



GLEN EIRA  
CITY COUNCIL

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# DRAFT BENTLEIGH MAJOR ACTIVITY CENTRE STRUCTURE PLAN 2023



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## ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

Glen Eira City Council acknowledges the Boonwurrung/ Bunurong and Wurundjeri Woi Wurrung peoples of the Eastern Kulin Nation as Traditional Owners and Custodians, and pays respect to their Elders past, present and emerging. We acknowledge and uphold Traditional Owners continuing relationship to land and waterways. Council extends its respect to all Aboriginal and Torres Strait Islander peoples.

Council honours the rich histories and cultures of First Nations peoples and recognises and values the important contribution of Aboriginal and Torres Strait Islander peoples in enriching our community. We support the Uluru Statement from the Heart and are committed to a Reconciliation Action Plan which is underpinned by the principles of self-determination. We work towards improved outcomes and long-term generational change, and to consolidate Glen Eira as a culturally safe place for Aboriginal and Torres Strait Islander peoples. We are committed to achieving equality for Aboriginal and Torres Strait Islander people to live healthy and prosperous lives and to improve life outcomes for current and future generations.

Glen Eira resides on country that always was, and always will be, Aboriginal land.

## PART ONE: INTRODUCTION

### ABOUT THE STRUCTURE PLAN

#### WHAT IS A STRUCTURE PLAN?

The *Bentleigh Structure Plan* [the *Structure Plan*] outlines a 15-year plan to manage the growth of, and support improvements to, the Bentleigh major activity centre (MAC).

A structure plan provides a coordinated approach to the planning of the area to ensure it develops as a great place to live, work and visit, and provides certainty for the community and developers about what change is expected to occur. In doing so, it must respond to matters including, but not limited to:

- sustainability;
- land use and economy;
- built form and urban design;
- local character and heritage;
- transport and parking; and
- open space.

Analysis of these topics results in recommendations for policies, development controls and projects to realise the vision and objectives of the *Structure Plan*.

The revised *Structure Plan* has been prepared in parallel with the *Glen Eira Housing Strategy*, which together direct higher density development towards major activity centres.

#### HOW TO USE THIS DOCUMENT

The document is divided into three parts:

- Part one: Introduction
- Part two: Vision, objectives and our strategic response
- Part three: Making it happen – the Implementation Plan

#### WHY DO WE NEED A NEW STRUCTURE PLAN?

Bentleigh is an attractive shopping destination with good access to public transport, community amenities and local employment. It is identified as a major activity centre (MAC) in *Plan Melbourne*.

The directions from *Plan Melbourne* are included in the Planning Policy Framework of the *Glen Eira Planning Scheme*. *Plan Melbourne* sets very clear expectations to focus new housing in MACs, with the clear objective to “support new housing in activity centres and in other places that offer good access to jobs, services and transport” (*Plan Melbourne*).

The main aims of the draft Structure plan are as follows:

- To prepare for future population growth so that demand for housing and employment can be met in alignment with Council policy such as heritage and sustainability.
- To support State government policy to direct growth towards activity centres.

- To plan, coordinate and prioritise projects and activities that ensure public spaces and amenity are improved and developed as the population grows and changes, helping to achieve objectives across all Council areas including Parks and Open Spaces, Infrastructure and Sustainability, Urban Planning and Community Development.
- To support the introduction of permanent planning controls in the Glen Eira Planning Scheme for building heights, setbacks and design guidance, providing greater certainty to community members, Council and developers.

Council prepared and adopted a structure plan for Bentleigh in 2018 (with updates in February 2020). To manage development within the centre while Council prepared the structure plan new height and setback controls were introduced into the *Glen Eira Planning Scheme* on an interim basis (interim Design and Development Overlay, DDO). This temporary DDO, applies only to commercial zones of the centre and is due to expire on 31 December 2024.

A planning scheme amendment (Amendment C184) was then prepared to introduce permanent controls and include built-form recommendations of the *2018 Structure Plan*. However, following exhibition and community submissions, Council abandoned the amendment on 16 March 2021 for various reasons, including that it would benefit from the strategic support provided by a municipal housing strategy. To introduce permanent controls, robust strategic work must underpin an amendment.

The draft Bentleigh Structure Plan 2023 is guided by the Glen Eira Housing Strategy, as well as detailed independent urban design, heritage and transport advice. Together, this forms the robust strategic justification needed to ensure the *Glen Eira Planning Scheme* can be amended and permanent planning controls introduced for Bentleigh.

## 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 policy drafting (*Planning Scheme* policy and controls) and capital works to improve the appeal and function of the centre. It helps guide the determination of planning applications and informs work programs across Council.

The *Structure Plan* helps provide certainty for the local community, business owners, the development community and planning applicants regarding the level of change and type of development that can be expected in the activity centre. It will provide recommendations for permanent height and setback controls to be included in the *Planning Scheme*.

It provides the strategic basis to support the introduction of stronger planning controls in the planning scheme that will provide greater clarity across the planning process, including at the Victorian Civil and Administrative Tribunal (VCAT).

A planning scheme amendment process to introduce these controls will begin following Council's adoption of the *Structure Plan*. As part of this process, 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 *Structure Plan*.

## WHAT IS THE STUDY AREA?

To undertake the *Structure Plan*, a study area needed to be identified for the Transport Study and Built Form Framework (building design requirements-heights and setbacks).

The study area of the *Structure Plan* is focussed on the retail and commercial core of Centre Road and properties abutting the commercial shops to the north and south of the centre. This formed the *Structure Plan* boundary.

The study area boundary for the *Urban Design and Built Form Framework* (BFF) was informed by the following:

- Land in the Commercial 1 Zone (C1Z) and Public Use Zone (PUZ) within the Bentleigh MAC boundary.
- Land in common ownership (or currently within a common lease arrangement).
- 1-7 Godfrey Street (Council car park) currently in PUZ & Residential Growth Zone (RGZ)
- Large sites currently zoned Residential which are intended to be rezoned into Commercial 1 Zone (C1Z) - subject to a separate Council process, including 538-540 Centre Road (RSL Site) currently in a Residential Growth Zone.

The transport study area encompasses a much larger area around the Bentleigh activity centre and includes a wider surrounding residential area, commercial and mixed-use areas and the Bentleigh Railway Station to ensure traffic movements and parking issues that affect the *Structure Plan* are assessed in a comprehensive way.

On the corner of Thomas Street and Centre Road there is a small set of shops where the pressure for new development is low. These shops do not form part of the major activity centre, but they are included in the *Built Form Framework* because they formed part of the study area of the 2018 *Structure Plan*. The 2023 *Structure Plan* has a revised structure-plan boundary. To avoid confusion the Thomas Street shops have been removed from this *Structure Plan*.

Figure 1 shows the *Structure Plan* and Built Form Framework Boundary alongside the transport study area and activity centre boundary.

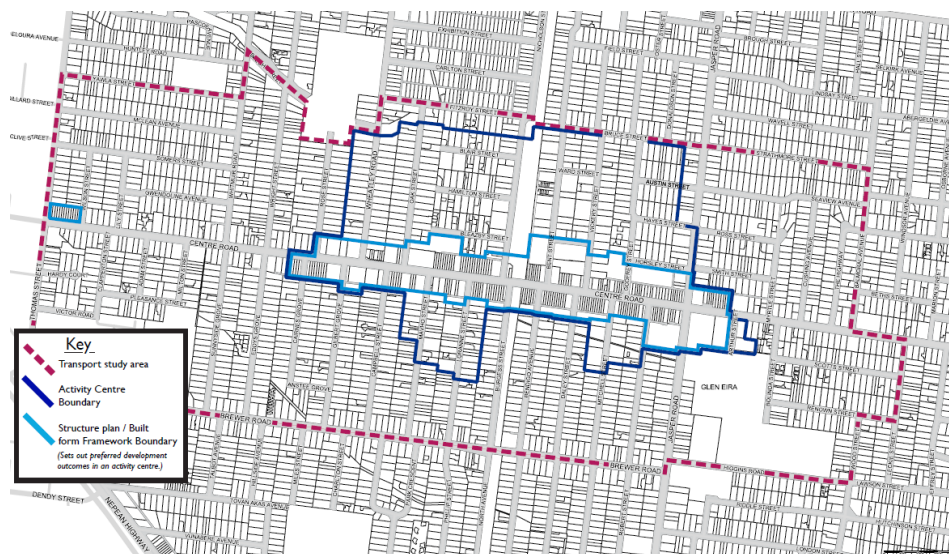


Figure 1: Activity Centre boundary including Transport Study Area and Structure Plan/Built Form Framework boundary.

## THE ACTIVITY CENTRE BOUNDARY

MACs are vibrant community hubs that bring together housing, employment, retail, leisure, community and other services such as transport hubs. They support local economies and the development of 20-minute neighbourhoods. As such, it is recognised they require a variety of land uses at relatively higher densities and are therefore expected to undergo varying levels of change.

The Bentleigh activity centre boundary identifies the area that should be considered part of the activity centre.

The Glen Eira *Planning Scheme* currently defines the Bentleigh urban village (an older term for activity centre) as the commercial core and the adjacent residential land which allow for a mix of uses and/or taller residential buildings. However, an inconsistency exists in the Bentleigh activity centre where residential land south of Centre Road, between Mitchell Street and Burgess Street, is within a heritage overlay area (HO69) and is zoned residential growth (RGZ). The RGZ accommodates more intensive residential development — up to four storeys (substantial change). The heritage overlay aims to conserve and enhance heritage places. Residential land encumbered by significant constraints such as a heritage overlay are generally not included in a MAC.

A heritage assessment was undertaken to assist in the preparation of the *Structure Plan*. The consultant reviewed land within the Bentleigh Residential Precinct (HO69) that is also located within the RGZ. The report found that new development of up to four storeys cannot be accommodated without adversely affecting the heritage values of the Bentleigh Residential Precinct. It is the consultant's opinion that development proposals exceeding two storeys in height would lead to unacceptable heritage outcomes, given the strong single-storey character of this precinct. The report concluded that the RGZ was incompatible with the heritage overlay (HO69) and that the Neighbourhood Residential Zone (NRZ) is the most appropriate zone for this area which includes highly intact, mostly single-storey dwellings.

It is recommended in the *Implementation Plan* of this *Structure Plan* that the land south of Centre Road between Mitchell Street and Burgess Street (land within a heritage overlay) be rezoned from a Residential Growth Zone to a Neighbourhood Residential Zone. This planning scheme amendment will be undertaken as part of the *Housing Strategy* amendment which concentrates on the residential areas of Glen Eira rather than the *Structure Plan* that focuses on the commercial zoned land of the activity centre.

To reflect this heritage advice, land in Heritage Overlay HO69 is deemed an area of 'minimal change', and as such has been excluded from the activity centre boundary.

In setting the activity centre boundary, Council has considered the State Government's Planning Practice Note 58 – Structure planning for activity centres to ensure sufficient land is available within the MAC to 'provide for the commercial activities needed over a 15–20-year time frame and then into the 30-year horizon'. The activity centre's boundary includes substantial change areas in the residential zones and the commercial and retail core of the activity centre. Both will contribute to growth in the coming years.

This activity centre boundary has been defined through neighbourhood character and heritage assessments conducted through the *Housing Strategy* and structure planning projects which have been conducted in parallel. The location of existing public open space, availability of strategic development sites and proximity to public transport have also been considered.



Figure 2 identifies the activity centre boundary for the draft Structure Plan.



Figure 2: Bentleigh Major Activity Centre Boundary

HOW WAS THE COMMUNITY CONSULTED ON THE 2018 PLAN?

The Bentleigh Structure Plan was adopted in 2018 and later updated in February 2020.

The vision of the 2018 Structure Plan included the following:

*“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”.*

The 2018 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 others. Between November 2016 and December 2017, Council undertook a six-step consultation process.



The consultation process included:

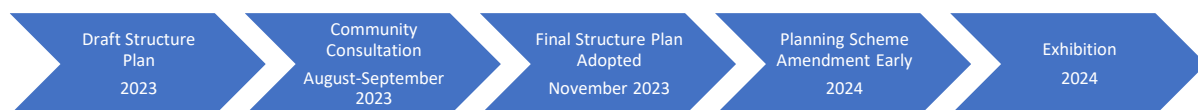
- letters to affected property owners;
- promotion through Council's website and *Have Your Say* site;
- an online survey;
- articles in the local newspapers;
- *Glen Eira News* articles, lift-outs and features;
- community forums;
- discussions with a wide range of internal Council departments; and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

In total, Council received over 900 submissions. Feedback, comments and submissions contributed to the preparation of both the 2018 and 2023 draft *Structure Plan*. This is a brief summary of what we heard:

What we heard:	What we propose:
Eight (8) storeys is too high for the commercial area of Bentleigh	<p>- The Bentleigh Urban Design Analysis and Built Form Framework (Hansen, 2023) assessed appropriate building heights and setbacks for the area. Built-form modelling and testing was undertaken based on the following principles:</p> <ul style="list-style-type: none"> <li>• Street-width-to-building-height ratio</li> <li>• Solar access to; Centre Road (south side footpath), side streets (eastern or western footpath), key public realm/open space</li> <li>• Heritage and character</li> <li>• Transitions to sensitive residential interface</li> <li>• MAC entry definition</li> <li>• Visual bulk along Centre Road and residential streets</li> <li>• Building separation and equitable development</li> <li>• Ground level landscaping/footpath widening</li> </ul>
Development in residential areas is excessive.	<p>- Council has prepared and adopted the Glen Eira Housing Strategy 2022. The Strategy provides Council's long-term strategic direction to meet the varied housing needs of our current and future residents over the next 15 years. It also provides clear direction on locations where housing growth should occur, while also balancing the importance of the environment, neighbourhood character and liveability.</p> <p>- The Strategy reviewed all residential areas of the municipality. Neighbourhood character analysis was undertaken together with community engagement.</p> <p>- Planning controls and policies are currently being drafted to ensure the Strategy's objectives can be implemented.</p>
Keep building heights low in the shopping strip.	- Maximum height of five storeys in the main shopping strip for heritage areas.

More parking is needed.	- A transport study prepared in 2023 investigated the transport implications of the built form and future densities and provides an appropriate response to support future development associated with the revised <i>Bentleigh Structure Plan and Urban Design Analysis and Built Form Framework 2023</i> .
Protect and preserve the heritage and character of our neighbourhoods.	<ul style="list-style-type: none"> <li>- Since the 2018 <i>Structure Plan</i>, heritage controls have been introduced to properties along Centre Road.</li> <li>- A <i>Built Form Framework Plan</i> has been prepared to consider appropriate heights and setbacks for the centre.</li> <li>- Heritage advice has been sought to inform the <i>Structure Plan</i>.</li> <li>- The advice recommends mandatory heights for heritage areas. It also recommends mandatory upper-level front setbacks (up to 4 storeys) for heritage areas along Centre Road.</li> </ul>
More green outdoor areas are needed.	<ul style="list-style-type: none"> <li>- Council will actively explore opportunities for more open space and to improve existing open spaces as recommended in Council's <i>Open Space Strategy</i>.</li> <li>- The <i>Implementation Plan</i> consists of actions that include increased tree planting and landscaping in the centre.</li> <li>- The <i>Implementation Plan</i> includes a provision for a feasibility study to examine the repurposing of the following Council owned sites to public open space: <ul style="list-style-type: none"> <li>- 1-7 Godfrey Street, Bentleigh</li> <li>- 2-4 Vickery Street, Bentleigh</li> </ul> </li> </ul>
Bentleigh Market should remain in its current location.	- Continue Sunday market activities.
Provide more housing for families.	- The <i>Housing Strategy</i> has been developed which concentrates on matters such as the provision of housing types/needs.
More night-time activity is needed with safe places to gather.	- The draft <i>Structure Plan</i> recommends creating pedestrian areas with outdoor seating for cafes and restaurants, increasing activity.
Extension of zoning boundaries south of Centre Road is concerning.	- The <i>Housing Strategy</i> considers residential zoning.

Future consultation is embedded in the process going forward.



## BENTLEIGH CONTEXT

### WHAT MAKES BENTLEIGH UNIQUE?

Bentleigh is an established residential suburb with a commercial precinct along Centre Road.

The Bentleigh Activity Centre is located approximately 14 kilometres south-east of the Melbourne CBD. The centre is located close to the Bentleigh Railway Station and the intersection of Centre Road and Jasper Road. It extends west to Wheatley Road. The train line provides access to the CBD and Frankston.

The Bentleigh activity centre includes a range of commercial, mixed use and low/mid-rise high density living, with low and medium-density residential land uses in the surrounding areas. The centre has numerous heritage precincts in both commercial and residential areas.

The activity centre is highly walkable, with an excellent range of shops including three full-line supermarkets, butchers, green grocers and bakeries, general and medical services, restaurants and the recently redeveloped Bentleigh Library. The centre provides space for regular weekend markets and the Bentleigh Reserve is at the centre's eastern edge, providing extensive active open space, tennis courts, sporting club facilities, a landscaped walking track and children's playground. These features within and at the edge of the centre make the Bentleigh activity centre an important centre for community life.

### CURRENT DEMOGRAPHICS

ABS Census 2021 Statistic	Bentleigh	Glen Eira
Estimated Resident Population	18,616	150,685
Land area	4.21km <sup>2</sup>	38.7km <sup>2</sup>
Population density	3870 persons/ km <sup>2</sup>	3897 persons/ km <sup>2</sup>
Average household size	2.49	2.5
Aboriginal and Torres Strait Islander born	0.3%	0.3%
Overseas born	39.3%	40.1%
Language at home other than English	36.1%	35.7%
Public transport to work	5.7%	6.2 %
University qualification	20.8%	22.7%
Trade qualification	6.4%	6.2%
Unemployment rate	4.3%	4.2%
Youth unemployment-(15-25 years)	10.1%	10.3%
Population in labour force	66.7%	67.7%
Median weekly rent	\$480.00	\$436.00
Median monthly mortgage repayment	\$2,500.00	\$2,400.00
Median weekly household income	\$2,263.00	\$2,133.00

Figure 3: Key statistics, Bentleigh and Glen Eira (ABS Census Data 2021)

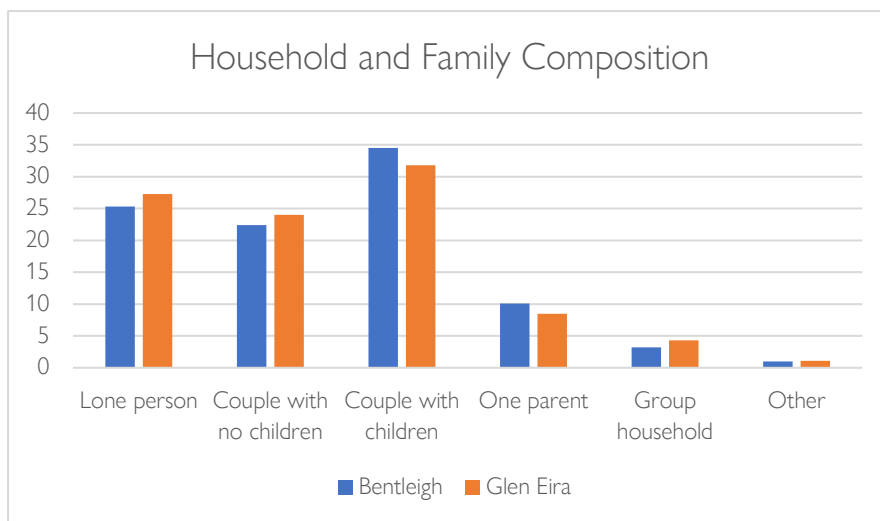


Figure 4: Household Composition and Family Composition, Bentleigh and Glen Eira (ABS Census 2021)

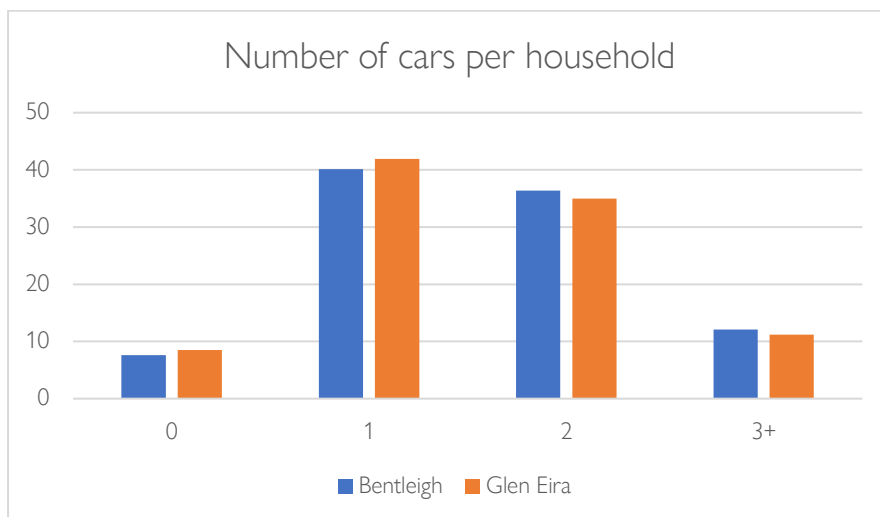


Figure 5: Numbers of cars per household, Bentleigh and Glen Eira (ABS Census 2021)

Bentleigh shares many similarities with Glen Eira as a whole; the residents are multi-cultural and are likely to speak a language other than English at home (36% ABS 2021). Bentleigh residents are more likely to own two or more cars. There is a higher proportion of families with children and a lower proportion of lone-person households compared to other parts of Glen Eira.

### FUTURE POPULATION

Glen Eira's population is estimated to increase by 30,000 people between 2021 and 2036. The projected population for Glen Eira in 2036 is expected to be 188,000. This is based on Victoria in Future (2019) projections.

Like many areas across Melbourne and Glen Eira, Bentleigh is changing and growing. The population estimate for Bentleigh in 2021 was 18,616, this is expected to grow to 20,858 by 2036, an increase of almost 10 per cent (*profile.id 2022 & ABS Census 2021*). The housing needs of the growing population have been planned for in the residential zones as part of the *Housing Strategy* and in parallel, capacity for future apartment development in activity centres, planned for in the structure plans.

While the effects of the COVID-19 pandemic may have involved some short-term changes to population growth, they are not expected to noticeably affect population growth over the 15-year period between 2021 and 2036. The pandemic has not resolved our housing diversity and affordability challenges, so we must continue to plan based on the identified needs which include a growing population, more households and declining affordability, which is resulting in a preference for smaller dwellings amongst most household types, regardless of household size.

## FUTURE HOUSING

As a result of Glen Eira's predicted population increase by 2036, this means an additional 12,000 to 13,000 new dwellings are needed in our city by that time.\* Additionally, growth will not simply stop after 2036; planning must allow for capacity beyond this time. Development follows trends and seeks opportunities, so there must be some flexibility for when, where and how development can occur.

Despite household size increasing in Glen Eira, there is a trend towards households living in medium or small-sized dwellings that are near public transport and retail offerings. The 2021 census data reinforced the need for smaller, more affordable dwellings.

In and around the Bentleigh MAC, there is sufficient land capacity for residential development. However, there is a need for greater housing diversity to improve housing affordability and choice.

\* Source: Victoria in Future 2019

## FUTURE EMPLOYMENT

To ensure adequate employment land is available for the future, the retail and employment needs of the growing community projected across the major and neighbourhood centres in Glen Eira have been assessed.

Centre Road in Bentleigh has been identified as a great walking and shopping strip in the Integrated Transport Strategy (ITS). The MAC has a mix of uses, demand for these land uses is expected to continue, with Glen Eira estimated to need between 179,100 to 216,00 sqm of additional employment floorspace across its network of centres by 2036.\* This demand is split between retail, retail services and commercial office needs. Approximately 30 per cent of this demand is located within the three MACs – Bentleigh, Carnegie and Elsternwick.

In Bentleigh, there is demand for an additional 12,800 sqm of retail floorspace and 1,700 sqm of retail services floorspace to 2036.\*

There is also demand for additional 5,800 square metres of commercial (office) floorspace to 2036.\*

There is no additional ground-floor employment floorspace capacity in the Bentleigh MAC. However, this can be met with potential floorspace on the first floor of buildings across the MAC and through the redevelopment and consolidation of existing sites. This would also support greater activation of the street and the activity centre and facilitate Council's placemaking strategies

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

This offers benefits to the community and the centre because there will be fewer people travelling, less congestion on roads and improved air quality.

\*SGS Economics and Planning: Employment Land Needs Assessment for the Bentleigh, Carnegie and Elsternwick Major Activity Centres

## STRENGTHS

- Access to community-focused facilities including the Bentleigh Library and Youth Hub, Senior Citizens Centre and Community House.
- Bentleigh Market operates every Sunday.
- Centre Road is a great walking and shopping strip and is supported by a network of side streets that contribute to its amenity.
- Bentleigh MAC has three supermarkets, a range of specialty shops, business and personal services, cafes and restaurants.
- Heritage buildings from the Interwar and Post-WWII eras are found in the centre, with the development on the south side of Centre Road forming a consistent heritage streetscape of generally Interwar (and intermittent Post-WWII) shops. The main characteristics of these buildings include original parapets, upper-floor windows, brickwork/render detailing and some original shopfronts at ground floor.
- Bentleigh train station is centrally located and was redeveloped with the removal of the level crossing. This has enhanced safety and traffic-flow along Centre Road. A commuter car park extends along the western side of the railway line along Nicholson Street.
- Two bus routes run along Centre Road connecting Bentleigh to Brighton (west) and Monash University (east).
- Bentleigh has the capacity to meet the commercial floorspace demand by encouraging commercial and retail businesses to move to upper levels and promoting active retail at ground level.
- There is a legacy of providing public space in the centre with the previous structure plan identifying Eat Street, (now known as the Bentleigh Community Space), Bentleigh Library public space, new plaza between Bent Street and Vickery Street and a new park between Vickery and Godfrey Streets.
- Public car parks to the rear of buildings along Centre Road, on both the north and south sides.

## WEAKNESSES

- The primary means of accessing the centre is via private vehicles, which has caused congestion and safety concerns for pedestrians.
- The second-most predominant land use in the Bentleigh MAC is car parking, which is mostly located to the rear of lots fronting Centre Road. Large proportions of asphalt and hard surfaces leads to increased urban heat, 8-10 degrees higher than surrounding non-urban areas.
- Bentleigh has a large proportion of land with low tree-canopy cover (under 10 per cent).
- A conflict exists between planning controls, with a heritage overlay applying to an area zoned Residential Growth Zone (RGZ). Council has received heritage advice recommending rezoning this area from RGZ to Neighbourhood Residential Zone (NRZ for minimal change) to afford better protection to heritage values and ensure a consistent application of policy. The NRZ is a two-storey zone.
- As a result of this rezoning, the centre will be challenged by sensitive interfaces between the commercially zoned land of the MAC, which is subject to substantial change, and minimal change areas.
- Properties in both residential and commercial zoned land located towards the centre of the activity centre (between Oak Street and Daley Street) are subject to a Special Building Overlay



for flooding risks. Council will continue to work with Melbourne Water and the Department of Transport and Planning (DoTP) to manage this risk.

- Prior to the implementation of the interim Design and Development Overlay (DDO) there had been some *ad hoc* development occurring in the western precinct of the Bentleigh MAC. This has resulted in an inconsistent streetscape.
- East of the railway and relatively central in the precinct there is a gap area (of public open space) north of Centre Road in the vicinity of Jasper Road and within the catchment of Bentleigh Major Activity Centre. (Glen Eira Open Space Strategy).
- Centre Road cannot safely accommodate cyclists.

## STRATEGIC POLICY CONTEXT AND INPUTS

### STATE-WIDE STRATEGIES

Development of the *Bentleigh Structure 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 seeks to embed the “20-minute neighbourhood” concept which is all about “living locally” — giving people the ability to meet most of their daily needs within a 20-minute return walk from home, with access to safe cycling and local transport options.

*Plan Melbourne* 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, with a focus on discouraging urban sprawl. Bentleigh is in an established area with excellent public transport and good access to facilities. *Plan Melbourne* identifies Bentleigh as a major activity centre that can accommodate increased 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.

The Structure Plan supports the State Government's Movement and Place Framework by recommending several strategies that balance the needs of transport users and place users and design a mix of transport modes that are appropriate to how the road and places are used by communities.

### ORGANISATIONAL CONTEXT

Our *Integrated Planning and Reporting Framework* (IPRF) provides the community with greater knowledge and understanding of Council's strategic business planning and reporting activities, and how Council's contemporary actions will help achieve our future *Community Vision*.

The *Bentleigh Structure Plan* sits within the IPRF as a Tier-Two strategy. It was guided by the *Glen Eira Housing Strategy* (a Tier-One document) and informed by various other Council strategies, described below.



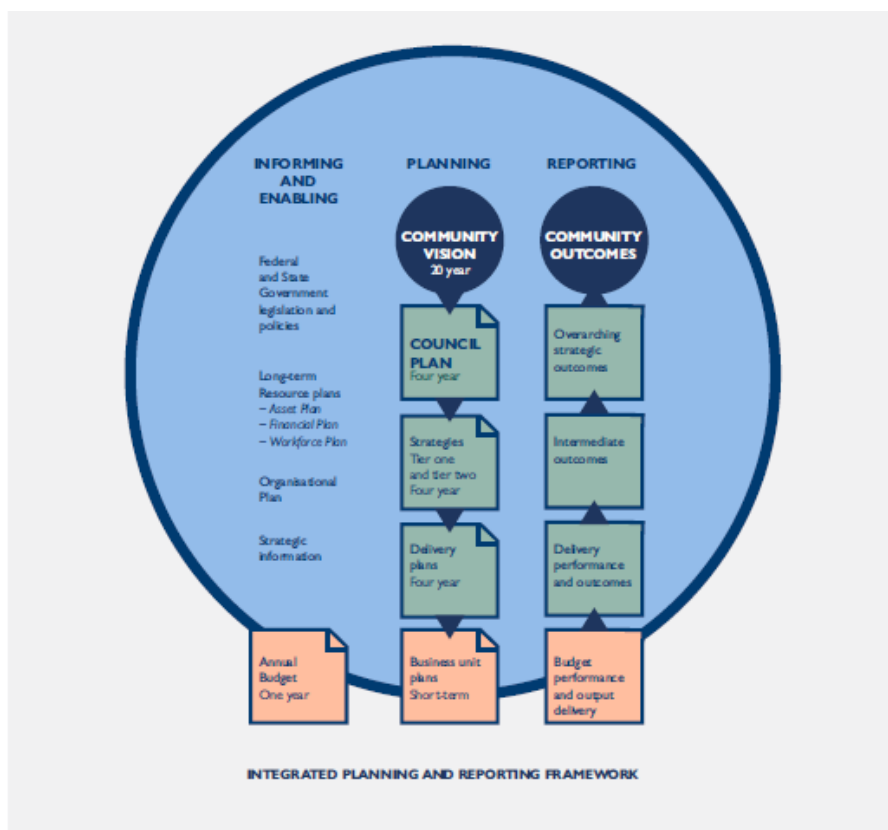


Figure 6: Glen Eira Integrated Planning and Reporting Framework

## INTEGRATION WITH THE GLEN EIRA HOUSING STRATEGY

In November 2022, Council adopted the Glen Eira Housing Strategy (*the Housing Strategy*). The purpose of the *Housing Strategy* is to plan for future population increase to 2036 and beyond and guide appropriate future residential development to the right locations. The *Housing Strategy* has identified projected population and housing growth and will ensure sufficient land for housing is available to accommodate projected growth over the next 15 years.

The *Housing Strategy* sets out a vision for the municipality through a framework plan that will guide the future of housing in Glen Eira. The *Housing Strategy* has been informed by the following documents:

- *Glen Eira City Council: Our Community Profile* (GECC and SGS Economics and Planning)
- *Glen Eira Housing Capacity and Demand Analysis* (SGS Economics and Planning), 2022
- *Glen Eira Neighbourhood Character Assessment and Future Character Framework* (Tract Consultants), 2022, comprising:
  - *Volume 1: Neighbourhood Character Assessment & Built Form Assessment*
  - *Volume 2: Future Character and Built Form Precincts*

Overall, the *Housing Strategy*:

- identifies the housing needs of Glen Eira and where and how these needs will be met across the municipality;
- ensures adequate land for housing to meet population increase and to underpin new housing policy in the *Glen Eira Planning Scheme*;
- defines how Council is planning to respond to population growth and change;

- includes neighbourhood character analysis and visioning (preferred character) to strengthen neighbourhood character policy and controls;
- provides greater choice and diversity of housing;
- provides certainty for the community and stakeholders about where change is likely to occur; and
- identifies suitable locations for housing growth, including those areas close to services, jobs, public transport and activity centres, and strategic development areas.

The links between the *Housing Strategy* and this *Structure Plan* are:

- The demographic profile, housing capacity and demand analysis conducted for the *Housing Strategy* assist to understand likely future local employment and retail needs for the MAC.
- The housing capacity and demand analysis conducted for the *Housing Strategy* help to clarify the housing capacity within the MAC boundary.
- The character and built-form assessments undertaken for the *Housing Strategy* have clarified suitable residential zoning across Glen Eira, including at the edges of the centre and, therefore, the MAC boundary itself. The *Housing Strategy* considered existing and future character and by identifying areas of substantial change in the *Housing Framework Plan* it helped define the activity centre boundary.

In summary, the analysis and planning included in the *Housing Strategy* contributes to this structure plan by clarifying the suitable zoning for residential land. The structure plan plans for commercial zoned land.

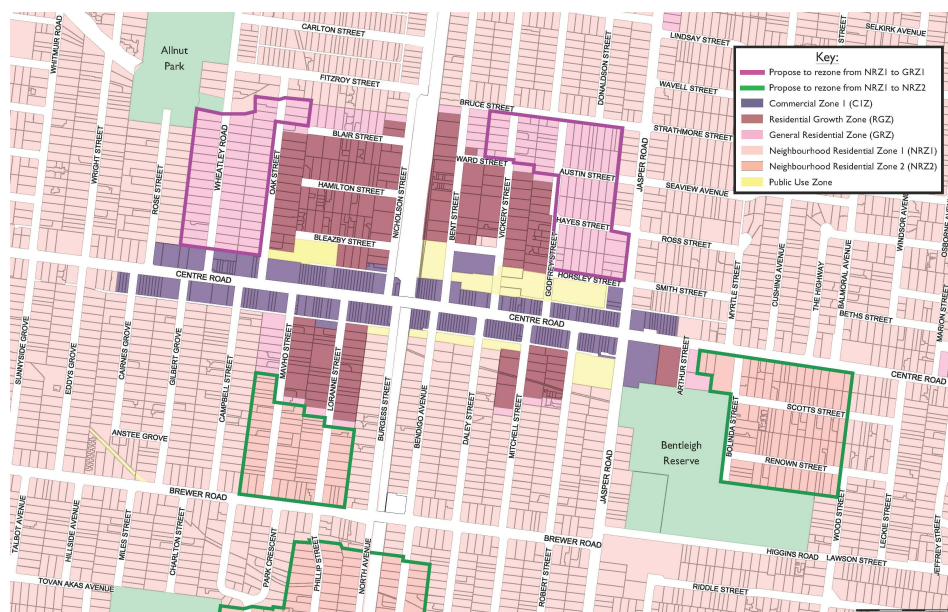


Figure 7: Bentleigh Activity Centre as proposed by the *Housing Framework Plan*, Glen Eira City Council 2022

## OUR CLIMATE EMERGENCY RESPONSE STRATEGY (DHUMBALI WURRUNGI-BIIK PARBIN-ATA)

Following Council's climate emergency declaration in May 2020, Glen Eira adopted the *Climate Emergency Response Strategy* to meet our commitments of net zero emissions for Council by 2025 and for the community by 2030.

The *Strategy* focuses on ways to mitigate and adapt to climate change and ensures that Council considers these measures in everything we do.

The *Structure Plan* will contribute to all goals of the *Strategy*, particularly the following objectives:

- Objective 3.2 – *Increase and diversify public green space across the municipality, ensuring equal access for all*
- Objective 4.1 – *Support residents and businesses to insulate themselves against climate change impacts.*
- Objective 6.1 – *Empower our community to reduce their emissions at home, at work, at school, and as a community*
- Objective 6.2 – *Support the community to choose zero or low emissions transport*

By facilitating a “20-minute neighbourhood”, the *Bentleigh Structure Plan* will help progress these objectives by providing well-designed, walkable and connected places with access to safe cycling and local transport options. Compact, mixed-use development enables improved environmental and thermal building performance via smaller dwellings with shared walls. Environmentally Sustainable Design (ESD) policies, such as water-sensitive urban design and greening buildings, can help reduce the urban heat-island effect. Trees can be part of apartment developments, in communal open spaces, to capture carbon and provide shading and cooling in summer. With dwellings located close to shops, services, offices and good public transport, people can get around easily using transport modes other than the car.

The *Structure Plan* will also help support climate mitigation and adaptation in the public realm, seeking new public green spaces and opportunities for more tree planting and improving walking and cycling networks and amenity.

#### INTEGRATED WATER MANAGEMENT STRATEGY (DHUMBALI W’URNEET GADHABA)

The *Integrated Water Management Strategy (IWM Strategy)* is an important element of our climate emergency response. With storms, flooding and droughts becoming more severe and frequent this strategy is Council’s commitment to understanding and managing the cultural, environmental, social and economic importance of water in Glen Eira.

The *Structure Plan* will contribute to the goals of the *IWM Strategy*, particularly by considering water management and identifying opportunities for water sensitive urban design in all new development and public realm, including permeable paving, rain gardens and bioretention pits.

#### URBAN FOREST STRATEGY

The *Glen Eira Urban Forest Strategy 2021* outlines our vision to create a resilient and sustainable urban forest that supports our liveable city and contributes to the wellbeing of the community in a changing climate. An urban forest comprises all trees and other vegetation within the municipality and the soil and water that supports it.

The *Glen Eira Urban Forest Strategy* presents a clear and pragmatic implementation plan aimed at achieving a turnaround in the current trajectory of canopy loss. Our challenge is to reconcile our growing population and development with urban greening and canopy cover. The *Urban Forest Strategy* sets out the following five action areas:

- > Maintain and protect Glen Eira’s public and private-land urban forest.
- > Grow the future urban forest through designed solutions for trees and innovative green infrastructure on public and private land.
- > Adapt to climate change and reduce urban heat effects through embedding leading practice urban forest management into Council’s decision-making, investment and processes.

>Engage and collaborate across sectors with the community, developers and other agencies.

>Monitor and evaluate the progress of the urban forest, including progress towards targets.

Being a commercial centre, the Bentleigh MAC has some, albeit limited opportunities to increase the tree-canopy cover.

The *Structure Plan* explores opportunities to increase canopy cover. The capacity of Centre Road to become a fully tree-lined street is limited by car parking, cantilevered verandas and utility services. However, there may be opportunities to plant trees in out-stands by reallocating some on-street car parking spaces as has been done in recent years, and investigating other engineered solutions to enable greater canopy-tree planting. Council-owned car parks that surround the activity centre are suited to more intensive tree planting and can sustain deep soil planting to maximise canopy and reduce urban heat, with minimal impacts to car parking provision.

## INTEGRATED TRANSPORT STRATEGY

The *Integrated Transport Strategy* (ITS) offers a cohesive, multi-modal transport framework for Glen Eira. It strives for a 50:50 mode share of car and non-car trips by 2031. With good train access, strong pedestrian and cycling amenities and a mix of land uses, Bentleigh is well positioned to help Glen Eira reach this target.

The *Structure Plan* further contributes to these ITS policies and projects in particular:

- Support and promote increased dwelling density at key transport hubs.
- Focus employment and office development within major activity centres and strategic sites.
- Improve pedestrian safety along Centre Road.
- Design neighbourhood streets that balance the needs of diverse users.
- Plan for all members of the community and ensure universal design principles are embedded into projects.
- Provide high quality facilities at all stops along key public transport routes.
- Improve efficiency of existing road network on key driving routes.
- Review parking requirements to encourage office and employment development and night-time activity.
- Encourage efficient use and innovative management approaches to commercial parking within new developments.
- Respond to changing transport technologies including supporting electric vehicles.

See Part II Strategic Response – Transport.

## SOCIAL AND AFFORDABLE HOUSING STRATEGY

The purpose of the Glen Eira *Social and Affordable Housing Strategy 2019–2023* is to assess the need for social and affordable housing in Glen Eira and to identify Council's role in developing solutions that will see an increase in the provision of social and affordable housing.

Affordable housing is housing that meets the needs of households on very low, low and moderate incomes. There is a gap in affordable housing provision in Glen Eira that is continuing to grow. To help address this, Council has identified its role in partnering, planning, providing and advocating for more affordable housing in our city.

Social and affordable housing is well-suited to major activity centres as they have good access to public transport, services, and employment opportunities. Social and affordable housing is vital to supporting a more diverse and inclusive community.

The *Strategy* advocates for social and affordable housing to be delivered as part of future mixed-use developments and on Council land where possible. This would be determined through future feasibility assessments, along with other land use considerations such as some commercial use and car parking. In the Bentleigh activity centre, the second-largest land use is Council-owned car parking, which is zoned Public Use Zone for Local Government purposes.

The *Bentleigh Structure Plan* identifies potential sites that may be suitable for affordable housing for future consideration and reiterates Council's policy to seek some affordable housing as part of larger mixed-use developments.

These sites could include, but are not limited to:

- 2 Oak Street, Bentleigh
- 1-5 Bent Street, Bentleigh
- 2-14 Horsley Street, Bentleigh

See Part II Strategic Response – Activity and Land Use.

## OPEN SPACE STRATEGY REFRESH 2020

This is an update to the 2014 *Strategy* which guides the future planning, provision, design and management of public open space for the next 15 years. While Bentleigh Hodgson Reserve provides significant recreational opportunities to the Bentleigh and Glen Eira community, the *Open Space Strategy Refresh* identifies a need for additional public open space in the Bentleigh MAC to support a growing population.

The *2023 Structure Plan* identifies potential sites for new open space and seeks to protect public open space from overshadowing from new development. Feasibility studies will need to be conducted to determine whether the following sites are suitable for public open space:

- 1-7 Godfrey Street, Bentleigh
- 2-4 Vickery Street, Bentleigh

See Part II Strategic Response – Public Spaces.

## BACKGROUND STUDIES

In addition to community consultation and demographics data review, preparation of the *draft Bentleigh Structure Plan* has been informed by studies and expertise in urban design, heritage, transport and the public realm. Details of these studies are embedded throughout this document.

In summary, the following reports have been developed:

### ***Urban Design Analysis and Built Form Framework for Bentleigh Major Activity Centre 2023 (Hansen)***

The analysis sets out a preferred built form framework (including building heights and setbacks) and public realm (streetscape) improvements for the commercial area of the Bentleigh Activity Centre.

The *Built Form Framework* is underpinned by urban design, traffic and heritage assessments. Heritage protection is a key guiding principle of the *Framework*. Building heights and setbacks are designed to retain

the integrity of all heritage buildings, as well as minimise the visual bulk of new developments and protect solar access to public space from excessive overshadowing.

The *Built Form Framework* sets out the prevailing attributes of the Bentleigh MAC to inform recommended future-built form and public realm directions for the centre. It forms the strategic basis of the *Buildings* section of the *Bentleigh Structure Plan* and informs all other aspects as well.

#### ***Bentleigh Structure Plan: Transport Study 2023 (Ratio)***

The study includes an assessment of the transport implications of the *Built Form Framework* and Public Realm recommendations, it also sets out a review of the strategic context, existing conditions, future development, land demand and supply and establishes the issues, opportunities and constraints of the study area before presenting the final recommendations.

The study tests the *Integrated Transport Strategy* vision and ‘strives for a 50:50 mode share of car and non-car trips by 2031’.

#### ***Bentleigh and Elsternwick Activity Centres: RGZ Heritage Analysis and Recommendations, 2022 (GJM Heritage)***

This document provides advice on the application of built form controls on land zoned Residential Growth Zone subject to a heritage overlay. The report recognises the differing objectives, and subsequent conflict between the RGZ and the heritage overlay. As such, the report recommends the land be rezoned to Neighbourhood Residential Zone (NRZ).

An individually significant heritage place at 9 Vickery Street and 1 Morres Street, Bentleigh (HO142), was also reviewed within this report. This property is located within a larger area zoned RGZ. In this instance, the consultant noted that while this dwelling would more typically be found within the NRZ, it is not considered sound planning practice to apply the NRZ to an isolated property. Site-specific heritage guidelines provide the opportunity to tailor policy to sites such as HO142 and it was proposed that this approach be taken to inform the built form for this site so that future development does not adversely affect its heritage significance. An updated Statement of Significance for HO142 may also assist in articulating the heritage values of this site and help guide future development.

Council subsequently requested the consultant to prepare an updated Statement of Significance and Heritage Design Guidelines for HO142. A current planning scheme amendment process (Amendment C251glen) is being undertaken to incorporate these documents into the *Glen Eira Planning Scheme*.

#### ***Bentleigh Major Activity Centre Built Form Framework -Heritage Advice 2023 (GJM Heritage)***

This document provides heritage advice to inform the structure plan. The recommendations relate specifically to heritage and built form within the centre and whether mandatory heights and upper-level setbacks above the heritage buildings can be supported.

The report concluded that:

- *In the majority of cases, development above the proposed 17.6m height limit would be likely to result in unacceptable heritage outcomes in those areas that are subject to the Heritage Overlay; therefore, this height limit should be applied as a mandatory control.*
- *For all places and precincts within the Heritage Overlay, mandatory minimum upper-level setback controls should apply up to a four-storey height above the front (Centre Road) street wall, with a further*

*preferred setback provided from the secondary street wall for the uppermost level to ensure new development is visually recessive and the visual prominence of the streetscape are maintained.*

- *For all places and precincts within the Heritage Overlay, preferred minimum upper-level setback controls from side streets are appropriate to allow for development that will not diminish the visual primacy of the heritage streetscape of Centre Road.*

#### ***Employment Land Needs Assessment for the Bentleigh, Carnegie, and Elsternwick Major Activity Centres, 2022 (SGS Australia)***

The Employment Land Needs Assessment has been prepared to support the preparation of three major activity centre structure plans. The Employment Needs Assessment considers both retail and (non-retail) commercial needs.

The assessment extends on previous employment analysis from 2018, it applies more recent economic data and trends to estimate Bentleigh's future commercial and retail needs, including initial understanding of the effects of COVID-19. It also draws on additional information identified from Council's *Housing Strategy 2022*.

The findings of this report underpin the economic analysis needed for the *Structure Plan*.



## PART TWO: VISION, OBJECTIVES AND STRATEGIC RESPONSE

### Vision and Objectives

The *Bentleigh Structure Plan* offers a shared vision for the Bentleigh activity centre.

The following vision and objectives were informed with input from community engagement carried out to inform the *2018 Structure Plan*. They have now been updated to reflect recent policy shifts, particularly Council's declaration of a climate emergency and resulting *Urban Forest Strategy* and the ability of activity centres to address these concerns.

#### VISION

*Bentleigh will be an accessible, sustainable, local shopping destination with a vibrant cafe and restaurant culture. It will embrace its historic character and provide a range of local community, employment, housing and entertainment opportunities.*

*The centre 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.*

#### OBJECTIVES

The key objectives for the Bentleigh activity centre can be categorised under the following themes:

##### *Sustainability*

- Deliver on Council's commitment of net zero community carbon emissions by 2030.
- Improve and promote active transport options.
- Reduce urban heat.
- Grow the urban forest.
- Ensure new development meets high environmental standards.
- Improve waste management.

##### *Heritage*

- Encourage the retention, preservation and restoration of all significant and contributory heritage places within the activity centre.
- Ensure additions and alterations to a heritage building respects its significance.
- Ensure the design of new development respects, complements and responds to the heritage significance of the centre.

##### *Economy*

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

##### *Development*

- Celebrate Bentleigh's unique heritage precincts and local character.
- Manage the transition among housing densities.
- Encourage a diverse range of housing options to cater for a diverse population.
- Promote high-quality urban design and architecture.
- Recognise Bentleigh's role in accommodating a growing population.



### *Place making*

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

### *Transport*

- Encourage walking, cycling and use of public transport.
- Explore innovative approaches to car parking and traffic management.
- Provide a clear street hierarchy and infrastructure that will support a 50:50 transport mode share and safe streets for all.
- Provide parking that recognises the central location of the station and supports sustainable transport options.

## CLIMATE AND SUSTAINABILITY

Council is committed to climate action. In 2020 Council declared a climate emergency and prepared *Our Climate Emergency Response Strategy 2021–2025 (Dhumbali Wurrungi-biik Parbin-ata)* that aims to consider climate in everything we do and reduce Council and community carbon emissions to zero.

Council's *Urban Forest Strategy* provides further guidance for adapting to climate change and reducing urban heat impacts faced by the Glen Eira community. The *Urban Forest Strategy* works in conjunction with *Our Climate Emergency Response Strategy* to strengthen Council's response to climate emergency and deliver greater environmental benefits to the community.

This demonstrates the need for Bentleigh to adapt to a changing climate, meaning new developments, public projects and infrastructure improvements will have to consider climate change mitigation and adaptation in ways that align with council policies. Consideration will need to be given to, increasing tree canopy in the centre, promoting public transport, reducing energy use for building heating and cooling and investigating ways that future community facilities may be multi-purpose and adaptable.

Planning for and mitigating the impacts of climate change has been embedded throughout this *Structure Plan*, by seeking opportunities for increased urban greening and water sensitive urban design in all new developments and public space improvements.

To ensure Bentleigh develops in a way that is responsive to our changing climate, Council will implement these strategies:

- Continue to facilitate a “20-minute neighbourhood” of compact, mixed-use development in the activity centre that reduces car dependence and has overall lower building energy use.
- Continue to encourage a shift to more sustainable transport modes to deliver 50:50 mode shift.
- Incorporate environmentally sustainable design (ESD) principles into the Bentleigh planning controls and encourage in all new developments.
- Support and encourage urban greening and water sensitive urban design in the private realm.
- Increase tree planting on side streets and in public spaces.
- Encourage innovative cooling techniques including green walls and roofs.
- Enhance walking and cycling networks and amenity.
- Ensure infrastructure works consider circular economy principles. A circular economy is a system in which all resources are highly valued and remain in the system through reuse and recycling.
- Ensure Council's *Sustainable Building and Infrastructure Policy* is consistently applied throughout the lifecycle of assets.
- Promote traditional owner custodianship, including interpretative signage with cultural values embedded in public realm design.
- Support organic waste diversion in multi-unit developments.

Other actions related to sustainability are embedded throughout the *Structure Plan*.

## HERITAGE AND SENSITIVE INTERFACES

The core of the activity centre is defined by fine-grained, mostly two-storey shopfronts on both sides of Centre Road. The periphery of the activity centre contains wider sites with taller, contemporary developments appearing.

The Bentleigh Retail Precinct (HO160) is a heritage precinct that occupies a large proportion of the southern side of Centre Road. This precinct is significant for its commercial buildings dating from the Interwar and Post WWII periods, providing a consistent heritage streetscape. The north side of Centre Road contains a number of individual commercial buildings of heritage significance, including shops, banks, showrooms and an arcade. This side of the street, while not a consistent heritage precinct, still maintains similar shopfront widths and street-wall heights as those found on the south side of the road.

In some instances, the commercial core also directly abuts residentially zoned land to the rear, demonstrating a need for appropriate interfaces to manage transitions between taller buildings and neighbouring houses. This is particularly important where the commercial precinct is next to minimal-change areas or land subject to a heritage overlay.

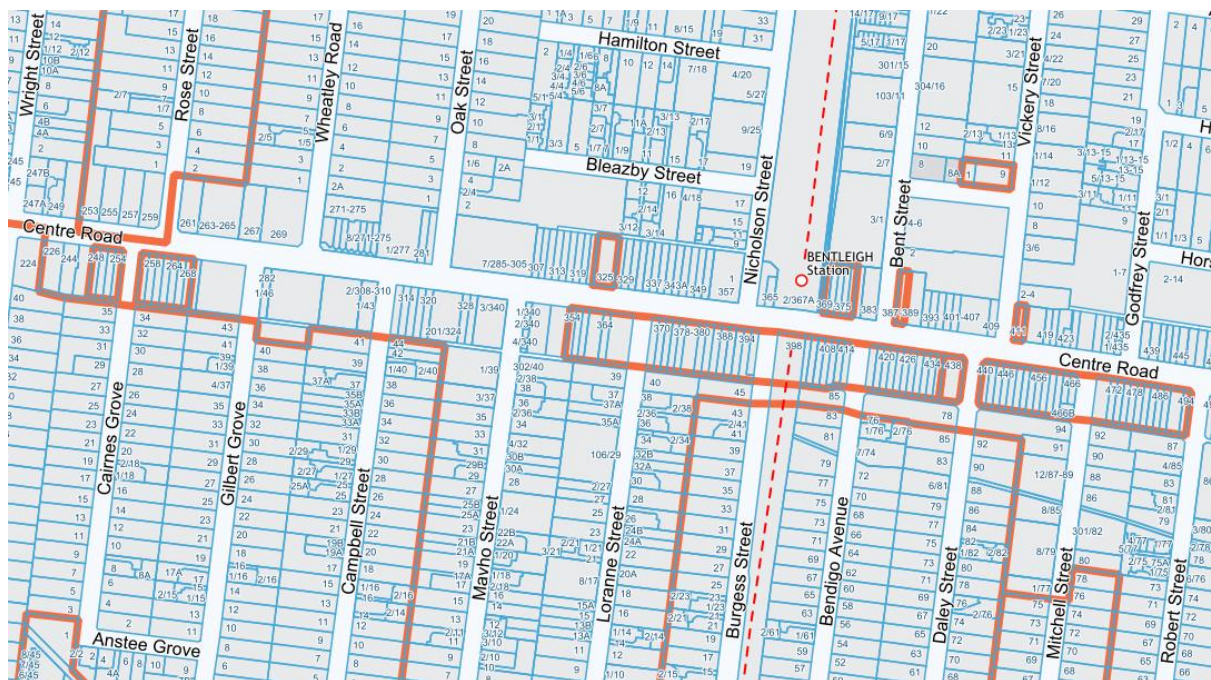


Figure 8: Heritage Overlay in the Bentleigh Activity Centre

The Bentleigh Built Form Framework assessed how new development can occur while protecting and enhancing the heritage and character of Centre Road. The *Structure Plan* takes care to ensure the heritage fabric of Bentleigh is retained as a major element of the street. New development must respect, complement and respond to the existing heritage values, and in particular their interface to Centre Road.

To protect the identified heritage values along Centre Road, Council will ensure new built form responds to the recognised value of significant and contributory heritage buildings and retains the prominence of those buildings and elements by implementing the following strategies:

- Ensure the heritage frontage remains the visually dominant element of all development in Centre Road, and that new development is visually recessive.

- Ensure the street wall of new infill development matches the heritage eaves/parapet height of adjoining heritage forms within Precincts 1 and 3.
- Encourage a consistent and orderly streetscape presentation along Centre Road.
- Apply a mandatory maximum height limit of 5 storeys (17.6 metres) for all places and precincts that are included within the heritage overlay to protect the streetscape and architectural form.
- Maintain the prominence of the zero-setback heritage street wall by recessing additional upper levels as follows:
  - Support a two-part massing arrangement (to avoid an overly stepped 'wedding cake' presentation) to ensure new form does not visually 'compete' with the heritage fabric. The visual impact of new additions in relation to its heritage 'base' should be considered from directly across Centre Road as well as from an oblique view from the street.
  - Apply a mandatory upper-level setback of 5 metres (measured from street wall to new built form and balcony line) up to 4 storeys.
  - Apply a preferred upper-level setback of 10 metres to the fifth storey to ensure new development is visually recessive. This will protect façade articulation in the streetscape elevation with spatial separation between the street wall frontage and recessive upper level.
- Apply preferred side-street setbacks in accordance with the relevant interface type.
- Apply preferred rear setbacks to sensitive heritage residential interfaces.
- Support development respectful of the existing scale, rhythm, massing, form and siting of significant and contributory buildings.
- Avoid overly busy and complex architectural expressions.
- Use materials, colours, textures and finishes that reflect the heritage character of the place or precinct.
- Encourage new architecture to re-interpret design elements of heritage buildings that reinforce the character of the core precinct.
- Encourage the continuation of cantilevered verandas over footpaths (unless such an element did not historically exist at that property).
- Ensure exposed party walls to side boundaries are designed to be visually dynamic to minimise visual bulk.

## ACTIVITY AND LAND USE

Centre Road is a great walking and shopping street that supports a variety of land uses, including restaurants, cafes, a variety of small retailers, personal and business services. Larger retail destinations are well located within the centre with Aldi at the western end, Coles in the centre and Woolworths at the eastern end of the centre. While most of the activity faces Centre Road, Coles supermarket and the Bentleigh Library and Youth Hub attract some activity from the main strip and activate the public realm directly behind Centre Road.

Pedestrian-friendly streetscapes on side streets (e.g., Godfrey Street) connect these uses to Centre Road, however most of the public land to the north of Centre Road is Council-owned car parking.

The removal of the level crossing at Bentleigh has had substantial benefits for the local community and has improved the connection between the western and core precincts of the activity centre.

On the western edge of the centre, new and taller contemporary mixed-use buildings (ground floor retail, or commercial and residential apartments above) are appearing gradually.

As the centre grows and population increases, our activity centres need to be carefully planned for the future. The Bentleigh activity centre will need to provide:

- employment generating uses in retail, food services and office employment, all of which require commercial floor space;
- more housing and housing diversity;
- additional public open space and community facilities and
- access to a range of mixed uses.

To ensure we achieve the right land-use mix, Council will implement these strategies:

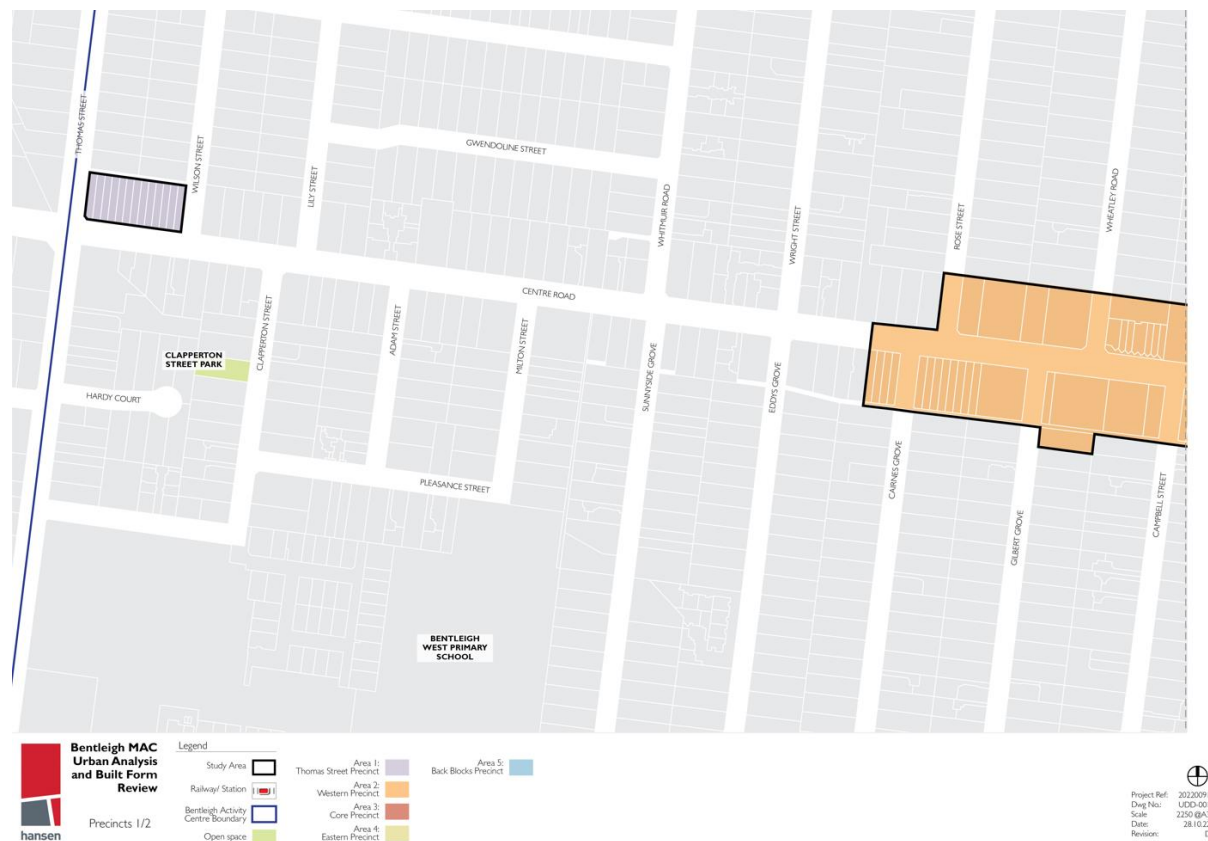
- Encourage mixed-use development.
- Encourage offices and employment-growth opportunities to provide the community with a variety of local employment options.
- Seek opportunities for social and affordable housing.
- Promote active retail uses at ground level.
- Support land uses that enhance the night-time economy.
- Encourage commercial and retail businesses at upper levels.
- Encourage housing diversity.
- Identify potential locations for new, public open space and pedestrian connections.
- Retain connectivity and enhance safety across the centre day and night with high-quality pedestrian and cycling networks, good lighting and opportunities for passive surveillance.

## Precincts

The *Built Form Framework* focused on land with a commercial or public-use purpose along Centre Road and has identified four precincts within the MAC.

Land within these precincts is primarily zoned Commercial 1 Zone and Public Use Zone 6 – Local Government Purposes.

These precincts are shown below in Figure 9.





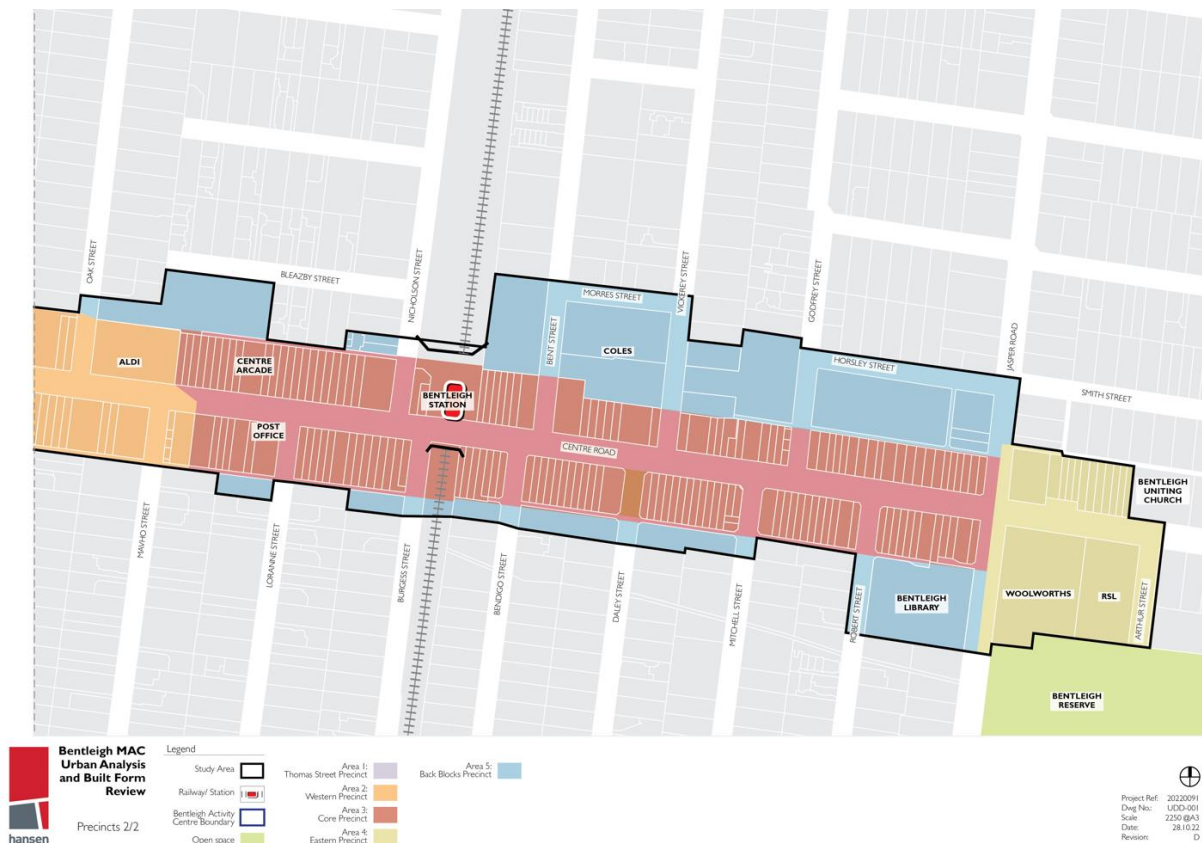


Figure 9: Proposed precincts for the Bentleigh Activity Centre

## Precinct 1 Centre Road Core

This precinct encompasses the core retail area of Bentleigh and includes properties that front onto Centre Road. These properties are located between Jasper Road (in the east) and Mavho Street and Oak Street (in the west). The Centre Road core is defined by fine-grain, low-scale heritage buildings and is a highly walkable precinct with high pedestrian amenity.

## Preferred precinct character statement

*"The Centre Road core will continue to be defined by finegrain, low-scale heritage buildings. New moderate infill will reinforce the consistent and orderly street-wall character. Upper levels will be recessive in profile, befitting a 'street-wall and setback' model up to 5 storeys and transition to its various interface conditions to the side and rear. Improvements to the public realm will create highly walkable and amenable spaces through equinox solar access to the southern footpath and introducing new slow zones for public realm treatments to side roads."*

The following strategies are recommended for precinct one (1):

- Ensure the heritage frontage remains the visually dominant element of all development in Centre Road and that new development is visually recessive and does not dominate the streetscape.
- Ensure new infill street-walls match the adjoining heritage eaves/parapet height, or 1 storey higher to a maximum of 8 metres (2 storeys). Where there is no adjoining heritage street wall, maximum 8m (2 storeys).
- Enhance a consistent and orderly streetscape presentation along Centre Road.
- Ensure suitable building transitions along residential interfaces.
- Seek opportunities to increase the provision of public open space.
- Continue to encourage daytime and night-time trading.

- Provide housing opportunities above retail and commercial activity.
- Facilitate an improved transport hub with recommendations relating to investigating new pedestrian crossings, pedestrian and cycling connections and reviewing car parking. This is discussed further in the Transport and Movement section of the Structure Plan.
- Support development that contributes to an active, high-quality pedestrian friendly environment.
- Support the ongoing development and maintenance of Bentleigh Community Space and Godfrey Street pedestrian environments.
- Encourage continuation of cantilevered verandas over footpaths.
- Ensure new development maintains solar access to:
  - the southern footpath of Centre Road between 10am and 2pm at the equinox (22 September);
  - footpaths on opposite side of all side streets (where a commercial side-wall exists) measured 3.9m, from the property boundary between 10am and 2pm at the equinox (22 September);
  - new public open space (Bentleigh Library Plaza) and urban squares (Godfrey Street and Vickery Street), kerb extensions beyond the existing shadow or the shadow that would be cast by a street-wall height built to the nominated street-wall height in the planning scheme (whichever is the greater) between 10am and 2pm at the equinox (22 September); and
  - key open space (Bentleigh Community Space) beyond the existing shadow or the shadow that would be cast by a street-wall built to the nominated street-wall height in the planning scheme (whichever is greater) between 10am and 2pm at the solstice (21 June).

## **Precinct Two – Centre Road East**

Precinct two encompasses properties with frontages to Centre Road located east of Jasper Road, including two large, strategic development sites. Future development will reinforce the diversity of mixed commercial built forms while establishing new street walls and larger buildings to Jasper and Centre Roads.

New moderate infill buildings on the northern side of Centre Road will be recessive in profile to ensure smooth transition to the adjacent residential properties.

Two strategic development sites are located on the south side of Centre Road:

- Woolworths, 524 Centre Road, Bentleigh currently zoned Commercial 1 Zone (C1Z); and
- Returned Services League (RSL), 538 Centre Road, Bentleigh currently zoned Residential Growth Zone (RGZ).

These sites have been chosen as future strategic development sites due to their wide street frontage, corner position, large size and limited heritage and residential sensitivities. As strategic development sites, it is expected these will have potential substantial redevelopment.

## **Rezoning**

To ensure future redevelopment is aligned with the vision and objectives of this plan, it is proposed to rezone the RSL site (538 Centre Road, Bentleigh) from RGZ to C1Z. The C1Z is intended to be used to create mixed-use commercial centres for retail, office, business, entertainment and community uses, and provides for residential uses.



This zone will enable future development to occur in line with the existing use, facilitate greater employment land and is considered an appropriate continuation of the C1Z.

***Preferred precinct character statement***

*“Future development in the Eastern Precinct will reinforce the diversity of mixed, commercial built forms while establishing new street walls and larger buildings on the Key Opportunity Sites. Street walls along junctions will turn the corner to address both street frontages.*

*To the north of Centre Road, new moderate infill buildings will be recessive in profile, befitting a ‘street-wall and setback’ model and be transitioned to protect the amenity of residential properties outside the study area.*

*To the south of Centre Road, new increase infill opportunities can be realised on the Key Opportunity Sites which will integrate as a cohesive part of the centre. Adopting a ‘street-wall and setback’ model to retain the prominence and consistency of a new street-wall condition and transition towards Bentleigh Reserve. Breaks between the buildings at upper levels to maintain views to the sky from the street and varied skyline from nearby residential and open-space areas.*

*Improvements to the public realm include footpath widening and ground-level setbacks within the precinct.”*

The following strategies are recommended for precinct two (2):

- Rezone 538 Centre Road, Bentleigh from its current residential zoning to a Commercial one Zone. The commercial zoning will recognise the proposed development potential that can occur on this land.
- Future development should reinforce the diversity of mixed, commercial built forms while establishing new street walls and larger buildings on the Key Opportunity Sites.
- Encourage new upper-level development to be setback behind new street walls to enhance a consistent street-wall character and maintain a sense of enclosure.
- Ensure new development reinforces a dominant street wall presentation.
- Minimise visual bulk of upper levels and maintain views to the sky.
- Support development that contributes to an active, high-quality and pedestrian-friendly environment and seeks opportunities to widen the footpath.
- Ensure adequate building separation through appropriate side and rear setbacks.
- Encourage increasing the tree canopy through a landscaped interface with Bentleigh Hodgson Reserve.
- Ensure suitable transition along residential and open-space interfaces.
- Encourage continuation of cantilevered verandahs over footpaths.
- Encourage laneway retention and extension to accommodate servicing and parking access.
- Ensure that servicing and car parking are provided from secondary side streets or rear laneways.
- Ensure new development maintains solar access to:
  - the southern footpath of Centre Road between 10am and 2pm at the equinox (22 September).
  - the footpath on the west side of Jasper Road and all side streets (where a commercial side wall exists) measured 3.9m from the property boundary between 10am and 2pm at the equinox (22 September).
  - key public space (Bentleigh Reserve) beyond the existing shadow or the shadow that would be cast by a street-wall height built to the nominated street-wall height in the planning scheme (whichever is the greater) between 10am and 2pm at the solstice (21 June).

### Precinct Three – Centre Road West

Precinct Three comprises of properties fronting Centre Road between Mavho Street and Oak Street (east) and Rose Street/248 Centre Road (west). This precinct has a more diverse streetscape with some larger contemporary buildings mixed in with fine-grain, heritage built forms. The streetscape in this precinct will continue to be defined by a two to three-storey street wall with recessive upper levels, and transition down along its residential abuttal. It is expected that this precinct, along with Precinct Two, will experience greater levels of change within the activity centre boundary due to their larger lot sizes and limited heritage protection.

#### Preferred precinct character statement

*“New development in the Western Precinct will reinforce the diversity of heritage and non-heritage built forms with a mix of moderate and increased infill buildings behind the Centre Road spine. Streetscapes along Centre Road will continue to be defined by a two to three-storey street-wall condition with recessive upper levels and transition down along its residential abuttal.”*

The following strategies are recommended for Precinct Three (3):

- Provide housing opportunities above retail and commercial activity.
- Ensure the heritage frontage remains the visually dominant element of all development on Centre Road and that new development is visually recessive and does not dominate the streetscape. Upper-level development to be set back behind new or heritage street-walls to enhance a consistent street-wall character and maintain a sense of enclosure.
- Where there are no heritage street wall/s, ensure that new development reinforces a dominant street-wall presentation.
- Ensure new infill street-walls match adjoining heritage eaves/parapet, or 1 storey higher to a maximum 8m (2 storeys). Where there is no adjoining heritage street wall, maximum 11.2m (3 storeys).
- Support development that contributes to an active, high-quality, pedestrian-friendly environment.
- Ensure suitable transition along residential interfaces.
- Ensure adequate building separation by providing appropriate side and rear setbacks.
- Encourage continuation of cantilevered verandas over footpaths.
- Encourage laneway retention and extension to accommodate servicing and parking access.
- Ensure servicing and car parking is provided from secondary side-streets or rear laneways.
- Ensure new development maintains solar access to:
  - the southern footpath of Centre Road between 10am and 2pm at the equinox (22 September); and
  - the footpath on opposite side of all side streets measured 3.9m from the property boundary between 10am and 2pm at the equinox (22 September). The following side streets are considered for Precinct 3; Oak Street, Mavho Street, Campbell Street, Gilbert Grove, Cairnes Grove, Wheatley Road, Rose Street.

### Precinct Four – Back Blocks

Precinct Four comprises of lots positioned behind the Centre Road spine, predominately including Council-owned car parks and key anchors of Bentleigh Library and Youth Hub and Coles supermarket.

## Rezoning

There is currently an anomaly in the zoning of number 6 Vickery Street, Bentleigh. The land is zoned Public Use Zone 6 (Local Government) and comprises of eight residential units in private ownership.

The purpose of the Public Use Zone is to recognise public land use for public utility and community services and facilities and is applied to land such as community centres, libraries, schools, and car parks owned by Government.

It is proposed to rezone the land from Public Use Zone to Residential Growth Zone.

The Residential Growth Zone aims to:

*“To provide housing at increased densities in buildings up to and including four storey buildings.*

*To encourage a diversity of housing types in locations offering good access to services and transport including activity centres and town centres.*

*To encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas.*

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

The Residential Growth Zone is a suitable zone, reflecting the current use of the land (residential) and the location of the land, being within an activity centre close to services and public transport.

### **Preferred precinct character statement**

*“Future development in the Back Block Precinct will ensure the ongoing role of supporting urban renewal, mixed-use opportunities, public uses (including car parking) and new public space creation behind the Centre Road spine. Streetscapes within the precinct will be defined by new street-walls with recessive upper levels and transitioning to residential interfaces.*

*Key Opportunity Sites will encourage new opportunities for urban renewal, affordable housing, mixed-use and public space creation in addition to delivery of improved pedestrian connections.”*

The following sites have been chosen as Key Opportunity Sites due to their wide street frontage, large size and positioning within the activity centre with limited heritage and residential sensitivities. The Key Opportunity Sites include:

- Key Opportunity Site A: 2 Oak Street (Council-owned car park);
- Key Opportunity Site B: 1-5 Bent Street (Council-owned car park);
- Key Opportunity Site C: 2 Bent Street (Council-owned car park) and 4-6 Bent Street (Coles supermarket);
- Key Opportunity Site D: 2-4 Vickery Street and 1-7 Godfrey Street (Council-owned car park)

(part); and

- Key Opportunity Site E: 2-14 Horsley Street (Council-owned car park)

Most visitors arrive and depart the MAC from these ‘back-block’ car parks demonstrating their important role within the activity centre.

In the future, Precinct Four could be explored for urban-renewal opportunities, involving community and/or commercial uses, open space, social and affordable housing and car parking on upper levels. However, feasibility and investigative studies will need to be undertaken as a starting point assessing whether such alternative uses can be supported and whether relocation or reduction in car parking could be sustained.

The following strategies are recommended for Precinct Four:

- Explore opportunities for enhanced uses and improved pedestrian connectivity.
- Explore opportunities for expanded uses of Council car-park sites such as public open space and urban greening and/or affordable housing.
- Enhance the streetscape presentation through consistent street walls and sense of enclosure.
- Ensure the street wall remains the visually dominant element and upper levels are visually recessive and do not dominate the streetscape.
- Support development that contributes to an active, high-quality and pedestrian-friendly environment.
- Encourage continuation of cantilevered verandahs over footpaths.
- Ensure new development maintains solar access to:
  - the footpath on the opposite side of, Jasper Road and all side streets measured 3.9m, from property boundary between 10am and 2pm at the equinox (22 September);
  - new urban squares (Godfrey Street and Vickery Street kerb extensions) beyond the existing shadow or the shadow that would be cast by a street wall height built to the nominated street wall height in the planning scheme (whichever is the greater) between 10am and 2pm at the equinox (22 September).
  - key public open spaces (Godfrey Street car park -Key Opportunity Site D) beyond the existing shadow or the shadow that would be cast by a street-wall height built to the nominated street-wall height in the planning scheme (whichever is the greater) between 10am and 2pm at the solstice (21 June).
- Ensure suitable transition along residential and open-space interfaces.
- Avoid unreasonable impacts to adjacent sites by providing appropriate side and rear setbacks.
- Encourage laneway retention and extension to accommodate servicing and parking access.
- Ensure servicing and car parking is provided from secondary side streets or rear laneways.

## BUILDINGS

Bentleigh's built form features a largely intact, commercial heritage shopping strip (predominantly on the south side of Centre Road) mostly one or two storeys tall, with fine-grain commercial frontages. Newer, taller buildings are being developed to the west of the railway, accommodating four to eight storeys.

The northern side of Centre Road includes a number of individually significant heritage buildings such as shops, banks, showrooms and an arcade. While these heritage buildings are varied in architectural style, together with the remaining commercial buildings on the northern side, they represent a consistent low-scale traditional streetscape character for the MAC.

The southern side comprises of two-storey commercial heritage buildings and includes the Bentleigh Retail Precinct (HO160) which is aesthetically significant, with a high proportion of largely intact, contributory commercial buildings providing a consistent streetscape.

In response to the urban fabric of the precinct, the following future principles apply:

- Enhancement of a walkable and pedestrian-friendly environment by facilitating improved pedestrian linkages and service laneways.
- Reinforce the prominence of the orderly heritage character along Centre Road, strengthening the consistent streetscape presentation.
- Enhancement of public-realm amenity and opportunities.
- Recognition of existing and emerging development.
- Support urban renewal opportunities on strategic sites.
- Transition to residential edges, with awareness of visual bulk and potential overshadowing to the southern interface.
- Encourage environmentally sustainable design.

The *Built Form Framework* prepared by Hansen consultants is underpinned by the following urban design principles, which formed the basis for built-form testing:

1. Street width to building-height ratio
2. Solar access to:
  - Centre Road (south side footpaths)
  - Side streets (eastern, or western footpaths)
  - Key public realm/open space
3. Heritage and character
4. Transitions to sensitive residential interface
5. MAC entry definition
6. Visual bulk along Centre Road and residential streets
7. Equitable development
8. Ground-level landscaping/footpath widening

Figure 10 depicts how these eight urban design principles are applied when testing building heights and setbacks.

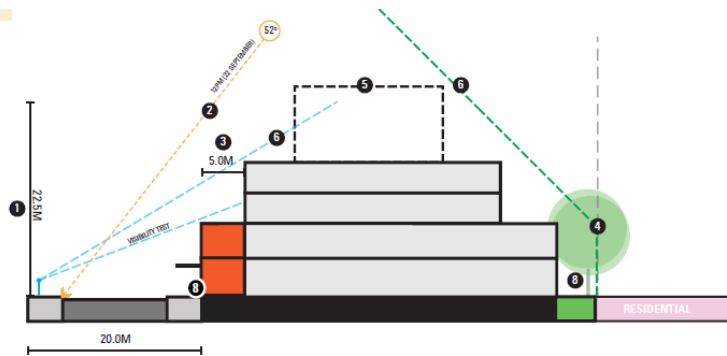


Figure 10: Urban Design Parameters for Testing (Hansen, 2023)

Built-form analysis involves modelling the impacts that different building heights and setbacks have on various factors of a person's experience when interacting with buildings in the public sphere. These key factors, described below, respond directly to the design principles above and provide the recommended building envelope requirements to accommodate an acceptable increase in growth while retaining heritage and character values, and good quality amenity.

### Key Built Form Factors

**Sense of Enclosure / Sky View Factor:** The amount of visible sky, usually measured from the centre of the street.

By adequately adjusting proportions between height and width, buildings can create places that are comfortable for pedestrians. A 1:1 street-width-to-building-height ratio has been adopted for buildings along Centre Road and Jasper Road (i.e. where the width of the street is 20 metres, the building could be up to 20 metres). Where the side streets meet Centre Road and transition to residential, the ratio is 1:1.5 creating a greater sense of enclosure and 'urban experience', this then reverts back to 1:1 where residential uses begin and trees and landscaping become more prominent.

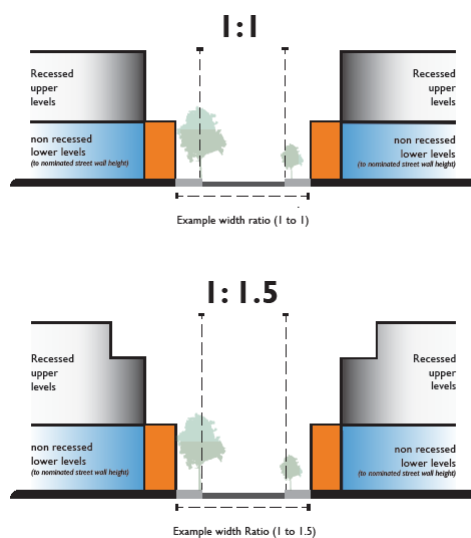


Figure 11: Street Width Ratios

### **Solar access: The amount of time that a given space will not be overshadowed by a building**

As density increases, there is greater reliance on the public realm to deliver recreational needs for existing and future populations. Access to sunlight in public spaces fosters activity and supports community well-being and the growth of vegetation.

The *Built Form Framework* recommends solar access measures to avoid overshadowing impact, recognising the extent of overshadowing generated by existing structures.

Based on the *Built Form Framework* recommendations, buildings adjacent to key open spaces, such as Bentleigh Hodgson Reserve, Bentleigh Community Space and potential new open space will need to avoid additional overshadowing between 10am and 2pm at the winter solstice (21 June).

### **Recognised historical streetscapes and the creation of new, complementary street walls and upper level setbacks**

It is encouraged that new built forms reinforce the established urban form patterns that are distinctive to Bentleigh MAC, comprising street walls and recessive upper levels.

Retention of the street wall as the dominant architectural feature of the street is essential to ensure retention of the 'traditional' forms and parapets along the street while enabling new and increased heights.

The upper-level expression is measured based on a pedestrian's field of vision from the street. Upper-level setbacks assist in retaining a sense of openness and contribute to reinforcing the visual dominance of street-facing walls.

To reinforce a dominant street facing wall and retain the prominence of the heritage built form the following setbacks are recommended:

- Mandatory five-metre upper-level setback (up to 4 storeys) along Centre Road;
- Preferred upper-level setback of 10 metres to the fifth storey; and
- Three-metre upper-level setback along side streets for heritage and non-heritage sites.

### **Interfaces and transitions**

Appropriate transitions to sensitive uses and heritage are important to protect amenity and character. The *Structure Plan* sets out design requirements for interfaces based on their sensitivity and preferred built-form outcomes.

To avoid overly stepped or 'wedding cake' forms, minimal 'steps' in built form massing is encouraged, transition in scale (upper level setbacks) should occur in paired or grouped levels.

Interfaces can be directly abutting a property, street, laneway, or public open space, and include the front, side, and rear of the building.

New developments should avoid expansive blank walls and, where visible from the street, walls should be articulated to reflect the fine-grain character of the streetscape and architecturally treated to reduce visual mass.

## **Building separation, amenity and equitable development**

All new built form must avoid unreasonable impacts on existing and potential neighbouring developments and allow for the equitable development of neighbouring properties. Consideration must be given to existing and future development in terms of outlook, air flow, daylight and solar access to windows and open space.

## **Pedestrian experience**

A key outcome of the *Structure Plan* is to support development that contributes to an active, high-quality and pedestrian-friendly environment. This includes, where possible, widening footpaths, encouraging footpath trading and outdoor dining, and delivering passive surveillance. Any future improvement plan for Centre Road should consider the contribution side streets make to the walking and shopping experience.

Passive surveillance of the street improves pedestrian safety and amenity overall and is achieved through streets lined with active frontages, functioning doors and windows, balconies at upper levels and high levels of visibility into buildings.

## **Greening**

Opportunities to deliver greater tree canopy and landscaping should be incorporated into building and public-realm design at all levels, including ground, rooftops, podiums and vertical walls. The retention of established mature canopy trees should be prioritised as part of an integrated landscape design that considers water-sensitive urban design, flora diversity and increased canopy cover. Landscaping opportunities should consider adequate soil volumes and above-ground growth spaces to enable canopy trees to reach maturity as well as species selection that address local environmental conditions in line with the Glen Eira Urban Forest Strategy. Any trees that have been endorsed onto the Glen Eira Classified Tree Register must be protected in line with the Classified Tree Local Law.

## **Managing car parking and servicing**

Building services are essential for its safety and function. Their appropriate design and location will ensure minimal impact on the street, character, pedestrian movement, and traffic. As such, car parking and service access must be provided from secondary side streets or rear laneways where possible to minimise vehicle crossovers on streets with active frontages. The consolidation of services into basement levels is highly encouraged to mitigate extent of inactive, blank walls to the public realm.

Car parking should not dominate or determine the built-form outcomes and must be managed and designed to support a public realm with vibrant street life and comfortable, safe pedestrian experiences. Basement levels should be fully below the finished street level. Where it can be proven that underground car parking is not possible, car parking must be fully wrapped by active frontages.

## **Building Envelopes**

Building envelopes set the design parameters for new developments. Once the principles are defined and key factors explored and modelled, the building envelopes can be determined. The building envelopes represent what can be permitted rather than dictate exactly how buildings should be built.

It is important to provide an appropriate transition between taller built form and the existing low-density residential forms surrounding the area. This is to balance the role of the activity centre to provide higher



densities, with the potential amenity impacts on neighbouring dwellings. Therefore, the transition from the higher density (commercial development and strategic sites) to residential zones is managed through a built-form framework and specific planning-scheme controls.

Heights and setbacks vary throughout the activity centre according to precinct, orientation, heritage status and neighbouring property types. The following map and diagrams indicate the maximum building heights, interface types and solar-access requirements for public open space and streetscape that can be accommodated within the parameters of the *Built Form Framework Plan*.

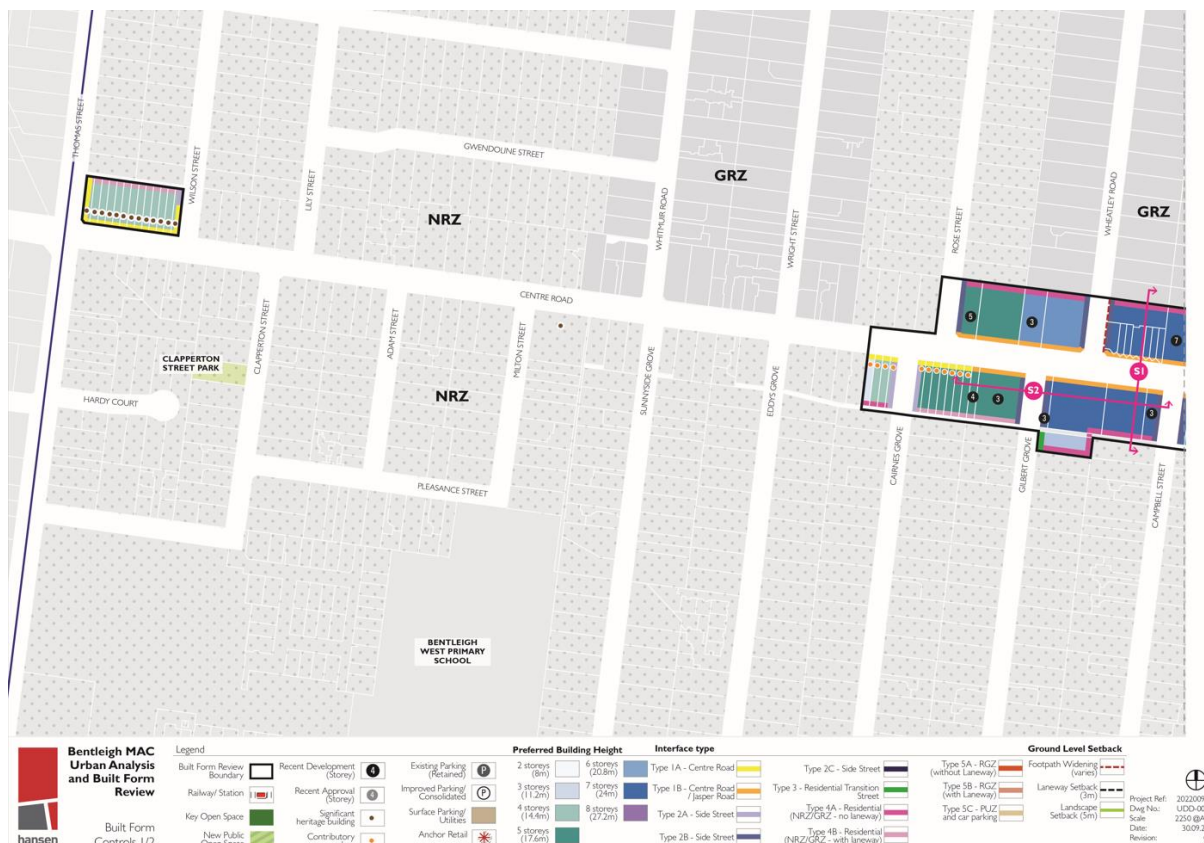
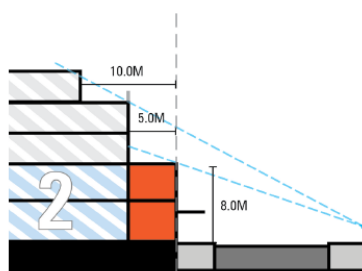




Figure 12: Building Heights and Setbacks for the Bentleigh Activity Centre

## Typical Interface Response

### Type 1A - Main Street



#### Application

- Centre Road Core Precinct
- Heritage sites

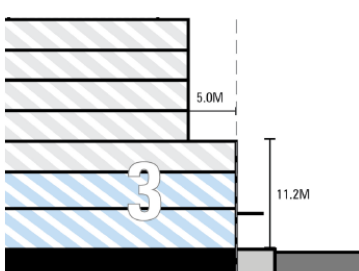
#### Interface Response

- Retain existing heritage street wall.
- New 2 storey street walls to match heritage street wall conditions.
- Setback upper levels behind street wall/podium:
  - 5m
  - 10m setback to highly recessive top level from property boundary.
- Greater setbacks on sites subject to overshadowing of Bentleigh Community Space between 10am and 2pm at the solstice (21 June).

#### Rationale

- To maintain the heritage fabric along Centre Road.
- To ensure visual primacy of heritage street wall is maintained.
- To adopt upper level setback above the street wall to maintain a dominant heritage street wall at street level.
- To avoid overshadowing the southern footpath of Centre Road between 10am - 2pm at equinox (22 September).
- To avoid overshadowing of Bentleigh Community Space between 10am - 2pm at solstice (21 June).

### Type 1B - Main Street



#### Application

- 20m wide streets (Centre Road and Jasper Road)

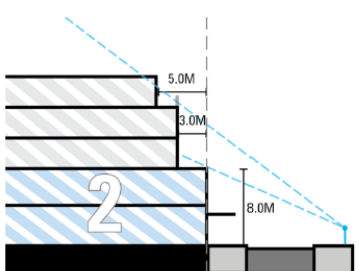
#### Interface Response

- 3 storey (11.2m) street wall.
- Setback upper levels behind street wall/podium:
  - 5m
  - Greater than 5m on Key Development Site (524 Centre Road - Woolworths and 538-540 Centre Road - RSL) to retain views to the sky.

#### Rationale

- To adopt a street wall response that better reflects the proportion to its street width.
- To adopt upper level setback above the street wall to emphasise the street wall at street level.
- To ensure upper levels retain views to the sky.
- To avoid overshadowing the southern footpath of Centre Road between 10am - 2pm at equinox (22 September).

### Type 2A - Side Street



#### Application

- Predominantly within the Centre Road Core Precinct.
- 15m wide streets (side streets).

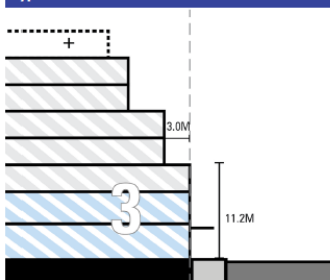
#### Interface Response

- 2 storey (8m) street wall.
- Setback upper levels behind street wall/podium:
  - 3m upper level setback behind street wall.
  - 5m setback to recessive top level from property boundary.
- Greater setbacks on sites subject to overshadowing of Bentleigh Library Plaza and urban squares between 10am and 2pm at the equinox (22 September) and Bentleigh Community Space between 10am and 2pm at the solstice (21 June).

#### Rationale

- To respond to the heritage fabric along Centre Road.
- To adopt upper level setback above the street wall to respond to a dominant heritage street wall at street level.
- To avoid overshadowing of the opposite footpath 3.9m from property boundary. Bentleigh Library Plaza and urban squares between 10am - 2pm at equinox (22 September).
- To avoid overshadowing of Bentleigh Community Space between 10am - 2pm at solstice (21 June).

### Type 2B - Side Street



#### Application

- 15m wide streets (side streets).

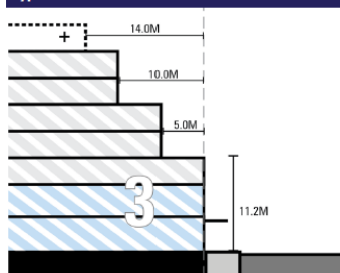
#### Interface Response

- 3 storey (11.2m) street wall.
- Setback upper levels behind street wall/podium:
  - 3m.
  - Greater setbacks on subject to overshadowing of footpath, measures 3.9m from property boundary between 10am and 2pm at the equinox (22 September).
  - Greater setbacks on sites subject to overshadowing of Bentleigh Community Space and Godfrey Street Car Park - Site D between 10am and 2pm at the solstice (21 June).

#### Rationale

- To adopt a street wall response that better reflects the proportion to its street width.
- To adopt upper level setback above the street wall to emphasise the street wall at street level.
- To ensure upper levels retain views to the sky.
- To avoid overshadowing of the opposite footpath 3.9m from property boundary between 10am - 2pm at equinox (22 September).
- To avoid overshadowing of Bentleigh Community Space and Godfrey Street Car Park - Site D between 10am - 2pm at solstice (21 June).

### Type 2C - Side Street



#### Application

- 15m wide streets (side streets).

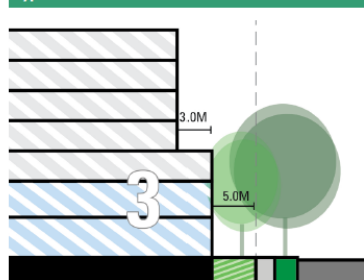
#### Interface Response

- 3 storey (11.2m) street wall.
- Setback upper levels behind street wall/podium:
  - 3m.
  - Greater setbacks subject to overshadowing of footpath, measures 3.9m from property boundary (at equinox between 10am - 2pm).
  - Greater setbacks on sites subject to overshadowing of Godfrey Street Car Park - Site D between 10am and 2pm at the solstice (21 June).

#### Rationale

- To adopt a street wall response that better reflects the proportion to its street width.
- To adopt upper level setback above the street wall to emphasise the street wall at street level.
- To ensure upper levels retain views to the sky.
- To avoid overshadowing of the opposite footpath 3.9m from property boundary between 10am - 2pm at equinox (22 September).
- To avoid overshadowing of Bentleigh Community Space and Godfrey Street Car Park - Site D between 10am - 2pm at solstice (21 June).

### Type 3 - Residential Transition Street



#### Application

- 15m wide streets (green residential streets).

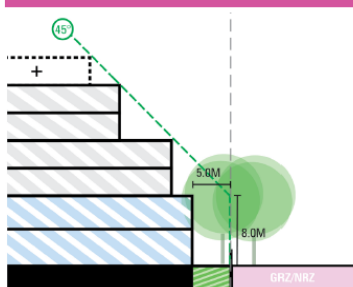
#### Interface Response

- 5m ground level setback.
- 3 storey (11.2m) street wall.
- 3m upper level setback behind street wall.

#### Rationale

- To retain the established garden setting of green residential streets.
- To provide opportunities for new landscaping including additional street trees and understorey vegetation.
- To adopt a street wall response that better reflects the proportion to its street width.
- To adopt upper level setback above the street wall to emphasise the street wall at street level.
- To ensure upper levels retain views to the sky.
- To avoid repetitive stepped forms.

### Type 4A - Residential (NRZ/GRZ - no laneway)



#### Application

- Common boundaries of residential sites (NRZ/GRZ) with no laneway.

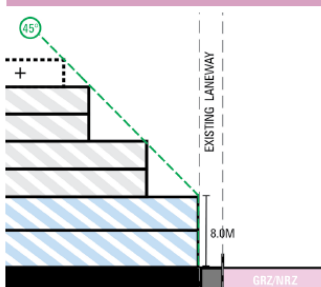
#### Interface Response

- 5m ground level setback.
- 45 degree angle setback from 8m at property boundary.

#### Rationale

- To support increased residential development opportunity on land with regards to amenity requirement for existing and future occupants.
- To retain established garden setting of residential precinct.
- To support landscaping opportunities in between buildings and along street frontages, consistent with the valued streetscape character of residential precincts.
- To avoid repetitive stepped forms.
- To minimise amenity impact on adjoining properties.

### Type 4B - Residential (NRZ/GRZ - with laneway)



#### Application

- Common boundaries of residential sites (NRZ/GRZ) with laneway.

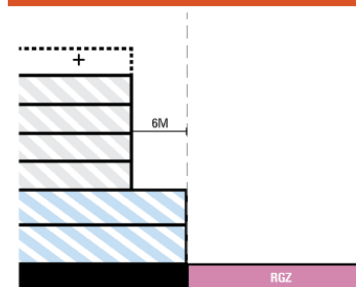
#### Interface Response

- 45 degree angle setback from 8m at property boundary.

#### Rationale

- To support increased residential development opportunity on land with regards to amenity requirement for existing and future occupants.
- To avoid repetitive stepped forms.
- To minimise amenity impact on adjoining properties.

### Type 5A - RGZ (without laneway)



#### Application

- Common boundaries of residential sites (RGZ) without laneway.

#### Interface Response

- 2 storey (8m) boundary wall.
- Above 2 storeys setback refer to Building Separation, Amenity & Equitable Development.

#### Rationale

- To provide separation between buildings (above boundary wall) to facilitate outlook and amenity to existing and future building occupants (residents/ workers).

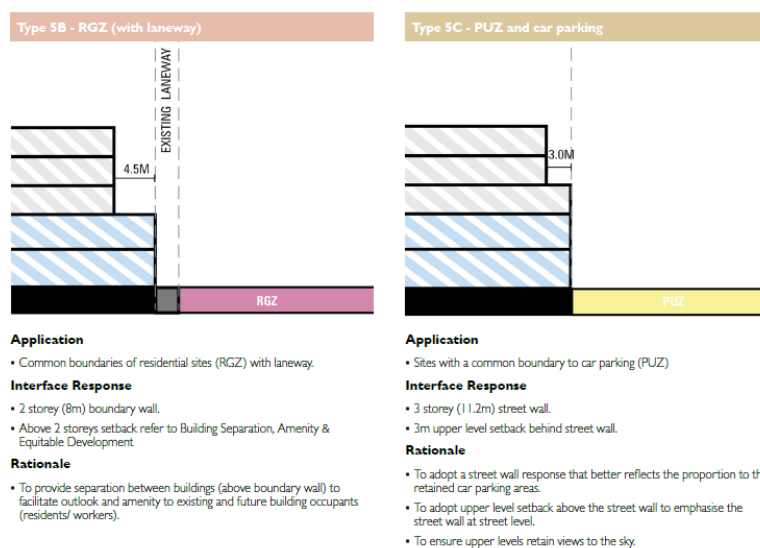


Figure 13: Interface Types

## Floor-to-floor heights

Commercial floor-to-floor heights are generally higher than residential floor-to-floor heights. For all new development, commercial ground floors should be a minimum of 4.2 metres floor-to-floor to support a range of retail and commercial uses and continuing activity within the retail core.

For commercial uses at level one, the height should be 3.8m floor-to-floor and a minimum of 3.2m floor-to-floor for residential uses at level one and above.

## Building separation

Building separation achieves internal amenity, visual and acoustic privacy and appropriate daylight access. It also contributes to the amount of sunlight reaching the public realm. The *Bentleigh Built Form Framework* recommends the following minimum building separation standards:

Interface	Storeys	Building Separation
Primary outlook/ balcony/ habitable window	1-3 storeys	A minimum of 4.5m from common boundary, or a minimum 9m separation.
	4-8 storeys	A minimum of 6m from common boundary, or a minimum 12m separation.
Secondary outlook/ non- habitable room window/ commercial outlook	1-8 storeys	A minimum of 3m from common boundary, or a minimum 6m separation.
Party wall	1-3 storeys	0m

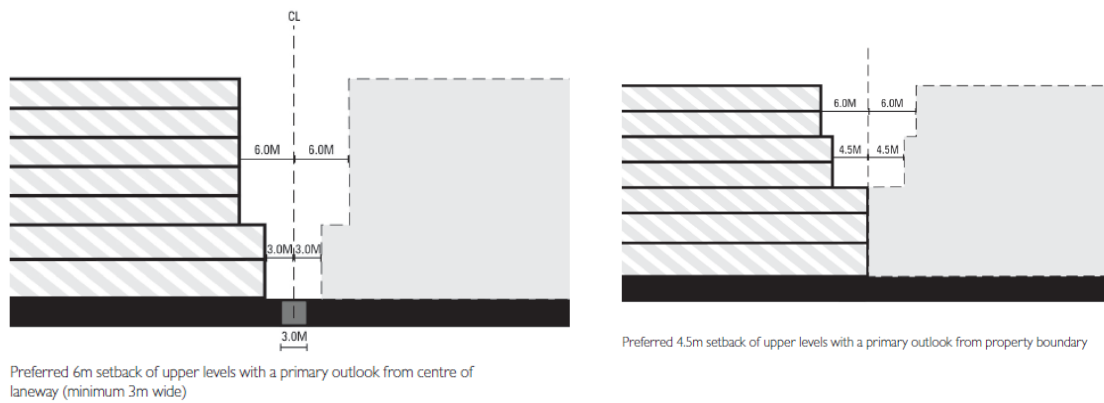


Figure 14: Building Separation Setbacks

## Statutory Implementation

To ensure Bentleigh develops in a way that is responsive to our growing community, Council will seek to introduce a permanent Design and Development Overlay (DDO) into the *Glen Eira Planning Scheme* that reflects the heights and setbacks of the *Built Form Framework*. It will replace the interim DDO that is in the planning scheme now which was only ever introduced on a temporary basis.

Council will also pursue the housing framework shown in the *Housing Strategy* by updating the planning scheme maps and introducing new residential zone schedules to support housing, character and sustainability in the residential areas.



## PUBLIC SPACES

We will provide a range of opportunities for people to meet and gather through new public open space within the centre.

Public areas, including streets, plazas, parks, laneways and pedestrian links, connect the elements of Bentleigh together into a cohesive whole.

Bentleigh Hodgson Reserve, located on the eastern edge of the activity centre, provides access to a combination of structured sporting facilities and other informal facilities including playground, paths, fitness stations and picnic facilities.

With an increase in population, more people living and working in the municipality and higher-density living, the community will rely on public open space to meet a range of their open-space needs.

The Glen Eira Open Space Strategy Refresh 2020 states;

*“That with the forecast increase in population to occur within the activity centre, there is a need to provide additional public open space to cater for the increased levels and intensity of use as well as addressing accessibility to open space”.*

Given there are limited opportunities to create more larger open spaces in Glen Eira, the public open space we do provide will play a valuable role and be a high-quality open space.

The *Structure Plan* identifies opportunities in the public realm for improvements to greening, open space and pedestrian safety and amenity.

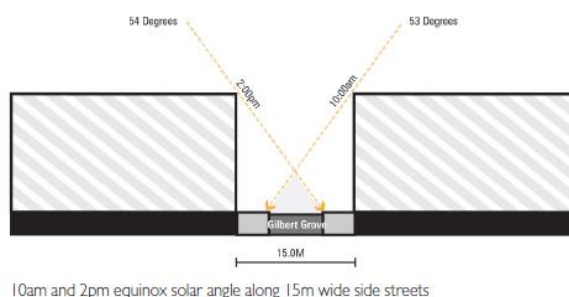
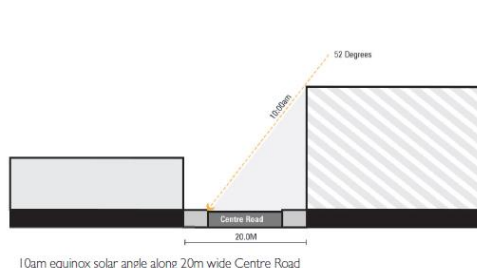
The following objectives will guide the planning and design of the public realm in Bentleigh:

- Ensure that public areas are accessible for all and will remain a focal point for the community to meet and gather. This should include universal access and gender-inclusive principles.
- Provide public open spaces that are inclusive and inviting through creative installations and pedestrian-oriented places.
- Respond to the climate emergency, providing opportunities to maximise green and natural spaces for improved biodiversity, habitat for wildlife and assist in the mitigation of the effects of climate change.
- Promote active travel options including pedestrian and cycling amenity in the public realm by investigating the application of ‘cool-routes’.
- Promote traditional-custodian, knowledge-pursuing opportunities such as interpretative signage and cultural values embedded in designs.
- Reduce urban heat by increasing the urban canopy and protecting existing canopy trees, reclaiming spaces for improved greening results including indigenous and native planting species to improve the biodiversity of the area.

## New public open space

To ensure our public open spaces meet the recreational needs of existing and future communities Council will implement the following strategies;

- Explore the repurposing of the following Council-owned sites, or part thereof, to public open space:
  - 1-7 Godfrey Street, Bentleigh
  - 2-4 Vickery Street, Bentleigh
- Seek to relocate publicly accessible car parking in partnership with a future mixed-use redevelopment between Bent Street and Godfrey Street sites.
- Investigate a future community space from Centre Road through Vickery Street.
- Encourage development that contributes to passive surveillance, a sense of activation, and vibrancy of the open space.
- Support creative installations, appropriate lighting and public furniture to encourage longer dwell time and engagement with public interest.
- Work with landowners to enhance existing laneway and 'back of house' presentation to contribute positively to the open space experience.
- Consider provision of public toilets in and around the activity centre. Glen Eira Council has adopted the *Toilet Plan 2022* which includes a five-year *Action Plan* relating to the maintenance and upgrade of public toilet facilities throughout the municipality. The Plan adopts, as a guide, a maximum of 1000 metres between public toilets in commercial areas.
- Enhance pedestrian connections between Bent and Godfrey Streets, including after hours.
- Deliver landscaping opportunities which consider water-sensitive urban design and deliver a minimum 25 per cent canopy cover.
- Seek to retain existing mature canopy trees and ensure any loss is offset on site.
- Provide adequate infrastructure that supports community events.
- Ensure solar access to the public open space is protected (refer to the Activity and Land Use and Buildings Sections of this *Strategy*).





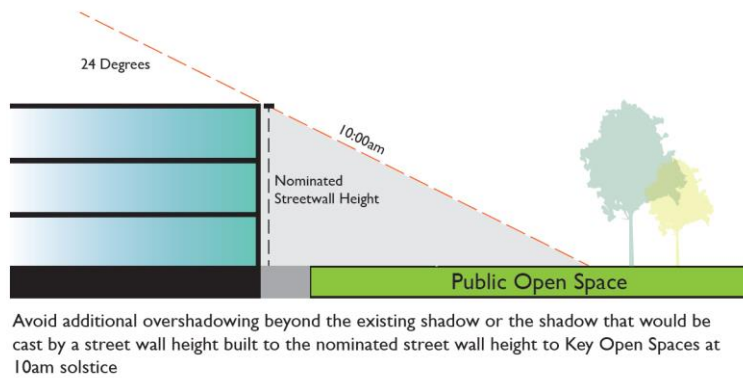


Figure 15: Solar access

## Urban squares

Urban squares are public open space gained through land purchases, reclaiming road space or car park spaces to create pedestrian oriented access to key destinations. They provide opportunities for people to meet and gather and provide landscaping and greening. These include places like the Benteigh Community Space and the Benteigh Plaza.

The following strategies are recommended:

- Future built form must prioritise the protection of amenity and safety of urban squares including Benteigh Community Space, Benteigh Library public space and Godfrey Street.
- Enhance pedestrian connections between Robert Street and Jasper Road.
- Future development should provide passive surveillance and contribute to the vibrancy and activation of the public realm.
- Support ground-level activity from adjoining land use to spill onto the urban square.
- Support water sensitive urban design and greening in all project master planning.
- Work with landowners to enhance existing laneway and 'back of house' presentation to contribute positively to the Library Square.

## Centre Road – Great walking-and-shopping street

Council's *Integrated Transport Strategy 2018-2031* identifies Centre Road as a great walking-and-shopping centre. It offers highly amenable space where people can enjoy social activities and supports ongoing success for local businesses. It is accessible on foot, by bicycle, train, bus and car and plays a central role for the community, supporting a concentration of commercial, residential, and community land use.

The following strategies are recommended:

- Support outdoor dining and footpath retailing provided pedestrian access is not obstructed.
- Provide infrastructure to support and prioritise pedestrian movement and amenity through the centre (seating, public toilets, water stations, weather protection).
- Future development should contribute to the sense of activation, passive surveillance and vibrancy of Centre Road.
- Provide appropriate wayfinding and signage for the centre.
- Undertake a streetscape improvement plan for Centre Road and adjoining side streets in accordance with *Street Design Guidelines* which considers public space and transports recommendations.

- Support consistent street tree planting (at more regular intervals) and water-sensitive urban design treatment.
- Ensure solar access to the southern footpaths between 10am and 2pm at the equinox and minimise overshadowing during the winter solstice.
- Encourage vehicle/service access from rear laneway, or side streets to avoid conflict with pedestrian movement along Centre Road.
- Encourage continuous awnings along Centre Road.
- Identify opportunities to inject colour and activity into the streetscape with place-specific public art.

## Slow zone

Slow zones are intended to reduce vehicle speed and dominance, prioritising pedestrian movement. Slow zones are opportunities where public realm improvements for pedestrian amenity and safety are promoted. These are the spaces where public art, culture and expression can enhance the sense of arrival into the MAC. Vehicle speeds will be slower and pedestrian dwell time and social interactions are promoted through widening of footpaths and possible removal of kerbs and channel. In the long term (subject to further investigation), opportunities for urban squares may be contemplated in slow zones.

Within the Bentleigh MAC, we identify the following slow zone opportunities:

- Bendigo Street
- Mitchell Street
- Robert Street

The following strategies are recommended:

- Investigate improving safety of all road users and prioritise pedestrians.
- Create a walkable streetscape by ensuring new developments incorporate landscaping, lighting and continuous cantilevered verandas.
- Protect solar access to the eastern/western footpaths at the equinox and minimise overshadowing during the winter solstice.

## Laneways/arcades and pedestrian connections

Laneways contribute positively to the broader public realm while maintaining their role in providing service access.

Laneways which have direct interface with Council's car park also provide continuous alternative routes for pedestrians and cyclists, running parallel to the Centre Road corridor. Future improvement of informal shared laneways will focus on enhancing pedestrian sense of safety (including after hours) and managing 'back of house' presentation. These improvements to informal shared laneways will contribute positively to the broader public realm presentation while still maintaining their role as service access.

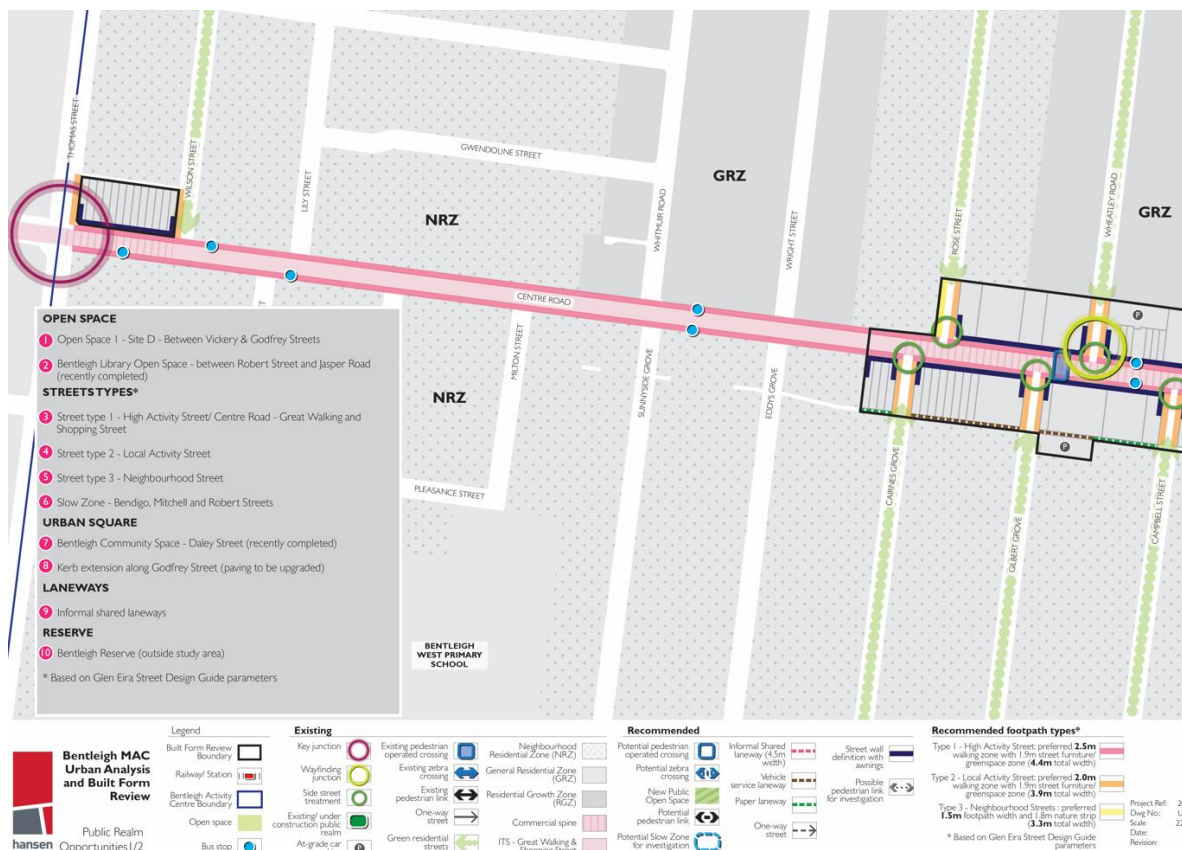
Informal shared laneway opportunities for Bentleigh include:

- between Loranne Street to Burgess Street;
- between Bendigo Street to Jasper Road;
- between Bentleigh Station to Godfrey Street and Horsley Street; and

- Centre Arcade (privately owned)

The following strategies are recommended:

- Ensure laneways are publicly accessible 24 hours a day and remain accessible to service vehicles (i.e. waste collection).
- Encourage pedestrian connections are provided throughout the centre, improving connectivity.
- Ensure new laneways or pedestrian connections provide sufficient width (minimum three metres) clear of obstructions to support both movement and stopping spaces, incorporate active frontages, provide good pedestrian amenity and safety.
- Support a designated area for waste bin collection.



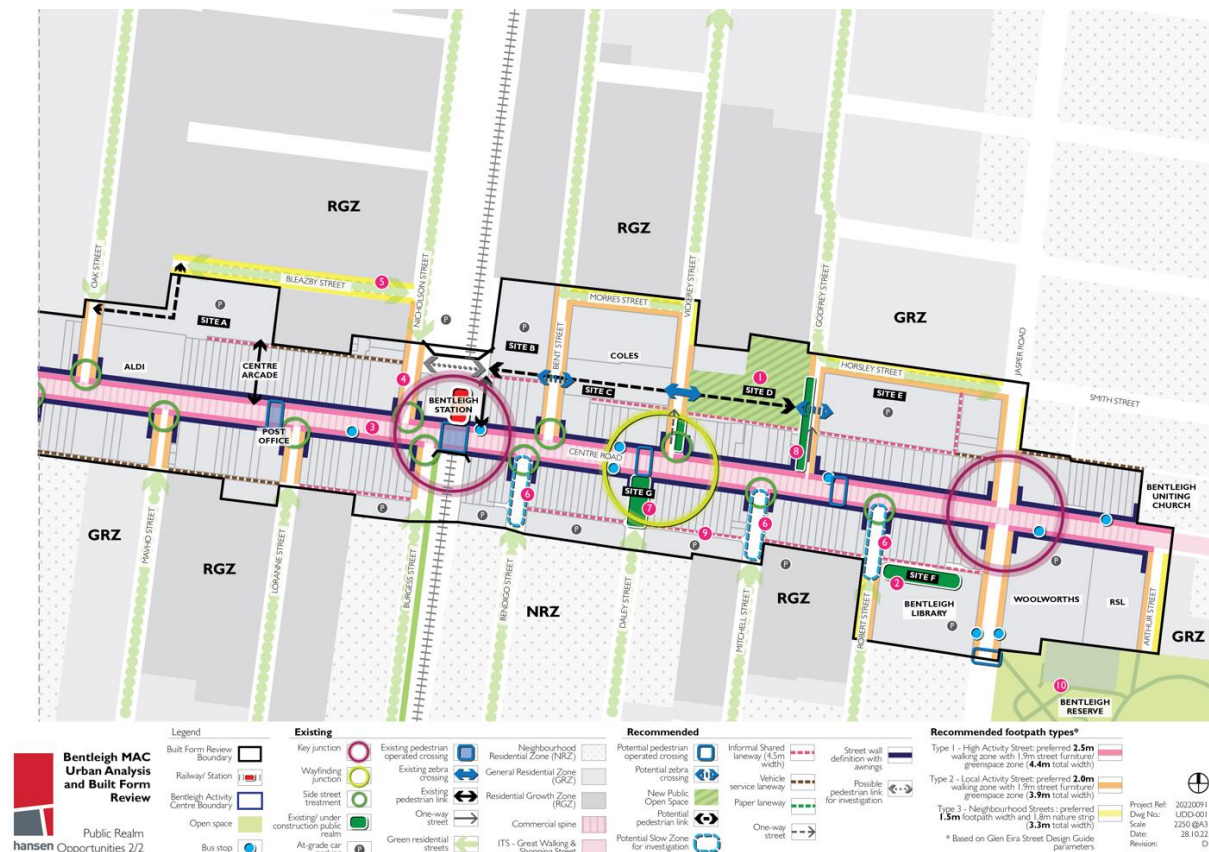


Figure 16: Public Realm Opportunities

## PLACE MAKING, ADVOCACY AND PARTNERSHIP

Council will collaborate with a range of stakeholders, through place making, advocacy or partnerships to deliver the identified projects. This will ensure the streetscape and public space improvements outlined in the *Bentleigh Structure Plan* are carried out in an orderly, staged and financially responsible manner. Improvements to the public realm should address the needs of the community, including residents, businesses and visitors. Stakeholders and project partners include the local community, local traders, landowners, VicRoads and Public Transport Victoria.

Statutory implementation measures relating to public spaces may include implementing design guidance to provide greater protection to public spaces from adjoining development.

## TRANSPORT

Bentleigh is an attractive shopping destination with good access to public transport, community amenities and local employment. Car parking is available for visitors and commuters. As Bentleigh's population grows and the road capacity remains the same, the main challenge facing the Bentleigh transport network will be to facilitate access to work, leisure, food and other retail through sustainable transport modes.

To support the sustainable development and efficient transport network, the following key themes have been identified:

- Strong support for a mode shift towards sustainable transport, including both active and public transport.
- Improve walkability and amenity of places, both within the activity centre and neighbourhood, as well as connecting areas.
- Focus on sustainable development located within areas of access to good quality public transport.

The overarching transport vision for the Bentleigh MAC is consistent with Council's strategies:

- The *Glen Eira Integrated Transport Strategy* (ITS) which aims to 'strive for a 50:50 mode share of car and non-car trips by 2031'.
- The *Climate Change Emergency Response Strategy* supports the community to choose zero or low- emissions transport.
- Shifting to more sustainable modes also aligns with Glen Eira's goals relating to open space and tree canopy cover. For instance, some Council car parks can be redeveloped over time to be used in part for open space and additional tree planting.

A transport investigation and assessment has been conducted to determine whether Bentleigh can cater for future growth.

The transport study identified the following as issues within the Bentleigh activity centre:

- Lack of pedestrian connectivity: limited crossing opportunities along Centre Road and Jasper Road, frequent side crossings on Centre Road and narrow footpaths widths.
- Cycling: lack of on-road cycling infrastructure on key roads, gaps within the strategic cycling corridor, need for more end-of-trip cycling facilities.
- Public transport: improvements including improving bus frequency and efficiency.
- Road network improvements: improving efficient pedestrian movements along Centre Road and pedestrian safety.
- Laneways: obstruction of laneway access, conflict between pedestrian access and vehicle access to properties that have frontages to Centre Road and need to create shared zones.
- Car parking: high demand for car parking in off-street carparks central to the centre, some car parks have low-peak occupancies, car parking on Centre Road contributing to day traffic congestion, lack of trees within the car parks.

The transport study found that Bentleigh can accommodate the 15-year growth forecast through a combination of transport mode shift interventions and road network mitigation initiatives. The mitigation measures recognise Bentleigh does not have opportunities to significantly increase the road network's

capacity to address existing congestion issues. Instead, opportunities exist to cater for future growth through improving sustainable transport and managing car parking.

The transport study proposes a number of mitigation works including additional pedestrian crossings and minor road-crossing treatments as well as updates to existing signalised intersections.

Further recommendations include implementing parking technologies, reviewing Council's *Parking Policy* and investigating the introduction of a parking overlay, which could result in providing car parking for new residential developments at a lower rate, including provision of zero parking for residential developments.

To ensure our transport network continues to serve the population of Bentleigh well, Council will implement these recommendations:

#### TRAFFIC IMPACT AND LANEWAY RECOMMENDATIONS

- Increase mode shift from private vehicles to sustainable transport through pedestrian links, provision of additional bicycle parking, better cycling connections and public transport.
- *Local Area Traffic Management Plan* that explores additional traffic calming and other measures to reduce instances of rat-running in local streets.
- Improvements to the intersection of Bent Street and Centre Road, by investigating the feasibility of new traffic signals and the separation of left and right turn lanes at the intersection.
- Provide compliant dedicated disabled parking (DDA) close to and on Centre Road.
- Advocate for improvements to existing signalised intersections at Jasper Road and Centre Road to improve capacity and performance for vehicles.
- Identify opportunities through individual planning applications to improve connectivity to laneways and provide setbacks for passing areas, pedestrian sight lines, service and waste areas, specifically at:
  - eastern side of Wheatley Road, Bent Street and Jasper Road; and
  - both sides of Morres Street.
- Prepare a streetscape improvement plan for Centre Road and adjoining side streets within the centre which considers public space and transport recommendations such as: investigating creation of pedestrian crossings along Jasper Road; tree planting, public car parks, laneway improvements, seating, improved lighting and wayfinding signage, water-sensitive urban design and landscaping.

#### CYCLING

- Investigate designs for cycling treatments:
  - along Lorrane and Centre Road;
  - along Fitzroy Street to connect Allnut Park and Elster Creek Trail;
  - along Gilbert Grove and Wheatley Road; and
  - along Jasper Road to enhance cycling connections between Moorabbin and Caulfield.
- Support provision of additional bicycle parking and end-of-trip facilities.





Figure 17: Future Cycling Network and Improvements

## CAR PARKING

- Implement and review *Council's Car Parking Policy* and investigate:
  - the introduction of a parking overlay in all major activity centres, if the review finds it necessary; and
  - options for zero/low parking in new residential developments at select locations;
  - whether parking restrictions require updating.
- Promote sustainable transport initiatives and reduce parking demand when assessing planning applications and implementing changes to the planning scheme by considering the following:
  - Provision of bicycle parking and end-of-trip facilities;
  - Provision of car share spaces
  - Mode shift interventions
- Implement car-parking technologies within the centre to better manage existing uses such as dynamic wayfinding signage and parking overstay detection devices.
- Increase provision of parking spaces for people with disabilities closer to, or on Centre Road.
- Investigate the potential of repurposing Council-owned car parks to public open space:
  - 1-7 Godfrey Street, Bentleigh
  - 2-4 Vickery Street, Bentleigh
- Investigate opportunities for converting some all-day car parking to short-term durations, more specifically along Nicholson Street, Bent Street and Horsley Street to improve capacity and traffic flow.
- Seek opportunities in large, new developments to consolidate public car parking underground or in multi-deck facilities.



## PUBLIC TRANSPORT

- Advocate improvements to public transport services, including increased bus-service frequency along Centre Road.
- Advocate for investigating locations for long term realignment of the 701-bus route away from Vickery Street.
- Identify non-DDA-compliant bus stops along key public transport routes and advocate for DDA compliance.

## PEDESTRIAN AND ROAD IMPROVEMENTS

- Improvements to support Centre Road as a Great Walking and Shopping Corridor e.g. wide flat footpaths, pedestrian amenities such as seating, bins, improved lighting.
- Improve pedestrian priority and safety along Centre Road and intersecting side streets, by investigating raised pedestrian-threshold treatments.
- Exploring the creation of a slow zone by creating a separate path from Vickery Street through the Bent Street car park.
- Investigate truncating the western end of Vickery Street-to-Godfrey Street laneway and widening it to the east to allow two-way movements, with all access to Godfrey Street.
- Investigate opportunities to provide pedestrian connections specifically to connect:
  - Daley Street and Vickery Street; and
  - Godfrey Street and Vickery Street.
- Investigate options to improve the amenity of the laneway between Jasper Road and Robert Street, adjacent to the Bentleigh Library.
- Prepare a feasibility assessment for a new pedestrian operated signal on Centre Road between Robert Street and Godfrey Street.
- Investigate the creation of pedestrian crossings along Jasper Road to facilitate pedestrian movement south of Centre Road.



Figure 18: Future Pedestrian Network and Improvements

## PART THREE: MAKING IT HAPPEN -THE IMPLEMENTATION PLAN

### WHEN WILL THE STRUCTURE PLAN BE IMPLEMENTED?

A planning scheme amendment will implement the recommended statutory changes to building and land use controls. The amendment is intended to begin in early 2024 and makes changes to the planning controls in the *Glen Eira Planning Scheme* which determine how land can be used or developed. For privately-owned land, development will occur over time under the newly implemented controls.

For major projects proposed on Council-owned land, such as new public open spaces, or projects involving advocacy or participation of other levels of government and stakeholders, an implementation plan has been prepared (see next section).

### HOW WILL THE PLAN BE FUNDED?

To deliver on our vision for Bentleigh, we will need to undertake capital works projects to make physical changes, improvements and other place making initiatives to support activity and engagement within public spaces. The actions contained in the implementation plan are prioritised to indicate works that are more critical or less critical to support the growth and development of the centre. The priorities will be reviewed as required and only the short-term priorities will be submitted for capital funding consideration. Medium-term and long-term priorities will not be included until the short-term priorities have been completed or circumstances exist in which the action may not be required or could be delivered by others. All actions will be subject to Council's budgetary processes and considered against broader priorities of Council.

### HOW WILL THE PLAN BE REVIEWED?

Council will review the *Structure Plan* and its implementation plan internally every four years.

Council will continue to discuss the outcomes in this *Structure Plan* and the progress of identified projects with the Bentleigh Traders Association.

For each action in the implementation plan, the following are assigned:

- A theme
  - Planning
  - Operations
  - Advocacy
  - Infrastructure
- A responsible department of Council
- A timeframe
  - Immediate
  - Short term: one to five years
  - Medium term: five to 10 years
  - Long term: over 10 years
  - Ongoing

## THE IMPLEMENTATION PLAN

PLANNING			
	ACTION	DEPARTMENT	TIMEFRAME
A1	Introduce a new design and development overlay (DDO) to the <i>Glen Eira Planning Scheme</i> to control heights, setbacks and include design guidelines.	City Futures	Immediate
A2	Promote sustainable transport initiatives and reduce car-parking demand when assessing planning applications and implement changes to the planning scheme, including: <ul style="list-style-type: none"> <li>- provision of bicycle parking and end-of-trip facilities;</li> <li>- provision of car share spaces;</li> <li>- consideration of PPTN; and</li> <li>- mode shift interventions.</li> </ul>	Urban Planning	Ongoing
A3	Prepare a planning scheme amendment to rezone a portion of Residential Growth Zone to Neighbourhood Residential Zone. The land south of Centre Road between Mitchell Street and Burgess Street, is affected by a heritage overlay.	City Futures	Immediate
A4	Seek opportunities in large new developments to consolidate public car parking underground or in multi-deck facilities.	Urban Planning	Ongoing
A5	Prepare a planning scheme amendment to rezone: <ul style="list-style-type: none"> <li>-538 Centre Road from Residential Growth Zone to Commercial 1 Zone.</li> <li>-6 Vickery Street from Public Use Zone to Residential Growth Zone</li> </ul>	City Futures	Short

<b>A6</b>	<p>Implement and review Council's Car Parking Policy and investigate:</p> <ul style="list-style-type: none"> <li>- the introduction of a parking overlay in all major activity centres, if the review clearly demonstrates that it is necessary;</li> <li>- options for zero/low parking in new residential developments at select locations; and</li> <li>- whether parking restrictions require updating.</li> </ul>	City Transport and Place Design	Short
<b>A7</b>	Investigate truncating the western end of Vickery Street to Godfrey Street laneway and widening to the east to allow two-way movements with all access to Godfrey Street.	<p>Sustainability and Infrastructure</p> <p>City Futures</p> <p>Buildings, Properties, and Statutory Building Services</p>	Medium
<b>A8</b>	<p>Prepare a feasibility study that examines the repurposing of the following Council-owned sites or part thereof to public open space:</p> <ul style="list-style-type: none"> <li>• 1-7 Godfrey Street, Bentleigh</li> <li>• 2-4 Vickery Street, Bentleigh</li> </ul>	<p>Recreation and Open Space</p> <p>City Futures</p> <p>Sustainability and Infrastructure</p> <p>Buildings, Properties, and Statutory Building Services</p>	Medium
<b>A9</b>	<p>Identify opportunities through individual development applications to improve connectivity to laneways and provide setbacks from laneways to accommodate passing areas, pedestrian sight triangles and service/waste areas, specifically at the following locations:</p> <ul style="list-style-type: none"> <li>- eastern side of Wheatley Road, Bent Street and Jasper Road; and</li> <li>- both sides of Morres Street.</li> </ul>	<p>Urban Planning</p> <p>Sustainability and Infrastructure</p> <p>City Transport and Place Design</p>	Ongoing
<b>A10</b>	Engage with traders and landowners to enhance and activate existing laneway and 'back of house' presentation abutting future public open space or carparks.	City Futures	Ongoing – Long

		Urban Planning	
A11	<p>Investigate the feasibility of mixed-use developments on Council-owned sites that may include affordable housing, open space, car parking and limited retail uses.</p> <p>These sites could include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• 2 Oak Street, Bentleigh</li> <li>• 1-5 Bent Street, Bentleigh</li> <li>• 2-14 Horsley Street, Bentleigh</li> </ul>	<p>City Futures Buildings, Properties and Statutory Building Services</p> <p>Community Development</p> <p>Sustainability and Infrastructure Recreation and Open Space</p>	Long

OPERATIONS			
	ACTION	DEPARTMENT	TIMEFRAME
C1	<p>Consider the following in every project and incorporate where relevant:</p> <ul style="list-style-type: none"> <li>• Environmentally sustainable design</li> <li>• Water-sensitive urban design</li> <li>• Integrated water management</li> <li>• The circular economy</li> <li>• Reducing waste</li> <li>• Climate risk assessment for refurbished or new Council asset</li> </ul>	All teams	Ongoing
C2	Investigate the merits of implementing existing and emerging car parking technologies including dynamic wayfinding signage and parking overstay detection devices within the activity centre.	Sustainability and Infrastructure	Medium
C3	Review the current capacity and future needs for the increased provision of DDA-compliant parking spaces closer to or on Centre Road in the major activity centre.	Sustainability and Infrastructure	Medium

<b>C4</b>	Investigate opportunities for converting some all-day car parking to short-term durations, more specifically along Nicholson Street, Bent Street and Horsley Street to improve capacity and traffic flow, particularly at peak times.	Sustainability and Infrastructure	Medium
<b>C5</b>	Continue to investigate the feasibility of future tree planting on land identified to remain as car parking to deliver a minimum of 25 per cent urban forest canopy cover.	Parks Services	Medium

ADVOCACY			
	ACTION	DEPARTMENT	TIMEFRAME
<b>D1</b>	Advocate for increased bus service frequency along Centre Road, particularly at peak times.	City Transport and Place Design Sustainability and Infrastructure Department of Transport and Planning (DoTP) Public Transport Victoria VicRoads	Short
<b>D2</b>	Identify non-DDA-compliant bus stops along key public transport routes and advocate for DDA compliance.	City Futures DoTP	Short
<b>D3</b>	Advocate for improvements to the existing signalised intersection at Jasper Road and Centre Road to improve capacity and performance for vehicles.	Sustainability and Infrastructure City Futures Department of Transport and Planning	Medium

<b>D4</b>	Advocate for investigating locations for long-term realignment of the 701-bus route from Vickery Street.	City Futures  Sustainability and Infrastructure Department of Transport and Planning	Long
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INFRASTRUCTURE			
	ACTION	DEPARTMENT	TIMEFRAME
E1	Investigate raised pedestrian threshold treatments along Centre Road and intersecting side streets at Centre Road within the activity centre boundary, to improve pedestrian priority and safety.	Sustainability and Infrastructure Department of Transport and Planning	Short
E2	Support provision of additional bicycle parking and end-of-trip facilities within the activity centre.	City Futures Project Management Office	Short
E3	Investigate designs for cycling treatments:  - along Loranne and Centre Road to improve the Frankston Rail Trail connections;  - along Fitzroy Street to connect Allnut Park and Elster Creek Trail in the west and the Frankston Rail Trail in the east;  - along Gilbert Grove and Wheatly Road; and  - along Jasper Road to enhance cycling connections between Moorabbin and Caulfield.	City Futures  Sustainability and Infrastructure	Short Short Short Short
E4	Support improvement of the existing Godfrey Street urban square to enable universal access.	City Futures Project Management Office	Medium
E5	Investigate feasibility for:  -new traffic signals; and  -the separation of left and right turn lanes at the intersection of Bent Street and Centre Road.	Sustainability and Infrastructure  City Futures  DoTP	Medium
E6	Prepare a streetscape improvement plan for Centre Road and adjoining side streets within the Bentleigh activity centre in accordance with <i>Street Design Guidelines</i> and which considers public space and transport recommendations such as:  -tree planting;	City Futures  Project Management Office	Long

	<ul style="list-style-type: none"> <li>- public car parks, specifically Bendigo Street carpark;</li> <li>-laneway improvements;</li> <li>- the installation of seating;</li> <li>- improved lighting if required;</li> <li>-wayfinding signage at key junctions;</li> <li>-water-sensitive urban design and landscaping;</li> <li>-Investigating the creation of pedestrian crossings along Jasper Road to facilitate pedestrian movements south of Centre Road.</li> <li>- Investigating future opportunities to connect Daley Street and Vickery Street to promote and enhance pedestrian access and public open space;</li> <li>-Exploring the creation of a slow zone by creating a separate pedestrian path from Vickery Street through the Bent Street car park as part of any redevelopment of the Bent Street car park, or the redevelopment of the car parks and private land immediately to the east of Bent Street;</li> <li>-Considering a pedestrian path between Godfrey Street and Vickery Street through the Council-owned car park and laneway (1-7 Godfrey Street, 2 Vickery Street, Bentleigh);</li> <li>-Investigating options to improve the amenity of the laneway between Jasper Road and Robert Street adjacent to Bentleigh Library; and</li> </ul>	<p>Sustainability and Infrastructure Department of Transport and Planning</p> <p>Project Management Office, Sustainability and Infrastructure</p> <p>Project Management Office, Sustainability and Infrastructure, Buildings, Properties, and Statutory Building Services</p> <p>Project Management Office, Sustainability and Infrastructure, Buildings, Properties, and Statutory Building Services</p> <p>Sustainability and Infrastructure Project Management Office City Futures</p>	<p>Long</p> <p>Short</p> <p>Long</p> <p>Long</p> <p>Long</p>
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	-Preparing a feasibility assessment for a new pedestrian-operated signal on Centre Road between Robert Street and Godfrey Street.		Medium
<b>E7</b>	Investigate the feasibility of a Local Area Traffic Management Plan for the Bentleigh Activity Centre that explores additional traffic-calming measures to reduce rat-running in local streets within the transport study area.	Sustainability and Infrastructure	Long

## Glossary of Terms

Glossary – key terms defined

### **Activation**

Designing the entry to shops to face the streets to inject 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.

### **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 a heritage overlay.

### **On-road bicycle lane**

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

### **Placemaking**

Placemaking is a people-led design approach that enables Council and the community to work together to collectively reimagine and revitalise the public spaces in our centres and neighbourhoods.

Placemaking formally recognises that the people who traditionally connect to, live, work and visit a place, have the deepest understanding of that place and should be a part of shaping its future.

### **Public realm**

The public realm comprises spaces and places that are open and freely accessible to everyone, regardless of their economic or social conditions. These spaces can include streets, laneways and roads, parks, public plazas, waterways and foreshores.

### **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.

## SUPPORTING DOCUMENTATION

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