

6 Ordinary Business

6.1 Town Planning Reports

6.1.1 Amendment C257card - Beaconsfield Development Plan Overlay (DPO25)

Responsible GM: Lili Rosic
Author: Celeste Grossi

Recommendation(s)

That Council:

- Adopt the updated Beaconsfield Structure Plan (December 2013) as contained in Attachment 1.
- Adopt Amendment C257card to the Cardinia Planning Scheme, with changes, under Section 29 of the *Planning and Environment Act 1987*, generally in accordance with Attachment 3.
- Submit adopted Amendment C257card to the Minister for Planning for approval under Section 31 of the *Planning and Environment Act 1987*.

Attachments

1. Beaconsfield Structure Plan (December 2013) [6.1.1.1 - 47 pages]
2. Planning Scheme Amendment C257card Panel report 29 July 2021 [6.1.1.2 - 44 pages]
3. Cardinia Planning Scheme Amendment C257card Documentation [6.1.1.3 - 44 pages]
4. Cardinia C257 Analysis of Panel Recommendations Final 16 08 2021 [6.1.1.4 - 4 pages]

Executive Summary

At its meeting on 21 September 2020, Council resolved to seek authorisation to prepare and exhibit Planning Scheme Amendment C257card from the Minister for Planning.

Amendment C257 was exhibited from 11 February to 12 March 2021 as per the requirements of the *Planning and Environment Act 1987*. Five submissions were received. On 19 April 2021 Council resolved to refer all submissions to a Ministerial Planning Panel.

A Planning Panel was held on 28 June 2021. The Panel report was received on 29 July 2021. The Panel report generally supports Amendment C257 subject to changes to the proposed DPO25 Schedule.

It is recommended that Council supports all Planning Panel recommendations except two, adopts the revised Amendment C257 documentation with changes, and submits the adopted Amendment to the Minister for Planning for approval.

Background

The Beaconsfield Structure Plan was adopted by Council in December 2013 and was implemented as an Incorporated Document in the Cardinia Planning Scheme via Amendment C198 in May 2016. Ministerial approval of this Amendment was given with two conditions:

1. The built form requirements for Beaconsfield Point, Princes Highway Gateway and Woodland Grove Precinct be implemented via more appropriate planning controls.

2. An expiry date is placed on the Structure Plan's status as an Incorporated Document to ensure that its objectives are achieved by implementing its built form requirements through the appropriate planning controls in a timely manner.

Amendment C257 proposes to implement the planning outcomes sought by the Beaconsfield Structure Plan for the Woodland Grove Precinct through a targeted statutory planning tool, being a Development Plan Overlay (DPO). The Amendment also proposes to remove the expiration date and change the status of the Beaconsfield Structure Plan from an Incorporated Document to a Reference Document. The Structure Plan will continue to provide guidance for future use and development applications in the town centre.

In summary, the Amendment proposes to:

- Insert new Schedule 25 to Clause 43.04 Development Plan Overlay
- Amend the Schedule to Clause 72.04 to remove the Beaconsfield Structure Plan (December 2013) as an Incorporated Document.
- Amend Clause 21.03-2 (Urban Established Area – Beaconsfield and Pakenham) and Clause 21.04-3 (Activity Centres) by removing the December 2021 expiration date of the Structure Plan.

This approach aligns with advice received from DELWP, and will improve policy control and built form and subdivision outcomes for the Beaconsfield Town Centre.

Exhibition and submission

Amendment C257 was publicly exhibited from 11 February to 12 March 2021. Five (5) submissions were received, including two (2) from public authorities, two (2) from landowners within the Woodland Grove Precinct and one (1) from a local resident. On 19 April 2021, Council considered the submissions and resolved to refer all submissions to an independent Planning Panel.

The Planning Panel and Report

The Panel Hearing was held on 28 June 2021 which heard submissions from Council Officers and one submitter.

After considering all submissions, the Panel provided its report to Council on 29 July 2021. The Panel recommended that Amendment C257 be adopted subject to the following changes to proposed DPO25 Schedule:

- *In the second dot point objective the word 'neighbourhood' should be replaced by 'landscaped'.*
- *The first two dot points in Clause 3.0 under the heading Conditions should be reworded to be clear about the setbacks required.*
- *The third dot point under conditions in Clause 3.0 should be deleted.*
- *In Clause 3.0 conditions reword dot point 4, sub point 6 to ensure consistency in wording to changes made to dot point 3, sub point 3 in Clause 4.0 Infrastructure and Drainage.*
- *The requirement for a 7.5-metre-wide road in Clause 3.0 under the heading requirements should be deleted.*
- *The changes to Clause 4.0 agreed by Council post exhibition are appropriate.*
 - [These changes were considered and approved by Council on 19 April 2021 as follows:
 - At Clause 4.0 under the heading Environment, dot point 1, delete "(including a habitat hectare assessment)".

- At Clause 4.0 under the heading Environment, dot point 4, insert “in accordance with the methodology of AS4970-2009”, and replace “diameter at 1.3 metres” with “diameter at 1.4 metres”.
 - At Clause 4.0 under the heading Traffic and Transport, dot point 1, replace “VicRoads” with “Head, Transport for Victoria”.
 - At Clause 4.0 under the heading Traffic and Transport, dot point 3, sub point 2, insert:
 - “Figure 2”.
 - “between the northern boundary of Woods Street and Trythall Street”.
 - “Note: Council will carry out the necessary road closure processes under the Local Government Act to formally close this portion of the laneway”.
 - “Bollards to prevent vehicle access to the remaining portion of the laneway must be provided at the Beaconsfield Avenue service lane”.
 - At Clause 4.0 under the heading Traffic and Transport, dot point 3, sub point 6, insert “where appropriate”.
 - At Clause 4.0 under the heading Infrastructure and Drainage, dot point 3, sub point 3, replace “which must be reconfirmed by” with “or otherwise to the satisfaction of”.
 - At Clause 4.0 under the heading Infrastructure and Drainage, dot point 3, sub point 4, insert “without the consent of VicTrack and the rail operator – Metro Trains Melbourne”.
 - At Clause 4.0 under the heading public open space and landscaping, dot point 1, delete sub point 1.
 - At Clause 4.0 under the heading public open space and landscaping, dot point 1, sub point 3, insert “where appropriate”.
 - At Clause 4.0 under the heading Urban Design, dot point 1, replace “maximise” with “provide”.
 - At Clause 4.0 under the heading of Urban Design, dot point 2, replace “gardens and nature strips to merge” with “views of front gardens”.
 - At Clause 4.0 under the heading of Housing, dot point 7, insert “without the consent of VicTrack and the rail operator – Metro Trains Melbourne”.
 - At Clause 6.0, amend Figure 1 and add Figure 2 to depict the retention of part of the laneway to allow for ongoing pedestrian access to Unit 5/87 Woods Street via the laneway.]
-
- *Under the heading Environment in Clause 4.0, the flora and fauna assessment should show vegetation to be removed and retained.*
 - *Under the heading Public Open Space and Landscaping the sentence ‘Including maintaining the long term, sustainable health and condition of existing vegetation’ should be deleted.*
 - *Under the heading Urban Design, a fourth dot point ‘New development should not adversely impact the heritage significance of a heritage place’ should be inserted.*
 - *Under the heading Housing delete dot point 6 which requires the rail corridor to be fenced to the rail operator’s requirements.*
 - *The rail corridor should be clearly marked on both figures.*
 - *Figure 1 should be renamed to ‘Indicative Traffic and Transport Plan Woodland Grove Precinct’.*

Changes in response to the Panel Report

The Panel Report supports Amendment C257 subject to several changes to the proposed DPO25 schedule.

Officers have considered the changes recommended by the Planning Panel and an assessment of those recommendations can be found at Attachment 4.

It is considered that Council should support all the Planning Panel recommendations except for the following two recommendations:

Panel recommendation	Council officer response and recommendation
<p>Under the heading Housing delete dot point 6 which requires the rail corridor to be fenced to the rail operator's requirements.</p>	<p><u>Response:</u> Partially support.</p> <p>This requirement was provided to Council by VicTrack during preliminary referrals of the draft DPO25. Officers agree with the Panel in that this requirement could potentially be onerous depending on the rail operators fence design requirements; however, it is important that both the applicant and Council's Statutory Planner consider safety and noise concerns on the boundary of the rail corridor.</p> <p><u>Recommendation:</u> Reword this requirement to read: "Within Precinct B, fencing along the rail corridor should be appropriately designed to address safety and noise concerns".</p>
<p>Figure 1 should be renamed to 'Indicative Traffic and Transport Plan Woodland Grove Precinct'.</p>	<p><u>Response:</u> Partially support.</p> <p>The concept plan provided at Figure 1 depicts other important information apart from traffic and transport and therefore should not be renamed to suggest it is strictly a traffic and transport plan. Officers agree with the Panel in that Figures 1 and 2 should be renamed to provide a better description.</p> <p><u>Recommendation:</u> It is proposed that Figure 1 should be renamed to "Woodland Grove Precinct – Indicative Concept Plan – DPO25".</p>

All of the recommended changes are shown in 'tracked changes' in the attached DPO25 schedule (Attachment 3).

Next Steps

We are at Stage 4 of the Planning Scheme Amendment process as detailed in Figure 1.

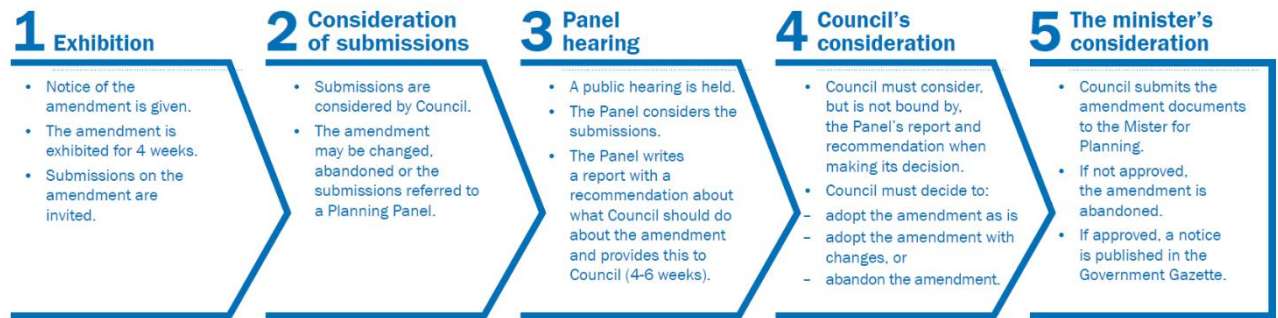


Figure 1. Steps in the Planning Scheme Amendment process

Policy Implications

Strategic Assessment

The full strategic assessment is provided in the Explanatory Report contained in Attachment 1.

Relevance to Council Plan

2.1 We support the creation of liveable spaces and places

2.1.2 Plan and maintain safe, inclusive and connected open spaces, places and active travel routes.

2.1.3 Plan for housing diversity that meets community need, is affordable and delivers environmental sustainability, safety and healthy living outcomes.

2.1.4 Advocate for increased and more-connected public transport options.

Climate Emergency Consideration

The proposed Amendment encourages medium density housing to be located within the Woodland Grove Precinct which is a key site located adjacent to the Beaconsfield train station within the town centre. This process will contribute to housing consolidation within this area, reducing the pressure of urban sprawl at Cardinia's growth front, thereby helping to reduce the projected effects of climate change.

Consultation/Communication

Amendment C257 was formally exhibited for one month from 11 February to 12 March 2021 as part of the planning scheme amendment process in accordance with the requirements of the *Planning and Environment Act 1987*. A public notice was published in the Pakenham Gazette and all owners and occupiers within and adjoining the Woodland Grove precinct, community groups, relevant public authorities, and Prescribed Ministers were notified of the exhibition of the Amendment. A total of 151 letters were sent out.

Five (5) submissions were received. All submitters have received email notification of the release of the Panel Report.

Financial and Resource Implications

There are no additional resource implications associated with undertaking the Amendment. Costs associated with this process are provided for by the Planning Strategy budget. The application of the DPO will provide a clear policy framework to assist applicants and Council planners when preparing, assessing and deciding on applications in the Woodland Grove Precinct.

Conclusion

Amendment C257 has been considered by an independent planning panel, appointed by the Minister for Planning. The Panel supports the amendment subject to the recommended changes to the proposed DPO25 schedule.

It is considered that all except two of the Panel recommended changes, plus two additional changes should be made to Amendment C257, the updated amendment be adopted by Council, and submitted to the Minister for Planning for approval.



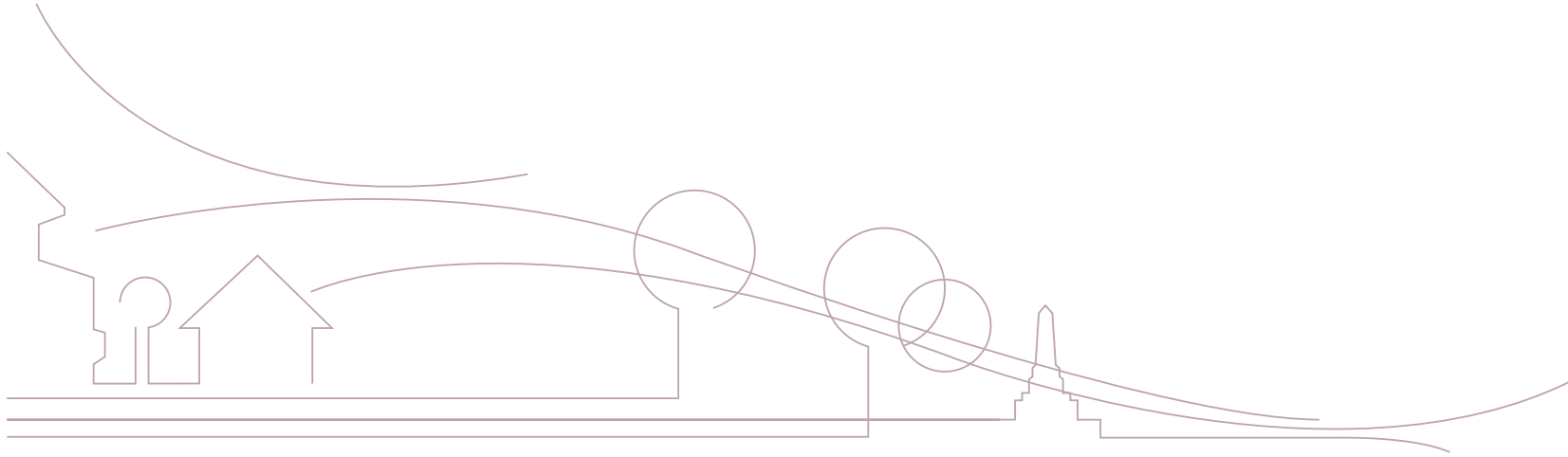
Beaconsfield

Structure Plan - December 2013



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

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



Beaconsfield

Structure Plan - December 2013

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

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

Prepared by:
Cardinia Shire Council
Strategic Planning Department

In association with:
Hayball
SMEC Australia Pty Ltd
David Lock and Associates Town Planning and Urban Design
HDS Australia Pty Ltd and
Deep End Services

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

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

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I. Introduction



COMMUNITY CONSULTATION AT THE BEAconsfield COMMUNITY COMPLEX



CARDINIA CREEK, BEAconsfield

I.1 What is a structure plan?

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

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

The State Planning Policy Framework states that:

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

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

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

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

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

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

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



1.3 Where does it apply?

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

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





2. Format of the Structure Plan

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

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

The Key focus areas are:

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

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

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

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

3. Background Paper

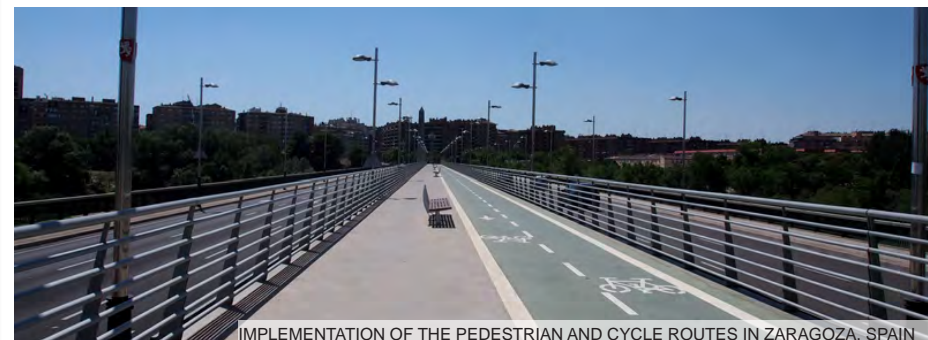
The Beaconsfield Structure Plan should be read in conjunction with the Beaconsfield Structure Plan Background Paper 2013. The background paper provides greater detail in regards to the existing conditions in Beaconsfield and the strengths and opportunities of the town. It also provides greater detail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

4. Community Consultation

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

5. Implementation

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



6. Vision

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

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

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

7. Strategic Objectives

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

8. Introduction to Beaconsfield

8.1 History

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

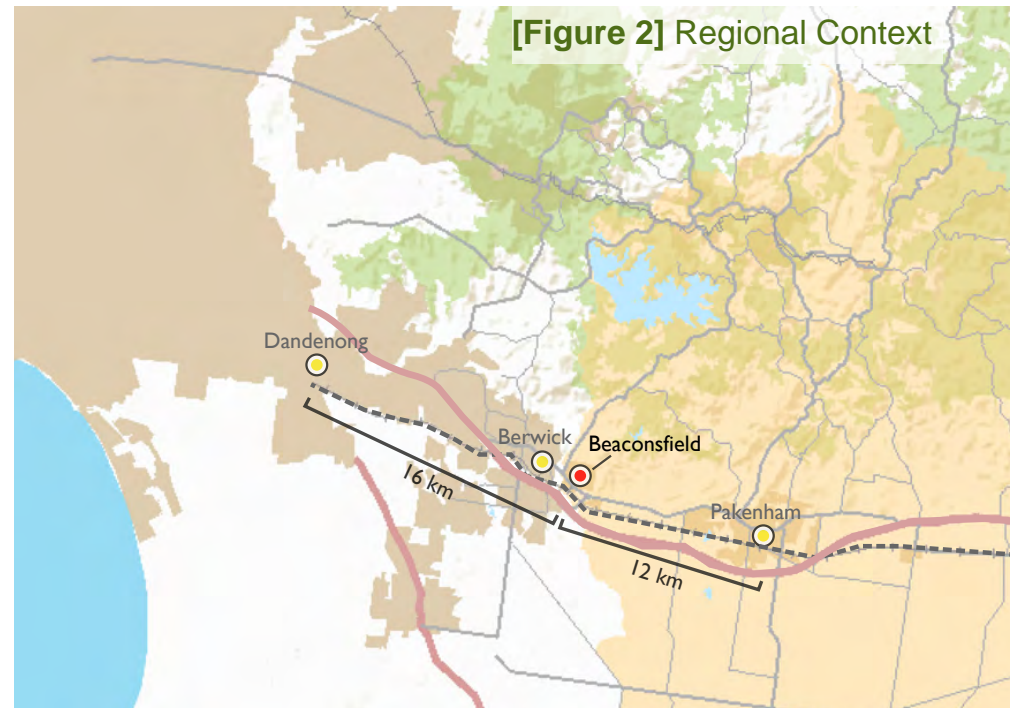
Beaconsfield as it is known today, is located approximately 46 kilometres south-east of Melbourne on the southern foothills of the Dandenong Ranges. Nearby towns include Berwick (2.9 km north-west of Beaconsfield) and Officer (4.3 km south-east of Beaconsfield). In the last 30 years, particularly in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

8.2 Key demographic statistics

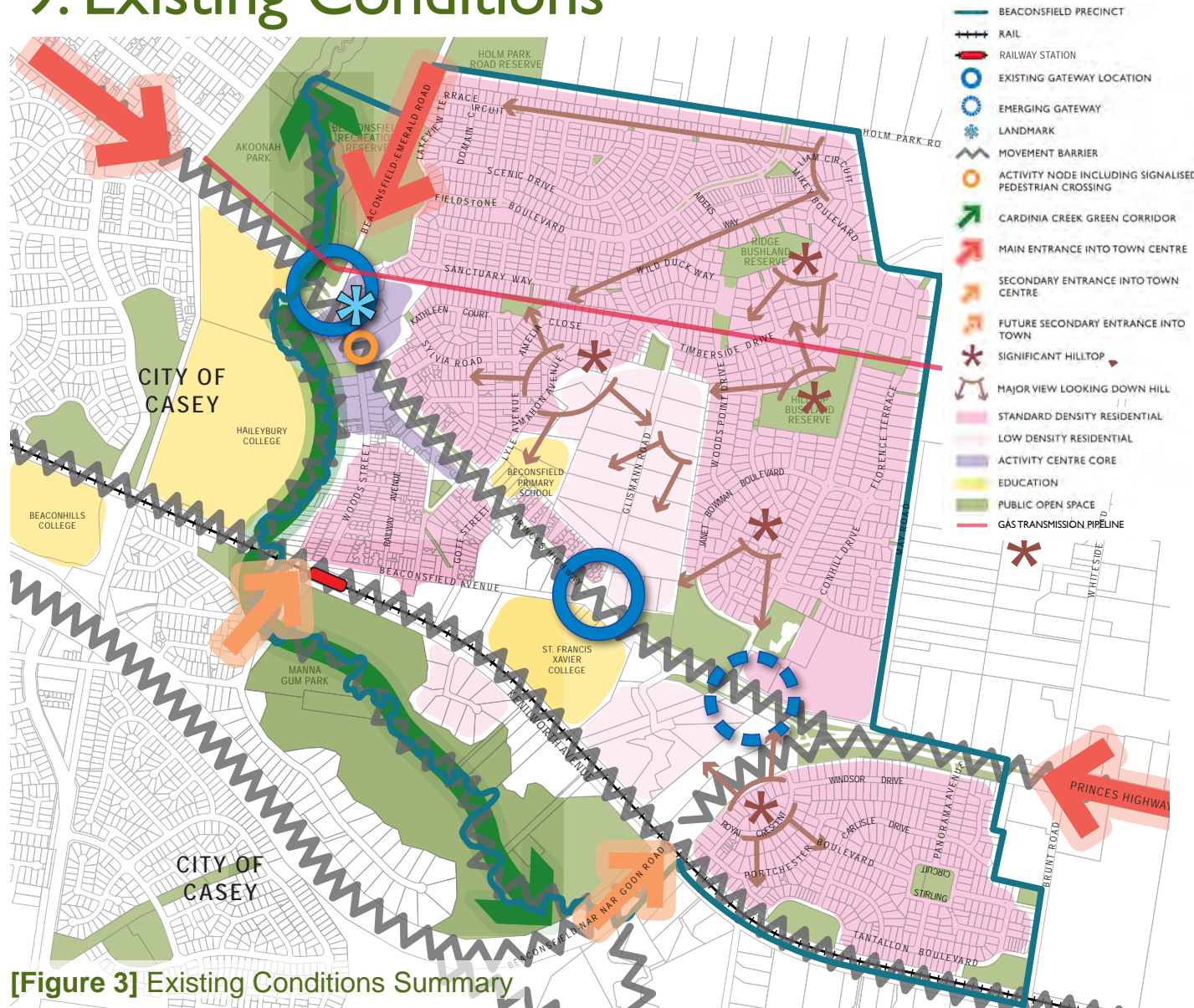
The population of Beaconsfield at the 2011 Census was 5,292. By 2021, the population of Beaconsfield is predicted to reach over 6,500 which is based on current population growth trends. Depending on the level of housing development at higher densities, this figure may be higher. Beaconsfield is currently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

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

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



9. Existing Conditions



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

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

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

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

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

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

[Figure 3] Existing Conditions Summary

10. Urban Design



GETTY MUSEUM GARDENS, LOS ANGELES, USA



DIZDIZINGOFF SQUARE, TEL AVIV, ISRAEL

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

Urban Design Strategies

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

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

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

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

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

Woods Street

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

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

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

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

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

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

Objectives

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

Strategies

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

such as canopies, paving, and street furniture.

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

Actions

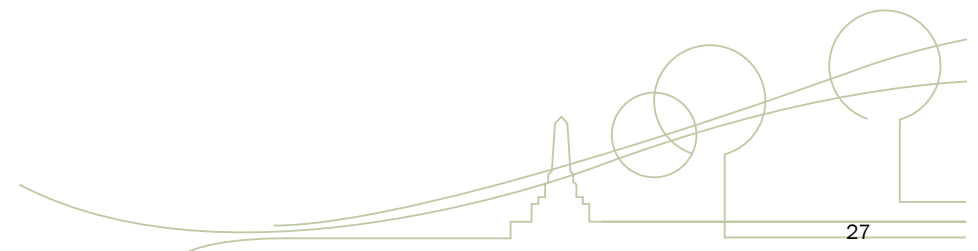
- Prepare a planning scheme amendment to incorporate the Woods Street North Urban Design Guidelines (May 2013) into the Cardinia Planning Scheme.
- Develop a streetscape plan for Woods Street and the Beaconsfield Railway Station forecourt.

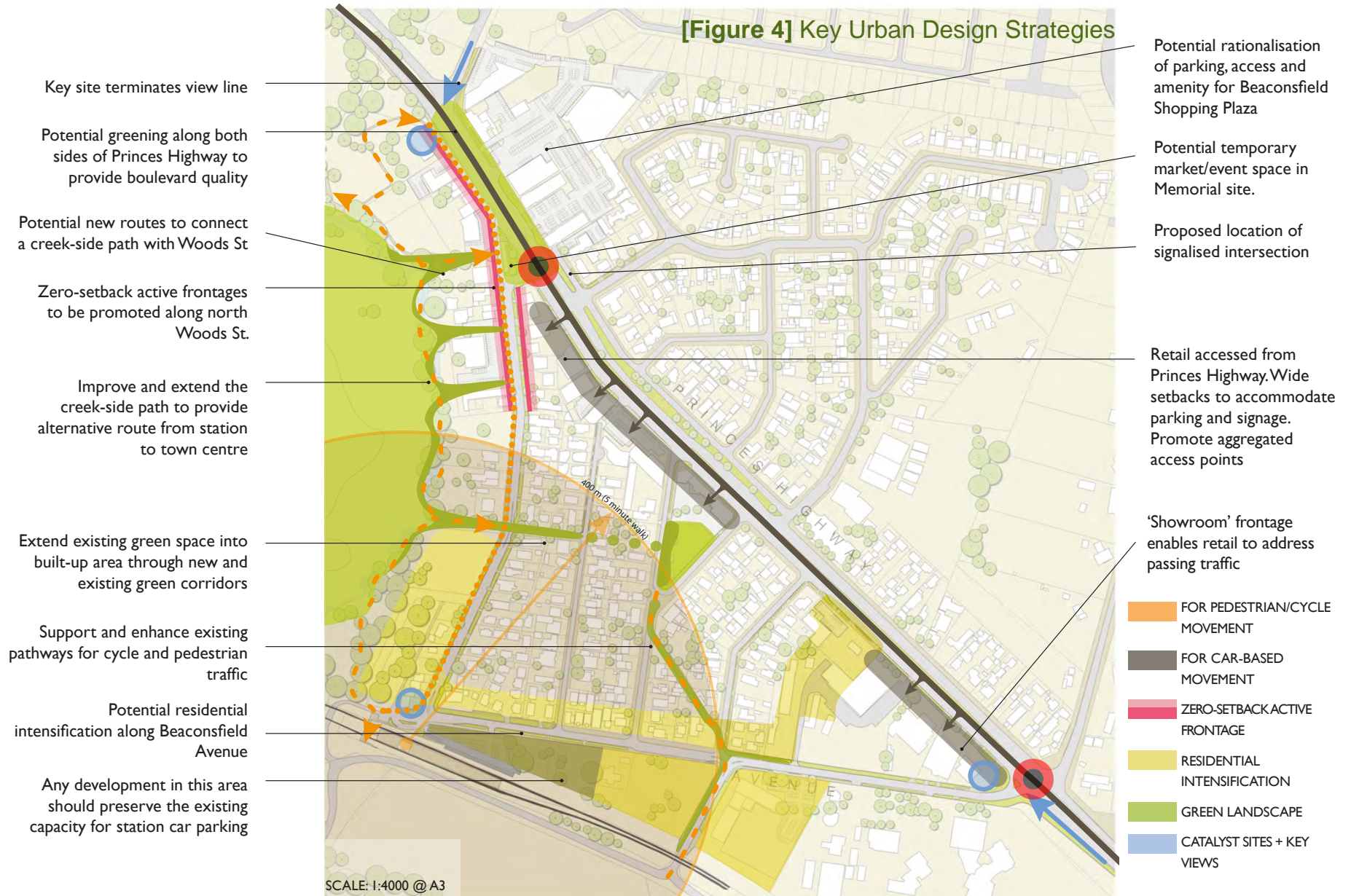


WAR MEMORIAL, BEACONSFIELD



PUBLIC ART, FRANKSTON RAILWAY STATION



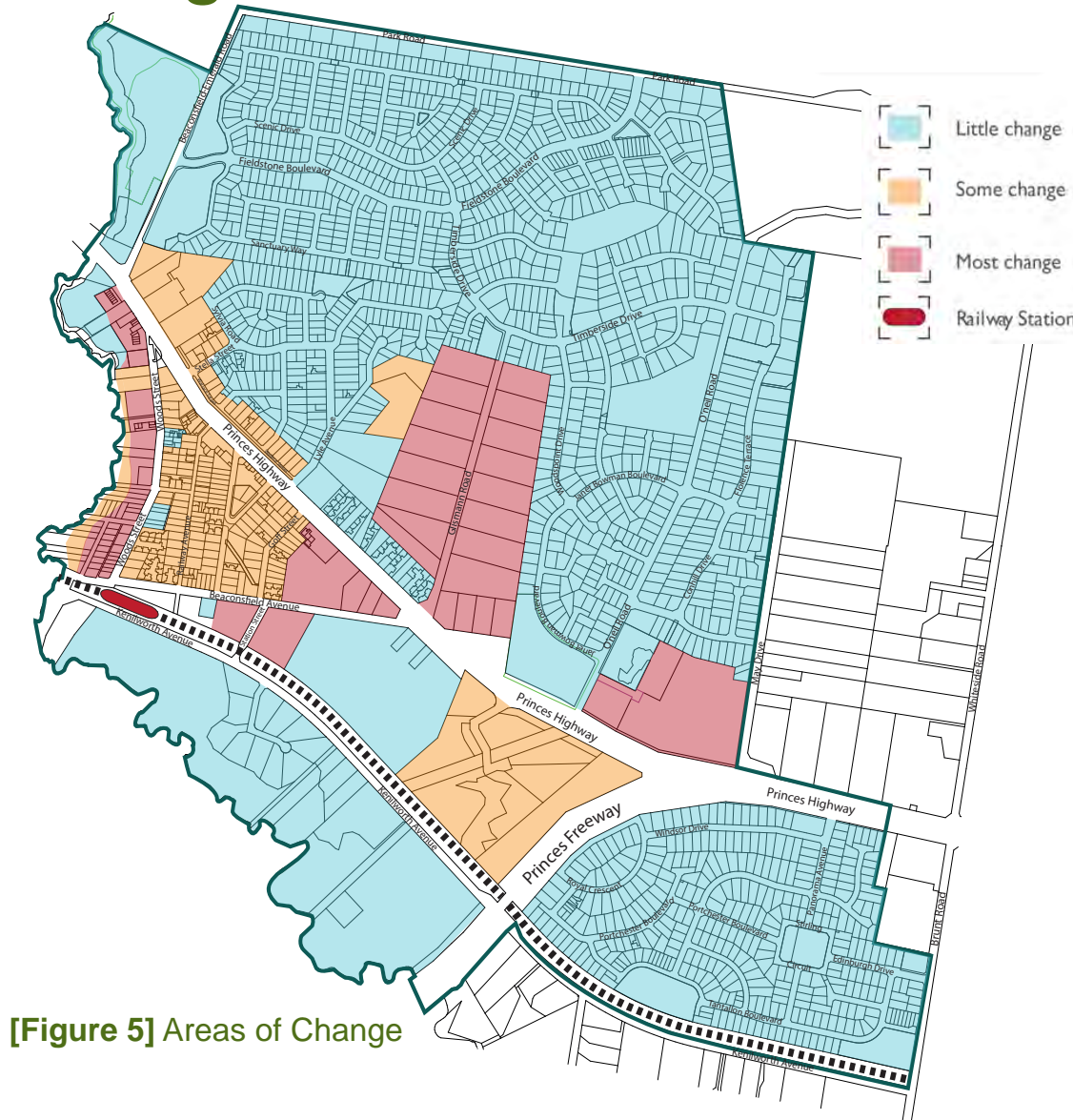


II. Framework for Change

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

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

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



[Figure 5] Areas of Change

12. Key Focus Areas

12.1 Residential growth

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

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

Residential zones

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

Residential core

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

Glismann Road Precinct

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

Desmond Court Precinct

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

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

Woodland Grove

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

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

Commercial Triangle

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

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

Princes Highway Gateway Precinct

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

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

O’Neil Road

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

Ecologically Sustainable Design

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

Objectives

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

Strategies

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

- Triangle and Princes Highway Gateway precincts.
- Improve passive surveillance over the future Cardinia Creek parklands.
- Promote and encourage ecologically sustainable development principles.

Actions

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

12.2 Economic growth

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

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



EXISTING BUSINESSES ALONG PRINCES HIGHWAY, BEACONSFIELD



HERITAGE SHOP IN WOODS STREET, BEACONSFIELD



BEACONSFIELD PLAZA, PRINCES HIGHWAY, BEACONSFIELD

Retail core

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

Commercial triangle

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

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

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

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

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

Zone changes

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

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

Objectives

- Provide for sustainable growth and development within Beaconsfield which provides for the needs of the current and future community.
- Provide a vibrant town centre which meets the everyday shopping and service needs of the local community.
- Provide a range of employment options within Beaconsfield enabling more residents to work locally.

Strategies

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

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

Actions

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



VIBRANT PEDESTRIAN PUBLIC SPACES & BUSINESSES - CITY SQUARE, MELBOURNE



INSPIRATION FOR A CORNER BUILDING ON A SHOPPING STREET



LOCAL BUSINESSES IN JAFFA, TEL AVIV, ISRAEL

12.3 Movement network

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

Access and Inclusion

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

Pedestrians

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

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

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

Cyclists

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

for health, environmental and financial reasons.

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

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

Vehicles

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

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

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

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

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

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

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

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

Parking

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

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

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

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

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

Public transport

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



BIKE LANE NEXT TO A RIVER, LA BAÑEZA, SPAIN



[Figure 6] Key Destinations & Movement Network

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



BEACONSFIELD RAILWAY STATION



GLISMANN ROAD & PRINCES HIGHWAY EXISTING INTERSECTION



BIKE PARKING, LOS ANGELES, USA

Objectives

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

Strategies

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

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

Actions

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

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

12.4 Open Space and Environment

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

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

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

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

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

Objectives

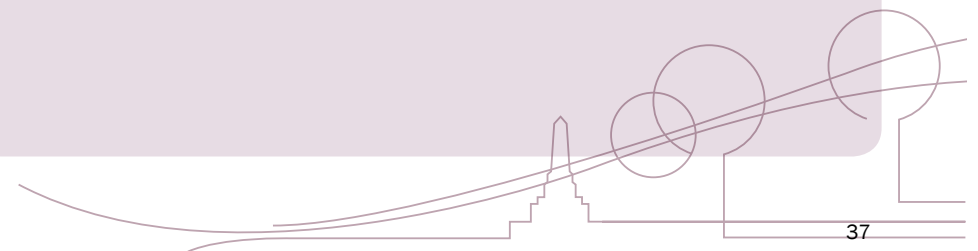
- Protect and enhance the environmental and landscape values of the area.
- Make walking and cycling an attractive and convenient option for residents to move between local destinations and enjoy their town.

Strategies

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

Actions

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



12.5 Heritage

Aboriginal cultural heritage

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

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

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

Post-contact heritage

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

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

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

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

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



STATION MASTER'S HOUSE, BEACONSFIELD AVENUE, BEACONSFIELD

Objectives

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

Strategies

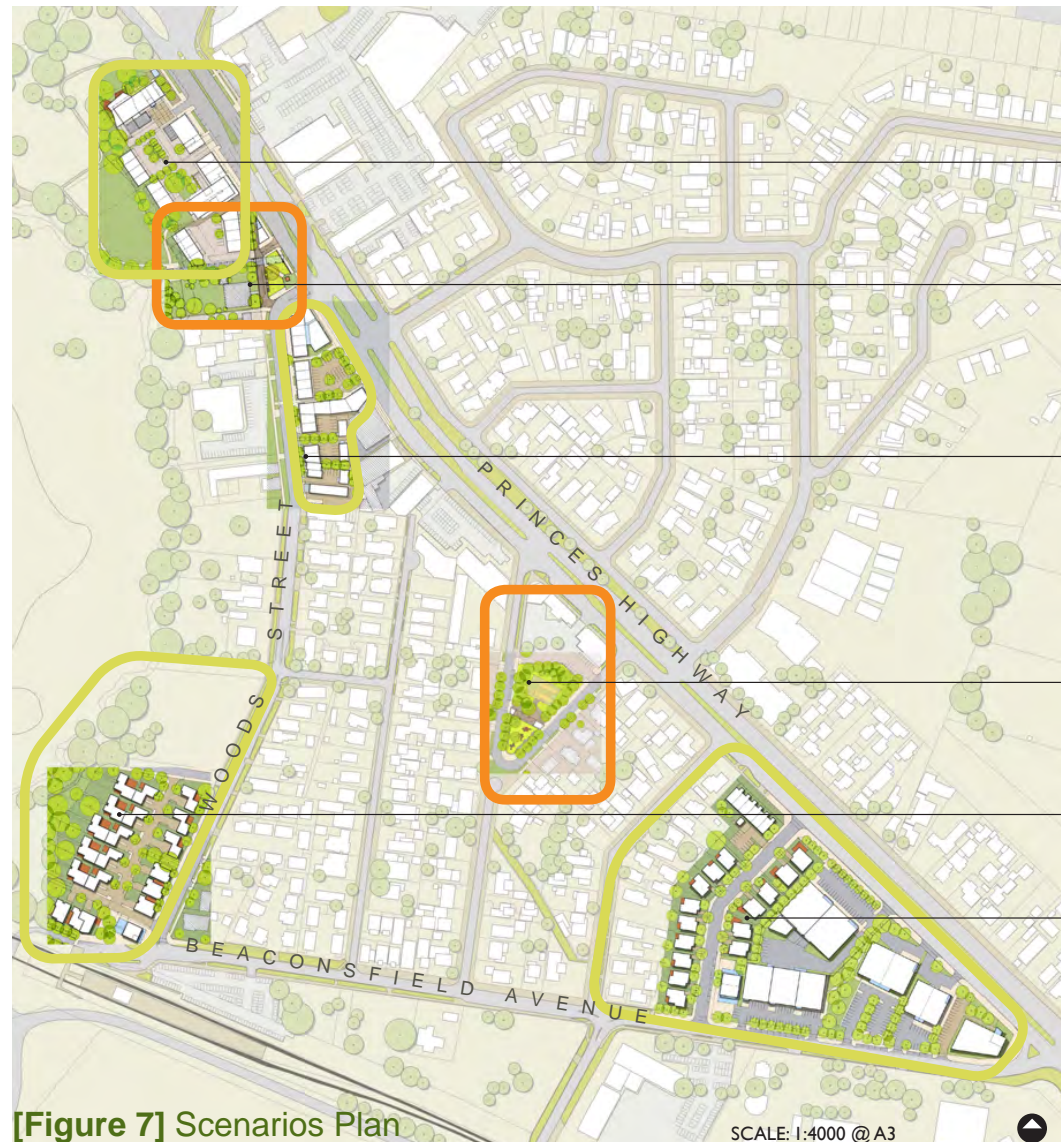
- Ensure future developments in Woods Street are respectful of the heritage character of the area and complementary in their design.

Action

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

13. Scenarios for Change

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



[Figure 7] Scenarios Plan

Precinct 04
Princes Highway Gateway



Site 01
Memorial + Creek

Precinct 01
Beaconsfield Point

Site 02
Jim Parkes Reserve

Precinct 02
Woodland Grove

Precinct 03
Commercial Triangle

-  SMALL PUBLIC / PRIVATE
-  LARGE SCALE DEVELOPMENTS

13.1 Memorial and Creek

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

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

Objectives

- Create a civic heart for Beaconsfield.

Strategies

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

Actions

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



EXISTING CONDITIONS AROUND WAR MEMORIAL, BEACONSFIELD



INSPIRATION FOR PUBLIC TOILET + PAVILION



INSPIRATION FOR PERGOLA STRUCTURE TO CREEK



INSPIRATION FOR PUBLIC SPACE AROUND MEMORIAL

[Figure 8] Memorial & Creek Site Concept Plan



13.2 Jim Parkes Reserve

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

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

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



[Figure 10] Jim Parkes Reserve
Princes Highway Redevelopment Scenario



Objectives

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

Strategies

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

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

Actions

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



13.3 Beaconsfield Point

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

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



EXISTING CORNER WORKSHOP, BEACONSFIELD



INSPIRATION FOR COMMERCIAL BUILDINGS ALONG WOODS STREET, BEACONSFIELD

Objectives

- Support a vibrant town centre of Beaconsfield.

Strategies

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

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

Actions

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

[Figure 11]
Beaconsfield Point Concept Plan



SCALE: 1:1500 @ A3



13.4 Woodland Grove

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

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

Objectives

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

Strategies

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

Actions

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

[Figure 12] Woodland Grove Concept Plan

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



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



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



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



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



Buildings setbacks should be 3 metres to facilitate some front landscaping

Potential new pedestrian crossing

SCALE: 1:1500 @ A3



13.5 Commercial Triangle

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

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

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

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



Objectives

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

Strategies

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

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

Actions

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

[Figure 13] Commercial Triangle Concept Plan



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EXISTING SHOPS ALONG PRINCES HIGHWAY



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



BOB BURGESS PARK ALONG CARDINIA CREEK



INSPIRATION FOR RESIDENTIAL ALONG THE CREEK

13.6 Princes Highway Gateway Precinct

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

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

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

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

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

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

Objectives

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

Strategies

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

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

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

Actions

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



INSPIRATION FOR CAFE/RESTAURANT OVERLOOKING BOB BURGESS PARK



INSPIRATION FOR INTERFACE WITH CARDINIA CREEK

[Figure 14] Princes Highway Gateway Precinct Concept Plan

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

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

Possible level 1 terrace/deck over parking

Ramp to basement parking

Landscaped car parking court to service Buildings B1 + B2

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

Pedestrian route linking highway to creek-side.

Shared courtyard. Parking for Buildings C4 + C5

Expanded public space achieved through land swap shown in yellow

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

All buildings

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



Building A1
Up to 4 storey above street level residential or mixed use building as 'Gateway' to town. Basement parking shared with hospitality building A2. Hospitality use at rear, overlooking parklands.

Building A2
Single storey hospitality use building with connections to creek landscape. Parking as A1

Building B1
Up to 2 - 3 storey building above street level Retail/hospitality at ground with offices over. Parking in shared court. Vehicle access at ground level (subject to staging + ownership conditions)

Building B2
Up to 3 storey, above street level, terraced creek-side houses

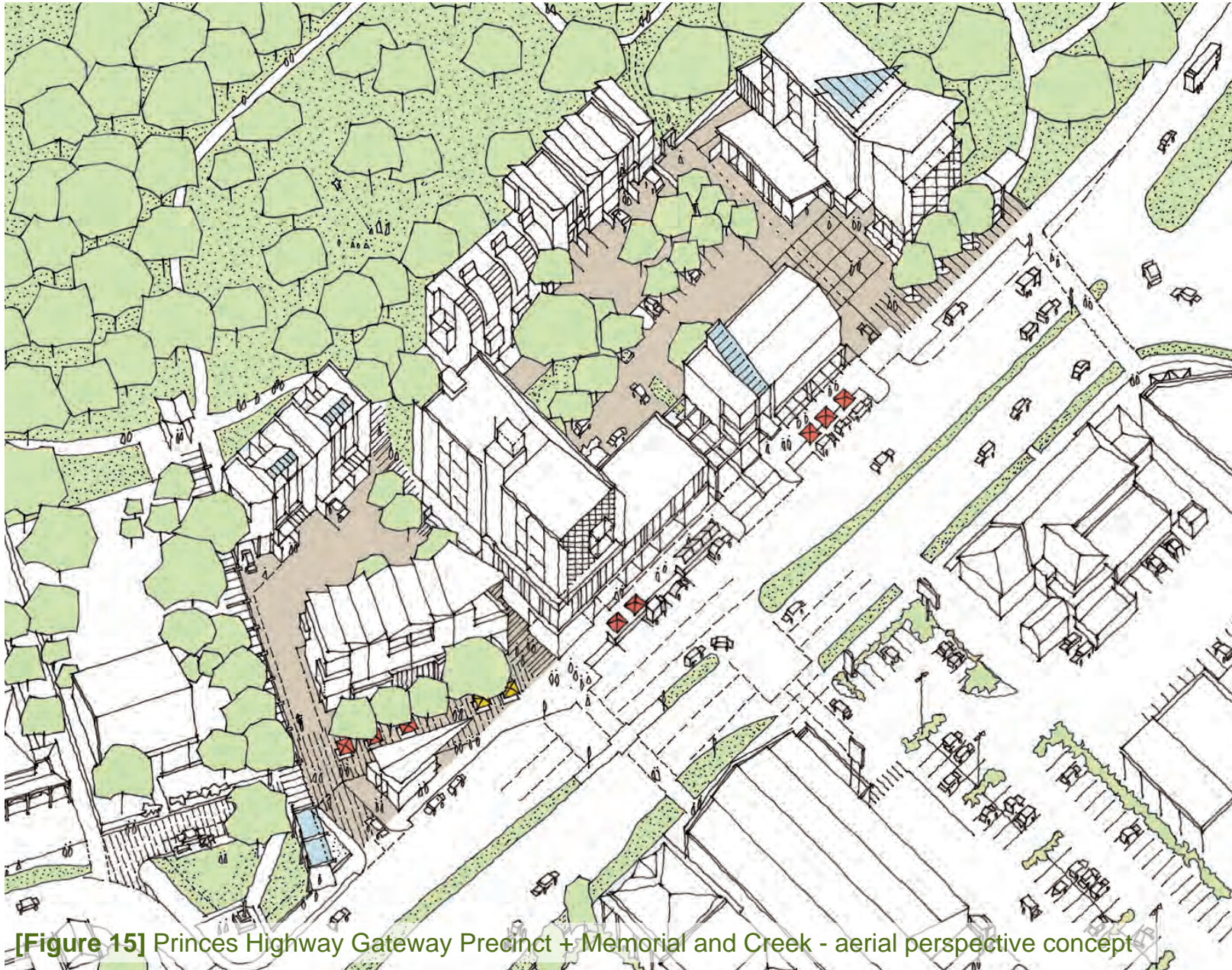
Building C1
Up to 2 storey building above street level. Retail at ground with offices over. Parking in basement under

Building C2
Up to 4 storey, above street level, landmark residential building. Basement parking shared with Building C1.

Building C3
Up to 3 storey, above street level, terraced creek-side houses

Building C4
Up to 3 storey building above street level. Retail or hospitality at ground with office and/or residential over

Building C5
Up to 3 storey, above street level, terraced creek-side houses



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

14. Summary of Actions

Land use planning



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

- Rezone the land referred to as the Commercial Triangle in the Beaconsfield Structure Plan from Industrial 1 to Mixed Use.

- Rezone the land at St. Francis Xavier College to a Special Use Zone.

- Consider rezoning the land at 8 Beaconsfield Avenue to residential if redevelopment is proposed.

- Develop a parking precinct plan for the Beaconsfield town centre.

- Prepare a planning scheme amendment which will facilitate the future redevelopment of the Princes Highway Gateway Precinct in accordance with the strategies outlined in the Beaconsfield Structure Plan.

- Prepare a planning Scheme Amendment to incorporate the Woods Street North Urban Design Guidelines (May 2013) into the Cardinia Planning Scheme.

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

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

Open Space



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

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

Movement



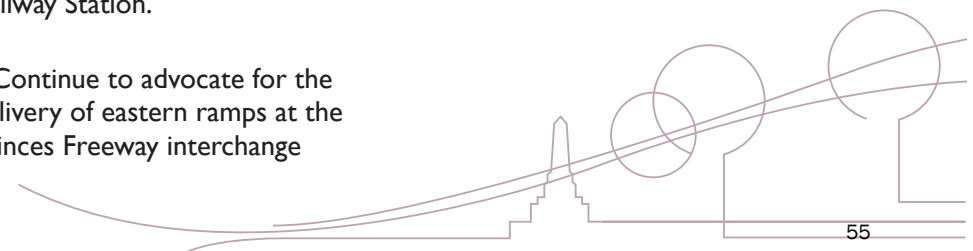
- Advocate for and provide appropriate bicycle infrastructure such as lane markings, bikeways and shared paths along the key movement network identified in the Beaconsfield Structure Plan.
- Further investigate the provision of routes for active transport such as walking and cycling in Beaconsfield.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

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

Heritage



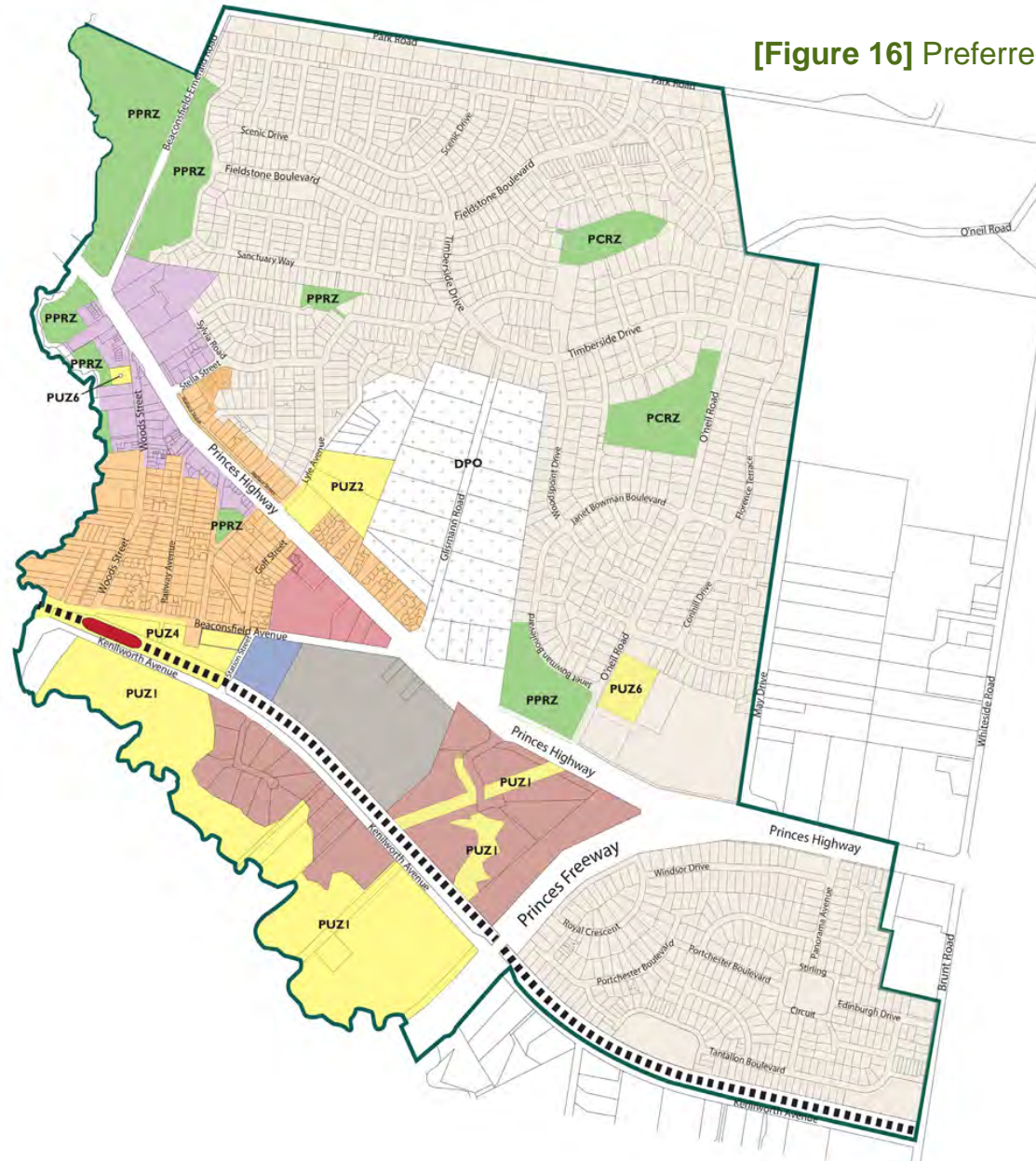
- Provide appropriate protection to existing heritage properties within Beaconsfield.
- Continue to review and assess the heritage value of properties throughout Beaconsfield and, where deemed appropriate, incorporate these into a Heritage Overlay and/or implement particular design controls.



Appendix A

[Figure 16] Preferred Future Zones

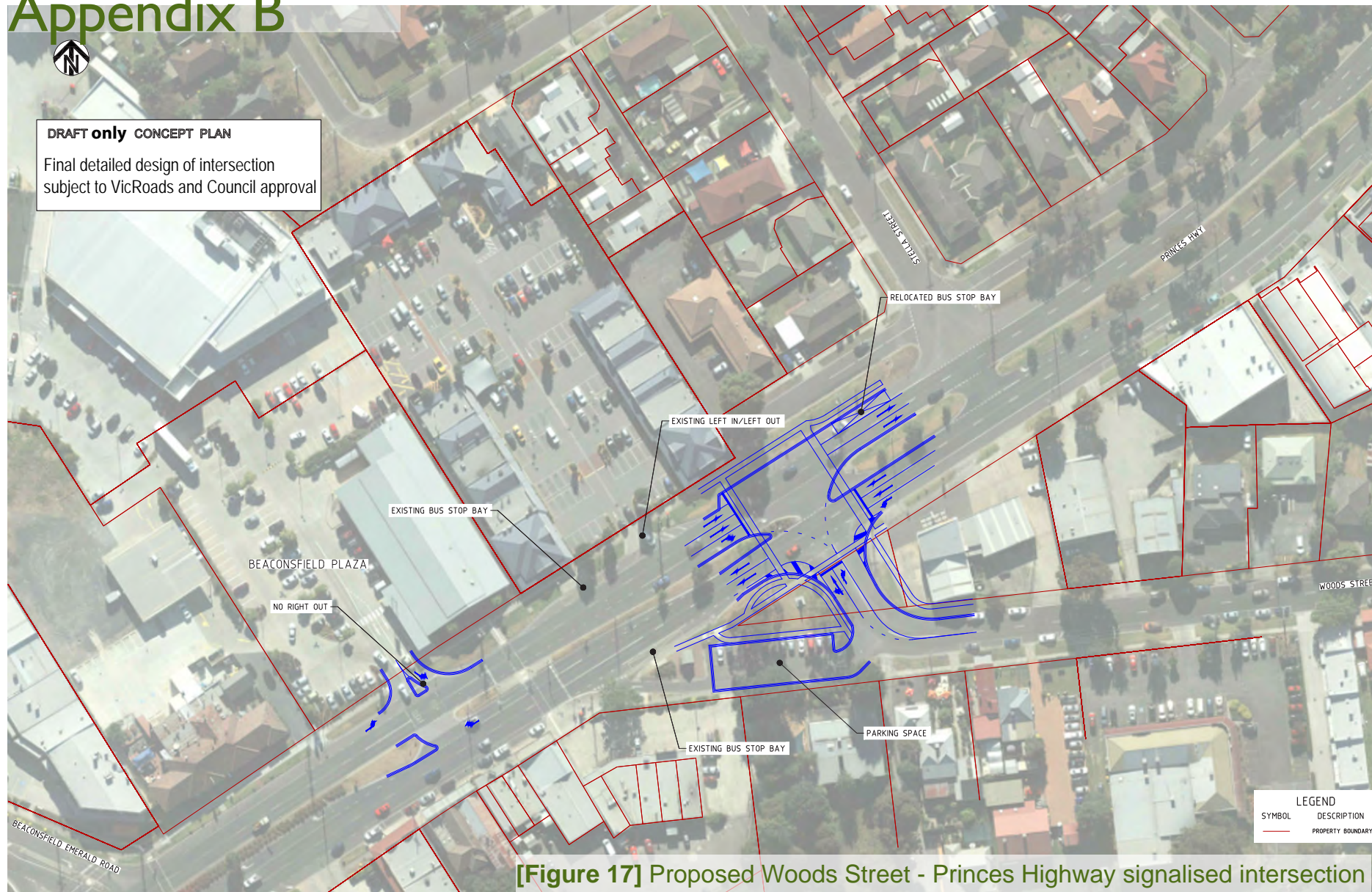
-  General residential
-  Neighbourhood residential
-  Low density residential
-  Mixed use
-  Commercial I
-  Development plan overlay
-  Public use
-  Public park & recreation + public conservation and resource
-  Special use
-  Industrial I
-  Railway Station



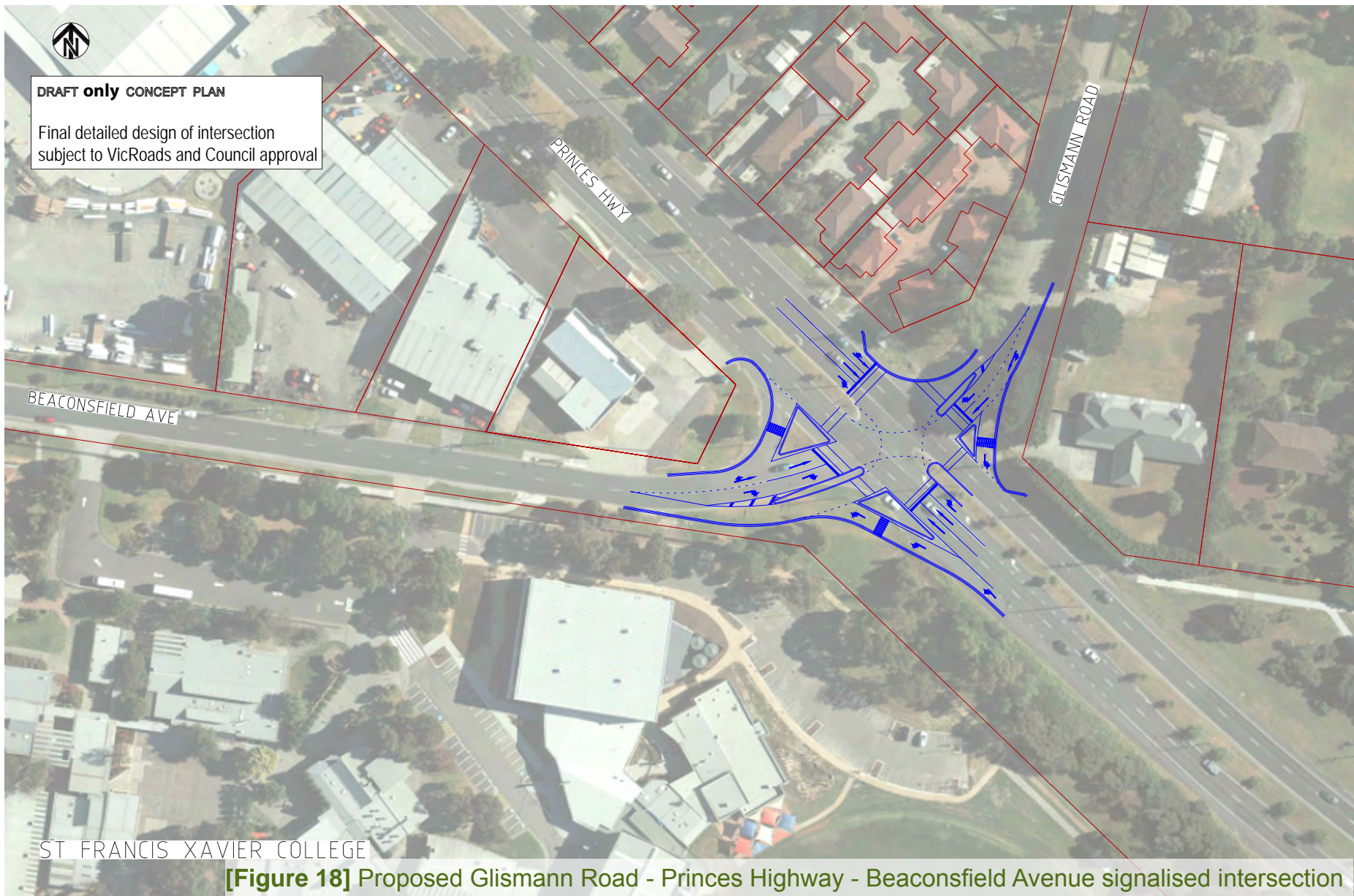
Appendix B

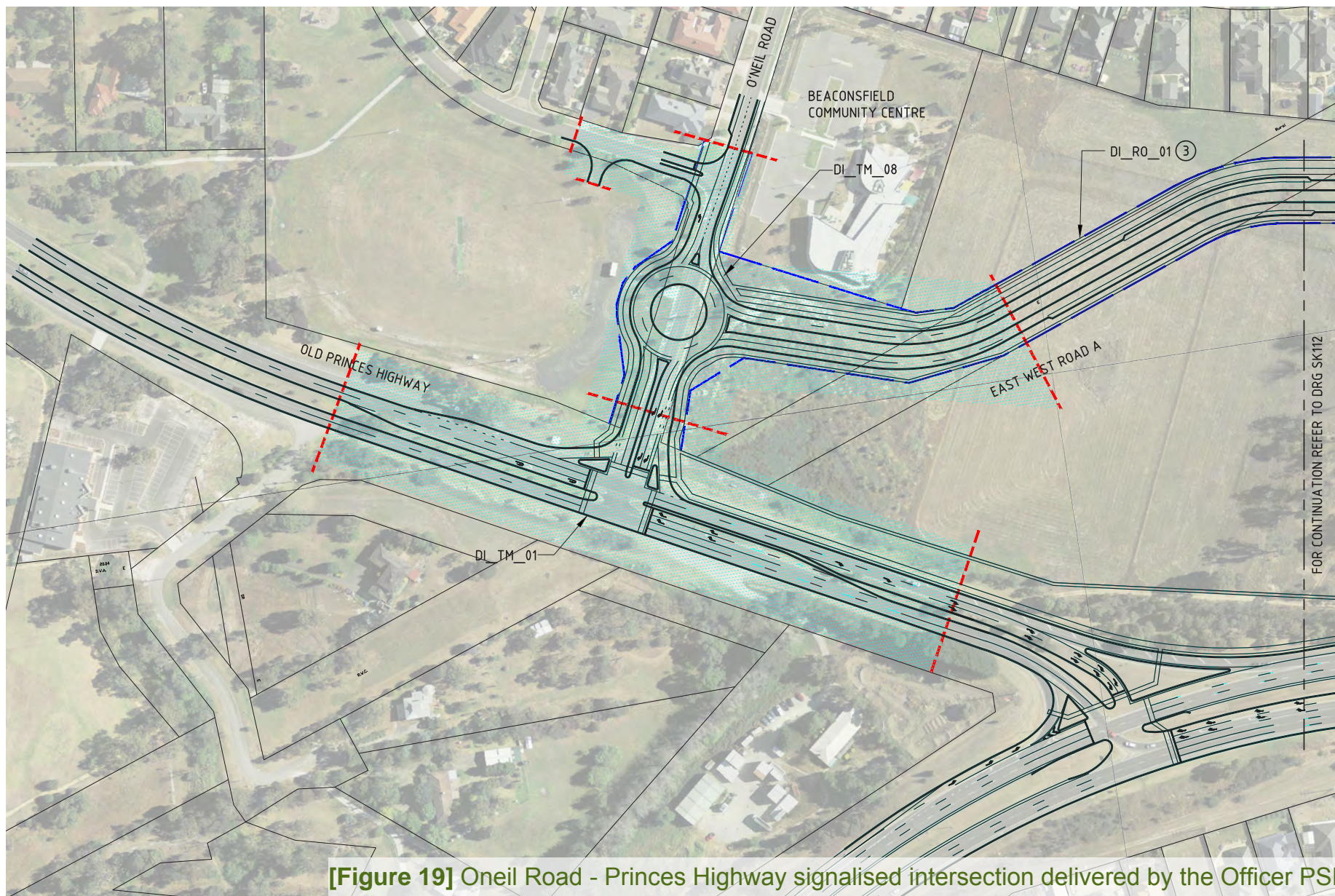


DRAFT only CONCEPT PLAN
Final detailed design of intersection
subject to VicRoads and Council approval



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





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

**Planning
Panels
Victoria**

**Cardinia Planning Scheme Amendment C257card
Woodland Grove Precinct**

Panel Report

Planning and Environment Act 1987

29 July 2021



How will this report be used?

This is a brief description of how this report will be used for the benefit of people unfamiliar with the planning system. If you have concerns about a specific issue you should seek independent advice.

The planning authority must consider this report before deciding whether or not to adopt the Amendment.

[section 27(1) of the *Planning and Environment Act 1987* (the PE Act)]

For the Amendment to proceed, it must be adopted by the planning authority and then sent to the Minister for Planning for approval.

The planning authority is not obliged to follow the recommendations of the Panel, but it must give its reasons if it does not follow the recommendations. [section 31 (1) of the PE Act, and section 9 of the *Planning and Environment Regulations 2015*]

If approved by the Minister for Planning a formal change will be made to the planning scheme. Notice of approval of the Amendment will be published in the Government Gazette. [section 37 of the PE Act]

Planning and Environment Act 1987

Panel Report pursuant to section 25 of the PE Act

Cardinia Planning Scheme Amendment C257cardcard

29 July 2021



Michael Ballock, Chair

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Appendix A Document list

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Glossary and abbreviations

Council	Cardinia Shire Council
DDO	Design and Development Overlay
DELWP	Department of Environment, Land, Water and Planning
DPO	Development Plan Overlay
GRZ	General Residential Zone
MSS	Municipal Strategic Statement
PE Act	<i>Planning and Environment Act 1987</i>
PPN23	Planning Practice Note 23 - Applying the Incorporated Plan and Development Plan Overlays
Structure Plan	Beaconsfield Structure Plan, December 2013
VCAT	Victorian Civil and Administrative Tribunal

Overview

Amendment summary	
The Amendment	Cardinia Planning Scheme Amendment C257cardcard
Common name	Woodland Grove Precinct
Brief description	The Amendment proposes to implement the key objectives and strategies of the Beaconsfield Structure Plan, December 2013, expires 31 December 2021 (Structure Plan), by applying a Development Plan Overlay (DPO25) to the Woodland Grove Precinct identified in the Structure Plan
Subject land	53-56, 67-71, 73-75, 81, 83, 85 and 87 Woods Street, Beaconsfield
The Proponent	Cardinia Shire Council
Planning Authority	Cardinia Shire Council
Authorisation	By letter dated 19 November 2020
Exhibition	11 February to 12 March 2021
Submissions	Number of Submissions: 5 Opposed: 1 <ul style="list-style-type: none"> - Campbell Leonard - Department of Transport - Environment Protection Authority - Norman Harold Gengoult Smith - Ann Taylor

Panel process	
The Panel	Michael Ballock (Chair)
Directions Hearing	By video conference 25 May 2021
Panel Hearing	By video conference 28 June 2021
Site inspections	Unaccompanied, 10 July 2021
Parties to the Hearing	Cardinia Shire Council Represented by Ms Celeste Grossi, Strategic Planner and Ms Teresa Hazendonk, Co-ordinator Planning Strategy and Urban Design Norman Harold Gengoult Smith represented by Mr Nick Robbins of Taylors Development Strategists Pty Ltd
Citation	Cardinia PSA C257card [2021] PPV
Date of this report	29 July 2021

Executive summary

Cardinia Planning Scheme Amendment C257card (the Amendment) seeks to implement the key objectives and strategies of the Beaconsfield Structure Plan, December 2013 (Structure Plan), as they relate to the Woodland Grove Precinct.

Key issues raised in submissions included:

- access to the property at 5/87 Woods Street
- appropriate acknowledgment of the heritage buildings
- the built form that would be permitted under Schedule 25 to the Development Plan Overlay (DPO25)
- the strategic justification of the DPO25
- the content and wording of DPO25.

The Panel concluded that the Structure Plan provides appropriate strategic justification for the Amendment. However, some submissions expressed concerns about the wording and content of DPO25. The Panel has reviewed the content of DPO25 in the light of the submissions made to the Amendment and at the Hearing and recommended a number of changes to the exhibited DPO25. Most of these changes have been agreed by the parties and include modifications to the provisions of Clauses 3.0 and 4.0 of the DPO25. Most of the recommended changes are included in the Panel preferred version of the DPO25.

The Panel concludes:

- That the Amendment has adequate strategic justification.
- The objectives of the DPO25 are appropriate.
- In the second dot point objective the word 'neighbourhood' should be replaced by 'landscaped'.
- The first two dot points in Clause 3.0 under the heading Conditions should be reworded to be clear about the setbacks required.
- The third dot point condition in Clause 3.0 should be deleted.
- The requirement for a 7.5 metre wide road in Clause 3.0 under the heading Requirements should be deleted.
- The changes to Clause 4.0 agreed by Council are appropriate.
- Under the heading Environment in Clause 4.0, the flora and fauna assessment should show vegetation to be removed and retained.
- Under the heading Public Open Space and Landscaping the sentence 'Including maintaining the long term, sustainable health and condition of existing vegetation.' should be deleted.
- Under the heading Urban Design a fourth dot point 'New development should not adversely impact the heritage significance of a heritage place.' should be inserted.
- The inclusion of Figure 2 is appropriate.
- The rail corridor should be clearly marked on both Figures.
- Figure 1 should be renamed to 'Indicative Traffic and Transport Plan Woodland Grove Precinct'.

Recommendations

Based on the reasons set out in this Report, the Panel recommends that Cardinia Planning Scheme Amendment C257card be adopted as exhibited subject to the following:

1. **Amend Schedule 25 to Clause 43.04 Development Plan Overlay:**
 - a) as shown in the Panel preferred version in Appendix B
 - b) by rewording the first two dot points in Clause 3.0 under the heading *Conditions* to clarify what the setbacks required, and remove the reference to a schedule.
 - c) to clearly identify the rail corridor in Figures 1 and 2
 - d) by renaming Figure 1 to 'Indicative Traffic and Transport Plan Woodland Grove Precinct'.

1 Introduction

1.1 The Amendment

(i) Amendment description

The purpose of the Amendment is to implement the key objectives and strategies of the Structure Plan, expires 31 December 2021, by applying a DPO25 to the Woodland Grove Precinct identified in the Structure Plan.

The Amendment proposes to remove the Structure Plan as an incorporated document from the Schedule to Clause 72.04 and retain it as a background document. The Amendment also intends to remove the expiration date of the Structure Plan.

Specifically, the Amendment proposes to:

- insert a new Schedule 25 under Clause 43.04 Development Plan Overlay and applies it to the Woodland Grove Precinct
- amend Clause 21.03-3 (Urban Established Area – Beaconsfield and Pakenham) and Clause 21.04-3 (Activity Centres) by removing the 31 December 2021 expiration date of the Structure Plan
- amend the Schedule to Clause 72.04 by deleting the Structure Plan as an incorporated document.

(ii) The subject land

The Amendment applies to land shown in Figure 1. The land parcels are identified as 53-56, 67-71, 73-75, 81, 83, 85 and 87 Woods Street, Beaconsfield.

Figure 1 The subject properties



1.2 Background

The Structure Plan was adopted by Council in December 2013 and was implemented as an Incorporated Document in the Cardinia Planning Scheme by Amendment C198 in May 2016. Ministerial approval of this Amendment was given with two conditions:

- The built form requirements for Beaconsfield Point, Princes Highway Gateway and Woodland Grove Precinct be implemented via more appropriate planning controls.
- An expiry date is placed on the Structure Plan's status as an incorporated document to ensure that its objectives are achieved by implementing its built form requirements through the appropriate planning controls in a timely manner.

In response, three Design and Development Overlays (DDO) were prepared and exhibited as part of Amendment C220 based on the objectives and strategies in the Structure Plan to guide built form outcomes for the following three precincts:

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

Prior to the approval of Amendment C220, on 10 January 2019, the Department of Environment, Land, Water and Planning (DELWP) advised that a Development Plan Overlay (DPO) would be more appropriate than a DDO for the Woodland Grove Precinct and that DDO7 would be removed from Amendment C220 and the expiry date of the Structure Plan status as an incorporated document would be extended to June 2020 to allow time to prepare a DPO. On 18 July 2019, Amendment C220 came into effect.

A further extension of the Structure Plan expiry date was required and on 30 June 2020 Amendment C263card came into effect, extending the expiry date of the Structure Plan status as an incorporated document until 31 December 2021, allowing sufficient time for the preparation of Amendment C257card.

1.3 Summary of issues raised in submissions

(i) Planning Authority

The key issues for Council were:

- changes proposed to the DPO in submissions.

(ii) Individual submitters or groups of submitters

The key issues by submitters were:

- access to the property at 5/87 Woods Street
- appropriate acknowledgment of the heritage buildings
- the built form that would be permitted under DPO25
- the strategic justification of the DPO25
- the content and wording of DPO25.

The first three issues were resolved and the last two were unresolved.

The Panel has assessed the Amendment against the principles of net community benefit and sustainable development, as set out in Clause 71.02-3 (Integrated decision-making) of the Planning Scheme.

The Panel considered all written submissions made in response to the exhibition of the Amendment, observations from site visits and submissions, evidence and other material presented to it during the Hearing. It has reviewed a large volume of material and has had to be selective in referring to the more relevant or determinative material in the Report. All submissions and materials have been considered by the Panel in reaching its conclusions, regardless of whether they are specifically mentioned in the Report.

This Report deals with the issues under the following headings:

- Planning context
- Strategic justification
- Schedule 25 to the Development Plan Overlay.

2 Planning context

2.1 Planning policy framework

Council submitted that the Amendment is supported by various clauses in the Planning Policy Framework, which the Panel has summarised below.

Victorian planning objectives

The Amendment will assist in implementing State policy objectives set out in section 4 of the Act by:

- providing for the fair, orderly, economic and sustainable use and development of land
- securing a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria
- conserving and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest or otherwise of special cultural value
- facilitating development in accordance with the objectives set out in paragraphs (a) and (c)
- balancing the present and future interests of all Victorians.

Clause 11 (Settlement)

The Amendment supports Clause 11 by:

- anticipating and responding to the needs of the existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure. The Amendment seeks to provide greater certainty to the local community on what is envisioned for this land.

Clause 13 (Environmental Risks and Amenity)

The Amendment supports Clause 13 by:

- prioritising the protection of human life by not locating settlements and communities in an area of bushfire risk. Amendment C257card will not result in an introduction or intensification of development in an area that has, or will have on completion, more than a BAL-12.5.

Clause 15 (Environmental Risks and Amenity)

The Amendment supports Clause 15 by:

- introducing the requirement for a development plan which will facilitate a development that is attractive, safe, accessible and diverse and that responds to its landscape, valued built form and cultural context.

Clause 16 (Housing)

The Amendment supports Clause 16 by:

- facilitating a range of housing types and housing diversity that respects neighbourhood character in a location that offers good access to jobs, services and public transport.

Clause 21 (the Municipal Strategic Statement)

The Amendment supports the MSS by responding to the following local planning provisions:

Clause 21.01 Cardinia Shire Key Issues and Strategic Vision

The Amendment implements a statutory planning tool that encourages an attractive, functional and sustainable built form.

Clause 21.03 Settlement and Housing

The Amendment supports housing choice and diversity and ensures the siting and design of proposed subdivisions and buildings are sympathetic to the natural environment and preferred neighbourhood character.

2.2 Other relevant planning strategies and policies

(i) Plan Melbourne

Plan Melbourne 2017-2050 sets out strategic directions to guide Melbourne's development to 2050, to ensure it becomes more sustainable, productive and liveable as its population approaches 8 million. It is accompanied by a separate implementation plan that is regularly updated and refreshed every five years.

Plan Melbourne is structured around seven Outcomes, which set out the aims of the plan. The Outcomes are supported by Directions and Policies, which outline how the Outcomes will be achieved. Outcomes that are particularly relevant to the Amendment are set out in Table 1.

Table 1: Relevant parts of Plan Melbourne

Outcome	Directions	Policies
Melbourne is a productive city that attracts investment, supports innovation and creates jobs	1.3	Create development opportunities at urban renewal precincts across Melbourne.
Melbourne provides housing choice in locations close to jobs and services	2.1	Manage the supply of new housing in the right locations to meet population growth and create a sustainable city
	2.2	Deliver more housing closer to jobs and public transport.
	2.4	Facilitate decision-making processes for housing in the right locations.
	2.5	Provide greater choice and diversity of housing.
Melbourne has an integrated transport system that connects people to jobs and services and goods to market	3.3	Improve local travel options to support 20-minute neighbourhoods.
Melbourne is a city of inclusive, vibrant and healthy neighbourhoods	5.1	Create a city of 20-minute neighbourhoods.

(ii) Beaconsfield Structure Plan

The Structure Plan provides guidance for the future development of Beaconsfield. It includes the following framework plan for Woodland Grove:

Figure 2 Woodland Grove Concept Plan - Beaconsfield Structure Plan

The Structure Plan contains a description of the precinct as well as an objective and a number of strategies and actions to implement the strategy.

Council submitted that the Amendment supports the Structure Plan because:

- The Structure Plan was adopted by Council in December 2013 and was implemented as an Incorporated Document in the Cardinia Planning Scheme by Amendment C198 in May 2016.
- Ministerial approval of this Amendment was given with two conditions:
 - The built form requirements for Beaconsfield Point, Princes Highway Gateway and Woodland Grove Precinct be implemented via more appropriate planning controls.
 - An expiry date is placed on the Structure Plan's status as an Incorporated Document to ensure that its objectives are achieved by implementing its built form requirements through the appropriate planning controls in a timely manner.

2.3 Planning scheme provisions

A common zone and overlay purpose is to implement the Municipal Planning Strategy and the Planning Policy Framework.

(i) Zones

The land is in the General Residential Zone. The purposes of the Zone are:

- To encourage development that respects the neighbourhood character of the area.
- To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.

- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

(ii) Overlays

The land is subject to the Floodway Overlay. The purposes of the Overlay are:

- To identify waterways, major floodpaths, drainage depressions and high hazard areas which have the greatest risk and frequency of being affected by flooding.
- To ensure that any development maintains the free passage and temporary storage of floodwater, minimises flood damage and is compatible with flood hazard, local drainage conditions and the minimisation of soil erosion, sedimentation and silting.
- To reflect any declarations under Division 4 of Part 10 of the Water Act, 1989 if a declaration has been made.
- To protect water quality and waterways as natural resources by managing urban stormwater, protecting water supply catchment areas, and managing saline discharges to minimise the risks to the environmental quality of water and groundwater.
- To ensure that development maintains or improves river and wetland health, waterway protection and flood plain health.

The land is subject to the Public Acquisition Overlay (Minister for Environment and Climate Change - Park). The purposes of the Overlay are:

- To identify land which is proposed to be acquired by a Minister, public authority or municipal council.
- To reserve land for a public purpose and to ensure that changes to the use or development of the land do not prejudice the purpose for which the land is to be acquired.
- To designate a Minister, public authority or municipal council as an acquiring authority for land reserved for a public purpose.

The Amendment proposes to apply the DPO to the land. The purposes of the Overlay are:

- To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.
- To exempt an application from notice and review if a development plan has been prepared to the satisfaction of the responsible authority.

2.4 Amendment VC148

Amendment VC148 was gazetted on 31 July 2018, after the Amendment was exhibited. VC148 made substantial changes to the structure and content of the Planning Policy Framework, as well as other provisions in the planning scheme. Council should review the Amendment documentation carefully prior to adoption to ensure that they are consistent with the changes introduced by Amendment VC148.

2.5 Ministerial Directions and Practice Notes

Ministerial Directions

The Explanatory Report discusses how the Amendment meets the relevant requirements of Ministerial Direction 11 (Strategic Assessment of Amendments) and Planning Practice Note 46: Strategic Assessment Guidelines, August 2018 (PPN46). That discussion is not repeated here.

In addition, Council submitted the Amendment meets the requirements of Ministerial Direction 9: Metropolitan Planning Strategy which requires a planning authority to have regard to the Metropolitan Strategy, Plan Melbourne 2017 – 2050.

3 Strategic justification

3.1 Submissions

Mr Smith submitted that the content of the exhibited DPO25 was not strategically justified by the Beaconsfield Structure Plan. He added that the provisions of the overlay go beyond implementing the objectives and strategies of the Structure Plan and that the design requirements of the exhibited DPO25 are substantially different from those previously proposed under Amendment C220card.

Mr Smith argued that *Planning Practice Note 23 - Applying the Incorporated Plan and Development Plan Overlays* (PPN23) states under the heading of Strategic Framework:

Both overlays should be underpinned by a strategic framework that sets out the desired development outcomes and the overall layout of the land including, if relevant, the design principles for the development, major land uses, transport and open space networks.

The strategic framework should be prepared before the overlay is applied to:

- identify and address opportunities and constraints for the development of the land.
- provide direction about development outcomes and the overall form of development.
- provide certainty to landowners and third parties about the form of development.
- assist in choosing the appropriate planning tools to achieve the desired development outcomes and form of development.
- ensure the schedule to the overlay is drafted to achieve the desired development outcomes and facilitate the development.

The strategic framework should be set out in the planning scheme or form part of the Amendment introducing the overlay into the planning scheme.

Mr Smith added that it was difficult to see the origin of the design outcomes prescribed in DPO25 in the Structure Plan. He submitted:

We make an overarching comment here that where Council has sought to justify requirements on the basis of the views or opinions of its internal referrals, we submit this Panel should give those views or opinions little weight in circumstances where the authors of the internal referrals are not giving expert evidence and their opinions cannot be tested through cross examination.

Mr Smith submitted that a number of the requirements in the DPO25 were already contained elsewhere in the Planning Scheme and there was no need to duplicate them in the DPO25. He added that while Council may argue that it provides a 'one stop shop' in the control, the duplication of controls was unnecessary and not supported by the following Panels:

- Moira C56 Panel Report (PSA) [2011] PPV 14 (17 February 2011)
- Yarra C218 and C219 (PSA) [2017] PPV 118 (25 October 2017).

He concluded:

... the DPO25 content should be revised to only prescribe design outcomes where the strategic justification is there and otherwise the DPO content should be revised to enable the usual assessments to be undertaken (traffic, bushfire, ecology, drainage, etcetera) without prescribing specific outcomes for these assessments when the assessment have not already been undertaken.

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

Council advised the Panel that Amendment C198 incorporated the Structure Plan into the Planning Scheme. DELWP raised concerns with the incorporation of the Structure Plan into the

Planning Scheme in its entirety on the basis that incorporating large documents with specific planning controls make it difficult for those controls to be found. Council added that it was advised that implementation of Council's strategic documents should occur through "*statutory planning tools that are easily located and accessed within the planning scheme*".

Council submitted that this approach is consistent with the guidance provided in *Planning Practice Note 13 – Incorporated and Background Documents*, which advises when incorporated documents are to be included within a planning scheme. Council stated that:

Placing design and built form requirements within an incorporated document is not effective and makes it difficult for the controls to be found. Therefore, any development and built form requirements should be excised from the Structure Plan and implemented through an appropriate Victorian Planning Provision tool such as a DPO or DDO.

Council added that in January 2019, when considering the approval of Amendment C220, DELWP advised that the appropriate tool for the Woodland Grove Precinct is a DPO, not a DDO as was initially proposed by Amendment C220.

Council submitted that the Amendment proposes to implement the planning outcomes sought by the Structure Plan by applying a DPO schedule to the Woodland Grove Precinct being a "*more transparent and visible tool within the Cardinia Planning Scheme*". The Amendment also proposes to change the status of the Structure Plan from an incorporated document to a background document.

Council added:

The proposed Amendment will provide for the fair, orderly and sustainable use of land by providing direction in relation to the subdivision of residential land, and the future design and built form outcomes in accordance with the Structure Plan. It will ensure that new development is successfully integrated into the existing residential areas with minimal adverse impact on amenity and built form, that new residential subdivision creates lots of appropriate sizes, and that new residential built form maintains and enhances the valued character of the Beaconsfield Town Centre, securing a pleasant, efficient and safe working, living and recreational environment.

3.2 Discussion

The Structure Plan was adopted by Council in 2013 after a public exhibition period and incorporated into the Planning Scheme as a reference document by Amendment C198 in 2016.

The Structure Plan defines itself as:

... a planning document which directs how certain land areas should grow and develop. It sets out a framework which guides future growth and provides developers, service authorities and the community greater certainty about the area's future.

The Structure Plan sets out a vision for Beaconsfield which is supported by a number of strategies and identified the following five key focus areas:

- residential growth
- economic growth
- movement network
- open space and environment
- heritage.

Each focus area contains objectives, strategies and actions. Woodland Grove is identified as an area of change and is the subject of an additional objective, strategies and actions as well as a concept plan.

In the Panel's view, the Structure Plan sets out the desired development outcomes and the overall layout of the land as required by PPN23. It does not provide an inventory of the controls that should be applied to the land, but nor should it. The Panel agrees with Council that it provides an appropriate framework to guide the future development of Beaconsfield in general and the Woodland Grove Precinct in particular.

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

The Panel accepts that the Structure Plan provides an appropriate level of strategic justification for the Amendment and the application of the DPO25. Whether the specific detail of the provisions of the overlay are appropriate is discussed in the following chapter. Council made changes to the DPO25 post exhibition and proposed further changes in its submission to the Hearing. Both Council and Mr Smith provided alternative versions of the DPO25 to the Panel at the conclusion of the Hearing in Document 7 and Document 9 respectively. Given the differences in these versions the Panel has based its assessment on the exhibited version of the DPO25 and recommended a number of changes some of which have been proposed by Council and others by Mr Smith. These changes are included in the Panel preferred version of DPO25. However not all changes could be included in the Panel preferred version and these are the subject of specific recommendations.

3.3 Conclusions and recommendation

The Panel concludes that the Amendment has adequate strategic justification.

The Panel recommends:

Amend the exhibited version of Schedule 25 to Clause 43.04 Development Plan Overlay as shown in the Panel preferred version in Appendix B.

4 Schedule 25 to the Development Plan Overlay

4.1 Clause 1.0 - Objectives

(i) The issues

The issue is whether the objectives of the DPO25 are appropriate.

(ii) Relevant policies, strategies and studies

The exhibited Clause 1.0 Objectives of the DPO 25 are:

- To enhance the choice and diversity of housing opportunities and types, that are appropriate to the setting and achieve high quality amenity and urban design.
- To encourage and guide the re-development of land into an integrated medium density residential precinct that responds to the preferred neighbourhood character and enhances the public realm.
- To create a residential precinct that protects, and is sympathetic to, the Woods Street area environmental values, including the natural environment of the Cardinia Creek.
- To provide a pedestrian and cycling path network that is well connected, sustainable and meets the needs of the local residents.
- To promote development that enhances community and personal safety through interfaces that provide opportunity for passive surveillance of Cardinia Creek parklands and suitable landscaping.

(iii) Submissions

Mr Smith submitted that the second dot point objective's reference to the preferred character should be removed until it is clearly expressed or agreement is reached on the nature of that character. He added that the Structure Plan's objective for the Woodland Grove Precinct was to:
Establish a well integrated medium density residential precinct in a landscaped setting.

Mr Smith stated that the Structure Plan actions for the precinct reinforced this view. He submitted that the second dot point objective should be replaced with the following:
To encourage and guide the re-development of land to respond to the preferred neighbourhood character for a well integrated medium density residential precinct in a landscaped setting.

Council partially agreed with this submission and referred to the Structure Plan objective for Woodland Grove. Council submitted:

A minor amendment to this objective, along with the vision conveyed by the Beaconsfield Structure Plan, will make it clear that the preferred character for this area is 'a landscaped medium density residential precinct'.

Council proposed replacing the word neighbourhood with landscaped.

(iv) Discussion

The two proposals are similar but significantly different and in particular Mr Smith's version removes the reference to the public realm. In the Panel's view, the DPO25 objectives should have a direct connection to the Structure Plan. In this respect the Structure Plan describes the future

form of the precinct as an integrated medium density residential with a landscape character. Both versions deal with those matters in slightly different but similar ways. The issue for the Panel is whether the objective should include a reference to the public realm.

If the public realm refers to the Cardinia Creek environs, this is adequately covered by the third dot point objective. However, if it refers to the street and environs then this is an area under Council's control and while individual proposals may be required to include improvements to the public realm these are generally part of a detailed development proposal. Nevertheless, development by its nature impacts on the public realm and it is a reasonable consideration in assessing the impact of a proposal. For this reason, the Panel supports the Council proposed changes to the second dot point objective.

(v) Conclusions

The Panel concludes:

- The objectives of the DPO25 are appropriate.
- In the second dot point objective the word 'neighbourhood' should be replaced by 'landscaped'.

4.2 Clause 3.0 - Conditions and requirements for permits

(i) The issues

The issues are:

- whether the conditions for permits are appropriate
- whether the requirement for permit is appropriate.

(ii) Relevant policies, strategies and studies

The exhibited Clause 3.0 Conditions and requirements for permits states:

Conditions:

- Building envelopes must be in accordance with the building setbacks contained within this schedule including the 30 metre building setback from the top of bank of Cardinia Creek and must form either a restriction on the certified plan of subdivision or be applied through an agreement with the responsible authority under Section 173 of the Planning and Environment Act 1987 that is registered on the title to the land. The owner must pay for all reasonable costs (including legal costs) associated with preparing, reviewing, executing and registering the agreement on the certificate of title to the land (including those incurred by the responsible authority).
- Building setbacks must be in accordance with the building setbacks contained within this schedule including the 30 metre building setback from the top of bank of Cardinia Creek and must be applied to multi-dwelling developments.
- Before a statement of compliance is issued under the Subdivision Act 1988, subdivisions are required to make a contribution equivalent to 8 per cent of the value of the land for the purpose of unencumbered public open space in accordance with Clause 53.01.
- Before the development starts, a landscape plan prepared by a person suitably qualified and experienced in landscape design to the satisfaction of the responsible authority and Melbourne Water, must be submitted to and approved by the responsible authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and three copies must be provided. The landscaping plan must be generally in accordance with the landscape concept plan contained within the approved Development Plan, and must show:
 - Staging of works, if applicable.

- That the outcomes of any flora and fauna reports have been addressed.
- A survey (including botanical names) of all existing vegetation to be retained and/or removed.
- A weed management program which includes the following information:
 - botanical name of species targeted.
 - location.
 - method of control and timing of control.
- Buildings and trees (including botanical names) on neighbouring properties within three metres of the boundary.
- A 30 metre minimum development setback from Cardinia Creek top of bank which must be reconfirmed by Melbourne Water.
- Details of surface finishes located on recreational pathways, maintenance access or any other pathways near waterways.
- A planting schedule of all proposed trees, shrubs and ground covers which includes the following information:
 - botanical names.
 - common names.
 - pot size.
 - life-form.
 - quantities of each plant.
 - planting density (plants per square metre).
 - planting zones/locations (in plan and cross-section form in colour).
 - landscape treatments with specifications of products such as mulching and erosion control matting.

Requirements:

- Construction of the internal road network with a 7.5 metre wide road pavement between invert of kerbs, underground drainage and footpath construction to the satisfaction of the responsible authority.

(iii) Submissions

Mr Smith submitted that while there was agreement over the provision of a 30 metre setback from the Cardinia Creek but the mechanism to provide for it in the as a condition for permit was inappropriate. He proposed that the first two dot points be deleted and the reference to the 30 metre setback be reworded in the DPO25 Clause 4.0 Requirements for development plan. He added that the conditions of permit were badly worded and unnecessary because the Clause 4.0 made provision for a 30 metre setback.

Mr Smith argued:

...that it may be appropriate to have larger setbacks from the Creek in some locations with smaller setbacks from the Creek in other locations. This level of analysis can be undertaken through the development plan approval process. The proposed wording of the conditions would prevent this from occurring and therefore we support the wording agreed by Council for the drainage strategy "A 30 metres minimum development setback from Cardinia Creek top of bank or otherwise to the satisfaction of Melbourne Water".

Council submitted that these conditions were included in response to the conditions of authorisation of the Amendment which included the following:

Council should consider how they will seek to implement the setback requirements. This may be through restrictions on the plan of subdivision in the form of building envelopes or through a condition or requirement for a permit as outlined in the DPO requiring the plan of subdivision to show the setback requirements.

While this requirement does not appear on the letter of authorisation dated 19 November 2020, Council informed the Panel that the conditions were included to “lock in” the setbacks for subdivision or multi-unit applications.

Council advised the Panel that it agreed to modify the wording of the setback in Clause 4.0 to refer to the ‘satisfaction of Melbourne Water’ in place of ‘must be confirmed by Melbourne Water’.

Mr Smith submitted that the third condition, requiring an 8 per cent open space contribution, should be removed because the wording is different from the provisions of Clause 53.01 and, in any event, there is no need to duplicate the requirements of that Clause. He added that the variation in wording was significant because:

- It requires a contribution for all subdivisions, notwithstanding some subdivisions in Clause 53.01 are exempt from a public open space contribution.
- It mandates a monetary contribution and excludes any possibility of a land contribution or combination of land and monetary contribution.
- It mandates a contribution for the whole of the site whereas Clause 53.01 only requires a contribution for “land intended to be used for residential, industrial or commercial purposes”.
- It does not provide an exemption if an open space contribution has already been made.
- It prevents any consideration of using encumbered land for public open space, which the Tribunal’s discussion in *Boster Developments Pty Ltd* shows is sometimes warranted.

Mr Smith concluded:

Council has not provided proper justification to “lock in” a public open space contribution condition for all subdivision permits in the Woodland Grove Precinct that departs from what is currently required by the Scheme. Nor does the DPO25 simply duplicate or draw attention to Clause 53.01.

Council submitted that its passive reserves team had requested the condition and that it was its standard practice to “include a condition to this effect.”

Mr Smith submitted that the requirement for a 7.5 metre wide road pavement is not justified by the Amendment. He argued that road design requirements are set out in Clause 56.08-8. He added:

The design of roads should be informed by a detailed traffic engineering analysis that includes considerations such as the volume of traffic expected, the nature of vehicles expected and how the traffic engineering requirements in the Scheme are met.

He added that the design of the road can be addressed as part of the approval process of the development plan which will be informed by a detailed traffic report as required by DPO25.

Council submitted that:

This requirement was requested by Council’s engineering department during preliminary referrals of the draft DPO25 schedule. It is standard practice for Council to include a condition to this affect.

It added that internal roads would be specified in the development plan which Council would have to assess and any common property would be assessed at the permit application stage.

(iv) Discussion

There is no dispute about the 30 metre setback from the Cardinia Creek. The argument is how it should be included in the DPO25. The Panel accepts Council’s submission that DELWP have advised that the setback requirement should be included as a condition or requirement of a permit even though this appears to have been provided in correspondence other than the letter of authorisation. The Panel also accepts the submission of Mr Smith that the first and second dot

point conditions are badly worded because they both refer to the “*the building setbacks contained within this schedule*”. In addition, there is no section in the DPO25 that specifically refers to building setbacks. The question this leaves in the Panel’s mind is whether there are other setbacks in addition to the 30 metres from the Creek that are meant to apply.

The Panel accepts the appropriateness of including a condition on subdivision and development that requires a setback from the Cardinia Creek. However, in the Panel’s view the condition should be rewritten to be clear to specify what setbacks are required and not make reference to a schedule. The Panel has not attempted to rewrite either of these two conditions in the Panel preferred version of the DPO25.

In addition, the reference to a 30 metre setback under condition dot point four should be amended to be consistent with the wording agreed by Council in Clause 4.0 and refer to the satisfaction of Melbourne Water.

The Panel notes that the Schedule to Clause 53.01 has an 8 per cent contribution rate for subdivision for urban residential purposes. However, the third dot point condition which requires a similar contribution goes significantly beyond the requirement of Clause 53.01. In this respect the Panel agrees with the submission of Mr Smith. The Panel was not provided with any relevant justification for these changes, some of which would normally require an amendment to Clause 53.01. A request by one of Council’s work areas or usual practice does not provide sufficient justification for departing from the provisions of the planning scheme. In the Panel’s view the condition should be deleted.

With respect to the requirement specifying a road with width of 7.5 metres, the Panel also agrees with the submission of Mr Smith that road design should be informed by a traffic report and then incorporated into the development plan. Indeed, Council went some way in acknowledging that that the roads would be specified in the development plan and the Panel notes it is one of the requirements for a development plan in Clause 4.0. In the Panel’s view, requiring a specific road width prior to the completion of a traffic study is premature and Council failed to provide sufficient justification for the requirement. The requirement should be deleted.

(v) Conclusions and recommendation

The Panel concludes:

- The first two dot points in Clause 3.0 under the heading Conditions should be reworded to be clear about the setbacks required.
- The third dot point condition in Clause 3.0 should be deleted.
- The requirement for a 7.5 metre wide road in Clause 3.0 under the heading Requirements should be deleted.

The Panel recommends:

Amend Development Plan Overlay Schedule 25, as shown in Appendix B, to:

- a) reword the first two dot points in Clause 3.0 under the heading *Conditions* to clarify what the setbacks required, and remove the reference to a schedule.**

4.3 Clause 4.0 - Requirements for Development Plan

(i) The issues

The issue is whether the provisions of Clause 4.0 are appropriate.

(ii) Relevant policies, strategies and studies

The exhibited Clause 4.0 Requirements for development plan contained the following:

A development plan must include the following requirements to the satisfaction of the responsible authority:

Environment

- A **flora and fauna assessment** (including a habitat hectare assessment) of the precinct prepared by a suitably qualified person(s), that:
 - provides a plan drawn to scale showing the boundaries of the precinct, existing vegetation and vegetation to be removed
 - provides an assessment of the flora and fauna in the precinct including Ecological Vegetation Classes
 - assesses suitable habitat for threatened species in the precinct
 - location of any hollow bearing trees.
 - provides a flora listing of each habitat patch.
- A targeted survey of threatened species prepared by a suitably qualified person(s) where suitable habitat is found in the precinct.
- A written explanation of the steps that have been taken to:
 - avoid the removal, destruction or lopping of native vegetation and any other significant trees.
 - minimise impacts from the removal, destruction or lopping of vegetation that cannot be avoided.
- An **arboricultural assessment** prepared by a suitably qualified person(s) that identifies any trees on the land and existing street trees, with descriptions that include species, extent, number, size (diameter at 1.3 metres above natural ground level), tree protection zones, assessment of tree health and retention value.

Bushfire

- A bushfire assessment, including a bushfire hazard assessment, of the precinct prepared by a suitably qualified person to the satisfaction of the fire authority and the responsible authority, which includes details of how development will respond to bushfire planning policy set out at Clause 13.02-1S of the planning scheme and demonstrate that development will be exposed to a radiant heat flux less than 12.5 kilowatts/square metre.

Aboriginal Cultural Heritage

- An Aboriginal cultural heritage assessment prepared by a suitably qualified person(s), which includes recommendations for the protection of significant individual sites, where appropriate. A statement that any identified location(s) of any Aboriginal cultural heritage on the land will be required to be protected in accordance with a Cultural Heritage Management Plan (CHMP) at the planning permit stage, if required by the Aboriginal Heritage Act 2006.

Traffic and Transport

- An **Integrated Transport and Impact Assessment** to the satisfaction of VicRoads and the responsible authority, providing specific detail on:
 - the impact of the proposed use and development on the operation of the Princes Highway/Beaconsfield Avenue and Princes Highway/Woods Street intersections
 - the impacts on public safety
 - proposed mitigation works to address any unsatisfactory impacts.
- A **Traffic Management Plan** showing arrangement for vehicle ingress and egress to the development area, including the road layout, construction standards, traffic management which includes waste and emergency vehicle access.
- The provision of a clear legible and convenient pedestrian, bicycle and road network that:
 - connects and integrates with existing networks, including pedestrian connections to Beaconsfield Station, from Woods Street to Cardinia Creek along Trythall Street and the northern east-west road reserve, and create new opportunities for improved pedestrian and cycling permeability in the future
 - provides for the construction of the following local roads generally in accordance with Figure 1, or an alternate internal road layout, to the satisfaction of the responsible authority:
 - Precinct B:
 - The 3 metre wide north-south laneway to be transferred to the front of the following lots to create a minimum 14.35 metre wide road (Brisbane Street):
 - Lots 1 & 2 on TP94444.
 - Lots 1 & 2 on TP121027.
 - Lots 1 & 2 on TP93165.
 - Lots 25, 32 & 33 on LP2804.
 - A 10 metre wide east-west service lane along the northern side of Beaconsfield Avenue connecting to Brisbane Street from Wood Street.
 - Access from Brisbane Street to the rail corridor must not be granted without prior consent from VicTrack and the rail operator - Metro Trains Melbourne
 - provides internal street pavement widths of 7.5 metres between invert of kerb with underground drainage, footpaths and nature strips. Roads reserves may need to be widened
 - provide only one vehicle crossover or access point per lot that does not exceed 40% of the frontage. An additional driveway can be considered for consolidated lots
 - vehicle crossovers must be located from the side streets wherever possible to reduce the number of crossovers from Woods Street. Provide vehicle access to Lot 12 on LP2804 and Lots 13 and 18 on LP2805 from the east-west roads
 - provide traffic management devices on roads with lengths over 180 metres.

Infrastructure and drainage

- The provision of utility services infrastructure required to service the development area and details of the arrangements for the provision of the infrastructure. The land must be connected to a reticulated sewerage system of a sewerage authority.

- A **Fill Plan** which identifies the depth and fill material, and staging in a manner and time designed to minimise any adverse impacts on the amenity of nearby areas, must be submitted to the satisfaction of the responsible authority and Melbourne Water.
- A **drainage strategy** for the development plan area to the satisfaction of Melbourne Water and the responsible authority showing:
 - filling of residential lots with roads or accessways providing for overland flows and/or raised minimum floor levels for development
 - a coordinated approach to providing drainage infrastructure which must include stormwater quality treatment to best practice guidelines
 - a 30 metres minimum development setback from Cardinia Creek top of bank which must be reconfirmed by Melbourne Water
 - within Precinct B, there should be no drainage to the rail corridor.

Public Open Space and landscaping

- A **landscape concept plan** to the satisfaction of Melbourne Water and the responsible authority showing:
 - landscaping requirements to the satisfaction of Melbourne Water
 - location, preservation and protection of significant trees/vegetation, existing street trees, roadside vegetation and grassed road verges. Including maintaining the long term, sustainable health and condition of existing vegetation
 - location, preservation and protection of any threatened species
 - location of landscaped areas
 - details of the landscape themes
 - landscape design incorporating a consistent streetscape theme
 - new plantings consistent with existing species of vegetation within connecting roads and reserves
 - provision of street trees (minimum pot size of 45 litres when planted) for shade and aesthetic quality at an early stage of development – to be planted or bonded to the satisfaction of the responsible authority prior to Statement of Compliance of a subdivision.

Urban Design

- Dwelling facades that address a street or the public realm should maximise passive surveillance opportunities from these dwellings to the adjoining streets or public realm.
- Front fences should be avoided, or low or transparent front fences that allow gardens and nature strips to merge should be provided.
- New road treatments and street furniture should be consistent with the existing styles of road treatments and street furniture found in Beaconsfield town centre.

Housing

- Lot sizes must support a medium density housing precinct.
- Within Precinct A, building setbacks from Woods Street of four metres are preferred.
- Within Precinct B, building setbacks from Woods Street that graduate from three metres at the southern end to four metres at the northern end are preferred.
- Within Precinct B, a minimum 1 metre building setback from the common boundary with the rail corridor at Lots 33 and 34 on LP2804 and Lots 4 and 5 on SP28567 is required, to allow for ongoing property maintenance without a requirement for access to the rail corridor.

- Within Precinct B, trees/landscaping species are to not overhang onto railway land or have potential to disturb railway operations.
- Within Precinct B, the rail corridor is to be fenced to the rail operator's requirements.
- Within Precinct B, there should be no drainage to the rail corridor.

Staging

- Anticipated sequencing and timing of development of the precinct

(iii) Submissions

Environment

Mr Smith submitted that the words '(including habitat hectare assessment)' should be deleted. Council agreed with this submission. Council also agreed with Mr Smith's submission that the reference to an arboricultural assessment should include 'in accordance with the methodology of AS4970-2009' and refer to a diameter of 1.4 metres in place of 1.3 metres.

Mr Smith argued that Council was seeking to take the provisions relating to native vegetation and apply them to all vegetation. He argued that this was inappropriate and inconsistent with Clause 52.17 and that the reference to vegetation should only refer to native vegetation.

He added that the use of the word precinct was used because "*Council would like one flora and fauna assessment to be prepared for the whole DPO25 area.*" He argued that because there was more than one landowner, such a report may need to be prepared in stages. He recommended the use of the term 'study area' instead.

Council submitted that one of the objectives of the Structure Plan is to "*protect and enhance the environmental and landscape values of the area.*" It added that in order to achieve this end the Structure Plan includes a strategy to "*support and value the retention of established trees*".

Council stated that the reference to precinct was appropriate. It submitted that the necessary reports and the development plan should be prepared as a whole for the entire precinct. It added that it took this view because "*the landholdings outside this submitter's ownership are so small.*"

Bushfire

Mr Smith submitted that the issue of managing the creek corridor as defensible space needed to be resolved before a BAL of 12.5 was prescribed in the DPO24. He added:

It may be more appropriate to require a higher BAL to enable habitat to be retained and enhanced close to the creek that does not have to be maintained as defensible space. Moreover, in our submission there is no necessity to mandate a BAL12.5 in DPO25 on the basis that a BAL12.5 is not required under Clause 13.02-1S.

Mr Smith informed the Panel that he supported the submission of a bushfire report with the development plan and that the BAL should be determined through that process. He recommended deletion of the words 'and demonstrate that development will be exposed to a radiant heat flux less than 12.5 kilowatts/square metre.'

Council informed the Panel that it undertook a bushfire assessment of the DPO25 precinct to ensure that the provisions of Clause 23.02-1S could be satisfied. It explained that the assessment stated:

that at this time, under the current vegetation conditions, a 33m defensible space setback is required; however, the setback in the schedule should be expressed as an outcome (exposure of more than 12.5kw/square metre) rather than a distance based on a specific vegetation type as the type of vegetation in the creek corridor may vary from what is currently present.

Council submitted that the DPO25, based on the recommendations of the assessment, requires the landowner to provide a new assessment to arrive at a defensible space setback once the *“future permanent vegetation hazards are known”* because at that stage the vegetation to be removed and retained will be known.

Council added that the CFA *“agreed with and supported this approach.”*

Traffic and Transport

The Department of Transport submitted that VicRoads should be replaced by Head Transport for Victoria. Council agreed to this change.

Mr Leonard submitted that the lane at the rear of the Woods Street properties provided the only access to the property at 5/87 Woods Street. He added that removal of access through the lane would render the property useless.

Council accepted this submission and proposed the following changes to the Amendment:

- Amend Figure 1 and add Figure 2 in DPO25 to retain part of the laneway to allow for ongoing pedestrian access to Unit 5/87 Woods Street via the laneway.
- Transference of the laneway to Brisbane Street will continue except for the part of the laneway adjoining 87 Woods Street.
- Amend the wording at section 4.0 requirements for development plan to make it clear what Council’s intentions are for this area.

Mr Smith submitted that the following dot point should be deleted:

Provide only one vehicle crossover or access point per lot that does not exceed 40% of the frontage. An additional driveway can be considered for consolidated lots.

He argued that the requirement is unclear as is the meaning of consolidated lots. He added:

..the exhibited amendment is not accompanied by justification for this requirement, which departs from the current Scheme requirements including Clause 56 and Clause 55.03-9.

Mr Smith submitted that the requirement be deleted or revised to state that crossover locations should be shown on the development plan. He stated that the requirement for a 7.5 road pavement width should be removed. He recommended that the dot point dealing with traffic management measures over 180 metres should have ‘where appropriate’ added to the text and Council accepted this change.

Council submitted that the driveway requirement was intended to ensure that the streetscape is not dominated by driveways and garage doors.

Infrastructure and Drainage

Mr Smith submitted that the 30 metre setback should be to the satisfaction of Melbourne Water and the drainage to the rail corridor should be subject to VicTrack and the rail operator. Council agreed with these changes.

Landscape Concept Plan

Mr Smith submitted that the first dot point should be deleted because it repeated the introduction and the third dot point should include the words ‘where appropriate’. Council accepted these changes.

He added that the second dot point should be replaced with the following:

Location, preservation and protection of significant vegetation

Mr Smith stated that the development plan should protect significant vegetation but not all existing street trees, roadside vegetation and grassed road verges as worded. He added that the wording of the provision is unclear.

Council submitted that *“significant trees/vegetation, existing street trees, roadside vegetation and grassed road verges”* should be identified and protected. It added that if any of this vegetation is to be removed then justification for the removal would need to be provided.

Urban Design

Ms Taylor submitted that it was important to include the:

landscape of the Heritage buildings in Woods Street including the wooden houses which are the oldest in Cardinia Shire and have Heritage Overlay.

She added that three to four storey buildings would be out of character with the area and setback from the street should be significant.

In response Council proposed to add the following to the Urban Design requirements:

New development to provide a sympathetic design response to any surrounding heritage buildings.

Mr Smith submitted the Heritage Overlay HO147 affected 48, 54 and 56 Woods Street, Beaconsfield, on the eastern side of Wood Street, opposite the Woodland Grove Precinct. He added that the meaning of a heritage building is unclear and it should refer to a heritage place or the Heritage Overlay.

Mr Smith Added that the word maximise should be replaced with provide in the first dot point and that ‘and nature strips to merge’ should be replaced with ‘views of front gardens’. Council accepted both changes.

Housing

Mr Smith submitted that the requirement for rail corridor fencing should be deleted. He sought to rely on the decision of the Tribunal in *Holner Pty Ltd v Baw Baw SC (Corrected)* [2020] VCAT 890 (26 August 2020). He added that VicTrack’s requirements were unknown and the rail corridor undefined.

Similarly to the submission on the Infrastructure and Drainage requirement, he argued that drainage should be to the satisfaction of VicTrack. Council agreed with this submission.

Council submitted that the requirement was made at the request of VicTrack which requires a specific type of fencing on lots abutting its property.

(iv) Discussion

Environment

The Panel supports the changes agreed by the parties. The Panel agrees that Clause 52.17 refers only to native vegetation. However, the Structure Plan does not make this distinction in its support for the retention of established trees. In the Panel’s view, it is reasonable that this support of established trees, for their landscape values, should be included in the DPO25.

The Panel agrees with Council that it is preferable to have a single development plan for the entire precinct. The Panel does not agree that there is a significant or effective difference between the use of the word study area as opposed to precinct. Nevertheless, the Panel notes that Clause

43.04-4 allows the preparation of a development plan in stages, with the agreement of the responsible authority. There is little, if any benefit in replacing the word precinct with study area.

However, the Panel accepts Mr Smith's submission that the scaled plan should show the vegetation to be removed and retained.

Bushfire

The Panel does not agree with Mr Smith that Clause 13.02-1S does not apply to Woodland Grove. Any change from its present state to a medium density residential precinct is an intensification. While the current controls may allow such a level of development to occur, it has not to date and will be the subject of a development plan under the Amendment and then planning permits. Consequently, the Panel does not accept that the development is "*already permitted*". A development may eventually be permitted, subject to the provisions of the Planning Scheme, including Clause 13-02-1S when a planning permit is issued.

The Panel accepts Council's submission that a further assessment should be undertaken once the vegetation hazards are known which may well be through the development plan approval process.

Traffic and Transport

The Panel supports the changes proposed in response to the submissions of the Department of Transport, Mr Leonard and Mr Smith with reference to adding "where appropriate" to the text. Council has accepted these amendments.

The Panel agrees with Mr Smith that a permit requirement for a 7.5 metre wide pavement is inappropriate as a permit requirement, given that a traffic study would be required as part of the development plan. However, the Panel does not find it unreasonable that, in detailing what it expects in the Traffic and Transport elements of a development plan, Council specifies its preferred road profile. This provides appropriate guidance in the preparation of a development plan as opposed to a permit condition which becomes a requirement on development. This approach enables some flexibility for a different outcome appropriately informed by a traffic study. In other words, it would be inappropriate to mandate a 7.5 metre road pavement through a condition of permit but it is appropriate for Council to provide guidance on pavement widths for the preparation of the development plan.

The Panel takes a similar view of the requirement for crossovers. Given the requirement is intended to implement a "*clear legible and convenient pedestrian, bicycle and road network.*" The Panel accepts that crossovers can be a challenge for pedestrians and cyclists and it is appropriate for Council to specify what it thinks is a reasonable standard for a development plan to achieve.

Infrastructure and Drainage

The Panel supports the changes agreed by the parties.

Landscape Concept Plan

The retention of existing vegetation is consistent with one of the objectives of the DPO25, as discussed above, which refers to the landscape setting of the precinct. In the Panel's view it is appropriate that a landscape concept plan should detail preservation and protection of significant trees/vegetation including that in the public realm. The Panel notes that the provisions under the Environment heading require justification for the removal of vegetation. In the Panel's view, in a landscape setting, this is an entirely appropriate requirement.

The Panel is uncertain how a landscape concept plan will deal with “*maintaining the long term, sustainable health and condition of existing vegetation.*” In this respect the Panel supports the submission of Mr Smith that the wording is unclear. Given that the initial part of this requirement provides for the preservation and protection of trees and vegetation the Panel’s view is that this is sufficient, particularly when read in conjunction with the Environment requirements. Consequently, the second sentence in the dot point should be deleted.

Urban Design

The Panel supports the changes agreed by the parties.

With respect reference to HO147 the Panel agrees with Mr Smith that the wording needs to be tightened. However, the Panel is mindful that the Heritage Overlay is subject to change and can contract or expand and consequently is reluctant to nominate specific properties, particularly those that are not part of the DPO25. For this reason, the wording of the provision should be simplified to:

New development should not adversely impact the heritage significance of a heritage place.

Housing

The Panel supports the changes agreed by the parties.

The Panel agrees Mr Smith’s submission that the requirements are unclear. The requirements for a development plan should provide guidance as to what is required. In addition, fencing is a matter that is often the subject of negotiation and agreement between the abutting landowners. In the Panel’s view this requirement is not defined and potentially could be onerous and should be deleted.

(v) Conclusions

The Panel concludes:

- The changes to Clause 4.0 agreed by Council are appropriate.
- Under the heading Environment in Clause 4.0, the flora and fauna assessment should show vegetation to be removed and retained.
- Under the heading Public Open Space and Landscaping the sentence ‘Including maintaining the long term, sustainable health and condition of existing vegetation.’ should be deleted.
- Under the heading Urban Design a fourth dot point “New development should not adversely impact the heritage significance of a heritage place.’ should be inserted.

4.4 Clause 6.0 - Figure 1

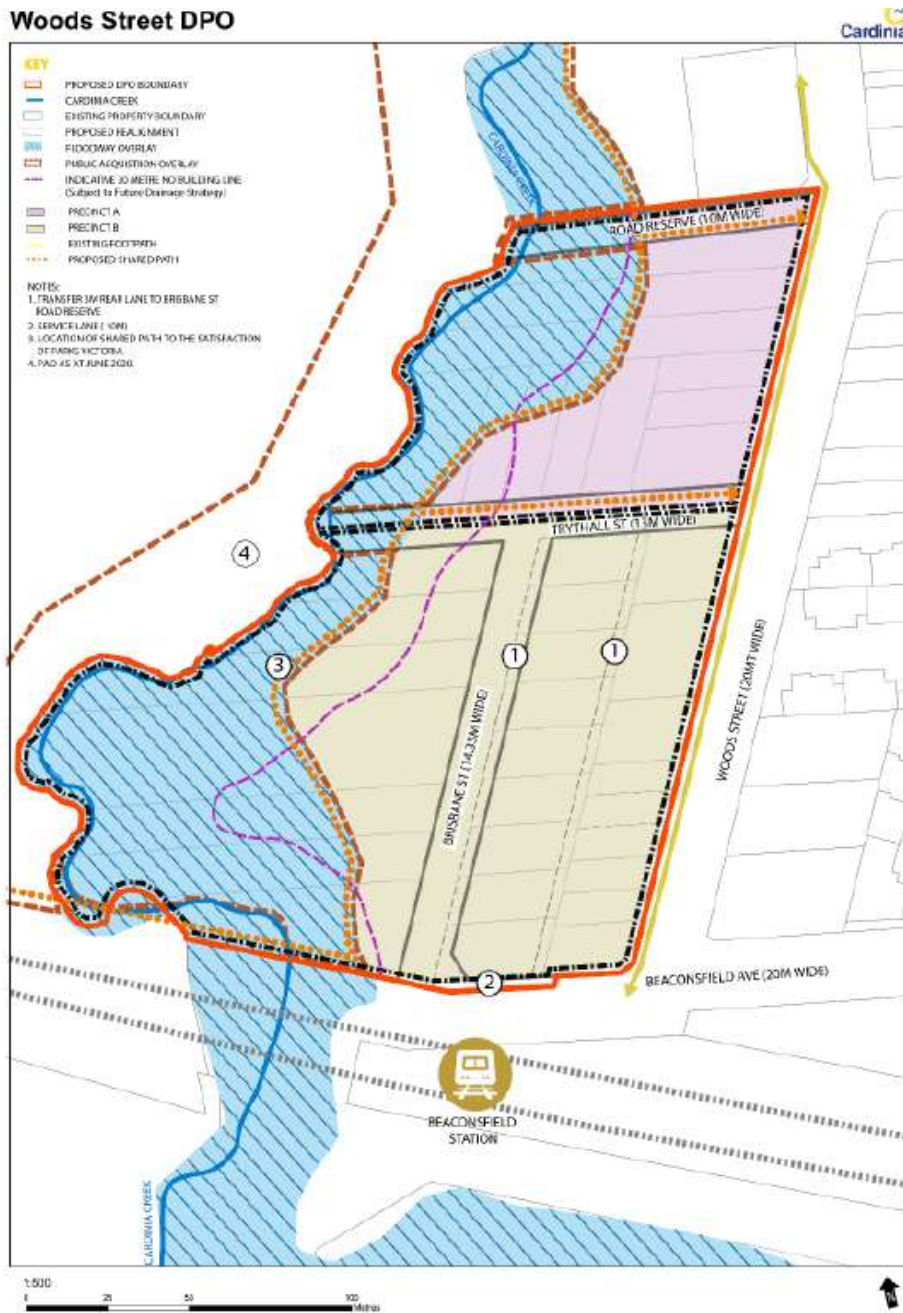
(i) The issues

The issue is whether Clause 6.0 Figure 1 is appropriate.

(ii) Relevant policies, strategies and studies

The exhibited Figure 1 is as follows

Figure 3 Exhibited Clause 6.0 Figure 1



(iii) Submissions

Mr Smith submitted that the shared path in Trythall should be deleted because this path was not identified in the Structure Plan. He added:

The Key Destinations and Movement Network plan on page 18 of the Beaconsfield Structure Plan similarly shows a “Pedestrian and cyclist key link (creek)” along the creek interface and a “Potential pedestrian and cyclist link (local)” along the road running along the northern boundary of the Woodland Grove Precinct. It also does not show any shared path or key pedestrian / cyclist link along Trythall Street.

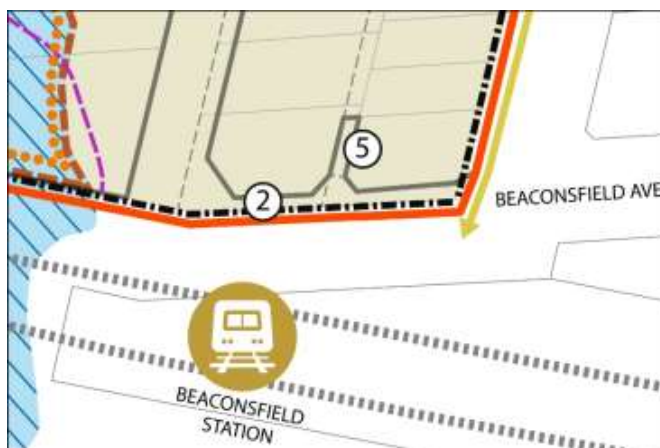
Mr Smith requested that the position of Brisbane Street be altered to provide sufficient space between the road and the 30 metre creek setback to enable the development of some lots. He added that alternative access arrangements from Beaconsfield Avenue to Brisbane Street should also be considered. He recommended that the title of Figure 1 be changed to 'Indicative Concept Plan: Woodland Grove Precinct'. Mr Smith also requested that the location of the rail corridor be clarified in Figure 1.

Council submitted that the proposed shared path in Trythall Street is supported by the Structure Plan and is intended to provide permeability through to the regional parkland to the west in line with the Structure Plan:

Council added: Figure 1 is a 'concept plan' and should be viewed as indicative. If an appropriate design is put to Council an alternative layout will be considered providing the requirements of the development plan listed at Clause 4.0 of the DPO25 schedule are satisfied.

In response to Mr Leonard's submission, Council proposed altering Figure 1 as discussed above and the addition of Figure 2 to provide further clarity.

Figure 4 Council proposed Figure 2



(iv) Discussion

The Panel notes that the reference to Figure 1 and proposed Figure 2 occurs only in the Traffic and Transport requirements of Clause 4.0 and requires the roads to be generally in accordance with them or an alternative layout to Council's satisfaction. In the Panel's view this provision provides the flexibility sought by Mr Smith with regard to the position of Brisbane Street and the potential for different access from Beaconsfield Avenue to Brisbane Street.

The Panel agrees the rail corridor is unclear in the figures and should be shown in a different colour or shade. Given the reference to both figures is through the Traffic and Transport requirements and that these provisions contemplate the potential for an alternative layout, it is reasonable that the title of the figure reflects the possibility of change. The title of the figure should include indicative and describe that it is the Traffic and Transport plan for the Woodland Grove Precinct.

(v) Conclusions and recommendations

The Panel concludes:

- The inclusion of Figure 2 is appropriate.

- The rail corridor should be clearly marked on both Figures.
- Figure 1 should be renamed to 'Indicative Traffic and Transport Plan Woodland Grove Precinct'.

The Panel recommends:

Amend Development Plan Overlay Schedule 25, as shown in Appendix B, to:

- a) clearly identify the rail corridor in Figures 1 and 2**
- b) rename Figure 1 to 'Indicative Traffic and Transport Plan Woodland Grove Precinct'.**

Appendix A Document list

No.	Date	Description	Provided by
1	31/05/2021	Directions and Timetable	PPV
2	02/06/2021	Council response to submissions	Council
3	02/06/2021	Plan with location of submitters	Council
4	21/06/2021	Council Part A submission	Council
5	24/06/2021	Council Part B Submission	Council
6	24/06/2021	Submission on behalf of Norman Harold Gengoult Smith	Taylor's Development Strategists Pty Ltd
7	29/06/2021	Council version of DPO25	Council
8	29/06/2021	Panel Report Cardinia C240card	Council
9	29/06/2021	Norman Harold Gengoult Smith version of DPO25	Taylor's Development Strategists Pty Ltd

Appendix B Panel preferred version of the Schedule 25 to the Clause 43.04 Development Plan Overlay

SCHEDULE 25 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAYDD/MM/YYYY
Proposed
C257Shown on the planning scheme map as **DPO25**.**BEACONSFIELD WOODLAND GROVE PRECINCT****1.0 Objectives**DD/MM/YYYY
Proposed
C257

- To enhance the choice and diversity of housing opportunities and types, that are appropriate to the setting and achieve high quality amenity and urban design.
- To encourage and guide the re-development of land into an integrated medium density residential precinct that responds to the preferred ~~landscaped-neighbourhood~~ character and enhances the public realm.
- To create a residential precinct that protects, and is sympathetic to, the Woods Street area environmental values, including the natural environment of the Cardinia Creek.
- To provide a pedestrian and cycling path network that is well connected, sustainable and meets the needs of the local residents.
- To promote development that enhances community and personal safety through interfaces that provide opportunity for passive surveillance of Cardinia Creek parklands and suitable landscaping.

2.0 Requirement before a permit is grantedDD/MM/YYYY
Proposed
C257

A permit may be granted before a development plan has been prepared to the satisfaction of the responsible authority. Proposals must be accompanied by a report demonstrating that it will not prejudice the future development of the land in an integrated manner as identified by this schedule.

3.0 Conditions and requirements for permitsDD/MM/YYYY
Proposed
C257

The following conditions and requirements apply to permits:

Conditions:

- Building envelopes must be in accordance with the building setbacks contained within this schedule including the 30 metre building setback from the top of bank of Cardinia Creek and must form either a restriction on the certified plan of subdivision or be applied through an agreement with the responsible authority under Section 173 of the Planning and Environment Act 1987 that is registered on the title to the land. The owner must pay for all reasonable costs (including legal costs) associated with preparing, reviewing, executing and registering the agreement on the certificate of title to the land (including those incurred by the responsible authority).
- Building setbacks must be in accordance with the building setbacks contained within this schedule including the 30 metre building setback from the top of bank of Cardinia Creek and must be applied to multi-dwelling developments.
- ~~Before a statement of compliance is issued under the Subdivision Act 1988, subdivisions are required to make a contribution equivalent to 8 per cent of the value of the land for the purpose of unencumbered public open space in accordance with Clause 53.01.~~
- Before the development starts, a landscape plan prepared by a person suitably qualified and experienced in landscape design to the satisfaction of the Responsible Authority and Melbourne Water, must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and three copies must be provided. The landscaping plan must be generally in accordance with the landscape concept plan contained within the approved Development Plan, and must show:
 - Staging of works, if applicable.
 - That the outcomes of any flora and fauna reports have been addressed.

- A survey (including botanical names) of all existing vegetation to be retained and/or removed.
- A weed management program which includes the following information:
 - botanical name of species targeted.
 - location.
 - method of control and timing of control.
- Buildings and trees (including botanical names) on neighbouring properties within three metres of the boundary.
- A 30 metres minimum development setback from Cardinia Creek top of bank ~~which must be reconfirmed to the satisfaction of by~~ Melbourne Water.
- Details of surface finishes located on recreational pathways, maintenance access or any other pathways near waterways.
- A planting schedule of all proposed trees, shrubs and ground covers which includes the following information:
 - botanical names.
 - common names.
 - pot size.
 - life-form.
 - quantities of each plant.
 - planting density (plants per square metre).
 - planting zones/locations (in plan and cross-section form in colour).
 - landscape treatments with specifications of products such as mulching and erosion control matting.

Requirements:

- Construction of the internal road network with a 7.5 metre wide road pavement between invert of kerbs, underground drainage and footpath construction to the satisfaction of the responsible authority.

4.0 Requirements for development plan

DD/MM/YYYY
Proposed
C257

A Development plan must include the following requirements to the satisfaction of the responsible authority:

Environment

- A **flora and fauna assessment** (~~including a habitat hectare assessment~~) of the precinct prepared by a suitably qualified person(s), that:
 - Provides a plan drawn to scale showing the boundaries of the precinct, existing vegetation and vegetation to be removed and retained.
 - Provides an assessment of the flora and fauna in the precinct including Ecological Vegetation Classes.
 - Assesses suitable habitat for threatened species in the precinct.
 - Location of any hollow bearing trees.
 - Provides a flora listing of each habitat patch.
- A targeted survey of threatened species prepared by a suitably qualified person(s) where suitable habitat is found in the precinct.
- A written explanation of the steps that have been taken to:
 - Avoid the removal, destruction or lopping of native vegetation and any other significant trees.
 - Minimise impacts from the removal, destruction or lopping of vegetation that cannot be avoided.

- An **arboricultural assessment** prepared by a suitably qualified person(s) [in accordance with the methodology of AS4970-2009](#) that identifies any trees on the land and existing street trees, with descriptions that include species, extent, number, size (diameter at 1.43 metres above natural ground level), tree protection zones, assessment of tree health and retention value.

Bushfire

- A bushfire assessment, including a bushfire hazard assessment, of the precinct prepared by a suitably qualified person to the satisfaction of the fire authority and the responsible authority, which includes details of how development will respond to bushfire planning policy set-out at Clause 13.02-1S of the planning scheme and demonstrate that development will be exposed to a radiant heat flux less than 12.5 kilowatts/square metre.

Aboriginal Cultural Heritage

- An **Aboriginal cultural heritage assessment** prepared by a suitably qualified person(s), which includes recommendations for the protection of significant individual sites, where appropriate. A statement that any identified location(s) of any Aboriginal cultural heritage on the land will be required to be protected in accordance with a Cultural Heritage Management Plan (CHMP) at the planning permit stage, if required by the Aboriginal Heritage Act 2006.

Traffic and Transport

- An **Integrated Transport and Impact Assessment** to the satisfaction of ~~VieRoads~~ [Head, Transport for Victoria](#) and the Responsible Authority, providing specific detail on:
 - The impact of the proposed use and development on the operation of the Princes Highway/Beaconsfield Avenue and Princes Highway/Woods Street intersections.
 - The impacts on public safety.
 - Proposed mitigation works to address any unsatisfactory impacts.
 - A **Traffic Management Plan** showing arrangement for vehicle ingress and egress to the development area, including the road layout, construction standards, traffic management which includes waste and emergency vehicle access.
 - The provision of a clear legible and convenient pedestrian, bicycle and road network that:
 - Connects and integrates with existing networks, including pedestrian connections to Beaconsfield Station, from Woods Street to Cardinia Creek along Trythall Street and the northern east-west road reserve, and create new opportunities for improved pedestrian and cycling permeability in the future.
 - Provides for the construction of the following local roads generally in accordance with Figure 1 [and Figure 2](#), or an alternate internal road layout, to the satisfaction of the Responsible Authority:
 - Precinct B:
 - The 3 metre wide north-south laneway, [between the northern boundary of 87 Woods Street and Trythall Street](#), to be transferred to the front of the following lots to create a minimum 14.35 metre wide road (Brisbane Street):
 - Lots 1 & 2 on TP94444.
 - Lots 1 & 2 on TP121027.
 - Lots 1 & 2 on TP93165.
 - Lots 25, 32 & 33 on LP2804.
- [Note: Council will carry out the necessary road closure processes under the Local Government Act to formally close this portion of the laneway.](#)
- [Bollards to prevent vehicle access to the remaining portion of the laneway must be provided at the Beaconsfield Avenue service lane](#)
 - A 10 metre wide east-west service lane along the northern side of Beaconsfield Avenue connecting to Brisbane Street from Wood Street.

- Access from Brisbane Street to the rail corridor must not be granted without prior consent from VicTrack and the rail operator – Metro Trains Melbourne.
- Provides internal street pavement widths of 7.5 metres between invert of kerb with underground drainage, footpaths and nature strips. Roads reserves may need to be widened.
- Provide only one vehicle crossover or access point per lot that does not exceed 40% of the frontage. An additional driveway can be considered for consolidated lots.
- Vehicle crossovers must be located from the side streets wherever possible to reduce the number of crossovers from Woods Street. Provide vehicle access to Lot 12 on LP2804 and Lots 13 and 18 on LP2805 from the east-west roads.
- Provide traffic management devices on roads with lengths over 180 metres, [where appropriate](#).

Infrastructure and drainage

- The provision of utility services infrastructure required to service the development area and details of the arrangements for the provision of the infrastructure. The land must be connected to a reticulated sewerage system of a sewerage authority.
- A **Fill Plan** which identifies the depth and fill material, and staging in a manner and time designed to minimise any adverse impacts on the amenity of nearby areas, must be submitted to the satisfaction of the Responsible Authority and Melbourne Water.
- A **drainage strategy** for the development plan area to the satisfaction of Melbourne Water and the Responsible Authority showing:
 - Filling of residential lots with roads or accessways providing for overland flows and/or raised minimum floor levels for development.
 - A coordinated approach to providing drainage infrastructure which must include stormwater quality treatment to best practice guidelines.
 - A 30 metres minimum development setback from Cardinia Creek top of bank [or otherwise to the satisfaction of](#) ~~which must be reconfirmed by~~ Melbourne Water.
 - Within Precinct B, there should be no drainage to the rail corridor [without the consent of VicTrack and the rail operator – Metro Trains Melbourne](#).

Public Open Space and landscaping

- A **landscape concept plan** to the satisfaction of Melbourne Water and the Responsible Authority showing:
 - ~~Landscaping requirements to the satisfaction of Melbourne Water.~~
 - Location, preservation and protection of significant trees/vegetation, existing street trees, roadside vegetation and grassed road verges. ~~Including maintaining the long term, sustainable health and condition of existing vegetation.~~
 - Location, preservation and protection of any threatened species, [where appropriate](#)
 - Location of landscaped areas.
 - Details of the landscape themes.
 - Landscape design incorporating a consistent streetscape theme.
 - New plantings consistent with existing species of vegetation within connecting roads and reserves.
 - Provision of street trees (minimum pot size of 45L when planted) for shade and aesthetic quality at an early stage of development – to be planted or bonded to the satisfaction of the Responsible Authority prior to Statement of Compliance of a subdivision.

Urban Design

- Dwelling facades that address a street or the public realm should [provide](#) ~~maximise~~ passive surveillance opportunities from these dwellings to the adjoining streets or public realm.
- Front fences should be avoided, or low or transparent front fences that allow [views of front gardens](#) ~~gardens and nature strips to merge~~ should be provided.

- New road treatments and street furniture should be consistent with the existing styles of road treatments and street furniture found in Beaconsfield town centre.
- ~~Future~~ [New development should not adversely impact the heritage significance of a heritage place](#) ~~New development to provide a sympathetic design response is to take into account the any surrounding heritage buildings.~~

Housing

- Lot sizes must support a medium density housing precinct.
- Within Precinct A, building setbacks from Woods Street of four metres are preferred.
- Within Precinct B, building setbacks from Woods Street that graduate from three metres at the southern end to four metres at the northern end are preferred.
- Within Precinct B, a minimum 1 metre building setback from the common boundary with the rail corridor at Lots 33 and 34 on LP2804 and Lots 4 and 5 on SP28567 is required, to allow for ongoing property maintenance without a requirement for access to the rail corridor.
- Within Precinct B, trees/landscaping species are to not overhang onto railway land or have potential to disturb railway operations.
- ~~Within Precinct B, the rail corridor is to be fenced to the rail operator's requirements.~~
- Within Precinct B, there should be no drainage to the rail corridor [without the consent of VicTrack and the rail operator – Metro Trains Melbourne](#).

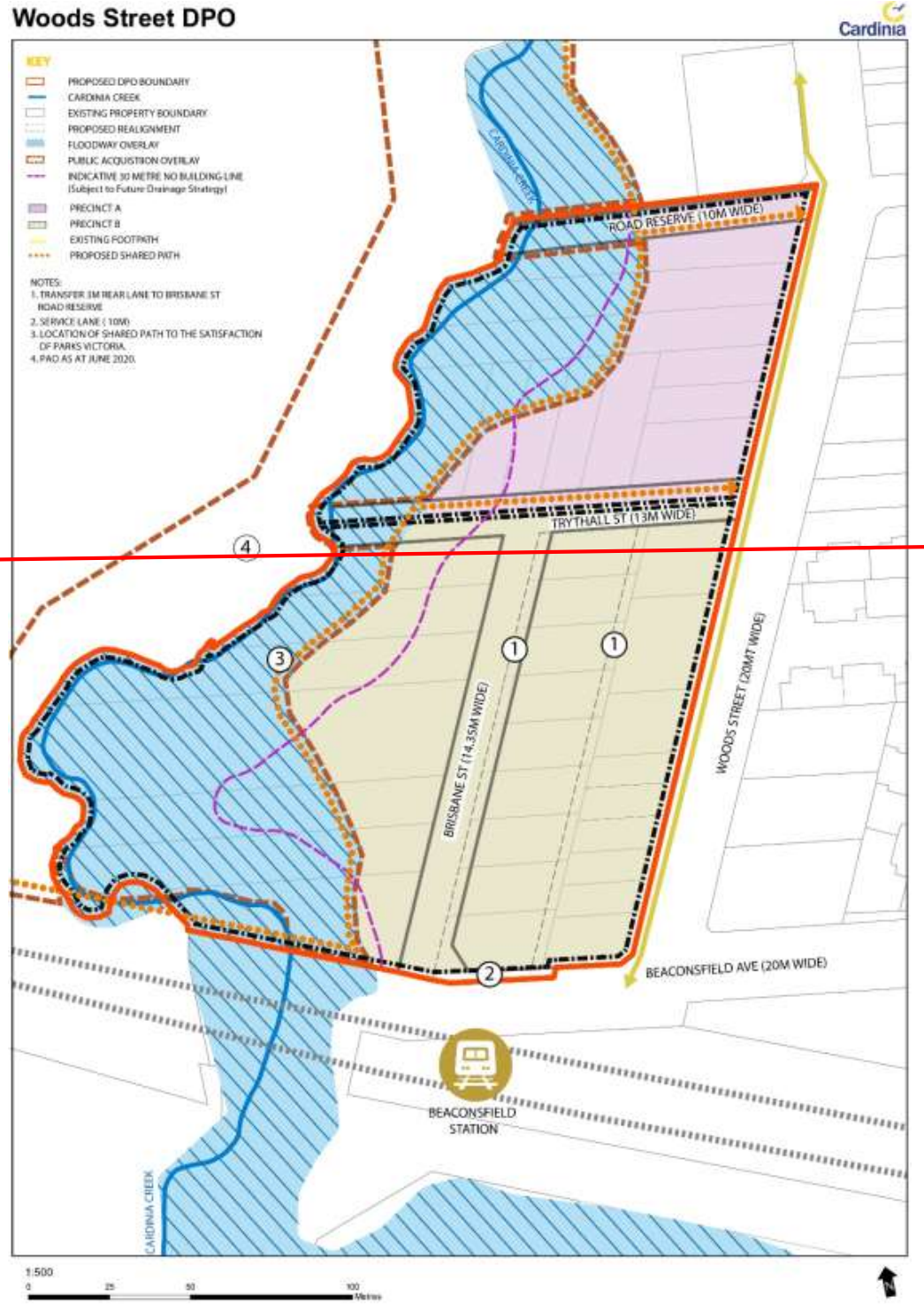
Staging

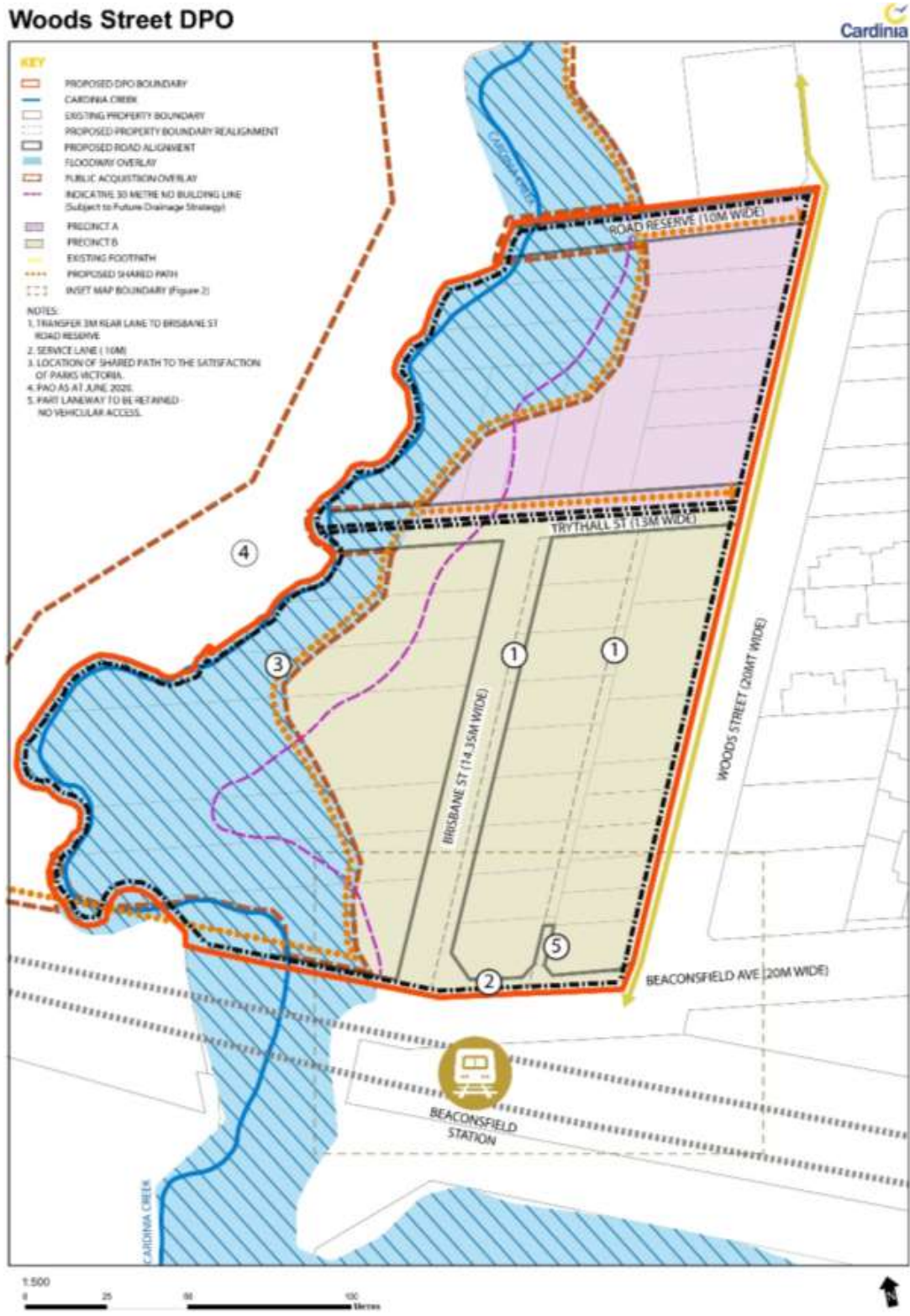
- Anticipated sequencing and timing of development of the precinct.

56.0 Indicative Traffic and Transport Plan Woodland Grove Precinct ~~Figure 1~~

The land parcels affected by this schedule are identified as No.s 53-56, 67-71, 73-75, 81, 83, 85, 87 Woods Street

Figure 1





~~7.0-~~ **Figure 2**



Planning and Environment Act 1987

**CARDINIA PLANNING SCHEME
AMENDMENT C257
EXPLANATORY REPORT**

Who is the planning authority?

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

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

Land affected by the Amendment

The Amendment applies to the land within the Woodland Grove Precinct as shown in the Beaconsfield Structure Plan.

The land parcels affected by this Amendment are identified as No's. 53-56, 67-71, 73-75, 81, 83, 85 and 87 Woods Street, Beaconsfield.

The land affected by this Amendment is outlined in red on Map 1 below.

Map 1: Land affected by the amendment.



What the amendment does

The Amendment ~~proposes to~~ implements the key objectives and strategies of the *Beaconsfield Structure Plan, December 2013, expires 31 December 2021* (Structure Plan), by applying a Development Plan Overlay (DPO25) to the Woodland Grove Precinct identified in the Structure Plan.

The Amendment ~~proposes to remove~~ the Structure Plan as an Incorporated Document from the Schedule to Clause 72.04 and retain it as a Background Document. The Amendment also intends to remove the expiration date of the Structure Plan.

Specifically, the Amendment ~~proposes to:~~

- Inserts new Schedule 25 under Clause 43.04 Development Plan Overlay.
- Amends Clause 21.03-3 (Urban Established Area - Beaconsfield and Pakenham) and Clause 21.04-3 (Activity Centres) by removing the 31 December 2021 expiration date of the Structure Plan.
- Amends the Schedule to Clause 72.04 by deleting the *Beaconsfield Structure Plan, December 2013, expires 31 December 2021* as an Incorporated Document.

Why is the Amendment required?

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

In May 2016, Amendment C198 incorporated the Structure Plan into the Cardinia Planning Scheme. The Department of Environment, Land, Water and Planning (DELWP) raised concerns with the incorporation of the Structure Plan into the Cardinia Planning Scheme in its entirety. Incorporating large documents with specific planning requirements amongst its content makes it difficult for those requirements to be found and are effectively located behind the Cardinia Planning Scheme. The DELWP advised that implementation of Council's strategic documents should occur through statutory planning tools that are easily located and accessed within the planning scheme.

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

In January 2019, when considering the approval of Amendment C220, DELWP advised that the appropriate VPP tool for the Woodland Grove Precinct is a DPO, not a DDO as was initially proposed by Amendment C220.

Amendment C257 ~~proposes to implement~~ the planning outcomes sought by the Structure Plan by applying a DPO schedule to the Woodland Grove Precinct being a more transparent and visible tool within the Cardinia Planning Scheme. Amendment C257 ~~also proposes to change~~ the status of the Structure Plan from an Incorporated Document to a Background Document. With ~~Ministerial the approval of Amendment C220 and Amendment C257 the proposed addition of Schedule 25 to the DPO,~~ the DELWP's requirements for Cardinia Shire Council to prepare appropriate planning controls for the below precincts of the Structure Plan area will be completed, and therefore the expiration date ~~of on~~ the Structure Plan's ~~status as an Incorporated Document~~ is ~~proposed to be~~ removed.

- Princes Highway Gateway Precinct (DDO5 – implemented through Amendment C220)
- Beaconsfield Point Precinct (DDO6 – implemented through Amendment C220)
- Woodland Grove Precinct (~~Proposed~~-DPO25 –~~proposed~~-implem~~ent~~ed~~ation~~ through Amendment C257)

The ~~proposed~~ Amendment ~~will provide~~ greater certainty about the future development and built form outcomes for ~~the Woodland Grove this p~~ Precinct, and the requirements to be considered for future planning permit applications.

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

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

(1) (a) to provide for the fair, orderly, economic and sustainable use, and development of land.

(c) to secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.

(d) to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.

(f) to facilitate development in accordance with the above objectives.

(g) to balance the present and future interests of all Victorians.

The ~~proposed~~ Amendment ~~will provide~~s for the fair, orderly and sustainable use of land by providing direction in relation to the subdivision of residential land, and the future design and built-form outcomes in accordance with the Structure Plan. It will ensure that new development is successfully integrated into the existing residential areas with minimal adverse impact on amenity and built form, that new residential subdivision creates lots of appropriate sizes, and that new residential built form maintains and enhances the valued character of the Beaconsfield Town Centre, securing a pleasant, efficient and safe working, living and recreational environment.

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

The ~~proposed~~ Amendment ~~will have~~has positive economic and social benefits by providing residents, landowners and developers with a greater degree of certainty on a general subdivision layout of vacant land and the built form outcomes that the responsible authority considers to be appropriate within the town centre. Clear guidance through the application of the DPO will strengthen the guidance provided for this area of the town centre and provide for a diverse residential outcome. It will preserve and enhance the valued character traits of the existing residential areas and will ensure that new residential development is responsive to those valued character elements.

Does the Amendment address relevant bushfire risk?

The Amendment does not seek to implement any new planning provisions that would allow the introduction of intensification of development that has, or will on completion have, a Bushfire Attack Level rating more than BAL-12.5.

The precinct is not affected by the Bushfire Management Overlay (BMO). A portion of the Woodland Grove Precinct is located in a Bushfire Prone Area (BPA) under the Building Regulations, which require that each proposed dwelling in the BPA must undergo a bushfire risk assessment ~~and must be constructed to a minimum construction standard of BAL-12.5.~~

For the purpose of this Amendment, a bushfire assessment was commissioned by Council to understand the level of bushfire hazard and risk to the precinct. It determined that the subject area is at the lower end of bushfire risk in Victoria and is a suitable location for development according to strategic and locational policies in Clause 13.02-1S Bushfire of the planning scheme. Based on the bushfire assessment the subject area is capable of meeting a site-based exposure benchmark equivalent to a radiant heat flux of less than 12.5 kilowatts/square metre. A defensible space setback equivalent to Column A in Clause 53.02 Bushfire in planning schemes can be achieved whereby the development must be setback 33 metres from the vegetation in the Cardinia Creek corridor.

A further bushfire risk assessment is a requirement of ~~the proposed~~ DPO schedule 25 to determine up-to-date bushfire hazard details of the subject area to be included in the future Development Plan. This provides the mechanism to confirm the defensible space setback required and it may result in a setback less than 33 metres if the vegetation type in and around the Cardinia Creek corridor varies from what is currently present. It is for this reason that the defensible space setback is expressed as an outcome rather than a distance based on a specific vegetation type.

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

The Amendment is consistent with the Ministerial Direction on the Form and Content of Planning Schemes under Section 7(5) of the Planning and Environment Act 1987.

The Amendment is consistent with Ministerial Direction No. 9 – Metropolitan Strategy which requires a Planning authority to have regard to the Metropolitan Strategy (Plan Melbourne 2017-2050). It is considered the Amendment assists in achieving the following directions of Plan Melbourne.

- Direction 1.3: Create development opportunities at urban renewal precincts across Melbourne.
- Direction 2.1: Manage the supply of new housing in the right locations to meet population growth and create a sustainable city.

- Direction 2.2: Deliver more housing closer to jobs and public transport.
- Direction 2.4: Facilitate decision-making processes for housing in the right locations.
- Direction 2.5: Provide greater choice and diversity of housing.
- Direction 3.3: Improve local travel options to support 20-minute neighbourhoods.
- Direction 5.1: Create a city of 20-minute neighbourhoods.

Ministerial Direction 11 – Strategic Assessment of Amendments requires a comprehensive strategic evaluation of the amendment and its outcomes to determine whether an amendment supports or implements State and local planning policy of the relevant planning scheme. The Amendment complies with the requirements of this Ministerial Direction as set out in this Explanatory Report.

Ministerial Direction 15 – The Planning Scheme Amendment Process provides directions on the planning scheme amendment process. This Amendment ~~will follow~~ followed an appropriate process.

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

The amendment is consistent with the objectives and strategies of the following clauses of the Planning Policy Framework (PPF):

Clause 11.01-1S Settlement discusses the need to anticipate and respond to the needs of the existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

Clause 13.02-1S Bushfire Planning discusses the need to prioritise the protection of human life by not locating settlements and communities in areas of bushfire risk. Strategic planning documents, local planning policy, or planning scheme amendments that result in an introduction or intensification of development in an area that has, or will have on completion, more than a BAL-12.5 ~~will can~~ not be approved.

Clause 15.01-1S Urban Design seeks to ensure that land use and development responds appropriately to the identified opportunities and constraints of the land and the broader area. This clause also describes the need to ensure land use and development responds to its landscape, valued built form and cultural context.

Clause 15.01-2 Building Design seeks to achieve building design outcomes that contribute positively to the local context and enhance the public realm through a variety of strategies such as:

- *Ensuring development responds and contributes to the strategic and cultural context of its location.*
- *Ensure development is designed to protect and enhance valued landmarks, views and vistas.*
- *Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.*

Clause 15.01-3 Subdivision Design seeks to ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.

Clause 15.01-5 Neighbourhood Character seeks to recognise, support and protect neighbourhood character, cultural identity, and a sense of place. Relevant strategies include the following:

- *Ensure development responds to cultural identity and contributes to existing or preferred neighbourhood character.*
- *Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by emphasising the:*
 - *Pattern of local urban structure and subdivision.*
 - *Underlying natural landscape character and significant vegetation.*

Clause 15.01-1 Urban Design – Metropolitan Melbourne seeks to create urban environments that are distinctive and liveable with quality design and amenity.

- *Support the creation of well-designed places that are memorable, distinctive and liveable.*
- *Integrate place making practices into road space management.*
- *Create new boulevards in urban-growth areas and selected existing road corridors across Melbourne.*

- Provide spaces and facilities that encourage and support the growth and development of Melbourne's cultural precincts and creative industries.

Clause 15.01-5 Cultural Identity and Neighbourhood Character seeks to recognise and protect cultural identity, neighbourhood character and a sense of place. The following strategies are relevant:

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

Clause 16.01-3 Housing Diversity discusses the need to provide for housing diversity, facilitating a range of housing types in order to provide for housing choice. This clause also encourages the following:

- A mix of housing types.
- Respect of the neighbourhood character.
- Improved housing choice.
- Making better use of existing infrastructure.

Clause 16.01-2 Location of Residential Development aims to locate new housing in designated locations that offer good access to jobs, services and transport.

The ~~proposed~~ Amendment supports the Planning Policy Framework (PPF) for the following reasons:

- The DPO ~~will~~ provides a tool to ensure well-designed subdivisions and housing in a suitable location within the Beaconsfield Town Centre.
- The DPO encourages development that responds appropriately to both the existing and preferred future character of the area.
- Supports housing growth and diversity in defined housing change areas and redevelopment sites.
- Provides a guide for structure, functioning and character of settlements in order to promote sustainable growth and development.
- Ensures a sufficient supply of land is available for residential purposes.
- Ensures the design of subdivisions achieve attractive, liveable, walkable, cyclable, diverse and sustainable neighbourhoods.

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

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

Cardinia 21.01 Cardinia Shire Key Issues and Strategic Vision identifies the key issues facing Cardinia. The following relevant key issues for the municipality are identified at Clause 21.01-3 Key Issues:

Settlement and Housing

- ~~The sustainable development of the growth area and rural townships.~~
- Particular use and development

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- *Encouraging an attractive, functional and sustainable built form in existing and future development.*

Clause 21.03 Settlement and housing is also of relevance with sub **Clause 21.03-1 Housing** identifying that housing in Cardinia Shire is currently dominated by detached dwellings in both urban and rural areas. The key issues in relation to housing relevant to this amendment are as follows:

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

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

- *Encourage an increase in densities provided it occurs in the context of an increase in the standard of urban design, timely provision of infrastructure and is consistent with the existing and/or preferred neighbourhood character.*
- *Ensure that future housing growth is effectively managed to maintain and enhance the qualities of the municipality.*
- *Encourage a range of lot sizes and housing types in new developments that satisfy the need and aspirations of the community.*
- *Ensure residential development and subdivisions are designed with attractive streetscapes and urban character.*

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

- Ensures greater housing choice and diversity
- Ensures the siting and design of proposed subdivisions and buildings are sympathetic to the natural environment and preferred neighbourhood character.
- Implements a tool into the planning scheme that encourages an attractive, functional, and sustainable built form in future development.

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

The **proposed** amendment makes proper use of the Victorian Planning Provisions (VPP) by implementing the objectives of the *Beaconsfield Structure Plan (December 2013)* through the application of DPO25. The objective of the DPO include: *To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.*

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

Extensive consultation with community and external agencies were sought during the development of the *Beaconsfield Structure Plan (December 2013)* and the subsequent Planning Scheme Amendment C198 which incorporated the Structure Plan into the Cardinia Planning Scheme.

The views of relevant agencies **will be** sought and considered as part of the formal exhibition of this Amendment under Section 23 of the *Planning and Environment Act 1987*.

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

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

Resource and administrative costs

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

The ~~proposed~~ amendment ~~will have~~has no significant impact on the resource and administrative costs of the responsible authority. The amendment will assist with future planning permit applications within the proposed DPO area by providing clear guidance in relation to subdivision and design outcomes.

Where you may inspect this Amendment

The amendment can be inspected free of charge at:

- the Cardinia Shire Council website at <http://creating.cardinia.vic.gov.au/AmendmentC257>
- the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection.

Submissions

~~Any person who may be affected by the Amendment may make a submission to the planning authority. Submissions about the Amendment must be received by Friday 12 March 2021.~~

~~Electronic submissions are preferable and should be sent to mail@cardinia.vic.gov.au (please include Amendment C257 in the e-mail title)~~

~~Or mailed to:~~

~~Cardinia Shire Council~~

~~Planning Strategy and Urban Design~~

~~Amendment C257~~

~~PO Box 7~~

~~PAKENHAM VIC 3810~~

Panel hearing dates

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

- ~~• directions hearing: Week of 24th May 2021~~
- ~~• panel hearing: Week of 28th June 2021~~

ATTACHMENT A - Mapping reference table

Location	Land /Area Affected	Mapping Reference
Woodland Grove Precinct (DPO25)	Land bounded by Woods Street to the east, 47-51 Woods Street to the north, Cardinia Creek to the west and Beaconsfield Avenue to the south.	Cardinia C257DPOMap12 Authorisation <u>Adoption</u>

*Planning and Environment Act 1987***CARDINIA PLANNING SCHEME****AMENDMENT C257card****INSTRUCTION SHEET**

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

The Cardinia Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 1 attached map.

Overlay Maps

1. Insert new Planning Scheme Map No 12DPO in the manner shown on the 1 attached map marked "Cardinia Planning Scheme, Amendment C257".

Planning Scheme Ordinance

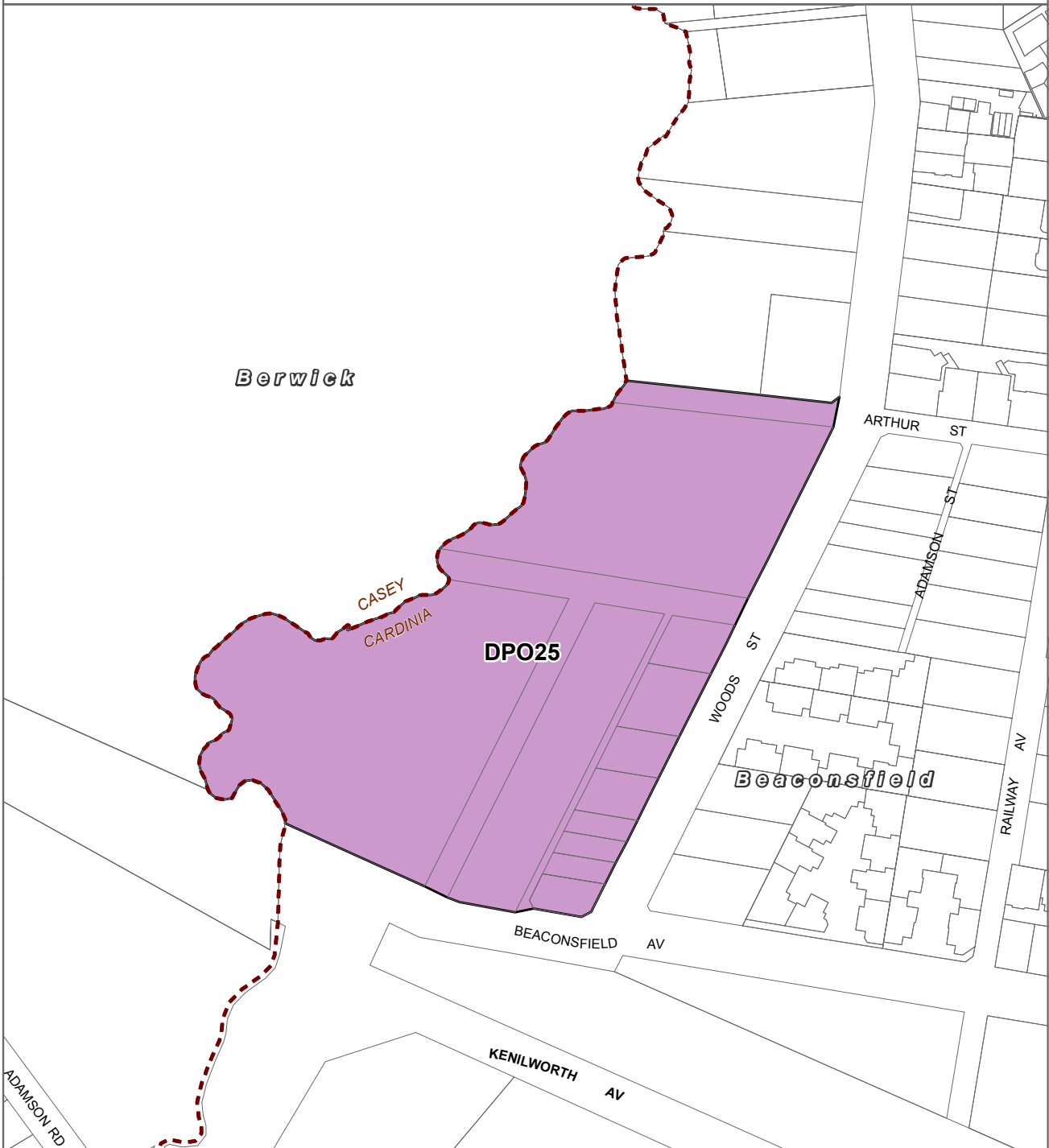
The Planning Scheme Ordinance is amended as follows:

2. In **Local Planning Policy Framework** – replace Clause 21.03 with a new Clause 21.03 in the form of the attached document.
3. In **Local Planning Policy Framework** – replace Clause 21.04 with a new Clause 21.04 in the form of the attached document.
4. In **Overlays** – insert Clause 43.04, insert new Schedule 25 in the form of the attached document.
5. In **Operational Provisions** – Clause 72.04, replace the Schedule with a new Schedule in the form of the attached document.



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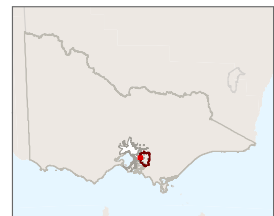
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CARDINIA PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C257



LEGEND

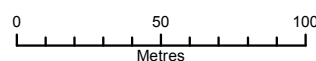
-  DPO20-29 - Development Plan Overlay - Schedules 20-29
-  Local Government Area



Part of Planning Scheme Map 12DPO

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Planning Group
 Print Date: 20/05/2019



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 Land, Water
 and Planning

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SCHEDULE 25 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO25**.

BEACONSFIELD WOODLAND GROVE PRECINCT

1.0 Objectives

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- To enhance the choice and diversity of housing opportunities and types, that are appropriate to the setting and achieve high quality amenity and urban design.
- To encourage and guide the re-development of land into an integrated medium density residential precinct that responds to the preferred landscaped-neighbourhood character and enhances the public realm.
- To create a residential precinct that protects, and is sympathetic to, the Woods Street area environmental values, including the natural environment of the Cardinia Creek.
- To provide a pedestrian and cycling path network that is well connected, sustainable and meets the needs of the local residents.
- To promote development that enhances community and personal safety through interfaces that provide opportunity for passive surveillance of Cardinia Creek parklands and suitable landscaping.

Commented [CG1]: Change made by Council in response to submission #4, point 1 (DPO25 Objectives) prior to Panel hearing.
Panel supportive of this change

2.0 Requirement before a permit is granted

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A permit may be granted before a development plan has been prepared to the satisfaction of the responsible authority. Proposals must be accompanied by a report demonstrating that it will not prejudice the future development of the land in an integrated manner as identified by this schedule.

3.0 Conditions and requirements for permits

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The following conditions and requirements apply to permits:
Conditions:

- For subdivision applications: Before the plan of subdivision is certified, **the building envelope plan s must be in accordance with the building setbacks contained within this schedule including the 30 metre building setback from the top of bank of Cardinia Creek and must form either a restriction on the certified plan of subdivision or be applied through an agreement with the responsible authority under Section 173 of the Planning and Environment Act 1987 that is registered on the title to the land. The owner must pay for all reasonable costs (including legal costs) associated with preparing, reviewing, executing and registering the agreement on the certificate of title to the land (including those incurred by the responsible authority). The building envelope plan must be in accordance with the following building setbacks, as applicable:**
 - 30 metre building setback from the top of bank of Cardinia Creek
 - Within Precinct A, building setbacks from Woods Street of four metres are preferred.
 - Within Precinct B, building setbacks from Woods Street that graduate from three metres at the southern end to four metres at the northern end are preferred.
 - Within Precinct B, a minimum 1 metre building setback from the common boundary with the rail corridor at Lots 33 and 34 on LP2804 and Lots 4 and 5 on SP28567 is required, to allow for ongoing property maintenance without a requirement for access to the rail corridor.
 - Any building setback deemed necessary via the preparation of the Development Plan.
 - Any building setback deemed necessary via the assessment of a subdivision application.

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CARDINIA PLANNING SCHEME

- For development applications: ~~B~~Building setbacks must be setback in accordance with the building setbacks contained within this schedule including following building setbacks, as applicable:
 - the 30 metre building setback from the top of bank of Cardinia Creek
 - Within Precinct A, building setbacks from Woods Street of four metres are preferred.
 - Within Precinct B, building setbacks from Woods Street that graduate from three metres at the southern end to four metres at the northern end are preferred.
 - Within Precinct B, a minimum 1 metre building setback from the common boundary with the rail corridor at Lots 33 and 34 on LP2804 and Lots 4 and 5 on SP28567 is required, to allow for ongoing property maintenance without a requirement for access to the rail corridor.
 - Any building setback deemed necessary via the preparation of the Development Plan.
 - Any building setback deemed necessary via the assessment of a development application.
- ~~and must be applied to multi-dwelling developments.~~
- ~~Before a statement of compliance is issued under the Subdivision Act 1988, subdivisions are required to make a contribution equivalent to 8 per cent of the value of the land for the purpose of unencumbered public open space in accordance with Clause 53.01.~~
- Before the development starts, a landscape plan prepared by a person suitably qualified and experienced in landscape design to the satisfaction of the Responsible Authority and Melbourne Water, must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and three copies must be provided. The landscaping plan must be generally in accordance with the landscape concept plan contained within the approved Development Plan, and must show:
 - Staging of works, if applicable.
 - That the outcomes of any flora and fauna reports have been addressed.
 - A survey (including botanical names) of all existing vegetation to be retained and/or removed.
 - A weed management program which includes the following information:
 - botanical name of species targeted.
 - location.
 - method of control and timing of control.
 - Buildings and trees (including botanical names) on neighbouring properties within three metres of the boundary.
 - ~~A 30 metres minimum development setback from Cardinia Creek top of bank to the satisfaction of which must be reconfirmed by Melbourne Water.~~
 - Details of surface finishes located on recreational pathways, maintenance access or any other pathways near waterways.
 - A planting schedule of all proposed trees, shrubs and ground covers which includes the following information:
 - botanical names.
 - common names.
 - pot size.
 - life-form.
 - quantities of each plant.
 - planting density (plants per square metre).

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Commented [CG3]: Deletion in response to panel recommendation. The deletion of this condition was also suggested by Council officers in Council's verbal part B submission at the Panel Hearing.

Commented [CG4]: This change was recommended by the Panel to ensure consistency across the DPO in response to the change requested by submission #4, point 1 (Infrastructure and Drainage).

CARDINIA PLANNING SCHEME

- planting zones/locations (in plan and cross-section form in colour).
- landscape treatments with specifications of products such as mulching and erosion control matting.

Requirements:

- ~~Construction of the internal road network with a 7.5 metre wide road pavement between invert of kerbs, underground drainage and footpath construction to the satisfaction of the responsible authority.~~

Commented [CG5]: Deletion in response to panel recommendation

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Requirements for development plan

A Development plan must include the following requirements to the satisfaction of the responsible authority:

Environment

- A **flora and fauna assessment** ~~(including a habitat hectare assessment)~~ of the precinct prepared by a suitably qualified person(s), that:
 - Provides a plan drawn to scale showing the boundaries of the precinct, existing vegetation and vegetation to be removed ~~and retained.~~
 - Provides an assessment of the flora and fauna in the precinct including Ecological Vegetation Classes.
 - Assesses suitable habitat for threatened species in the precinct.
 - Location of any hollow bearing trees.
 - Provides a flora listing of each habitat patch.
- A targeted survey of threatened species prepared by a suitably qualified person(s) where suitable habitat is found in the precinct.
- A written explanation of the steps that have been taken to:
 - Avoid the removal, destruction or lopping of native vegetation and any other significant trees.
 - Minimise impacts from the removal, destruction or lopping of vegetation that cannot be avoided.
- An **arboricultural assessment** prepared by a suitably qualified person(s) ~~in accordance with the methodology of AS4970-2009~~ that identifies any trees on the land and existing street trees, with descriptions that include species, extent, number, size (diameter at 1.43 metres above natural ground level), tree protection zones, assessment of tree health and retention value.

Commented [CG6]: Change made by Council in response to submission #4, point 1 (Environment)

Panel supportive of this change

Commented [CG7]: Added in response to panel recommendation

Bushfire

- A bushfire assessment, including a bushfire hazard assessment, of the precinct prepared by a suitably qualified person to the satisfaction of the fire authority and the responsible authority, which includes details of how development will respond to bushfire planning policy set-out at Clause 13.02-1S of the planning scheme and demonstrate that development will be exposed to a radiant heat flux less than 12.5 kilowatts/square metre.

Commented [CG8]: Change made by Council in response to submission #4, point 4 (Environment)

Panel supportive of this change

Aboriginal Cultural Heritage

- An **Aboriginal cultural heritage assessment** prepared by a suitably qualified person(s), which includes recommendations for the protection of significant individual sites, where appropriate. A statement that any identified location(s) of any Aboriginal cultural heritage on the land will be required to be protected in accordance with a Cultural Heritage Management Plan (CHMP) at the planning permit stage, if required by the Aboriginal Heritage Act 2006.

Traffic and Transport

- An **Integrated Transport and Impact Assessment** to the satisfaction of ~~VicRoads Head, Transport for Victoria~~ and the Responsible Authority, providing specific detail on:
 - The impact of the proposed use and development on the operation of the Princes Highway/Beaconsfield Avenue and Princes Highway/Woods Street intersections.
 - The impacts on public safety.

Commented [CG9]: Changes made by Council in response to submission #2, point 2

Panel supportive of this change

CARDINIA PLANNING SCHEME

- Proposed mitigation works to address any unsatisfactory impacts.
- A **Traffic Management Plan** showing arrangement for vehicle ingress and egress to the development area, including the road layout, construction standards, traffic management which includes waste and emergency vehicle access.
- The provision of a clear legible and convenient pedestrian, bicycle and road network that:
 - Connects and integrates with existing networks, including pedestrian connections to Beaconsfield Station, from Woods Street to Cardinia Creek along Trythall Street and the northern east-west road reserve, and create new opportunities for improved pedestrian and cycling permeability in the future.
 - Provides for the construction of the following local roads generally in accordance with Figure 1 and Figure 2, or an alternate internal road layout, to the satisfaction of the Responsible Authority:
 - Precinct B:
 - The 3 metre wide north-south laneway, between the northern boundary of 87 Woods Street and Trythall Street, to be transferred to the front of the following lots to create a minimum 14.35 metre wide road (Brisbane Street):
 - Lots 1 & 2 on TP94444.
 - Lots 1 & 2 on TP121027.
 - Lots 1 & 2 on TP93165.
 - Lots 25, 32 & 33 on LP2804.
 - Note: Council will carry out the necessary road closure processes under the Local Government Act to formally close this portion of the laneway.
 - Bollards to prevent vehicle access to the remaining portion of the laneway must be provided at the Beaconsfield Avenue service lane.
 - A 10 metre wide east-west service lane along the northern side of Beaconsfield Avenue connecting to Brisbane Street from Wood Street.
 - Access from Brisbane Street to the rail corridor must not be granted without prior consent from VicTrack and the rail operator – Metro Trains Melbourne.
 - Provides internal street pavement widths of 7.5 metres between invert of kerb with underground drainage, footpaths and nature strips. Roads reserves may need to be widened.
 - Provide only one vehicle crossover or access point per lot that does not exceed 40% of the frontage. An additional driveway can be considered for consolidated lots.
 - Vehicle crossovers must be located from the side streets wherever possible to reduce the number of crossovers from Woods Street. Provide vehicle access to Lot 12 on LP2804 and Lots 13 and 18 on LP2805 from the east-west roads.
 - Provide traffic management devices on roads with lengths over 180 metres, where appropriate.

Infrastructure and drainage

- The provision of utility services infrastructure required to service the development area and details of the arrangements for the provision of the infrastructure. The land must be connected to a reticulated sewerage system of a sewerage authority.
- A **Fill Plan** which identifies the depth and fill material, and staging in a manner and time designed to minimise any adverse impacts on the amenity of nearby areas, must be submitted to the satisfaction of the Responsible Authority and Melbourne Water.
- A **drainage strategy** for the development plan area to the satisfaction of Melbourne Water and the Responsible Authority showing:
 - Filling of residential lots with roads or accessways providing for overland flows and/or raised minimum floor levels for development.

Commented [CG10]: Changes made by Council in response to submission #1, point 1
Panel supportive of this change

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Commented [CG11]: Formatting correction to move dot point to nest under previous dot point to make the flexibility clearer.
This was a change suggested by Council officers during Council's verbal Part B submission.

Commented [CG12]: Change made by Council in response to submission #4, point 4 (Traffic and Transport)
Panel supportive of this change

CARDINIA PLANNING SCHEME

- A coordinated approach to providing drainage infrastructure which must include stormwater quality treatment to best practice guidelines.
- A 30 metres minimum development setback from Cardinia Creek top of bank or otherwise to the satisfaction of which must be reconfirmed by Melbourne Water.
- Within Precinct B, there should be no drainage to the rail corridor without the consent of VicTrack and the rail operator – Metro Trains Melbourne.

Public Open Space and landscaping

- A landscape concept plan to the satisfaction of Melbourne Water and the Responsible Authority showing:
 - Landscaping requirements to the satisfaction of Melbourne Water.
 - Location, preservation and protection of significant trees/vegetation, existing street trees, roadside vegetation and grassed road verges. Including maintaining the long-term, sustainable health and condition of existing vegetation.
 - Location, preservation and protection of any threatened species, where appropriate.
 - Location of landscaped areas.
 - Details of the landscape themes.
 - Landscape design incorporating a consistent streetscape theme.
 - New plantings consistent with existing species of vegetation within connecting roads and reserves.
 - Provision of street trees (minimum pot size of 45L when planted) for shade and aesthetic quality at an early stage of development – to be planted or bonded to the satisfaction of the Responsible Authority prior to Statement of Compliance of a subdivision.

Urban Design

- Dwelling facades that address a street or the public realm should provide maximise passive surveillance opportunities from these dwellings to the adjoining streets or public realm.
- Front fences should be avoided, or low or transparent front fences that allow views of front gardens, gardens and nature strips to merge should be provided.
- New road treatments and street furniture should be consistent with the existing styles of road treatments and street furniture found in Beaconsfield town centre.
- Future New development to provide a sympathetic design response to any should not adversely impact the heritage significance of a heritage place.

Housing

- Lot sizes must support a medium density housing precinct.
- Within Precinct A, building setbacks from Woods Street of four metres are preferred.
- Within Precinct B, building setbacks from Woods Street that graduate from three metres at the southern end to four metres at the northern end are preferred.
- Within Precinct B, a minimum 1 metre building setback from the common boundary with the rail corridor at Lots 33 and 34 on LP2804 and Lots 4 and 5 on SP28567 is required, to allow for ongoing property maintenance without a requirement for access to the rail corridor.
- Within Precinct B, trees/landscaping species are to not overhang onto railway land or have potential to disturb railway operations.
- Within Precinct B, the fencing along the rail corridor is to be fenced to the rail operator's requirements, should be appropriately designed to address safety and noise concerns.
- Within Precinct B, there should be no drainage to the rail corridor without the consent of VicTrack and the rail operator – Metro Trains Melbourne.

Staging

- Anticipated sequencing and timing of development of the precinct.

Commented [CG13]: Changes made by Council in response to submission #4, point 1 (Infrastructure and Drainage)
Panel supportive of this change

Commented [CG14]: Changes made by Council in response to submission #4, point 1 (public open space and landscaping)
Panel supportive of this change

Commented [CG15]: Deletion made in response to panel recommendation

Commented [CG16]: Changes made by Council in response to submission #4, point 3 (public open space and landscaping)
Panel supportive of this change

Commented [CG17]: Changes made by Council in response to submission #4, point 1 (Urban design)
Panel supportive of this change

Commented [CG18]: Changes made by Council in response to submission #4, point 2 (Urban Design)
Panel supportive of this change

Commented [CG19]: Change suggested by Council in response to submission #5, point 1 if required by panel
Panel supportive of this change but reworded by Panel

Commented [CG20]: Panel recommended deletion of dot point; however, Council officers partially support this recommendation by rewording the dot point to ensure safety and noise concerns are considered along the rail corridor.

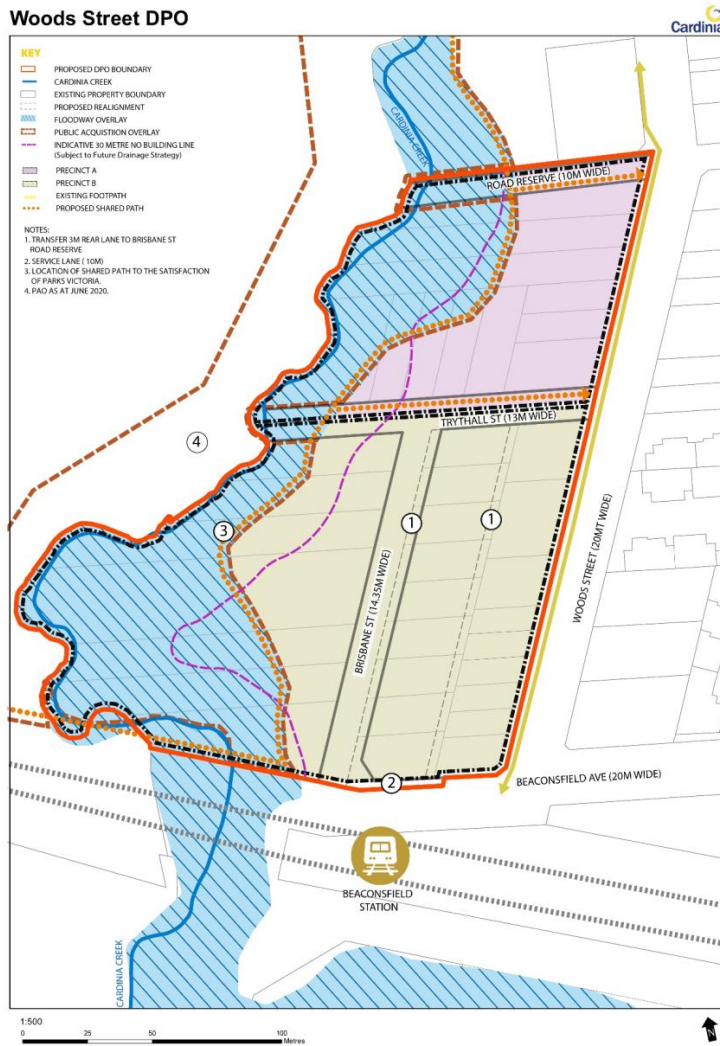
Commented [CG21]: Changes made by Council in response to submission #4, point 2 (Housing)
Panel supportive of this change

CARDINIA PLANNING SCHEME

CARDINIA PLANNING SCHEME

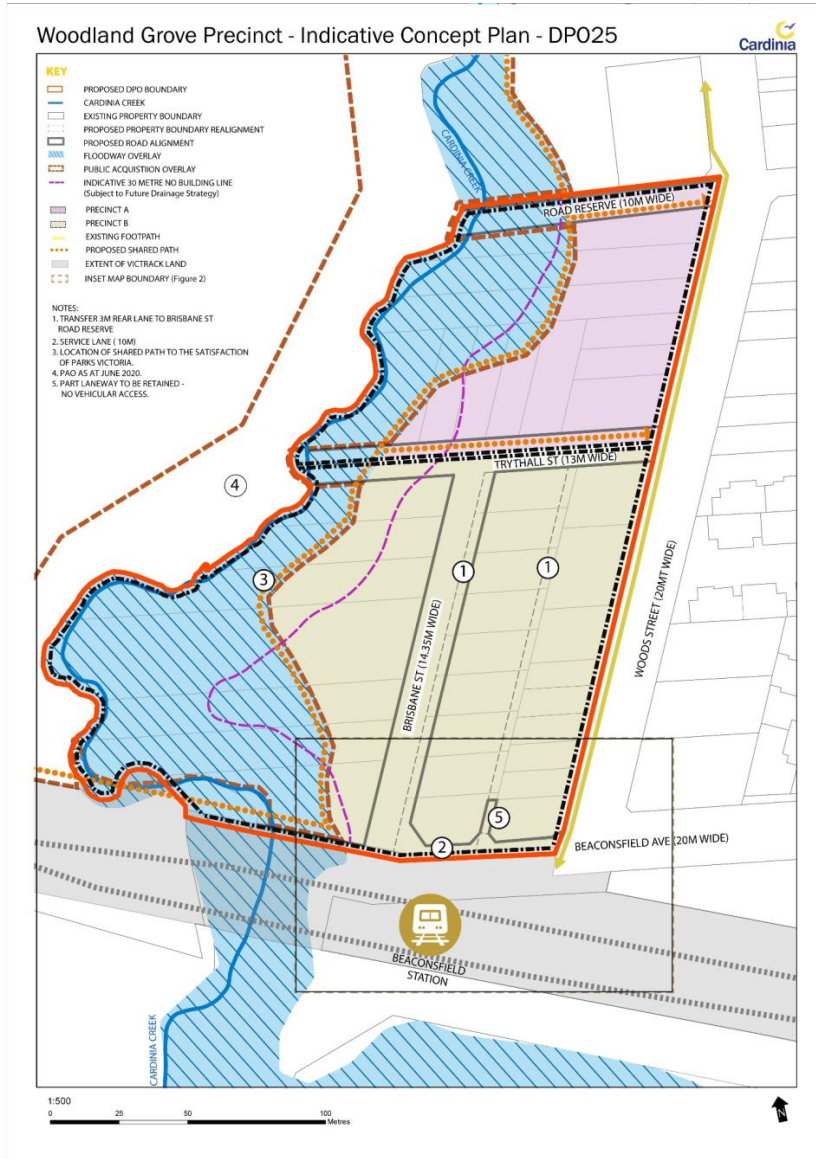
6.0 Figure 1

The land parcels affected by this schedule are identified as No.s 53-56, 67-71, 73-75, 81, 83, 85, 87 Woods Street



Commented [CG22]: Changes made by Council in response to submission #1, point 1
Panel supportive of these change

CARDINIA PLANNING SCHEME



Commented [CG23]: Further change been made to clearly label the rail corridor in response to point 4 submission #4 (figure 1) and Panel recommendation.

7.0 Figure 2

CARDINIA PLANNING SCHEME



CARDINIA PLANNING SCHEME

21.0320/11/2020
C250card**21.03-1**20/11/2020
C250card**SETTLEMENT AND HOUSING****Housing****Overview**

Housing within the Cardinia Shire is currently dominated by detached dwellings in both urban and rural areas. The urban area includes the Urban Established Area and the Urban Growth Area, while the rural area comprises Townships and rural-residential development.

The urban area in the Cardinia Shire will continue to attract predominantly young families into the foreseeable future. However, as the housing market progressively matures and the needs of households change there will be increasing demand for more diverse forms of housing.

Key issues

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

Objective 1

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

Strategies

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

Objective 2

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

Strategies

- Encourage the development of a diverse, flexible, adaptable range of housing types and tenures.

CARDINIA PLANNING SCHEME

- Encourage the establishment of social and community housing in townships and areas within the urban growth boundary with good access to public transport and services.
- Encourage and facilitate the development of ‘Affordable Housing’ as set out in the *Planning and Environment Act 1987*, in townships and within the urban growth boundary with good access to public transport and services.
- Encourage the development of appropriately located and designed accommodation for the aged including options for ageing in place.
- Encourage development that supports adaptive housing, in appropriate locations.

Implementation

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

Use of policy and exercise of discretion

- When assessing new developments and residential subdivisions use the Healthy by Design (January 2017) checklist, as appropriate.

Application of zones and overlays

- Applying the Comprehensive Development Zone to substantial development sites with a mix of uses.
- Applying the Low Density Residential Zone to land located within the urban growth boundary, and within townships where bushfire exposure is not higher than 12.5 kw/sqm and development can be adequately serviced.

Further strategic work

- Progressively rezoning land for residential purposes in accordance with township strategies.
- Reviewing the application of the Comprehensive Development Zone and rezoning to standard zones when development is complete.
- Further develop the draft Childcare Centre Policy as a local policy to also include all non-residential uses in residential areas.

Reference documents

Casey-Cardinia Growth Area Framework Plan, 2006


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

Housing Strategy 2013 – 2018, Strategic Action Plan, December 2013

Healthy by Design, January 2017, (Cardinia Shire)

21.03-2**Urban Established Area - Beaconsfield and Pakenham**

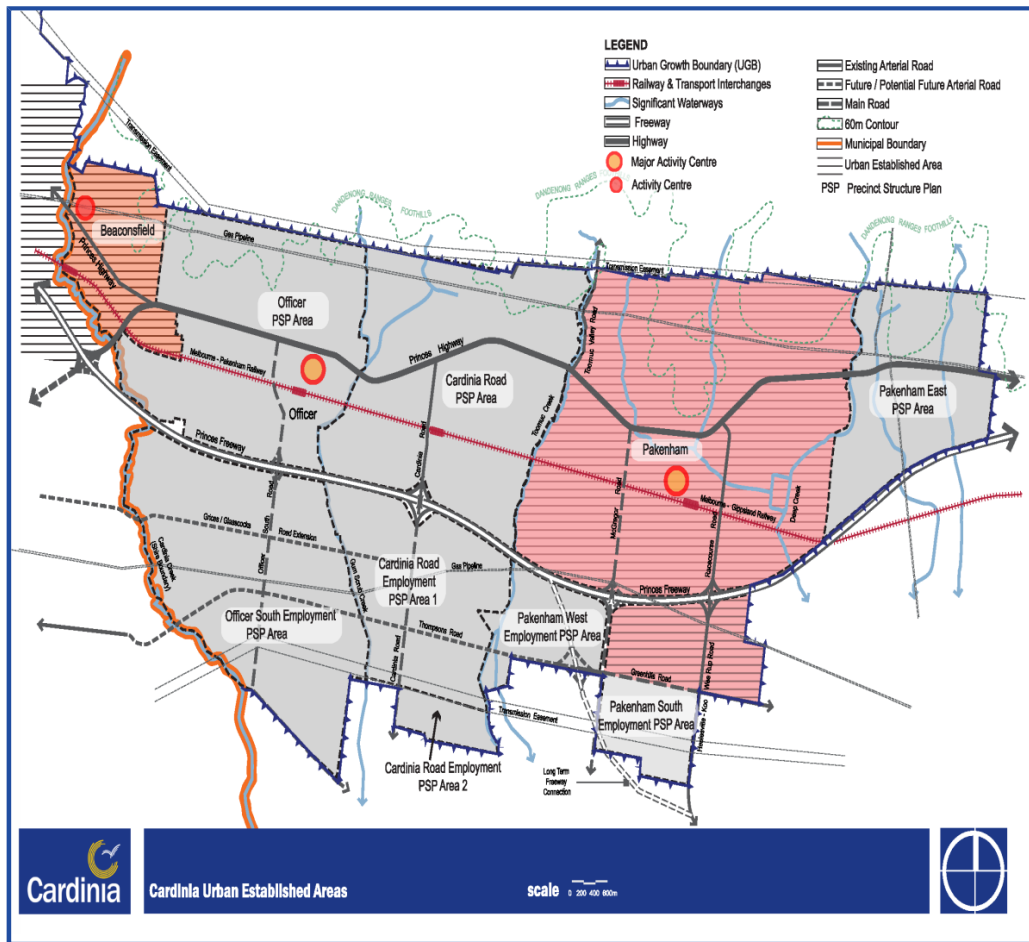
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G256card

Proposed C257card Part of the Cardinia Shire, between Beaconsfield and Pakenham East, is located within the Casey-Cardinia Growth Area for metropolitan Melbourne, and has been recognised as part of a metropolitan growth corridor since 1971. 

The Cardinia Shire urban area is divided into ten precincts. The Beaconsfield and Pakenham precincts represent the Urban Established Area of the Shire, as shown in Figure 1.

CARDINIA PLANNING SCHEME

Figure 1: Cardinia Urban Established Area



Key issues

Key elements of the Urban Established Area includes:

- Land for residential purposes in Beaconsfield, and generally north of the Princes Freeway in Pakenham.
- Land for employment purposes in Beaconsfield Activity Centre, and in Pakenham Major Activity Centre land north of Greenhills Road.
- A Major Activity Centre at Pakenham.
- A Large Neighbourhood Activity Centre at Beaconsfield.
- Open space corridors along Toomuc Creek and Deep Creek.
- An arterial road network including the Princes Freeway (Pakenham Bypass), Princes Highway, Beaconsfield-Emerald Road, McGregor Road, Greenhills Road, Healesville-Koo Wee Rup Road, and Racecourse Road.
- A principal public transport network comprising railway stations at Beaconsfield and Pakenham along the Gippsland Railway Line, and a regional bus route along the Princes Highway to the Pakenham Town Centre.

Key principles for development include:

- To coordinate the appropriate staging and development of land.
- To ensure greater diversity of housing types and size.

CARDINIA PLANNING SCHEME

- To increase 'Affordable Housing' for very low, low and moderate income households.
- To attract commercial investment and create diverse employment opportunities.
- To create vibrant well serviced activity centres.
- To provide sustainable transport networks.
- To ensure that urban areas are well serviced by utility infrastructure.
- To deliver accessible community facilities and infrastructure.
- To deliver arts and cultural facilities.
- To create multi use, linked open space networks.
- To increase environmental sustainability.
- To achieve good urban design outcomes with a strong urban character.
- To ensure the development of new infrastructure supports and encourages an active lifestyle.

Objective

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

Strategies

- Provide for the development in the Urban Established Area in accordance with approved Development Plans, Structure Plans, Urban Design Frameworks, and Incorporated Provisions.
- Provide for Infrastructure Contributions or Development Contributions, as appropriate, to fund physical and community infrastructure associated with urban development.
- Protect areas of future urban development from inappropriate subdivision and development that limits the future orderly and efficient development of the land for urban purposes.
- Provide a distinct character and identity for urban areas through retention of existing vegetation, respect for topography, appropriate streetscaping and provision of adequate open space.

Implementation

The strategies in relation to the Urban Established Areas will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- When deciding on applications for use and development within the Urban Established Areas, considering, as appropriate:
 - *Healthy by Design checklist, January 2017.*

Application of zones and overlays

- Applying the Comprehensive Development Zone to substantial redevelopment sites with a mix of uses.
- Applying the Development Contributions Plan Overlay (DCPO), as appropriate, to areas with approved Infrastructure Contributions Plans or Development Contributions Plans to facilitate timely provision of infrastructure.

Further strategic work

- Implement the actions identified in the Pakenham Structure Plan.
- Investigate a policy or development plan to appropriately manage subdivision, infrastructure provision, and development within Ryan Road area in Pakenham.

CARDINIA PLANNING SCHEME

Reference documents

- Casey-Cardinia Growth Area Framework Plan, 2006*
- Housing Strategy 2013 – 2018, Strategic Action Plan, December 2013*
- Healthy by Design, January 2017 (Cardinia Shire)*
- Beaconsfield Structure Plan (December 2013), ~~expires 31 December 2021~~*
- Pakenham Township Development Contributions Plan, September 1997 (Amended June 2017).*
- Pakenham Structure Plan, March 2017*
- Former Pakenham Racecourse Comprehensive Development Plan, February 2010*
- Arts and Cultural Facilities Feasibility Study, June 2015 (Cardinia Shire)*

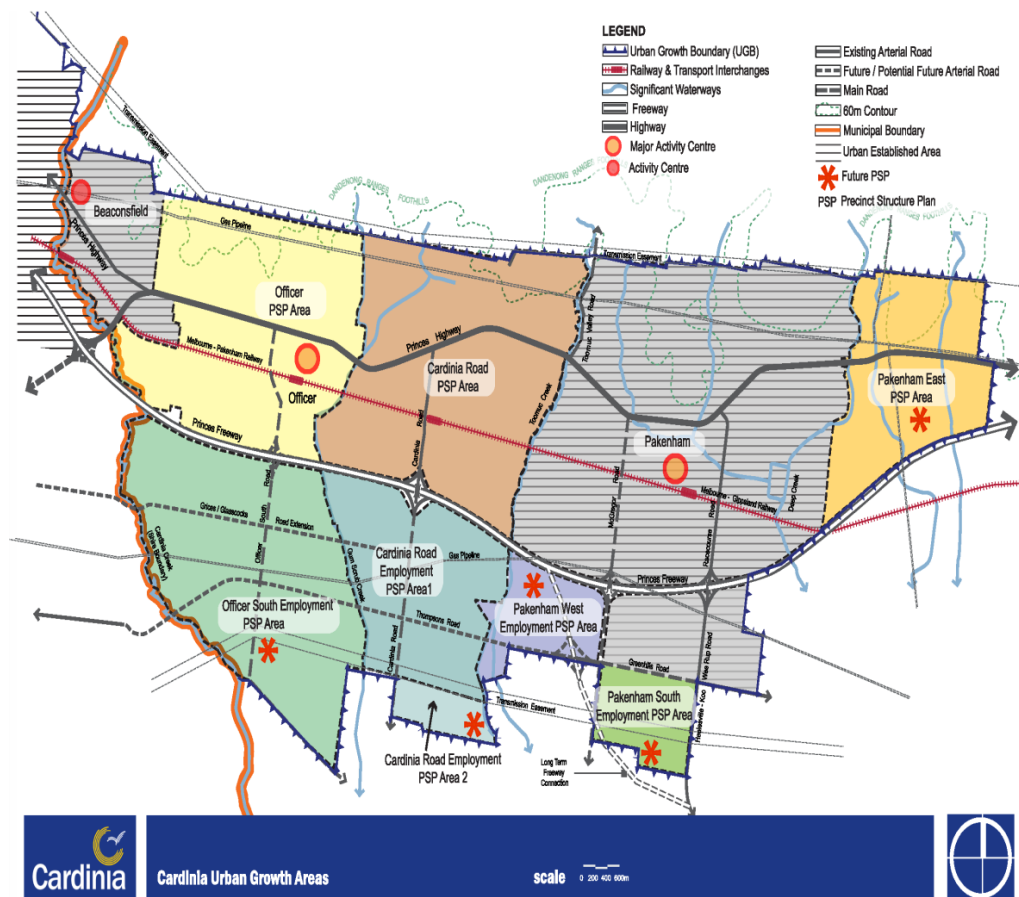
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C250card

Urban Growth Area

Overview

Within the Cardinia urban area, there are eight precincts that make up the Urban Growth Area of the Shire as shown in Figure 2.

Figure 2: Cardinia Urban Growth Area



Key issues

Key elements of the Casey-Cardinia Growth Area Framework Plan, 2006 in relation to the Cardinia Urban Growth Area include:

CARDINIA PLANNING SCHEME

- An urban growth boundary generally defined by the electricity transmission line easement to the north, Mount Ararat North Road and Mount Ararat South Road to the east, and generally the electricity transmission line easement and Koo Wee Rup Flood Protection District to the south.
- Land for urban residential purposes north of the Princes Freeway (Pakenham Bypass).
- A major employment corridor (Pakenham-Officer State-significant Industrial Precinct) of approximately 2,500 hectares south of the Princes Freeway (Pakenham Bypass).
- A Major Activity Centre at Officer.
- Large Neighbourhood Activity Centres at Lakeside Boulevard and Lakeside Square.
- Open space corridors along Cardinia Creek, Gum Scrub Creek, Toomuc Creek and Deep Creek, including regional parklands associated with Cardinia Creek.
- An arterial road network including the Pakenham Bypass (Princes Freeway), Princes Highway, Thompson Road to Greenhills Road connection, Beaconsfield Emerald Road, O'Sheas Road connection, Officer South Road, Cardinia Road, Pakenham Road, McGregor Road and Koo Wee Rup Road.
- A principal public transport network comprising railway stations at Beaconsfield, Officer, Cardinia Road and Pakenham along the Gippsland Railway Line, and a regional bus route along the Princes Highway to the Pakenham Town Centre.

Key principles for the development of precincts include:

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

Objectives

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

To provide for development of Precinct Structure Plans in accordance with the South East Growth Corridor Plan.

Strategies

- Provide for the staging of development in the Urban Growth Area in accordance with the following table:

CARDINIA PLANNING SCHEME

Location	Staging
Cardinia Road Precinct Structure Plan	Short to medium term
Officer Precinct Structure Plan	Short to medium term
Pakenham East Precinct Structure Plan	Medium term
Pakenham South Employment Precinct Structure Plan	Short to medium term
Pakenham West Employment Precinct Structure Plan	Long term
Cardinia Road Employment Precinct Structure Plan Area 1	Short to medium term
Officer South Employment Precinct Structure Plan	Medium to long term
Cardinia Road Employment Precinct Structure Plan Area 2	Review the option of potential development in this area in the long term

(Base year 2018: short term – 0 to 5 years, medium term – 5 to 15 years, long term - 15 years +)

- Provide for development in the Urban Growth Area in accordance with approved Precinct Structure Plans.
- Provide for infrastructure contributions or development contributions, as appropriate, to fund physical and community infrastructure associated with urban development.
- Protect areas of future urban development from inappropriate subdivision and development that limits the future orderly and efficient development of the land for urban purposes.
- Provide a distinct character and identity for urban areas through retention of existing vegetation, respect for topography, appropriate streetscaping and provision of adequate open space.

Application of zones and overlays

- Applying the Infrastructure Contributions Overlay (ICO), or Development Contributions Plan Overlay (DCPO), as appropriate, to areas with approved Infrastructure Contributions Plans or Development Contributions Plans to facilitate timely provision of infrastructure.
- Applying the Comprehensive Development Zone to substantial redevelopment sites with a mix of uses.

Further strategic work

- Progressively prepare detailed Precinct Structure Plans, Activity Centre Structure Plans and Infrastructure Contribution Plans for precincts within the Urban Growth Area.

Reference documents

Casey-Cardinia Growth Area Framework Plan, 2006

Cardinia Road Precinct Structure Plan, September 2008

Cardinia Road Precinct Development Contributions Plan, September 2008 (Revision 1.4 2017).

Cardinia Road Employment Precinct Structure Plan, September 2010

Officer Precinct Structure Plan, September 2011

Officer Development Contributions Plan, 2011 (Amended June 2017)

Pakenham West Comprehensive Development Plan, 1 September 2005

Housing Strategy 2013-2018 Strategic Action Plan December 2013

CARDINIA PLANNING SCHEME

Arts and Cultural Facilities Feasibility Study, 2015

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Rural townships

The Cardinia Shire covers an area of 1,280 square kilometres with the pattern of settlement primarily focused in the Urban Established Area, Urban Growth Area and townships ranging from large rural townships to rural localities as shown in the table below.

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

Key issues

- Retaining and enhancing the existing rural township character.
- Setting clear limits for development for the townships.
- Acknowledging that the capacity for growth varies depending on the environmental and infrastructure capacities of each of the towns.
- Designing with regard to the surrounding unique characteristics of the townships.
- To deliver arts and cultural facilities.

Objective 1

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

Strategies

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

Objective 2

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

CARDINIA PLANNING SCHEME**Strategies**

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

Objective 3

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

Strategies

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

Implementation**Use of policy and exercise of discretion**

- When assessing new developments and residential subdivisions use the *Healthy by Design checklist, January 2017*, as appropriate.

Application of zones and overlays

- Applying the Restructure Overlay to facilitate the restructuring of old and inappropriate subdivisions within rural townships.

Further strategic work

- Preparing a Design and Development Overlay to apply to land included in a Neighbourhood Residential Zone in Koo Wee Rup, Lang Lang and other townships.
- Preparing a Design and Development Overlay to apply to land included in a General Residential Zone in Garfield and Bunyip.
- In consultation with the local community, prepare a policy statement for all small rural townships that will establish a basis for future strategic planning decisions in each township.
- Preparing Township Strategies for large rural townships where one has not yet been prepared.
- Progressively undertake reviews of each Township Strategy.
- Investigate the sustainable development of towns within the green wedge, with a priority to investigate Nar Nar Goon, Tynong, Garfield and Bunyip.

Reference documents

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

Bunyip Township Strategy, September 2009.

CARDINIA PLANNING SCHEME

Cockatoo Township Strategy, March 2008.

Emerald District Strategy, June 2009.

Garfield Township Strategy, August 2002.

Koo Wee Rup Township Strategy, October 2015.

Lang Lang Township Strategy, July 2009.

Upper Beaconsfield Township Strategy, July 2009.

Healthy by Design, January 2017 (Cardinia Shire)

Arts and Cultural Facilities Feasibility Study. 2015 (Cardinia Shire)

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Rural residential and rural living development**Overview**

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

Key issues

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

Objective 1

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

Strategies

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

Objective 2

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

Strategies

- Ensure subdivisions and developments are designed to take into account the constraints of the area and limit detrimental impacts to the surrounding environment.
- Ensure that rural residential and rural living development on land affected by environmental hazards and constraints is undertaken in a manner which prevents environmental degradation and minimises any risk from hazards.

CARDINIA PLANNING SCHEME

- Ensure that any proposal for rural residential and rural living development is assessed in relation to its ability to contain all wastewater within the site.
- Ensure that proposed development will not increase and will adequately control pest plants and pest animals on site.

Implementation

Further work

- Rezoning Rural Living Zones within the Urban Growth Boundary to a residential zone.

Reference documents

Land Capability Study of the Cardinia Shire, 1997

PPN37 – Rural Residential Development, June 2015

CARDINIA PLANNING SCHEME

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ECONOMIC DEVELOPMENT

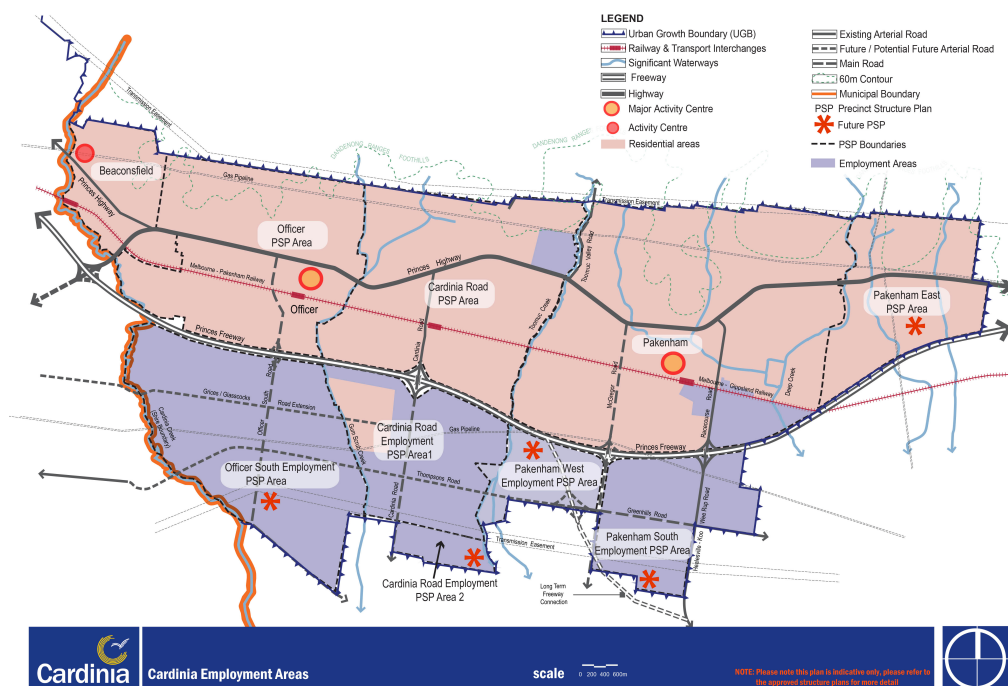
Employment

Overview

Economic development is critical to the overall well-being of the municipality, both in terms of providing employment opportunities for residents and in attracting commercial investment. The *Casey-Cardinia Growth Area Framework Plan, 2006* identifies a large employment corridor of approximately 2,500 hectares to the south of the Princes Freeway (Pakenham Bypass) in Pakenham and Officer South as well as activity centres to assist in providing opportunities for local employment for the growing resident population in the area. *Plan Melbourne 2050* further identifies the employment corridor as the ‘Officer-Pakenham State-significant Industrial Precinct’ that will be a major provider of employment and business opportunities for residents of Cardinia Shire and Melbourne’s south-east region.

Employment land within Cardinia Shire’s urban area is shown in Figure 1.

Figure 1: Cardinia Employment Areas



Key issues

- Recognising the need for innovation, diversification and resilience within the local economy to improve and develop employment opportunities and a strong employment base within the municipality to meet the demands of the growing population.
- Recognising the importance of emerging technology and new types of employment into the future.
- Supporting the development and enhancement of economically sustainable businesses within the municipality including within rural townships.
- Staging and timing of the release of land for employment and providing for high quality urban design to encourage investment.
- Providing infrastructure to service future employment land.
- Improving access to employment areas by residents.

CARDINIA PLANNING SCHEME

- Acknowledging the high level of commuting by residents for employment to areas outside the municipality.
- Improving provision and access to higher education and skills development for residents.
- Providing additional east-west linkages to connect employment precinct with Melbourne's south-east.

Objective

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

Strategies**Employment opportunities**

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

Infrastructure

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

Skills and education

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

Reference documents

Casey-Cardinia Growth Area Framework Plan, 2006

South East Growth Corridor Plan, Growth Areas Authority, 2012

Regional Economic Strategy for Melbourne's South East 2009-2030, January 2009

Cardinia Shire Council, Creating the Future, Council Plan 2018 - 2023

Cardinia Shire's Liveability Plan 2017-29, September 2017

Casey Cardinia Region Economic Development Strategy 2016-17

Cardinia Employment Lands: Stage 1 Assessment Macropplan Australia Pty Ltd, 2007

Pakenham Structure Plan, March 2017

CARDINIA PLANNING SCHEME

21.04-220/11/2020
C250card**Agriculture****Overview**

The annual gross value of agricultural production from the Port Phillip and Western Port Region is estimated at around \$1 billion which is 15 per cent of Victoria's annual gross value of agricultural production. The average gross value of agricultural production per hectare from the Port Phillip and Western Port Region's farms is the highest of any catchment management region in Victoria and is around four times greater than the State average. The general distribution of land capability for agriculture in Cardinia Shire is shown in Figure 2.

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

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

Key issues

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

Objective

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

Strategies**Sustainability of agricultural land**

- Protect agricultural land, particularly areas of high quality soils, from the intrusion of urban uses, inappropriate development and fragmentation which would lead to a reduction in agricultural viability, the erosion of the right of farmers to farm land, and ultimately the loss of land from agricultural production.
- Discourage boundary realignments that create the opportunity for fragmentation of agricultural land and the creation of a concentration of residential uses outside the urban growth boundary and township boundaries.
- Discourage non-rural uses such as primary and secondary schools, and places of worship from locating on land zoned green wedge and encourage these types of uses to locate within existing townships and within the green wedge land that adjoins the UGB, subject to strategic justification.
- Recognise the importance of access to locally grown food for Cardinia Shire's residents.

CARDINIA PLANNING SCHEME

- Recognise the growing demand for food, both domestically and internationally, and capitalise on opportunities to export fresh produce and processed food products.
- Encourage the establishment of value added industries to process local agricultural produce.
- Ensure the use or development, including subdivision, of agricultural land takes into consideration land capability.
- Encourage the establishment of economically and environmentally sustainable farming practices.
- Encourage sustainable water supply to agricultural areas including the use of recycled water.

Agricultural use

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

Access

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

Amenity

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

Implementation**Further strategic work**

- Reviewing the planning framework for Gembrook to facilitate potential investment in more intensive agricultural enterprises.
- Reviewing the appropriateness of the Rural Conservation Zone within the municipality particularly land south of South Gippsland Highway.
- Preparing Green Wedge Management plans for the Northern Ranges Green Wedge and the Southern Ranges Green Wedge in conjunction with the relevant councils and government departments.
- Develop a local policy that addresses uses in the Green Wedge Zones that are required to be in conjunction with Agriculture, Natural systems, Outdoor recreation facility, Rural industry or Winery, and sets out parameters of how these uses are to be established.
- Prepare a local policy to provide guidance on boundary realignments in green wedge areas, which also includes policy to ensure new dwellings are associated with an agricultural or horticultural use and not for a rural residential property or hobby farm.

Reference documents

Cardinia Shire Council, Creating the Future, Council Plan 2018 - 2023

Cardinia Shire's Liveability Plan 2017-29, September 2017

Land Capability Study for the Shire of Cardinia, 1997

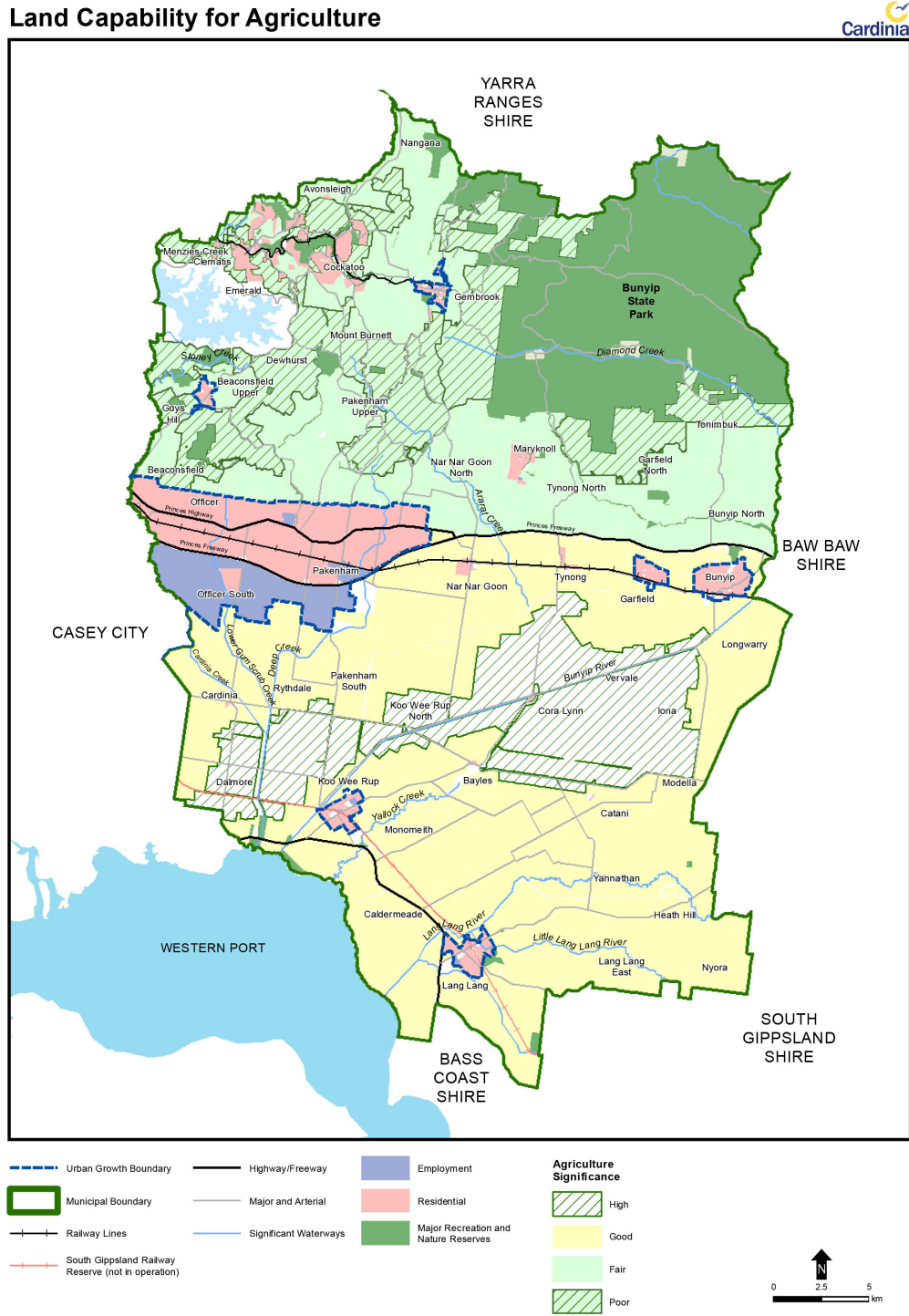
CARDINIA PLANNING SCHEME

Cardinia Western Port Green Wedge Management Plan, May 2017

Casey and Cardinia Regional Agricultural Audit and Action Framework, 2004

Gembrook Rural Review – Action Plan, 2004

Figure 2: Land Capability for Agriculture



CARDINIA PLANNING SCHEME

21.04-3 Activity centres

20/11/2020
C256card Proposed C257card

Overview

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

Officer and Pakenham are designated Major Activity Centres, and Beaconsfield, Lakeside Boulevard and Lakeside Square are designated as a large Neighbourhood Activity Centre within the urban growth boundary. Emerald in the north and Koo Wee Rup in the south of the municipality are larger township activity centres and there are smaller centres dispersed throughout the municipality.

Figure 3: Cardinia Activity Centres



Key issues

- Facilitating the creation and expansion of activity centres proportionate with population growth within the municipality.
- Recognising and developing the existing and future retail hierarchy of activity centres in the urban area.
- Facilitating development of retail, commercial, community, residential and entertainment activities within activity centres, to meet the needs of the existing and future community.
- Recognising the need for innovation, diversification and resilience to improve and develop employment opportunities and a strong employment base within the municipality.
- Recognising the importance of emerging technology and new types of employment into the future.
- Ensuring appropriate links between activity centres and surrounding residential communities.
- Controlling the orderly expansion and management of the Pakenham Activity Centre.

CARDINIA PLANNING SCHEME

- Managing the establishment of bulky goods retailing precincts.
- Developing and implementing urban design frameworks to facilitate high quality development within activity centres.

Objective

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

Strategies**Activity centres**

- Develop structure plans for urban precincts and activity centres within the growth area with a focus on retail, commercial, community, entertainment and residential activities.
- Encourage higher order retail at Pakenham and Officer Major Activity Centres supported by high quality pedestrian access, public transport and urban design.

Design and location

- Encourage development that enhances and complements the identity of the activity centres and facilitates improved urban design outcomes.
- Optimise the provision of adequate, integrated, accessible and functional car parking as an integral part of activity centres.
- Encourage main street development as the standard form of retail development in activity centres.
- Encourage two story development along main streets of activity centres

Bulky goods

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

Implementation**Application of zones and overlays**

- Applying Development Plan Overlays to areas of development to ensure appropriate development and design principles are employed.

Further strategic work

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

Use of policy and exercise of discretion

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

CARDINIA PLANNING SCHEME**Application of zones and overlays**

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

Future strategic work

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

Reference documents

Casey-Cardinia Growth Area Framework Plan, 2006
South East Growth Corridor Plan, Growth Areas Authority, 2012
Cardinia Shire Council, Creating the Future, Council Plan 2018 - 2023
Cardinia Shire's Liveability Plan 2017-29, September 2017
Beaconsfield Structure Plan (December 2013), ~~expires 31 December 2021~~
Beaconsfield Structure Plan Background Paper, December 2013
Woods Street (North) Urban Design Guidelines, May 2013
Cardinia Urban Growth Area – Retail Review, March 2007
Pakenham Structure Plan, March 2017
Pakenham Town Centre Urban Design Framework, 2004
Pakenham Homemaker Precinct Urban Design Framework, 2004
Pakenham Rail Station Urban Design Framework, 2005
Cockatoo Town Centre Urban Design Framework, 2004 (revised 2007)

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Industry**Overview**

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

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

CARDINIA PLANNING SCHEME**Key issues**

- Enhancing the appearance and functionality of existing industrial areas and the design of future industrial development to create an attractive, functional and safe business environment.
- Providing for investment and development both for local businesses and larger industries.
- Facilitating the development of the Pakenham and Cardinia Road Employment Precincts.
- Facilitating linkages between industry and agricultural uses particularly in terms of transport networks.
- Locating future industry to ensure appropriate access from the transportation network.
- Recognising that future industry development will be increasingly linked to a range of knowledge-based services.
- Recognising the need for innovation, diversification and resilience to improve and develop employment opportunities and a strong employment base within the municipality.
- Recognising the importance of emerging technology and new types of employment into the future.

Objective

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

Strategies**Subdivision**

- Encourage a range of lot sizes to meet the needs of different users, including the encouragement of larger lots for major developments on main or arterial roads.

Use

- Provide for limited retailing (restricted retail and trade supplies) in industrial areas along arterial roads provided the retailing activities do not conflict with nearby activity centres.
- Provide for office and research and development in association with industrial activities in appropriate locations.
- Encourage the establishment of industries which add value to local agricultural produce.
- Consider the establishment of rural industries in green wedges if they are directly related, or contribute, to agricultural production.
- Encourage the establishment of service industries in townships to meet the needs of local residents and to provide for local employment.

Design

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

Infrastructure

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

Implementation**Future strategic work**

CARDINIA PLANNING SCHEME

- Considering a local policy on Design Guidelines for Industrial Development or the application of a Design and Development Overlay to ensure appropriate development of existing and future industrial land, including the industrial land on Bald Hill Road and around Purton Road.
- Preparing structure plans for both the Pakenham West Employment Precinct and the Pakenham South Employment Precinct.
- Review the application of all industrial zones to identify land that is appropriate to rezone to the Commercial 2 Zone, Commercial 3 Zone, or Industrial 3 Zone to provide a buffer between heavy industrial areas and other areas, and allow for leisure and recreation uses to be located in these areas.
- Considering the application of a Commercial 2 Zone along some arterial roads where there is industrial development.

Reference documents

Casey-Cardinia Growth Area Framework Plan, 2006

South East Growth Corridor Plan, Growth Areas Authority, 2012

Regional Economic Strategy for Melbourne's South East, 2009-2030, January 2009

Cardinia Shire Council, Creating the Future, Council Plan 2018 - 2023

Cardinia Shire's Liveability Plan 2017-29, September 2017

Cardinia Employment Lands: Stage 1 Assessment Macropplan Australia Pty Ltd, March 2007

Design Guidelines for Industrial Development, 2000

Pakenham Structure Plan, March 2017

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Tourism**Overview**

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

Key issues

- Acknowledging that tourism is an important economic activity in the municipality.
- Recognising that Puffing Billy Tourist Railway is an asset of cultural, historic and economic significance and is a major attractor of tourists to the municipality.
- Recognising that Pakenham Racecourse at Tynong is a major horse racing and training facility that provides significant employment and economic benefits, both directly and indirectly, as a major attractor of visitors from adjoining regions.
- Recognising that Gumbuya World is a significant recreation facility that attracts increasing numbers of tourists from the region and provides positive economic benefits, including local employment.
- Recognising that the natural environment of Cardinia Shire is an asset that attracts visitors to the municipality.
- Protecting and enhancing the scenic and environmental values of the landscape in Cardinia, including the rural outlook from key tourist routes.

CARDINIA PLANNING SCHEME

- Minimising the adverse impacts of development on the landscape and environment through appropriate scale and design.
- Linking with neighbouring tourism regions especially Yarra Ranges, South Gippsland and West Gippsland.
- Undertake a balanced approach between supporting new and growing businesses and protecting the Green Wedge environment and rural assets upon which the business is based.

Objective

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

Strategies**Assets**

- Support further growth of the Puffing Billy Tourist Railway and associated facilities as a tourist attraction of State significance.
- Ensure that the visual corridor along the Puffing Billy Tourist Railway is protected from inappropriate development.
- Support further growth of Gumbuya World as a tourist attraction of regional significance.
- Support the Pakenham Racecourse and associated facilities as a tourist attraction of regional significance.
- Support and facilitate the development of Cultural Precincts for arts and cultural facilities aligned to Activity Centres and other community infrastructure in major townships and population areas.
- Promote the natural environment of Cardinia Shire while ensuring environmentally significant areas are respected and preserved.
- Protect areas of high scenic value and landscape quality, especially the rural outlook from key tourist routes.
- Support better linkages with both Dandenong Ranges and Gippsland tourism regions by establishing local tourism infrastructure and facilities to complement major regional attractions.

Activities

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

CARDINIA PLANNING SCHEME**Implementation****Application of zones and overlays**

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

Reference Documents

Casey Cardinia Visitation Strategy 2017-2020

Cardinia Shire Tourism Strategy, May 2013

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Extractive industry**Overview**

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

Key issues

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

Objective

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

Strategies**Protection of resources**

- Protect sand and stone resources and existing extractive industry operations from inappropriate development which may impact on their viability.
- Support potential future extractive industry, particularly in the northern area of the Western Port Green Wedge.

Amenity impacts

CARDINIA PLANNING SCHEME

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

Rehabilitation

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

Transport

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

Implementation**Further strategic work**

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

Reference documents

Regional Sand Extraction Strategy, Lang Lang to Grantville, 1996

Sustainable Environment Policy 2018-2028, June 2018

CARDINIA PLANNING SCHEME

21/02/2019
C253card**SCHEDULE TO CLAUSE 72.04 DOCUMENTS INCORPORATED IN THIS PLANNING SCHEME****1.0**18/06/2020
GC158**Incorporated documents**

Name of document	Introduced by:
Beaconsfield Structure Plan (December 2013) expires 31 December 2021	C263card
Bunyip Township Strategy (September 2009)	C124
Cardinia Local Heritage Study Review, Volume 3: Heritage Places and Precinct citations – Revised September 2017	C230
Cardinia Road Employment Precinct Structure Plan (including the Cardinia Road Employment Precinct Native Vegetation Precinct Plan) September 2010	C130
Cardinia Road Precinct Development Contributions Plan (September 2008 – Revision 1.4 June 2017)	GC75
Cardinia Road Precinct Structure Plan (September 2008)	C92
Cardinia Shire Council - Subdivision Restructure Plans, January 2002	C29
Cardinia Shire Council Significant Tree Study – Volume 2 (May 2009)	C162
Cardinia Shire Council Subdivision Restructure Plan, 36-38 Beaconsfield – Emerald Road, Upper Beaconsfield February 2016	C188
Cardinia Shire Council, Subdivision Restructure Plan - 440, 445, 447, 460, 462-464 and 466 Bayles-Cora Lynn Road, 455 and 465 Bunyip River Road and 710 Nine Mile Road, Cora Lynn (October 2011)	C146
Caulfield Dandenong Rail Upgrade Project, Incorporated Document, April 2016	GC37
Cockatoo Township Strategy (March 2008)	C124
Emerald District Strategy (June 2009)	C124
Former Pakenham Racecourse Comprehensive Development Plan, February 2010	C141
Gembrook Township Strategy (June 2011)	C167
Gippsland Line Upgrade - Corridor Works Incorporated Document, November 2019	GC124
Healesville – Koo Wee Rup Road – Stage 1A (Koo Wee Rup Bypass) – Incorporated Document (September 2012)	C150
Healesville-Koo Wee Rup Road (Princes Freeway and Manks Road) Upgrade Project Incorporated Document, December 2019	GC158
Koo Wee Rup Township Strategy (October 2015)	C189
Lang Lang Township Strategy (July 2009)	C124
Melbourne Metro Rail Project: Upgrades to the Rail Network Incorporated Document, May 2018	GC96
Monash Freeway Upgrade Project Incorporated Document, March 2016	GC47
Monash Freeway Upgrade Project (Stage 2) Incorporated Document, August 2018	GC103
Officer Development Contributions Plan, September 2011 (Amended November 2019)	C232card
Officer Native Vegetation Precinct Plan, September 2011	C149
Officer Precinct Structure Plan, September 2011 (Amended November 2019)	C232card
Officer Town Centre Civic Office Development Incorporated Document, June 2011	C158
Pakenham Activity Centre Incorporated Provisions, 20 March 2017 (revised May 2017) (expires 30 June 2021)	C260card

CARDINIA PLANNING SCHEME

Name of document	Introduced by:
Pakenham East Train Maintenance Depot Incorporated Document, March 2016	C210
Pakenham Township Development Contributions Plan, September 1997 (Amended June 2017)	GC75
Pakenham West Comprehensive Development Plan, 1 September 2005	C82
Puffing Billy Railway Discovery Centre Incorporated Document, August 2018	C243
Plans Incorporated at Clause 43.01	
Cardinia Commercial Heritage Precincts Incorporated Plan	C161
Cardinia Residential Heritage Precincts Incorporated Plan (Amended August 2019)	C242card
Maryknoll Township Heritage Precincts Incorporated Plan	C237card
Site Specific Control – Bessie Creek Road, Nar Nar Goon, October 2014	C202
Site Specific Control - Lot 1 PS301568Q No. 322 Brown Road, Officer. September 2014	C197
Site specific control - Lot 3 LP90591, 20 Split Rock Road, Beaconsfield Upper, October 2014	C203
Site Specific Control – Lot 9 LP65205, 22-30 Downey Road, Dewhurst, October 2011	C165
Site specific control – Lots 1-3 LP 41796, 100 Beaconsfield-Emerald Road, Beaconsfield, December 2008	C111
Site specific control - 16 Beaconsfield-Emerald Road, Emerald (Lot 1 PS 702042V) July 2015	C206
Site Specific Control CA 51A, 335 McGregor Road, Pakenham, February 2017	C224
Site specific control CA85, 8 Drake Court, Bunyip September 2013	C72
Site specific control under the Schedule to Clause 52.03 of the Cardinia Planning Scheme Lot B PS443268J Dixons Road, Cardinia February 2008	C105(Part 2)
Sites of Botanical and Zoological Significance Maps, Department of Natural Resources and Environment, September 1997	NPS1
Upper Beaconsfield Township Strategy (July 2009)	C124
Victorian Desalination Project Incorporated Document, June 2009	C131

Cardinia Planning Scheme Amendment C257card Analysis of Planning Panel Recommendations		
Recommendation	Who proposed the change	Council Officer position
<p>Clause 1.0 Objectives:</p> <p>In the second dot point objective the word 'neighbourhood' should be replaced by 'landscaped'</p>	<p>Council officers proposed this change in response to submission 4 and was supported by Council on 19 April 2021.</p> <p>This change was put to the Panel in Council's Part A and Part B submissions.</p>	<p>Support</p> <p>This change will make it clear that the preferred character for the area is a 'landscaped medium density residential precinct'.</p> <p>Objective to read: <i>"To encourage and guide the re-development of land into an integrated medium density residential precinct that responds to the preferred landscaped character and enhances the public realm"</i>.</p>
<p>Clause 3.0 Conditions and Requirements for permits:</p> <p>The first two dot points in Clause 3.0 under the heading Conditions should be reworded to be clear about the setbacks required</p>	<p>Panel recommendation</p>	<p>Support</p> <p>Officers have reworded these conditions to be clear about what setbacks are required.</p>
<p>The third dot point condition in Clause 3.0 should be deleted</p>	<p>Council officers made this suggestion in our verbal Part B submission.</p>	<p>Support</p> <p>It is Council officers preference to retain this requirement in 'Clause 4.0 Requirements for development plan' rather than as a permit condition in order to remain consistent with Council's usual approach to other DPO's that have recently been prepared.</p>
<p>In Clause 3.0 conditions reword dot point 4, sub point 6 to ensure consistency in wording to changes made to dot point 3, sub point 3 in Clause 4.0 Infrastructure and Drainage</p>	<p>Panel recommendation</p>	<p>Support</p> <p>Agree with the Panels recommendation to ensure this dot point reads "A 30 metre minimum development setback from Cardinia Creek top of bank to the satisfaction of Melbourne Water" to ensure consistency with the proposed wording in Clause 4.0.</p>
<p>The requirement for a 7.5-metre-wide road in Clause 3.0 under the heading Requirements should be deleted</p>	<p>Panel recommendation in response to Submission 4.</p>	<p>Support</p> <p>Requiring a specific road width prior to the completion of a traffic study is premature. However, the Panel and Council officers are supportive of this remaining in the schedule at Clause 4.0 Traffic and Transport.</p>
<p>Clause 4.0 Requirements for development plan:</p> <p>The changes to Clause 4.0 agreed by Council post exhibition are appropriate.</p>	<p>Council officers proposed all of these changes in response to submissions and were supported by Council on 19 April 2021.</p>	<p>Support</p>

<p>[These changes were considered and approved by Council on 19 April 2021 as follows:</p> <ul style="list-style-type: none"> • At Clause 4.0 under the heading Environment, dot point 1, delete “(including a habitat hectare assessment)”. • At Clause 4.0 under the heading Environment, dot point 4, insert “in accordance with the methodology of AS4970-2009” and replace “diameter at 1.3 metres” with “diameter at 1.4 metres”. • At Clause 4.0 under the heading Traffic and Transport, dot point 1, replace “VicRoads” with “Head, Transport for Victoria”. • At Clause 4.0 under the heading Traffic and Transport, dot point 3, sub point 2, insert: <ul style="list-style-type: none"> ▪ “Figure 2”. ▪ “between the northern boundary of Woods Street and Trythall Street”. ▪ “Note: Council will carry out the necessary road closure processes under the Local Government Act to formally close this portion of the laneway”. ▪ “Bollards to prevent vehicle access to the remaining portion of the laneway must be provided at the Beaconsfield Avenue service lane”. • At Clause 4.0 under the heading Traffic and Transport, dot point 3, sub point 6. insert “where appropriate”. • At Clause 4.0 under the heading Infrastructure and Drainage, dot point 3, sub point 3, replace “which must be reconfirmed by” with “or otherwise to the satisfaction of”. • At Clause 4.0 under the heading Infrastructure and Drainage, dot point 3, sub point 4, insert “without the consent of VicTrack and the rail operator – Metro Trains Melbourne”. • At Clause 4.0 under the heading Public Open Space and Landscaping, dot point 1, delete sub point 1. • At Clause 4.0 under the heading Public Open Space and Landscaping, dot point 1, sub point 3, insert “where appropriate”. 	<p>These changes were put to the Panel in Council’s Part A and Part B submissions.</p>	
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<ul style="list-style-type: none"> • At Clause 4.0 under the heading Urban Design, dot point 1, replace “maximise” with “provide”. • At Clause 4.0 under the heading of Urban Design, dot point 2, replace “gardens and nature strips to merge” with “views of front gardens”. • At Clause 4.0 under the heading of Housing, dot point 7, insert “without the consent of VicTrack and the rail operator – Metro Trains Melbourne”. • At Clause 6.0, amend Figure 1 and add Figure 2 to depict the retention of part of the laneway to allow for ongoing pedestrian access to Unit 5/87 Woods Street via the laneway.] 		
<p>Under the heading Environment in Clause 4.0, the flora and fauna assessment should show vegetation to be removed and retained</p>	<p>Panel recommendation</p>	<p>Support</p> <p>Council officers support the inclusion of ‘vegetation to be retained’ in addition to ‘vegetation to be removed’ in the flora and fauna assessment.</p>
<p>Under the heading Public Open Space and Landscaping the sentence ‘Including maintaining the long term, sustainable health and condition of existing vegetation.’ Should be deleted</p>	<p>Panel recommendation</p>	<p>Support</p> <p>Given the requirements in Clause 4.0 under the heading of Environment and that the initial part of this requirement provides for the preservation and protection of trees and vegetation removing this wording from dot point 1, sub point 1 is of no consequence.</p>
<p>Under the heading Urban Design a fourth dot point “New development should not adversely impact the heritage significance of a heritage place.’ Should be inserted</p>	<p>Council officers suggested an additional dot point in response to submission 5.</p> <p>Panel proposed new wording</p>	<p>Support</p> <p>Council officers prefer the panels wording of this requirement.</p> <p>The addition of this requirement will reinforce one of the objectives of the DPO25 schedule which is “to create a residential precinct that protects, and is sympathetic to, the Woods Street area environmental values, including the natural environment of the Cardinia Creek”.</p>
<p>Under the heading Housing delete dot point 6 which requires the rail corridor to be fenced to the rail operator’s requirements.</p>	<p>Panel recommendation in response to Submission 4</p>	<p>Partially support.</p> <p>This requirement was provided to Council by VicTrack during preliminary referrals of the draft DPO25. Officers agree with the Panel in that this requirement could potentially be onerous depending on the rail operators fence design requirements; however, it is important that both the applicant and Council’s Statutory Planner consider safety and noise</p>

		<p>concerns on the boundary of the rail corridor.</p> <p><u>Recommendation:</u> Reword this requirement to read: “Within Precinct B, fencing along the rail corridor should be appropriately designed to address safety and noise concerns”.</p>
The rail corridor should be clearly marked on both Figures	<p>Council officers proposed this change in response to submission 4 and was supported by Council on 19 April 2021.</p> <p>This change was put to the Panel in Council’s Part A and Part B submissions.</p>	<p>Support</p> <p>Officers have made the appropriate changes to Figure 1 and Figure 2 to clearly define the rail corridor, being the land owned by VicTrack.</p>
Figure 1 should be renamed to ‘Indicative Traffic and Transport Plan Woodland Grove Precinct’.	Panel	<p>Partially support.</p> <p>The concept plan provided at Figure 1 depicts other important information apart from traffic and transport and therefore should not be renamed to suggest it is strictly a traffic and transport plan. Officers agree with the Panel in that Figures 1 and 2 should be renamed to provide a better description.</p> <p><u>Recommendation:</u> It is proposed that Figure 1 should be renamed to “Woodland Grove Precinct – Indicative Concept Plan – DPO25”.</p>