



BENTLEIGH STRUCTURE PLAN 2018–2031





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1.0 VISION AND OBJECTIVES



1.0 VISION AND OBJECTIVES

WHY IS BENTLEIGH CHANGING?

Like many areas across Melbourne and Glen Eira, Bentleigh is changing and growing. Melbourne is expected to grow by 1.5 million residents and 584,705 households by 2031. For Glen Eira this means approximately 22,000 new residents, 9,000 households and 9,500 jobs over the next 15 years.

To keep Melbourne liveable and sustainable, the State Government is directing population growth to busy centres that are close to things like shops, services and public transport. Glen Eira has a range of these centres, including Bentleigh (which is classed as a major activity centre). This essentially means Bentleigh will continue to grow and change in the future.

HOW CAN WE BETTER PLAN FOR BENTLEIGH'S FUTURE?

We have the challenging task of accommodating this growth and new development, while creating vibrant and successful centres which enhance and protect the character of the local area.

One way we can take on this challenge and plan for Bentleigh's future is by having robust long-term plans in place.

WHAT IS THE BENTLEIGH STRUCTURE PLAN?

The *Structure Plan* sets out the long-term vision for the busy central Bentleigh area. It includes things like development and future land use; transport and parking; types and heights of buildings; employment; open spaces; infrastructure; and the preservation and protection of neighbourhood character.

Structure Plans can be used by Local and State Government to help make decisions about developments, investments and infrastructure improvements. These *Plans* can also help community members and developers know what change is expected and allowed in certain areas.

To inform the development of the *Plan*, we completed six stages of consultation with the Bentleigh community and received a total of 941 submissions.

WHAT DO WE WANT TO ACHIEVE?

The proposed changes in the *Structure Plan* have been designed to:

- > better protect traditional low scale residential areas from dense apartment developments;
- > provide more consistent building heights within residential streets;
- > better protect heritage and neighbourhood character;
- > better protect the human scale character of the Centre Road precinct;
- > create safe and attractive public spaces that are a focal point for the community to meet and gather; and
- > encourage employment and diverse housing within the centre.

HOW WILL WE ACHIEVE IT?

To ensure that the land use and development outcomes outlined in this *Plan* are delivered and enforceable, the objectives need to be translated into the *Glen Eira Planning Scheme*. The *Scheme* guides decision-making on planning permit applications and governs issues such as design and development; land use; heritage; neighbourhood character; and amenity.

This statutory translation is achieved by undertaking a Planning Scheme Amendment. The Planning Scheme Amendment process will commence following Council's adoption of the *Structure Plan*. As part of this translation process, the specific statutory tools and mechanisms will be developed to best translate the relevant objectives of the *Structure Plan*. Potential statutory implementation measures are listed in the relevant sections of this *Plan*.

VISION — BENTLEIGH 2031

Bentleigh will be an accessible, local shopping destination with a vibrant cafe and restaurant culture.

It will maintain its community feel with open space, places for people to meet and gather and a broad range of local businesses, all of which will meet the needs of a diverse community.



I.0 VISION AND OBJECTIVES

OBJECTIVES

The key objectives for the Bentleigh activity centre are:

I. PLACE-MAKING



- I.1. Enhance Bentleigh's role as a premier destination for shopping and socialising.
- I.2. Support a network of active streets and shared community and open spaces.
- I.3. Encourage landscaping and greenery.
- I.4. Support safe, accessible and friendly streets.

2. HOUSING



- 2.1. Celebrate Bentleigh's unique heritage precincts and local character.
- 2.2. Manage the transition between housing densities.
- 2.3. Manage growth in a way that responds to Bentleigh's suburban residential character.
- 2.4. Encourage a diverse range of housing options.
- 2.5. Promote high quality urban design and architecture.

3. ECONOMY



-
- 3.1. Embrace Bentleigh's role as a regional shopping and services destination.
 - 3.2. Boost evening activity and encourage various dining and entertainment options.
 - 3.3. Encourage offices and employment opportunities.

4. TRANSPORT



-
- 4.1. Encourage walking, cycling and use of public transport.
 - 4.2. Explore innovative approaches to car parking and traffic management.



2.0 LAND USE



2.0 LAND USE

The Bentleigh activity centre has a distinctly low scale suburban character. To ensure the character of Bentleigh is protected, higher density development will be focused north of Centre Road where development has already occurred. To align with the State Government's objectives, increased density will also be located along Centre Road. Heritage areas will be preserved by eliminating conflict with growth areas.

To strengthen the local image and sense of place that is unique to Bentleigh, Council will implement these strategies:

- > Ensure a greater mix of housing types, with a particular focus on medium density suburban housing for young families and lone-person households.
- > Develop a network of open-air laneways, activated by restaurants, cafes and complementary retail. All new buildings adjoining laneways should have commercial aspects at ground floor, with an access point/entry via the laneway.
- > Foster employment by providing office space.
- > Explore opportunities for redevelopment of existing car parks for public open space, multi-level car parking and inviting places for the community to meet and gather.
- > Encourage the development of mixed use buildings within commercial areas, with ground floor retail, first floor office, and dwellings on upper levels.
- > Provide diverse housing options for a range of household types, and meet the retail and employment needs of the community.
- > Encourage residential development at a range of densities, ensuring that development responds to its location and surrounding context.
- > Foster trading during the day and night to provide for a range of community members.
- > Promote a safe environment for the community — particularly at night — by implementing features such as lighting and encouraging passive surveillance of public areas.
- > Encourage development that is versatile and flexible in its configuration, to provide for a range of future uses.
- > Provide pedestrian connections through commercial and retail sites, to rear streets and laneways.

STATUTORY IMPLEMENTATION

Statutory implementation measures relating to land use may include:

- > Implementing zones and design guidance that support appropriate housing development in the housing opportunity precinct.
- > Reviewing zones so that they support the commercial activity of the activity centre.
- > Facilitate the achievement of land use precincts through the planning permit process.

2.0 LAND USE

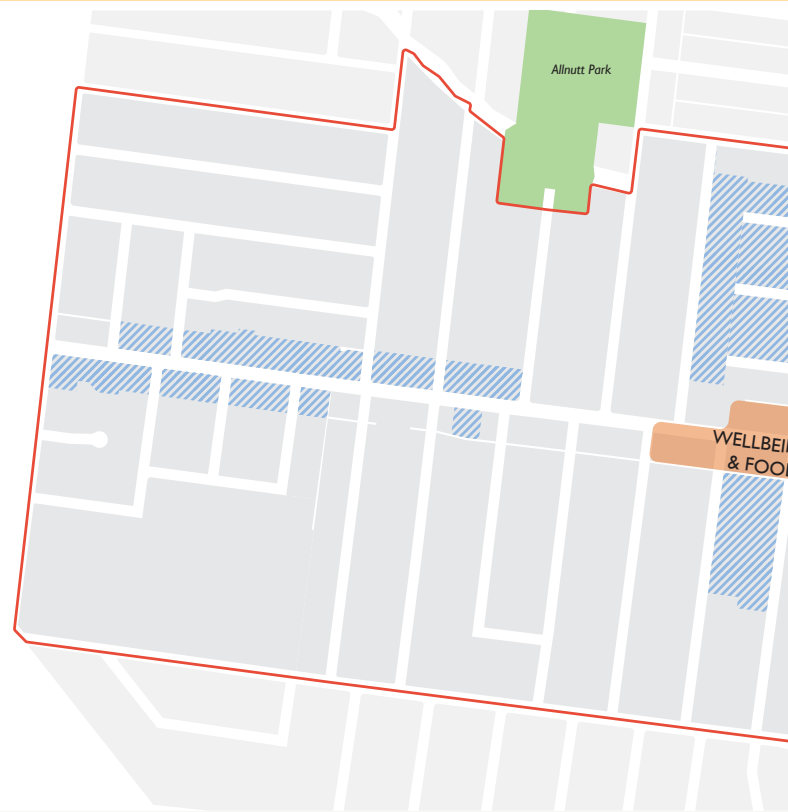


Figure 1.0 — Land use: Precincts.

The area surrounding Bentleigh Station has been divided up into the following precincts that will encourage like-uses:

Wellbeing and food precinct

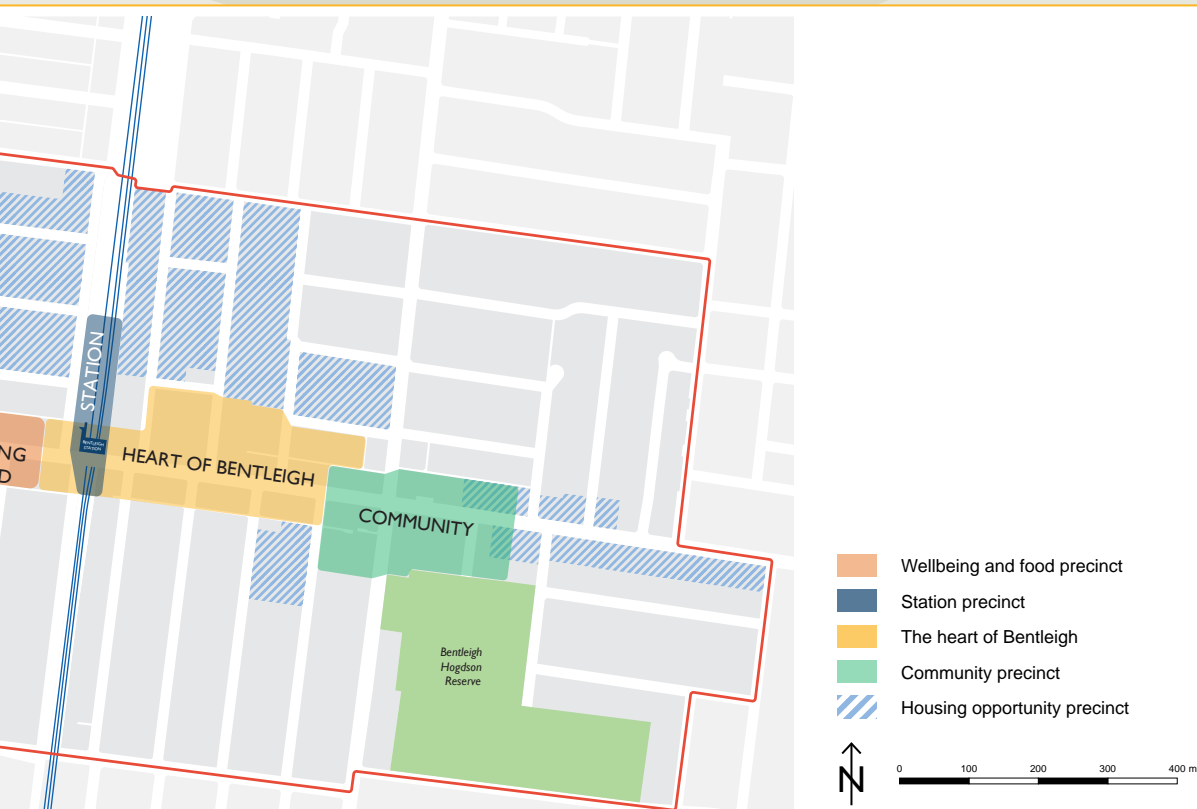
- > A focus on fine dining.
- > Encourage health-specific retail and complementary uses such as yoga, organic health food stores and natural medicines.

Housing opportunity precinct

- > Encourage higher density housing close to the train station and along Centre Road.
- > Encourage diverse housing options for a range of household types.

Station precinct

- > An improved transport hub with pedestrian and cycling connections, including a cycling connection to Caulfield Station.
- > Establish a new plaza and shops above the railway platform to connect and complement the existing retail precinct.
- > Advocate for a connection across the train line to the State Government.



The heart of Bentleigh

- > A network of open-air laneways with a focus on restaurants, cafes and complementary retail.
- > Develop a new pedestrian only mall area with outdoor seating, activating the laneway to the north of the Centre Road shopping strip.
- > Foster employment and diverse housing by providing office space and diverse housing options above retail and cafes at ground floor in place of Vickery Street car park. (Provide destination shopping at ground floor.)
- > Create a new park by relocating the Godfrey Street car parks into Horsley Street.
- > Creation of new public spaces for the community to meet and gather.

Community precinct

- > Explore the possibility of expanding the existing library, and new civic forecourts, as well as a second pedestrian entry to Robert Street (west).
- > Provide facilities and services for the community.
- > Upgrade the landscape character and facilities for unstructured recreational and informal use of Bentleigh Reserve, consistent with the recommendations of Council's *Open Space Strategy*.

Refer to Figure 1.0 — Land use: Precincts.



3.0 BUILDINGS



3.0 BUILDINGS

The Bentleigh activity centre provides the community with access to a wide range of goods, services and activities, including commercial, retail, entertainment and community facilities. Residential development opportunities need to respond to their unique urban context.

BUILDING TYPES

This section provides a summary of the preferred residential, commercial and mixed use building types for Glen Eira, that have been applied into this *Plan* for Bentleigh.

RESIDENTIAL

Heritage and character housing

- > New housing on land affected by a Heritage Overlay or Neighbourhood Character Overlay that respects and celebrates the character of the area.

Minimal change

- > One or two detached or semi-detached dwellings built on a lot.

Garden townhouse

- > Townhouses in a garden setting.

Townhouse and apartment mix

- > A mix of townhouses and apartments in a garden setting.

Garden apartment

- > Apartment building in a garden setting.

COMMERCIAL AND MIXED-USE

Shop-top (standard)

- > Commercial or mixed-use building that consists of active commercial uses at lower levels and commercial or residential uses at upper levels.

Shop-top (heritage/character)

- > Commercial or mixed-use building that is designed to celebrate and respect the heritage or significant character precinct in which it is located and consists of active commercial uses at lower levels and commercial or residential uses at upper levels.

Strategic site B

- > Commercial or mixed-use building consisting of active commercial uses at ground floor, further commercial (employment) uses above ground floor and residential uses at upper levels. Key focus on delivering housing diversity and employment.

Refer to Figure 2.0 — Buildings: Building types.

For further information on building types, refer to Council's *Quality Design Guidelines* at www.gleneira.vic.gov.au/qualitydesign

RESIDENTIAL



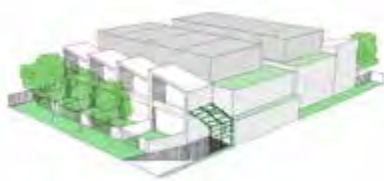
Heritage and character housing



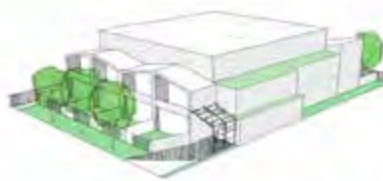
Minimal change



Garden apartment

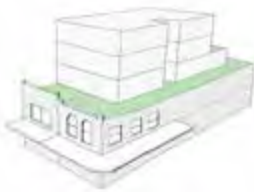


Garden townhouse

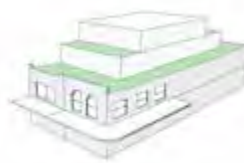


Townhouse apartment mix

COMMERCIAL AND MIXED-USE



Shop-top (standard)



Shop-top (heritage/character)



Strategic site B

Figure 2.0 — Buildings: Building types

3.0 BUILDINGS

BUILDING TRANSITIONS

To ensure the right buildings are placed in the right locations, Council will implement the following strategies:

- > Support higher density residential development in close proximity to Bentleigh Station and along Centre Road (areas already subject to significant transformation, with a road pattern that can manage higher density development). Intensity of development will transition to a lower scale with increased distance from Bentleigh Station.
- > Protect the character of residential and commercial areas.
- > Encourage a diverse range of housing types, particularly focusing on medium density in suburban streets.
- > Manage density transition appropriately by using medium density in suburban streets to link lower density residential areas to the commercial core.
- > Preserve the low scale character of the Centre Road shopping strip by keeping development in tune with existing character, through appropriate proportion, alignment and design features.
- > Protect the heritage and low scale residential areas in Bentleigh.
- > Locate heritage/character shop-top buildings along Centre Road to provide medium scale commercial development that does not dominate the low scale character of the street. Encourage retail and office uses in this area.
- > Develop a clear and legible urban structure, expressed through variation in building height and design, supporting the range of land uses within the Bentleigh activity centre.
- > Minimise overshadowing impacts from new buildings on existing and future public spaces, open spaces, commercial footpath-trading areas and existing residential sites.
- > Investigate potential heritage significance of identified properties within the *Structure Plan* area.
- > Ensure that commercial development makes a positive architectural contribution to the low scale retail village and does not overshadow the footpath of the southern side of Centre Road.
- > Ensure that development abutting any sensitive interface, such as heritage or low-scale residential sites, is sympathetic to the scale and amenity of the site.
- > Ensure that, where possible, development fronting the public realm or a pedestrian connection is activated.

Refer to Figure 3.0 — *Buildings:Transitions*.

Refer to Figure 4.0 — *Buildings: Preferred setback and height of commercial area*.

STATUTORY IMPLEMENTATION

Statutory implementation measures relating to buildings may include:

- > Implement design guidance that provides for a greater level of amenity; provides more areas for conservation of and planting of trees and landscaping; and improved design detail.
- > Implement design guidance to provide an adequate transition between building types.
- > Undertake a municipal-wide heritage review, to identify gaps and protect significant heritage properties currently not identified within the *Scheme*.
- > Investigate developer contribution opportunities for upgrading infrastructure within activity centres.
- > Investigate greater environmental design and water sensitive urban design requirements for significant developments with consideration for any new State Government requirements.

3.0 BUILDINGS

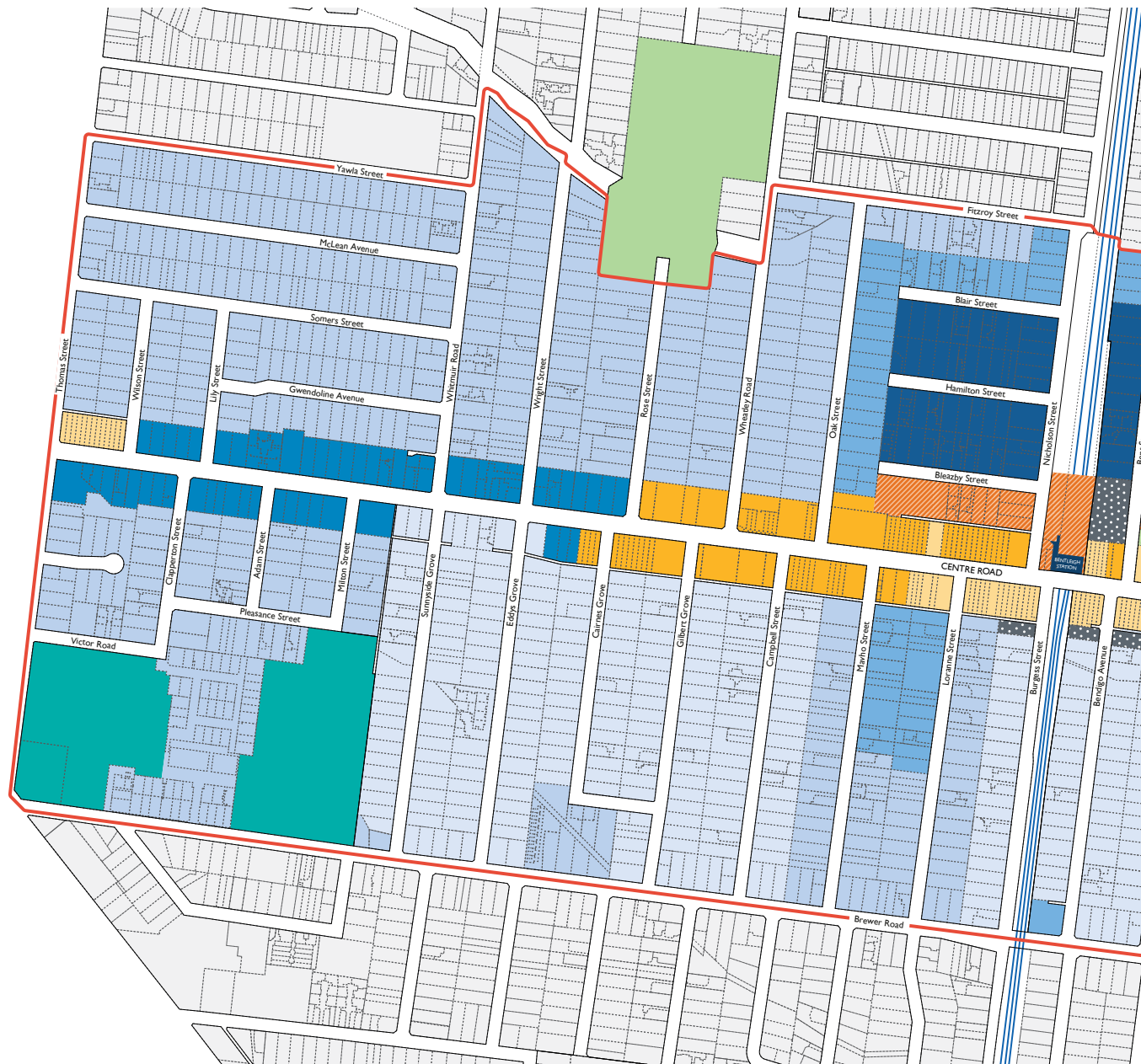
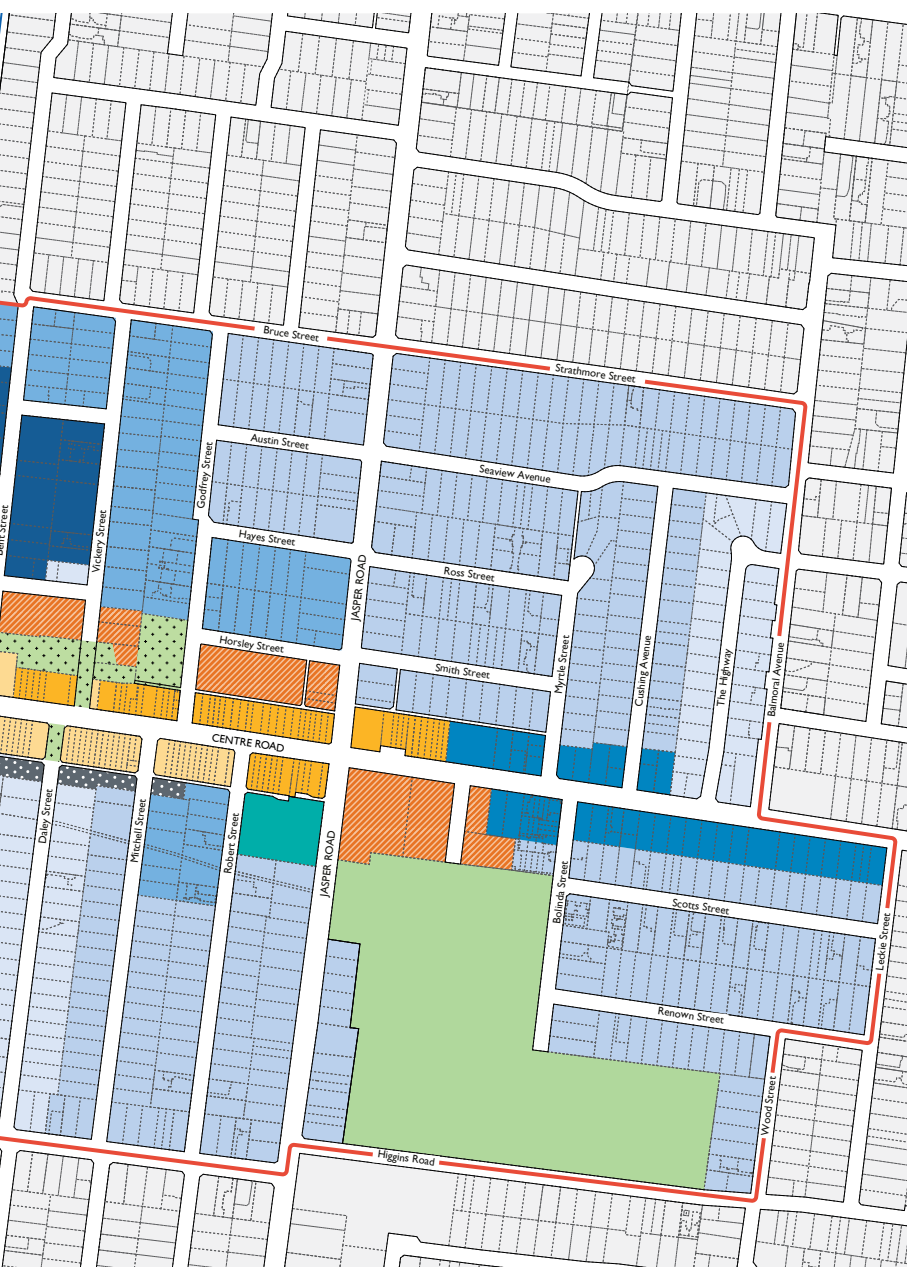


Figure 3.0 — Buildings: Transitions



Residential

	Maximum height
Heritage and character housing	2 storeys
Minimal change – one or two dwellings	2 storeys
Garden townhouse	3 storeys
Townhouse and apartment mix	3 storeys
Garden apartment	4 storeys

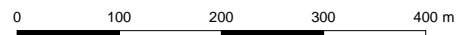
Commercial/Mixed

(see Figure 4.0 for heights)

Shop top (heritage/character)
Shop top (standard)
Strategic site (B)

Other

Community asset - aged care, schools, library
Existing public open space
New public space and open space
Existing car park



3.0 BUILDINGS



Figure 4.0 — Buildings: Preferred setback and height of commercial area





4.0 PUBLIC SPACES



4.0 PUBLIC SPACES

To improve experiences in the Bentleigh community, we will provide a range of opportunities for people to meet and gather through new public spaces within the centre.

These strategies will achieve high quality, functional public spaces.

- > Ensure that public spaces are accessible for all and will remain a focal point for the community to meet and gather.
- > Provide public spaces that are inclusive and inviting by including public art and pedestrian oriented places.
- > Ensure overshadowing from new buildings and works does not result in significant loss of sunlight to future and existing public open spaces.
- > Protect and, where possible, increase the level of sunlight to public open spaces.
- > Actively explore opportunities for additional open space and improve existing open spaces as recommended in Council's *Open Space Strategy*.

Refer to Figure 5.0 — Public spaces: Concept map.

HOW WILL WE DELIVER OUR PROJECTS?

Non-statutory framework

A more detailed implementation plan will be developed following adoption of the Bentleigh *Structure Plan*. The detailed implementation plan will guide future project bids as part of Council's budget processes and priority setting.

Advocacy and partnership

Council will need to work with a range of stakeholders, either through advocacy or partnership to deliver the identified projects. This will ensure that the streetscape and public space improvements outlined in the Bentleigh *Structure Plan* are carried out in an orderly and staged manner and in a way that is affordable for the community. Stakeholders and project partners include the local community, local traders, landowners, VicRoads, and Public Transport Victoria.

Statutory implementation

Statutory implementation measures relating to public spaces may include:

- > Review public open space contribution requirements after new census data released.
- > Implement design guidance to provide greater protection to public spaces from adjoining development.

4.0 PUBLIC SPACES

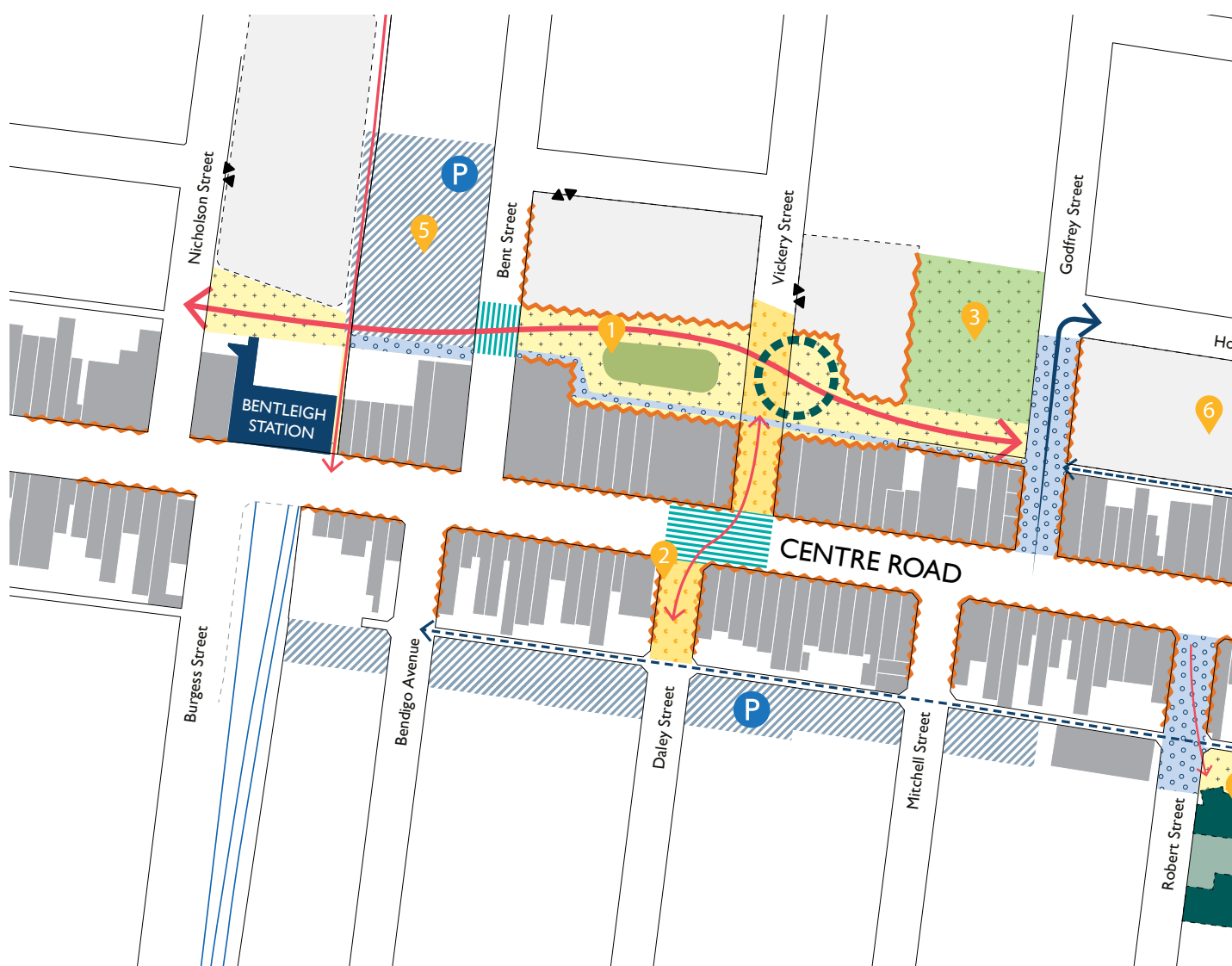
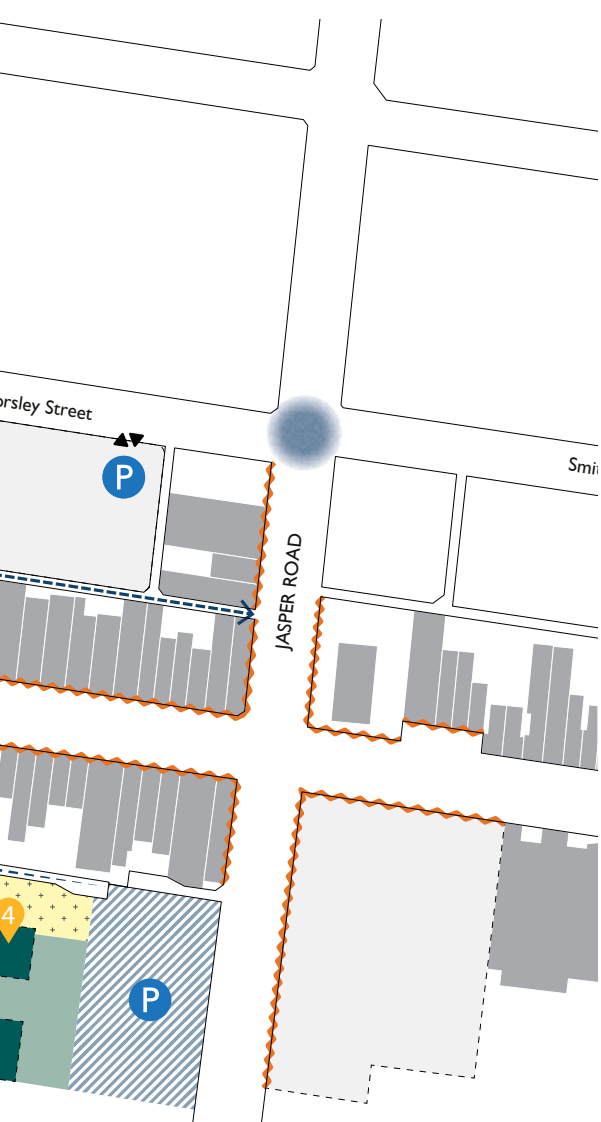





















Figure 5.0 — Public spaces: Concept map



- 1 NEW PLAZA
- 2 EAT STREET
- 3 GODFREY STREET PARK
- 4 BENTLEIGH LIBRARY
- 5 BENTLEIGH SUNDAY MARKET
- 6 HORSLEY STREET CAR PARK

- | | | | |
|---|---------------------------------------|---|---------------------------|
|  | Proposed public open space |  | One way vehicle street |
|  | Plaza space - pedestrian only |  | Improved service laneway |
|  | Public space (green area) |  | Intersection improvement |
|  | Eat street - pedestrian only |  | Car park entrance |
|  | Shared space - vehicle and pedestrian |  | Publicly owned car park |
|  | Library extension |  | Active frontage at ground |
|  | Bentleigh library |  | Pedestrian flow |
|  | New development |  | Pedestrian crossing |
|  | Existing car parking |  | Public forecourt |
|  | Existing buildings | | |



0 25 50 75 100m

4.0 PUBLIC SPACES

I. NEW PLAZA

PROPOSED



EXISTING





Figure 6.0 — Public spaces: New plaza

Creation of a new plaza space and pedestrian connections in the heart of Bentleigh.

- a** Develop a pedestrian-only plaza between Nicholson and Godfrey Streets to complement and connect the existing retail area on Centre Road.
- b** A new plaza will provide pedestrian connections and much needed public space to facilitate community interaction.

Key elements of this project include:

- > Creating active laneways to the north of Centre Road, and a public forecourt between Bent Street and Vickery Street.
- > Providing pedestrian linkages to the Rotunda, future Godfrey Street park and to future pedestrian connection over railway line.
- > Ensuring adequate sunlight provision and minimising overshadowing of future plaza space.

Considerations for this project include:

- > Redevelopment of the strategic site (supermarket) to the north, incorporating an active frontage to the plaza.
- > Advocacy to the State Government to achieve a pedestrian connection over the railway line.
- > Maintaining service access to the rear of Centre Road commercial properties.
- > Ensuring appropriate development to the north of proposed plaza to ensure amenity and protect direct sunlight access to the plaza.
- > Identifying areas that meet the requirements of 'public open space' as defined in Council's *Open Space Strategy*.
- > Project sequencing, including any relocation of existing car parking from the site, to ensure adequate provision and management of public car parking within the centre.

Refer to Figure 6.0 — Public spaces: New plaza.

4.0 PUBLIC SPACES

2. EAT STREET

PROPOSED



EXISTING



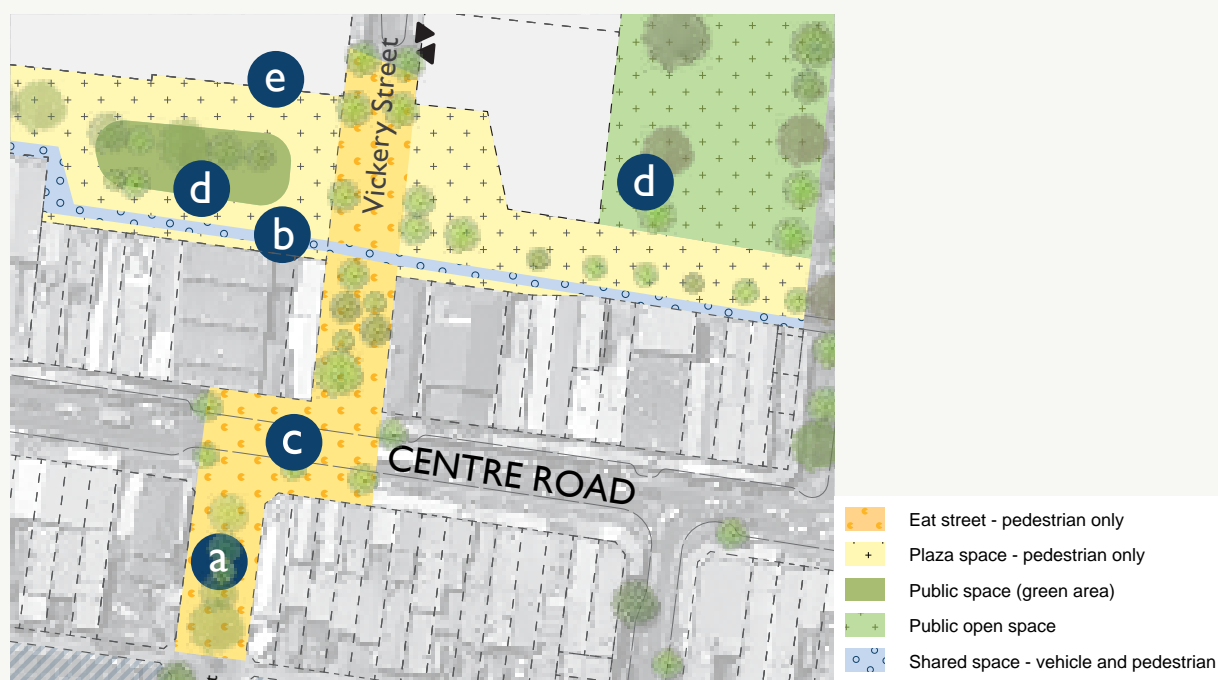


Figure 7.0 — Public spaces: Eat street

Create a pedestrian-only mall area with outdoor seating, activated by cafes, restaurants and bars with increased trading hours.

Key elements of this project include:

- a** Extending the plaza space from the Rotunda, over Centre Road, to incorporate Vickery Street.
- b** Closure of Vickery Street, between Centre Road and the new east-west plaza.
- c** Relocating the pedestrian crossing to align with the plaza, with kerb extensions and a raised pedestrian platform.
- d** Providing inviting green spaces with large canopy trees.
- e** Encouraging adjacent uses to spill into the plaza areas.

Considerations for this project include:

- > Maintaining service access to the rear of Centre Road commercial properties.
- > Ensuring that the concept design of the new Rotunda and Vickery Street plaza supports street activation opportunities.
- > The approval process for the closure of Vickery Street.
- > Re-routing of the 701 bus that currently uses Vickery Street as a turnaround point.
- > The detailed concept design of the new Rotunda and Vickery Street plaza.
- > Approval and funding to realign the pedestrian crossing.

Refer to Figure 7.0 — Public spaces: Eat street.

4.0 PUBLIC SPACES

3. GODFREY STREET PARK

PROPOSED



EXISTING





Figure 8.0 — Public spaces: Godfrey Street park

Create a new park in place of the existing Godfrey Street car park.

Key elements of this project include:

- a** Relocating the existing car parking from Godfrey Street into the new Horsley Street multi-level car park.
- b** Creating a new local park that responds to the needs of the Bentleigh community.
- c** Extending Godfrey Street public space improvements to the north.

Considerations for this project include:

- > The project is dependent on the development of the new Horsley Street multi-level car park, to ensure no net loss of car parking from the activity centre.
- > Consideration of Council's *Open Space Strategy* in the design and function of the new park, including minimising any overshadowing.

Refer to Figure 8.0 — Public spaces: Godfrey Street park.

4.0 PUBLIC SPACES

4. BENTLEIGH LIBRARY

PROPOSED



EXISTING



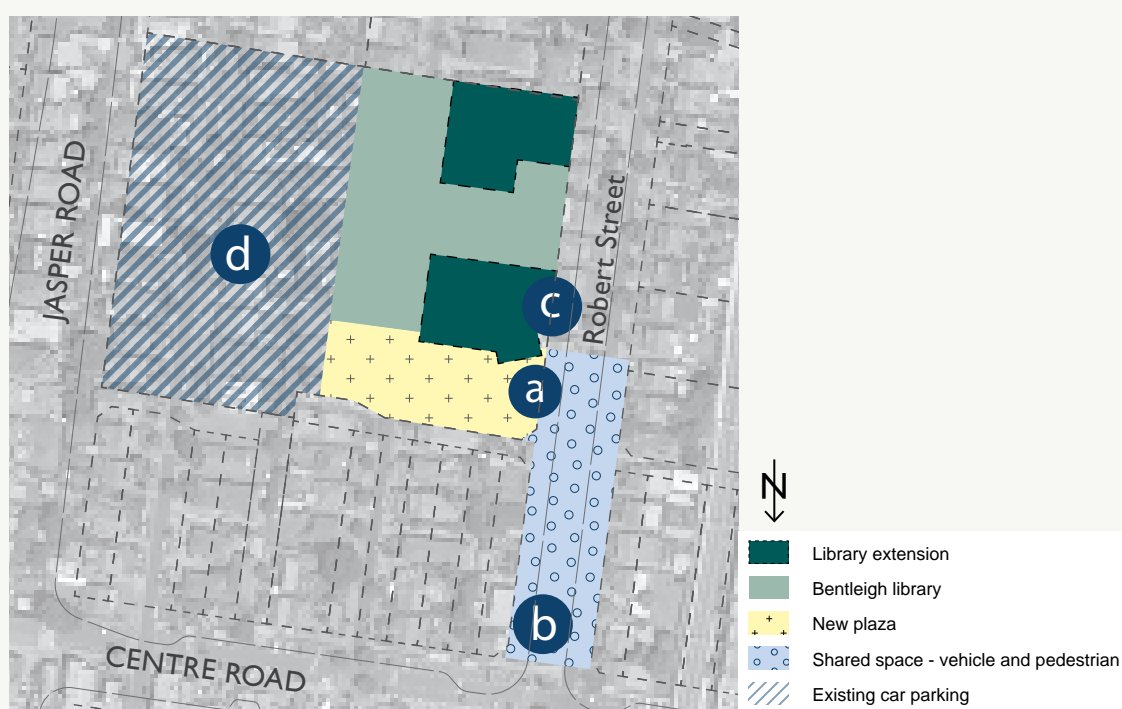


Figure 9.0 — Public spaces: Bentleigh Library.

Improve Bentleigh Library and the surrounding area, exploring the possibility of expansion of the facility and introduction of a new civic forecourt.

Key elements of this project include:

- a** Creating a new plaza entry to the Library from Centre Road via Robert Street.
- b** Establishing a shared zone in Robert Street (road space shared by cars and pedestrians).
- c** Redeveloping the youth centre on Robert Street.
- d** Maintaining the existing car parking to service the library users.

Considerations for this project include:

- > Detailed concept design of the new plaza and shared zone, with a focus on pedestrian safety.
- > Approval process for the partial pedestrianising of Robert Street.
- > Car parking implications of expanding the youth centre and relocation of existing car parking.
- > Maintaining service access to the rear of Centre Road commercial properties.
- > Ensuring appropriate development to the north of proposed plaza to ensure amenity and protect direct sunlight access.

Refer to Figure 9.0 — Public spaces: Bentleigh Library.

4.0 PUBLIC SPACES

5. BENTLEIGH SUNDAY MARKET

PROPOSED



EXISTING



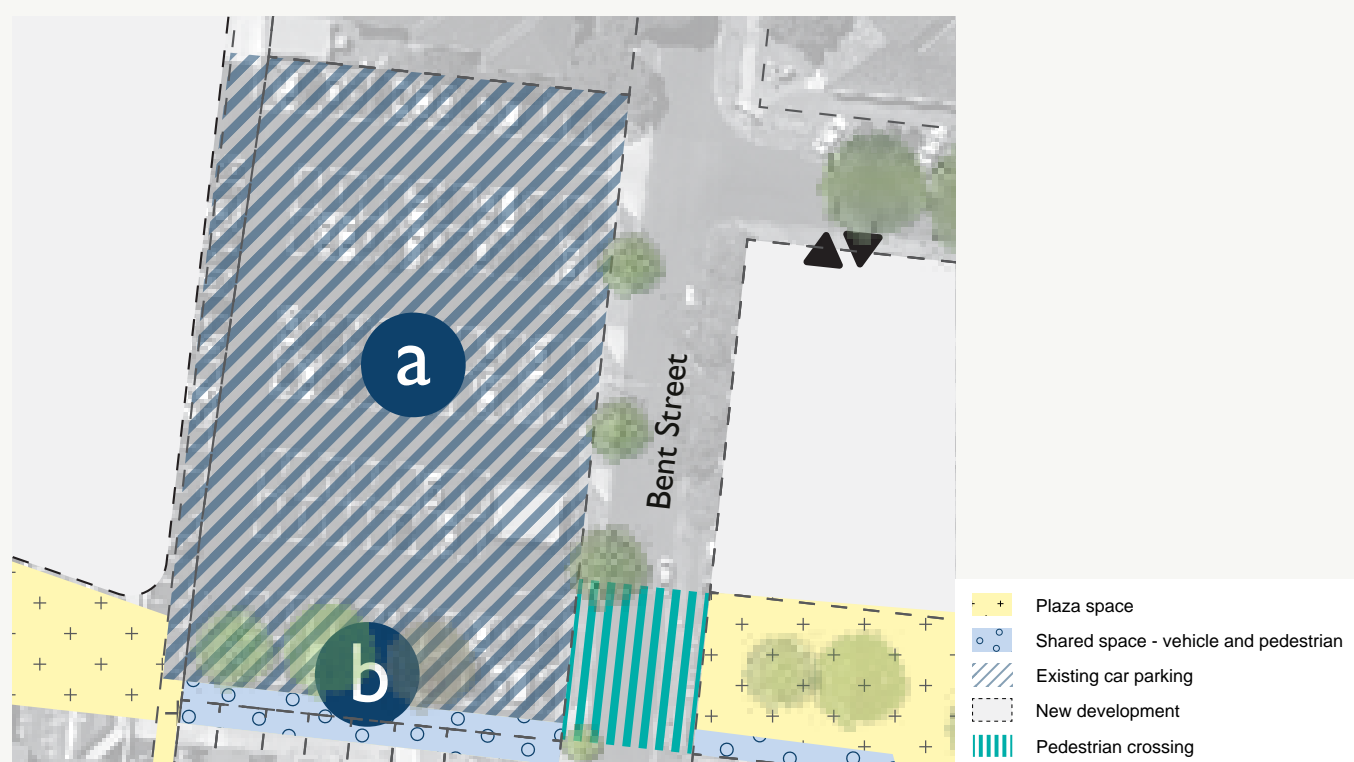


Figure 10.0 — Public spaces: Bentleigh Sunday market.

Create a new public space and pedestrian connection south of the Bent Street car park.

Key elements of this project include:

- a** Continuing to facilitate existing market activities and maintaining existing car parking when the market is not in use.
- b** Providing a public space to the south of the site to provide a pedestrian connection between Bent and Nicholson Streets and to the new plaza to the east.

Considerations for this project include:

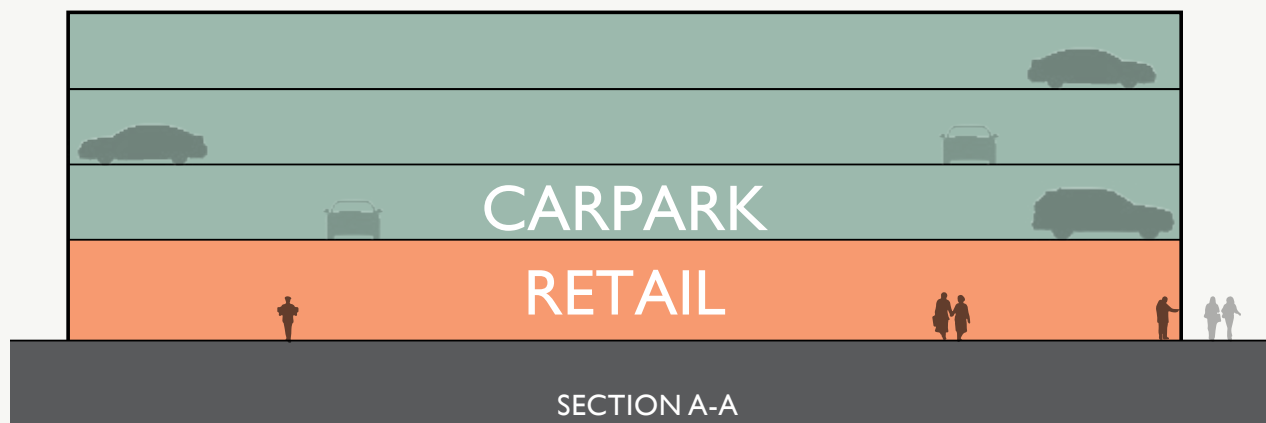
- > Ongoing consultation with the Bentleigh Moorabbin Central Rotary Club to ensure the future of the market.

Refer to Figure 10.0 — Public spaces: Bentleigh Sunday market.

4.0 PUBLIC SPACES

6. HORSLEY STREET CAR PARK

PROPOSED



EXISTING



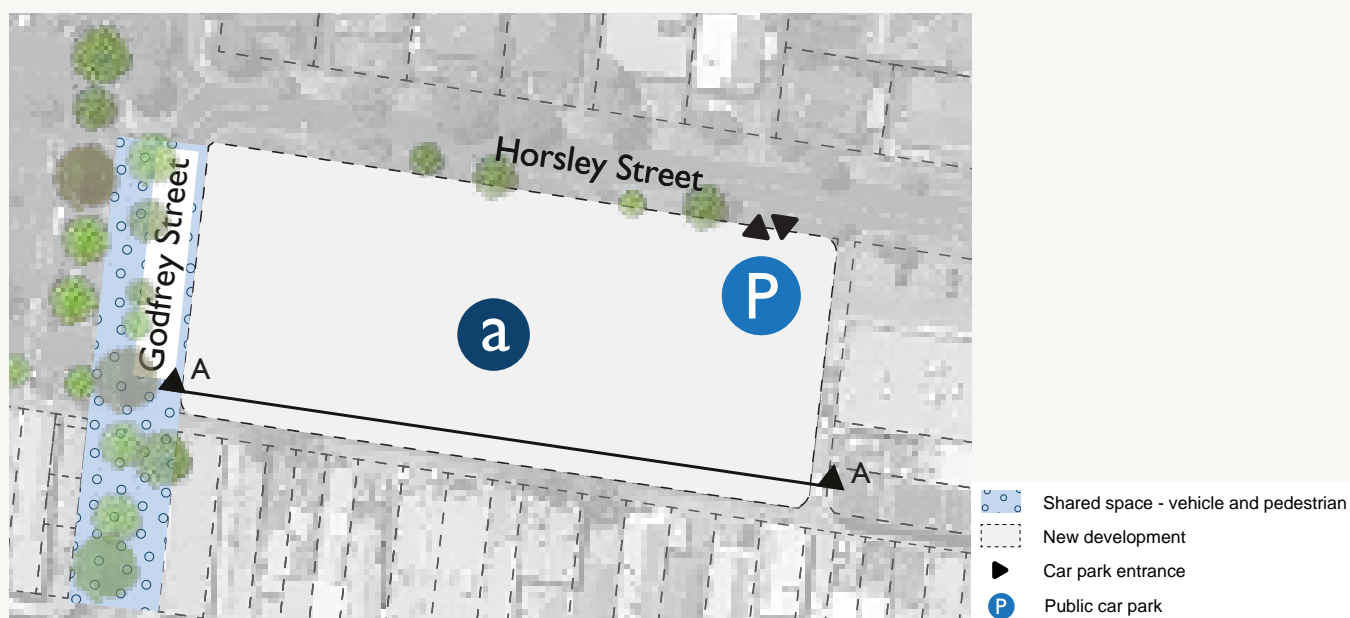


Figure 11.0 — Public spaces: Horsley Street car park

Develop a new multi-level car park on the existing site, above a retail tenancy, to accommodate relocated parking from other parts of the activity centre.

Key elements of this project include:

- a** Development of a new multi-level car park with provision of retail activity at ground floor.

Considerations for this project include:

- > Relocation of car parking from the existing Godfrey Street and Vickery Street car parks to the Horsley Street site.
- > Appropriate built form to respond to the surrounding residential areas, particularly properties near to the site.
- > Analysis of contemporary parking demand at the time of project implementation, to ensure the appropriate car parking is provided.
- > Minimise traffic impacts on surrounding residential streets, including Horsley Street.

Refer to Figure 11.0 — Public spaces: Horsley Street car park.



5.0 PARKING AND MOVEMENT



5.0 PARKING AND MOVEMENT

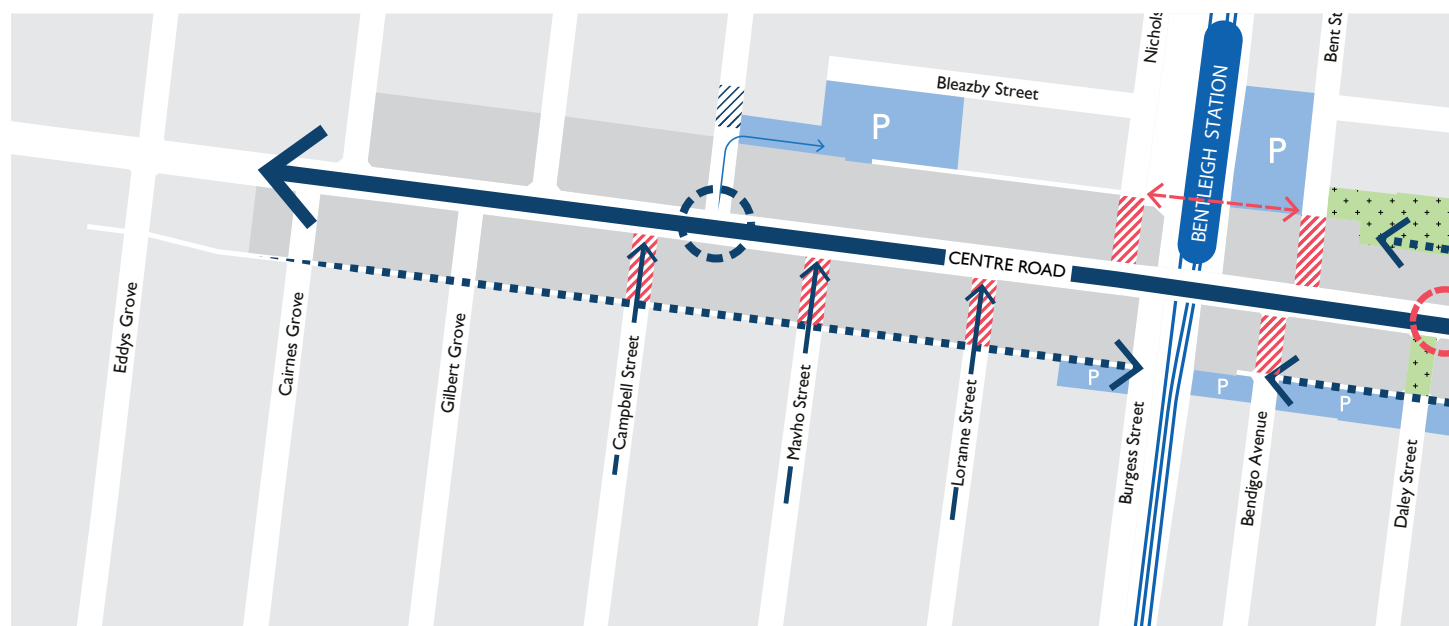


Figure 12.0 — Parking and movement: Vehicle and pedestrian map

The Bentleigh activity centre services the community through a diverse range of transport options including trains, buses, pedestrian networks and roads.

To improve the transport network in Bentleigh, ease congestion and increase the provision of parking, we will implement these strategies:

- > Design streets that balance the needs of diverse users to create an accessible, safe, comfortable and enjoyable environment for everyone.
- > Ensure the centre is safe and easy to navigate.
- > Provide a slow-speed environment to ease the movement of pedestrians and help create attractive places.
- > Enable clear and efficient connections to public transport hubs.

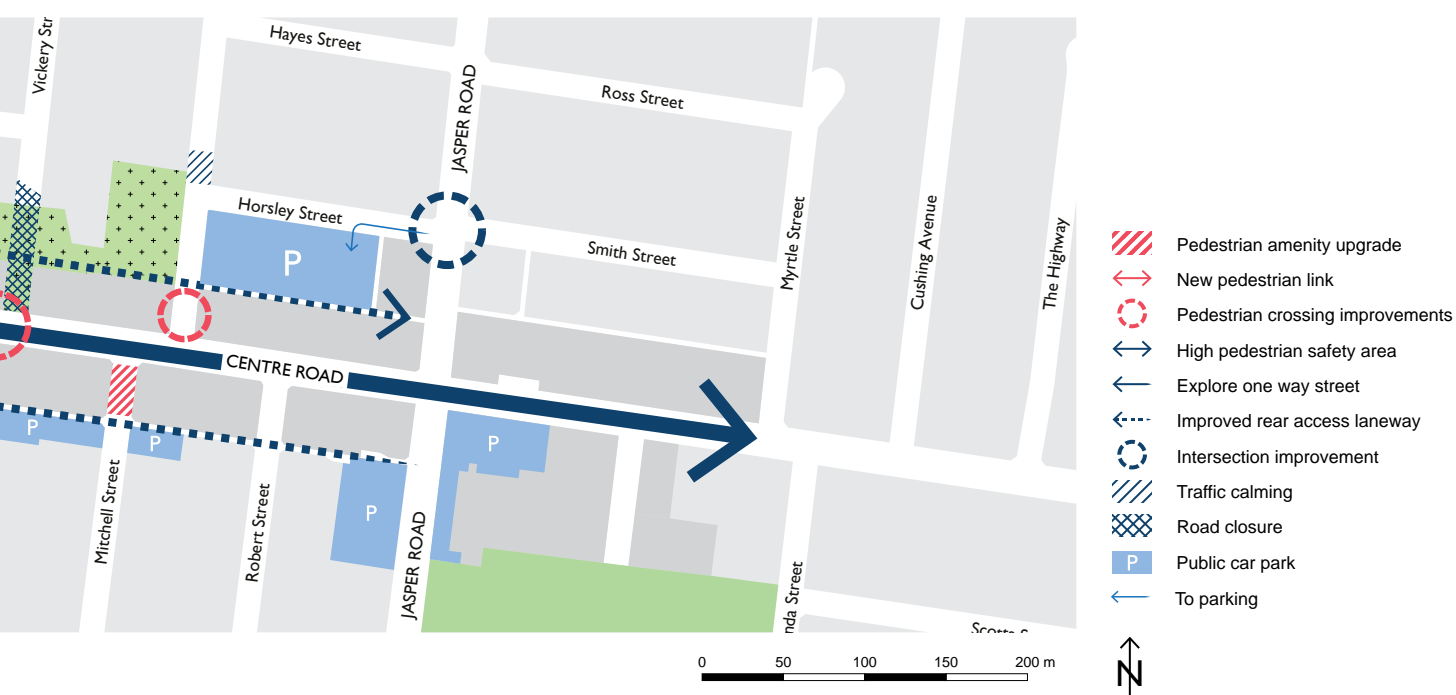
- > Ensure appropriate parking is provided in suitable locations.

Refer to Figure 12.0 — Parking and movement: Vehicle and pedestrian map.

STATUTORY IMPLEMENTATION

Statutory implementation measures relating to parking and movement may include:

- > Investigation of various parking provisions for activity centre areas (such as a car parking overlay or parking precinct plan) and implementation into the Scheme.



Vehicle movement

- > Close the intersection of Centre Road and Vickery Street to create a pedestrian-only plaza.
- > Upgrade the existing rear access laneway to the north of Centre Road at the rear of the commercial properties to realise the Eat Street project.
- > Explore implementing one-way streets in Campbell, Mavho and Lorrane Streets to mitigate residential traffic and parking concerns.
- > Reduce the speed limit through the commercial core to 40km/h to improve pedestrian and cycle safety.
- > Consolidate right of way laneways to the south of Centre Road commercial properties.
- > Explore intersection improvements at Oak Street/Centre Road and Horsley Street/Jasper Road.

Pedestrian movement

- > Improve pedestrian amenity and connectivity along Centre Road.
- > Explore opportunities to work with the State Government to build a pedestrian bridge over the railway line to the north of Bentleigh Station.
- > Improve the pedestrian crossing between Vickery Street and the Bentleigh Plaza by relocating the pedestrian crossing to align with Plaza, with kerb extensions and raised pedestrian platform.
- > Upgrade pedestrian amenity on side streets on Nicholson, Bendigo, Bent and Mitchell Streets.

5.0 PARKING AND MOVEMENT

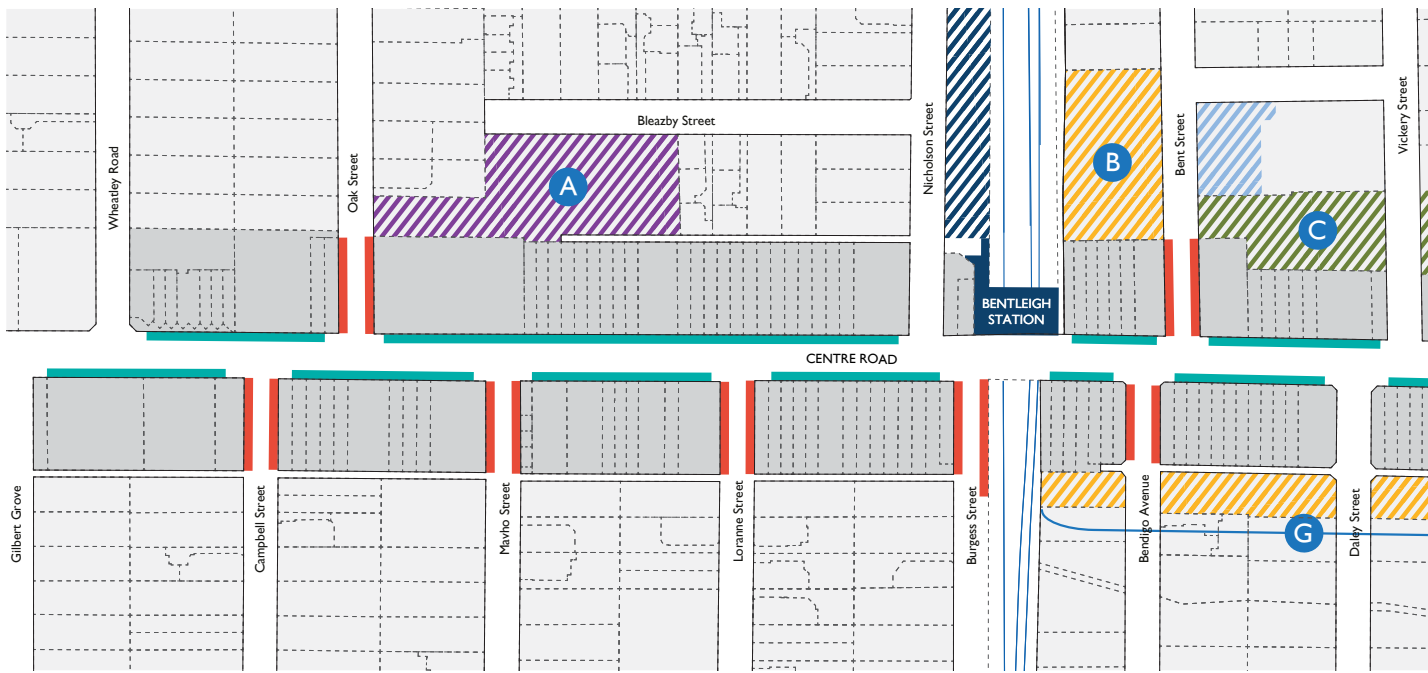


Figure 13.0 — Parking and movement: Parking

Parking

- > Increase the car parking numbers in the Bleazby and Horsley Street public car parks.
- > Repurpose Godfrey Street car park as a public open space.
- > Relocate Vickery Street car park to Horsley Street public car park and repurpose the site for public space, ie. a new public plaza.
- > Prioritise Centre Road for short-term and needs-based parking.
- > Improve access and quality of linear car park south of Centre Road.
- > Remove car parking at the commercial end of selected side streets to improve pedestrian safety and access.
- > Retain as many on-street car spaces as possible.

Refer to Figure 13.0 — Parking and movement: Parking.



	Council-owned car parks	No. of existing spaces	No. of projected future spaces	Change*
A	Bleazby Street	157	300	+143
B	Bent Street	136	136	No change
C	Vickery Street	58	0	-58
D	Godfrey Street	151	0	-151
E	Horsley Street	150	480	+330
F	Bentleigh Library	82	82	No change
G	South of Centre Road	181	181	No change
	TOTAL	915	1,179	+264

Centre	Total no. of existing spaces	Total no. of projected future spaces	Overall increase*
Carnegie	193	311	118
Elsternwick	364	520	156

*Projected change is indicative and is subject to further detailed parking analysis.

5.0 PARKING AND MOVEMENT

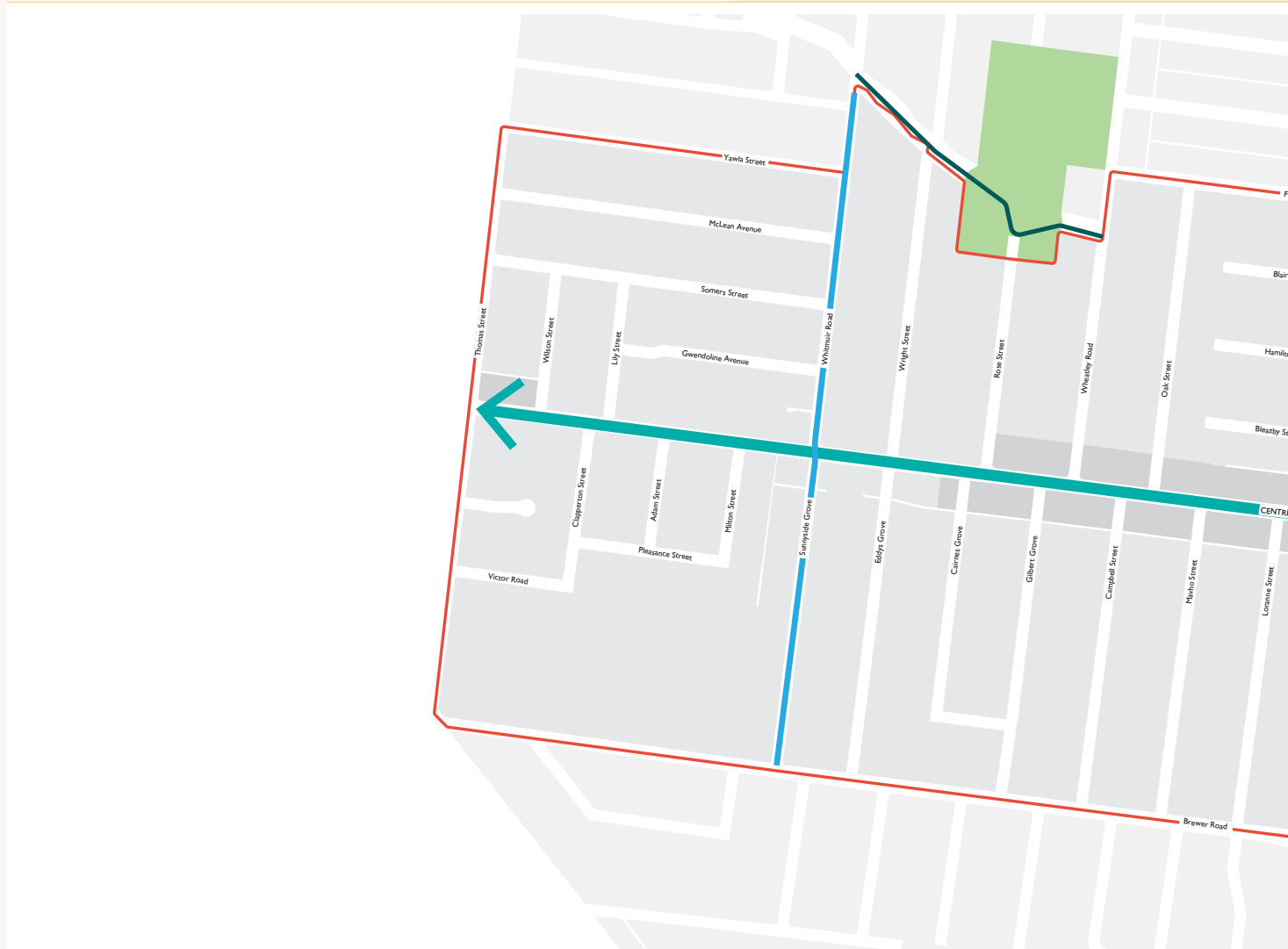


Figure 14.0 — Parking and movement: Cycling network map

Cycling

- > Work with VicRoads to implement a strategic cycling corridor on Centre Road.
- > Complete a safe north-south cycling link across Centre Road, connecting Burgess Street to the shared path on Nicholson Street and Elster Creek Trail.

*Strategic cycling corridor

VicRoads has identified a designated cycling route that connects important destinations: the central city, national employment and innovation clusters, major activity centres and other destinations of metropolitan or state significance.

Refer to Figure 14.0 — Parking and movement: Cycling network map.



Public transport advocacy

- > Reroute the 701 bus to improve connections to Bentleigh Station.
- > Align bus and train timetables to improve ease of travel.
- > Increase bus service frequency including weeknights and weekends.
- > Addition of new bus routes to service the Bentleigh area.
- > Increase secure bicycle parking at the train station.



6.0 STRATEGIC SITES



6.0 STRATEGIC SITES

A number of sites north and south of Centre Road have been identified as strategic sites with a mix of land use and open space aspirations. These sites offer an opportunity for taller buildings, up to five storeys in height that complement the low scale character of Centre Road and surrounding residential areas. Refer to Figure 3.

Buildings of this scale will balance the need for moderate growth without overwhelming the low-scale main street character or residential surrounds and identified open spaces. Strategic sites also provide an opportunity to establish a preferred contemporary character outside of the historic retail core where a consistent streetscape character is currently lacking.

The individual constraints of each of the strategic sites require a site specific approach. The objectives for each of the strategic sites are set out below.

Bleazby Street car park

The site lies on the southern side of Bleazby Street. The railway lines to the east with residential dwellings to the north and the retail strip of Centre road to the south.

The site is currently zoned Public Use Zone and is in use as a Council-owned car park.

Objective: Redevelop site as a commercial or mixed use building consisting of active commercial uses at ground floor with further commercial uses above ground floor and residential at upper levels. The site will continue to provide a public car park (to be incorporated into the mixed use development) and will provide 300 parking spaces, an increase of 143 spaces from existing.

Detailed action:

- > Increase the car parking numbers from 157 existing spaces to 300 parking spaces.

12–18 Bleazby Street and 9–17 Nicholson Street

The site lies adjacent to Bleazby Street car park on the southern side of Bleazby Street. The site corners Bleazby Street and Nicholson Street and lies to the north of Centre Road.

The site is currently zoned as follows:

- > 12–18 Bleazby Street and 15 and 16 Nicholson Street: Residential Growth Zone
- > 9–11 Nicholson Street: Commercial I

Objective: Commercial or mixed use buildings consisting of active commercial uses at ground floor, further commercial uses above ground floor and residential uses at upper floors.

Land over Bentleigh Station

Bentleigh railway lies on the northern side of Centre road in the heart of the activity centre study area.

Objective: Establish a new plaza and shops over the railway platform to connect and complement the existing retail precinct.

4–6 Bent Street

Located to the north of the main retail hub of Centre Road.

The site is currently zoned Commercial I and is a single storey Coles supermarket.

Objective: Redevelopment of supermarket site incorporating active frontage to the new plaza proposed to the south of the site.

4, 6 and 8 Vickery Street

Located to the north of Centre Road, 4, 6 and 8 Vickery Street is located adjacent to land proposed for new public space and open space.

4 and 6 Vickery Street is currently zoned for public use and comprises part of a car park and apartments.

8 Vickery Street is currently zoned Residential General I and contains a detached dwelling.

Objective: Foster employment and diverse housing by providing office space and diverse housing options above retail and cafes at ground floor in place of Vickery Street car park.

Horsley Street car park

The site lies on the southern side of Horsley Street on the corner with Godfrey Street. The retail strip of Centre Road lies to the south of the site.

The site is currently used as an at grade car park with 150 parking spaces and is zoned Public Use Zone.

Objective: Development of a new multi-level car park with provision of retail activity at ground level and car park above.

Detailed actions:

- > Existing car park to increase number of spaces from 150 to 330 to allow the redevelopment of the existing Godfrey Street car park into new public space and open space.

- > Appropriate built form to respond to the surrounding residential area, particularly properties near to the site.

169–177 Jasper Road

The site is located on the corner of Jasper Road and Horsley Street adjacent to the Horsley Street car park to the north of Centre Road.

The site is currently zoned Commercial I and comprises low rise commercial units and at grade parking.

Objective: Commercial or mixed use buildings consisting of active commercial uses at ground floor, further commercial uses above ground floor and residential uses at upper floors.

524–540 Centre Road and 2–4 Arthur Street

This collection of four sites are located on the southern side of Centre Road, to the east of Jasper Road.

These sites are currently zoned as follows:

- > 524 Centre Road: Commercial I Zone
- > 538–540 Centre Road: Residential Growth Zone
- > 542 Centre Road: General Residential Zone
- > 2–4 Arthur Street: General Residential Zone

Objective: Commercial or mixed use buildings consisting of active commercial uses at ground floor, further commercial uses above ground floor and residential uses at upper floors.

The background image shows a close-up of a building's exterior. On the right, a white security camera is mounted on a black pole against a textured, grey concrete wall. Below the camera, a blue and green sign with the word 'Bentleigh' in white is visible. The lower half of the image is dominated by large, overlapping geometric shapes in various shades of orange and yellow, creating a modern, abstract design. In the bottom right corner, a portion of a wooden structure, possibly a table or bench, is visible.

Bentleigh

PT>

7.0 WANT TO KNOW
MORE?

3

ABOUT THE STRUCTURE PLAN

WHY DO WE NEED A STRUCTURE PLAN?

The structure planning process provides Council with an opportunity to work with the local community to discuss and carefully plan for the future needs of the community. This includes responding to community concern that recent developments do not align with the community's expectations. Once the *Structure Plan* has been adopted, it can be put into the *Glen Eira Planning Scheme*.

HOW WILL THE STRUCTURE PLAN PROVIDE MORE CERTAINTY?

The *Structure Plan* provides decision makers, including Council, State Government and other agencies, with a platform to allocate resources towards capital works, guide the determination of planning applications and set work programs across different departments.

Importantly, the *Structure Plan* also provides certainty for the community, business owners, developers and planning applicants regarding the level of change and type of development that can be expected in Bentleigh. The stronger controls will provide greater clarity across the planning process including at VCAT.

HOW WAS THE STUDY AREA SELECTED?

Council needed to identify a study area to undertake the *Structure Plan* process.

The study area included in this *Plan* is bounded by Beech, Fitzroy, Bruce and Strathmore Streets to the north, Thomas Street to the west, Balmoral, Leckie and Wood Streets to the east and Brewer and Higgins Roads to the south. The railway line runs through the heart of the activity centre.

The activity centre study area is focused on the commercial core of Centre Road with a catchment size of approximately 800 metres to one kilometre — which is an approximate 10-minute walking distance extended to the nearest main road. This area was chosen as it is considered large enough to manage impacts that fall both within and beyond the centre.

The Bentleigh *Structure Plan* study area and 10-minute walking distance is shown in Figure 15.0.

WHAT IS THE JUSTIFICATION FOR INCREASING HEIGHTS?

While the intent may be to manage development in these key areas, it is important to note that any change of the planning scheme is required to align with State Government objectives. In particular, the State Government policy is clear around its expectations to focus new housing in inner-city major activity centres, with the clear objective to 'locate new housing in or close to activity centres and in urban renewal precincts and sites that offer good access to jobs, services and transport.'

As such, in order to manage development in the key sensitive areas, the *Structure Plan* has sought to distribute the areas of growth into more suitable areas within the centre. This means that in some places the height limits have increased.

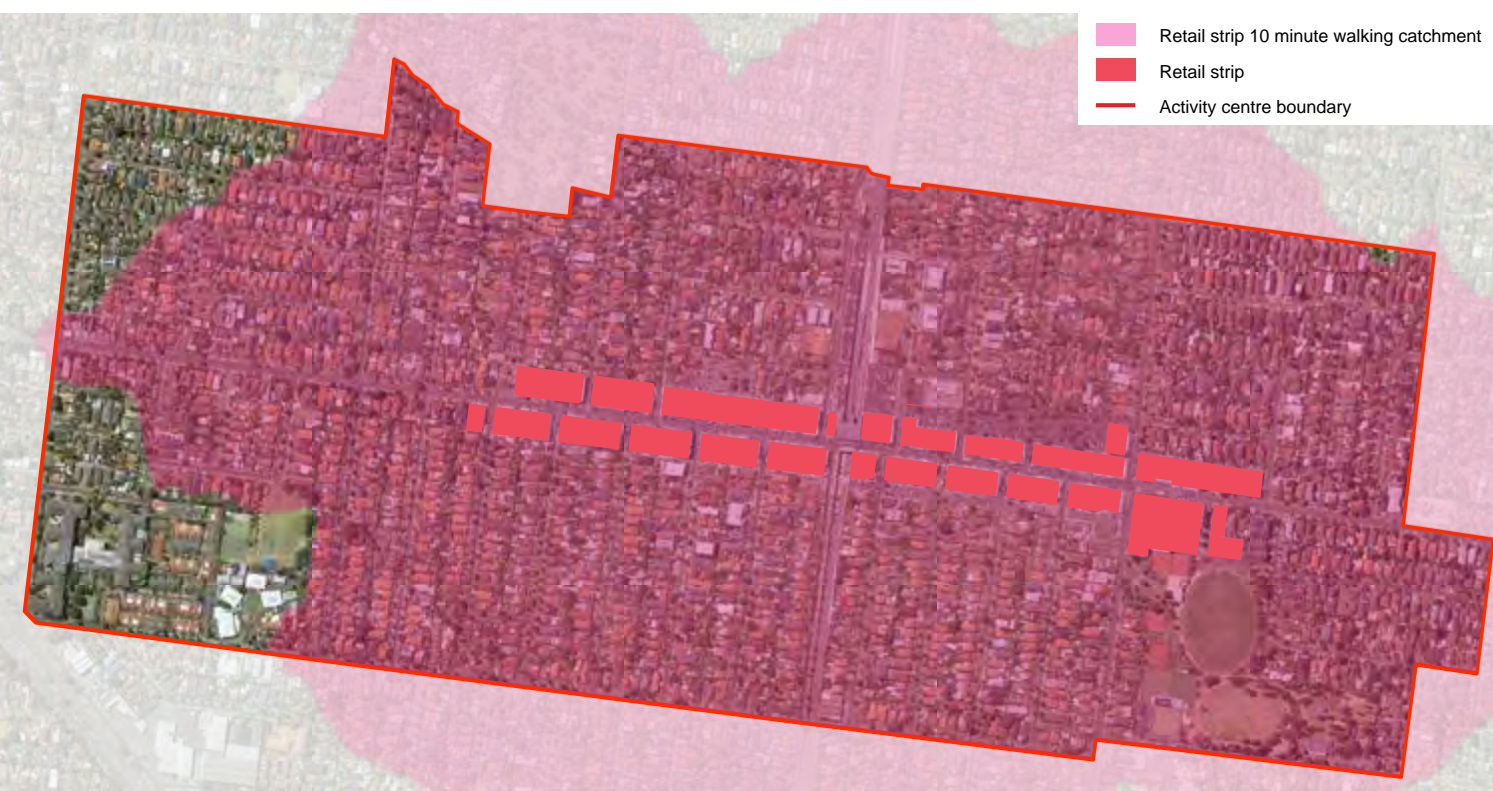


Figure 15.0 — Bentleigh Structure Plan study area

CONTEXT

WHAT MAKES BENTLEIGH UNIQUE?

Bentleigh is one of Glen Eira's busiest shopping destinations that sits within a distinctly suburban residential context. The *Bentleigh Structure Plan* study area is focused around the commercial strip which runs east-west along Centre Road. The surrounding residential area is characterised by predominantly low-scale detached houses however, some apartment development has occurred in recent years, predominantly north of Centre Road.

Bentleigh differs from Glen Eira's other major activity centres as it is located further from the CBD and lacks access via the tram network. Additionally, unlike Elsternwick and Carnegie, there is no opportunity for urban renewal (underused commercial land adjacent a major transport corridor).

Bentleigh's existing areas of higher residential density have been applied in a radial format from a bird's eye view, circling the train station to an approximate 400 metre radius. This approach results in mismatched building forms occurring within a single streetscape due to varied zoning in long streets. This can lead to four storey apartments being located next to single storey detached housing, resulting in a loss of the character of the established residential suburbs.

WHAT ARE THE CURRENT STRENGTHS AND WEAKNESSES?

Strengths

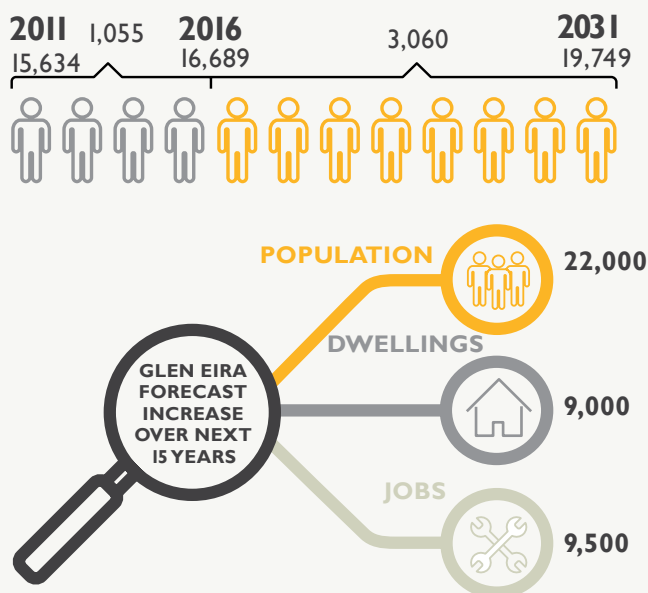
- > At the core of the activity centre is Bentleigh Station, which provides a connection north into the CBD and south to Frankston. The station has recently been refurbished and the level crossing has been removed, enhancing safety and traffic flow.
- > Bentleigh serves as a premier shopping destination for the area, providing three supermarkets, a discount department store, specialty shops, business and personal services, cafes and restaurants.
- > Car parking is provided on-street along Centre Road, and in open-air car parks that immediately abut the commercial strip to the north and south of Centre Road. Council owns a number of these parcels of land.

Weaknesses

- > Centre Road is the primary way of accessing the centre by car and bus with services connecting to Brighton in the west and Monash University in the east. However, due to these traffic movements, the road acts as a physical barrier for pedestrians crossing from north to south.
- > Two large heritage precincts dominate a large area of residential land south of Centre Road. A small pocket of land affected by the Neighbourhood Character Overlay is located on The Highway in the north east of the activity centre.
- > There is currently a conflict in planning controls with the Heritage Overlay located within the Residential Growth Zone — an area that encourages high density development. There is opportunity to safeguard streets in Residential Growth Zone areas that have had minimal development, while retaining opportunities for apartment developments in appropriate locations.

CONTEXT

HOW MANY PEOPLE WILL LIVE IN GLEN EIRA IN THE FUTURE?



Glen Eira is forecasted to grow by 22,000 people, 9,000 dwellings and 9,500 jobs over the next 15 years. Bentleigh increased its population by 1055 people between the 2011 and 2016 Census periods from 15,634 to 16,689 people. The Bentleigh population is forecasted to increase to 19,749 in 2031.

As a result, additional housing is required to meet population growth projections. The demographics help us understand the housing types that are required to meet the growing community. Currently, the leading household type in Bentleigh is couples with dependents, and the most significant increase in population is occurring in residents aged 55 to 59. The housing stock available in Bentleigh is predominantly single detached dwellings and new apartments, which is why there is a major focus on increasing the provision of diverse housing options, to provide housing for all, including families, people who are downsizing, lone person and other households.

WHY DO WE NEED TO INCREASE OFFICE AND RETAIL?

PROFESSIONAL, SCIENTIFIC AND TECHNICAL SERVICES
— 13.1 PER CENT

HEALTH CARE AND SOCIAL ASSISTANCE
— 12 PER CENT

EDUCATION AND TRAINING
— 10.3 PER CENT



Only 21.3 per cent of working residents are employed within the municipality, making Glen Eira the fifth lowest council across Melbourne for local employment. Glen Eira residents are mainly employed in white collar jobs and the majority travel outside of the municipality to work.

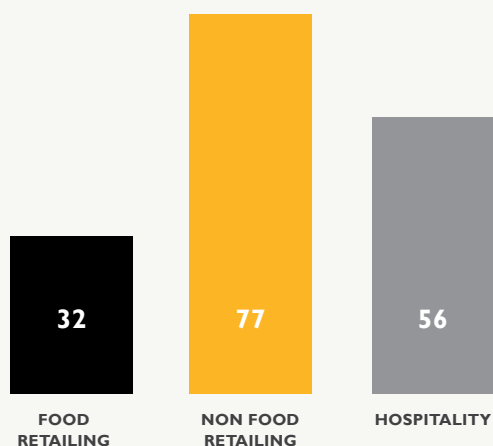
An analysis of the jobs held by the resident population in Bentleigh in 2016 shows the three most popular industry sectors were:

- > professional, scientific and technical services — 13.1 per cent;
- > health care and social assistance — 12 per cent; and
- > education and training — 10.3 per cent.

Providing more office and other employment opportunities will allow more Glen Eira residents to work locally.

WHAT ARE THE RETAIL AND SERVICES IN THE CENTRE?

NO. OF BUSINESSES

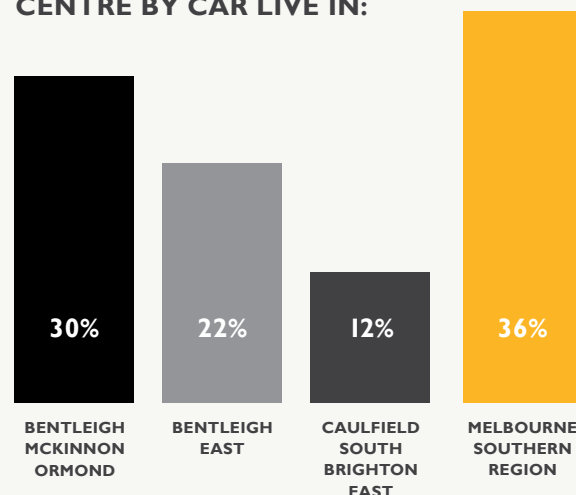


Economic analysis conducted indicated that Bentleigh's core retail precinct is a 250 metre section of Centre Road beginning at Bentleigh Station and ending at Godfrey Street. The centre includes a range of food retail options (32 businesses), as well as non-food retailers (77 businesses). Bentleigh has the highest concentration of non-food retailers out of the City's three major activity centres.

Please note: the food retail figure includes three supermarkets, indicating that the concentration of food retail is high, despite having noticeably lower numbers than other commercial activities.

WHAT IMPACT WILL THIS PLAN HAVE ON TRAFFIC IN THE CENTRE?

VISITORS TRAVELLING TO THE CENTRE BY CAR LIVE IN:



While traffic has been a key concern for residents in Bentleigh, short trips are a major contributor. The Woolworths supermarket located at the eastern side of the centre is a small, older format store of only 2,200m², which is not as well connected to other food retailers within Centre Road such as the Coles supermarket. The existing Coles supermarket with a total floor area of 2,320m² is considerably less than that of a typical full-line supermarket which is generally around 3,200m². If this site were to accommodate an expanded supermarket, it would result in the loss of car parks on the western side of the store.

In terms of the trade area, 30 per cent of visitors travelling by car to the centre live in Bentleigh, McKinnon or Ormond. Another 22 per cent of visitors live in Bentleigh East. A further 12 per cent of visitors live within the suburbs of Caulfield South and East Brighton, with the majority of the remaining 36 per cent of visitors living across Melbourne's southern region. This *Plan* includes a range of vehicle, pedestrian and cycling movement initiatives designed to reduce car dependency and help minimise short trips taken by car.

INPUTS

HOW WAS THE COMMUNITY ENGAGED?

The *Structure Plan* process was informed by extensive community consultation, with a focus on engaging a variety of stakeholders, including residents, local business owners, workers, state agencies and other stakeholders.

Between November 2016 and December 2017, Council undertook a six step consultation process, and feedback, comments and submissions have contributed to the preparation of the *Bentleigh Structure Plan*.

The consultation process included:

- > letters to affected property owners;
- > promotion through Council's website and *Have Your Say* site;
- > an online survey;
- > articles in the local newspapers;
- > *Glen Eira News* articles, lift-outs and features;
- > community forums;
- > discussions with a wide range of internal Council departments; and
- > drop-in sessions at our information booth at Bentleigh Library.

Total: 941 Bentleigh submissions

2016	NOV 2016—FEB 2017	MAR—APR 2017	MAY—JUN 2017	JUL—SEPT 2017	OCT—DEC 2017
Planning Scheme Review and Community Plan consultations	Tell us what you love about your shopping strip	Transforming our neighbourhoods together — our concepts based on your ideas	Activity centre strategy and preliminary structure plan exploration	Quality Design Principles and draft concept plans	Quality Design Guidelines and draft structure plans
	443 Bentleigh submissions	126 Bentleigh submissions	60 submissions and 39 community forum attendees	130 Bentleigh submissions and 58 community forum attendees	85 Bentleigh submissions and 42 community forum attendees

What have we heard?	What we are proposing
Eight storeys is too high for the commercial area of Benteigh.	Reduce height to a maximum of five storeys.
Development in residential areas is excessive.	Reduce some four storey areas to three storeys.
Keep building heights low in the shopping strip.	Maximum height of five storeys in the shopping strip.
More parking is needed.	Propose destination parking and provide a net increase of approximately 260 spaces for the centre focused at the Horsley and Bleazby Street sites.
Protect and preserve the heritage and character of our neighbourhoods.	Resolve zoning conflicts in heritage areas to provide clear protection that is prioritised.
More green outdoor areas are needed.	Create a new park in the range of 2,300m ² to 2,500m ² over the Godfrey Street car park site.
Benteigh Market should remain in its current location.	Maintain parking in Bent Street car park and continue Sunday market activities.
Provide more housing for families.	Reduce amount of four storey apartment areas and increase opportunity for development of townhouses.
More night-time activity is needed with safe places for people to gather.	Create a pedestrian-only mall area with outdoor seating, cafes, bars and restaurants with increased trading hours.
Extension of zoning boundaries south of Centre Road is concerning.	Reduce the southern extent of development to align with current zone boundaries.

**ADDITIONAL
OPPORTUNITY
FOR THE
COMMUNITY
TO PROVIDE
FEEDBACK**

CURRENT

LOOKING AHEAD

FEB 2018

MAR—MAY 2018

JUNE—JUL 2018

AUG—OCT 2018

OCT—DEC 2018

2019 AND ONWARDS

Consideration for adoption of the Structure Plans by Council

Prepare Planning Scheme Amendment to implement the new policies and controls (including new interim height controls)

Request authorisation from the Minister for Planning

Public exhibition of the Planning Scheme Amendment

Review and consider submissions and request panel hearing

Consider panel recommendations and apply for Minister's approval for the Planning Scheme Amendment.

INPUTS

WHAT RESEARCH WAS UNDERTAKEN?

As well as consultation with the community and other stakeholders and reviewing demographic data, preparation of the *Bentleigh Structure Plan* has been informed by the following independent consultant reports:

- > *City of Glen Eira Analysis of housing consumption and opportunities 2017* (.id)
- > *Glen Eira Economic Analysis and Forecasting Study 2017* (Blair Warman Economics)
- > *Assessment of the Economic Impacts of Transformation Concepts on Activity Centres: Bentleigh, Carnegie and Elsternwick, 2017* (Blair Warman Economics)
- > *Peer Review of Glen Eira's Draft Quality Design Guidelines and Strategic and Urban Renewal Development Plans Analysis, 2017* (Aecom)
- > *Glen Eira Activity Centres Urban Context Report 2017* (Planisphere)
- > *Glen Eira Draft Urban Design Guidelines 2017* (Planisphere)
- > *Glen Eira Urban Design Analysis Report 2017* (Planisphere)
- > *Glen Eira Community Benefits Discussion Paper 2017* (Planisphere)
- > *Glen Eira Activity Centres Community Engagement Summary Final Report 2017* (Co Design Studio)
- > *Glen Eira Transformational Concepts Draft Report 2017* (Planisphere)
- > *Glen Eira Transformative Concepts Review 2017* (onemilegrid)
- > *Glen Eira Transport Analysis and Forecasting Discussion Paper* (MRCagney)

Research and reports prepared by Council:

- > *Planning Strategy Impacts on Housing Opportunity*
- > *Parking Analysis for the Bentleigh, Carnegie and Elsternwick Structure Plans*

HOW DOES THIS PLAN LINK WITH OTHER POLICIES?

POLICY CONTEXT

Local strategies

The development of this *Structure Plan* is linked to the following Council strategies:

- > *Open Space Strategy 2014*;
- > *Planning Scheme Review 2016 Report*;
- > *Glen Eira Council and Community Plan 2017—2021*; and
- > *Activity Centre, Housing and Local Economy Strategy 2017*.

Activity Centre, Housing and Local Economy Strategy

In July 2017, Council adopted a new policy direction for Glen Eira's activity centres. As part of the new framework, Bentleigh has been nominated as a major activity centre.

- > Bentleigh will be a centre with access to a wide range of goods, services and activities, including commercial, retail, entertainment and community facilities, with suitable residential development opportunities that respond to the urban context in and around the centre.
 - Employment: Bentleigh will have a high focus on employment and growth.
 - Housing: Bentleigh will have a major focus on the provision of new family households, and a high focus on housing and growth opportunities.
 - Economy: Bentleigh will provide for the weekly

needs of an approximate 800 metre to two kilometre residential catchment, including specialty retailing, hospitality, entertainment, and a minimum of (or demonstrated capacity to accommodate) approximately two supermarkets or similar fresh food markets.

State-wide strategies

Development of this *Plan* aligns with the objectives set out in the Victorian Government's Metropolitan Planning Strategy — *Plan Melbourne 2017—2050*.

Plan Melbourne sets a vision and policy direction for growth, with a focus on ensuring a better distribution of business activity, jobs, housing, services, infrastructure and transport connections within activity centres.

It also provides direction for each municipality and seeks to increase density and activity in established areas currently serviced by existing public transport networks, employment opportunities and infrastructure. At the same time it has a focus on discouraging urban sprawl.

Bentleigh is in an established area with good access to public transport and facilities. *Plan Melbourne* identifies Bentleigh as a major activity centre that can accommodate housing and employment growth. It also recognises that each activity centre has a unique context and encourages local councils to set their own vision and policy objectives to plan for growth.

IMPLEMENTATION AND REVIEW

WHEN WILL THE PLAN BE IMPLEMENTED?

The statutory portion of the changes (the changes to building and land use controls on all affected land) will be implemented through a Planning Scheme Amendment which will commence in 2018. A Planning Scheme Amendment changes the town planning controls which determine how land can be used or developed. For privately owned land, development will occur over time within these newly implemented controls.

In terms of the major projects proposed on Council-owned land such as new public spaces, a more detailed implementation plan will be developed upon adoption of the final *Bentleigh Structure Plan* by Council which will include non-statutory implementation and advocacy strategies.

HOW WILL THE PLAN BE FUNDED?

To deliver our projects we will need to undertake capital works projects to make physical changes and other place-making processes to support activity and engagement within public spaces.

Indicative costs and funding sources will be identified to enable co-ordination with Council's capital works budget and program and will be subject to Council's budgetary processes and priorities.

HOW WILL THE PLAN BE REVIEWED?

To monitor and review the final Bentleigh *Structure Plan*, we will carry out the following steps:

- > The *Structure Plan* will be internally reviewed every four years.
- > Reporting undertaken against Council's *Glen Eira Council and Community Plan* will include updates on elements of this *Plan* which have been advanced.
- > Council will continue to discuss the outcomes in this *Plan* and the progress of identified projects with the Bentleigh Traders Association.
- > A review of the demographic changes anticipated due to this *Plan* in relation to population growth within the study area will occur after the release of Census data at five year intervals.
- > The mapping of development activity within the activity centre will be undertaken after confirmation is given for significant development to proceed.

A complete review of the process of implementing this *Plan* will occur at five year intervals.

HOW CAN THE BUILDING TYPES BE ENFORCED?

A range of planning controls will be used to guide the desired outcomes and achieve the community's vision for Bentleigh.

Once Council has adopted the structure plan for Bentleigh, a formal amendment process will occur to include these planning controls in the *Scheme*.

Council's *Quality Design Guidelines* provide more guidance as to how we plan to achieve these outcomes.

8.0 GLOSSARY

Activation

The injection of liveliness and vibrancy into an urban area.

Activity centre

A mixed-use area that provides a focus for commercial, retail, employment, housing, transport, services and social interaction.

At-grade

At ground level.

Cycle path

An area open to the public which is protected from motor vehicles and which is for use by people on bicycles only (in which case it is a bicycle path) or by pedestrians and people on bicycles (in which case it is a shared use path). A cycle path can be within or outside a road reserve.

Cycleway

A protected bicycle lane within a road reserve.

Heritage overlay

Applied to a place, object or area identified as being of heritage significance. Trees, gardens, parks, structures, buildings and streetscapes can be included in the heritage overlay.

Neighbourhood character overlay

Protects areas that have a particular urban character; includes both private and public realm aspects and how features interact with each other to create a sense of place.

On-road bicycle lane

A road with a designated on-road bicycle lane (unprotected).

Public realm

All public open space.

Setback

The distance that a structure or building is set back from the property boundary, road or other buildings. Setbacks can occur at ground level or on upper floors of a building.

Structure Plan

A long-term plan that guides important aspects of an area including development, land use, transport and car parking, community facilities, public and open spaces and strategic opportunities.

Statutory implementation

The implementation of strategic guidelines or outcomes into statutory controls.

Urban renewal

The process of unlocking well located, underused land to support employment, residential or commercial growth.

Walkability

The degree to which the built form of an area supports walking as a means of transport or recreation. Walkable areas are connected, safe and accessible for pedestrians.

Wayfinding

The way that people are guided through built environments. Wayfinding can include signage, barriers or ground treatments to delineate space and help users to understand the urban environment.



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