

GLEN EIRA CITY COUNCIL

# BENTLEIGH

Transforming our neighbourhood together  
— our concepts based on your ideas



# WHAT HAVE WE HEARD?

**Stage one**  
**Tell us what you love about your shopping strip**  
**November 2016–February 2017**

From November 2016 to February 2017 we asked “What do you love about your shopping strip?” More than 2,100 surveys were completed across Glen Eira’s 17 activity centres. A total of 443 surveys were completed for the Bentleigh shopping strip.

Based on this feedback, a report has been developed to identify key issues for each of Glen Eira’s 17 activity centres. This has been used to draft key objectives and a draft vision for each centre.

Each of the centres had unique differences however there were a number of themes which were consistent across all:

**Creating places for people**  
Respondents wanted vibrant community spaces, community hubs and places for people to gather.

**More greenery and amenity**  
There was a desire for more greenery, open space and amenities such as seating, shade and bins.

**Night-time activity**  
Respondents called for an increase in night-time activity with extended trading hours of cafes, restaurants and bars.

**Changing ways of moving around**  
While parking was a common issue, respondents called for improved walking, cycling and public transport access and the infrastructure to support this.

**Appropriate development**  
There was mixed support for new residential development — some strongly opposed, others supported so long as height limits are controlled and buildings fit in with local character.

Glen Eira City Council undertakes community engagement in order to inform, consult and involve the community. This ensures that decision-making is transparent, represents the views of the community, and is inclusive of diverse perspectives.

The full consultation report can be viewed at [www.gleneira.vic.gov.au/Bentleigh](http://www.gleneira.vic.gov.au/Bentleigh)

# WHAT NOW?

**Stage two**  
**Transforming our neighbourhood together — our concepts based on your ideas**  
**March–April 2017**

This document presents a draft vision, key objectives and four concept ideas, which were developed based on the feedback received from the first stage of consultation.

Council is now seeking community input and feedback to test these concepts and ensure they match with the community’s vision and expectations.

At this stage, these concepts are only ideas. Those concepts which receive community support will be presented to Council for consideration. The adopted concepts will require further detailed development and would be considered as part of Council’s long-term planning and delivered over time.

**Bentleigh into the future**  
Bentleigh is considered a ‘local’ and ‘convenient’ suburb. Respondents recognised a new, younger community and want the activity centre to transform accordingly. They want more greenery and vibrant public spaces for events and children to play.

**Draft vision**  
*Into the future Bentleigh will remain an affordable, family-friendly centre with a vibrant community feel.*

- Draft key objectives**
- > Increase open space and amenity.
  - > Update Bentleigh Plaza or re-imagine the space.
  - > Encourage and support small businesses.
  - > Increase night-time activity.
  - > Ensure height controls are implemented and material and design guidelines fit in with the local character.

To provide feedback or receive email updates throughout the consultation process, visit [www.gleneira.vic.gov.au/Bentleigh](http://www.gleneira.vic.gov.au/Bentleigh)

**Consultation stages**

**Stage one**  
Tell us what you love about your shopping strip.  
**November 2016–February 2017**

**Stage two**  
Transforming our neighbourhood together — our concepts based on your ideas.  
**March–April 2017**

**Stage three**  
We will seek community feedback on a draft *Activities Centre Strategy*. The *Strategy* acts as a high-level strategic document that identifies the vision, objectives and role of each activity centre in Glen Eira.  
**May 2017**

**Stage four**  
We will seek community feedback on building and development guidelines across all commercial areas with a more detailed focus on Bentleigh, Carnegie and Elsternwick.  
**June–July 2017**

**Stage five**  
We will seek feedback on draft structure plans for Bentleigh, Carnegie and Elsternwick, which will incorporate the previous three themes of vision, key projects and built form.  
**June–July 2017**

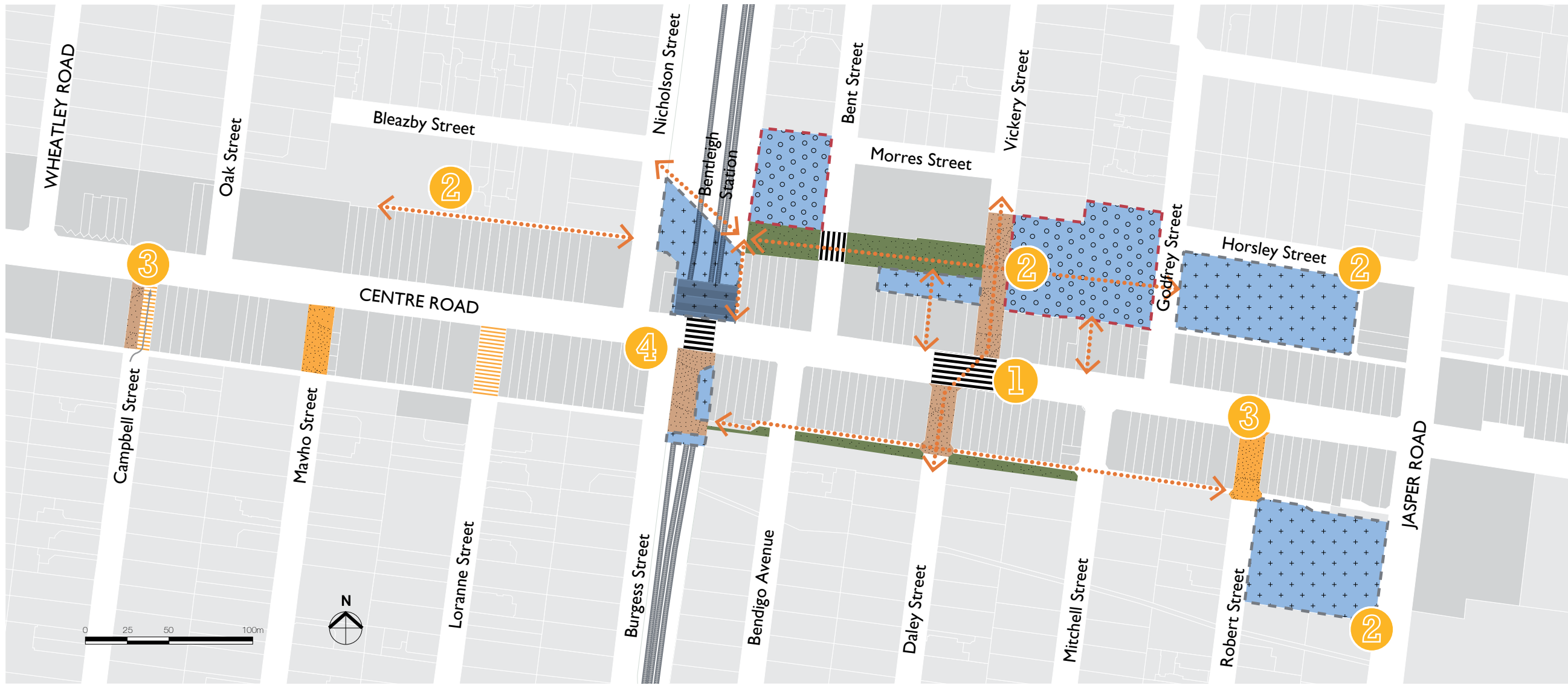
**Stage six**  
We will ask for community feedback on the final structure plans before they are presented to Council.  
**October–November 2017**





# SUMMARY OF CONCEPTS

- 1 Create a new green space in the heart of Bentleigh**  
Redesign Bentleigh Plaza and extend to Vickery Street to create a more usable and inviting community town square for public gatherings and events.
- 2 Create new community hub and additional car parking**  
Create more public car parking within one centralised structure that includes a new community hub and a large green park.
- 3 Transition Bentleigh to a pedestrian friendly centre**  
Redesign Bentleigh Plaza and extend to Vickery Street to create a more usable and inviting community town square for public gatherings and events.
- 4 Create a vibrant and safe train station precinct**  
Look for opportunities to deliver place-based improvements to the station precinct and surrounding area.





EXISTING



Vickery Street, Bentleigh

CONCEPT EXAMPLE — WHAT IT COULD LOOK LIKE



EXAMPLE — PRAHRAN



1 CREATE A NEW GREEN SPACE IN THE HEART OF BENTLEIGH

The Bentleigh community identified a lack of green public spaces. This concept seeks to address this issue by creating new green spaces within the centre and re-inventing the existing community plaza. These spaces seek to become the new heart of the activity centre and would accommodate a range of uses both during the day and into the night.

The majority of these spaces will be public spaces with additional opportunities for both cafe and hospitality type uses to ensure the ongoing vibrancy and activation of the centre.

This concept could include:

- > the creation of new public open space at Vickery Street to bring a range of benefits, within a centre that visibly lacks a high quality public square;
- > extending the public plaza over Centre Road and into Vickery Street, to allow greater connections across Centre Road;
- > the realignment of the pedestrian crossing, which will increase the pedestrian amenity of the street and enable safer movements for all users; and
- > reconfiguring the rear car park, which will have the potential to increase overall car parking numbers for the centre.

Community benefits

- > Safer streets.
- > Increased opportunities for walking and cycling.
- > New visitors to the centre.
- > Providing the centre with an enhanced sense of place or identity.
- > A high quality useable community space within the centre.
- > Potential for night events and activities.

Issues to overcome

- > Vehicle access to Centre Road from Vickery Street is removed.
- > The existing buildings fronting Centre Road and Vickery Street do not have active frontages.
- > Centre Road is managed by VicRoads — Council is required to seek approval and funding for any changes to the street.
- > Unknown impact on car parking.

Next steps

- > Further investigate and advance the concept for a new public plaza that enables safe pedestrian movements and has the ability to perform a range of public functions.

If the community supported this concept, it could involve the following:

- > extending the plaza space over Centre Road with full closure of Vickery Street;
- > relocating the pedestrian crossing to align with the plaza with kerb extensions and raised pedestrian platform; redesigning the spaces to encourage public activity and events;
- > providing inviting green spaces with large canopy trees;
- > encouraging adjacent uses to spill into the plaza areas; and
- > reconfiguring and extending the car park to the north to address road closure of Vickery Street.



EXISTING



Vickery Street, Bentleigh

CONCEPT EXAMPLE — WHAT IT COULD LOOK LIKE



EXAMPLE — DANDENONG



2 CREATE A NEW COMMUNITY HUB AND ADDITIONAL CAR PARKING

By investigating the viability of developing one or more of the Council owned car parks (Council owns six public car parks within Bentleigh) either side of Centre Road, we can unlock opportunities to create more public car parking and a new centralised community hub.

A community hub plays a significant role in a local community by providing a focal point for community activity. A community hub can provide a range of adaptable services and facilities that meet the needs of users, residents and businesses.

This concept could include:

- > consolidation of the current car parking into a multi-deck car park;
- > a new centralised library combined with other community uses;
- > an increase in car parks and more efficient use of land;
- > the creation of new pedestrian laneways and additional greening with connections to Centre Road;
- > potential for retail premises to open new entrances and facades to the new pedestrian laneways; and
- > new shopfronts on ground level of any new car park developments.

Community benefits

- > An increase in public car parking.
- > New community facilities.
- > Increased retail activation opportunities within new laneways.
- > A high quality useable community space within the centre.
- > Potential for night-time events and activities.
- > Additional visitors to the centre.
- > Enhanced pedestrian connections and amenity.

Issues to overcome

- > Consolidation of the car park would require construction of a multi-deck car park — this may be two to three storeys tall.
- > All car parks within the Bentleigh centre have high occupancy rates — we would need to ensure there is no reduction in the total number of car parking spaces.
- > Any additional laneway connections from Centre Road may require property acquisition.
- > Using any public land for commercial development will require appropriate approvals and processes.

Next steps

- > Further investigate the viability of constructing a multi-deck car park within the centre to enable the development of a community hub.

If the community supported this concept, it could involve the following:

- > more public car parking within one centralised structure that embraces innovative technology and plans for the long-term future needs of car use. Any car parking structure should include:
  - > a leasable tenancy on ground floor of car park that activates laneways; and
  - > a rooftop public multipurpose recreational facility.
- > a new centralised large green park that encourages public interaction;
- > new appropriate pedestrian laneway connections from Centre Road to these new facilities; and
- > opportunities for commercial development arrangements that meet economic and community benefit objectives and contribute funds for structure plan implementation.



EXISTING



CONCEPT EXAMPLE — WHAT IT COULD LOOK LIKE



EXAMPLES — PRAHRAN/WINDSOR



3 TRANSITION BENTLEIGH TO A PEDESTRIAN-FRIENDLY CENTRE

Centre Road is currently a linear shopping street — through the pedestrianisation of segments of local side streets, we hope to transition Bentleigh into a pedestrian-friendly centre that ensures all visitors and residents feel safe, invited and welcomed when walking through the precinct.

This concept could include:

- > greater pedestrian connections along Centre Road to encourage new visitors and increase the amount of time they spend within the activity centre;
- > the addition of safer and more pedestrian-friendly streets, which will unlock opportunities to increase the street activation and encourage the types of uses that make the Centre Road shopping precinct successful;
- > the addition of street trees, lighting and extended footpaths, which will create a safer and more enjoyable experience for residents and visitors to the street;
- > the upgrade of pedestrian crossing points. This will likely decrease the vehicle speed within the street and enable better connections between the north and south side of Centre Road; and
- > pedestrianising appropriate sections of local streets, making them quieter and more enjoyable for residents.

Community benefits

- > Safer streets.
- > Increased opportunities for walking and cycling.
- > Street activation.
- > Decreased road traffic speeds.
- > Free-up road space for other uses.

Issues to overcome

- > The reconfiguration of the road network will require comprehensive traffic analysis.
- > Changing travel behavior.
- > Centre Road is managed by VicRoads — Council is required to seek approval and funding for any changes to the street.
- > Unknown impact on car parking.

Next steps

- > Seek community support to transition Centre Road into a more pedestrian-friendly and safer environment.
- > Undertake a detailed design on options presented and develop solutions to the issues identified.

If the community supported this concept, it could involve the following:

- > creating pedestrianised, activated and widened laneways, both through upgrading existing and creating new connections to Centre Road; and
- > exploring pedestrianising the commercial length of side streets, in particular Campbell Street, Mavho Street, Loranne Street, Robert Street and Vickery Street by exploring three options:
  - > Full closure.
  - > One-way with extended footpath (see Godfrey Street).
  - > Shared space two-way.

For further information regarding pedestrianising side streets, see next pages.

PEDESTRIANISING SIDE STREETS OPTIONS BEING CONSIDERED

ONE-WAY CONVERSION

Analysis shows that in isolation each of the four streets could be converted to a one-way northbound street by reducing traffic lanes and extending pedestrian spaces. The intention is to decrease the road widths to a single traffic lane at the northern commercial ends of these streets by extending the width of footpaths. This will enable a range of pedestrian and commercial uses.

Benefits

- > Reduction in car traffic.
- > Extended footpaths and a safer pedestrian environment.
- > Increased retail and hospitality opportunities.

Issues to overcome

- > The reconfiguration of the road network would require comprehensive traffic analysis.
- > One-way southbound traffic would require significant turnaround points.

If a traffic calming and pedestrian enhancement treatment is to be undertaken across all nominated streets, a combination of both two-way shared zones and one-way northbound should be implemented to ensure an adequate level of connectivity is still maintained.

At this stage it is not clear which streets are best suited to become one-way and two-way shared zones. This would require further traffic analysis and investigation to understand the opportunities and constraints that each street presents.

TWO-WAY SHARED ZONE

A two-way shared zone treatment can be implemented within the commercial length of all or some of the nominated streets.

A shared zone is a road or network of roads where pedestrians, cyclists and vehicles share the roadway. Typically a shared zone has a sign-posted speed limit of 10km/ph and is implemented in locations where pedestrians are expected to outnumber vehicles.

Alternate surface materials are often used to make them appear more like pedestrian spaces and to distinguish the spaces from roads.

Benefits

- > Reduction in car traffic.
- > Maintains two traffic flows.
- > Safer pedestrian environment.
- > Increased retail and hospitality opportunities.

Issues to overcome

- > The reconfiguration of the road network would require comprehensive traffic analysis.
- > VicRoads approvals required for shared zone implementation.

Further traffic analysis and investigation would be required to understand the opportunities and constraints presented by each of the proposed street changes.

OPTIONS NOT CONSIDERED

Full closures were considered but deemed not feasible. This is because significant turnaround points would be required, which would negatively impact on pedestrian footpaths, waste collection and may require property acquisition.

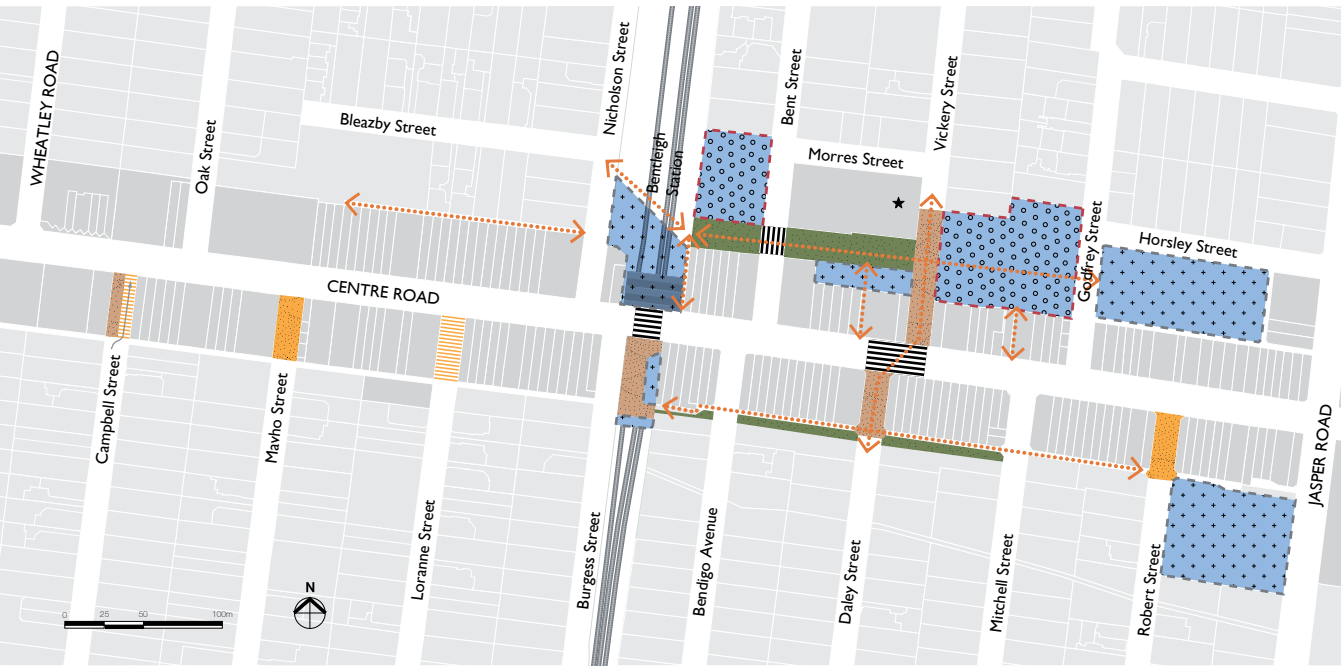
Additionally one-way southbound streets would also require turn around points or new road connections between side streets. This was also deemed unattainable.

OTHER OPTIONS CONSIDERED

For further information on extending the plaza space over Centre Road with full closure of Vickery Street, see page 7.

For further information on creating pedestrian laneway connections from Centre Road to the proposed new community facilities, see page 9.

For further information on creating connections between the station and the car park laneways, to make it safer and more inviting for pedestrians, see page 15.





EXISTING



CONCEPT EXAMPLE — WHAT IT COULD LOOK LIKE



EXAMPLE — DANDENONG



4

CREATE A VIBRANT AND SAFE TRAIN STATION PRECINCT

This concept aims to ensure the newly built Bentleigh Station precinct is a vibrant and safe space that the community can be proud of. Council will advocate for attractive and family-orientated spaces and uses to ensure the train station precinct, new public space and future opportunities are in line with community and Council expectations.

This concept could include:

- > a new plaza and commercial businesses to the south of Centre Road to complement the existing retail strip;
- > creating a connection between the station and the car park laneways, to improve safety and appeal for pedestrians; and
- > a new outdoor cultural hub at the station plaza, enabling a range of uses within the middle of the activity centre.

Community benefits

- > New open space plaza.
- > Increased street activation.
- > Increased visitors to the centre.
- > Safer movement of pedestrians.

Issues to overcome

- > Expected difficulty in building over the rail line.
- > Working with the State and Federal Government as key land owners in this precinct.
- > The new plaza space may compete with other proposals within the centre.

Next steps

- > Investigate advocacy opportunities to guide works above the rail corridor in Bentleigh in partnership with relevant State Government authorities.

If the community supported this concept, it could involve the following:

- > Advocating for a new plaza and shops above sunken railway line, south of Centre Road.
- > Provide guidance for any future integrated development over the sunken station.
- > If station land is redeveloped, seek a new pedestrian connection across the railway line along with Morres and Bleazby Streets.



## HOW TO PROVIDE FEEDBACK

- > To complete a short survey, visit [www.gleneira.vic.gov.au/Bentleigh](http://www.gleneira.vic.gov.au/Bentleigh)
- > Attend a drop-in session where Council staff and planning experts will be available to collect your feedback and answer your questions:
  - > Tuesday 28 March, 7am–10am, Bentleigh Station
  - > Thursday 30 March, 4pm–7pm, Youth Information Centre, 86 Robert Street, Bentleigh
  - > Sunday 2 April, 9am–12pm, Bentleigh Sunday Market, 1 Bent Street, Bentleigh

For further information or to discuss anything within this brochure, contact Council's City Futures Department on 9524 3333 or email [mail@gleneira.vic.gov.au](mailto:mail@gleneira.vic.gov.au)



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