

East Village

Comprehensive Development Plan



GLEN EIRA
CITY COUNCIL

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HOW TO READ THIS DOCUMENT

The East Village Comprehensive Development Plan (CDP) is a long term plan to facilitate the redevelopment of the East Village Precinct, and must be read in conjunction with the provisions within Clause 37.02 Comprehensive Development Zone (CDZ) and Schedule 2 (CDZ2) within the Glen Eira Planning Scheme (Planning Scheme). The CDP is incorporated into the CDZ, and as such, it must be read as part of the Planning Scheme.

A planning permit application and planning permit must implement the outcomes of the CDP.

The outcomes are expressed as the Vision and Objectives in Part 1 of this CDP.

Each element of the CDP contains Requirements and Guidelines and may also include Design Guidelines.

Vision and Objectives: The vision and objectives must be complied with.

Requirements must be adhered to. Where they are not demonstrated in a permit application, requirements will be included as a condition on a planning permit whether or not they take the same wording as in the comprehensive development plan.

Guidelines are measures that should be complied with. The responsible authority may exercise discretion in relation to the assessment of an application against the Guidelines. If the responsible authority is satisfied that an application that proposes an alternative to a Guideline also achieves the outcomes, the responsible authority may consider the alternative.

Town Centre Design Guidelines outline specific built form controls to achieve outcomes in relation to key public areas. These provide strong guidance to planning permit applicants regarding the features that are expected to be delivered in key public spaces. The responsible authority may exercise discretion in relation to the assessment of an application against the Design Guidelines. If the responsible authority is satisfied that an application that proposes an alternative to a Design Guideline also achieves the outcomes, the responsible authority may consider the alternative.

Meeting the Requirements, Guidelines and Design Guidelines will implement the outcomes of the CDP.

Not every aspect of the land's use and development is addressed in the CDP and a responsible authority may manage development and issue permits as relevant under its general discretion, even where the use or development is not specifically shown in the CDP.

1 OUTCOMES

1.1 Vision

East Village will be a sustainable mixed use precinct with a focus on innovative employment and education opportunities. Enhanced by green spaces and places for people, it will be supported by a diverse range of high quality housing and retail that caters for all.

The heart of the village will be a vibrant local town centre focused around a dynamic town square and central park, with quality local shopping, dining and entertainment options that meet the daily needs of residents and workers, and encourage social and recreational experiences. New community facilities will be provided centrally to the precinct to ensure that residents and workers have access to high quality community services, and to further activate the vibrant civic spaces.

Employment-generating uses will be encouraged throughout the core of the precinct, with mixed use buildings surrounding the town centre supporting a range of small creative businesses and industries at the ground and lower floors, and integrating new dwellings in medium rise buildings at upper floors. A diverse range of tenancies will be encouraged to foster innovative and complementary businesses that enhance local collaboration.

Intimate laneways throughout the precinct will be engaging places which provide for small scale production style tenancies that encourage flexible studio spaces for diverse range of bespoke businesses. These lanes will be high quality pedestrian environments, with localised character and 'hidden' commercial experiences.

The employment and town centre areas will be stimulated by new residential development, creating safer, more attractive and lively community spaces. Future residents will have good opportunities to work, shop and access local parks closer to where they live. A range of housing options will be provided to cater to the diverse needs of the growing local community.

The southern and eastern boundaries of the precinct will accommodate contemporary residential buildings to manage the transition in terms of intensity and scale to existing neighbourhoods within Bentleigh East. A new government school, to be located in the south-east corner of the precinct, will activate the area and service the future and existing community. The precinct will facilitate an extension and upgrade to Marlborough Street Reserve, along with localised improvements to Virginia Park.

The western edge of the precinct will comprise modern offices with larger commercial spaces for white-collar businesses. With a maximum height of four storeys and requirements for rear access, these buildings will present an attractive and co-ordinated frontage to East Boundary Road. The northern edge of the precinct is expected to transition over time to also accommodate larger scale commercial floor spaces that allow for the production of goods and services. These businesses will ultimately provide for an improved urban environment along North Road, and increase employment opportunities for local residents.

East Village will be a dynamic and vibrant community set within a green urban environment, with high quality landscaping incorporated into all streetscapes and public spaces to provide public amenity, and well-considered building design ensuring that public spaces have adequate access to sunlight. It will be well-connected to local and regional services and destinations through improved pedestrian, cycle, public transport and vehicular links, and will be designed to facilitate

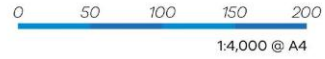
cutting-edge technology and accommodate changes to urban form that may be necessitated in response to changing practices in the future.

East Village will ultimately be a desirable place to work, live and visit, and will be an inspirational setting in which to foster new ideas, innovation and leisure.

1.2 Objectives

01	To create a mixed-use precinct which provides jobs, housing, and community and retail services that contribute to day and night-time activity.
02	To create a precinct which is conducive to a range of businesses and industry sectors including office, local manufacturing and emerging commercial enterprises.
03	To establish and visually reinforce the precinct's employment and retail focus through built form design.
04	To facilitate interaction between local businesses through streetscape and built form design that encourages visibility of uses.
05	To promote lot and dwelling types that allow for a diversity of households, including affordable housing, within the precinct.
06	To enable the development of new, high amenity residential uses within and close to mixed use and industrial areas while not impeding the growth and operation of these areas as service and employment nodes.
07	To establish an integrated transport network that reduces dependency on private vehicles, maximises access to public transport and encourages walking and cycling.
08	To deliver safe and accessible public spaces (including the town square, local streets and open spaces) that have access to sunlight and contribute to a distinct sense of place.
09	To facilitate the retention and establishment of mature vegetation within streets, parks and other public and private spaces.
010	To deliver a system of integrated water management that encourages the re-use of alternative water, minimises flood risk, ensures the environmental health of waterways and bays, protects public health, and contributes towards a sustainable and green urban environment.
011	To ensure buildings provide equitable development rights for adjoining sites and allow reasonable access to privacy, sunlight, daylight and outlook for habitable rooms.
012	To limit the visual impact of taller buildings on the surrounding neighbourhoods.
013	To co-locate community uses and facilities where they are highly visible and accessible to the community via safe walking and cycling paths.

PLAN 1 – FUTURE URBAN STRUCTURE



	precinct boundary		commercial west sub precinct		connector street (23m)
	community facility		commercial north (subject to drainage control)		North Drive (23m)
	trees to be retained		town centre sub precinct		local access street (15.5m)
	gateway site		future government school		local access street (16m)
	residential east sub precinct		credited open space		existing street within precinct
	residential south sub precinct		town square (credited)		shared road (9m)
	mixed use sub precinct		drainage easement		overland flow
	commercial north sub precinct				pedestrian lane (4m)

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2 IMPLEMENTATION

2.1 Land use

REQUIREMENTS	
R1	Applications incorporating residential development within sub precincts designated as Mixed Use, Town Centre, Residential East or Residential South must demonstrate a diversity of dwelling sizes, including a mix of one, two and three bedroom apartments and town houses.
R2	A Supermarket land use must not be located in any sub-precinct, other than the Town Centre sub-precinct.

GUIDELINES	
G1	Subdivision within the Commercial and Mixed Use sub precinct should cater for a diversity of commercial uses.
G2	Development fronting the central park and town square should incorporate commercial, retail and / or community uses within podium levels of buildings.
G3	Dwellings should be located at upper levels (above first floor) within the Town Centre and Mixed Use areas.
G4	Ground level uses in the Town Centre sub precinct along North Drive and within the town square should provide on-street activity, such as restaurants incorporating outdoor dining.
G5	Uses at ground and first floor levels in the Mixed Use and Town Centre should be predominantly commercial.
G6	Supermarket land uses in the town centre sub-precinct should not exceed: <ul style="list-style-type: none"> - two supermarkets; and - 5,500 square metres of combined Gross Leasable Floor Space.

2.2 Built Form & Landscape

REQUIREMENTS	
R3	Development must be: <ul style="list-style-type: none"> • in accordance with the maximum heights and other setbacks or separation distances as outlined in Table 1 of this CDP

Table 1: Built Form Requirements by Sub Precinct

SUB-PRECINCT	MAXIMUM HEIGHT	STREET SETBACKS	OTHER SETBACKS OR SEPARATION DISTANCES
Commercial North	N/A	N/A	N/A
Commercial West	N/A	N/A	N/A
Mixed Use & Town Centre	N/A	N/A	4m from the Town Square at ground floor.
Residential East and Residential South	11m (Residential East) 13.5m (Residential South only)	N/A	N/A

GUIDELINES

G7

Applications for development should be generally in accordance with the heights and setbacks as outlined in Table 2 (below) of this CDP.

Table 2: Built Form Guidelines by Sub Precinct

SUB-PRECINCT	MAXIMUM HEIGHT	STREET SETBACKS	OTHER SETBACKS OR SEPARATION DISTANCES
Commercial North	16m (4 storeys) 23m (6 storeys) for a Gateway Site.	No setback.	N/A

Commercial West	16m (4 storeys)	<ul style="list-style-type: none"> - 0m along East Boundary Road, with 50% of the frontage indented to a depth of approximately 3m. - 0m elsewhere. 	4th storey and above setback 3m from Virginia Park at southern end (Virginia Park intersection).
Mixed Use & Town Centre	<p>29m (8 storeys) (with 16m (4 storeys) podium within 15m of Central Park)</p> <p>Building height should gradually transition from the lower scale residential east and residential south areas towards the centre.</p>	<ul style="list-style-type: none"> - 0m to a height of 9m (3 storeys) for the podium where not located within 15m of Central Park. - 0m to a height of 16m (4 storeys) for mixed use within 15m of Central Park. <p>5m at upper levels above the podium, providing a clear separation between podium and tower.</p>	<p><u>Tower Separation:</u> Minimum 12m separation between tower forms (where above 3 storeys).</p>
Residential East and Residential South	N/A	3m setback	<p><u>Rear boundaries</u> Where abutting a residential interface outside of the precinct:</p> <ul style="list-style-type: none"> - 5m at ground floor and first floors. - 11m at second floor. <p><u>Side boundaries (balconies and terraces):</u> Minimum side or rear setback of 6m for secluded private open space at upper floors.</p>

2.2.1 Commercial North & West

GUIDELINES	
G8	The provision of at grade or surface car parking should be avoided, other than on a temporary basis as part of the transition to a more intensive built form.
G9	A network of activated pedestrian focused laneways and streets should be provided within the Commercial and Mixed-Use Precincts, with publicly accessible urban plazas and forecourts to encourage interaction and passive recreation.
G10	Other than where a specific requirement or guideline applies seeking an alternative built form response, development should use built form to clearly define the frontages to any streets, lanes and pedestrian through-connections.
G11	Buildings should establish a medium-to-large grain commercial character along North Road and East Boundary Road.
G12	Buildings should reinforce important street corners and entries into the East Village strategic site with building design, materials, articulation and landscaping that provides a landmark built form.
G13	Buildings should be built to the boundary fronting North Road in the Commercial North Sub Precinct.
G14	Buildings should incorporate considerable articulation and landscaping fronting the East Boundary Road street frontage in the Commercial West Sub Precinct.
G15	Buildings should incorporate high quality materials, textures and colours that complement the residential or commercial characteristics of the surrounding streetscape, as appropriate.
G16	Buildings should incorporate awnings or other weather protection for building entries and abutting pedestrian paths.
G17	Building entrances should be located as follows: <ul style="list-style-type: none"> - Primary pedestrian entrance to any arterial road frontage. - Secondary pedestrian entries from secondary streets and public pedestrian links. - Pedestrian entries and external links should have consideration to pedestrian desire lines and connections to the town centre, central park and town square.
G18	Walls visible to the street should provide visual interest, through appropriate articulation, landscape or other elements, and should avoid large expanses of continuous wall.

2.2.2 Residential East and South

GUIDELINES	
G19	A mix of town houses and apartments should be provided in the Residential South sub precinct.
G20	Town houses should be the predominant development form in the Residential East sub precinct. Each dwelling should be provided with secluded private open space within the ground floor rear setback.
G21	Buildings should incorporate high quality materials. Colours and textures should complement surrounding development.
G22	Residential buildings should establish a fine grain pattern of development along the street, dividing consolidated building sites into single-lot sized proportions. Long extents of buildings should be relieved using a combination of varied setbacks, articulation, materials and colours, as appropriate.
G23	Building setbacks should provide for a landscaped garden setting with deep planted canopy trees and permeable surfaces in front and rear setbacks.
G24	Buildings should provide an appropriate transition to adjoining sites that are of a lower scale in existing residential areas.
G25	Dwellings should be oriented towards the front and rear of the site. Active living areas such as balconies and living rooms should avoid facing common/shared boundaries at upper floors.
G26	Apartment developments should provide rooftop landscaping, where practicable. This may include a green roof, or communal rooftop garden area or a combination of both.
G27	Front fences should not exceed a height of 1.2 metres. Fencing above 1m in height must be transparent or permeable in nature.

2.2.3 Mixed Use & Town Centre

REQUIREMENTS	
R4	All buildings and structures must be setback from the town square in accordance with the setbacks specified in Table 1 to allow for footpath trading.
R5	Large expanses of continuous wall visible to connector and external streets must be avoided.

GUIDELINES	
G28	The town centre should be designed as a street-based village with a network of 'open to air' public streets that connect through the block. An internal mall configuration should be avoided.
G29	The town centre should include an 'open to air' public street that diagonally connects the town square and the school pedestrian crossing. The street connection should be DDA compliant, avoiding steps, lifts or escalators.
G30	Buildings should be designed to establish human scale form and fine-grain streetscape character.
G31	Buildings should reinforce important street corners and entries into East Village.

G32	<p>Buildings should provide a podium and tower form that:</p> <ul style="list-style-type: none"> - Provides clear separation between low-scale podiums and upper floor towers, in general accordance with the setbacks provided in Table 2. - Achieves a high level of internal amenity for existing and future occupants of adjacent towers, considering sunlight, daylight, privacy and visual separation. - Avoids the appearance of a continuous built form when viewed from the public realm. - Provides daylight and sunlight penetration towards public realm at ground floor. - Provides visual interest from front, oblique and side views from long and short range view-lines.
G33	Buildings should be designed to ensure the town square acts as the focal point of the precinct, with active edges, links and building orientation to increase views and connectivity into the town square.
G34	Building heights should gradually transition from the residential sub-precincts, concentrating height in the centre of the precinct around the central park and town square.
G35	Public shared-paths and pedestrian links should be incorporated into building design as appropriate, having consideration to pedestrian desire lines and connections to the town centre, central park and town square.
G36	Building entrances should be from a street rather than a rear laneway, and clearly visible. Rear access should be for staff and delivery of goods only.
G37	Vegetation should be provided as an intrinsic part of the public realm, including pedestrian links and communal spaces in buildings.
G38	Buildings on corner sites should reinforce and address both street frontages.
G39	Buildings abutting pedestrian paths should incorporate awnings or other weather protection.
G40	Large expanses of continuous wall visible to local access streets and services lanes should be avoided. Where this is unavoidable, appropriate articulation, landscaping and other elements must be included to provide relief and visual interest.
G41	Apartment developments should provide rooftop landscaping, where practicable. This may include a green roof, or communal rooftop garden area or a combination of both.
G42	<p>Buildings should be designed to provide a mix of commercial and retail tenancy sizes, encouraging:</p> <ul style="list-style-type: none"> - Small scale, fine grain tenancies at ground floor fronting the central park and town square. - A range of tenancy sizes in the remainder of the precinct.
Refer to Town Centre Design Guidelines section for additional requirements relating to delivery of the town square and public pedestrian connections.	

TOWN CENTRE DESIGN GUIDELINES	
DG1	The town square should be designed to act as a focal point capable of hosting formal and informal community activities and short-term retailing.
DG2	Apartments abutting the town square should be designed to provide balconies which overlook and provide passive surveillance of the town square.
DG3	The town centre should be designed to have clear views and convenient pedestrian access to the town square.
DG4	All buildings and streets within the town centre (except rear service lanes) should be designed to maximise activation and pedestrian activity in the public realm.
DG5	Development should positively address the pedestrian connection between the town square and South Drive to provide activation and integration of this link. Crime Prevention Through Urban Design measures must be incorporated into the design of the link and surrounding developments.
DG6	Any level transition of the pedestrian connection from the town square to South Drive must add aesthetic value to the town square and ideally be incorporated into the function of the square (e.g. terraced seating, amphitheatre). Accessibility should be provided for all users.
DG7	North Drive should be designed to facilitate safe pedestrian movement, with wider footpaths and safe, regular crossing points to allow pedestrians to easily move back and forth across North Drive and should adopt the cross section set out in Part 4.
DG8	Buildings should have their main pedestrian entrance onto the North Drive frontage.
DG9	Building facades at the ground level should positively address all collector streets, local access streets and pedestrian laneways. The use of blank walls should be avoided and visual interest should be provided through the use of a range of materials and a fine grain building form. Back of house areas and interfaces should be confined to rear service lanes.
DG10	The gateway site on North Drive should define the entrance to the town centre through a landmark building, landscaping and public realm treatments.
DG11	The town square should be designed as an urban, public open space which is addressed by and integrated with the town centre.

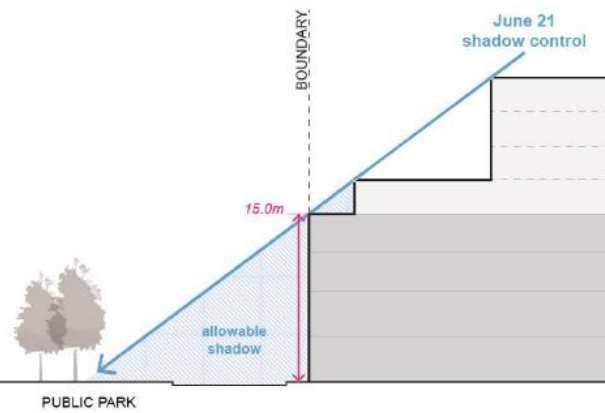
2.2.4 Access, parking and building services

GUIDELINES	
G43	<p>Loading, storage, refuse areas and building services including domestic services, utilities and waste management facilities should be concealed and integrated into building design so as not to be visible from public areas, including all collector streets, local access streets and pedestrian laneways. Back of house areas and interfaces should be confined to rear service lanes.</p>
G44	<p>Buildings in the Commercial North, Commercial West, Mixed Use and Town Centre sub-precincts should be designed to:</p> <ul style="list-style-type: none"> - Prioritise high quality streetscapes through considered parking and access design that minimises visual and physical impacts. - Prioritise vehicle parking and access from Local Access Streets (15.5m and 16m) - Maintain active land uses at street level by locating parking structures underground in basements or towards the rear of the building if above ground. - Provide vehicle access from side streets or rear laneways if available. - Minimise access and crossover widths as much as practical. - Ensure that bicycle parking is secure, convenient and readily accessible. - Separate resident and visitor entries from commercial entries, service areas, vehicle accessways and loading zones.
G45	<p>Buildings in the Residential East and South sub-precincts should be designed to:</p> <ul style="list-style-type: none"> - Ensure that accessways and car parking structures are visually recessive and do not compromise landscaping opportunities. - Minimise the number and width of vehicle crossings and driveways, and conceal or recess garage and basement entries. - Vehicle access from side streets or rear lanes is preferred. However, if required on the primary street frontage, driveways/access ramps should provide for landscaping and not dominate the front setback.

2.2.5 Development abutting open space

REQUIREMENTS	
R6	<p>Buildings adjacent to parks must be sited and designed to positively address the open space and provide passive surveillance of linear corridors, easements and other public areas through the siting of windows, balconies and access points.</p>
R7	<p>Fencing adjoining open space must be low in scale and visually permeable.</p>
R8a	<p>A shared road, having a width of 9 metres must be constructed to the west of the Central Park prior to, or concurrent with, the development of the Central Park. The road is to be configured so as to prioritise pedestrians and pedestrian activities, with vehicle access limited to service or emergency vehicles.</p> <p>The road to the north of Central Park must be the same width as the local access street to the east but may be constructed to a different cross section more in line with its connection to the shared road to the west.</p>
R8b	<p>An alternative width of this road may be explored to the satisfaction of the responsible authority provided:</p> <ul style="list-style-type: none"> - The overshadowing provisions of this CDP concerning Central Park area complied with; and - Any revised cross-section of the road properly transitions between the shared path to the west and the local access street to the east; and - Any part of the width which is not required for a varied local access road cross-section is developed as part of Central Park in which case the overshadowing provision of the CDP relevant to Central Park does not apply to that part of Central Park.

R9



Central Park and Town Square:

- At the equinox (September 22), no shadow is to be cast over Central Park between 10am and 3pm.
- At the equinox (September 22), no more than 20% of the Town Square is to be in shadow between 10am and 3pm.
- At the solstice (June 21) no shadow is to be cast by any built form above a hypothetical 15 m built form at the north and west boundaries of any shared road and local access road abutting Central Park and Town Square between 11am and 2pm.

GUIDELINES

G46

North and South Drives.

- At the equinox (September 22) no shadow should be cast beyond the southern kerb line of North Drive between 10am and 3pm.
- At the equinox (September 22) no unreasonable overshadowing should be cast over the southern kerb line of South Drive between 10am and 3pm.

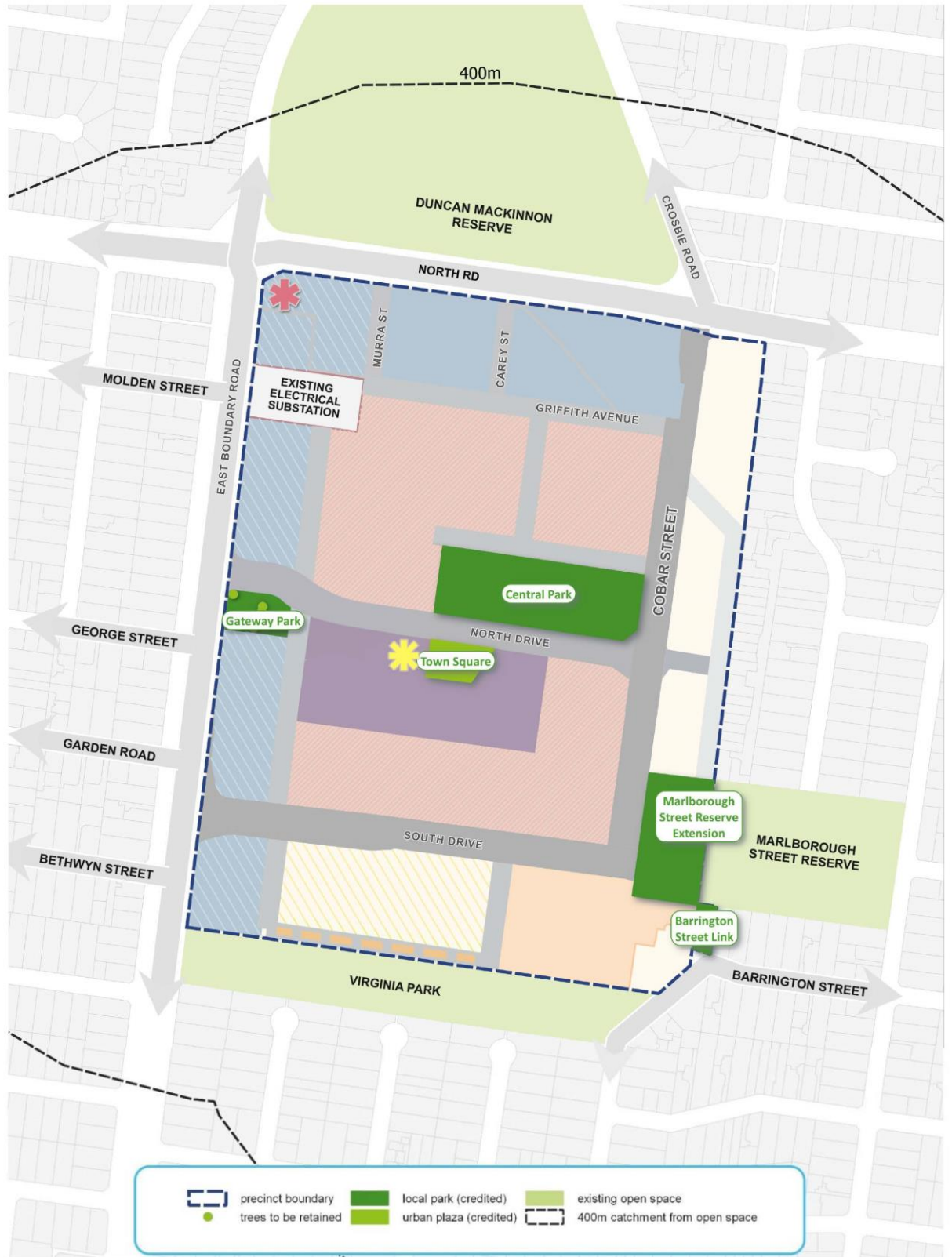
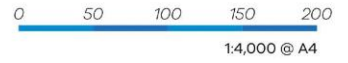
Virginia Park and Marlborough Street Reserve

- At the equinox (September 22), other than from the Commercial West sub-precinct, there should be no-overshadowing on any part of Virginia Park and Marlborough Street Reserve for at least 5 hours.
- At the equinox (September 22), development in the Commercial West sub-precinct should not cast any unreasonable overshadow over the adjacent area of Virginia Park.

Table 2: Local Open Space

Local Open Space (expressed as % of NDA)	Square metres	% of NDA
Central Park	10,000	5.0%
Marlborough St	5,969	3.0%
Town Square	1,500	0.8%
Gateway Park	1,800	0.9%
Barrington St	648	0.3%
Total Credited Open Space	19,916	10.0%

PLAN 2 – OPEN SPACE



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2.2.6 Landscape

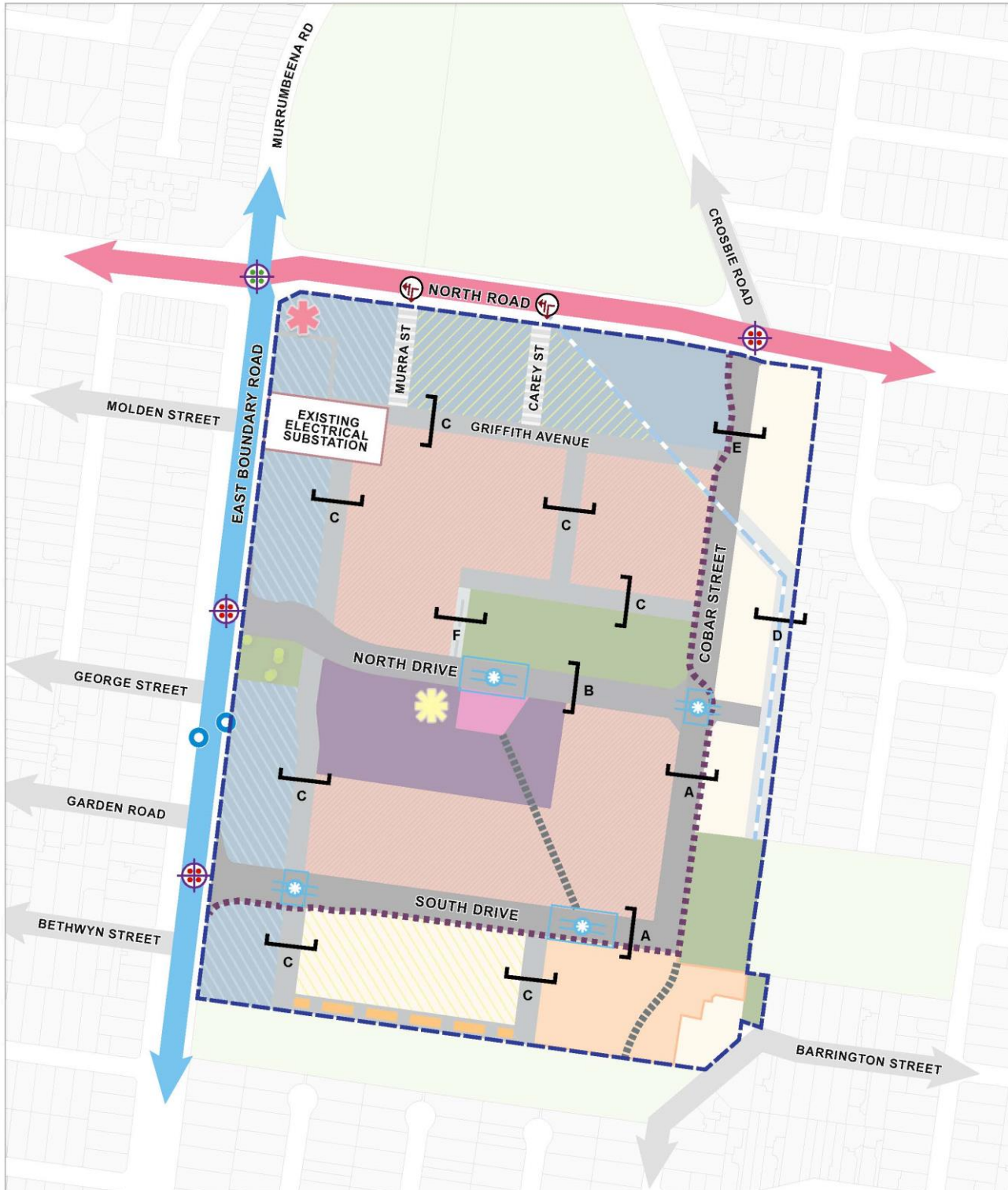
REQUIREMENTS	
R10	Street trees must be planted on both sides of all new roads and streets at regular intervals appropriate to tree size at maturity, to the satisfaction of the responsible authority.
R11	Consistent public lighting, furniture, informational and way-finding signage must be employed across the precinct in particular within the town square and along all major shared, pedestrian and cycle paths.
R12	<p>The trees shown to be retained on Plan 1 must be retained. Any future design must ensure that the impact to the canopy of retained trees is kept to a minimum and does not encroach on the Tree Protection Zone (TPZ) of any trees to be retained. If it is not possible to keep construction out of the TPZ then encroachment must not exceed 10% of the TPZ area.</p> <p>Trees shown as 'Trees to be retained' on Plan 1 are those with a retention value of 'Very High' in Appendix 4 of the <i>Health and Condition Report for Victorian Planning Authority, Assessment of trees within Virginia Park Industrial Estate/East Village precinct, Bentleigh East (Homewood Consulting Pty Ltd, 14 September 2017)</i></p>

GUIDELINES													
G47	<p>The street tree planting should use species as follows:</p> <table border="1"> <thead> <tr> <th>Cross Section</th> <th>Tree Species</th> </tr> </thead> <tbody> <tr> <td>Connector Street (23.0m)</td> <td>Brachychiton acerifolius 'Jerilderie Red' (Flame Tree)</td> </tr> <tr> <td>North Drive (23.0m)</td> <td>Acer Rubrum (October Glory)</td> </tr> <tr> <td>Local Access Street (15.5.0m)</td> <td>Tristaniopsis Laurina 'luscious' (Kanooka, Water Gum); Or Lagerstroemia indica x fauriei 'Tuscarora (Hot Pink)'</td> </tr> <tr> <td>Local Access Street (16.0m)</td> <td>Tristaniopsis Laurina 'luscious' (Kanooka, Water Gum); Or Lagerstroemia indica x fauriei 'Tuscarora (Hot Pink)'</td> </tr> <tr> <td>Laneway (9.0m)</td> <td>Waterhousia floribunda (Weeping Lilly Pilly)</td> </tr> </tbody> </table>	Cross Section	Tree Species	Connector Street (23.0m)	Brachychiton acerifolius 'Jerilderie Red' (Flame Tree)	North Drive (23.0m)	Acer Rubrum (October Glory)	Local Access Street (15.5.0m)	Tristaniopsis Laurina 'luscious' (Kanooka, Water Gum); Or Lagerstroemia indica x fauriei 'Tuscarora (Hot Pink)'	Local Access Street (16.0m)	Tristaniopsis Laurina 'luscious' (Kanooka, Water Gum); Or Lagerstroemia indica x fauriei 'Tuscarora (Hot Pink)'	Laneway (9.0m)	Waterhousia floribunda (Weeping Lilly Pilly)
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Laneway (9.0m)	Waterhousia floribunda (Weeping Lilly Pilly)												
G48	In parks, streets and the town square, canopy trees should be planted that are suitable to local conditions and are capable of reaching a minimum height of 8m at maturity.												
G49	Mature trees throughout the precinct (other than those trees which must retained in accordance with R12) should be retained.												

2.2.7 Community Facilities

GUIDELINES	
G50	<p>Community facilities should be designed to:</p> <ul style="list-style-type: none"> - Locate entries to be visible from a public street. - Locate communal outdoor areas away from main roads. - Allow for the safe and convenient access by all members of the community.
G51	The future school should integrate into the surrounding community and seek to mitigate impacts on surrounding local road networks.
G52	A network of activated pedestrian focused laneways and streets should be provided within the Commercial and Mixed-Use Precincts with publicly accessible urban plazas and forecourts to encourage interaction and passive recreation.

PLAN 3 – TRANSPORT AND MOVEMENT



- | | | | | | |
|--|-----------------------|--|--|--|-------------------------|
| | precinct boundary | | bike path (off-road) 2-way | | proposed bus stop |
| | future bus route | | pavement treatment - pedestrian priority | | community centre |
| | existing bus route | | proposed left in / left out intersection | | gateway site |
| | pedestrian connection | | existing signalised intersection | | cross section reference |
| | pedestrian lane (4m) | | proposed signalised intersection | | |

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2.3 Integrated transport

2.3.1 Transport

REQUIREMENTS	
R13	Bus stop facilities on East Boundary Road must be located in proximity to North Drive and on the same side of the street as the town square.
R14	Street blocks exceeding 100m in length must provide a minimum of one pedestrian through connection.
R15	Street blocks exceeding 200m in length must provide a minimum of two pedestrian through connections.
R16	A connection from the south of the precinct to Cobar Street must not be made until the Cobar Street / North Road / Crosbie Road signalised intersection is constructed.
R17	Roads within the precinct must be constructed generally in accordance with the street cross-sections in Section 4 of this CDP. Where a variation to the cross-section is sought, it must be demonstrated that the variation is required for a technical reason (e.g. location of services) and that the alternative cross-section achieves the outcomes sought by the original cross-section in terms of pedestrian, cycle and vehicle movement, street-tree plantings and urban amenity, to the satisfaction of the responsible authority.
R18a	<p>Intersection IN-4C (South Drive/East Boundary Road) must be constructed and completed before:</p> <ul style="list-style-type: none"> • The commencement of the use of the school site; or • Any new development with direct access to South Drive commences to be used- <p>Whichever occurs first.</p>
R18b	<p>Intersection IN-1C (East Boundary Road/North Road/Murrumbeena Road) must be constructed and completed:</p> <ul style="list-style-type: none"> • Before the commencement of the use of any building where a traffic impact assessment forming part of the permit application that includes that building identifies any movement at the intersection increasing by 10% or more and also shows that the proposal under consideration generates more than 200 vehicle movements in a peak hour (excluding the school) and in any event - • Before the construction of the North Drive/East Boundary Road intersection.
R18c	The intersection IN-3C (North Drive and East Boundary Road) must be constructed and completed prior to the commencement of use of any supermarket floorspace within the Town Centre sub precinct.
R18d	<p>Intersection IN-2C (Cobar Street, North Road and Crosbie Street) must be constructed and completed:</p> <ul style="list-style-type: none"> • Once the traffic generated by the precinct exceeds 2000 vehicle movements in a peak hour (excluding the school), unless it can be demonstrated that the local traffic network can continue to operate effectively for all modes including pedestrians and cyclists, to the satisfaction of the responsible authority and Department of Transport; and in any event, • Before the issue of a Statement of Compliance, or the commencement of development (whichever is earlier), of the final 10% of the area of the precinct located south of Griffith Avenue.

R18e	<p>The trigger referred to in Requirement 18(a-d) may only be varied if:</p> <ul style="list-style-type: none"> • The Responsible Authority agrees; and • There is a legal agreement made under Section 173 of the Planning and Environment Act 1987 which contains a legally enforceable obligation that: <ul style="list-style-type: none"> o Requires the construction of the intersection/roadworks at a specified time; and o There is to be no further development of further traffic generating activities unless the relevant infrastructure project is completed; and o Provides adequate security for the performance of the obligation in the event of default; and o The Council's legal costs of preparing the agreement are paid.
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GUIDELINES	
G53	Vehicular connections directly onto North Road or East Boundary Road other than those shown in the CDP are generally not permitted. Interim access arrangements may be provided, to the satisfaction of Department of Transport.
G54	Street networks within subdivisions should be designed to maximise the direct views to parks and key public spaces.
G55	Maximise on-street parking and tree planting on nature strips by minimising individual direct property access for vehicles through use of rear or side loaded lots and common parking areas.
G56	No direct vehicle access should be provided to connector streets and North Drive. Prioritise vehicle parking and access from local access streets (15.5m and 16.0m).
G57	Student pick-up / drop-off to the future government school should be accommodated to occur from within the precinct.

2.3.2 Walking and cycling

REQUIREMENTS	
R19	<p>The design of all streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing:</p> <p style="padding-left: 40px;">Safe and convenient pedestrian and cycle crossing points of connector and local streets at all intersections and at key desire lines and locations of high amenity.</p> <ul style="list-style-type: none"> - Safe pedestrian crossings of arterial roads at key intersections. - Pedestrian priority where local roads intersect with connector roads and across all car park entrances. - Pedestrian and cyclist priority crossings on all slip lanes. - Consistent line/lane marking, visual clues and signage identifying cycle priority routes. - Safe and convenient transition between on-and off-road bicycle networks. <p>All to the satisfaction of the coordinating road authority and the responsible authority.</p>
R20	Bicycle parking and end of trip facilities must be provided in all commercial buildings.

GUIDELINES	
G58	Pedestrian movements should be prioritised by providing clear links between key destinations within the precinct.
G59	Bicycle parking for the town centre should be provided within the Town Square and should be visible from North Drive.
G60	North-south pedestrian connectivity should be provided through the school grounds.
G61	Pedestrian priority should be given at all intersections through appropriate measures such as raised pedestrian crossings and side-street threshold treatment.

2.4 Integrated Water Management, Sustainability and Utilities Servicing

2.4.1 Integrated Water Management and Sustainability

REQUIREMENTS	
R21	Stormwater runoff from new development must meet or exceed the performance objectives of the CSIRO <i>Best Practice Environmental Management Guidelines for Urban Stormwater</i> (1999) prior to discharge to receiving waterways, unless otherwise approved by Melbourne Water and the responsible authority.
R22	Quantity of stormwater runoff from development must not exceed the runoff generated from the pre-development site, to the satisfaction of the Responsible Authority and Melbourne Water.
R23	Design of stormwater drainage retarding and quality treatment infrastructure must be to the satisfaction of the Responsible Authority and Melbourne Water.
R24	<p>Development on land shown as Commercial North (subject to drainage control) on Plan 1 which increases building footprint area must demonstrate safe access / egress to the satisfaction of Melbourne Water.</p> <p>This may require access to be provided from Griffith Avenue, or an alternative path approved by Melbourne Water due to the existing depth of flood levels in Carey Street, Murra Street and North Road.</p>

GUIDELINES	
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G62	The design and layout of roads, road reserves, and public open space should optimise water use efficiency and long-term viability of vegetation and public uses through the use of overland flow paths. Water Sensitive Urban Design initiatives such as rain gardens, and/or locally treated storm water for irrigation are encouraged where practical.
G63	Developments should include Integrated Water Management systems to diversify water supply, reduce reliance on potable water and increase the utilisation of stormwater that contributes to a sustainable and green urban environment (e.g. stormwater harvesting, aquifer storage and recharge, grey water recycling).
G64	<p>Ecological Sustainable Development principles should be explored and encouraged in all development, such as the inclusion of:</p> <ul style="list-style-type: none"> - Material re-use and recycling; - Use of materials with reduced embodied energy; - Electrical self-generation, car charge schemes, smart grids and battery storage; - Use of UDIA Envirodevelopment Tool (or equivalent); - Measures that reduce the urban heat island effect; and - Waste management initiatives.

2.4.2 Utilities Servicing

REQUIREMENTS	
R25	All existing above-ground electricity cables within the precinct boundaries less than 66kV voltage must be placed underground as part of the upgrade of existing roads before the occupation of any building on the land or abutting land or the issue of a Statement of Compliance in respect of a relevant plan of subdivision or at another time agreed with the responsible authority.
R26	All new electricity supply infrastructure within the precinct boundaries (excluding substations and cables with voltage greater than 66kv) must be provided underground before the occupation of any building on the land or the abutting land or the issue of a Statement of Compliance in respect of a relevant plan of subdivision or at another time agreed with the responsible authority.

GUIDELINES	
G65	Above-ground utilities should be located outside of key view lines and public open space reserves where possible, and appropriately screened.
G66	Above ground utilities (including substations and telecommunication facilities) should be identified at the subdivision design stage to ensure effective integration with the surrounding neighbourhood and to minimise amenity impacts.

2.5 Infrastructure & staging

2.5.1 Infrastructure delivery

REQUIREMENTS	
R27	Where a street has already been constructed or approved for construction to a property boundary, subsequent development must connect with that street and adopt a consistent cross-section and alignment.
R28	Convenient and direct access to the road network must be provided through neighbouring properties where a property does not have access to the local or connector network, or signalised access to the arterial road network.

2.5.2 Development staging

REQUIREMENTS	
R29	Development staging must provide for the timely provision and delivery of: <ul style="list-style-type: none"> - Connector streets; - Street links between properties, constructed to the property boundary; - Public land areas, including open space reserves; - Connection of the on- and off-road pedestrian and bicycle network.
R30	Staging will be determined largely by the development proposals on land within the precinct. Development applications must demonstrate how the development will: <ul style="list-style-type: none"> - Integrate with adjoining developments, including the timely provision of road and walking/cycling path connections; - How local open space will be provided in the early stages of development; - Provide sealed road access to each new allotment and constructed to a residential standard. - Deliver any necessary trunk services extensions, including confirmation of the agreed approach and timing by the relevant service provider.

2.5.3 Precinct infrastructure plan

The Precinct Infrastructure Plan (PIP) sets out the infrastructure and services required to meet the needs of proposed development within the precinct. The infrastructure items and services are to be provided through a number of mechanisms including:

- Subdivision construction works by developers
- Agreement under section 173 of the Act
- Utility service provider requirements
- The DCP, including separate charge areas for the provision of residential and non-residential items (see DCP for details)
- Relevant development contributions from adjoining areas
- Capital works projects by Council, State government agencies and non-government organisations
- Works-in-kind (WIK) projects undertaken by developers on behalf of Council or State government agencies.

Table 3: Precinct Infrastructure Plan

Precinct Infrastructure Plan					
Project Category	DCP Project	Project Description	Lead Agency	Indicative Timing	Included in DCP?
Road Projects					
Cobar Street Connector Road – between Griffith Avenue and North Road	RD-01	Land and full construction of carriageway and road reserve.	GECC	M-L	Yes
Intersection Projects					
North Road / East Boundary Road / Murrumbena Road	IN-01	Construction of interim configuration of 4 way intersection.	GECC	S	Yes
Cobar Street / Crosbie Road / North Road	IN-02	Land and construction for 4-lane arterial to 2-lane connector signalised intersection (4 way intersection).	GECC	M-L	Yes
North Drive / East Boundary Road	IN-03	Land and construction of 6-lane arterial to 2-lane connector signalised intersection (3 way intersection).	GECC	M	Yes
South Drive / East Boundary Road	IN-04	Land and construction of 6-lane arterial to 2-lane connector signalised intersection (3 way intersection).	GECC	S	Yes
Open Space Improvements					
Virginia Park shared paths	OS-01	Construction of shared user path and basic landscaping works between the precinct and Virginia Park.	GECC	M	Yes
Central Park improvements	OS-02	Improvement works.	GECC	S	Yes
Community Infrastructure					
Community Centre	CB-01	Land and construction or cash in-lieu for construction of a community centre including kindergarten and maternal child health facilities.	GECC	M	Yes
Public School	-	Land for a government years 7-12 (secondary) school	DET	S	No
Sporting Reserve Projects					
Marlborough Street Reserve (Soccer Fields and landscaping)	SR-01	Construction or cash in lieu contribution equivalent to active sports facility at Marlborough Street Reserve	GECC	M	Yes
Marlborough Street Reserve (Pavilion)	SR-02	Construction or cash in lieu contribution equivalent to develop a sporting Pavilion associated with SR-01.	GECC	M	Yes
Drainage					
Drainage works associated with Marlborough Street Reserve	DR-01	Construction of drainage works within Marlborough Street Reserve.	GECC	S-M	Yes

GECC = Glen Eira City Council; DET = Department of Education and Training S= Short; M = Medium; L = Long

3 LAND BUDGET

Table 3: Summary land use budget

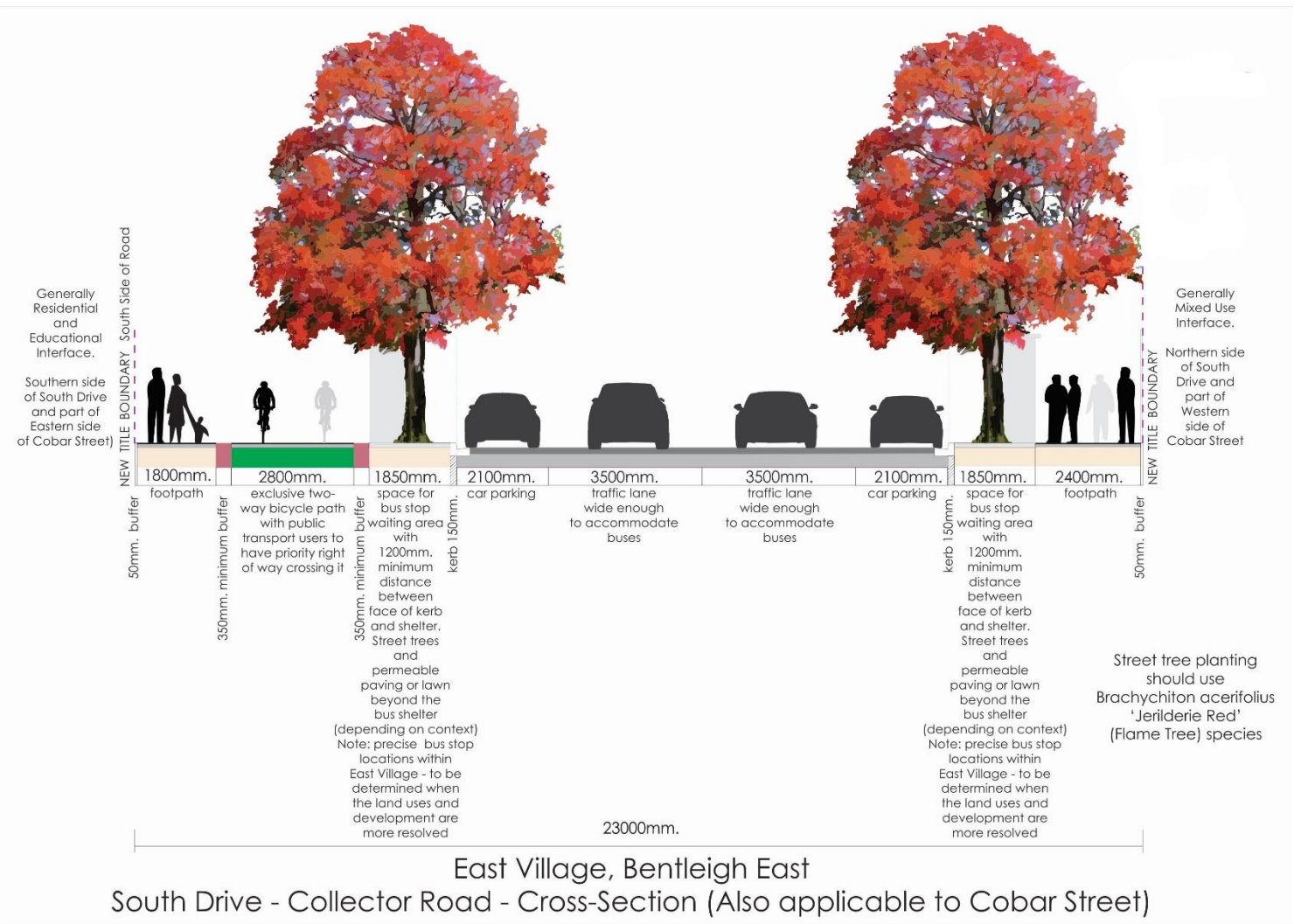
Description	HECTARES	% OF TOTAL	% OF NDA
TOTAL PRECINCT AREA (ha)	24.59		
Transport			
Existing Non-Arterial Road Reserve	0.90	3.7%	4.5%
DCP Land for Transport	0.17	0.7%	0.8%
Sub-total Transport	1.07	4.3%	5.4%
Community and Education			
Land for Future Government School	1.20	4.9%	6.0%
Sub-total Community	1.20	4.9%	6.0%
Utilities			
Utility Facility	0.43	1.7%	2.2%
Sub-total Utility	0.43	1.7%	2.2%
Uncredited Open Space			
Drainage Reserve	0.06	0.2%	0.3%
Sub-total Uncredited Open Space	0.06	0.2%	0.3%
Credited Open Space			
Local Park (via CI 53.01)	1.84	7.5%	9.3%
Urban Plaza (via CI 53.01)	0.15	0.6%	0.8%
Sub-total Credited Open Space	1.99	8.1%	10.0%
Sub-total All Open Space	2.05	8.33%	10.3%
TOTAL NET DEVELOPABLE AREA - Ha	19.84	80.7%	

SUB-TOTAL NDA PER LAND USE			
Commercial	5.06	20.6%	
Mixed Use	8.61	35.0%	
Retail	1.50	6.1%	
Residential	4.68	19.0%	
TOTAL NET DEVELOPABLE AREA - Ha	19.84	80.7%	

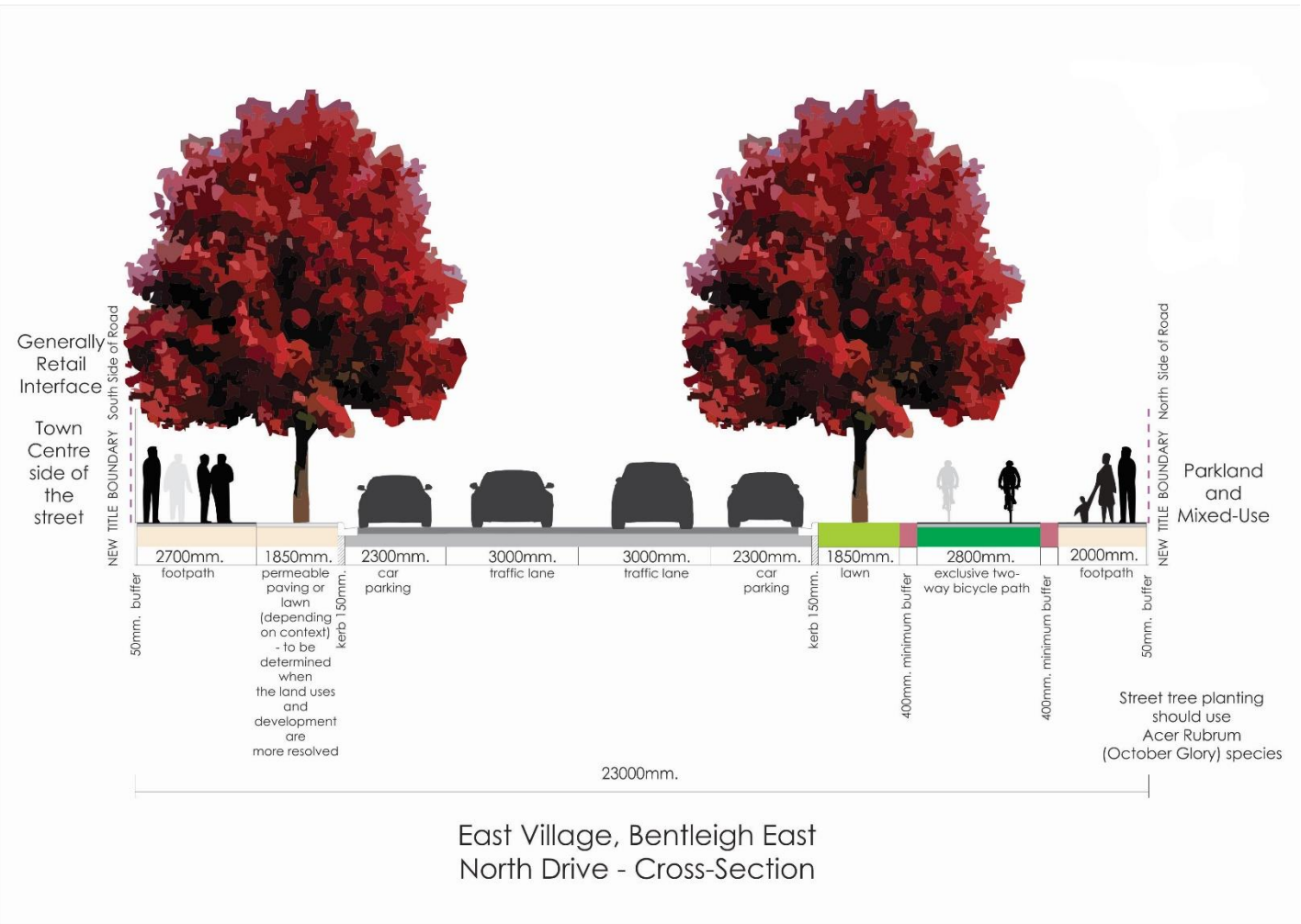
DEVELOPMENT ASSUMPTIONS		
Dwellings	3,000	dwelling units
Retail floorspace	12,000	m2 GLFA
Commercial floor space	80,000	m2 GLFA
Sub-Total Commercial (MCA1)	70,000	m2 GLFA
Sub-Total Commercial (MCA2)	10,000	m2 GLFA

4 STREET CROSS SECTIONS

Connector Street - 23m - Bus Capable (Cross-section A)



North Drive - 23m (Cross-section B)



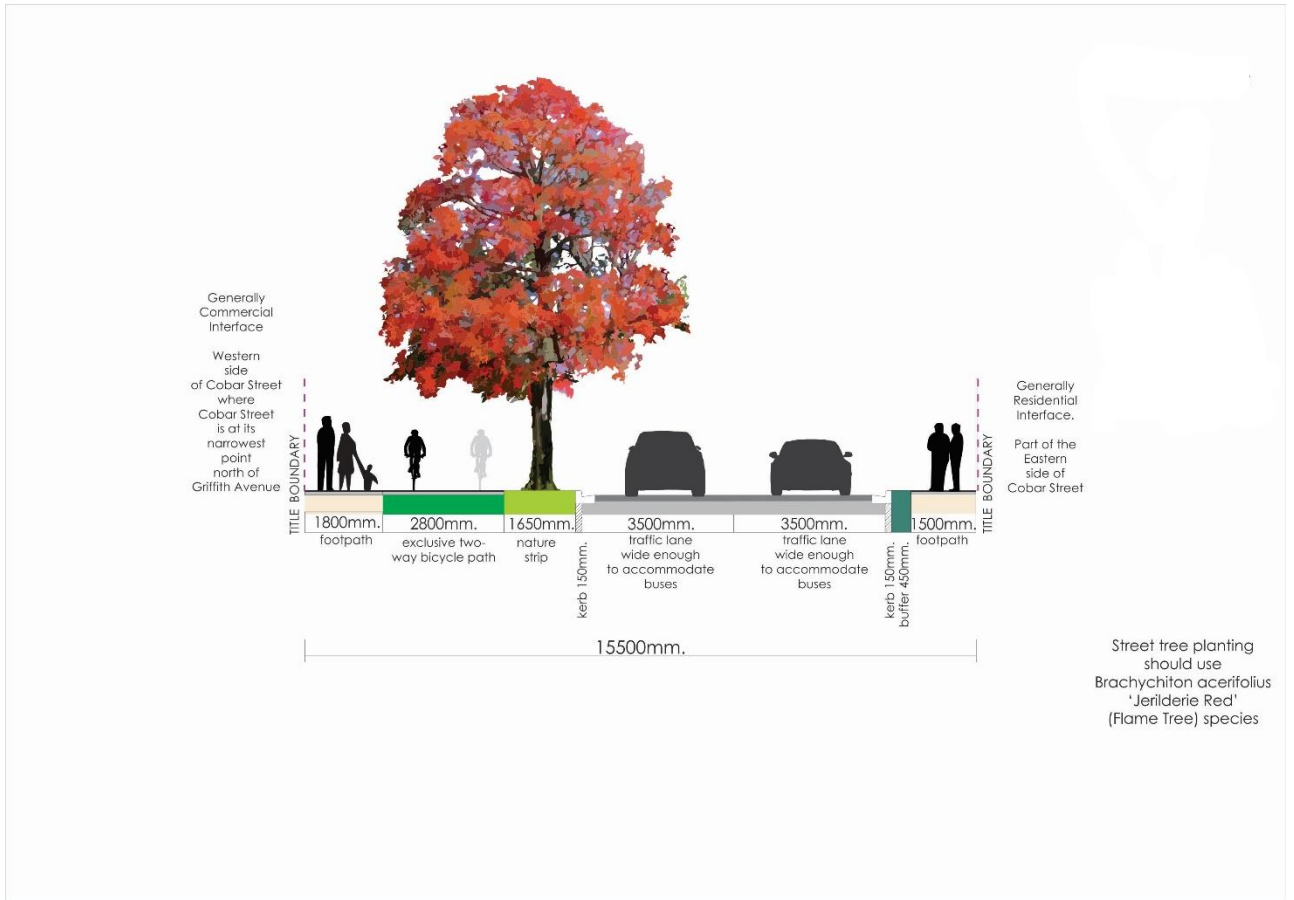
Local Access Street - 15.5m (Cross-section C)



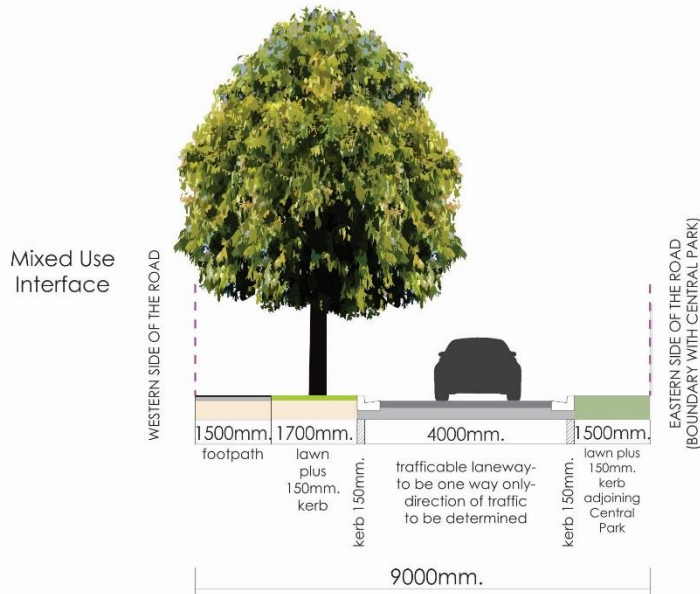
Local Access Street with Overland flow - 16m (Cross-section D)



Cobar Street - Narrow Section (Cross-section E)



Shared road - 9m (Cross-section F)



Note:
 A treatment without kerbs may be possible in the future subject to the consent of the Responsible Authority depending on the likely volume of pedestrians and vehicles and placement of street furniture and infrastructure, and interfaces

Street tree planting should use *Waterhousea floribunda* (Weeping Lilly Pilly) species

East Village, Bentleigh East
 Western side of Central Park

5 BACKGROUND DOCUMENT

East Village Structure Plan 2018-2031

Arterial Road

A higher order road providing for moderate to high volumes at relatively high speeds typically used for inter- suburban journeys and linking to freeways, and identified under the Road Management Act 2004. All declared arterials are managed by the State Government.

Co-Location

Adjoining land uses to enable complementary programs, activities and services and shared use of resources and facilities. For example, the co-location of schools and active open space.

Land Use Budget Table

A table setting out the total Precinct area, net developable area and constituent land uses proposed within the Precinct.

Local Parks (Credited Open Space)

Open space that is set aside for parks, gardens, linear corridors, conservation bushlands, nature reserves, public squares and community gardens that are made available for passive recreation, play and unstructured physical activity including walking, cycling, hiking, revitalisation, contemplation and enjoying nature.

Net Developable Area

Land in the precinct available for private development including local streets. It is the precinct area minus community facilities, schools and educational facilities and open space, arterial roads and encumbered land. Small local parks defined at subdivision stage are included in net developable area.

Public Open Space

Has the same meaning as in the *Subdivision Act 1988*.

Uncredited Open Space

Land that is constrained for development purposes. Includes easements for power/transmission lines, sewers, gas, waterways, drainage, retarding basins/wetlands, conservation and heritage areas. This land may be used for a range of activities (e.g. walking paths, sports fields).

