36

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

Recommendation 37

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

Recommendation 38

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

Recommendation 39

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

Recommendation 40

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

Recommendation 41

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

Recommendation 42

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

Recommendation 43

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

Zone 5 – Beaconsfield Primary School

Figure 8 5 Zone 5 Strategy Recommendations



Recommendation 44

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

Recommendation 45

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

Recommendation 46

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

Recommendation 47

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

Recommendation 48

Construct kerb and channel along the outer northern carriageway of Princes Highway and Wallace Street between the Supermarket Hub and Lyle Road.

9.1 Development Applications and Car Parking Requirements

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

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

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

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

9.2 Car Parking Rates

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

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

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

Table 9.1 Planning Scheme Car Parking Requirements

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

9.3 Residential Dwellings

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

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

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

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

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

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

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

9.4 Offices

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

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

9.5 Retail and Restaurants

Shops

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

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

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

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

Restaurants

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

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

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

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

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

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

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

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

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

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

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

Recommendation 9

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

9.7 Scenarios for Change

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

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

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

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

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

Zone 1 - Supermarket Hub

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

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

Recommendation 16

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

Zone 2 - Wood Street North

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

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

Recommendation 23

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

Recommendation 24

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

Recommendation 25

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

Recommendation 26

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

Zone 3 – Commercial Triangle/St Francis Xavier College Precinct

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

Recommendation 33

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

Recommendation 34

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

10.1 Overview

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

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

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

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

10.2 Private / Business Funding - Existing Business

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

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

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

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

10.3 Private / Business Funding - New Developments

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

Cash in lieu

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

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

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

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

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

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

Development Contributions

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

The state government describes Development Contributions as follows:

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

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

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

10.4 Council Funding

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

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

Top 5 Strategies for Action in the Beaconsfield Study Area

Recommendation 1

Council to work with private car park owners, to:

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

Recommendation 4 and 5

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

Recommendation 35

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

Recommendation 36

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

Recommendations 30, 31, 32, 33 & 47

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

Appendix A: Clause 52.06 - Car Parking:



52.06 CAR PARKING

29/10/2015
VC101

Purpose

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

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

To support sustainable transport alternatives to the motor car.

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

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

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

52.06-1

01/07/2014
VC116

Scope

Clause 52.06 applies to:

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

Clause 52.06 does not apply to:

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

52.06-2

19/04/2013
VC95

Provision of car parking spaces

Before:

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

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

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

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

52.06-3 Permit requirement

19/04/2013
VC95

A permit is required to:

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

This does not apply if:

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

52.06-3A No permit required

19/04/2013
VC95

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

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

52.06-4 Exemption from notice and review

19/04/2013
VC95

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

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

52.06-5 Number of car parking spaces required under Table 1

19/04/2013
VC95

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

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

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

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

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

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

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

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

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

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

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

Table 1: Car parking requirement

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

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

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

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

Use	Rate	Rate	Car Parking Measure
	Column A	Column B	Column C
	Applies the standard rate to all zones	Only applies where specified in a schedule to the Parking Overlay	
Warehouse other than listed in this table	2	2	To each premises plus
	1.5	1	To each 100 sq m of net floor area
Winery	0.4		To each patron permitted
		3.5	To each 100 sq m of leasable floor area

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

19/04/2013
VC95

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

52.06-6 Application requirements and decision guidelines for permit applications

29/10/2015
VC101

For applications to reduce the car parking requirement

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

52.06-7

19/04/2013
VC95

Requirement for a car parking plan

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

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

The plans must show, as appropriate:

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

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

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

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

52.06-8

19/04/2013
VC95

Design standards for car parking

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

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

Design standard 1 – Accessways

Accessways must:

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

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

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

Design standard 2 – Car parking spaces

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

Table 2: Minimum dimensions of car parking spaces and accessways

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

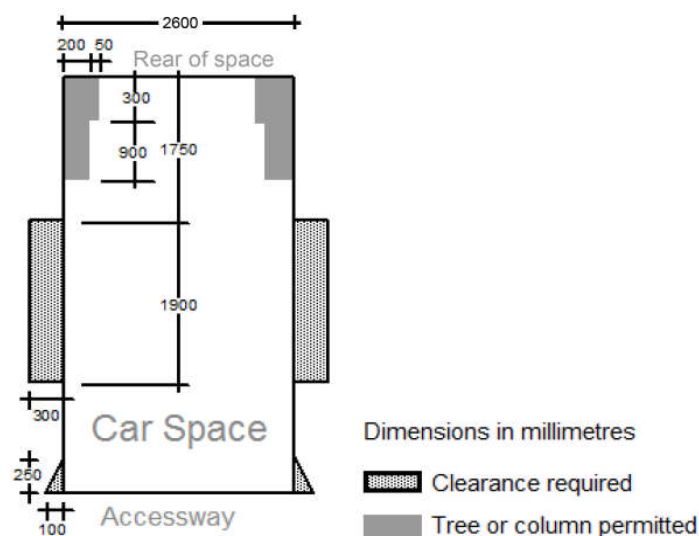
Angle of car parking spaces to access way	Accessway width	Car space width	Car space length
45°	3.5 m	2.6 m	4.9 m
60°	4.9 m	2.6 m	4.9 m
90°	6.4 m	2.6 m	4.9 m
	5.8 m	2.8 m	4.9 m
	5.2 m	3.0 m	4.9 m
	4.8 m	3.2 m	4.9 m

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

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

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

Diagram 1 Clearance to car parking spaces



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

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

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

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

Design standard 3: Gradients

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

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

Table 3: Ramp gradients

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

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

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

Design standard 4: Mechanical parking

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

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

Design standard 5: Urban design

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

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

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

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

Design standard 6: Safety

Car parking must be well lit and clearly signed.

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

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

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

Design standard 7: Landscaping

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

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

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

52.06-9

19/04/2013
VC95

Decision guidelines

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

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

52.06-10 Construction of car parking

19/04/2013
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Where a plan is required under Clause 52.06-7, the car parking spaces, access lanes, driveways and associated works and landscaping shown on the plan must be:

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

before any of the following occurs:

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

52.06-11 Transitional arrangements

19/04/2013
VC95

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

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

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

Appendix B: Document Review:



Beaconsfield Structure Plan

Existing Conditions and Issues

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

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

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

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

Framework for Change

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

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

The key focus areas for change are:

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

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

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

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

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

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

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

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

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

Integrated car parking is supported.

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

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

Beaconsfield Retail & Commercial Assessment (June 2011)

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

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

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

Appendix C: Concept Glismann Road Development Plan:



Appendix D: Car Parking Surveys:

Car Parking Survey Reference Zones

Zone 1



Zone 2



Zone 3



Parking Occupancy Survey

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

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

Parking Occupancy Survey

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

Street	Ratio Reference Zone	Side	Restriction	Clear Way/No Stopping	Capacity	Parking Occupancy																	
						7 00	8 00	9 00	10 00	11 00	12 00	13 00	14 00	15 00	16 00	17 00	18 00	19 00	20 00	21 00	22 00		
Sylvia Rd	From Stella St To Kathleen Ct	N	Unrestricted		9	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1		
		S	Unrestricted		11	0	0	0	0	1	1	2	2	2	1	1	1	1	1	1	1	1	
Kathleen Ct	From Sylvia Rd To Ivy Ct	S	Unrestricted		14	2	2	1	0	0	0	0	0	0	0	1	2	2	2	2	2		
		N	Unrestricted		13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ivy Ct	From Kathleen Ct To End	W	Unrestricted		5	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1		
		E	Unrestricted		5	2	2	2	1	1	1	1	1	1	1	1	1	1	2	2	2	2	
Kathleen Ct	From Ivy Ct To Thelma St	S	Unrestricted		7	2	2	2	2	2	2	2	2	2	2	1	1	0	1	1	1		
		N	Unrestricted		10	2	2	2	1	1	2	3	3	3	3	2	1	1	2	2	2	2	
	From Thelma St To End	S	Unrestricted		4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
		N	Unrestricted		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thelma St	From Kathleen Ct To Sylvia Rd	W	Unrestricted		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		E	Unrestricted		11	1	1	1	1	1	2	2	2	2	2	2	3	3	2	2	2	2	2
Sylvia Rd	From Thelma St To Lyle Ave	S	Unrestricted		5	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	
		N	Unrestricted		4	1	1	1	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1
Sylvia Rd	From Thelma St To Ann St	N	Unrestricted		5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		S	Unrestricted		5	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	2	2	2
	From Ann St To Stella St	N	Unrestricted		10	1	1	1	1	1	2	2	2	2	2	1	0	0	1	1	1	1	
		S	Unrestricted		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Princes Hwy	From Stella St To George St	N	Unrestricted		13	2	2	3	3	3	3	3	3	3	3	2	1	0	0	0	0	0	
Wallace St	From Stella St To George St	S	Unrestricted		12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		N	Unrestricted		9	1	1	1	1	1	1	1	2	2	3	3	3	3	2	2	2	2	2
	From George St To Ann St	S	Unrestricted		16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		N	Unrestricted		12	0	0	2	4	3	2	1	2	5	7	3	1	0	0	0	0	0	

Parking Occupancy Survey

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

Parking Occupancy Survey

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

Street	Ratio Reference Zone	Side	Restriction	Clear Way/No Stopping	Capacity	Parking Occupancy																
						7 00	8 00	9 00	10 00	11 00	12 00	13 00	14 00	15 00	16 00	17 00	18 00	19 00	20 00	21 00	22 00	
Princes Hwy	From Lyle Ave To Glismann Rd	N	Unrestricted		11	5	5	11	11	11	11	11	11	11	9	6	3	9	5	4	3	
			Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Unrestricted		26	6	6	14	7	8	8	7	9	17	9	6	3	5	6	6	5	
Princes Hwy	From Souter St To Wood St	S	Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			1/4P		3	2	2	2	3	3	2	1	2	3	3	2	3	3	2	2	2	
			2P		6	3	3	4	5	5	6	6	6	5	5	6	5	6	4	3	3	
			Unrestricted		4	0	0	2	4	4	3	2	3	3	3	1	0	0	0	0	0	
Princes Hwy	From Wood St To Beaconsfield Rd	S	Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			1/2P 8am-9pm		10	3	3	4	2	4	7	6	5	6	7	5	7	3	4	4	3	
Off Street Carpark	K		parking at the rear, assume mainly public		31	4	4	7	10	12	13	10	12	10	11	13	12	15	12	9	7	
Off Street Carpark	L		Unrestricted		12	2	2	6	10	11	10	8	11	10	9	9	10	9	10	8	6	
Off Street Carpark	M		Loading Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
			parking at the rear, assume mainly public		19	3	3	5	9	11	11	9	9	8	6	5	4	7	10	8	5	
Off Street Carpark	N		Unrestricted		7	0	0	3	6	7	6	5	6	4	2	5	4	7	6	4	3	
			Disabled		1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	1	1
Off Street Carpark	O		parking at the rear, assume mainly public		50	17	17	20	23	25	28	27	25	23	19	18	16	15	12	11	7	
Off Street Carpark	P		Unrestricted, parking at the front		14	3	3	5	4	7	11	13	10	10	7	11	9	8	6	4	4	
	Wood Street Extension		Reserved Kindergarten		5	4	4	4	3	3	4	3	3	5	5	4	3	2	1	1	1	
	Wood Street Extension		1P		9	4	4	4	5	7	8	8	7	6	8	5	1	1	1	1	1	
Off Street Carpark	Q		Private parking		16	2	2	7	15	15	14	11	11	10	8	7	6	12	7	5	3	
Off Street Carpark	R		Private parking, assume public		60	20	20	41	55	50	45	30	32	35	28	33	30	37	30	28	17	
			Disabled		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Off Street Carpark	S		Private parking		3	0	0	1	2	2	3	3	3	3	3	2	2	1	1	1		

Parking Occupancy Survey

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

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

Parking Occupancy Survey

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

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

Parking Occupancy Survey

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

Street	Ratio Reference Zone	Side	Restriction	Clear Way/No Stopping	Capacity	Parking Occupancy															
						7 00	8 00	9 00	10 00	11 00	12 00	13 00	14 00	15 00	16 00	17 00	18 00	19 00	20 00	21 00	22 00
			Unrestricted		22	5	5	6	7	7	8	7	8	9	10	3	0	0	0	0	0
			Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Princes Hwy	From Goff St To Lyle Ave	S	Unrestricted		5	2	2	4	3	3	2	2	2	4	2	1	0	1	1	1	1
	From Lyle Ave To Horner St	S	Unrestricted		3	2	2	3	2	2	1	1	1	3	3	2	1	1	1	1	1
Horner St	From Princes Hwy To Souter St	W	Unrestricted		10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		E	Unrestricted		11	3	3	3	3	3	4	4	4	3	3	3	2	1	2	2	2
Souter St	From Horner St To Princes Hwy	E	Unrestricted		15	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
		W	Unrestricted		15	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
Princes Hwy	From Horner St To Souter St	S	1P 9am-6pm Mon-Fri; 9am-12:30pm Sat		10	0	0	2	4	3	2	1	2	3	4	4	5	6	7	5	5
Beaconsfield Ave	From Station St To Princes Hwy	S	P 5mins 8 30am-9am; 3:15pm-3:45pm School Days		20	0	0	8	1	2	0	0	1	12	4	1	0	0	0	0	0
			Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		N	Unrestricted		17	9	10	16	16	16	15	11	12	15	5	2	0	0	0	0	0
			Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	From Station St To Souter St	N	Unrestricted		8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		S	Unrestricted		12	3	3	4	4	3	2	1	1	1	1	1	1	0	0	0	0
Souter St	From Beaconsfield Ave To Horner St	E	Unrestricted		14	1	1	1	1	1	1	1	1	2	2	3	4	4	3	2	2
		W	Unrestricted		13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Goff St	From Beaconsfield Ave To Princes Hwy	E	Unrestricted		20	3	3	7	2	2	1	0	1	2	2	2	2	3	3	3	2
		W	Unrestricted		22	3	3	6	2	2	3	3	4	3	3	3	2	2	2	2	2
Off Street Carpark	CC	E	Loading Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Disabled		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Unrestricted		66	7	7	10	18	22	23	20	24	25	27	20	17	24	20	13	11
Off Street Carpark	DD		Private parking		30	22	22	24	28	25	21	18	20	22	19	17	11	15	16	15	10

Parking Occupancy Survey

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

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

Parking Occupancy Survey

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

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

Parking Occupancy Survey

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

Street	Ratio Reference Zone	Side	Restriction	Clear Way	Capacity	Parking Occupancy															
						7 00	8 00	9 00	10 00	11 00	12 00	13 00	14 00	15 00	16 00	17 00	18 00	19 00	20 00	21 00	22 00
Sylvia Rd	From Stella St To Kathleen Ct	N	Unrestricted		9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
		S	Unrestricted		11	0	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0
Kathleen Ct	From Sylvia Rd To Ivy Ct	S	Unrestricted		14	2	2	2	2	3	3	2	1	1	1	2	2	2	2	2	
		N	Unrestricted		13	1	2	2	1	1	2	2	2	2	2	2	2	2	2	2	2
Ivy Ct	From Kathleen Ct To End	W	Unrestricted		5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		E	Unrestricted		5	1	1	1	0	0	0	0	0	0	0	0	1	1	1	1	1
Kathleen Ct	From Ivy Ct To Thelma St	S	Unrestricted		7	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	
		N	Unrestricted		10	1	2	2	2	2	1	1	1	1	2	2	2	2	2	2	2
	From Thelma St To End	S	Unrestricted		4	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2
		N	Unrestricted		4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thelma St	From Kathleen Ct To Sylvia Rd	W	Unrestricted		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		E	Unrestricted		11	1	3	3	4	4	3	3	2	2	2	2	3	3	3	3	2
Sylvia Rd	From Thelma St To Lyle Ave	S	Unrestricted		5	1	1	1	1	2	2	2	1	1	1	1	1	1	1	1	
		N	Unrestricted		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sylvia Rd	From Thelma St To Ann St	N	Unrestricted		5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		S	Unrestricted		5	1	1	1	2	2	2	3	3	2	1	1	1	1	1	1	1
	From Ann St To Stella St	N	Unrestricted		10	4	4	4	4	2	1	1	1	1	1	1	2	2	3	3	3
		S	Unrestricted		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Princes Hwy	From Stella St To George St	N	Unrestricted		13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Wallace St	From Stella St To George St	S	Unrestricted		12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		N	Unrestricted		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	From George St To Ann St	S	Unrestricted		16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		N	Unrestricted		12	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0

Parking Occupancy Survey

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

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

Parking Occupancy Survey

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

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

Parking Occupancy Survey

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

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

Parking Occupancy Survey

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

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

Parking Occupancy Survey

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

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

Parking Occupancy Survey

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

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

Appendix E: Accessible Car Parking Standard:



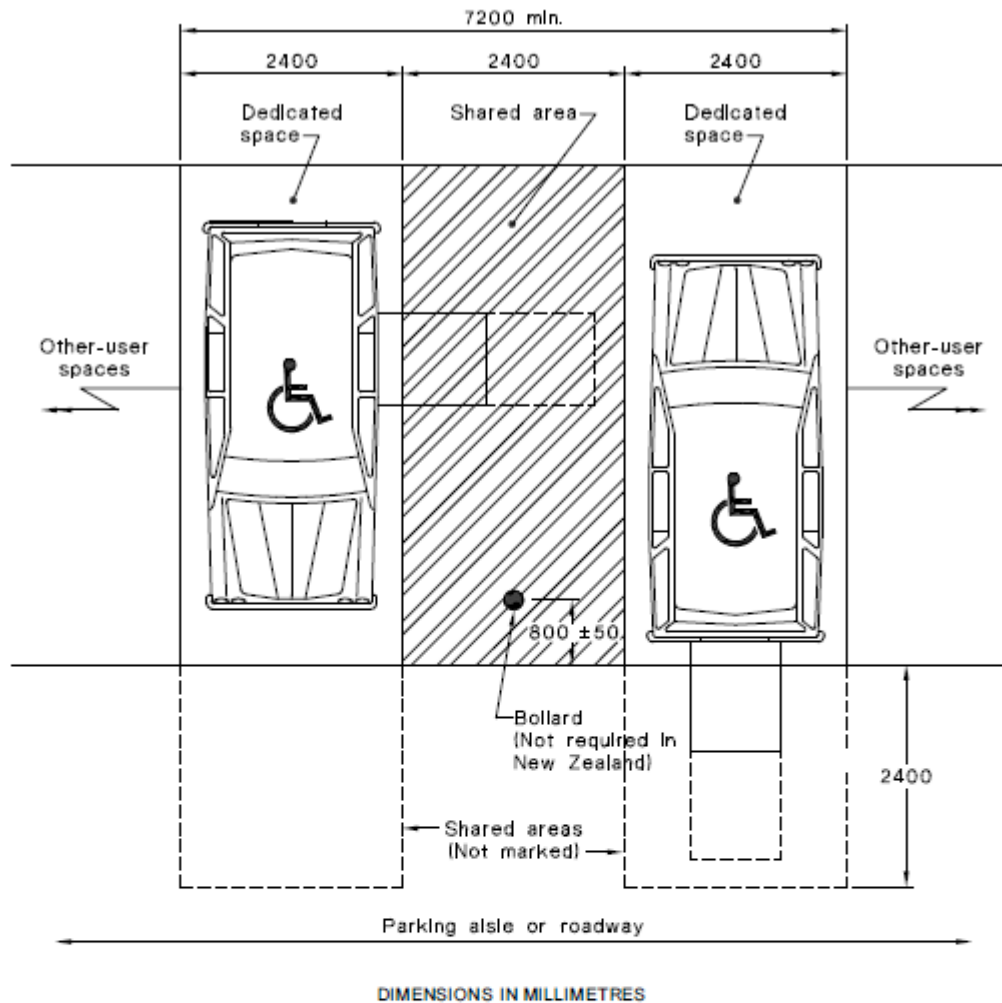


FIGURE 2.3 EXAMPLE OF TWO PARKING SPACES WITH A COMMON SHARED AREA—DIMENSIONS FOR AUSTRALIA ONLY*

2.2.2 Parallel parking spaces

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

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

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

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

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

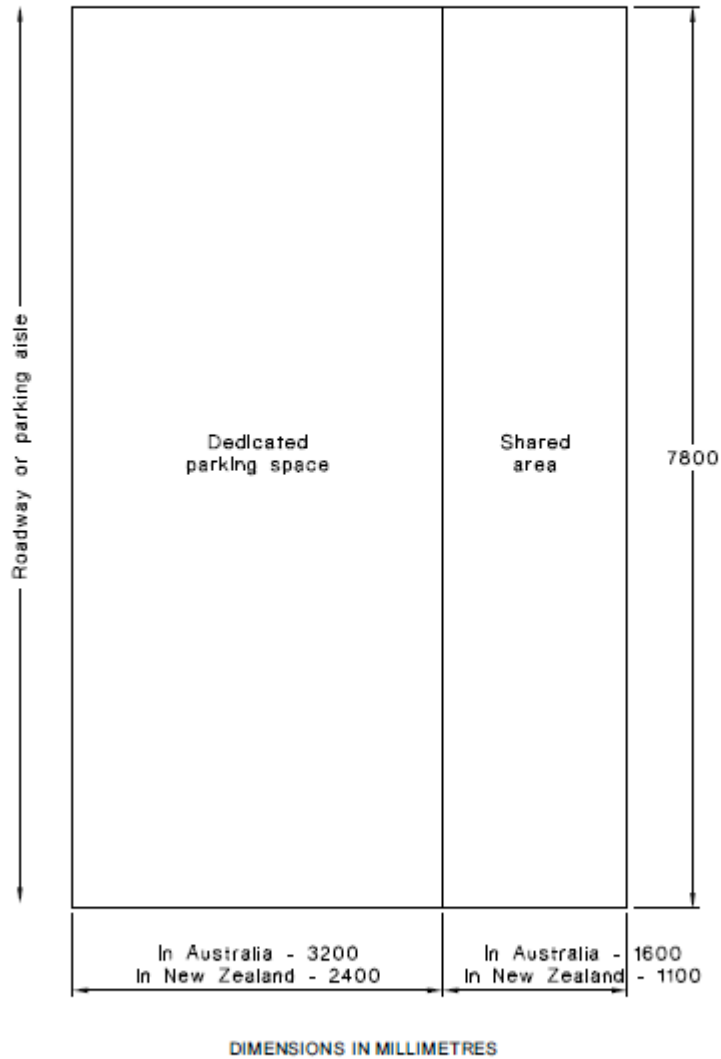


FIGURE 2.4 TYPICAL DIMENSIONS OF PARALLEL PARKING SPACES

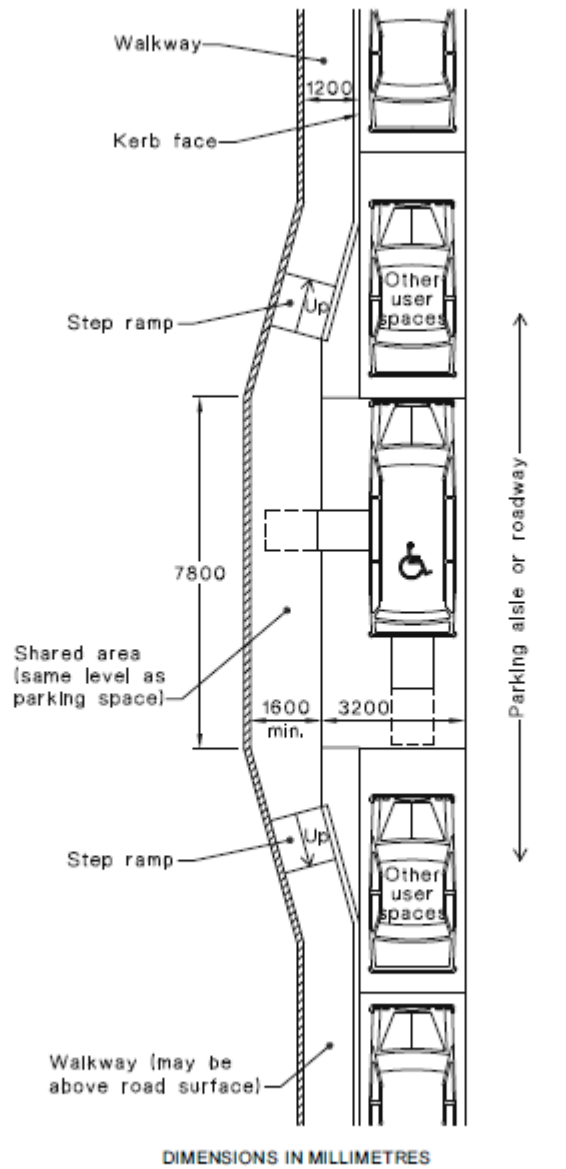
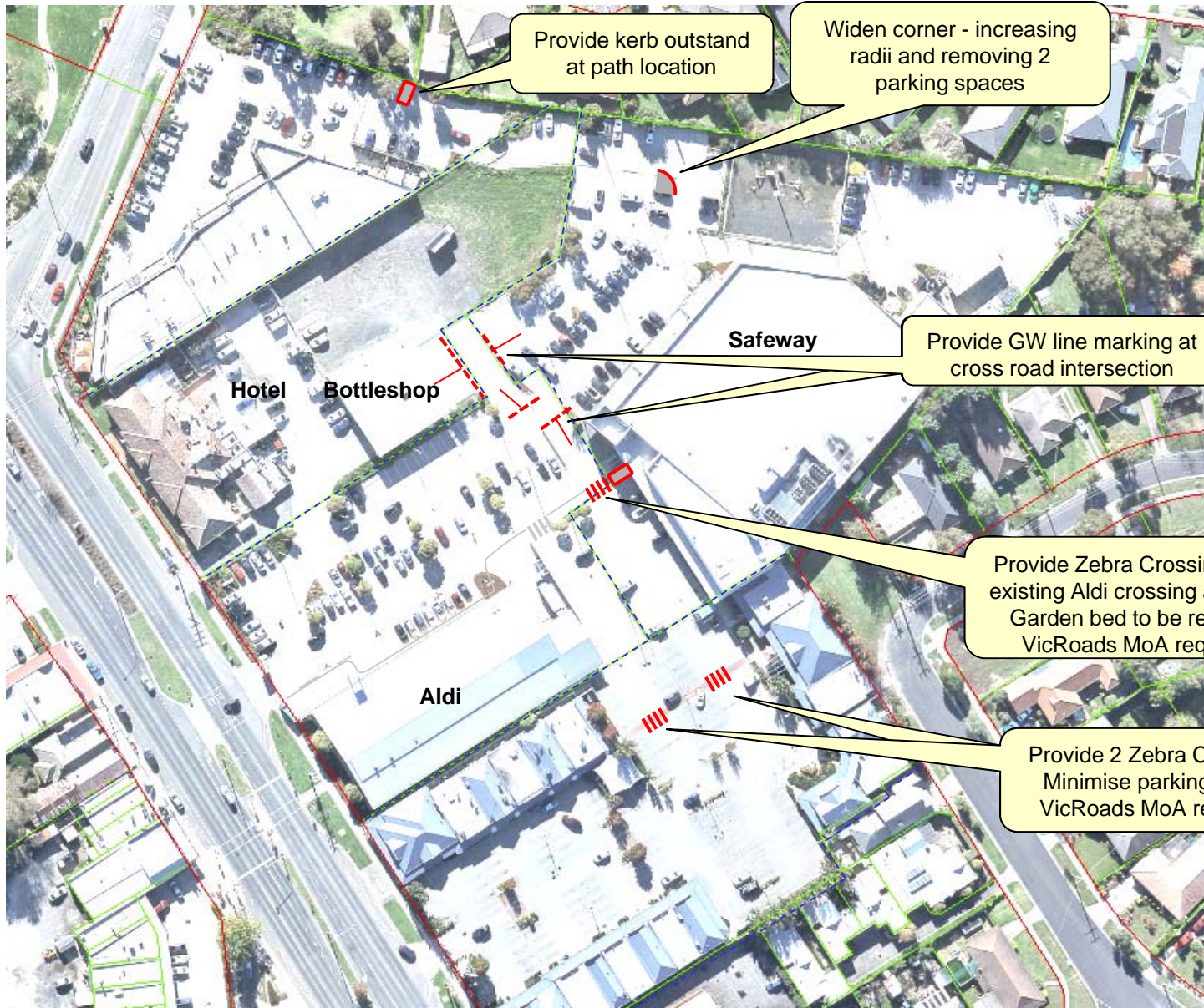


FIGURE 2.5 EXAMPLE OF A PARALLEL PARKING SPACE WITH SHARED AREA AT SAME LEVEL—DIMENSIONS FOR AUSTRALIA ONLY*

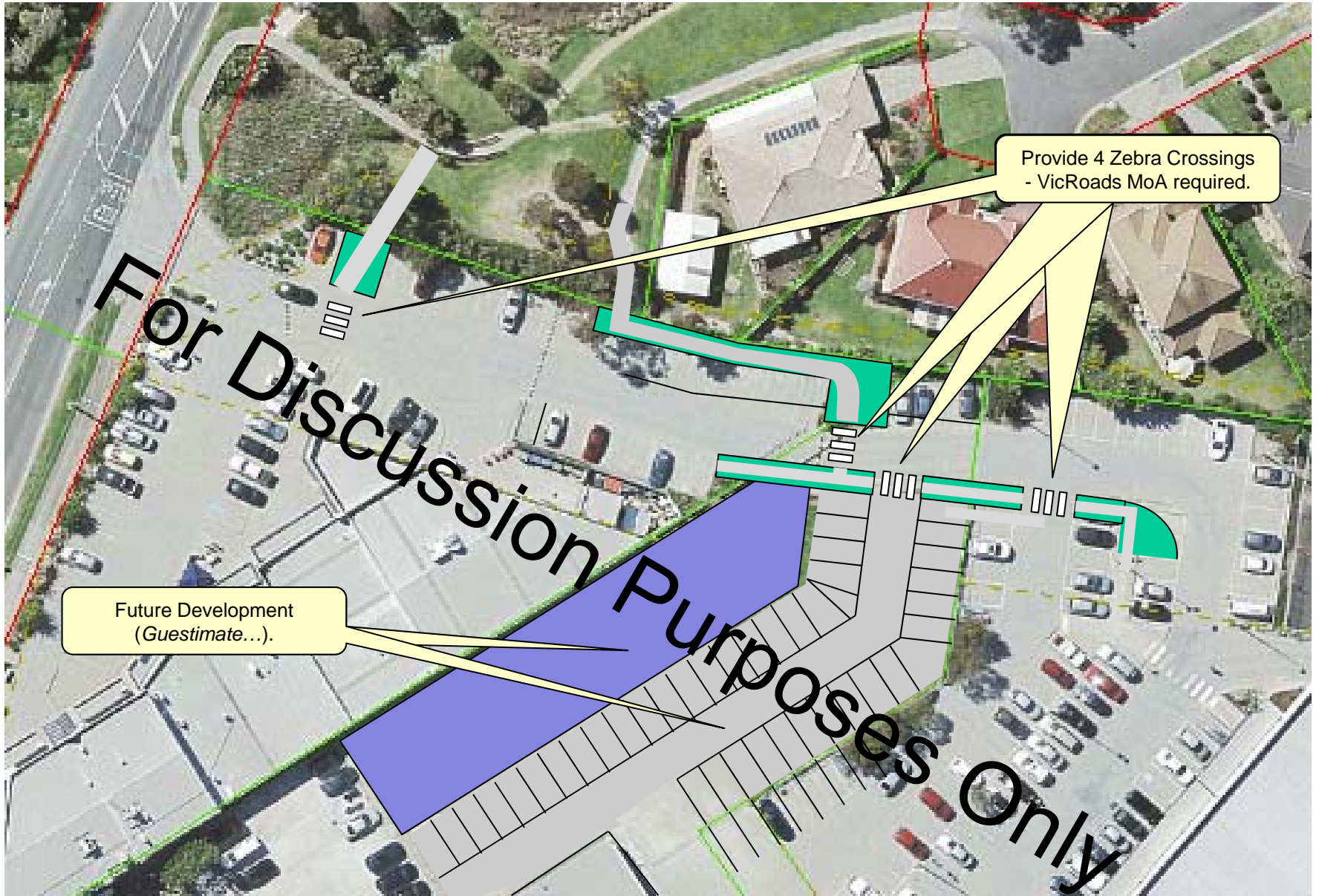
Appendix F: Concept Design of Supermarket Hub Improvements:





27 August 2015

PROPOSED SHORT TERM CHANGES IN BEACONSFIELD SHOPPING CENTRE



For Discussion Purposes Only

Provide 4 Zebra Crossings
- VicRoads MoA required.

Future Development
(Guestimate...).



3 March 2015

OPTION b FOR LONG TERM CHANGES IN
BEACONSFIELD SHOPPING CENTRE

