

Background Report

in support of the
Camberwell Junction
Structure and Place Plan



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1 Introduction

1.1 Purpose of this report

The purpose of this report is to summarise and synthesise the background research that contributed to the development of the Camberwell Junction Structure and Place Plan.

Council has conducted the following research and analysis:

- History
- Building typologies
- Street typologies
- Public realm analysis
- Land use studies

Council has commissioned technical reports, conducted independently by the following expert consultants:

- .id Consulting (demographic analysis)
- HillPDA (economic and land use analysis)
- Movement and Place (transport and parking analysis)
- Extent Heritage (built form heritage advice)
- ASR Research Pty Ltd (community infrastructure)
- Hansen (urban design)

This report summarises the research base and has been derived from technical analysis, community engagement and detailed analysis of existing conditions. It provides the link between research, analysis and community feedback and the directions included in the Camberwell Junction Structure and Place Plan.

1.2 Camberwell Junction Structure and Place Plan

The formulation of the Camberwell Junction Structure and Place Plan (the Plan) commenced in 2021 and was developed over three stages drawing on a combination of technical analysis and community feedback.

The Camberwell Junction Structure and Place Plan has been structured in five chapters.

Introduction	Provides centre context, history and community information.
Vision and Priorities	Captures the community's aspirations and priorities for Camberwell Junction.
Planning Framework	Identifies centre-wide objectives, strategies and actions to guide future development.
Precinct Planning	Presents six distinct precincts with specific planning guidance and public space projects.
Next steps	Sets out when key actions and projects will be delivered and who will be involved.

1.3 The structure planning process

The Plan is informed by the Camberwell Junction Vision and Priorities. The process is incremental and iterative based on a combination of technical analysis and community consultation (Figure 1). The Camberwell Junction Structure and Place Plan is consistent with the requirements of *Planning Practice Note 58: Structure Planning for Activity Centres*.

Figure 1: The Structure Planning Process



Source: Planning Practice Note 58: Structure Planning for Activity Centres

1.4 Boroondara Planning Scheme - current status

The Boroondara Planning Scheme currently includes the 1993 version of the Camberwell Junction Structure Plan within the Planning Policy Framework. This is out of date in both form and content.

The most recent version of the Camberwell Junction Structure Plan was adopted by Council on 27 October 2008 and updated on 28 December 2011 (Figure 2). However, the recommendations of the Structure Plan were never implemented through a planning scheme amendment including land use and built form policy guidance or planning controls. Council sought to implement the directions set out in the 2011 version of the Structure Plan through the 2014 Boroondara Planning Scheme Review and subsequent Amendment C229, but was ultimately unsuccessful in having the revised Structure Plan included in the Local Planning Policy Framework.

Whilst Amendment C229 was authorised, publicly exhibited, and considered by an independent Planning Panel, the Minister for Planning did not approve the inclusion of content from the 2011 Structure Plan in the Local Planning Policy Framework in the amendment. In the view of DELWP (under delegation from the Minister for Planning), the merits of the 2011 Structure Plan needed to be fully considered by way of a separate planning scheme amendment. It was considered that the merits of the 2011 Structure Plan were not fully tested through Amendment C229 which related primarily to implementing the outcomes of a Planning Scheme Review.

As a result, there is no substantive research base, policy guidance or planning control certainty in relation to how the Camberwell Junction Activity Centre will evolve over time.

Figure 2: Camberwell Junction Structure Plan 2011



Source: Camberwell Junction Structure Plan, 2011

2 Place context

2.1 Place history

The City of Boroondara's name is derived from the Woi-wurrung language meaning 'where the ground is thickly shaded'. The area now known as Camberwell Junction is located on the traditional lands of the Wurundjeri Woi-wurrung people. Today the area has developed into an important regional retail and commercial centre.

The Wurundjeri Woi-wurrung community has a strong historical, cultural and spiritual connection to their traditional lands and waterways. Wurundjeri Woi-wurrung people continue to practise the responsibilities bestowed by their ancestors of protecting, preserving and managing the land and waterways in accordance with culture and traditions. The Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC) is formally recognised through the Aboriginal Heritage Act 2006 as the Traditional Owners for the land and waterways in Boroondara.

The first European contact within the current City of Boroondara was made as early as 1803 (when an official survey party crossed Dight's Falls into the Studley Park area), with the first actual settlement occurring some 34 years later. The first formalised settlement of Camberwell Junction was in 1857 following the construction of the Camberwell Inn. Camberwell Junction developed slowly until the late 19th century when the rail line was extended to Camberwell Junction in 1882. The extension of the rail line was a catalyst for retail development in Camberwell Junction. Burke Road also delineated a municipal boundary between the former Cities of Hawthorn and Camberwell at that time.

Camberwell Junction had established its regional retail role by 1900, with development progressing on the Hawthorn East side of Burke Road accelerating beyond this point. The electric tram network was established in the area in the 1910s, and the original Camberwell Market opened in March 1929. The Boroondara Thematic Environment History notes:

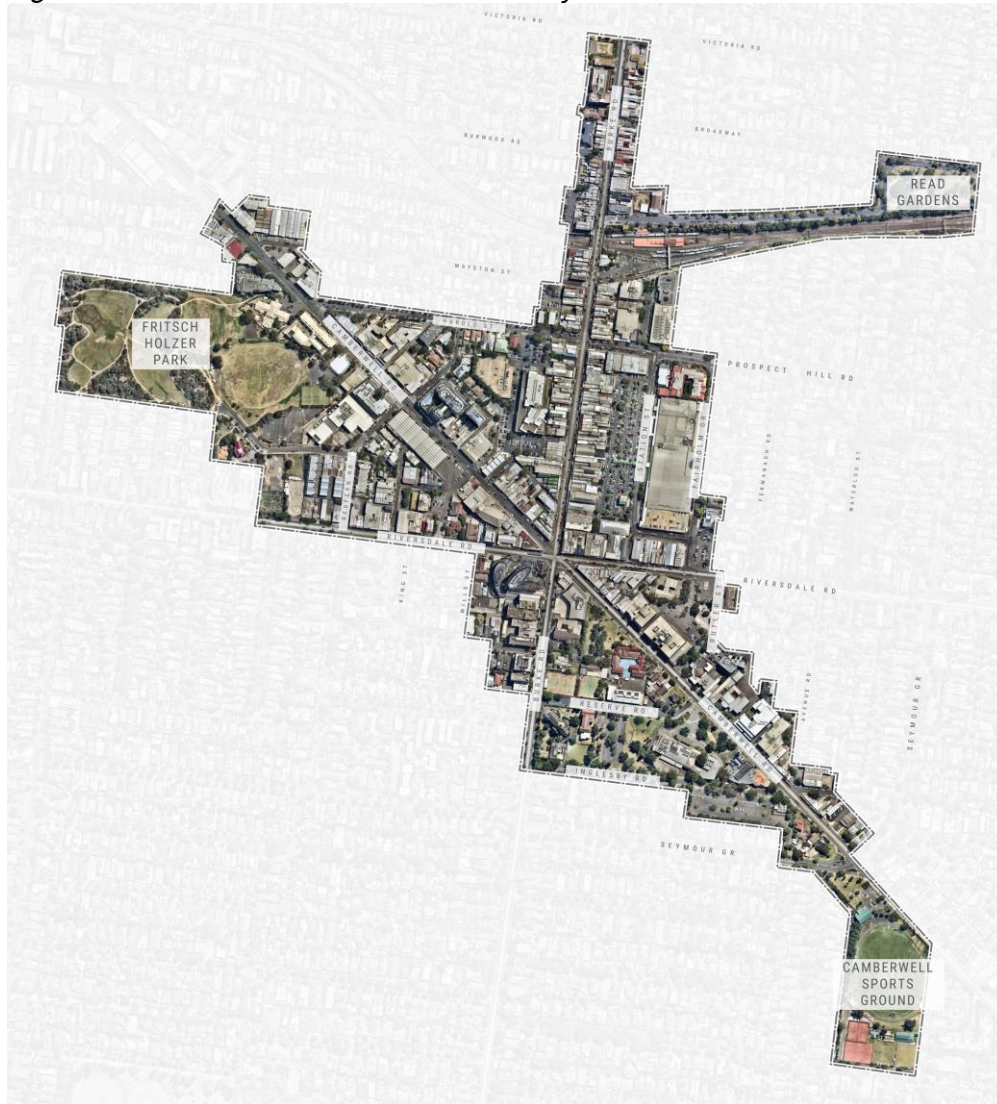
"During the 1930s, there was a development of specialist shops, particularly clothing stores, in Burke Road, reflecting the affluence of the middle-class suburban hinterland. By this time, there was a range of professional, financial and retail services at the Junction, while the ever-increasing use of the motor car by suburban residents reinforced the dominance of the junction as "a principal shopping centre for the eastern suburbs" (Hawthorn Heritage Study).

Camberwell Junction maintained its position as the key retail destination for the area into the postwar period until the 1960s following the development of car based regional shopping centres in Melbourne, particularly Chadstone Shopping Centre. Commercial office construction also commenced in Camberwell Junction at this time.

2.2 Study area boundary

The activity centre boundary for the Camberwell Junction Structure and Place Plan is shown in Figure 3 below.

Figure 3: Structure and Place Plan boundary



The study area extends from the intersection of Burke Road and Victoria Road in the north to Inglesby Road and Camberwell Sports Ground in the south; Fritsch Holzer Park in the north west, and Fairholm Grove and Read Gardens in the east and north east. The study area includes the commercial core of the activity centre as well as residential land within and adjoining the commercial core. The study area also includes key public infrastructure assets including major public open space areas, the Camberwell Fresh Food Market, schools, the Camberwell train station and nearby tram routes, the Camberwell tram depot, the Camberwell Civic Precinct and the Camberwell Community Centre.

The project area includes several street, building and open space typologies that underpin a highly diverse range of spatial configurations, retail and other commercial operations, as well as cultural and social institutions. This approach to study area identification is consistent with the criteria set out in the *Planning Practice Note 58: Structure Planning for Activity Centres*.

3 Policy context

3.1 Plan Melbourne 2017–2050

Plan Melbourne 2017–2050 is the Melbourne metropolitan planning strategy which sets the vision and policy direction for managing future development across Melbourne. The Plan sets the direction for the wider metropolitan region and is to inform regional and local planning policy development. The plan seeks to increase density and activity in established areas that are well-serviced with public transport and employment opportunities and other existing infrastructure. *Plan Melbourne 2017-2050* identifies Camberwell Junction a Major Activity Centre in the inner south east region.

The following outcomes and directions are relevant to planning for the Camberwell Junction:

Outcome 1: Melbourne is a productive city that attracts investment, supports innovation and creates jobs.

- Direction 1.2: Improve access to jobs across Melbourne and closer to where people live.

Outcome 2: Melbourne provides housing choice in locations close to jobs and services.

- Direction 2.1: Manage the supply of new housing in the right locations to meet population growth and create a sustainable city
- Direction 2.2: Deliver more housing closer to jobs and public transport
- Direction 2.3: Increase the supply of social and affordable housing
- Direction 2.4: Facilitate decision-making processes for housing in the right locations
- Direction 2.5: Provide greater choice and diversity of housing

Outcome 3: Melbourne has an integrated transport system that connects people to jobs and services and goods to market.

- Direction 3.3: Improve local travel options to support 20-minute neighbourhoods.

Outcome 4: Melbourne is a distinctive and liveable city with quality design and amenity.

- Direction 4.1: Create more great public places across Melbourne.
- Direction 4.3: Achieve and promote design excellence.
- Direction 4.4: Respect Melbourne's heritage as we build for the future.
- Direction 4.6: Strengthen community participation in the planning of our city.

Outcome 5: Melbourne is a city of inclusive, vibrant and healthy neighbourhoods.

- Direction 5.1: Create a city of 20-minute neighbourhoods.
- Direction 5.2: Create neighbourhoods that support safe communities and healthy lifestyles.
- Direction 5.3: Deliver social infrastructure to support strong communities.
- Direction 5.4: Deliver local parks and green neighbourhoods in collaboration with communities.

Outcome 6: Melbourne is a sustainable and resilient city.

- Direction 6.1: Transition to a low-carbon city to enable Victoria to achieve its target of net zero greenhouse gas emissions by 2050.
- Direction 6.2: Reduce the likelihood and consequences of natural hazard events and adapt to climate change.

- Direction 6.3: Integrate urban development and water cycle management to support a resilient and liveable city.
- Direction 6.4: Make Melbourne cooler and greener.

3.2 Inner South East Metro Land Use Framework Plan

The *Inner South East Metro Land Use Framework Plan* is one of six regional plans that are in development to add detail to Plan Melbourne (Figure 4). Boroondara is part of the inner southeast region of Melbourne comprising the Cities of Glen Eira, Stonnington, Bayside and Boroondara. The *Camberwell Junction Structure Plan Economic and Land Use Analysis* (HillPDA) provides the following commentary. By 2051, the Inner South East Metro region's population is projected to increase by 38 per cent from approximately 567,000 to 784,000. The plan highlights locations for growth and investment, including:

- Major Activity Centres
- State and regionally significant health and/or education precincts
- Urban renewal areas
- An activity corridor between Caulfield and Chadstone Major Activity Centre which continues to the Monash NEIC.

Camberwell Junction is designated as a major activity centre in the *Inner South East Land Use Framework Plan*, with the following commentary provided:

Camberwell Junction	Directions
<ul style="list-style-type: none"> - Hybrid centre at the intersection of three major arterial roads – Burke, Camberwell and Riversdale roads. - Speciality and higher-order retail, commercial, restaurant and hospitality uses, including a cinema and fresh food market, and The Well Shopping Centre. - Civic and community functions around council offices. - Train (Camberwell, East Camberwell, Riversdale, Auburn and Willison stations) and tram services. - Heritage significance. 	<ul style="list-style-type: none"> - Strengthen the distinctive offer of Camberwell Junction's mixed-use retail, commercial and hospitality/entertainment. - Recognise Camberwell Junction's role as a high-profile office location in the eastern suburbs. - Encourage a complementary range of social, cultural, entertainment, recreational and other community-related facilities, set around a vibrant and active public realm. - Encourage a mix of housing types, with a particular focus on medium-density housing above active commercial ground floor uses in the core of the activity centre and on sites adjoining the commercial areas. - Retain the traditional strip shopping centre character. - Support transit-oriented development around Camberwell station.

Source: HillPDA (2022)

The Framework Plan identifies housing growth scenarios for locations based on *Victoria in Future*, and an alternative scenario that accommodates more dwellings in established areas (relative to outer suburban greenfield locations). For Boroondara, the data is as follows:

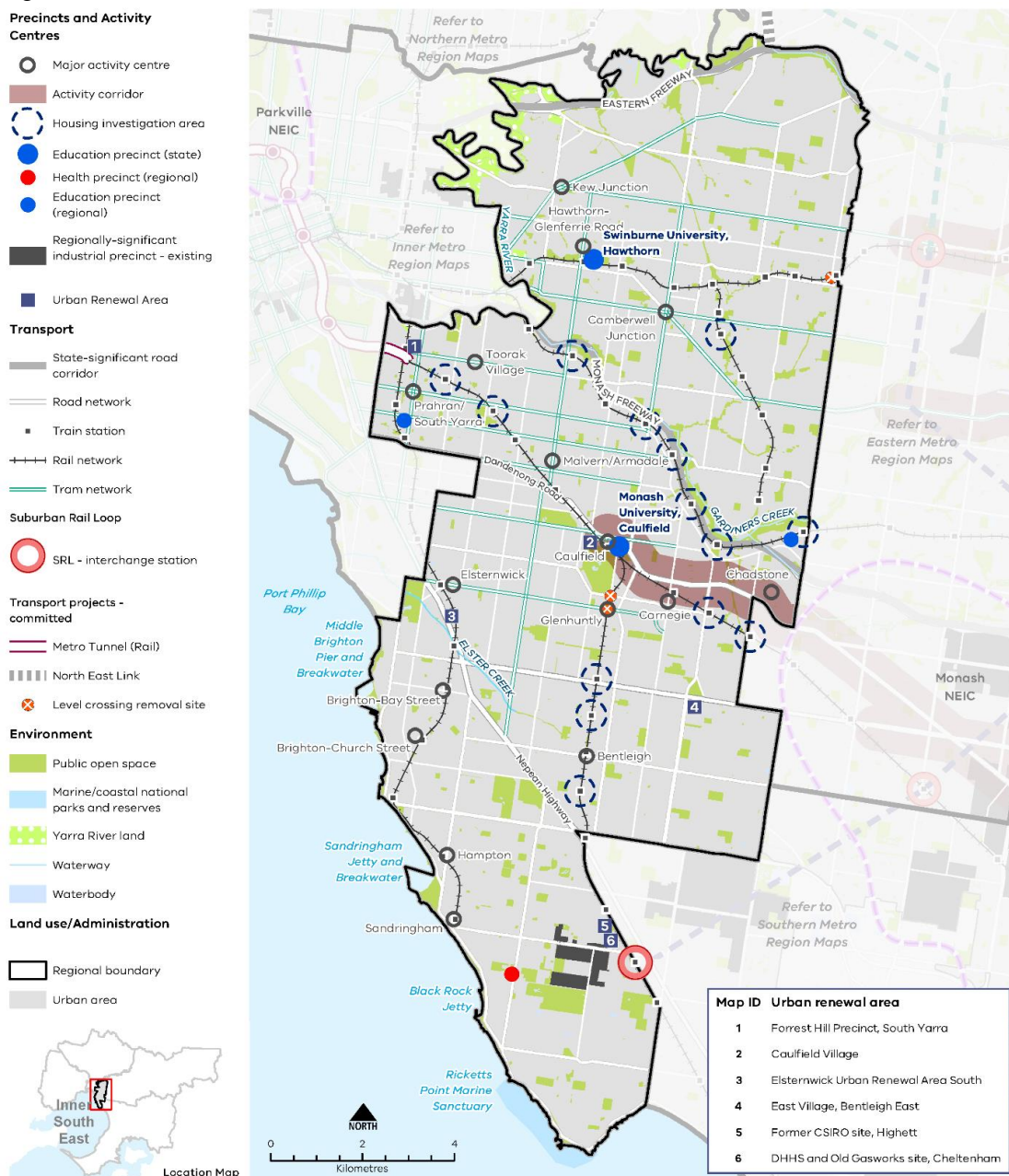
- Dwellings in 2021: 75,100

- Dwellings in 2036: 87,700 to 88,100
- Change in 15 year period: 12,600 to 13,000
- Change per annum (average): 840 to 867.

It states that:

- Major Activity Centres are locations for medium- and higher-density housing and mixed-use development.
- Substantial housing change opportunities may extend to a walkable catchment of 800 metres around a centre (depending on the local context)
- Structure planning will identify the preferred locations, densities and types for housing and development constraints or limitations in each centre.

Figure 4: Inner South East Land Use Framework Plan



Source: Inner South East Land Use Framework Plan, DELWP

3.3 Boroondara Community Plan

The *Boroondara Community Plan* (City of Boroondara, 2017-27) sets out the community's vision for the municipality to be “a vibrant and inclusive city, meeting the needs and aspirations of its community”.

The land use and development strategic objectives of the *Boroondara Community Plan* are:

- Community services and facilities are high quality, inclusive and meet a variety of needs now and into the future.
- Inviting and well-utilised community parks and green spaces.
- Our natural environment is healthy and sustainable for future generations.
- Protect the heritage and respect the character of the City to maintain amenity and liveability whilst recognising the need for appropriate, well-designed development for future generations.
- Travel options that are connected, safe, accessible, environmentally sustainable, and well-designed.
- A vibrant local economy and shops that are accessible, attractive and a centre of community life.

3.4 Planning Policy Framework

Amendment C354boro replaced the former Local Planning Policy Framework (comprising the Municipal Strategic Statement and Local Planning Policies) with the new Planning Policy Framework. All local policy content introduced by the City of Boroondara must support wider State Policy objectives.

3.4.1 Municipal Planning Strategy

Council's Municipal Planning Strategy is set out at Clause 02 of the Boroondara Planning Scheme. Key elements of Council's Municipal Planning Strategy are:

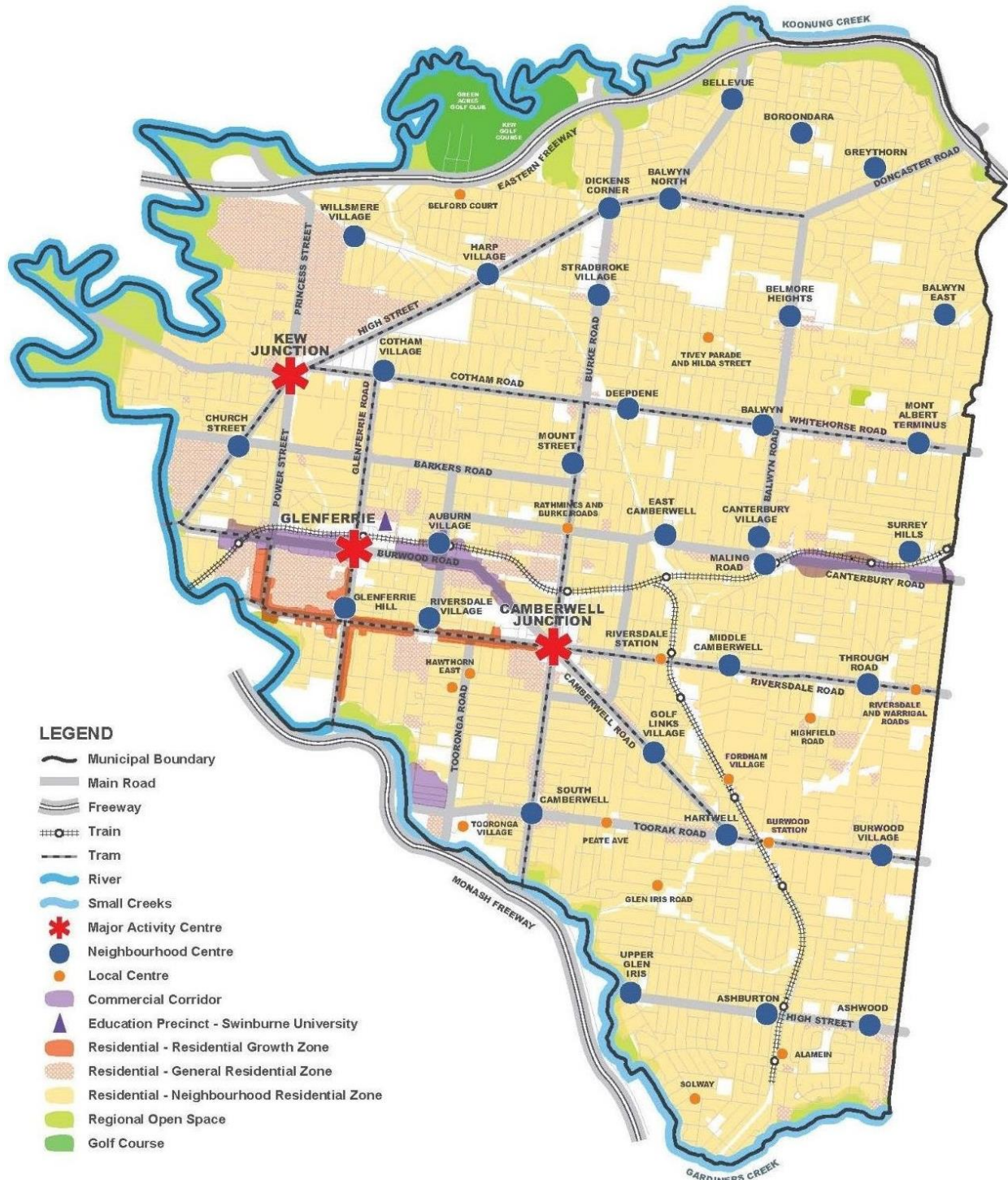
- Camberwell Junction is one of three major activity centres in Boroondara with Kew Junction and Hawthorn-Glenferrie. The predominant zone in these activity centres is the Commercial 1 Zone.
- The role of activity centres is to support the strategic direction of 20-minute neighbourhoods.
- Major activity centres should support a wide range of goods and services and are planned and coordinated by local government.
- There is a mix of residential zones across Boroondara with the majority of residential land in Boroondara in the Neighbourhood Residential Zone - Schedule 3.

Council's key strategic directions for settlement are to:

- Maintain and strengthen the network of activity centres, neighbourhood centres, local centres and commercial corridors.
- Ensure major activity centres, neighbourhood centres, local centres and commercial corridors retain a commercial focus with regard to land use and built form outcomes.
- Ensure residential development complements the commercial focus of activity centres, neighbourhood centres, local centres and commercial corridors, particularly at the upper levels of development.

- Minimise the impacts of development on sensitive residential interfaces by way of visual bulk, noise, traffic and vehicle access.

Figure 5: Strategic Framework Plan



Source: Boroondara Planning Scheme

Figure 6: Activity Centres Network Framework Plan



Source: Boroondara Planning Scheme

3.4.2 Planning Policy Framework Clauses

Clause 11.02 Managing Growth:

11.02-1S Supply of urban land

- To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.

11.02-2S Structure planning

- To facilitate the orderly development of urban areas.

Clause 11.03 Planning for Places:

11.03-1S Activity centres

- To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.

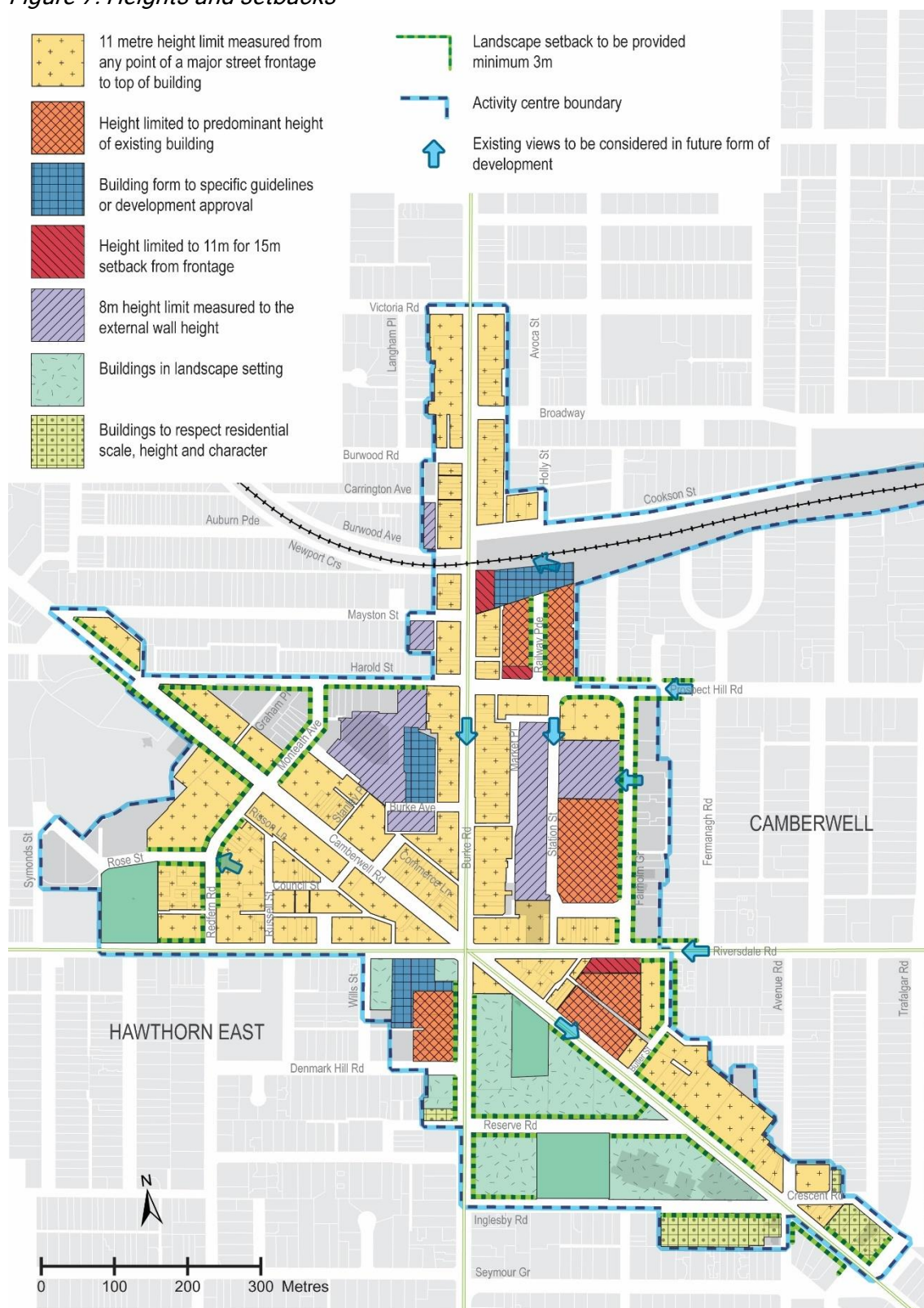
11.03-1R Activity centres - Metropolitan Melbourne - Strategies:

- Support the development and growth of Metropolitan Activity Centres by ensuring they:
 - Are able to accommodate significant growth for a broad range of land uses.
 - Are supported with appropriate infrastructure.
 - Are hubs for public transport services.
 - Offer good connectivity for a regional catchment.
 - Provide high levels of amenity.
- Locate significant new education, justice, community, administrative and health facilities that attract users from large geographic areas in or on the edge of Metropolitan Activity Centres or Major Activity Centres with good public transport.

11.03L-1L-01 Camberwell Junction Major Activity Centre:

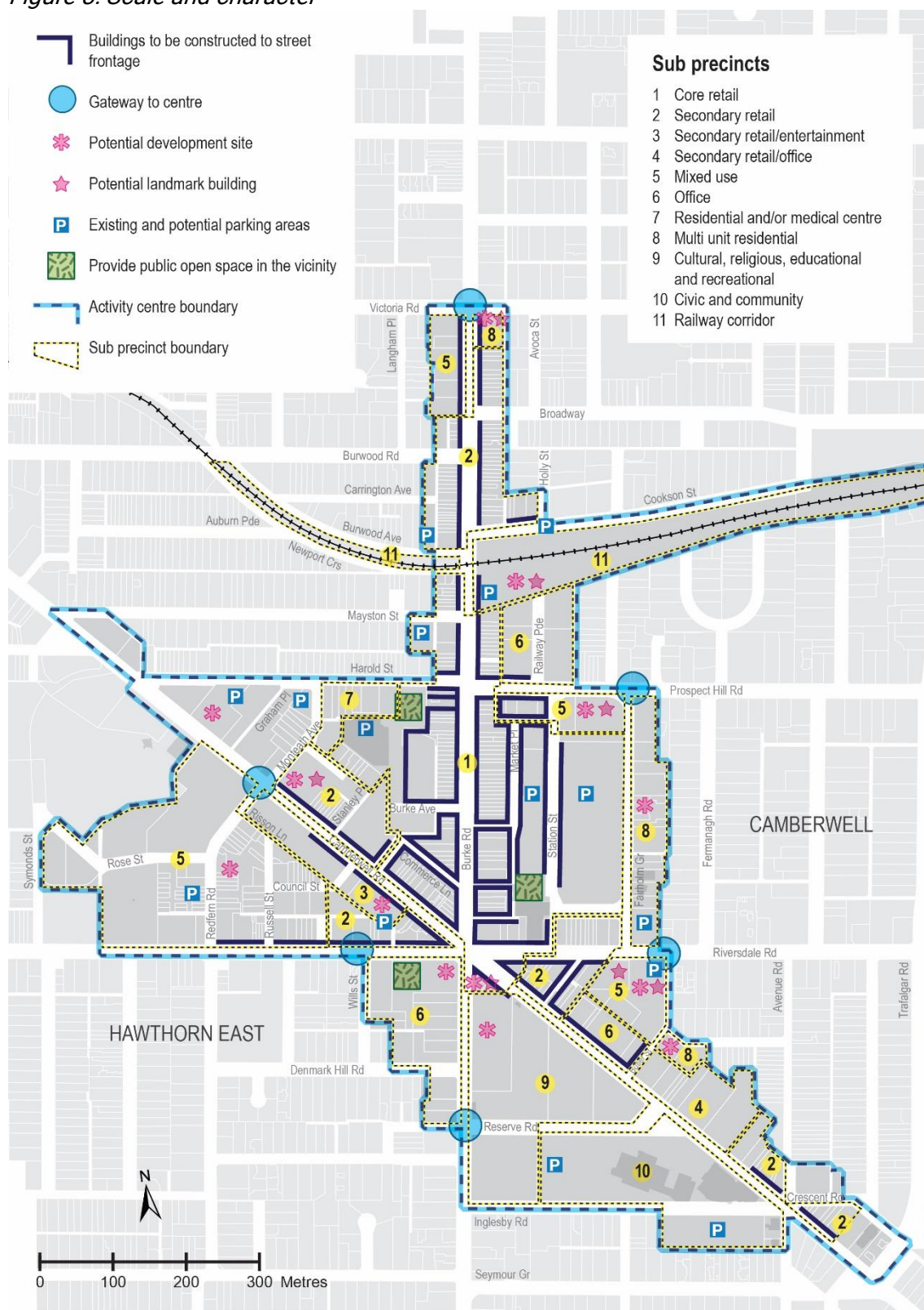
- To encourage the role of the Junction as a weekly shopping destination and community focal point with commercial, entertainment, education uses, public transport and civic facilities and a diverse range of housing (including higher density).
- Protect the amenity of surrounding residential areas and within the Junction itself.
- Retain Burke Road as the core retail area of the activity centre.
- To protect the surrounding residential areas from traffic and parking impacts generated by development in the Junction.
- To improve pedestrian access within the Junction.
- To maintain the scale and character of the Junction
- To improve the quality and amenity of the pedestrian environment.
- To maintain and enhance the distinctive shopping character of the Junction's retail environment.
- To create a vibrant, attractive, functional and safe environment for users of the Junction.

Figure 7: Heights and setbacks



Source: Boroondara Planning Scheme - Camberwell Junction Structure Plan, 1993 (Reproduced)

Figure 8: Scale and character



Source: Boroondara Planning Scheme - Camberwell Junction Structure Plan, 1993 (reproduced)

Clause 15.01 Built Environment:

15.01-1S Urban design - To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

15.01-1R Urban design - Metropolitan Melbourne - To create a distinctive and liveable city with quality design and amenity.

15.01-1L-01 Urban design and built form outcomes - To achieve high quality urban design and built form outcomes which enhance streetscapes, maintain amenity and cater to a diversity of user needs.

15.01-4S Healthy neighbourhoods - To achieve neighbourhoods that foster healthy and active living and community wellbeing.

15.01-4R Healthy neighbourhoods - Metropolitan Melbourne - Strategy: Create a city of 20 minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.

15.01-5S Neighbourhood character - To recognise, support and protect neighbourhood character, cultural identity, and sense of place.

15.01-5L - Neighbourhood character - Boroondara - To ensure development retains and enhances the key character attributes that contribute to a precinct's preferred character.

Clause 15.02 Sustainable Development:

15.02-1S Energy and resource efficiency - To encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions.

15.02-1L Energy and resource efficiency - Boroondara - Strategies:

- Promote building design that incorporates passive solar design principles including:
- Maximising northern orientation to internal and external living spaces and windows.
- Maximising access to natural light and ventilation.
- Encourage 'green' (i.e. vegetated) roofs and walls with a supporting maintenance program.
- Support energy efficient building design.
- Support adaptive re-use of buildings.
- Support the re-use and recycling of building materials, and use of recycled, locally sourced and sustainable building materials.
- Support appropriate waste storage and collection facilities being provided on-site for all types of waste streams.
- Facilitate a precinct wide energy supply that can be shared between developments, where appropriate.
- Support the use of light coloured and heat reflective surfaces to buildings and pavements.
- Design development to provide private open space of sufficient dimensions to allow for the planting of canopy trees.
- Protect trees to maintain the tree canopy.
- Support development that is not located within walking distance of public open space to incorporate public open space that can provide a respite from heat wave conditions.

Clause 15.03 Heritage:

15.03-1S Heritage conservation - To ensure the conservation of places of heritage significance.

15.03-1L Heritage in Boroondara:

- To preserve 'significant' heritage places, protecting all significant heritage fabric including elements that cannot be seen from the public realm.
- To facilitate sympathetic new buildings which extend the life of 'significant' heritage places.
- To retain and conserve 'contributory' places and fabric in the Heritage Overlay which are visible from the primary street frontage.
- To facilitate sympathetic additions, alterations and new buildings to 'contributory' heritage places which are massed, detailed, finished and located to preserve the presentation of the place from the street.
- To ensure buildings and works to 'non-contributory' properties are sympathetic to the heritage values of the precinct and complement the precinct's heritage built fabric by being respectful of the scale, massing, rhythm and detailing.

Clause 16.01 Residential Development:

16.01-1S Housing supply: To facilitate well-located, integrated and diverse housing that meets community needs.

16.01-1R Housing supply - Metropolitan Melbourne:

- Manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that are:
 - In and around the Central City.
 - Urban-renewal precincts and sites.
 - Areas for residential growth.
 - Areas for greyfield renewal, particularly through opportunities for land consolidation.
 - Areas designated as National Employment and Innovation Clusters.
 - Metropolitan activity centres and major activity centres.
 - Neighbourhood activity centres - especially those with good public transport connections.
 - Areas near existing and proposed railway stations that can support transit-oriented development.
- Identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne.
- Facilitate increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport.
- Provide certainty about the scale of growth by prescribing appropriate height and site coverage provisions for different areas.
- Allow for a range of minimal, incremental and high change residential areas that balance the need to protect valued areas with the need to ensure choice and growth in housing.
- Create mixed-use neighbourhoods at varying densities that offer more choice in housing.

16.01-1L Housing - Boroondara - Strategies:

- Provide housing that protects the preferred neighbourhood character and adjoining residential amenity.
- Support increased housing density and diversity at the upper levels above commercial uses in major activity centres, neighbourhood shopping centres, local centres and the Burwood/Camberwell Road Commercial Corridor as identified on the 'Housing Framework Plan' at Clause 02.04.
- Facilitate development outcomes in accordance with any adopted structure plan and/or Design and Development Overlay on residential zoned land within commercial centres.
- Support increased housing density and diversity that provides a transition from the Commercial 1 Zone to other residential zones in 'Main road apartment precincts' as identified in the Housing Framework Plan at Clause 02.04.
- Support moderate change consisting of detached dwellings, villas and townhouses as well as apartment buildings where appropriate along main roads in 'Suburban precincts without a consistent, open back yard' as identified in the Housing Framework Plan at Clause 02.04.
- Support moderate change reflecting a mixture of detached dwellings, villas and townhouses as well as apartment buildings in the following precincts identified in the Housing Framework Plan at Clause 02.04:
 - Contemporary townhouse / general inner urban.
 - Eclectic inner urban / eclectic suburban.
- Support moderate change consistent with preferred neighbourhood character in 'Main roads and transport corridors' as identified in the Housing Framework Plan at Clause 02.04.
- Support minimal change and protection of preferred neighbourhood character in 'Minimal change' as identified in the Housing Framework Plan at Clause 02.04.
- Support development at greater density and height than the surrounding area and precinct, while maintaining amenity and character on 'Super-sized' lots.
- Facilitate high density residential development that recognises the commercial context in 'Mixed use areas' as identified in the Housing Framework Plan at Clause 02.04.

16.01-2S Housing affordability - To deliver more affordable housing closer to jobs, transport and services.

Clause 17.01 Employment:

17.01-1S Diversified economy - To strengthen and diversify the economy.

17.01-2S - Innovation and research - To create opportunities for innovation and the knowledge economy within existing and emerging industries, research and education.

Clause 17.02 Commercial:

17.02-1S Business - To encourage development that meets the community's needs for retail, entertainment, office and other commercial services.

Clause 18.01 Integrated Transport:

18.01-1S Land use and transport integration - To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.

18.01-2S Transport system - To facilitate the efficient, coordinated and reliable movement of people and goods by developing an integrated and efficient transport system.

18.01-3S Sustainable and safe transport - To facilitate an environmentally sustainable transport system that is safe and supports health and wellbeing.

18.01-3R - Sustainable and safe transport - Metropolitan Melbourne - Strategy - Improve local travel options for walking and cycling to support 20 minute neighbourhoods.

18.01-3L - Sustainable personal transport - Boroondara - To support the creation of pedestrian friendly street environments and urban centres.

Clause 18.02 Movement Networks:

18.02-1S Walking - To facilitate an efficient and safe walking network and increase the proportion of trips made by walking.

18.02-2S Cycling - To facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling.

18.02-2R Cycling - Metropolitan Melbourne (Strategy) - Develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network.

18.02-3S Public transport - To facilitate an efficient and safe public transport network and increase the proportion of trips made by public transport.

18.02-3R Principal Public Transport Network - Strategy - Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.

18.02-4S - Roads - To facilitate an efficient and safe road network that integrates all movement networks and makes best use of existing infrastructure.

18.02-4L-01 Road system - Boroondara - Minimise the impact of land use and development on the safe and efficient function of the road, public transport and bicycle networks for all users.

18.02-4L-02 - Car parking - Boroondara - To ensure adequate user and visitor car parking is provided with use and development.

Clause 19.02 Community Infrastructure:

19.02-1S - Health facilities - To assist the integration of health facilities with local and regional communities.

19.02-1L - Health facilities - Boroondara - To accommodate the future development needs of health facilities, while limiting detrimental impacts on the neighbourhood character and amenity of surrounding residential areas.

19.02-2S - Education facilities - To assist the integration of education and early childhood facilities with local and regional communities.

19.02-2L - Education facilities- Boroondara - To accommodate the future development needs of education facilities, while limiting detrimental impacts on the neighbourhood character and amenity of surrounding residential areas.

19.02-3S Cultural facilities - To develop a strong cultural environment and increase access to arts, recreation and other cultural facilities.

19.02-4S Social and cultural infrastructure - To provide fairer distribution of and access to, social and cultural infrastructure.

19.02-4L-01 Community facilities - To ensure all members of the community have appropriate and equitable access to community facilities.

19.02-4L-02 Sport and recreation facilities - To ensure a broad range of highly accessible recreation and leisure facilities are provided that meet the needs of the community, while being sensitive to adjoining amenity.

19.02-5S - Emergency services - To ensure suitable locations for police, fire, ambulance and other emergency services.

19.02-6S Open space - To establish, manage and improve a diverse and integrated network of public open space that meets the needs of the community.

19.02-6R - Open space - Metropolitan Melbourne - To strengthen the integrated metropolitan open space network.

19.02-6L-01 Open space - Boroondara:

- To manage and design the existing open space network and facilities to ensure open space that meets the increasing demand and needs of the community continues to be provided.
- To provide an equitable distribution of open space, with an emphasis on filling gaps in the open space network.
- To manage the impacts of urban heat island effect on open space provision and design.

19.02-6L-02 Open space contributions - Boroondara:

- To identify when and where land contributions for public open space will be sought over cash contributions.
- To ensure that land suitable for public open space is set aside as part of the design of a development so that it can be transferred to or vested in Council, to satisfy the public open space contribution requirement.

Clause 19.03 Development Infrastructure:

19.03-1S Development and infrastructure contributions plans - To facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contributions plans.

19.03-2S Infrastructure design and provision - To provide timely, efficient and cost-effective development infrastructure that meets the needs of the community.

19.03-2L Infrastructure design and provision - Boroondara - To provide and upgrade physical infrastructure (including telecommunications infrastructure) to meet the needs of development while minimising detrimental impacts on local amenity.

19.03-3L Integrated water management - To manage stormwater flow and quality before it enters waterways.

4 Current planning controls

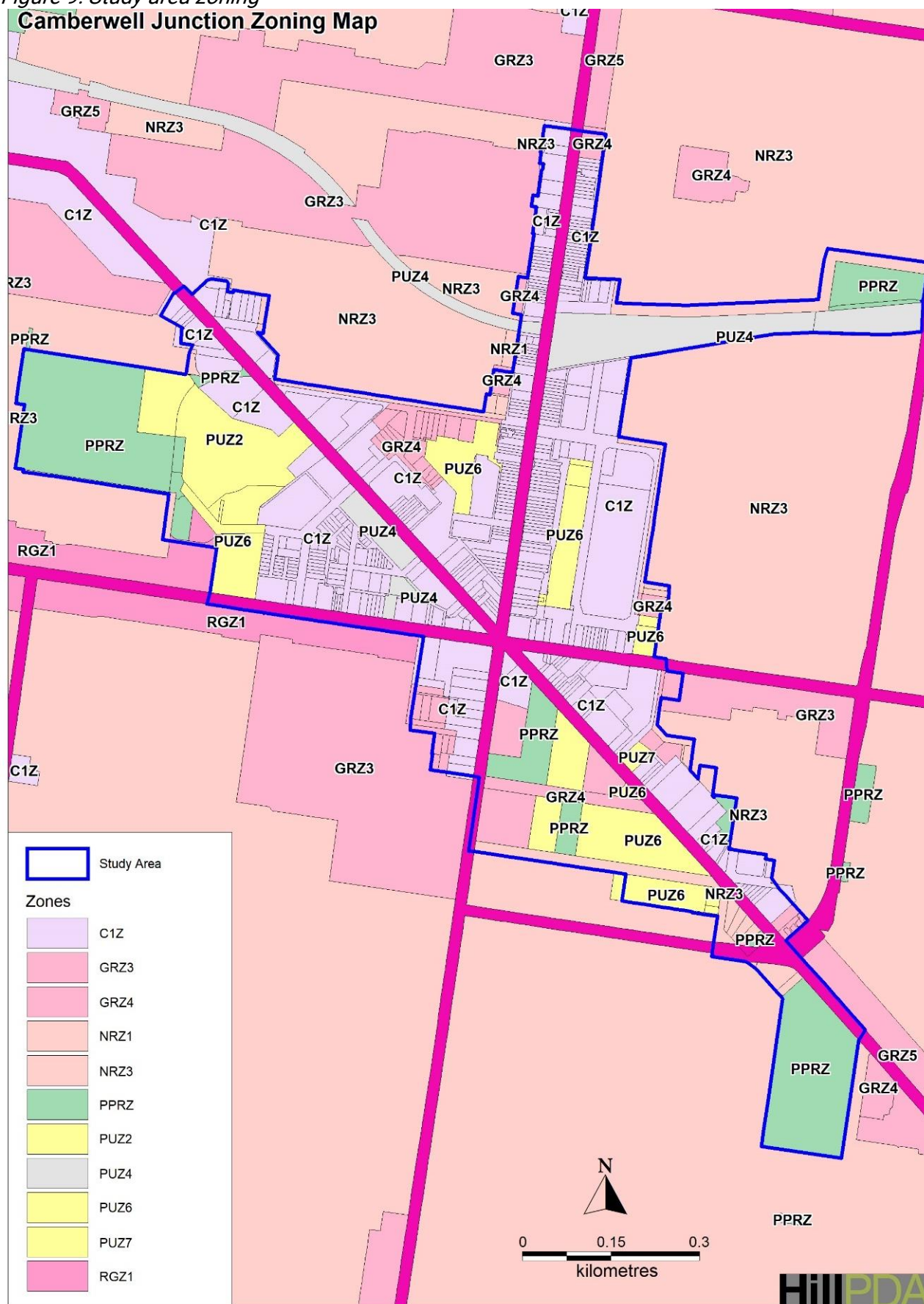
4.1 Overview

The primary zone relating to Camberwell Junction is the Commercial 1 Zone. The purpose of the zone is to create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses. The zone also allows for residential uses at densities complementary to the role and scale of the commercial centre.

Other zones that apply to the area include Public Use Zone (for public land use, public utility and community services and facilities). This zone applies to the Camberwell Primary School, tram depot, rail reserve, Swinburne Park and Council owned land including the Civic Centre and car parks. The Public Park and Recreation Zone applies to parks in particular the Fritsch Holzer Reserve and Camberwell Road Lower Reserve. Some land in the centre is in the General Residential Zone 4 (GRZ4).

Most land surrounding the structure plan area is zoned for residential. This land is predominantly in the Neighbourhood Residential Zone, which allows for limited change and has a mandatory height limit of eight metres (m). Land along Riversdale Road west of the centre is in the Residential Growth Zone, which allows for housing at increased densities in buildings up to 13.5m in height (discretionary limit) and some non-residential uses. The General Residential Zone allows for moderate housing growth in locations offering good access to services and transport and some non-residential uses. It applies in a few areas adjoining the centre to the west.

Figure 9: Study area zoning



Source: HillPDA, 2022

4.2 Residential Zones

The predominant residential zone in the study area is the General Residential Zone - Schedule 4 (GRZ4). The application of the GRZ4 to residential land within the activity centre boundary is consistent with Council's approach to implementing the residential zone reforms in 2014. The GRZ4 was also applied to super-sized lots throughout Boroondara. At the time, a separate schedule was considered the most appropriate zone to apply to residential land in activity centres and to supersized lots to ensure flexibility was allowed in design response and to apply a discretionary building height control, not a mandatory building height control as proposed through the GRZ1, GRZ2 and GRZ3. Future structuring planning would ultimately review and determine the most appropriate zone to be applied to these sites.

A small number of sites within the study area are located within other residential zones such as the Neighbourhood Residential Zone and Residential Growth Zone which reflects the distribution of neighbourhood character precincts across Boroondara. These sites are not covered by activity centre directions and are instead managed by the relevant neighbourhood character precinct statement which formed the basis of implementation of the new residential zones in Boroondara.

Subsequent reforms undertaken to the residential zones by the Minister for Planning has reduced the effectiveness of Council's earlier approach of including four schedules to the GRZ consistent with the achievement of local housing objectives.

Residential Growth Zone

The purpose of the Residential Growth Zone (RGZ) is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- 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 ensure residential development achieves design objectives specified in a schedule to this zone.
- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

General Residential Zone

The purpose of the General Residential Zone (GRZ) is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To encourage development that respects the neighbourhood character of the area.
- To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.
- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

Neighbourhood Residential Zone

The purpose of the Neighbourhood Residential Zone (NRZ) is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.

- To recognise areas of predominantly single and double storey residential development.
- To manage and ensure that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics.
- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

4.3 Commercial Zones

Commercial 1 Zone

The study area is zoned predominantly zoned Commercial 1 Zone (C1Z). There are no other commercial zones in the area. The purpose of the C1Z is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.
- To provide for residential uses at densities complementary to the role and scale of the commercial centre.

4.4 Other Zones

Public Use Zone

The study area includes a range of Public Use Zone (PUZ) sites including Council-owned sites and car parks, the Camberwell Civic Precinct, Camberwell Primary School and Swinburne High School. The purpose of the PUZ is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To recognise public land use for public utility and community services and facilities.
- To provide for associated uses that are consistent with the intent of the public land reservation or purpose.

Public Park and Recreation Zone

The study area includes several Council owned or managed public open space and sport and recreation facilities including the Fritsch Holzer Park and the Camberwell Sports Ground. These sites are zoned Public Park and Recreation Zone (PPRZ). The purpose of the PPRZ is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To recognise areas for public recreation and open space.
- To protect and conserve areas of significance where appropriate.
- To provide for commercial uses where appropriate.

4.5 Overlays

Design and Development Overlay - Schedule 17

Land within the Burwood-Camberwell Road Commercial Corridor is located in the study area at its north-western extent. Built form outcomes in the Burwood-Camberwell Road Commercial Corridor are managed through the Design and Development Overlay - Schedule 17 (Commercial Corridors) (DDO17). The maximum street wall heights set out in DDO17 are mandatory. The overall building heights and minimum upper storey setbacks are discretionary.

The purpose of the Design and Development Overlay is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas which are affected by specific requirements relating to the design and built form of new development.

Environmental Audit Overlay

Land within the C1Z surrounding the Camberwell Tram Depot is within the Environmental Audit Overlay (EAO). The purpose of the EAO is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.

Heritage Overlay

The purpose of the Heritage Overlay is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To conserve and enhance heritage places of natural or cultural significance.
- To conserve and enhance those elements which contribute to the significance of heritage places.
- To ensure that development does not adversely affect the significance of heritage places.
- To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

Parking Overlay

The purpose of the Parking Overlay is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To conserve and enhance heritage places of natural or cultural significance.
- To conserve and enhance those elements which contribute to the significance of heritage places.
- To ensure that development does not adversely affect the significance of heritage places.
- To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

Special Building Overlay

The purpose of the Special Building Overlay is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify land in urban areas liable to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority.
- To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.
- To protect water quality and waterways as natural resources by managing urban stormwater, protecting water supply catchment areas, and managing saline discharges to minimise the risks to the environmental quality of water and groundwater.

4.6 Effectiveness of existing Planning Framework

The following observations are made in relation to the current planning framework for the Camberwell Junction study area:

- Council cannot adequately manage the existing composition of land uses in the study area or the composition of land uses in new development because the key land uses of residential dwelling, shop and office are as-of-right and do not require a planning permit. This means Council is at risk of losing valuable employment land to residential uses over time.
- The absence of built form controls across the study area, especially the application of the Design and Development Overlay, means Council has not been able to manage overall building heights, building setbacks, and street wall heights. This has resulted in built form outcomes which are market-led and determined on a case-by-case basis. The lack of a suitable planning framework for the centre has also resulted in inefficiencies which ultimately have impacted on the built form character of the centre over time particularly the exercising of discretion by the Victorian Civil and Administrative Tribunal. This has been most pronounced on large strategic sites across the study area.
- The centre contains numerous longstanding heritage properties and precincts which were protected through heritage studies undertaken by the former Cities of Camberwell and Hawthorn. The heritage controls have been effective in protecting against the loss of valued heritage character in the study area. The Municipal Wide Heritage Gap Studies for both Camberwell and Hawthorn East did not identify any new heritage properties or precincts in the study area which suggests all key sites and precincts have been previously protected. The Heritage Overlay was expanded in the peripheral residential areas to the north-west of the study area through the Hawthorn East Heritage Gap Study (Amendment C308boro). This consists of the new heritage precincts of HO843 - Smith's Paddock (Burwood Reserve) Precinct, HO845 - Essington Estate and Environs Precinct, and HO848 - Victoria Road Precinct.
- The EAO has been an important land management tool in the study area particularly with sensitive uses. Recent reforms to the EAO provide greater flexibility to Council to not require a certificate of environmental audit for minor works based on a preliminary risk assessment. The contamination risk is further compounded by the area being prone to flooding arising from capacity constraints in the local drainage network.
- Land in the C1Z on the western side of the study area between the five-ways intersection and the Fritsch Holder Park is prone to flooding because of capacity constraints in the local drainage network. The SBO has been in place for many years to trigger planning permit requirements in this area for this purpose. This area is also positioned within an area subject to land contamination risk (EAO).
- The Parking Overlay manages parking provision rates for new developments involving dwellings and office uses. The Parking Overlay applies to activity centres.
- The majority of land in the Burwood-Camberwell Road Commercial Corridor sits outside the study area however a small number of sites exist in the study area towards the north-west along Camberwell Road. The DDO17 was implemented through Amendment C108boro and remains important to managing built form outcomes along the corridor.

5 Benchmarking with other Major Activity Centre Structure Plans

5.1 Elsternwick Structure Plan

Adopted: February 2018

Classification: Major Activity Centre

Distance from Melbourne CBD: 8.1km (Camberwell 7.4km)

Study area context: study area covers 70 per cent of the suburb; extending into surrounding residential areas with arterial roads acting as boundaries.

Profile: Based around Elsternwick Railway Station and Glenhuntly Road (with tramline). Main east-west spine of Glenhuntly Road mostly traditional 2-storey buildings, with newer mixed use developments constructed in more recent years. Back streets predominantly detached single and some 2 storey dwellings, older 1960s-70s apartment buildings with schools and parks interspersed, comparable to residential sections of Camberwell. Area includes light industrial and residential to the south along Nepean Highway, including car dealerships.

5.1.1 Objectives of the Structure Plan

Placemaking

1. Enhance Elsternwick's reputation as a cultural and entertainment hub.
2. Celebrate the historic character and village feel of the Glenhuntly Road retail strip.
3. Support a network of active streets and shared community and open spaces.
4. Encourage landscaping and greenery.
5. Support safe, accessible and friendly streets.
6. Encourage development that provides significant community benefit.

Housing

1. Maintain Elsternwick's pristine heritage and character-filled residential areas.
2. Recognise Elsternwick's role in accommodating a growing population.
3. Encourage a diverse range of housing options.
4. Promote high quality urban design and architecture.

Economy

1. Boost evening activity and support quality local shopping, dining and entertainment options.
2. Encourage offices and employment opportunities.

Transport

1. Encourage walking, cycling and use of public transport.
2. Explore innovative approaches to car parking and traffic management.

5.1.2 Implementation tools and mechanisms

Land use

- Station precinct
- Retail precinct
- Entertainment and cultural
- Urban renewal precinct
- Housing opportunity precinct

Implementation

- No implementation

Built form



Design and Development Overlay - Schedule 10

Statutory mechanisms

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

- Investigate greater environmental design and water sensitive urban design requirements for significant developments with consideration for any new State Government requirements.
- Investigate mechanisms for achieving significant community benefit.

Public spaces

Statutory implementation measures:

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

Urban renewal



5.1.3 SWOT analysis of each implementation tool

The Elsternwick Structure Plan has not been implemented in the Glen Eira Planning Scheme aside from the application of an interim Design and Development Overlay (Schedule 10) to the Elsternwick activity centre. Advice from DELWP suggests a wider Glen Eira Housing Strategy be prepared prior to implementing the activity centre structure plan to ensure the activity centres are appropriately contextualised from a municipal wide housing perspective. The DDO10 is providing built form guidance for the activity centre on an interim basis until such time as Council can implement the structure plan.

5.2 MPAC TO 2040: Moonee Ponds Activity Centre Local Plan

Adopted: April 2021

Classification: Major Activity Centre

Distance from CBD: 6.5km north-west (Camberwell is 7.4km)

Study area context: In 2018 there were 3,579 people living in the Moonee Ponds Activity Centre. This is expected to increase to between 10,800 and 11,600 by 2040. In 2018 there were 1,652 dwellings in the area. This is expected to increase to between 5,440 and 5,800 dwellings by 2040 with the majority of new housing to be in the form of higher density apartments. In 2016, there were 7,037 jobs in the activity centre, which is expected to increase to 13,837 by 2040. Over 4,000 of the new jobs will be in the commercial sector, representing almost 60 per cent of total employment in Moonee Ponds.

Layout: There are 9 key precincts to service Moonee Ponds and residents.

Precinct 1 - Civic and Community

- To establish the precinct as the principal civic, community and transportation hub for MPAC.

Precinct 2 - Hall and Homer

- To encourage retail, office and entertainment uses with accommodation on upper levels.

Precinct 3 - Young

- To encourage the use and development of land for retail, market, educational, medical and office uses.

Precinct 4 - Puckle

- To maintain the precinct as the core retail spine for MPAC.
- To maintain the heritage streetscape of Puckle Street.

Precinct 5 - Holmes

- To provide for small scale office and retail development and medium density housing.

Precinct 6 - Shuter

- To provide a focus for offices and community services, including medical suites and childcare.

Precinct 7 - Junction South

- To encourage retail and entertainment uses to locate along Mt Alexander Road, with residential and office uses above.
- To provide a progression of built form height, from lower scale development at the southern end of the precinct to taller built forms within the Junction.

Precinct 8 - Dean

- To encourage office and residential uses including home-based businesses.

Precinct 9 - Racecourse

- To encourage residential, retail, commercial and employment opportunities that will enhance the role and function of MPAC and the Moonee Valley racecourse.

- To encourage a street pattern, building design and land use mix that creates opportunities for street level activation, passive surveillance of the street and changing streetscapes.
- To create new and vibrant public spaces for the community.
- To enable taller and more intense built form in the eastern section of the precinct which provides for a transition in height from established residential areas to the north, south and west.
- To ensure a street pattern and subdivision layout which encourage walking and cycling over other modes of transport.
- To ensure a high standard of building design that displays dwelling diversity, permeability, flexibility, site responsiveness and environmentally sustainability.
- To encourage diversity in housing opportunities, including affordable housing options.



5.2.1 Objectives of the Structure Plan

Land use

- To develop MPAC as the premier business, civic, cultural, creative, community and entertainment destination of the municipality.
- To encourage a diverse range of housing choices and affordable housing options, including social housing.
- To facilitate mixed use developments that include a range of non-accommodation uses on identified large sites.

Built form

- To deliver a range of built form typologies including low, medium and high-rise development of up to 50 metres (15 storeys) that respects the preferred building heights for the centre.
- To encourage high-quality architecture and urban design outcomes.
- To deliver public open space, affordable housing, through-block links and a range of non-accommodation uses on identified large sites.
- To create a transition in scale and typology at sensitive residential and heritage interfaces.
- To minimise overshadowing and wind impacts so as to contribute to a comfortable and safe public realm for pedestrians.
- To provide a sensitive design response that does not overwhelm any existing heritage building(s).

- To provide a continuous street wall edge and reduce the impact of building services on continuous active street frontages.
- To create human-scale streets by ensuring street wall heights respond to street and lane widths.
- To ensure building features and upper storey balconies do not protrude outside title boundaries, excluding ground floor verandas and sun/overlooking protection devices.
- To protect valued heritage qualities of MPAC.

Community facilities

- Reinforce Puckle Street as the community anchor and support Moonee Valley racecourse to become the second community anchor by 2040.
- Redevelop the Civic Triangle to consolidate community facilities into a community hub accommodating multi-purpose, community hire and co-working spaces.
- Explore opportunities to relocate services from Shuter Street into the proposed Montgomery Park Children's Centre and new community hub.

Access and movement

- To prioritise the movement network to reflect the following hierarchy:
 - Pedestrians
 - Cyclists
 - Public transport users
 - Local freight movements
 - Private motorists
- To provide a legible network of connections (including streets, laneways and arcades) that are safe, attractive, landscaped, pedestrian-friendly and are designed for all levels of mobility.
- To reduce the impact of car parking on the centre and encourage cycling through improved street design and the provision of bicycle parking and end of trip facilities in developments.

Environmentally sustainable development

- To maximise energy efficiency and water conservation in new buildings including through landscape design.
- To encourage the use of sustainable and durable building materials that require minimal maintenance

Streetscapes and open space

- To encourage the creation of a variety of new public spaces that have good access to sunlight and are sheltered from wind.
- To encourage laneways that are connected and activated through the provision of eateries, retail and entertainment uses.
- To encourage public art in new developments.

5.2.2 Implementation tools and mechanisms

Mandatory Floor Area Ratios (FARs)

Mandatory FARs set the total building floor area that can be developed based on the size of the piece of land - the ratio of development to land size. FARs ensure new development provides a contextual response to the site considering the overall vision for MPAC and the specific precinct objectives.

Discretionary maximum building heights

The FARs are applied with a discretionary building height (metres) to provide guidance of the expected typology and scale of new development.

Mandatory maximum building height - Puckle Street only

A mandatory maximum building height of 16 metres applies to Puckle Street only. This application is consistent with Planning Practice Note 59: Role of Mandatory Provisions in Planning Schemes due to Puckle Street's high heritage value.

Mandatory and discretionary solar access controls

Mandatory and discretionary solar access controls protect key pedestrian streets and public open spaces from overshadowing, and effectively limit building heights on some sites.

Discretionary wind assessments

Discretionary wind assessments apply to building and works over 20m or 15m on corner sites. It ensures new development minimises negative wind impacts for pedestrian comfort and safety at the street level.

Discretionary side and rear setbacks and building separation

Discretionary side and rear setbacks and building separation improves internal and public amenity for new development and maximise development equity.

Mandatory rear setbacks – certain locations

Applies only to rear to rear boundary locations and is required where there is no laneway to separate sites.

Discretionary residential interfaces and ground floor setbacks

Discretionary residential interfaces provides sensitive interfaces to low scale residential uses on the activity centre boundary, reduces visual bulk from the street level and facilitates an improved public realm.

Discretionary street wall heights and building setbacks (above the street wall)

Discretionary street wall heights and building setbacks (above the street wall) provides a contextual response that relates to street widths, sensitive residential interfaces and heritage buildings.

The implementation of the initiatives outlined in the Local Plan will be delivered through various funding streams including the operational budget, Long Term Capital Works Plan and the proposed Development Contributions Plan. Implementation will align with the timeframes endorsed by Council in these documents. Implementation is also subject further cost and timeframe delivery factors which include, but are not limited to:

- Capital works and operational budget priorities
- Feasibility assessments and design development
- Alignment with the implementation of other projects in the vicinity
- Community consultation and input on specific projects
- State government priorities and available funding
- Negotiations with stakeholders/landowners through the planning process.

6 Other relevant strategic work inputs

6.1 Boroondara Open Space Strategy 2013

The Boroondara Open Space Strategy (BOSS) provides the strategic direction for the future planning, provision, design and management of open space in Boroondara through to 2026. The principles for open space are considered under the themes of Accessible, Adaptable, Connected, Cultural, Diverse, Equitable, Recreational, Shared, Social and Sustainable.

Specifically for the suburbs of Camberwell and Hawthorn East, it is noted that whilst a strong network of open space is provided, accessible gaps are present in some sub-areas, including Camberwell Junction (HE-1, HE-2, HE-3, CA-1) (Figure 10). The strategy notes that higher density residential and non-residential development is forecast to continue in and around the centre which will increase demand for open space.

Figure 10: Boroondara Open Space Gap Areas - Hawthorn East (left) and Camberwell (right)

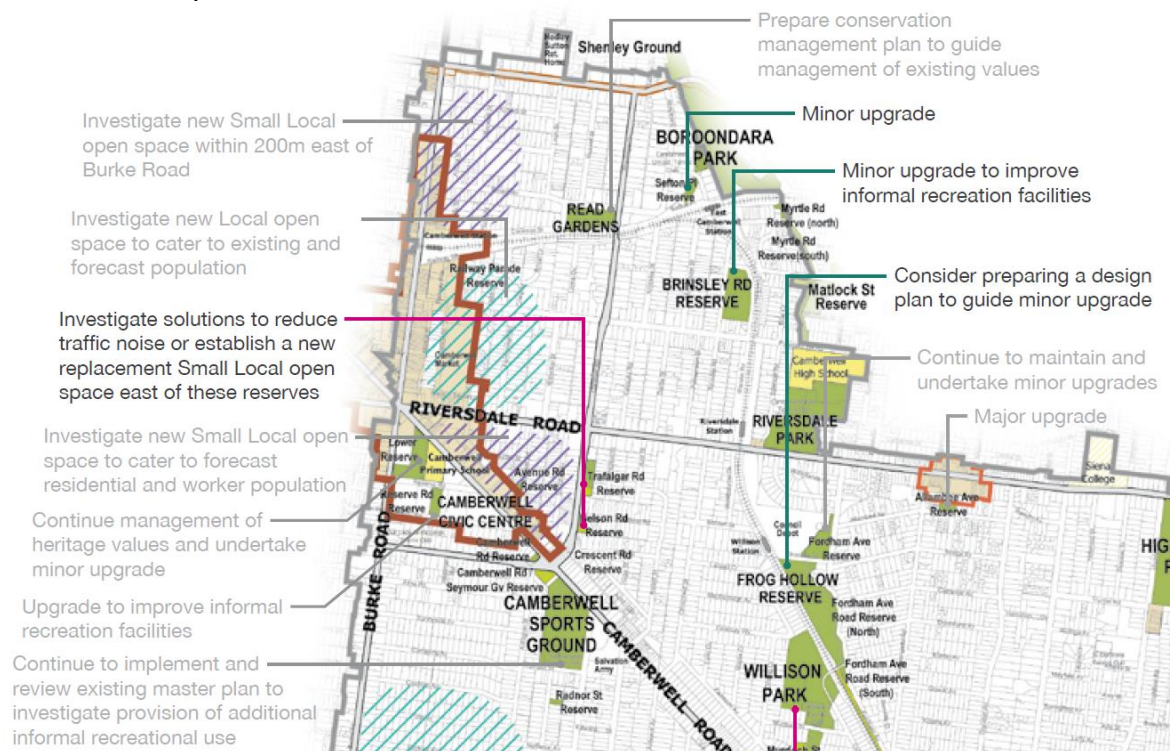


Source: Boroondara Open Space Strategy 2013

The strategy recommends provision of additional local and small open space to be provided in the area to cater for future population growth.

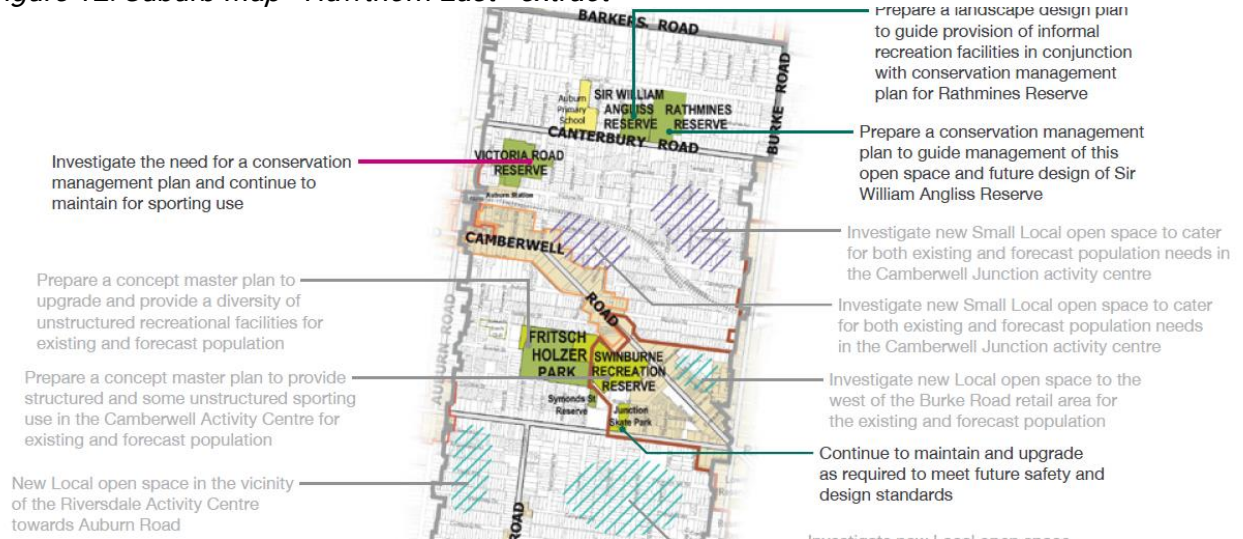
Fritsch Holzer Park adjoins Swinburne Recreation Reserve on the western edge of Camberwell Junction. It is noted that demand for use of these assets is likely to increase as higher density residential and non-residential development increases.

Figure 11: Suburb Map - Camberwell Junction - extract



Source: Boroondara Open Space Strategy 2013

Figure 12: Suburb Map - Hawthorn East - extract



Source: Boroondara Open Space Strategy 2013

The strategy recommends upgrades to Fritsch Holzer Park and Swinburne Recreation Reserve to cater for increasing and changing community needs subject to recommendations of Council's Sports and Recreation Plan. It is noted that part of the Reserve is a former landfill site and methane expulsion is being monitored.

6.2 Climate Action Plan

The Boroondara Climate Action Plan has been developed by Council to recognise the real and increasing threat posed to the environment, to the health and wellbeing of the community and to quality of life as a result of a changing climate. The Action Plan seeks to outline how Council will respond to this challenge by working with the community and other levels of government in response to this challenge.

Council recognises it can take a lead role in relation to the management of its own buildings, assets and operations whilst also serving and supporting the community to mitigate threats, adapt and become more resilient.

Key points in the Action Plan are:

- At 2021, streetlighting electricity is 100 per cent renewable and over 90 per cent of building electricity is also renewable.
- Corporate emissions have been reduced by over 80 per cent compared with the baseline year of 2007/08. It is noted Council's corporate emissions account for less than 1 per cent of municipal emissions.
- Key contributors to municipality-wide emissions are electricity, transport, gas and waste. Council's Food Organics Garden Organics Program has substantial implications for climate change and is an initiative which has been introduced.
- Council will continue to invest in energy efficiency, renewable energy and other local projects and programs that reduce energy use and any emissions. Council has set a target to be carbon neutral by 2022. This will be achieved through an investment in meaningful greenhouse gas offsets that are measurable and verifiable.
- Local governments do not have broad legislative or financial control over major community emissions sources. For example, electricity generation and distribution, transport policy, planning controls and agricultural regulations are mostly controlled by the State and Federal Governments.
- Council cannot mandate a target like other levels of government, due to the different powers they hold that enable them to make decisions which directly influence the level of emissions. Meeting community level targets will require productive partnerships with community members, businesses and institutions.
- Boroondara has set an aspirational community target of being carbon neutral by 2035. Council has set a target of reducing net emissions in the community of 60 per cent by 2030 and 100 per cent Boroondara actual emissions reduction by 2040.
- The Action Plan presents corporate actions, partnership actions, adaptation actions and policy and advocacy actions for energy efficiency and renewable energy, biodiversity and trees, water and waterways, transport, circular economy (waste) and overarching actions.

Key actions include:

Transport

- Action 4.7, Partnership actions: "Support installation of electric vehicle and bicycle charging infrastructure."
- Action 4.8, Partnership actions: "Support improved off-road shared or separated bicycle and pedestrian infrastructure."
- Action 4.9, Partnership actions: "Connect the off-road cycling network through new links (on and off-road) including improved crossing facilities on main and local roads."

- Action 4.10, Partnership actions: "Investigate and support more on-road bike lane facilities."
- Action 4.11, Partnership actions: "Create and enhance walking routes to transport hubs."
- Action 4.15, Policy and Advocacy: "Review and update Council's Integrated Transport Strategy."
- Action 4.16, Policy and Advocacy: "Develop a Bicycle Strategy."
- Action 4.17, Policy and Advocacy: "Develop a Public Transport Strategy"
- Action 4.23, Policy and Advocacy: "Support local business hubs which reduce commuter travel."

Overarching

- Action 6.14, Partnership actions: "Continue to participate in the development of an Environmentally Sustainable Development (ESD) policy to include in the Boroondara Planning Scheme as part of Council's membership in the Council Alliance for a Sustainable Built Environment (CASBE)."
- Action 6.23 Policy and Advocacy: "Advocate for and support greater Environmentally Sustainable Development (ESD) through the planning scheme".

6.3 Boroondara Bicycle Strategy 2022

Boroondara's Bicycle Strategy sets a framework for providing direction on future investments in cycling. Increasing bicycle usage in Boroondara will promote positive changes such as a reduction in traffic congestion and carbon emissions, increased connectivity, and improved physical health.

The 2022 Boroondara Bicycle Strategy will deliver an integrated bicycle network which is safe, connected, protected, efficient and appealing to users of all ages and abilities. The bicycle network will include off-road paths and on-road links providing access to a range of destinations and making bicycle riding a feasible and attractive option for all residents, workers and visitors.

Currently less than 3 per cent of residents in Camberwell and Hawthorn East use bicycles for the journey to and from work.

Key initiatives in the Strategy are:

1. A dedicated bicycle and walking path from Richmond to Box Hill to improve mobility and accessibility to places of work, recreation or services.
2. A protected on-road bicycle lane on Camberwell Road, and on-road dedicated bicycle lane on Tooronga Road. This will provide an alternative mode of transport through the area.

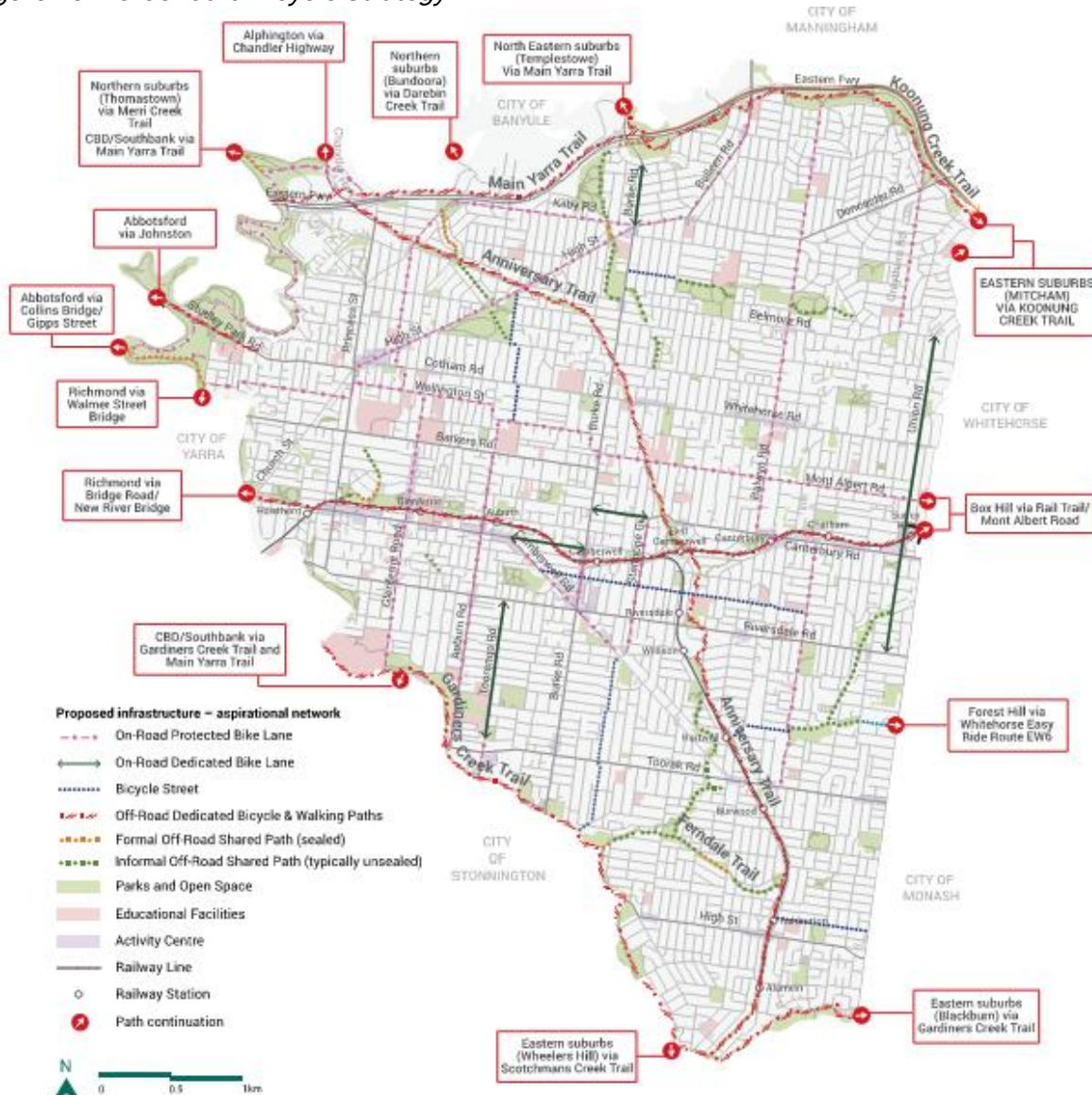
Prospect Hill Road is also proposed as a Bicycle Street through the area.

The strategy will be implemented in 2-year stages over the course of 10 years, with an end date of 2032. The strategy includes 8 key initiatives to encourage and support the usage of bicycles:

- Initiative 1: Advocate to and work with the State Government (Department of Transport) to develop the Strategic Cycling Corridor network within Boroondara.

- Initiative 2: Create a high-quality off-road shared path network by upgrading existing paths in line with current standards and providing new links.
- Initiative 3: Improve bicycle safety along main roads and intersections through the implementation of on-road cycle infrastructure treatments which respond to the existing road corridor environment.
- Initiative 4: Create a supporting network of safe bicycle streets which encourages bicycle access and supports local trips by bicycle.
- Initiative 5: Improve management of paths used by both pedestrians and bicycle riders in formal gardens across the municipality
- Initiative 6: Provide improved quality and quantity of bike parking and end-of-trip facilities.
- Initiative 7: Provide high quality wayfinding.
- Initiative 8: Continue to run and support promotional and educational programs aimed at encouraging people to ride bicycles through raising awareness of the benefits and developing safe riding skills.

Figure 13: Boroondara Bicycle Strategy



Source: Boroondara Bicycle Street, 2022

6.4 Camberwell Junction Access Plan 2014

The aim of Camberwell Junction Access Plan is to maximise access through supporting greater transport choice and balancing mobility networks with amenity considerations. The Access Plan is based on health and wellbeing and community travel behaviour considerations.

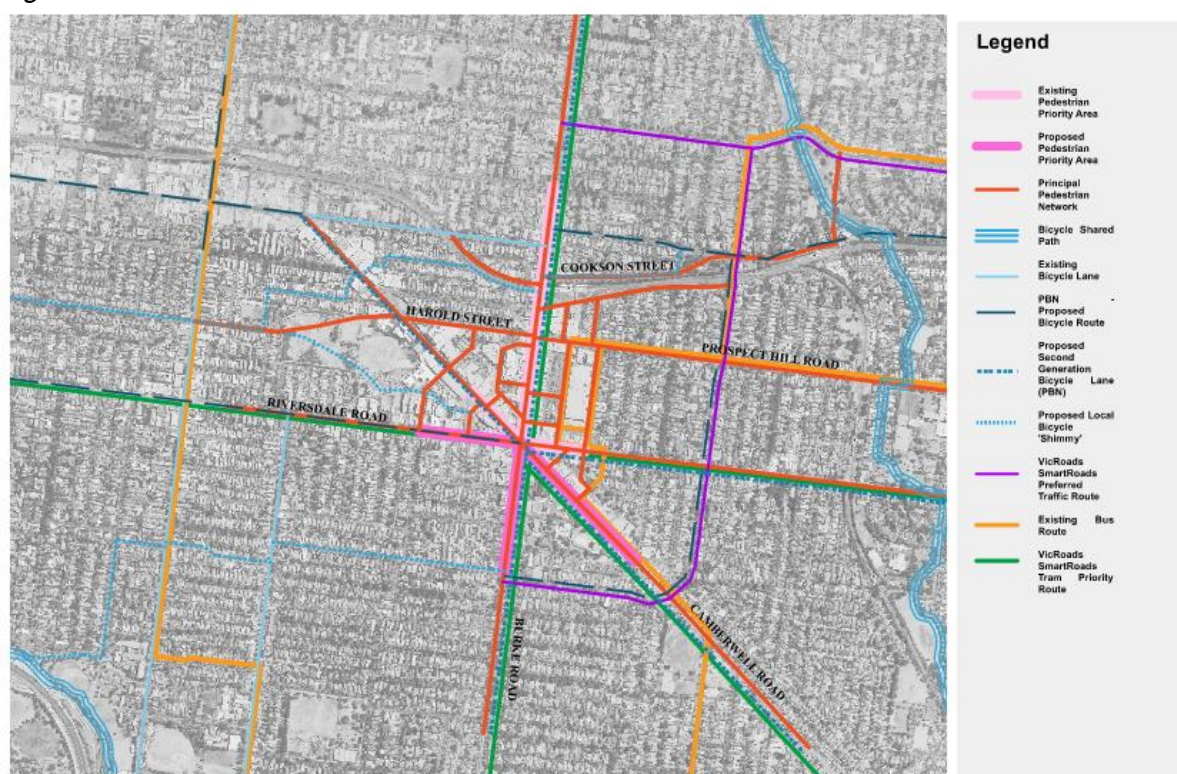
The Access Plan considers the following four transport modes:

- Pedestrian access;
- Bicycle access;
- Public transport; and
- Private vehicles.

The vision is for a transport network that supports the growth and development of the Camberwell Junction Activity Area (CJAA). This will be achieved by:

- Developing a well-connected, high quality, safe and pedestrian/cyclist priority centre.
- Carefully managing vehicle traffic within and on the approaches to the CJAA.
- Refocusing public transport to respond to the activities and community travel needs of a modern centre.
- Improving the permeability of the CJAA through better clarity of destination and sense of arrival incorporating modern information systems and clear signage.

Figure 14: Camberwell Junction Access Framework



Source: Camberwell Junction Access Plan, 2014

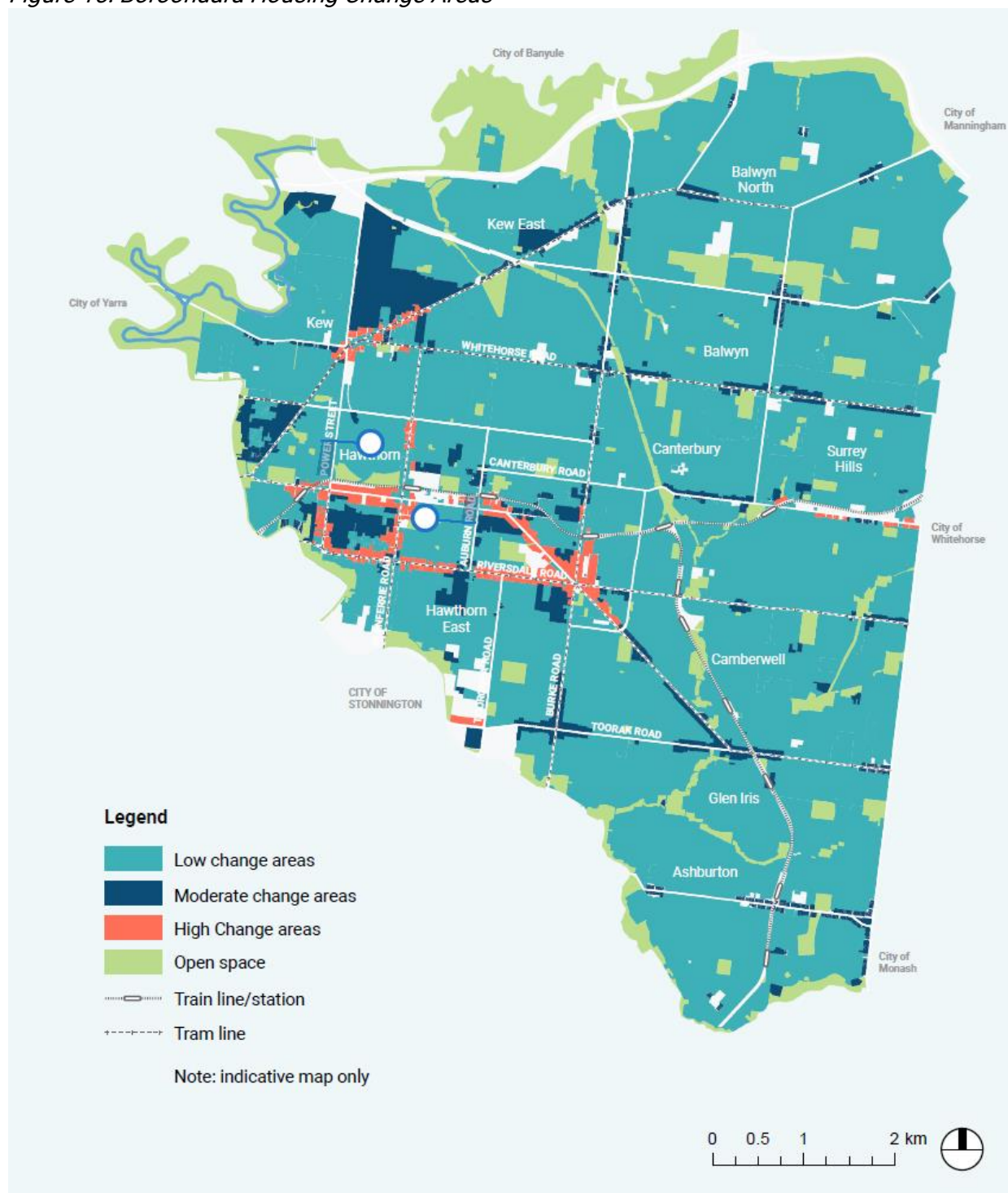
6.5 Housing Strategy 2023

The Boroondara Housing Strategy identifies key housing issues in Boroondara and provides objectives and strategies. The Housing Strategy places an emphasis on preserving neighbourhood character whilst providing for a diverse range of housing options, where appropriate, to cater for the different housing needs of the community.

Camberwell Junction is one of Boroondara's key activity centres for new housing development supported by high standards of design and protection of surrounding residential areas. The Housing Strategy notes Council anticipates the majority of additional dwellings to be located within existing activity centres such as Camberwell Junction, Kew Junction, and Glenferrie, as well as commercial and public transport corridors and along some main roads. New housing in these areas is likely to be in the form of apartment developments that benefit from being well located to services and public transport. Housing in these locations is integral to the viability of Boroondara's commercial areas and providing a diverse range of housing in Boroondara.

The Strategy states Boroondara will need to ensure there is sufficient capacity to accommodate around 9,400 new dwellings over the next 15 years. The 3 largest activity centres of Camberwell Junction, Kew Junction and Glenferrie and the Burwood/Camberwell Road Commercial Corridor will be expected to account for a significant share of new dwellings. This is consistent with Council's planning objective which is to focus as much new housing supply as possible into commercial areas, whilst also allowing for increased housing in residential areas, based on preferred neighbourhood character.

Figure 15: Boroondara Housing Change Areas



Source: Boroondara Housing Strategy, September 2023

7 Community consultation

In late 2021, the Boroondara Placemaking team carried out community engagement in support of the Camberwell Junction Vision and Priorities. The consultation sought to capture ideas from the community on ways to improve the precinct and provide feedback to Council to inform a review of the Camberwell Junction Structure and Place Plan. A summary of findings and community sentiment is provided as follows:

Retail, essential services, dining, and entertainment

- Camberwell Junction is a one stop shop serving residents with a diverse array of services, amenities, and stores to meet everybody's needs.
- An abundance of varied cafes, dining options, bars and the Rivoli cinema offers quality entertainment for all ages and demographics.
- Residents believed it was important to have accessible essential services or goods locally, largely surrounding levels of convenience. People should be able to source basic supplies close to home.

Access and circulation

- Mobility around Camberwell Junction is considered important through creating equitable access. This fosters community cohesion and inclusion but also fosters healthy lifestyles.
- Building a strong level of accessibility in and around Camberwell Junction includes adequate vehicle parking, safe bike lanes, efficient crossings, public transport options and walkable street networks.
- Residents are concerned about potential congestion especially surrounding the train station.

Village character and destination management (including night time economy)

- Preserving the locality's family-friendly atmosphere is important to residents. A collection of boutiques, the Sunday market and the Camberwell fresh food market retain neighbourhood values.
- Residents are concerned that an increasing populace, commercial stores, and developments will detract from Camberwell's current village feel.
- Camberwell Junction presents an opportunity to exhibit the enticing neighbourhood character drawing in people from neighbouring suburbs to enjoy revitalised restaurants and bars.

Heritage

- Camberwell Junction should uphold and preserve heritage fabric whilst simultaneously allowing for expansion and developments in a respectful manner.
- The balance between protecting heritage sites and developing Camberwell Junction is a fine balance that will take a high degree of care from Council.

Built form and streetscape

- In an urbanising suburb it is important to balance building masses as to not detract from neighbourhood character.

- Streetscapes can be multifunctional and utilised in various ways to cater to all residents. There are vast opportunities to create vibrant streets in Camberwell through the use of art, outside dining and greening.
- Streetscapes should be inviting, and laneways should be capitalised upon and serve to promote dining, cafes, art/culture, and retail.

Environment

- Its apparent residents want to see the inclusion of mixed-use green spaces to foster connectiveness, a space for socialising or events such as live music.
- Residents are eager to utilise open green spaces, these spaces provide a space for people to exercise, mingle, contributes to the areas amenity all while being preserving biomass.
- Residents envision passive open spaces to enjoy nature such as a park, or integrated chairs amongst trees within streetscapes.

Safety, cleanliness, and amenities

- Camberwell residents were found to highly value safety but also clean streetscapes and parks.
- Some residence had noticed litter, debris and unkept shrubs on streetscapes, cleanliness in this regard could be supported through an increase in public bins.
- It was believed there should be an improvement in some amenities, this included public toilets, drinking fountains and rubbish bins.

Community and social fabric and diversity

- A vibrant and cohesive community that supports those enduring hardships build strong social connections, interactions, and identity.
- Feedback suggested a desire for a centralised meeting place attracting local businesses which supports community socialisation. A shared space has many associated benefits and is a desirable feature for a community.

8 Community profile

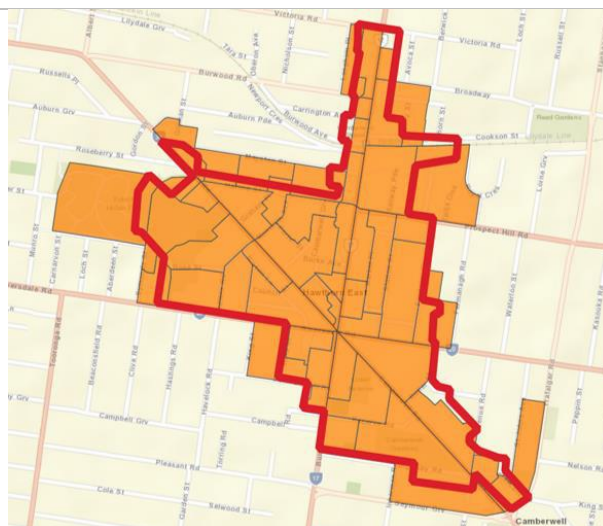
This section draws on profiling work carried out for the Camberwell Junction Activity Centre (CJAC) area by .id Consulting. The CJAC area comprises a collection of geographic units formulated by the *Australian Bureau of Statistics* (ABS), and which generally encompass the immediate Camberwell Junction Structure and Place Plan area. Most information used in this report used in this report is derived from the 2021 Australian Census of Population and Households.

8.1 Area definitions

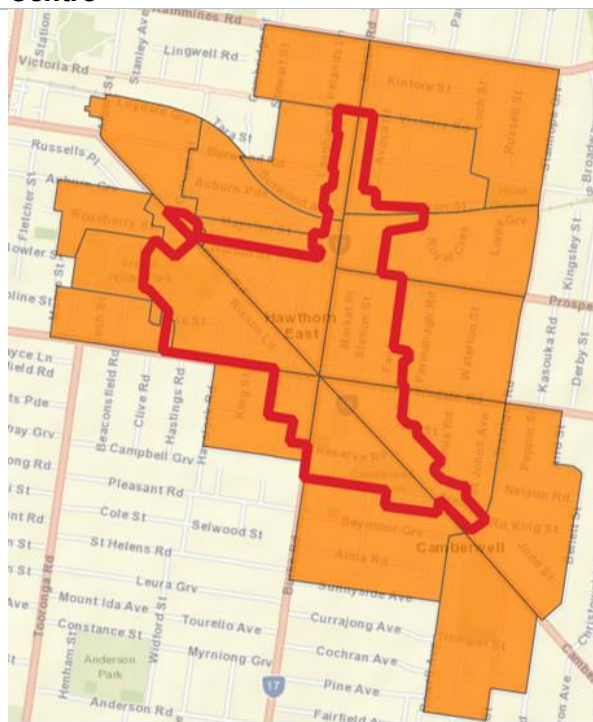
For comparative purposes, .id Consulting also created the Greater Camberwell Junction Activity Centre (GCJAC) area which includes the study area together with additional abutting geographic units. The additional units consist of adjacent communities and streets which are expected to interact with the study area as a primary catchment.

Figure 16: Profiling areas

Camberwell Junction Activity Centre



Greater Camberwell Junction Activity Centre



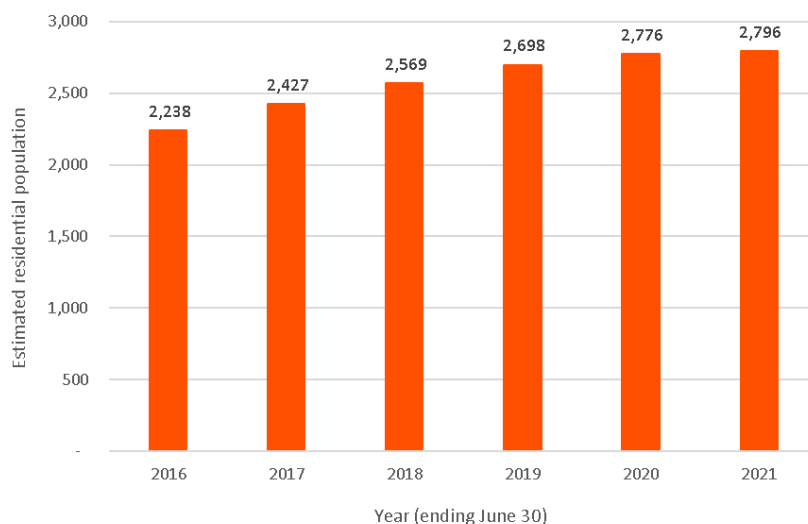
Source: .id Consulting 2023

For more detailed trade area analysis, refer to the *Economic and Land Use Report* prepared by HillPDA.

8.2 Population

The CJAC area's population in 2021 was 2,796 - up slightly from 2,776 in 2020. From 2016 the resident population of the CJAC is estimated to have increased by around 558 people. This equates to an average annual growth rate of 4.6 per cent. This is a higher percentage increase than the wider City of Boroondara's average decreasing rate of 0.8 per cent p.a. since 2016, decreased by an average annual rate of 0.8 per cent since 2016, a decline largely driven by a population loss of 9,646 between 2019 and 2021 (population loss of 7,821 between 2020).

Figure 17: CJAC population trend, 2016 - 2021

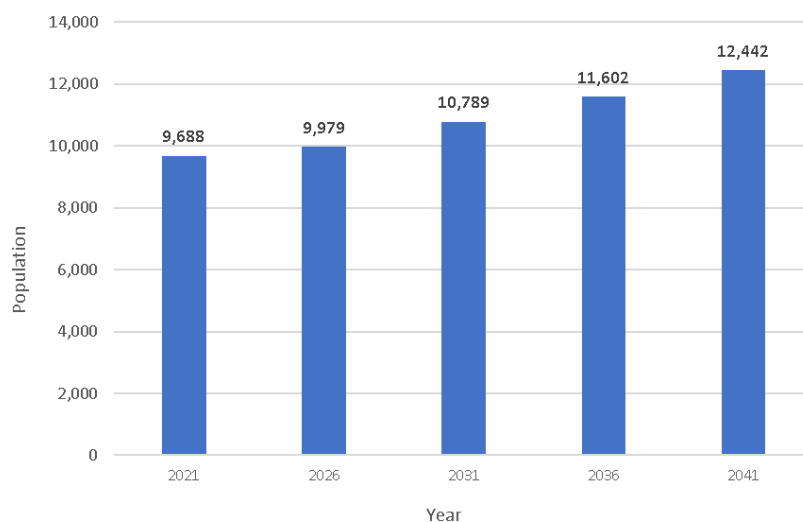


Source: .id Consulting, 2023

8.3 Population forecast

The Greater CJAC area is forecast to be rise in population from 9,688 in 2021, up to 12,442 in 2041 - a period of 20 years - which constitutes close to double the current population (.id Consulting, 2023). This equates to an average annual rate of 1.3 per cent over 20 years.

Figure 18: CJAC population trend, 2016 - 2021



Source: .id Consulting, 2023

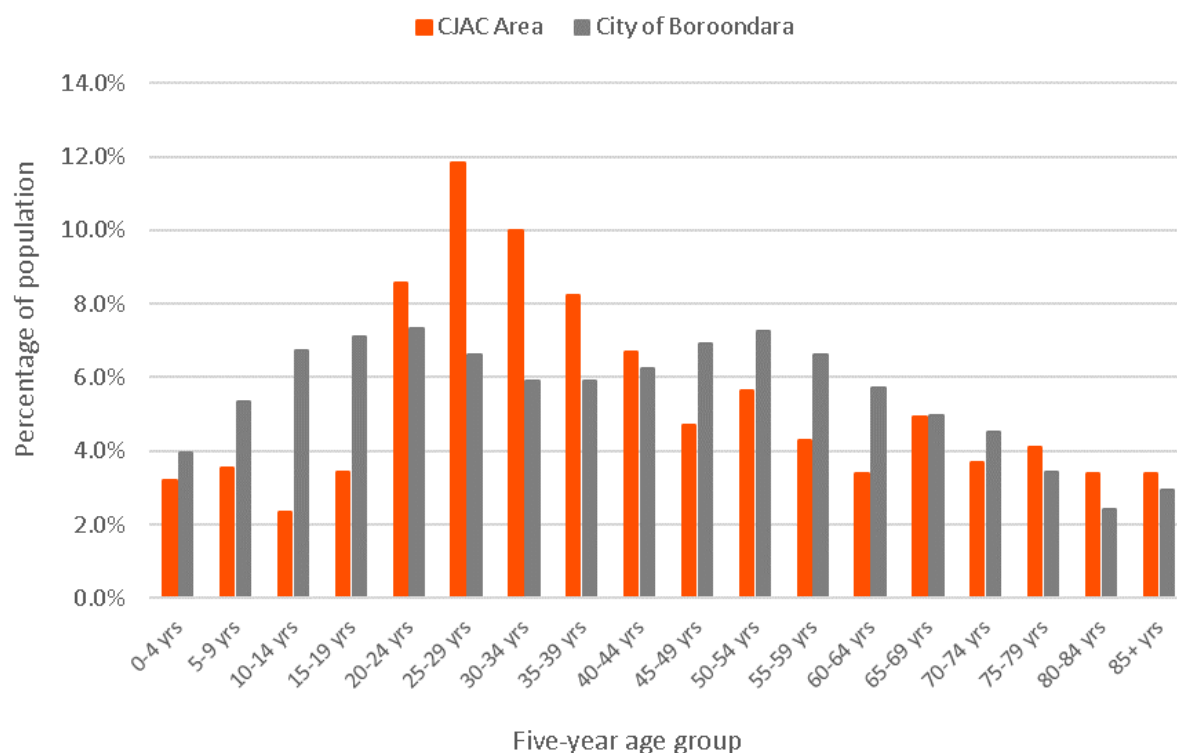
8.4 Age structure

The CJAC area has a slightly higher median age of 39, compared to the City of Boroondara's overall median age of 38 years. The study area contains a greater share of the population in the 25 to 29-year-old age group, followed by 30- to 34-year-olds and 20- to 24-year-olds. This suggests the study area is attractive as a location for the early stages of household formation.

The area had a higher proportion of residents aged 20 to 39 years (younger adults) at 38 per cent, than Boroondara overall at 27 per cent. The CJAC area also had a much lower share of residents aged 0 to 19 years at 12 per cent, compared to Boroondara's overall 24 per cent. This is indicative of a disproportionate presence of households without children, typified by higher density living. Housing types of this nature have not typically been sought after by households with dependent children compared with detached forms of housing.

The study area has attracted a higher share of people in older age groups including 70 to 74 years, 75 to 79 years, 80 to 84 years and 85+ years. This is indicative of aged care facilities located in the area (.id Consulting, 2023). This also suggests the possibility the area is sought after by residents seeking to downsize from larger family homes and accommodation in Boroondara and surrounding suburbs. As dependent children move to commence new households, older parents and carers appears to be seeking strategic locations within Camberwell Junction where transport, services and facilities are available within a high amenity location within safe walking distance.

Figure 19: CJAC vs Boroondara resident age structure proportions



Source: .id Consulting, 2023

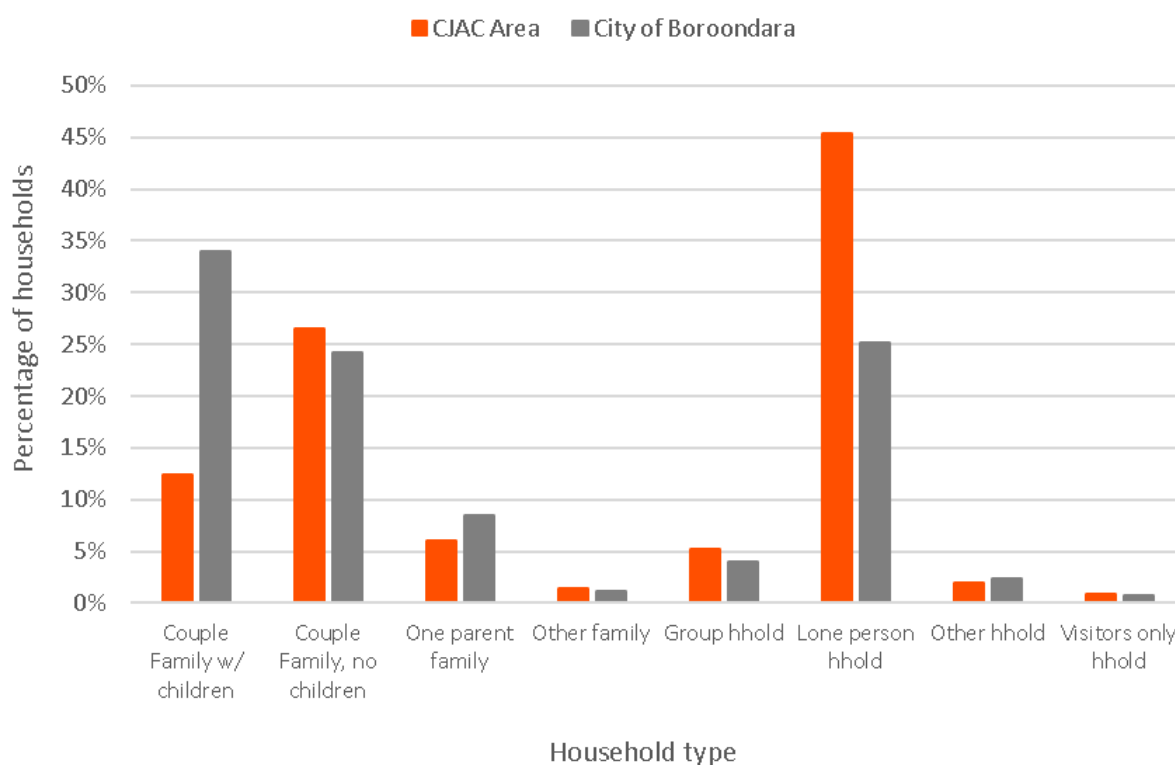
8.5 Household composition

The CJAC area has a lower average household size, at 2.1 people per household, than the Boroondara average of 2.55 people per household. The most common household type in the CJAC area was single-person households, comprising 45 per cent. The proportion of single-person households in Boroondara overall stands at 25 per cent. This is consistent with the trend towards declining household size in activity centre locations where housing is of a high density and a lesser share of households with dependent children.

The CJAC Area's average household size in 2021 was 2.1 people per household. This is lower than 2.5 for the City of Boroondara. In the CJAC Area, most households were lone person households (45 per cent compared to 25 per cent in the City) with couple families with no children households also comprising a significant proportion 27 per cent compared to 24 per cent for the City overall.

Couples with children made up just 12 per cent of households in the CJAC area, compared to a much higher 34 per cent of Boroondara overall. Comparative numbers for the Greater CJAC area were similar in composition to the study area given the nature of housing provision in edge of centre locations also reducing household size.

Figure 20: CJAC vs Boroondara household composition

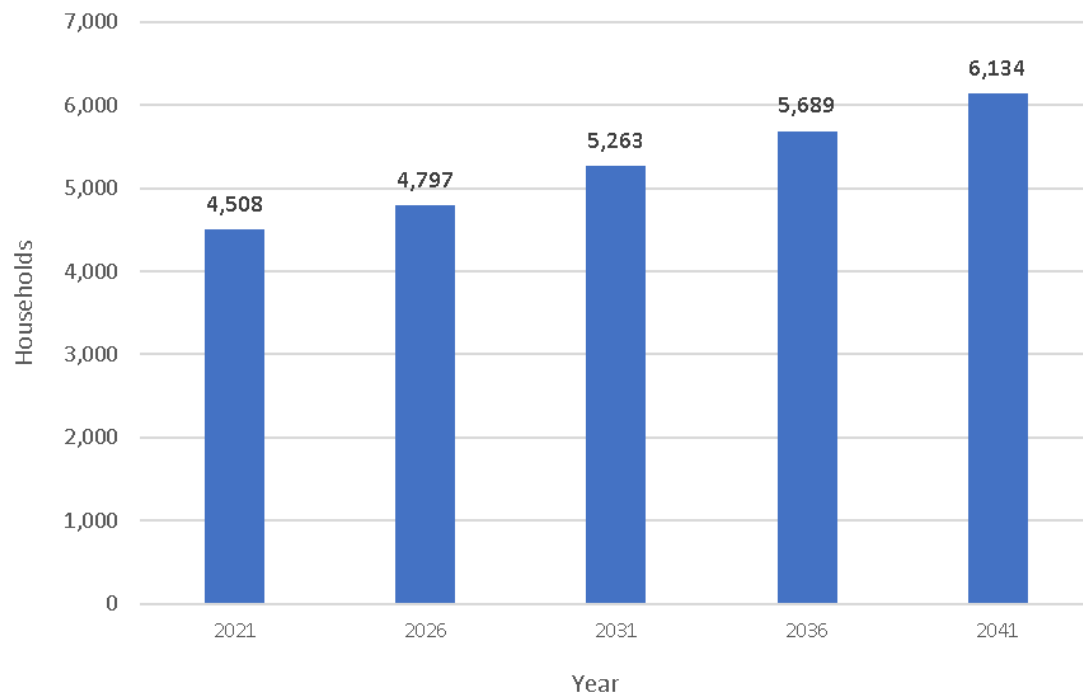


Source: .id Consulting, 2023

8.6 Household forecast

The number of households in the Greater CJAC area is forecast to increase from 4,508 in 2021 to 6,134 in 2041. This is roughly double the current number of households and comprises an average growth rate of 1 per cent per annum.

Figure 21: Forecast household/individual dwelling growth for the Greater CJAC area, 2021 to 2041



Source: .id Consulting, 2023

8.7 Income

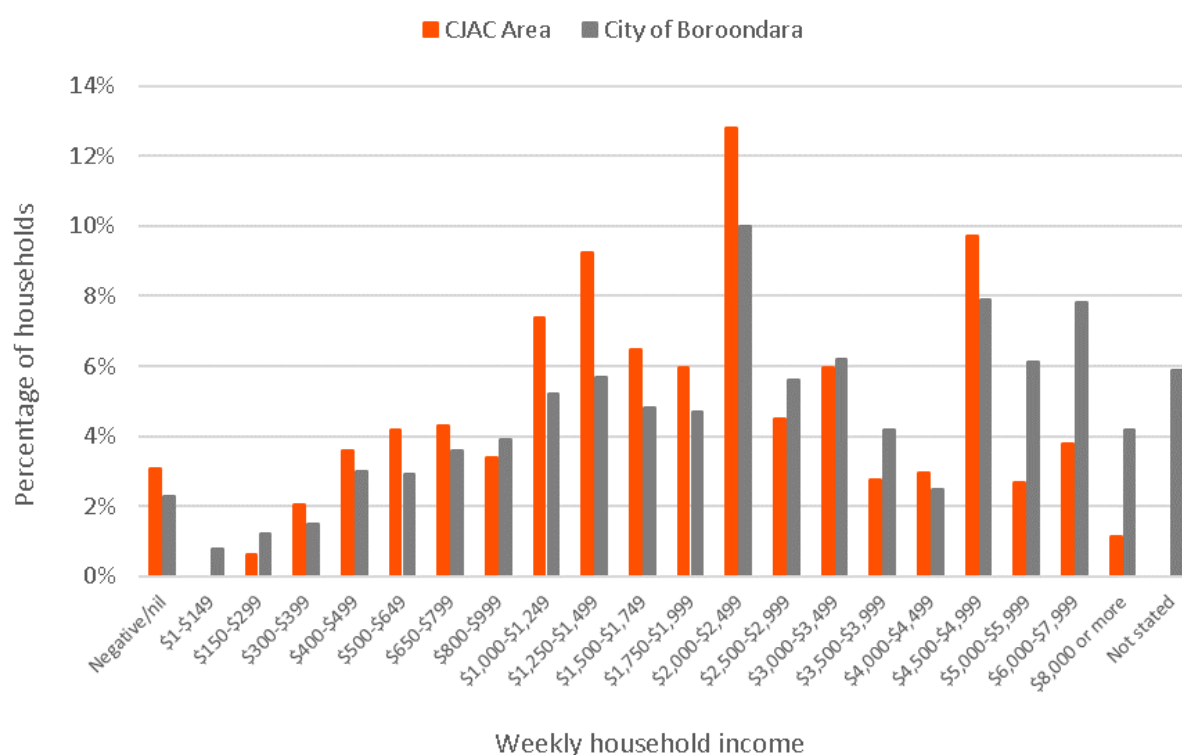
The median household income for the CJAC area in 2021 was \$1,916 per week (gross). This is lower than the median weekly household income for Boroondara overall, at \$2,311.

The percentage of CJAC Area households with income levels between “negative/nil” and \$999 per week was 21.2 per cent, which is higher when compared to a 19.2 per cent for the City overall. The percentage of CJAC Area households with weekly incomes between \$1,000 and \$1,999 was again 27.6 per cent compared to a lower 20.9 per cent for the City.

The proportion of households with incomes above \$2,000 per week was also lower in the CJAC Area (46.3 per cent) than the City of Boroondara (54.5 per cent). Finally, the percentage of CJAC Area households with weekly incomes of over \$5,000 was 7.6 per cent, compared to 18.1 per cent of all City of Boroondara households in this income band.

This provides an indication of purchasing power of households in the area. In combination with a relatively lower share of households with children, this suggests Camberwell Junction may be attractive for single or couple households where residents are within prime working age or self-funded retirees with capacity to purchase high density housing in a high amenity location. Interestingly, the study area contains a lesser share of households in the very high end of the income profile. The activity centre population also includes households on very low incomes suggesting a diversity of housing and service needs are prevalent.

Figure 22: Weekly Household Income



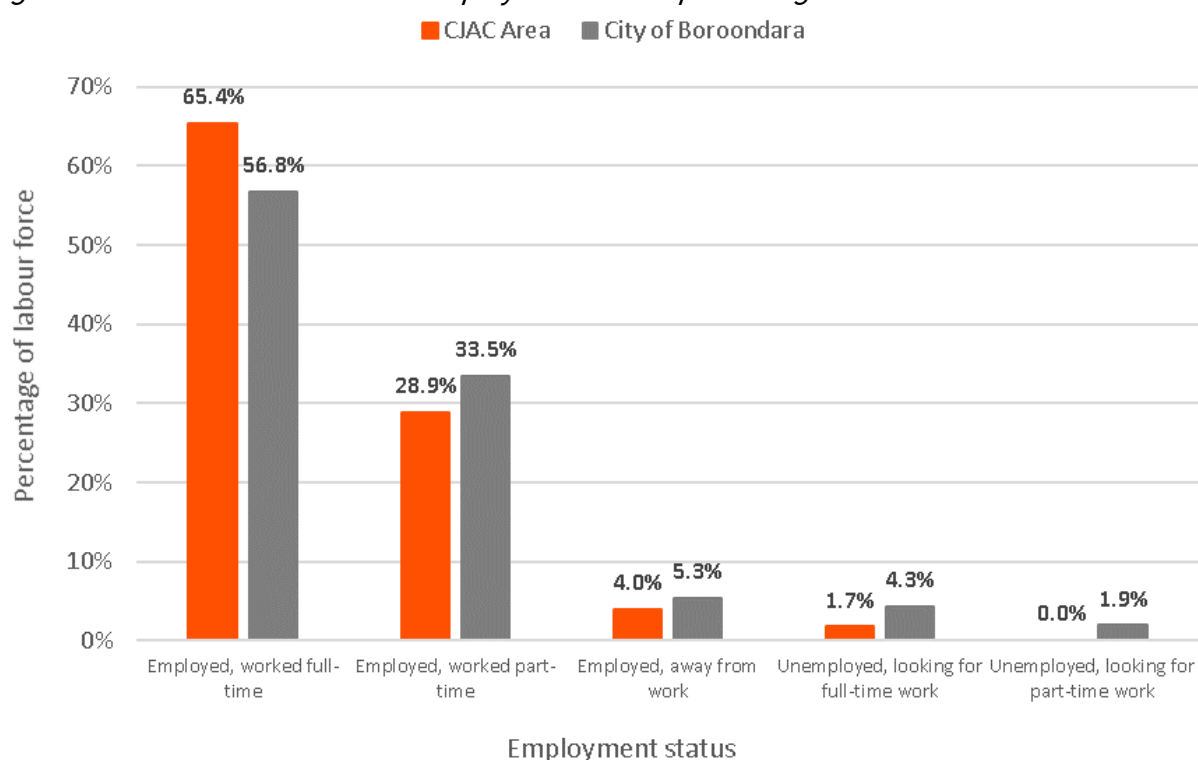
Source: .id Consulting, 2023

8.8 Employment status

In 2021, the proportion of residents employed full-time is higher in the CJAC area, compared with Boroondara overall - 65 per cent vs 57 per cent, respectively. This correlates with the younger, working-age population in the CJAC area, compared with Boroondara overall. Part-time work is less common amongst CJAC residents than with Boroondara overall, 29 per cent compared to 34 per cent respectively. This suggests residents are in the prime of working age and high living costs require full time work.

Overall, 98.3 per cent of the CJAC Area labour force was employed, higher than the City total of 95.6 per cent.

Figure 23: CJAC and Boroondara employment status percentages

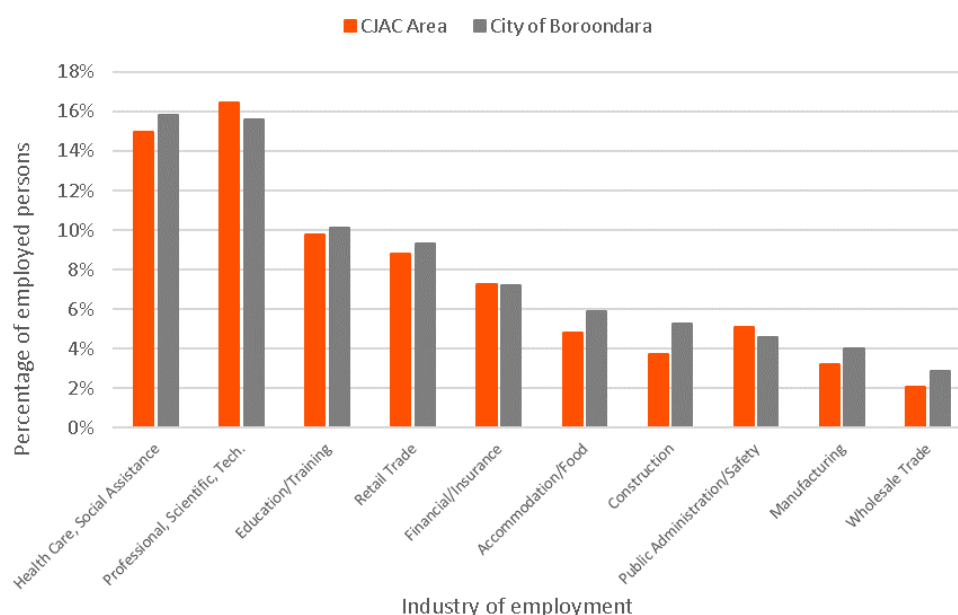


Source: .id Consulting, 2023

Industries of employment and occupations amongst residents of the CJAC area mirrored proportions found across Boroondara broadly (.id Consulting, 2023). Industries of employment in both the CJAC and Greater CJAC area were generally reflective of the City of Boroondara overall, with minimal variation. The largest industry group for employment of CJAC residents, both in and outside the CJAC area was professionals, followed by health care (.id Consulting, 2023). The industries of employment profile for the Greater CJAC Area is similar to the CJAC Area, with different percentages.

Most CJAC Area residents were employed in Professional, Scientific and Technical services (16.5 per cent), followed by Health Care and Social Assistance (15 per cent) and Education and Training (9.8 per cent). The industry of employment with the lowest percentage of employed persons who lived in the CJAC Area was Wholesale Trade (2.1 per cent). Compared to the City of Boroondara, the CJAC Area had a higher percentage of employed residents who worked in the Professional, Scientific and Technical services and Public Administration and Safety and lower percentages than the City in all other industries of employment.

Figure 24: Industries of employment



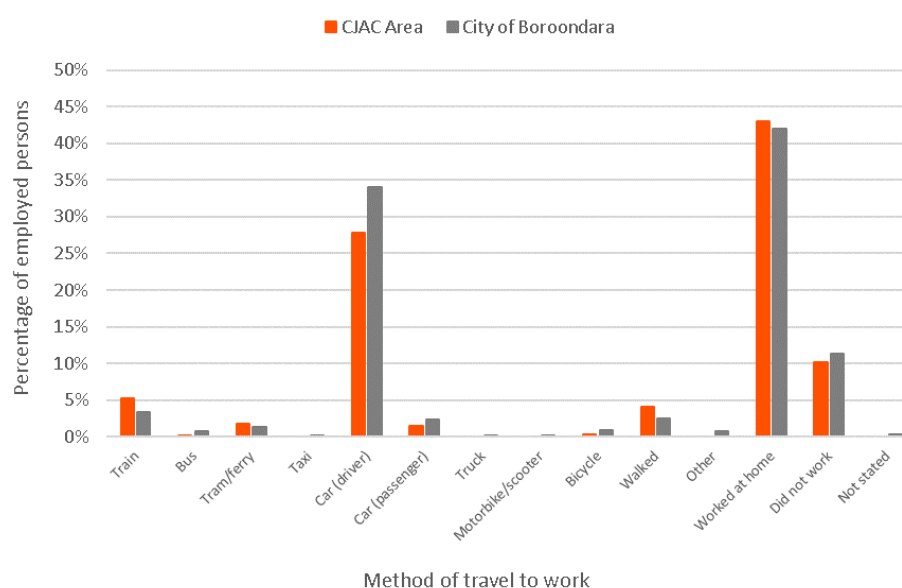
Source: .id Consulting, 2023

8.9 Method of travel to work

Residents in the CJAC area have a markedly greater use of the train to get to work, with approximately a 25 per cent share, compared to around 15 per cent of Boroondara overall. This likely stems from the CJAC area's proximity to Camberwell railway station. The use of other modes to get to work roughly paralleled that of Boroondara as a whole, with a noticeable emphasis on walking - around 7 per cent in the CJAC area compared to around 4 per cent in Boroondara (.id Consulting, 2023).

These figures also showed little deviation from those covering the Greater CJAC area.

Figure 25: CJAC vs Boroondara method of journey to work comparison



Source: .id Consulting, 2023

9 Land use and local economy

Camberwell Junction is a Major Activity Centre in Melbourne, addressing local and sub-regional needs for goods and services within the framework of Plan Melbourne 2050. The primary land uses in Camberwell Junction encompass local retail services, sub-regional retail services, hospitality and entertainment, commercial office, civic and community and residential.

Today Camberwell Junction is a vibrant mixed-use area anchored by the retail and commercial core along Burke Road and supported by commercial office development and more intensive forms of housing development. The centre is also supported by the Camberwell Civic Centre, schools, community facilities, major public open space assets and recreation facilities. These uses are located on the periphery of the commercial core but play a key role in supporting centre activation and the retail economy.

A central recommendation for Camberwell Junction revolves around enhancing its retail sector, particularly along Burke Road, to remain competitive. Balancing the use of Commercial 1 zoned land is a significant challenge, as it must meet commercial floorspace needs and municipal housing demand while preserving its commercial and employment role and function.

In terms of employment, Camberwell Junction provided approximately 10,200 jobs in 2016, with prominent sectors including Professional, Scientific and Technical Services, Retail Trade, Health Care and Social Assistance, Financial and Insurance Services, Public Administration and Safety, Accommodation and Food Services, and Education and Training.

Trade areas encompass a primary region, primarily within Boroondara, and a secondary area, including surrounding municipalities. The primary trade area had an estimated population of 127,700 in 2021, expected to grow to 157,000 by 2051. The secondary trade area is projected to reach 307,500 by 2051.

The higher income profile of the primary trade area leads to higher per capita retail spending, with a forecast 0.5 per cent real growth in retail expenditure.

Commercial vacancies were approximately 15 per cent in 2021/2022, influenced partly by the COVID-19 pandemic. Burke Road experienced an uptick in vacancy rates during this time. The pandemic had varied impacts on Camberwell Junction, with convenience retail thriving while sub-regional retail and hospitality struggled but held potential for recovery. Commercial office sectors remained stable but show promise due to changing work patterns.

Key challenges for the Structure and Place Plan include managing land use mix in the Commercial 1 Zone, balancing development scale with retail performance, addressing the tension between its metropolitan significance and local role, and competing with other major centres in Melbourne's east.

In summary, Camberwell Junction is a critical hub serving diverse needs in Melbourne's suburban landscape. Its future success hinges on managing these complexities while fostering retail growth and maintaining its unique character. For further detailed economic analysis refer to the Economics and Land Use Report.

10 Development approvals assessment

Council has identified and mapped the key planning permits issued over the past 10 years in the Camberwell Junction Structure and Place Plan area. The figure below and table of decisions is not an exhaustive list of all decisions and only includes developments of a size and scale to be of material value to the direction of the centre. The list excludes small scale developments such as 2 to 3 unit subdivisions.

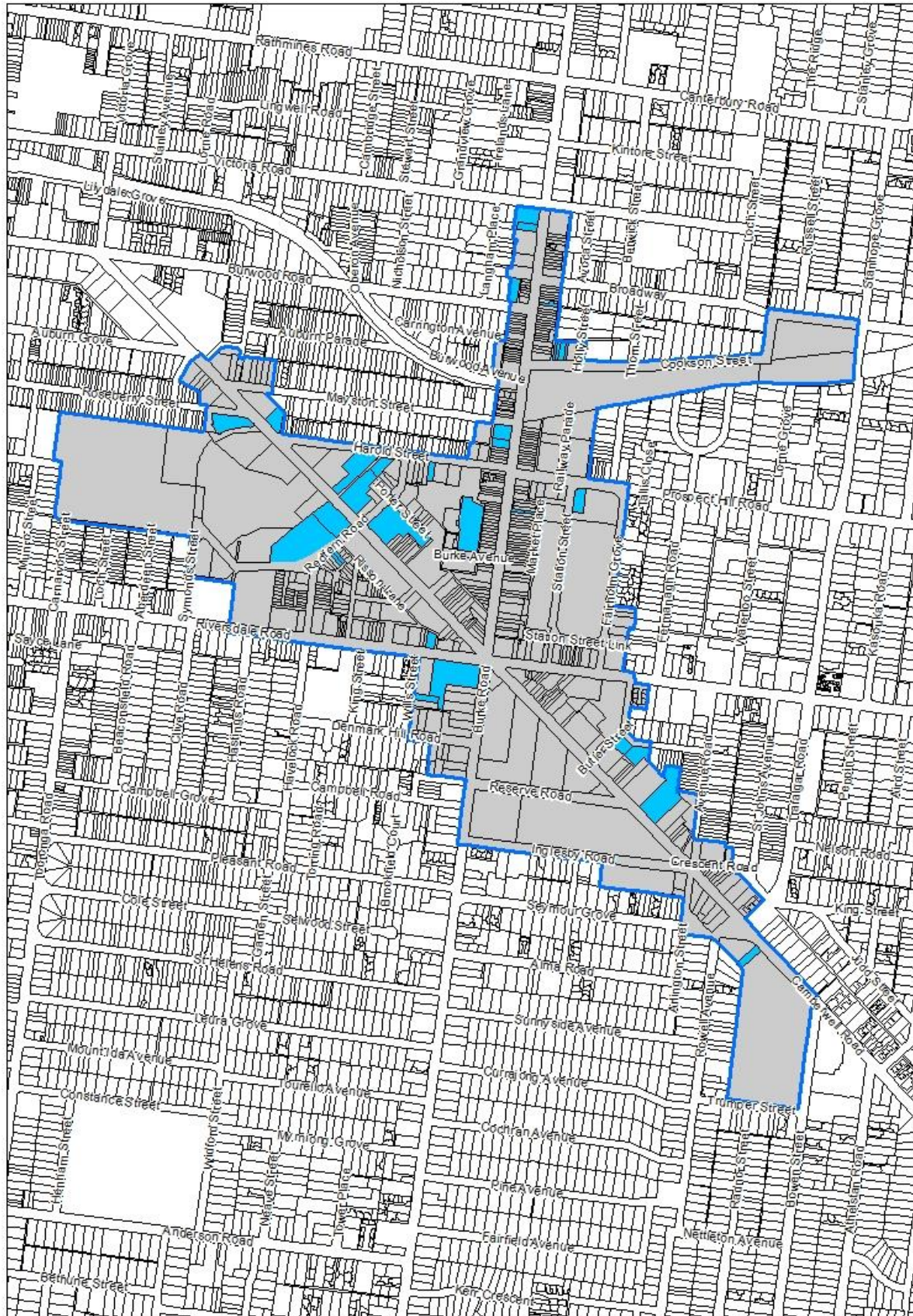
Council officers have extracted a selection of planning permit decisions (both Council and VCAT decisions) in the study area over the past 10 years as a way of comparing decisions with the strategic directions of the Camberwell Junction Structure Plan 2011. It is recognised that whilst the 2011 Structure Plan was adopted by Council, it has not been implemented in the Boroondara Planning Scheme. A more detailed property market assessment is provided in the Economics and Land Use Report.

The following developments depicts significant disparity between approved overall building heights and quantum of storeys, and the recommendations of the Camberwell Junction Structure Plan 2011. This highlights the need for a long-term planning framework for the study area to ensure informed decisions can be made on new development proposals into the long term.

The assessment also highlights Council's limited capacity to appropriately manage land use mix across developments, and the elevated risk associated with conversion of valuable employment land to development outcomes dominated by residential uses. In most cases, the provision of employment generating uses in new developments is manifestly inadequate, in comparison to residential dwelling yields.



Figure 26: Planning permits issued, developments constructed and under construction



Source: City of Boroondara database

10.1 979-981 Burke Road, Camberwell

Year: 2021

Approved heights and storeys

- 6 storey building; mixed use development.
- Overall building height: approx. 21m.
- Decision by VCAT
- [Angle Victoria Pty Ltd v Boroondara CC \[2021\] VCAT 669 \(1 July 2021\) \(austlii.edu.au\)](#)
- [Angle Victoria Pty Ltd v Boroondara CC \[2021\] VCAT 245 \(23 March 2021\) \(austlii.edu.au\)](#)

Recommended in CJSP 2011

- 3 storeys, 11m height limit

Noteworthy points

Planning controls:

- Commercial 1 Zone
- Clause 34.01-4 - to construct a building or construct or carry out works.
- Clause 36.04-2 - to construct a canopy associated with a Section 2 use within a Road Zone.
- Clause 34.01-4 requires an apartment development to meet the requirements of Clause 58 of the Scheme

Key points from the decision (Hearing 1):

- Local policy recognises Camberwell Junction's role in accommodating a share of Melbourne's population growth.
- Policy also supports high quality development, facilitating development in activity centres and encourages residential development at upper levels on commercial sites.
- The decision recognises the neighbourhood character of the centre is expected to change.
- The proposal did not appropriately respond to the policy and physical context and is not an acceptable outcome although it is not 'too far off the mark'.
- Main concerns were overall height and mass of the building, its level of visibility from the Victoria Road residential area and its presentation to both the Burke Road and Victoria Road frontages.
- Other concerns were opportunities for equitable development of the adjoining land to the south and to the arrangement of the ground floor and mezzanine apartments.
- The presentation of the façade at the north was considered unacceptable where the undercroft and void does not successfully transition to the residential area.

Key points from Hearing 2:

- VCAT provided the opportunity for the applicant to prepare amended plans addressing the following issues:
 - The height of the streetwall;
 - The overall height and massing of the building;
 - The presentation and relationship with the residential area to the west;
 - Equitable development relationship with the site to the south;
 - Arrangement of the mezzanine apartments;

- The undercroft canopy and void adjacent to 164 Victoria Road.
- The proposal was reduced in height by removing one level. The proposal also increased setbacks from boundaries, modified the undercroft/canopy over the vehicle access point and lowered the effective street wall height.
- Additional area for landscaping incorporated along the western boundary.
- Proposal satisfied concerns.

10.2 4-14 Redfern Road, Hawthorn East

Year: 2020

Approved heights and storeys

- 6-storey commercial building comprising office, restricted retail premises and a food and drink premise.
- Overall building height: approx. 26m.

Recommended in CJSP 2011

- 4 storeys, 14m height limit

Noteworthy points

Key points raised in the decision to approve the development were:

- The commercial nature of the proposed use will reinforce the generally mixed use and commercial nature of the Camberwell Junction Major Activity Centre as identified in the Camberwell Junction Structure Plan. It will also take advantage of the excellent public transport available within the centre, including trains, buses and trams, all of which are within easy walking distance of the corridor.
- The development was considered to be an acceptable built form outcome. The proposal includes a maximum height of 26.4m (measured to the top of 6-storey/ Level 5's roof parapet, at the west corner of the building), exceeding the preferred overall height by 15.4m, whilst providing a 1.1m - 3.6m landscape setback along Redfern Road and Rose Street.
- Map 2 of the Camberwell Junction Structure Plan identifies this site as being a potential development site whilst encouraging mixed use. The proposed land use including offices, a food and drink premises and a restricted retail premises is supported by the Camberwell Junction Structure Plan.
- The scale of the proposal is commensurate with the height of other approvals within the area, and will sit similar to the height of the recently constructed development to the north-east at 132-144 Camberwell Road, Hawthorn East (also 6-storey with a maximum RL65.13 measured to the parapet) whilst also providing an appropriate transition from taller buildings on the northern side of Camberwell Road (153 Camberwell Road, Hawthorn East at 11 and 13 storeys with a maximum RL91.90). The proposed office building will have a maximum height of RL67.62 measured to the parapet.
- Council's Urban Designer advised that the proposal's building composition results with 'a refined building form with a high level of visual interest and complexity and a striking contemporary architecture that will enhance the public realm and enrich pedestrians' experience through façade animation and activation.'

10.3 851-861 Burke Road, Camberwell

Year: 2020

Approved heights and storeys

8 storey building, 40 apartments, restaurant and 2 cafes.

- Overall building height: approx. 24-27m.
- Decision by VCAT
- [Raydan Restaurant Enterprises Pty Ltd v Boroondara CC \[2020\] VCAT 1399 \(15 December 2020\) \(austlii.edu.au\)](#)

Recommended in CJSP 2011

- 3 storeys, 11m height limit

Noteworthy points

Planning controls:

- Commercial 1 Zone
- Heritage Overlay (H0505)
- Parking Overlay and Road Zone Category 1.

Key points from the decision:

- The subject land is part of the Camberwell Junction Activity Centre, a “major activity centre” in Plan Melbourne 2017-2050. Consistent with strategies for this location, the land is in the C1Z and is on the Principal Public Transport Network.
- The subject land is in the “Core Retail” precinct. It anticipates continuous retail activity at the ground floor in the precinct with residential and other land use opportunities above ground level.
- The subject site can support development of 11 metres (measured from the street frontage to the top of the building) while the Council car park is within an eight metre area.
- A contentious aspect of the current (and previous) proposal is the building’s height. It is higher than 11.0 metres as cited in the Structure Plan 1993. This height is not mandatory, as indicated in previous decisions, and an assessment must be made with respect to the identifiable scale and character.
- There are no height or building envelope provisions in the scheme (such as through a Design and Development Overlay). The heritage policy is of more assistance with respect to guidance about new built form.
- There was broad agreement that the building could be demolished given the extent of alterations made.

The scale, proportions and heights (window sills, canopies, parapets) of the podium are acceptable and respond appropriately to the streetscape character and adjacent significant building. The façade comprises three distinct elements, in keeping with the grain, dominant streetscape scale and aesthetic character. As we discuss later, the brickwork and tones are a contemporary approach that is supported, in principle, through policy.

10.4 15, 17 and 19-23 Cookson Street, Camberwell

Year: 2019

Approved heights and storeys

- 6 storey building: dwellings, shop and food and drinks premises.
- Overall building height: approx. 21-25m.

Recommended in CJSP 2011

- 3 storeys, 11m height limit

Noteworthy points

Planning permit history for this site is as follows:

- On 28 October 2008, Planning Permit PP07/01035 (2008 Permit) issued for 19-23 Cookson Street, Camberwell for the use and development for a six-storey building comprising an office, 60 seat restaurant and 12 dwellings with a reduction in the car parking requirements. The permit was issued at the direction of VCAT. Construction did not commence and the permit subsequently lapsed.
- On 9 September 2015, Planning Permit PP14/01586 (2014 Permit) was issued for the construction of a six-storey mixed use building and reduction in car parking for residential visitors.

A new application was lodged in 2019 and approved by Council subject to conditions. Permit issued for a six-storey building with various changes to internal layout to improve internal amenity.

10.5 153 Camberwell Road, Hawthorn East

Year: 2018

Approved heights and storeys

- 2 buildings (13 and 11 storeys); 140 dwellings and a gym.
- Overall building height: approx. 37.5m & 45.5m.
- Decision by VCAT
- [Pamato Corporation Pty Ltd v Boroondara CC \[2015\] VCAT 1548 \(1 October 2015\) \(austlii.edu.au\)](#)

Recommended in CJSP 2011

- 5 storeys, 18m height limit & progressive setbacks.

Noteworthy points

Planning controls:

- Commercial 1 Zone
- Environmental Audit Overlay
- Parking Overlay

The first proposal was refused by Council and the decision was upheld by VCAT. A subsequent proposal was ultimately scaled down to 2 buildings of 12 and 10 storeys and approved. Key points from the decision:

- Camberwell Junction Activity Centre is referred to in both State as well as local policy under the Boroondara Planning Scheme. Under Plan Melbourne, Camberwell Junction is identified as a high order activity centre.

- Local policy at Clause 22.02 contains the primary policy direction for Camberwell Junction Activity Centre. This clause has its origins in a 1993 structure plan. A more recent structure plan was adopted by the Council in 2008 and following revision was adopted again in 2011.
- The structure plan has not been incorporated into the Boroondara Planning Scheme. The parties acknowledged that 'The 2011 plan has not been framed in the context of current State policy such as Plan Melbourne and is not given any status by the Scheme'.
- With the implementation of the new residential zones and the placement of mandatory maximum building height controls within Boroondara's thirty neighbourhood level activity centres there is diminished capacity for new residential growth within the municipality. VCAT considers areas such as the Camberwell Junction Activity Centre, where there is a focus on jobs, retail activity and community services, is an appropriate location for increased development.
- The large size of the subject site and its location within the Camberwell Junction Activity Centre leads to a conclusion, when the policy provisions of Plan Melbourne, Clauses 21.08-3 and 22.02 are taken into account, that the site is appropriate for the type of intense redevelopment in the form proposed.
- In terms of urban design the two built forms of Camberwell Village (CV) and CV1 will not result in an unacceptable built form within the surrounding area. The incorporation of a tower element above a podium provides for a development that will sit comfortably within the streetscape, as well as longer range views.
- The setbacks of the built forms of CV and CV1 from the site boundaries will allow for equitable development to occur on nearby properties. The internal amenity and the provision of on site car parking has been appropriately addressed.
- A permit was issued to construct two (2) buildings (12 and 10 storeys) above basement car parking and use of the land for 179 dwellings and a restricted recreation facility (gym).

10.6 12 Prospect Hill Road, Camberwell

Year: 2017

Approved heights and storeys

- 4 storeys, 8 dwelling retirement village.
- Overall building height: approx. 12m.
- Decision by VCAT



VCAT Decision - 12
Prospect Hill Road, (

Recommended in CJSP 2011

- 3 storeys, 11m height limit

Noteworthy points

Planning controls:

- Commercial 1 Zone
- Heritage Overlay H0539
- Parking Overlay Schedule 1

Key points of the decision:

- The application was refused by the responsible authority on grounds of unacceptable impact on the heritage place, being the Masonic Lodge on the land and detrimental impact on adjoining properties to the east and south, being the Prospect Hill Village Retirement Home.
- There is strong policy support for the proposal:
 - It is an extension of an existing retirement village. This is a welcome facility in an area with an aging population and will provide an opportunity for people who wish to downsize without leaving an area where they have friends, family and long established connections.
 - The subject land is located in an important activity centre which offers a wide range of services and facilities. It is an ideal location for intensified residential development which is strongly encouraged by both the policies set out in the planning scheme and basic principles of urban consolidation.
 - It enjoys excellent access to public transport being within easy walking distance of the Camberwell Railway Station and tram routes along Burke Road and Riversdale Road.
- The Tribunal considered the extent of the demolition is not proportionate to its impact on the heritage significance of the building.
- The proposal to use the building as an extension of the existing retirement village provides an opportune, sensible and viable option for adaptive re-use of the building.
- The Tribunal considered the grant of a permit subject to conditions will produce a net community benefit.

10.7 5-7 Redfern Road, Hawthorn East

Year: 2017

Approved heights and storeys

- 4 storey building accommodating an office and 11 dwellings.
- Overall building height: approx. 14m.

Recommended in CJSP 2011

- 3 storeys, 11m height limit

Noteworthy points

This application was approved by order of VCAT. Council recommended refusal of the application on the grounds of off-site amenity impacts. Key points in the decision are as follows:

- The site and surrounds is located within the Camberwell Junction Activity Centre, as identified at Clause 21.08 of the planning scheme, where higher density residential development is encouraged. The building has a maximum height of 14 metres above natural ground level, which is consistent with the 14 metres maximum building height nominated for the subject site and surrounds in the Camberwell Junction Structure Plan.
- This is a physical context where mid-rise built form is an integral part of the existing character of the area.
- There is clear policy support in the planning scheme for continued built form intensification in this area.
- This policy intention is facilitated by the planning scheme, in part, through exempting this type of development from any third-party notification and review rights.

- The caveats of the Commercial 1 Zone decision guidelines limit how off-site amenity impacts are considered, including a demotion of the status of the Clause 55 requirements to a guide only. Because Clause 55 is only referred to as a decision guideline, the Clause 55 objectives are not mandatory requirements.
- The subject site and surrounds are essentially in the heart/core of the activity centre, and the planning scheme defines this particular precinct of the activity centre as a mixed use area (see the land use plan forming part of Clause 22.02 of the planning scheme), and indeed this designation is reflected in the 'on-the-ground' land-use mix.
- Both the provisions of the planning scheme and the broader existing physical context, underscore the fact that this is not an interface situation where the subject site directly abuts a 'residential area', nor are the subject site and abutting residential properties near the periphery of the activity centre. VCAT assigned a lesser weight to the specific changes being sought by Council through conditions given the interfaces of the site were not to a residential zone and the site was not peripheral.

10.8 756 Burke Road, Camberwell

Year: 2015

Approved heights and storeys

- 4 storey extension to the rear of the existing buildings to contain 12 dwellings, a shop and a café.
- Overall building height: approx. 18m.

Recommended in CJSP 2011

- 3 storeys, 11m height limit

Noteworthy points

The initial planning permit allowed for the partial demolition of the existing buildings and construction of a four (4) storey extension to the rear of the existing buildings. The building would contain 12 dwellings, a shop and a café. The planning permit was approved by VCAT. Key elements of the decision are:

- The site draws considerable policy support at both a State and local level for the achievement of urban consolidation, as it is located within the Commercial 1 Zoned land within the identified boundaries of the Camberwell Activity Centre. This is a higher order activity centre with an excellent range of services and facilities. A railway station, tram routes and two full line supermarkets are all within easy walking distance of the site. The site enjoys substantial policy support for the establishment of higher density housing.
- At a local level, policy also sees the Camberwell Junction Activity Centre as a preferred location for more intensive residential development.
- The Camberwell Junction Structure Plan expresses a preferred height of 11 metres for the site. However, this height originates from a Structure Plan that dates from 1993, and has not been amended since the introduction of the VPP based Boroondara Planning Scheme on 16 December 1999. This is therefore a policy that is rather dated, and the preferred heights have not been updated to reflect relatively significant changes in State Planning Policy, including the introduction of Melbourne 2030 in October 2002, the introduction of Melbourne @ 5 Million in September 2010, or the introduction of Plan Melbourne in May 2014.
- The intent to limit development to 11 metres in height on the site is a measure that is consistent with State policy that has long since been replaced and updated. VCAT gives limited weight to the height limit.

- Neither the 2008 or 2011 structure plans have progressed to the first stage of a Planning Scheme Amendment, and therefore do not form part of the Boroondara Planning Scheme. None of the parties sought to place any weight on their content.
- Given the lack of detail, and the fact that neither structure plan forms a seriously entertained planning proposal, VCAT did not give weight to the documents.

A quote from the decision is below:

In particular, I adopt the approach set out in the decision of Pamato Corporation Pty Ltd v Boroondara CC,[11] where the Tribunal, after much analysis, concluded:[12]

Having regard to the above, we do not consider that Clause 22.02 or the adopted 2011 Structure Plan can be of assistance or influential in relation to matters of height. As found in Benson Property Management:[13]

... other than indicating that multi-level development is an acceptable outcome on the land, neither the Planning Scheme nor any other planning document provides us with any real guidance as to what the overall height of the development should be.

It is unfortunate that the local policy and structure planning processes have not advanced in a way that State policy anticipates such work can and should have an influential role in decisions about permit applications.

- Interface issues are considered in this decision given the site has a residential abuttal to the rear of the site: In the middle of a residential area a relatively high level of residential amenity protection can be expected. In the middle of a higher order activity centre, a lower level of residential amenity is reasonable, considering the need to share the urban 'space' with uses and development that create a range of amenity impacts. A difficulty often arises where a residential area abuts an activity centre, in assessing what is an appropriate outcome.
- The commercial site cannot ignore that they have a residential abuttal; nor can a residential property expect the sort of residential amenity one would anticipate in an area wholly zoned for residential purposes.
- The site forms part of a higher order activity centre, abutting a tram route and within a stone's throw of a railway station that serves an interchange role between different train lines. Furthermore, this is a higher order activity centre that provides a vast range of services and facilities, including more than one full line supermarket within walking distance of the review site. The balance to be achieved in this urban context therefore is far more weighted in favour of achieving a level of urban consolidation that is supported by the context of a site and the heritage considerations that frequently apply in this location. The expectations for a level of residential amenity in this context must be appropriately balanced against the other objectives of the Boroondara Planning Scheme.
- The decision sets out detailed discussion on the management of interface issues to adjoining residential properties and consideration of heritage issues. VCAT found the proposed fifth level of the building is supported on the basis of policy support for urban consolidation and in consideration of evidence that the proposed additions would not overwhelm the primary heritage façade. "The additions will be highly visible and prominent in the streetscape, but they will do nothing more than add another layer of development in the background to the heritage facades, which will be read as a secondary element, despite its scale."
- Interface concerns were dealt with by way of conditions to limit visual impact on adjoining residential streets. Overshadowing would not occur until after 2pm at the equinox and as such no conditions were imposed.

10.9 347 Camberwell Road, Camberwell

Year: 2013

Approved heights and storeys

- 6 storey mixed use, use of part of the new building for 124 apartments.
- Overall building height: approx. 20.5m.
- Decision by VCAT
- [347 Camberwell Road Development Pty Ltd v Boroondara CC \[2013\] VCAT 1586 \(11 September 2013\) \(austlii.edu.au\)](#)

Recommended in CJSP 2011

- 4 storeys, 14m height limit with upper setbacks

Noteworthy points

Council issued Planning Permit No. PP12/00336 for the construction of three double storey townhouses on the rear/northern lot in a Commercial 1 Zone. The applicant submitted an amendment to the existing permit requesting to add a three-storey building which would provide for 15 dwellings. The new building would have a contemporary appearance and include various upper-level balcony and ground level courtyard areas. Its maximum height would be 9.65 metres - about 2.45 metres higher than the three townhouses already approved for the northern lot. Council refused the amendment. VCAT relied on the local and state planning policy frameworks to justify approving the amendment.

Key elements of the decision are as follows:

- There is a high level of strategic planning policy support for the efficient utilisation of the site in a well serviced location. The location of the site sits at the edge of the Camberwell Junction Principal Activity Centre, is within walking distance of the junction itself and has very convenient access to local public transport, shops, cafés and restaurants etc.
- In particular, State planning policy (with the right design) is overtly encouraging higher residential densities in and near activity centres. For example, in Clause 11.01-2 which deals with “Activity centre planning”, one of the nominated strategies is “Encourage a diversity of housing types at higher densities in and around activity centres”. Similarly Clause 16.01-2 dealing with “Location of residential development” includes as one of its strategies “Encourage higher density housing development on sites that are well located in relation to activity centres, employment corridors and public transport”.
- In regards to the proposed building height, VCAT found the proposal does not present any neighbourhood character issues of consequence because it is located at the rear of the overall site. In the view of VCAT it would not be visible from Camberwell Road. VCAT was satisfied the proposal would not cause any unreasonable external amenity impacts on the adjacent properties to the west, north and east of the northern section of the review site.
- The proposal was considered an acceptable design response for its location and the objectives of Clause 55 were satisfied.

10.10 85 Camberwell Road, Hawthorn East

Year: 2013

Approved heights and storeys

- 63 storeys building associated with offices and a residential building (serviced apartments).
- Overall building height: approx. 11.75m.

Recommended in CJSP 2011

- 3 storeys, 11m height limit

Noteworthy points

The proposal was to construct a three-storey building associated with offices and a residential building (serviced apartments) in a Commercial 1 Zone.

The Camberwell Junction Structure Plan specifies an 11m height limit (3 storeys) for the site and that a landscape setback of at least 3 metres to the Camberwell Road frontage.

Key elements of the decision are as follows:

- The proposed office use is encouraged by the policy. The provision of short term accommodation will further enhance the Junction's vibrancy and economic vitality as it will lead to increased pedestrian activity.
- The built form character is mixed in this pocket of the commercial precinct with an array of building types and scale. The immediate streetscape context comprises the single storey petrol station at the adjoining site to the north-west, a four storey building apartment building on the opposite side of Camberwell Road and single storey office buildings on the corner of Camberwell Road and Roseberry Street, which is to be redeveloped with a five storey mixed use development.
- The site is located on the edge of the Camberwell Junction Structure Plan area and policy guidance is varied. The proposed three storey form is appropriate given consideration to the guidance set out in the Camberwell Junction Structure Plan and the existing physical surrounds.
- The proposed building ranges in height from 10.8m to 11.75m due to the slope of the land. While the height exceeds the desired 11m building height limit, the three storey form is appropriate.
- It is not considered that allowing a building with a maximum height of 11.75m will impact upon the existing or future scale of the commercial precinct.
- The overall building utilises high quality materials and will have a positive appearance from the surrounding perspectives. The building provides suitable physical breaks and openings along all upper floor interfaces.

10.11 347 Camberwell Road, Camberwell

Year: 2013

Approved heights and storeys

- 6 storey mixed use, use of part of the new building for 124 apartments.
- Overall building height: approx. 20.5m.
- Decision by VCAT
- [347 Camberwell Road Development Pty Ltd v Boroondara CC \[2013\] VCAT 1586 \(11 September 2013\) \(austlii.edu.au\)](#)

Recommended in CJSP 2011

- 4 storeys, 14m height limit with upper setbacks

Noteworthy points

Council issued Planning Permit No. PP12/00336 for the construction of three double storey townhouses on the rear/northern lot in a Commercial 1 Zone. The applicant submitted an amendment to the existing permit requesting to add a three-storey building which would provide for 15 dwellings. The new building would have a contemporary appearance and include various upper-level balcony and ground level courtyard areas. Its maximum height would be 9.65 metres - about 2.45 metres higher than the three townhouses already approved for the northern lot. Council refused the amendment. VCAT relied on the local and state planning policy frameworks to justify approving the amendment.

Key elements of the decision are as follows:

- There is a high level of strategic planning policy support for the efficient utilisation of the site in a well serviced location. The location of the site sits at the edge of the Camberwell Junction Principal Activity Centre, is within walking distance of the junction itself and has very convenient access to local public transport, shops, cafés and restaurants etc.
- In particular, State planning policy (with the right design) is overtly encouraging higher residential densities in and near activity centres. For example, in Clause 11.01-2 which deals with “Activity centre planning”, one of the nominated strategies is “Encourage a diversity of housing types at higher densities in and around activity centres”. Similarly Clause 16.01-2 dealing with “Location of residential development” includes as one of its strategies “Encourage higher density housing development on sites that are well located in relation to activity centres, employment corridors and public transport”.
- In regards to the proposed building height, VCAT found the proposal does not present any neighbourhood character issues of consequence because it is located at the rear of the overall site. In the view of VCAT it would not be visible from Camberwell Road. VCAT was satisfied the proposal would not cause any unreasonable external amenity impacts on the adjacent properties to the west, north and east of the northern section of the review site.
- The proposal was considered an acceptable design response for its location and the objectives of Clause 55 were satisfied.

10.12 85 Camberwell Road, Hawthorn East

Year: 2013

Approved heights and storeys

- 3 storeys building associated with offices and a residential building (serviced apartments).
- Overall building height: approx. 11.75m.

Recommended in CJSP 2011

- 3 storeys, 11m height limit

Noteworthy points

The proposal was to construct a three-storey building associated with offices and a residential building (serviced apartments) in a Commercial 1 Zone.

The Camberwell Junction Structure Plan specifies an 11m height limit (3 storeys) for the site and that a landscape setback of at least 3 metres to the Camberwell Road frontage.

Key elements of the decision are as follows:

- The proposed office use is encouraged by the policy. The provision of short term accommodation will further enhance the Junction's vibrancy and economic vitality as it will lead to increased pedestrian activity.
- The built form character is mixed in this pocket of the commercial precinct with an array of building types and scale. The immediate streetscape context comprises the single storey petrol station at the adjoining site to the north-west, a four storey building apartment building on the opposite side of Camberwell Road and single storey office buildings on the corner of Camberwell Road and Roseberry Street, which is to be redeveloped with a five storey mixed use development.
- The site is located on the edge of the Camberwell Junction Structure Plan area and policy guidance is varied. The proposed three storey form is appropriate given consideration to the guidance set out in the Camberwell Junction Structure Plan and the existing physical surrounds.
- The proposed building ranges in height from 10.8m to 11.75m due to the slope of the land. While the height exceeds the desired 11m building height limit, the three storey form is appropriate.
- It is not considered that allowing a building with a maximum height of 11.75m will impact upon the existing or future scale of the commercial precinct.
- The overall building utilises high quality materials and will have a positive appearance from the surrounding perspectives. The building provides suitable physical breaks and openings along all upper floor interfaces.

10.13 6 Butler Street, Camberwell

Year: 2012

Approved heights and storeys

- 6 storey building comprising 28 dwellings.
- Overall building height: approx. 17m.

Recommended in CJSP 2011

- 3 storeys, 11m height limit

Noteworthy points

The subject site is located within the Butler Street Mixed Use Precinct (5) of the Camberwell Junction Structure Plan 2008. The Structure Plan recommends this precinct provide mixed uses with commercial contemporary offices fronting Camberwell Road and intensive residential uses on 'Key Development' sites on Fairholm Grove and Butler Street. Key points from the decision are:

- The site is designated as a 'Key Development' site. The CJSP identifies the potential to accommodate a more intensive residential development with a maximum building height of 3 storeys (11m) and a landscape setback of 3.0 metres. The basis for the nominated height limit is to achieve a transition in scale from planned 5-storey development along Camberwell Road, to the existing single storey scale of dwellings on the northern side of Butler Street. The application of different height limits for the Butler Street property compared to the Camberwell Road properties is also a reflection of differing zoning and objectives.
- The proposed development will comprise of a podium height of approximately 10.4 metres and an overall height of approximately 16.7 metres fronting Butler Street. The overall proposed height will exceed the height limit envisioned for the site by approximately five (5) metres.
- In the view of Council, the proposed development did not create an appropriate built form transition in scale from anticipated future development along Camberwell Road to the low scale of residential development on the northern side of Butler Street.
- Within this precinct, more intensive residential uses are encouraged on key development sites in Butler Street, and the office role on Camberwell Road is reinforced.
- VCAT found the subject site is suitable for redevelopment of a 5-storey development, subject to appropriate massing and detailed design conditions.

10.14 132-136 Camberwell Road, Hawthorn East

Year: 2011

Approved heights and storeys

- 5 storeys, 3 shops, a food and drinks premises (cafe) and one 108 dwellings.
- Overall building height: approx. 23-27m.

Recommended in CJSP 2011

- 3 storeys, 11m height limit

Noteworthy points

The subject site is a large, strategically located land parcel within the Principal Activity Centre and has excellent access to public transport.

The proposed development is considered to be of a high architectural standard and provides an innovative design with a central recessed courtyard which breaks up the massing of the development and also provides a communal landscaped area, which will provide a high level of amenity for future residents and improve the Camberwell Road streetscape.

It is considered that the overall height is appropriate when considering the surrounding scale of built form, previously approved developments on the subject site and the direction given by the Tribunal in the previous application on the site.

Subject to conditions, the provision of onsite car parking is satisfactory for the proposed uses, considering the location of the site, access to public transport and the availability of car parking in the surrounding area.

Details of the proposal, discussion of all objections and assessment against relevant controls and policies are contained in the foregoing report.

11 Dwelling and floorspace stocktake and demand projections

The Camberwell Junction Structure and Place Plan involves a detailed examination of the land area, dwelling stock, and floorspace in the area.

In terms of land area, the majority of land in Camberwell Junction is designated as Commercial 1 Zone, followed by public land used for parks and recreation. About 10 per cent of the area is zoned for residential use. It's important to note that not all land within the Public Use Zone is used for employment, as some are Council-owned car parks.

The number of dwellings in Camberwell Junction is estimated to be around 1,200, with many of them being apartments developed over the past two decades. There has been steady growth in residential dwellings in both the centre and the surrounding area.

Camberwell Junction has approximately 362,800 square meters of total gross floorspace, with the majority allocated to employment uses. This includes commercial, retail, and community and health-related spaces. There is also a concentration of civic, community, and education uses, particularly around the Camberwell Civic Centre.

In terms of population and dwelling projections, it's estimated that the centre can increase its dwelling stock from around 1,200 units in 2021 to approximately 2,700 units in 2051, accommodating a growing population.

When it comes to floorspace projections, there is a need to balance commercial growth with housing demand. The Melbourne Industrial and Commercial Land Use Plan suggests a potential increase in commercial floorspace, but the COVID-19 pandemic has introduced uncertainties.

Trade area analysis indicates a reduced commercial floorspace demand compared to the Melbourne Industrial and Commercial Land Use Plan. There is a recommendation to support and enhance the retail sector, particularly along Burke Road, by improving consumer experiences and amenities.

In summary, the Camberwell Junction Structure and Place Plan involves a comprehensive analysis of land use, dwelling stock, and floorspace, with a focus on accommodating both commercial and residential needs while enhancing the retail sector and responding to the challenges of the pandemic. For further detailed land use analysis refer to Economics and Land Use Report.

12 Built form

The Camberwell Junction Activity Centre exhibits a diverse range of building typologies and heritage considerations, along with potential sites for future development.

12.1 Overview

Existing building height overview

The centre mainly consists of traditional, lower-scale, and fine-grained buildings, particularly along major roads like Burke, Camberwell, and Riversdale Roads. These buildings are typically 2-4 storeys in height. However, there is a growing presence of higher-density, mixed-use developments with heights exceeding 8 storeys. The building height map illustrates the distribution of these building heights.

Heritage

Heritage preservation is a priority for the council, and the study area is influenced by heritage controls. These controls are more extensive in the peripheral residential areas surrounding the study area. The Camberwell Heritage Gap Study and Hawthorn East Heritage Gap Study have played roles in assessing and protecting heritage sites. Several heritage gradings are used, including "Significant," "Contributory," and "Non-contributory". The *Camberwell Junction Structure and Place Plan Heritage Built Form Advice* study (Extent Heritage, 2023) documents buildings and places within existing Heritage Overlays and those on the Victorian Heritage Register. There several significant heritage buildings including but not limited to Rivoli Theatre, Pepperell's Buildings, Charing Cross Buildings and the Camberwell Tram Depot.

Typologies

Various building typologies are identified within the centre, including Shopfronts, Workshops, Office Blocks, Large Residential Developments, Warehouses, Bungalows, and 'Islands.' Each of these typologies contributes to the unique character of different areas within the centre.

Development potential

The report also identifies potential sites for future development and outlines assumptions for exclusion, including existing assets, narrow sites, heritage protections, sites already developed, opportunities for amalgamation, and more. Private development potential and opportunities for council-led upgrades are highlighted. The remaining sites represent potential for private development, mainly within the commercial zone (C1Z) but also in residential zones like GRZ3 and NRZ3.

12.2 Built form modelling

This section details the findings of an indicative yield study completed to provide Council with an indicative number of dwellings which follows the process outlined below. From the outset of this project, Council had a strategic yield target accommodating 1,500 dwellings within the centre as well as encouraging a mix of apartment style dwellings. Information sources that informed the scenario testing included planning policy, strategy and directions, current demographic profiling, dwelling and employment floorspace projections, the 2011 Camberwell Junction Structure Plan, apartment size and building composition assumptions based on recently approved developments and existing conditions and constraints mapping in the area.

Modelling methodology

A comprehensive 3D model of the study area was developed to test a range of development scenarios to understand how best to accommodate dwelling and floorspace projections. Calculating how high and where the centre can meet projected demand follows the following methodology. Primary assumptions made are outlined on page 28.

- **Development potential analysis:** identify sites with development potential and these will be the focus of floorspace projections. These sites were identified through the process outlined in chapter 4.1.
- **Scenario 1 - 2011 Structure Plan modelling:** floorspace calculations based on building heights proposed in the 2011 Structure Plan.
- Identifying strategic sites:
 - 25 Station Street, Camberwell (Camberwell Central) is identified as a key strategic site. Due to its large footprint and current commercial tenancies, this site has been deemed unlikely to develop the near future. As a result, it has been decided any floorspace and dwelling calculations will not be included until the final scenario.
 - 171-193 Camberwell Road (Dan Murphy's and Autobarn) has also been identified as a key strategic site. It's location and size increases the likelihood of redevelopment.
- **Scenario 2 - Maximum 8 storeys:** increase overall building height to 8 storeys on across the centre to test if projected demand will be met. Note: not all sites will reach this maximum, for example, Burke Road main street is limited to 6 storeys.
- **Scenario 3 - Increased heights with urban design:** in order to better meet floorspace demand, building heights are further increased on large sites such as 171-193 Camberwell Road. Best practice urban design (including setbacks, building separation, site through links, contribution to public realm) is applied across the model and floorspace is recalculated. Upon review, additional height/floorspace may be required to account for floorspace loss due to urban design principles.
- **Scenario 4 - Large strategic sites included:** total floorspace and dwelling projections are calculated centre-wide. Projections from strategic site may be included in the final calculation.

12.3 Assumptions

Floor to floor heights

Minimum ceiling heights measured from finished floor level to finished floor level are as follows:

- 4.0m for non-residential ground floor
- 3.7m for podium above ground floor
- 3.2m for residential above podium

Building efficiency

Type of use	GBA to GFA	GFA to NSA
Residential	80%	80%
Retail	85%	85%
Office	85%	85%

Gross Building Area (GBA): the total area measured between the normal outside face of any enclosing walls, balustrades and supports. GBA measurement also includes external verandahs, balconies, porches and structural columns. Balconies are included in GBA measurement.

Gross Floor Area (GFA): the total floor area of a building, measured from the outside of external walls or the centre of party walls, and includes all roofed areas.

Net Saleable Area (NSA): the GFA minus circulation (stairs, corridors and lifts) and services areas.

All areas are measured in square metres.

Redevelopment likelihood (uptake)

Given the predictive nature of a yield study for an entire Activity Centre, comprising many properties (of diverse attributes) and multiple landowners it is impossible to accurately anticipate future land speculation and development activity.

Therefore, our yield calculation comprises 4 scenarios based on 'uptake' of sites and development. The calculations consider that an uptake of 60 per cent best reflects the level of change and development within Camberwell Junction based on research conducted including history and economic trends.

Based on this uptake rate, it shown that the centre can accommodate forecast dwellings.

Calculations

Refer to the Built Form Report for details on the assumptions used in calculations.

Dwelling calculations are as follows:

- Residential GBA x GFA rate (80 per cent)
- Residential GFA x NSA rate (80 per cent)
- [Residential NSA / Average apartment (96.5)] x apartment mix (%) = number of dwellings for relevant apartment type

Example residential calculation:

- GBA: 100,000 sqm

- GFA: $100,000 \times 80\% = 80,000 \text{ sqm}$
- NSA: $80,000 \times 80\% = 64,000 \text{ sqm}$

Dwelling numbers

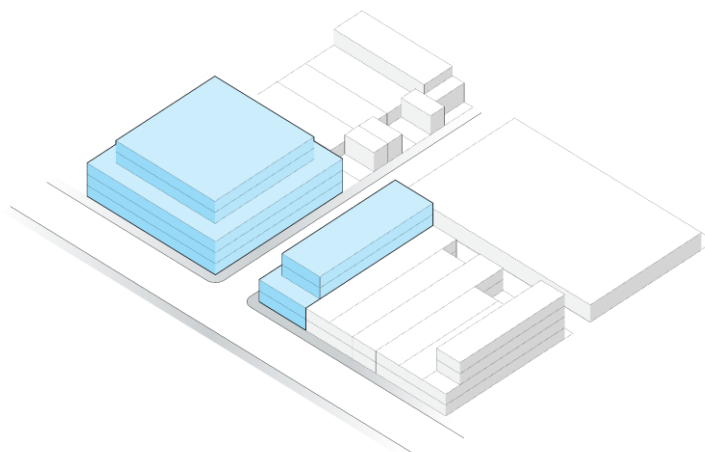
- 1 bedroom: $(64,000 / 96.5) \times 35\% = 232$
- 2 bedrooms: $(64,000 / 96.5) \times 55\% = 364$
- 3 bedrooms: $(64,000 / 96.5) \times 10\% = 66$
- Total number of apartments = 662

12.4 Scenario concept testing

Following from the assumptions and the modelling process, four scenarios were testing and. The diagrams below are indicative-only in illustrating the levels of development associated with each scenario. An uptake of 60 per cent has been considered an appropriate likelihood of redevelopment given the centre's history, location and analysis.

Scenario 1 - Structure Plan 2011

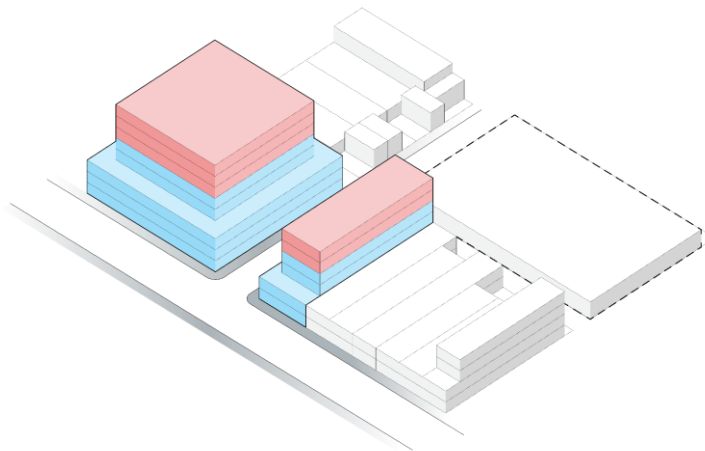
Development scenario based on the heights proposed in the Camberwell Junction Structure Plan 2011.



Projected floorspace	Outcome	Projected dwellings	Outcome
Total: 244,559 sqm	Demand not met	Total: 590	Demand not met
Uptake: 146,736 sqm	Demand not met	Uptake: 354	Demand not met

Scenario 2 - Maximum 8 storeys

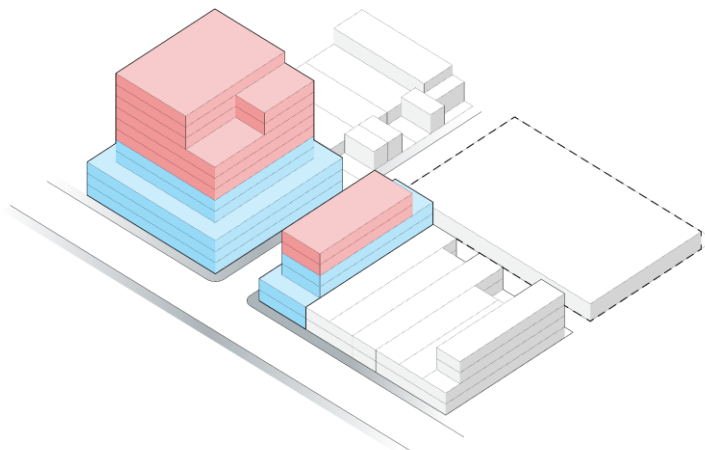
Overall building heights are increased (to a maximum of 8 storeys across the centre - not all sites will reach this maximum)



Projected floorspace	Outcome	Projected dwellings	Outcome
Total: 442,002 sqm	Demand met	Total: 2,158	Demand not met
Uptake: 265,201 sqm	Demand not met	Uptake: 1,295	Demand not met

Scenario 3 - Increased heights with urban design

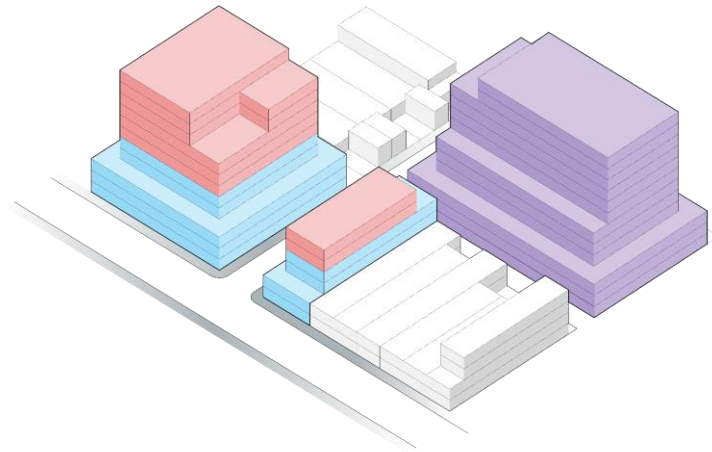
Building heights are further increased with urban design principles are applied centre-wide. Upon review, added heights to account for floorspace loss due to urban design.



Projected floorspace	Outcome	Projected dwellings	Outcome
Total: 473,167 sqm	Demand met	Total: 2,511	Demand met
Uptake: 283,900 sqm	Demand met	Uptake: 1,507	Demand met

Scenario 4 - Large strategic sites included

Based on scenario 3, with projections from strategic site included in overall calculations.



Projected floorspace	Outcome	Projected dwellings	Outcome
Total: 337,340 sqm*	Demand met	Total: 1,823*	Demand met

*Totals are based on the uptake numbers from Scenario 3.

Implications

It is noted that HillPDA's demand projections are not met under with Structure Plan 2011 scenario. This implies that greater capacity must be found in Camberwell Junction through a combination of increased building heights and additional sites realised for redevelopment. It was found that the projected demand of 1,500 apartments and upper demand of 179,800 sqm of additional floorspace as forecast by HillPDA, can be realised in the final two scenarios.

Summary

Overall, Camberwell Junction is a dynamic area with diverse building typologies, heritage considerations, and opportunities for future development, managed carefully to preserve its unique character and heritage significance while accommodating growth. **For further detailed built form analysis refer to the Built Form Report.**

13 Public realm

13.1 Placemaking

Placemaking is a collaborative and ongoing approach to improving streets, spaces and community infrastructure. It encompasses everything from urban greening and transport to art installations and street festivals. At its core, it's about tapping into what's special about a place and its community to make it the best it can be.

Placemaking includes a wide range of cultural, economic and public realm initiatives. There are physical projects such as new streetscapes, laneways and buildings, but also fewer tangible ones such as economic strategies and approaches to smart city technology.

Council has spoken to numerous residents, visitors, traders and other stakeholders around the centre to identify community priorities. As the centre recovers from the impacts of the COVID-19 pandemic, a placemaking approach is more important than ever.

The Structure and Place Plan will play an important role in building on Camberwell Junction's strengths to ensure it continues to thrive into the future.

13.2 Key spaces

There are wide range of public spaces, and it is here in this section where streets and open space typologies are identified and discussed, especially regarding street configuration and the distribution of space between pedestrians and vehicles.

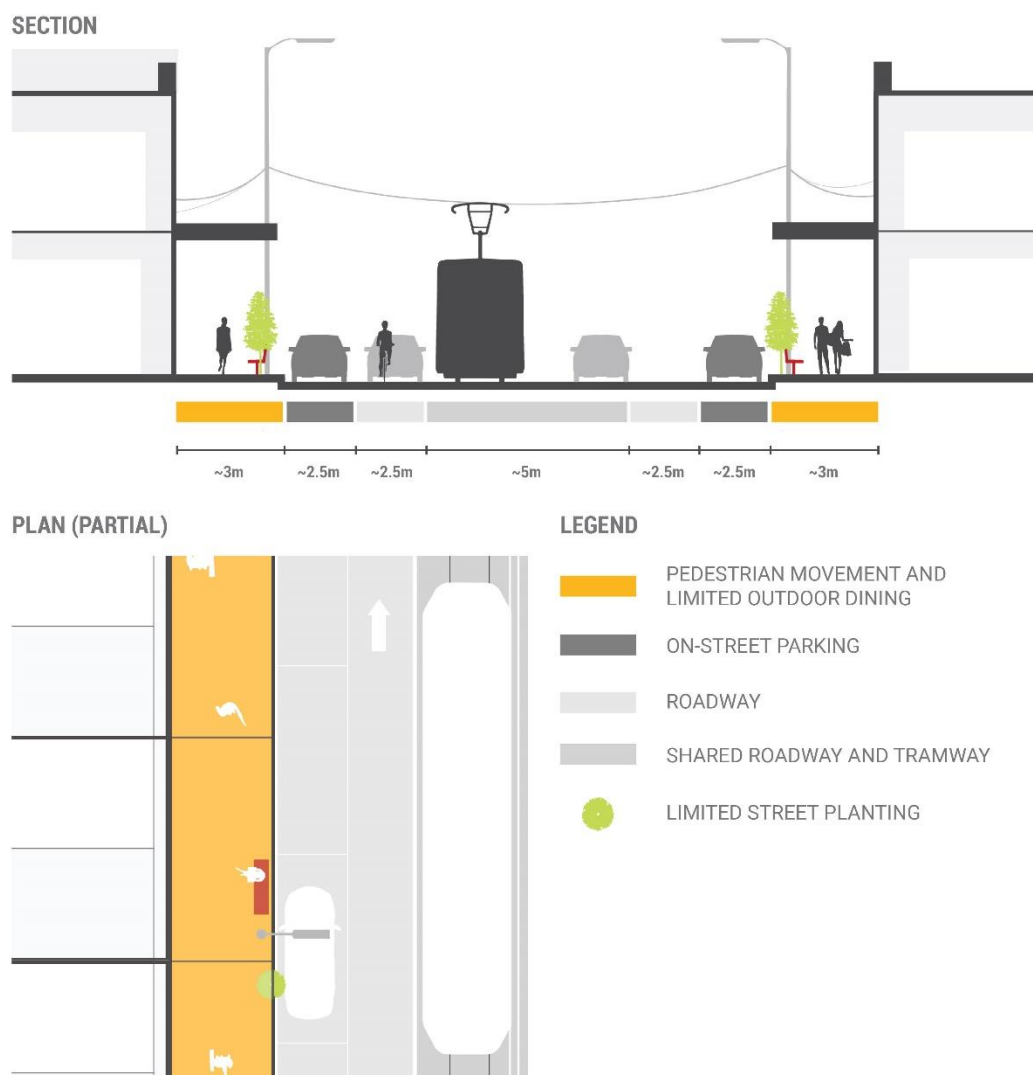
The following were identified:

- High Streets
- Village Streets
- Mixed-use Streets
- Residential Streets
- Commercial Laneways
- Back-of-house Laneways
- Car parks
- Greenspace

13.2.1 High Streets

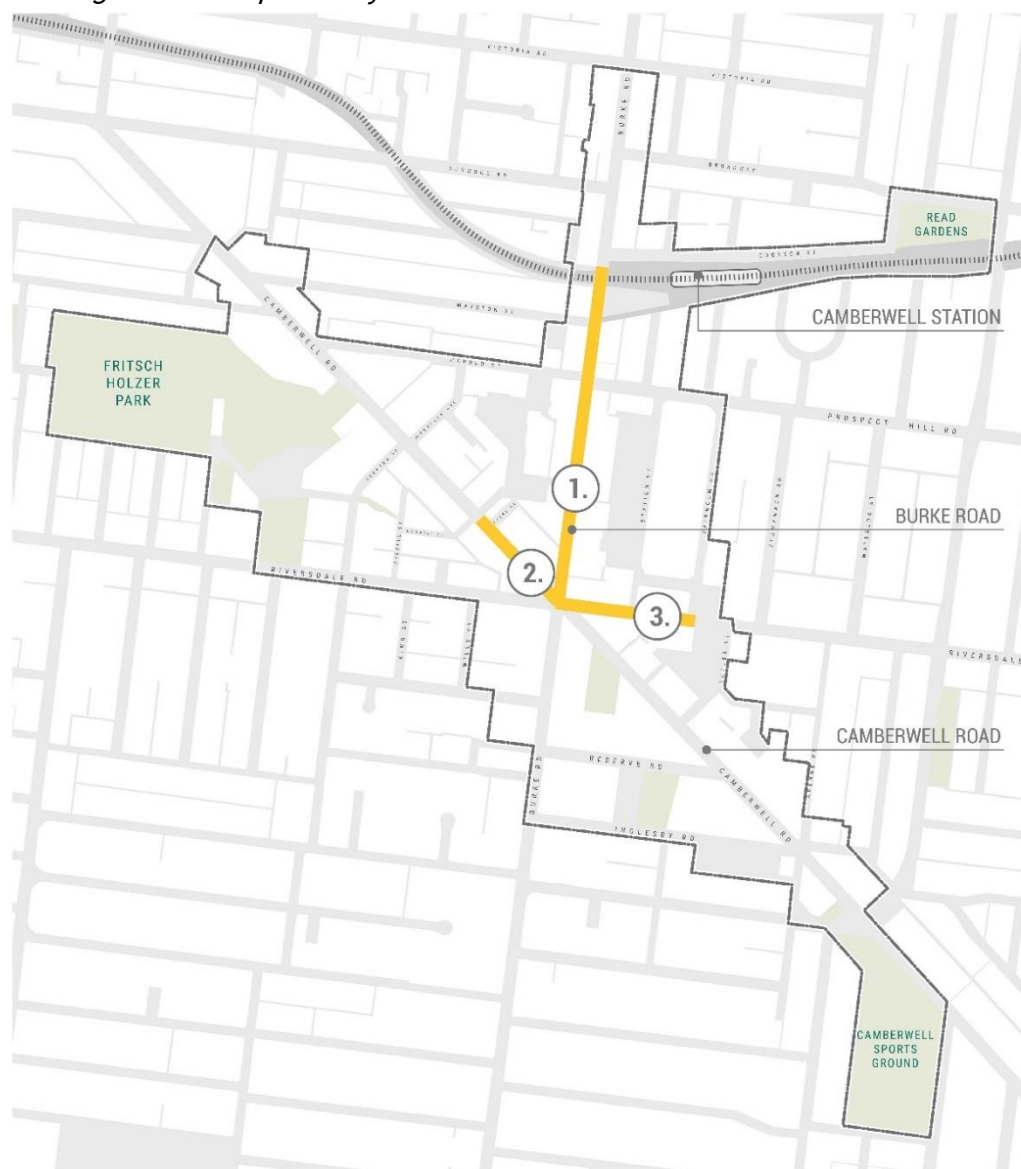
High streets are the primary pedestrian and commercial arteries of the area while also carrying the bulk of tram traffic and considerable private vehicle traffic. They typically feature large stretches of on-street parking, few street trees and kerbs built out to the edge of awnings. Footpaths are cluttered with street furniture in parts, while generally not allowing adequate space for pedestrian circulation in addition to outdoor dining.

Figure 27: High Street section and partial plan



These streets usually consist of low to medium rise, largely fine-grain traditional shop-houses with upper floors used for storage, offices and occasionally dining or retail. Busy commercial strips that may include tram tracks and larger heritage buildings such as the Rivoli Theatre or Palace Hotel. Along portions of the street on-street parking is replaced loading zones, clearways, tram stops, driveways and intersections with other streets. There are occasional though infrequent gaps in awning cover and few instances of a footpath build-out (corner of Burke Road and Burke Avenue).

Figure 28: High Street map and key views



*1 - Burke Road
Looking north along Burke Road. This street has hosted multiple parklets.*



*2 - Camberwell Road
Looking north west along Camberwell Road. A large parklet was installed here.*



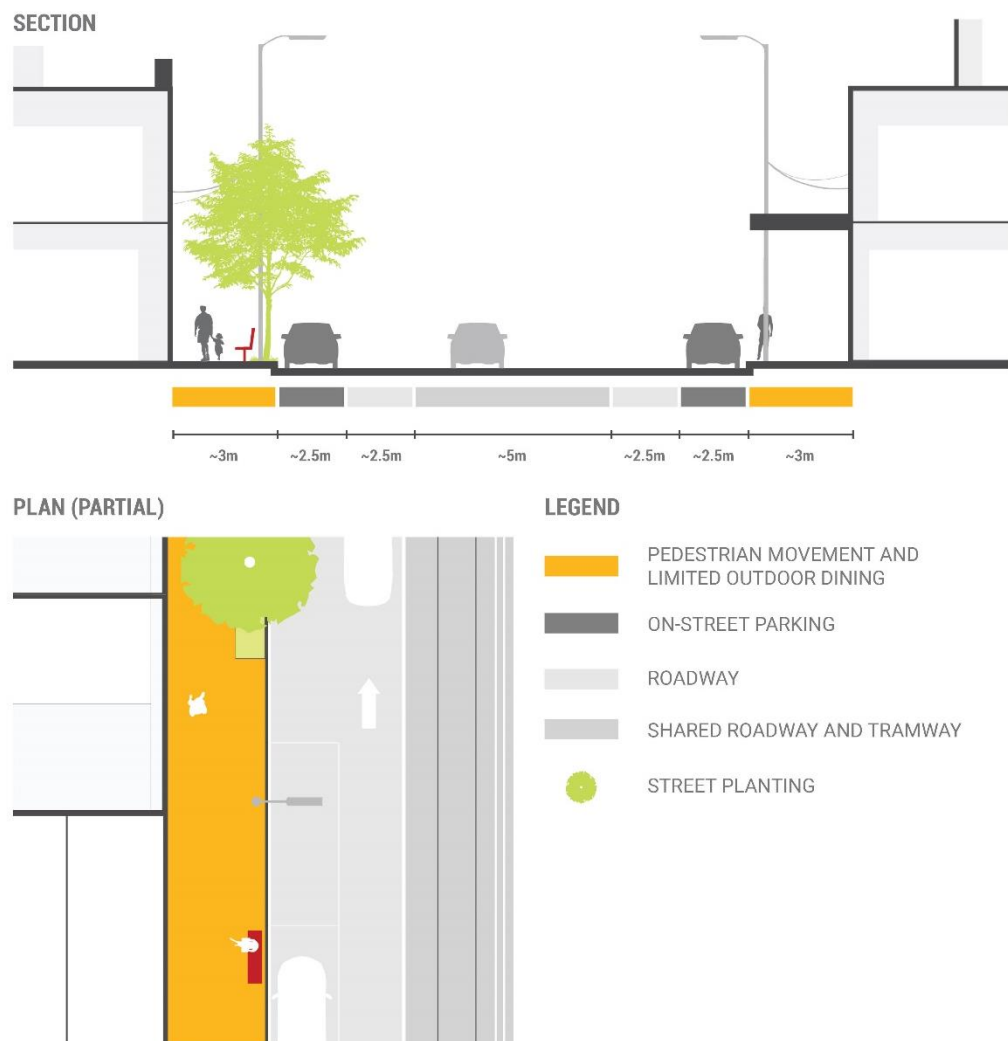
*3 - Riversdale Road
Looking west along Riversdale Road.*

13.2.2 Village Streets

Village Streets are of lower intensity than High Street but still relatively busy. They usually see a higher number of newer, larger buildings along the street, with more office and mixed-use structures. Some Village Streets are side or secondary commercial or retail strips, notably Cookson Street and Evans place, where there are several cafes and restaurants along one side of the street and parking or Camberwell station along the other.

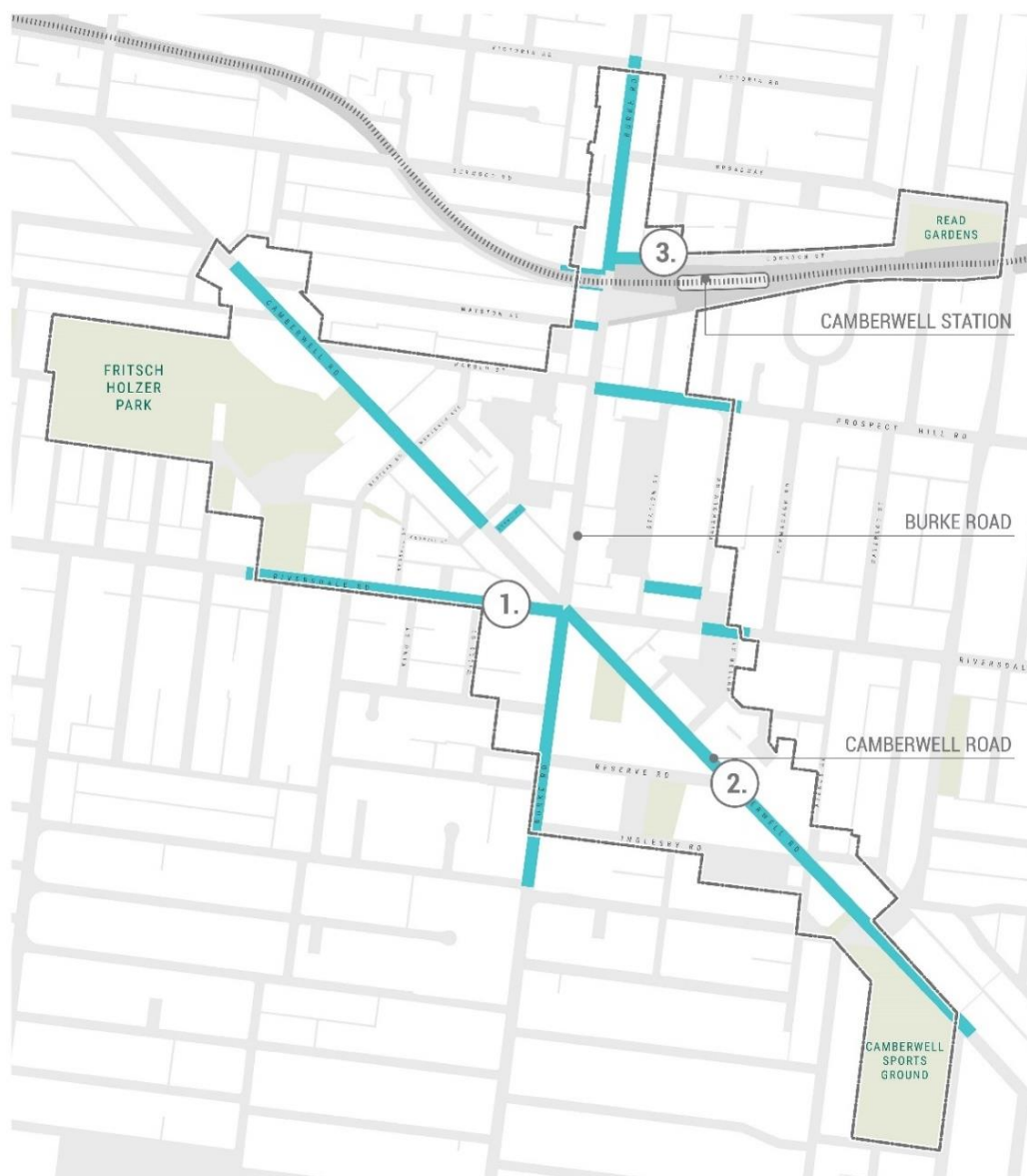
Low to medium rise commercial strips of lower intensity and traffic. A combination of traditional shop-houses, offices and mixed-use buildings. May include tram tracks and interfaces with parks, car parks and heritage buildings such as churches.

Figure 29: Village Streets section and partial plan



Along portions of the street on-street parking is replaced by loading zones, clearways, tram stops, driveways and intersections with other streets. Long stretches are devoid of awnings, but portions of the street see larger, more established street trees. Some areas see a high volume of commercial/retail activity, though often only along one side of the street.

Figure 30: Village Streets map and key views



*1 - Riversdale Road
Looking west along
Riversdale Road. Note
wider frontage along left
side. smaller shops along*



*2 - Camberwell Road
Looking north west along
Camberwell Road. Note
interface with Civic
precinct along one side.*



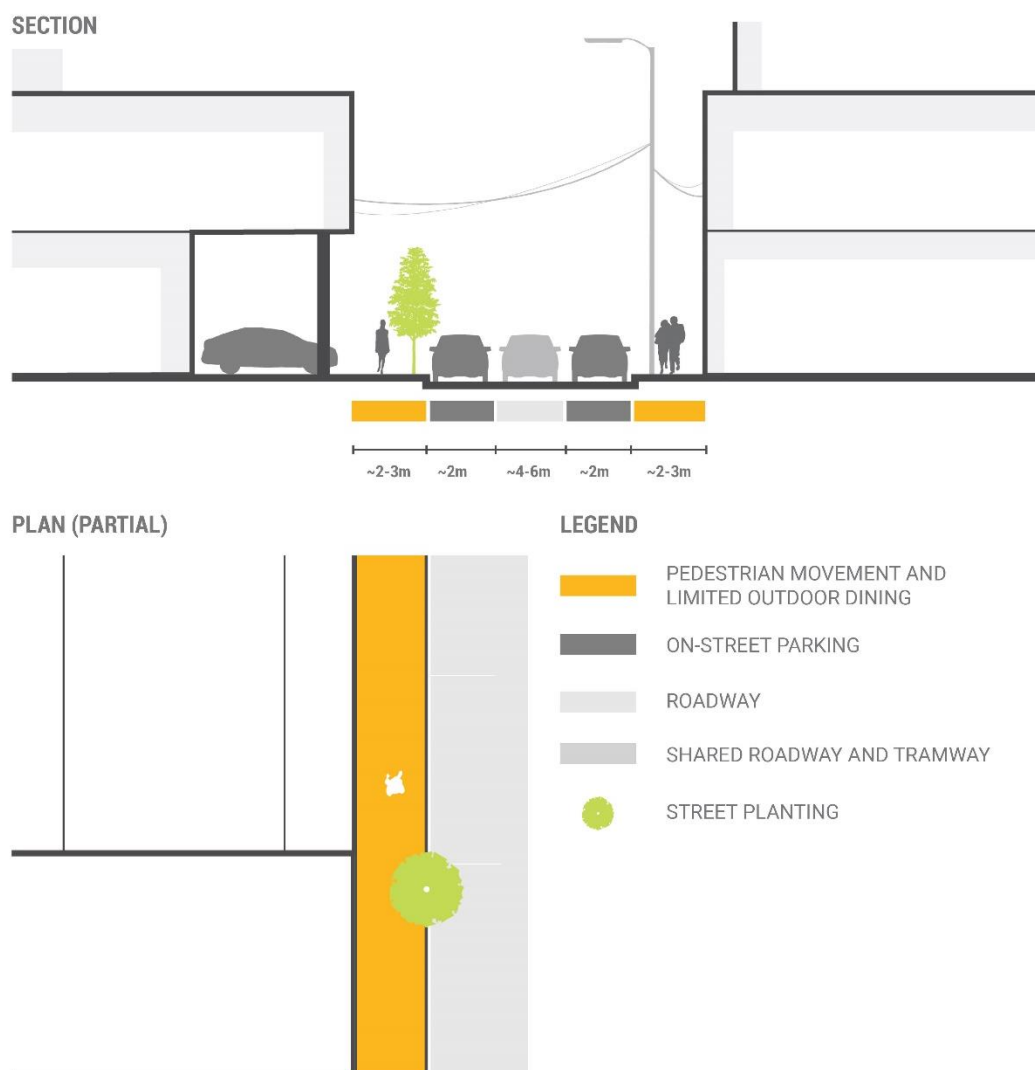
*3 - Cookson Street
Looking east along
Cookson Street. A
narrower example with
shops along one side and*

13.2.3 Mixed-use Streets

Mixed-use streets are a varied typology characterised by a mixture of residential structures, workshop-office spaces, some retail and service businesses, and generally narrow width. There is usually parking along both sides of the street, although in one case (Station Street) where a car park is directly adjacent bus stops and wider footpaths feature.

They are low to medium rise streets characterised by narrow townhouses, workshop-type office or studio spaces, larger commercial buildings and a small number of cafes/service businesses. Streets are generally narrow with parking and low foot traffic.

Figure 31: Mixed-use Streets section and key views



Parking is often along both sides of the street or built into properties, while footpaths and vehicle circulation spaces are also narrow. There are few awnings or street trees, although some plantings exist along some streets, especially along Reserve Road.

Figure 32: Mixed-use Streets map and key views

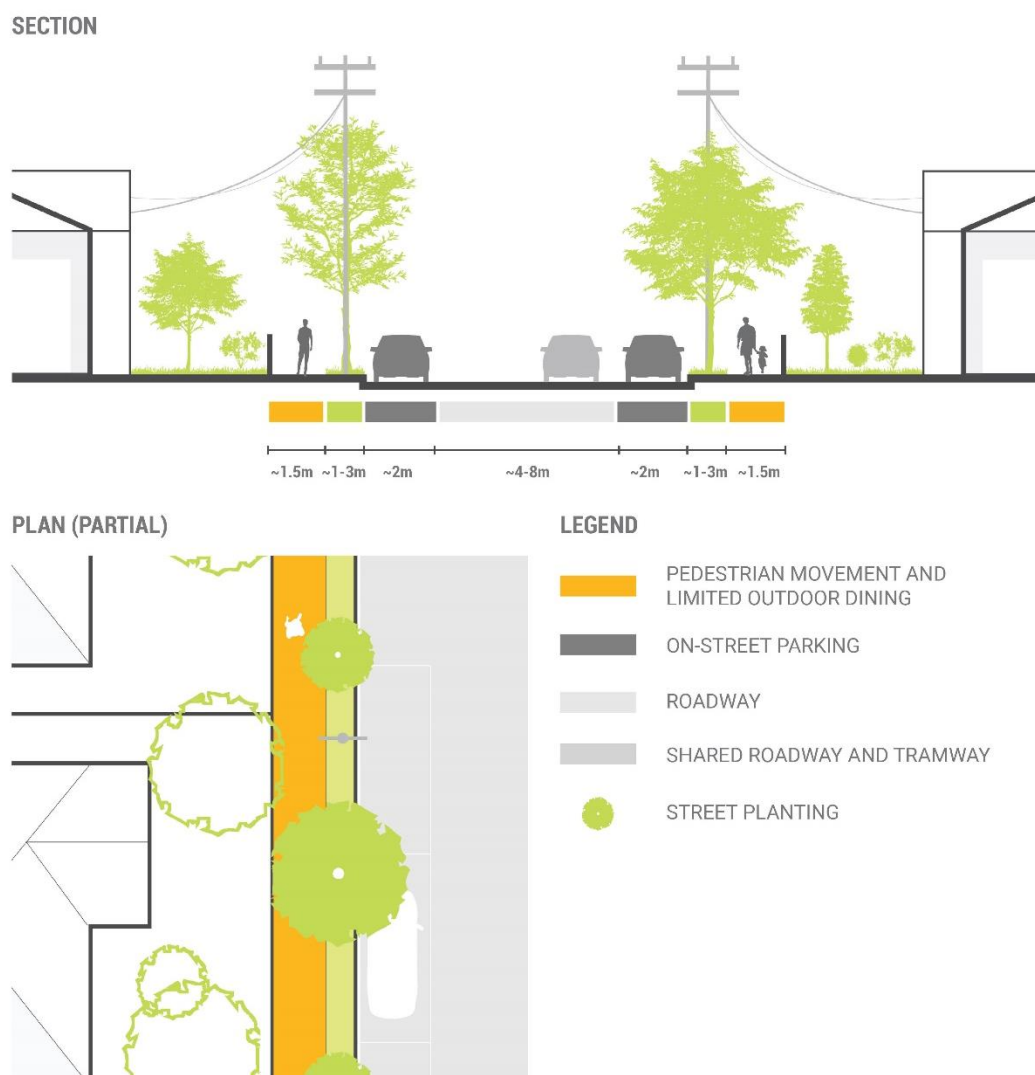


13.2.4 Residential Streets

Residential Streets are low-rise streets typically featuring large detached or semi-detached houses with front and back yards. There are large street trees and verges, with power poles and on street parking along most stretches. Pockets feature small houses and apartments. Some streets interface with parks or other uses, such as the railway line, parks, and in one case (Fairholm Grove) the back-of-house for a large shopping centre.

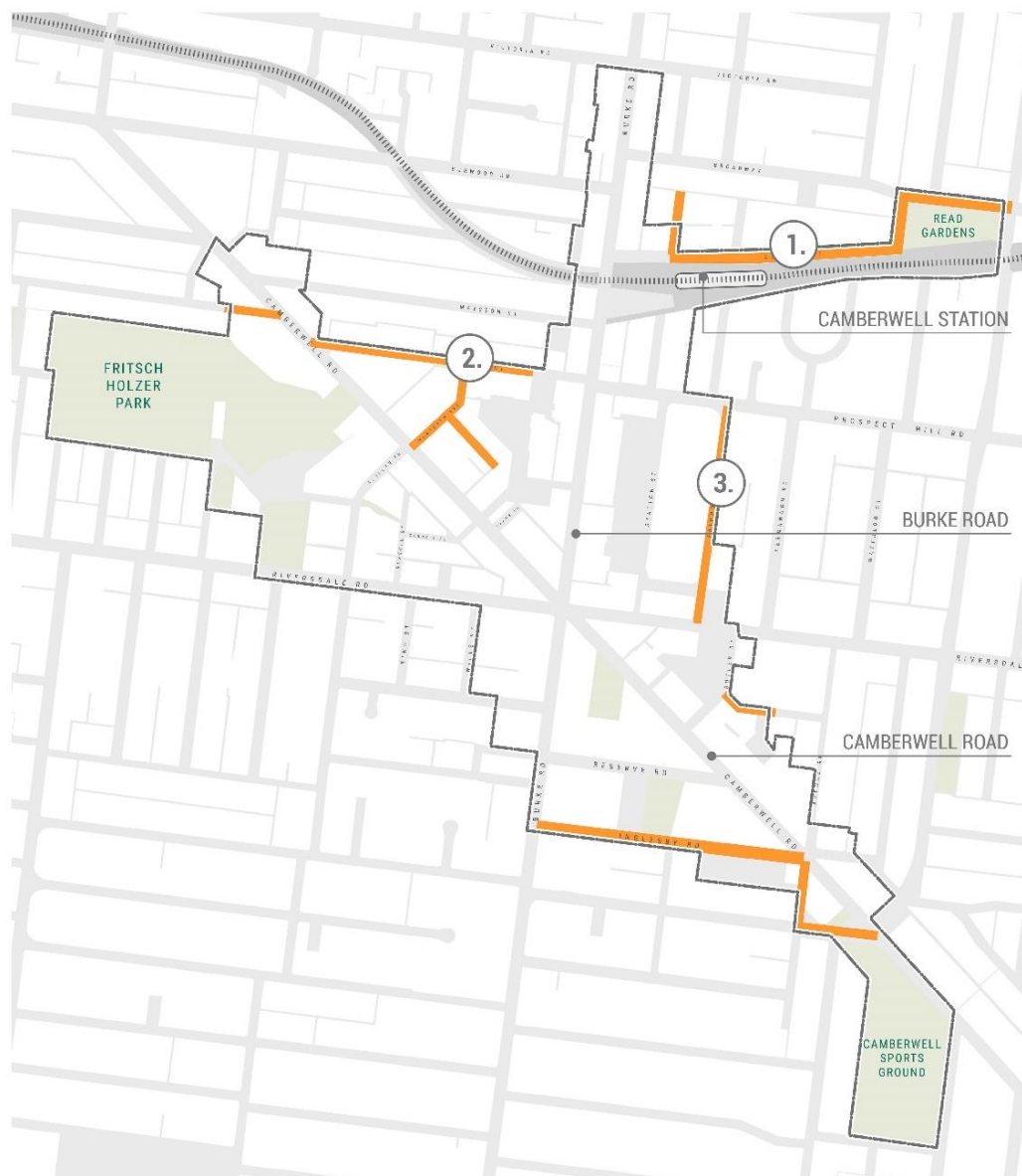
Residential Streets are quiet and green, with considerable on-street parking almost exclusively for residents rather than visitors to the centre.

Figure 33: Residential Streets section and partial plan



Footpaths are relatively narrow though uncluttered and with little traffic. Blocks are generally large with one dwelling, although there are some town houses and apartments. Property parcels and residential typologies of similar size or type are often clustered together.

Figure 34: Residential Streets



*1 - Cookson Street
Looking east along
Cookson Street. The
railway runs along the
eastern edge.*



*2 - Harold Street
Looking west along
Harold Street, which
features parking along
only one side.*



*3 - Fairholm Grove
Looking north along
Fairholm Grove. Note the
heavily planted edge to
the back of house (right)*

13.2.5 Commercial Laneways

These laneways are pedestrian only with shops and cafes at various locations along the laneway. They usually connect High Streets or Village Streets to other assets such as car parks, the market or Camberwell Station. Commercial laneways provide additional street frontage, cross-block circulation, and a different spatial experience for users.

They also function as connectors between High Streets or Village Streets and other assets such as the station, car parks or shopping destinations. They are free of vehicle traffic and are predominantly tenanted by food and beverage businesses. Railway Parade and the adjoining laneway have been included for this reason.

Figure 35: Commercial Laneways section and partial plan



The widths of laneways can vary to a considerable degree, while shops can be found either along the length of laneway or at corners and other more favourable locations. Some commercial laneways are covered but most have only partial or no coverage. Generally, there is little planting or tree canopy.

Figure 36: Commercial Laneways map and key views



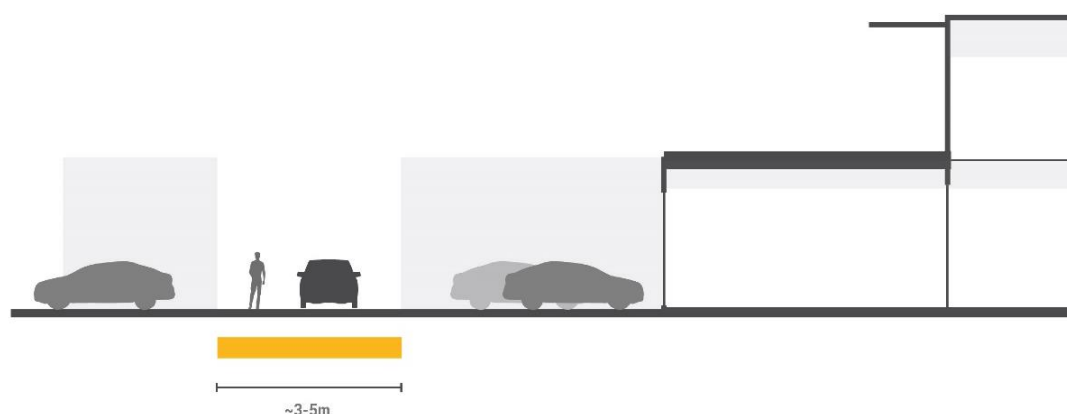
13.2.6 Back-of-house Laneways

Shared laneways with back-of-house facilities such as bins, storage, parking, service entrances and staff areas. Generally, they are not frequented by pedestrians although sometimes used as shortcuts by locals and workers moving through the centre.

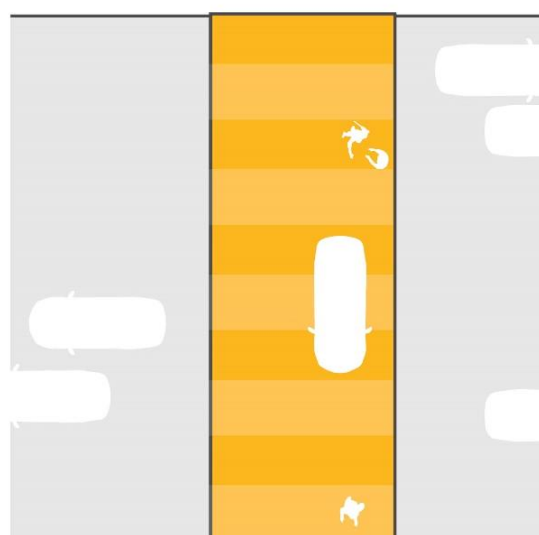
Back-of-House Laneways see relatively low foot traffic and mild vehicle traffic from local traders and workers. Some are used as short-cuts and feature little parking, offering opportunities for improvement and greening, while others see significant bin storage, parking and service usage.

Figure 37: Back-of-house Laneways section and partial plan

SECTION



PLAN (PARTIAL)

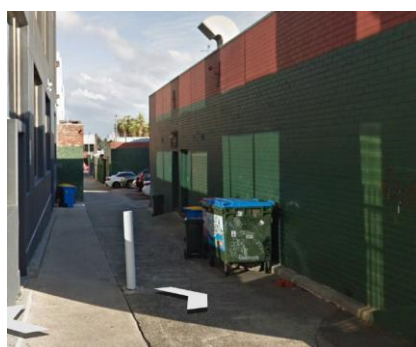


LEGEND

- PEDESTRIAN MOVEMENT AND LIMITED OUTDOOR DINING
- ON-STREET PARKING
- ROADWAY
- SHARED ROADWAY AND TRAMWAY
- LIMITED STREET PLANTING

Generally shared streets of varied width, with some feeling wider than others due to large portions of private property parcels given over to parking (e.g., Commerce Lane). Materiality varies, with most old bluestone but some more central laneways asphalt or concrete.

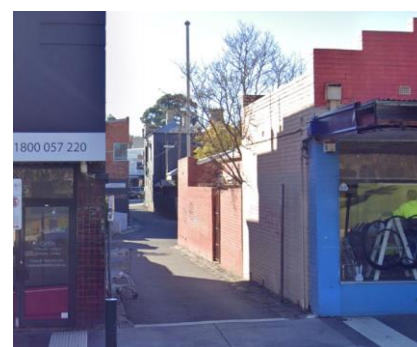
Figure 38: Back-of-house Laneways map and key views



*1 - From Railway Walk
Looking south down the
laneway running parallel
to Burke Road.*



*2 - Commerce Lane
Looking north-west along
Commerce Lane towards
The Well car park.*



*3 - Camberwell Road to
Riversdale Road
Looking north-east along
the laneway running
between Camberwell*

13.2.7 Car parks

Car parks vary significantly in size, users and edge condition. There is considerable commercial activity along the edge of some, usually those that service primarily shoppers.

Those further from High Streets and Village Streets are quieter and largely serve office workers or park goers. Most feature mature trees and planting along key edges.

Figure 39: Car parks section and partial plan



Large tracts of public land are dedicated to off-street parking. Often featuring mature trees and considerable bed planting, they contain a considerable proportion of the tree canopy. Car parks are usually adjacent to parks, shopping areas or offices.

Figure 40: Car parks map and key views



*1 - Butler Street car park
Looking south-east across
the Butler Street car park.*



*2 - Station Street car park
Looking north along the
Market Place edge of the
Station Street car park.*

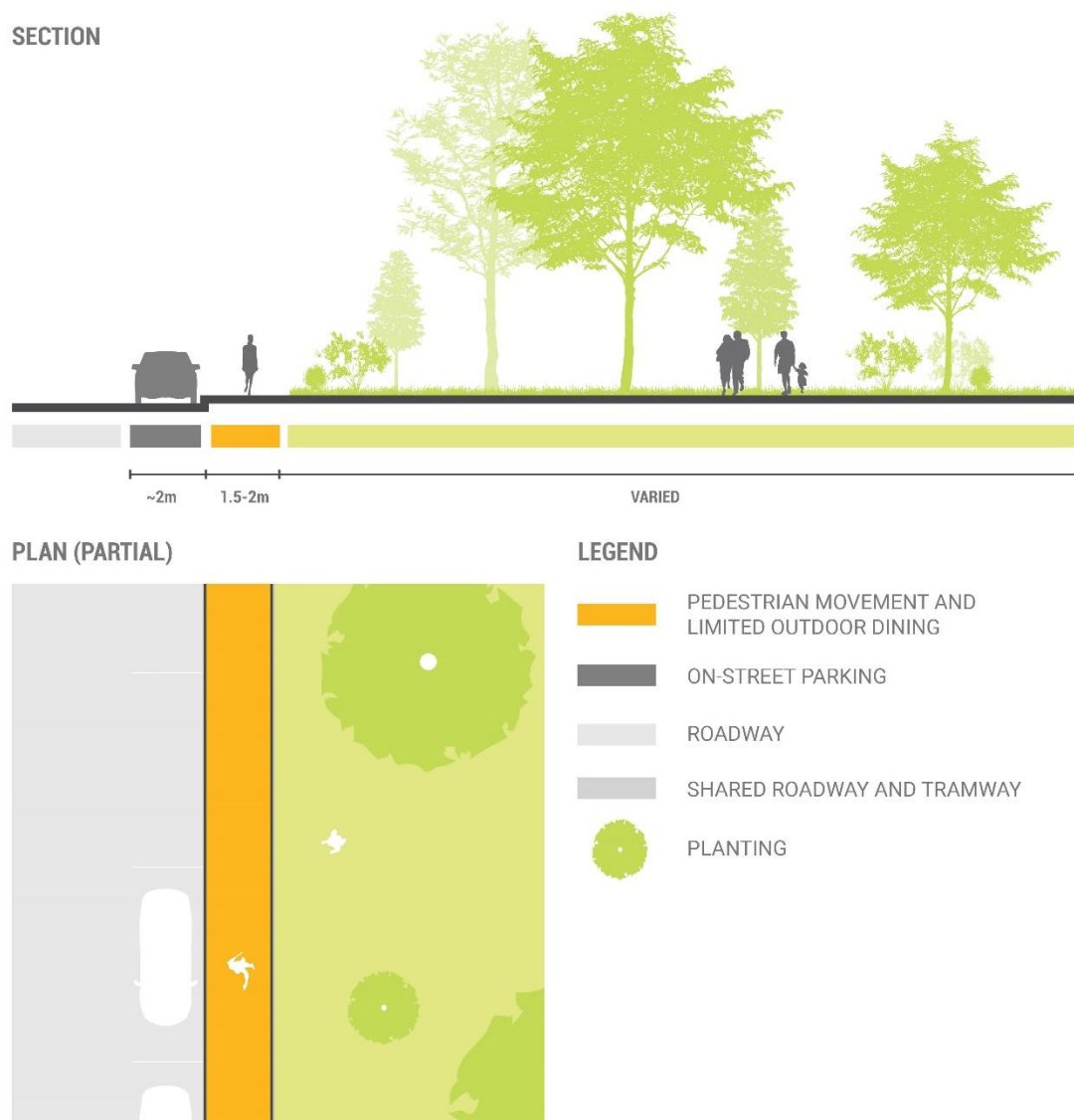


*3 - The Well car park
Looking towards Burke
Road from The Well Car
Park.*

13.2.8 Greenspace

Greenspaces are the primary leisure spaces for many residents and represent a significant portion of tree canopy and public land. Most major greenspaces around the centre are disconnected from major High Streets and Village Streets, although see a high volume of local use. Fritsch Holzer Park is one of the largest greenspaces in the Hawthorn-Camberwell area.

Figure 41: Greenspace section and partial plan



These spaces are often dedicated greenspace for general recreation or sport. Often bordered by low-intensity roads with on-street parking or by car parks, they are of varied size and typically contain mature trees, picnic facilities and leisure or sporting facilities.

Figure 42: Greenspace map and key views



*1 - Fritsch Holzer Park
Looking north across
Fritsch Holzer Park. Note
native planting to the left.*



*2 - Read Gardens
Looking East across Read
Gardens. This greenspace
is more mannered in style.*



*3 - Camberwell Sports
Ground
Looking West across the
sports ground from near
on-street parking on
Bowen Street.*

14 Transport and parking

Improving the accessibility of the Camberwell Junction activity centre to visitors, shoppers and workers is a core strategy for the Camberwell Junction Structure and Place Plan. Better public transport and walking and cycling infrastructure, a continued provision of public car parking, as well as wider footpaths, safer crossings and more space for outdoor dining, will be key to supporting and ensuring Camberwell Junction's future success.

Residents in Camberwell Junction rely more on trains and walking compared to private cars when commuting to work. Approximately 7 per cent of Camberwell Junction residents walk to work, which is higher than the 4 per cent average in Boroondara.

Public parking utilised by visitors and shoppers is important to the vitality of the centre. Council has commissioned specialist surveys to understand current parking capacity and occupancy in Camberwell Junction. The proposed changes to mobility and car parking arrangements outlined in the Plan will therefore be guided by data gathered as well as the following key principles:

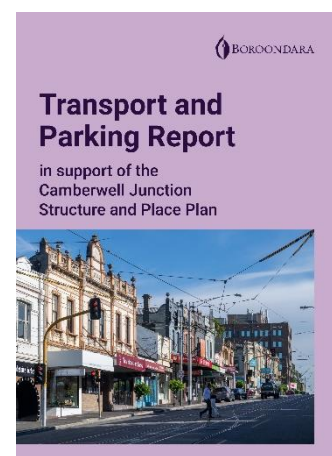
- Continue providing parking to visitors for the centre
- Better manage existing car parking
- Ensure movement network is capable to absorb additional population growth
- Improve accessibility to the centre.

The road network centres around Camberwell Junction, where three major roads converge: Burke Road (north to south), Riversdale Road (east to west), and Camberwell Road (diagonal). Burke Road is the primary commercial street, while Camberwell and Riversdale roads also have significant commercial areas. Despite good access to various areas, traffic congestion is still a concern, particularly along Burke Road.

Public transport plays a crucial role in Camberwell Junction's accessibility. Camberwell railway station, a junction station, connects the area to Belgrave/Lilydale, Alamein, and the Melbourne CBD. There are frequent interpeak and peak services. Additionally, the activity centre is served by three tram routes: 70, 75, and 72, providing connections to various parts of Melbourne, including the CBD. Bus routes 612 and 285 serve the area, linking it to nearby neighborhoods and transport hubs.

Car parking in the centre is an important component that influences how people move around the centre. A number of large, consolidated parking facilities are provided within the centre. Extensive parking surveys have been undertaken for the Camberwell-Hawthorn East area to ensure the proposed changes to parking arrangements are evidence-based and will support the continued vitality of the centre. Car parks at the fringe of the centre, such as the Rose Street car park have available capacity at most times and tend to be occupied by longer term parking.

For further information about traffic and movement in Camberwell Junction refer to the Transport and Parking Report.



15 Development infrastructure

This section summarises the status of development and social infrastructure provision in the study area.

15.1 Stormwater drainage

The stormwater drainage network is illustrated in the figure below. The varying age of infrastructure suggests the network has been augmented overtime in specific areas consistent with site-by-site development outcomes. The north-western area near the five-ways intersection has seen augmentation and upgrades to support more intense forms of development occurring along and behind Camberwell Road. Upgrades have also occurred along Burke Road.

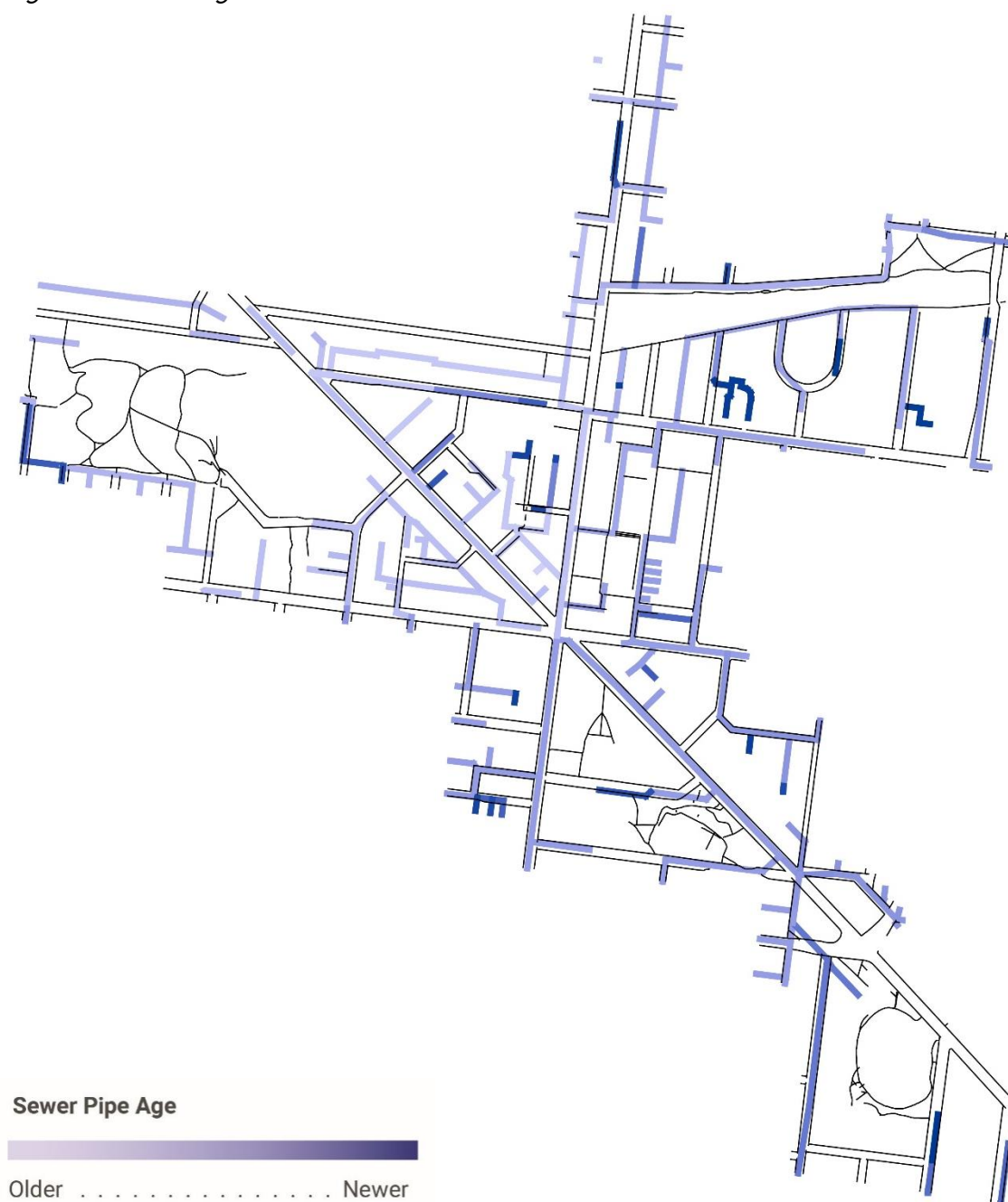
Figure 43: Stormwater Drainage Infrastructure



15.2 Sewerage system

The figure below illustrates the sewerage system across the area. Infrastructure upgrades have mostly occurred on the periphery in and around residential areas. Small scale augmentation is also evident in the commercial area to the west of Burke Road which has seen more intensive forms of mixed use development (including residential development).

Figure 44: Sewerage Infrastructure



16 Social and community infrastructure

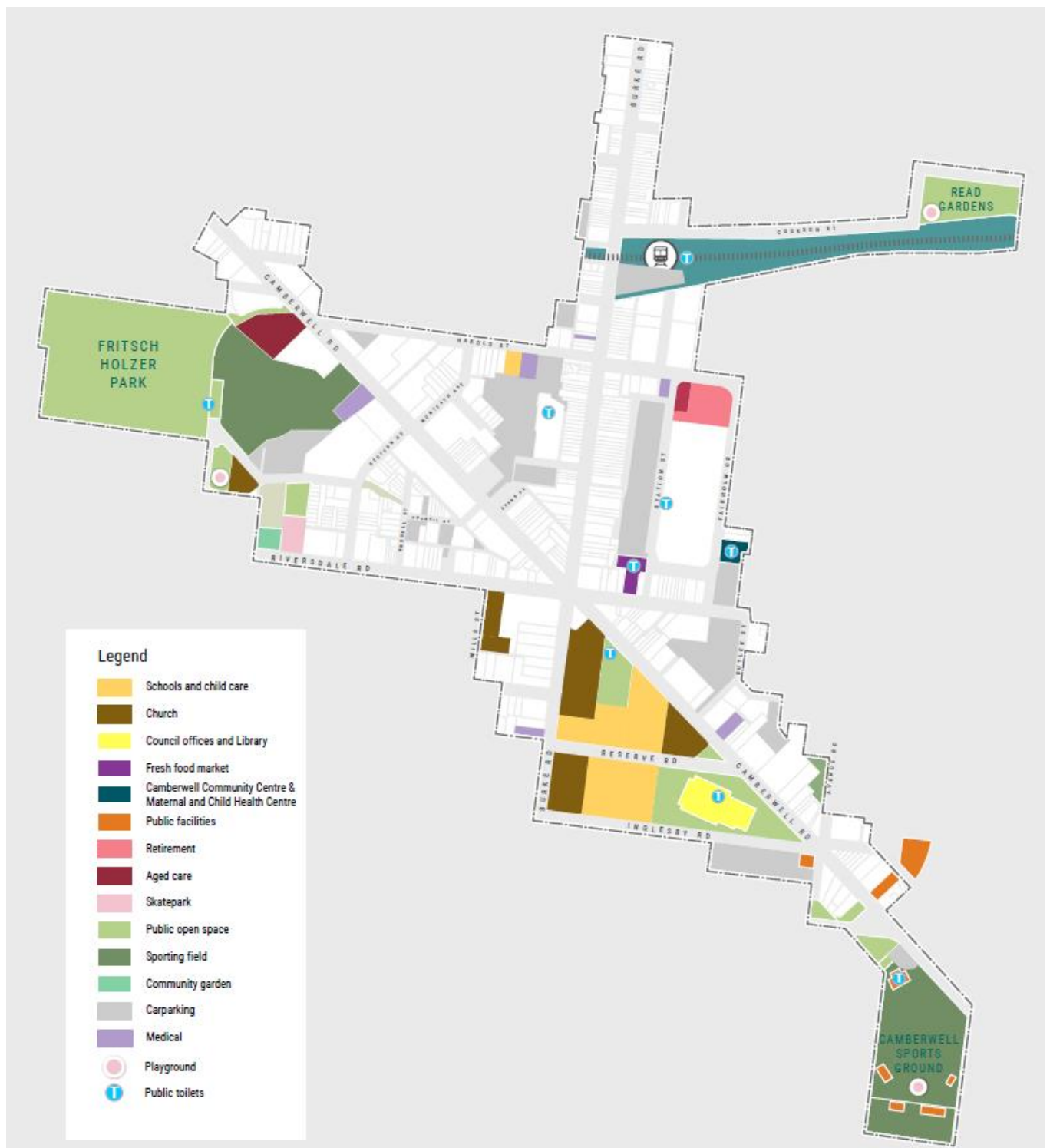
16.1 Current community infrastructure profile

The Camberwell Junction Structure and Place Plan area and its surrounding catchment area has a very strong and diverse existing community infrastructure profile, particularly in the Fritsch Holzer precinct and Civic precinct. In both precincts, Council is a major landowner and provider of key services and facilities including passive and active public open space, the Camberwell Library and the Camberwell Civic Centre.

These relatively large land holdings, along with other smaller sites, provides Council with significant opportunities to review and assess the role and function of these assets to meet changing needs over the course of the implementation of the Structure and Place Plan. As part of its planning and advocacy roles there is also scope for Council to further strengthen the higher order service functions of the centre via a comprehensive program of ongoing engagement and collaboration with Victorian Government agencies and other external service providers such as Swinburne University of Technology.



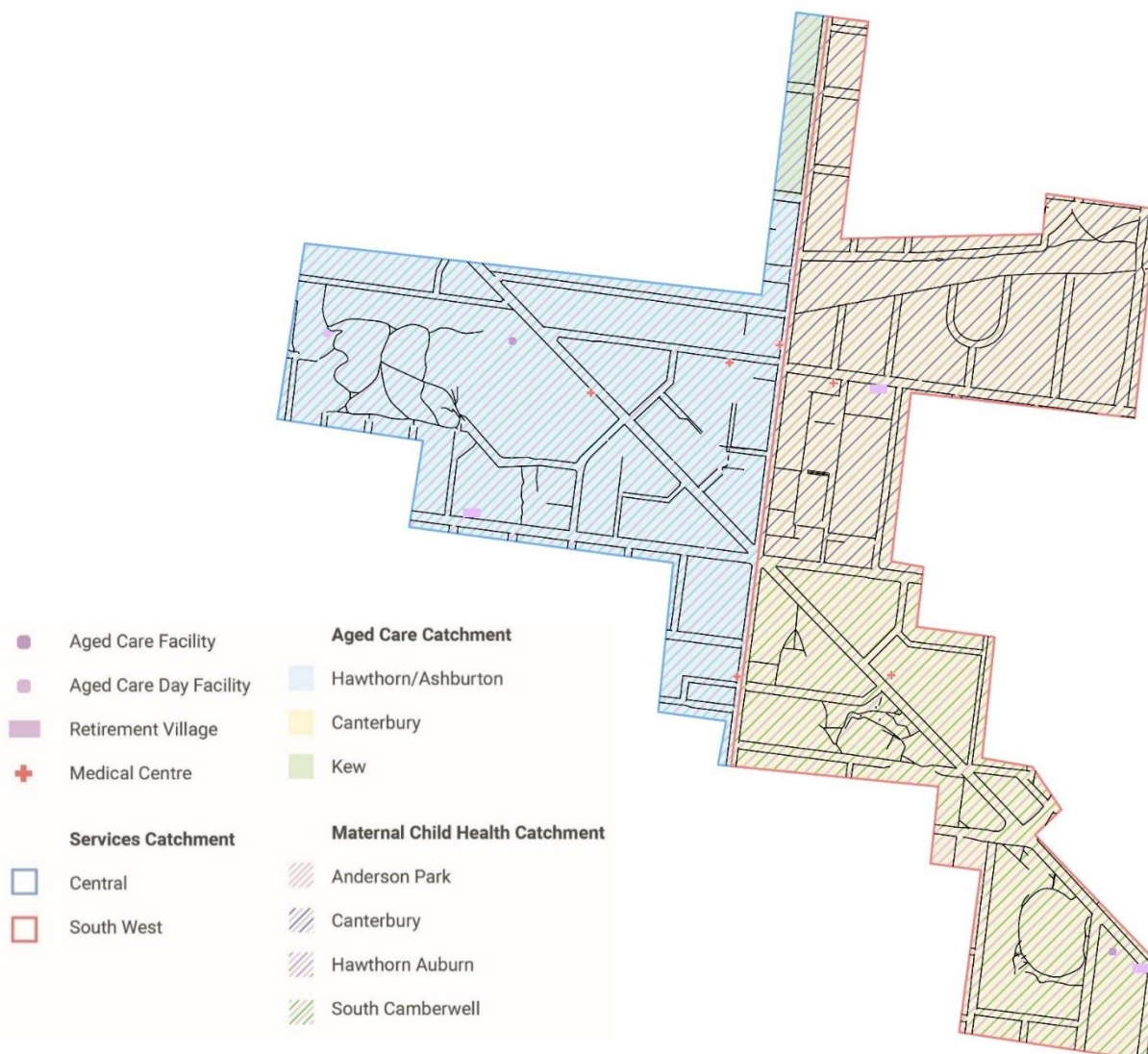
Figure 45: Existing Community Infrastructure in the Camberwell Junction Structure Plan Area



16.2 Provision and catchment

The figure below illustrates social and community infrastructure provision and catchments across the area.

Figure 46: Social and community infrastructure provision and catchment



There is significant crossover between the catchments for maternal and child health, aged care and social services, with some differences. The most notable catchment difference is the south-eastern side of the area is within the Canterbury Aged Care Area, Central Services catchment whilst the South Camberwell maternal and child health catchment is within the Central Services and Canterbury (Aged Care) catchments. The maternal and child health catchments are the most granular and therefore most varied across study area. There are several Aged Care Day and Aged Care Residential sites in the centre, as well as medical services distributed across the area.

16.3 Public open space

16.3.1 Passive open space

There is currently no specified public open space contribution rate in the Boroondara Planning Scheme (Schedule to Clause 53.01). Having a specified rate and a position on whether land or cash-in-lieu is preferred in the Structure Plan area will help facilitate more efficient and effective open space/public realm outcomes.

The next version of Council's public open space strategy should be utilised to provide clearer guidance and more specific open space improvement measures for the Structure Plan area, including improvements to existing reserves and any need for new open spaces.

16.3.2 Sport and recreation facilities

The study area includes sport and outdoor recreation facilities at the western and south-eastern ends.

The centre contains two significant active open space assets:

- the Camberwell Sports Ground
- Fritsch Holzer Park (Department of Education owned land component – Swinburne Senior Secondary College)

Other sporting facilities on non-Council sites include Camberwell Junction Tennis Club and Our Ladies of Victories Tennis Club. The Camberwell Sports Ground is an intensively configured and utilised structured outdoor sporting precinct containing 1 oval (catering for cricket and Australian rules football), 6 tennis courts and 2 lawn bowls rinks. A long-standing masterplan (the Camberwell Sports Ground: Concept Master Plan, 2001) was completed in 2019.

The Victorian Government has invested \$11.5 million to redevelop Fritsch Holzer Park to provide a new two-court competition grade indoor stadium and an upgrade to the existing oval. This project is anticipated to be completed by 2024.

The Fritsch Holzer Park contains a range of outdoor recreation opportunities including co-located sporting facilities, playground equipment and recreational paths. The Camberwell Sports Ground is a key sport and outdoor recreation facility for the suburb in general. Fritsch Holzer Park is also the only Biodiversity Zone in the centre.

Figure 47: Sport and recreation facilities



16.4 Tree canopy and health

The distribution of tree canopy is varied across the centre. There are patches of trees with low life expectancy, notably the northern edge of Red Garden, Avenue Road and Butler Street and along Monteith Avenue. There are several large tree canopy areas across the centre with greater life expectancy, providing confidence in the condition of significant trees into the future.

Figure 48: Tree canopy and health



16.5 Council and non-Council community services

16.5.1 Early years services

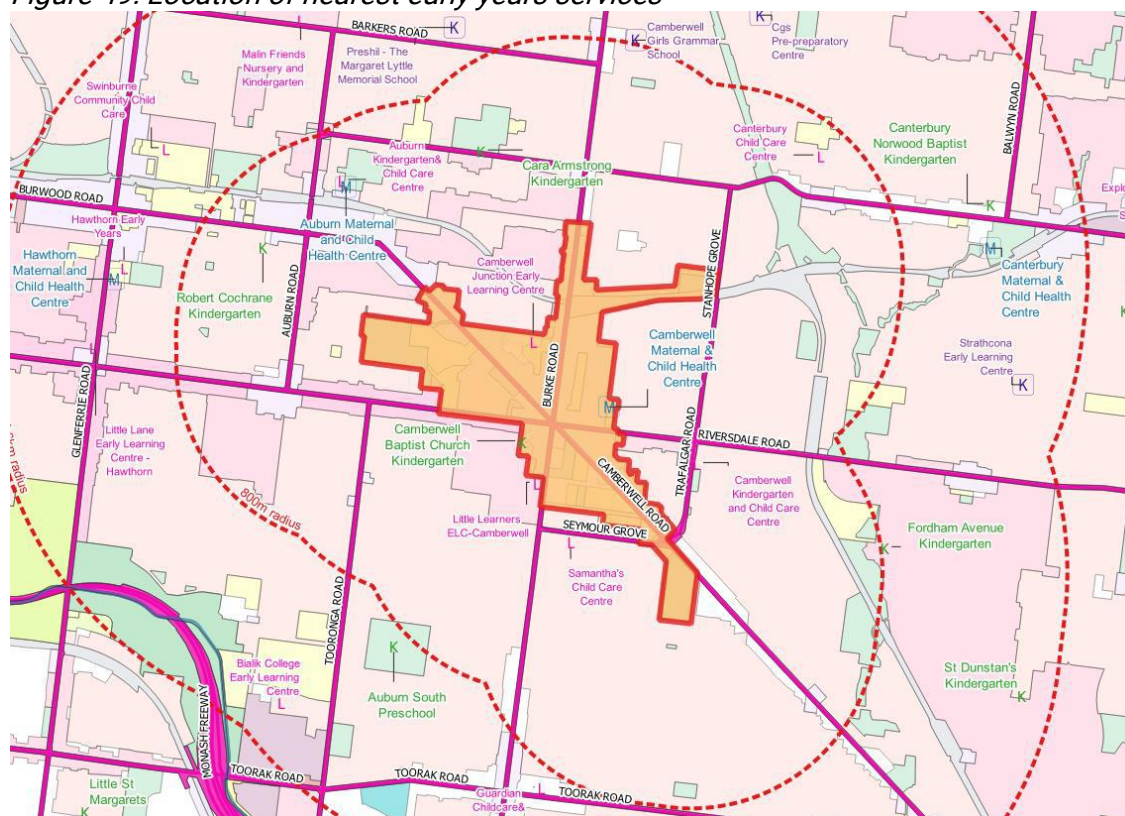
Long day child care

Although there is currently only 1 long day child care service located in the centre, there are 6 services located within 800 metres of the centre boundary. Demand estimates indicate a potential need for an additional long day child care centre in the Greater Camberwell Junction Activity Centre area by 2041. However, this likely to be met by the private sector rather than Council.

Sessional kindergarten

There is currently only 1 sessional kindergarten service (non-Council) located in the centre, and 2 Council services located within 800 metres of centre boundary. Most of the existing long day child care services located in the catchment area offer integrated kindergarten programs. Demand estimates indicate a potential need for two additional sessional kindergarten rooms in the area by 2041.

Figure 49: Location of nearest early years services



Source: ASR Research

Maternal and child health (MCH)

There is currently only 1 MCH service located in the centre, and another 1 MCH service located within 800 metres of the centre boundary. Demand estimates indicate a potential need for 0.5 additional consulting rooms in the area by 2041. Although these existing services should be able to absorb the additional projected demand, ASR recommends Council assess this potential need as part of more detailed future early years infrastructure planning work.

Council owned community centres, arts and cultural facilities

The Camberwell Community Centre is the main Council owned multipurpose community facility located in Camberwell Junction. There are also two other Council community centres located within 800 metres of the centre boundary:

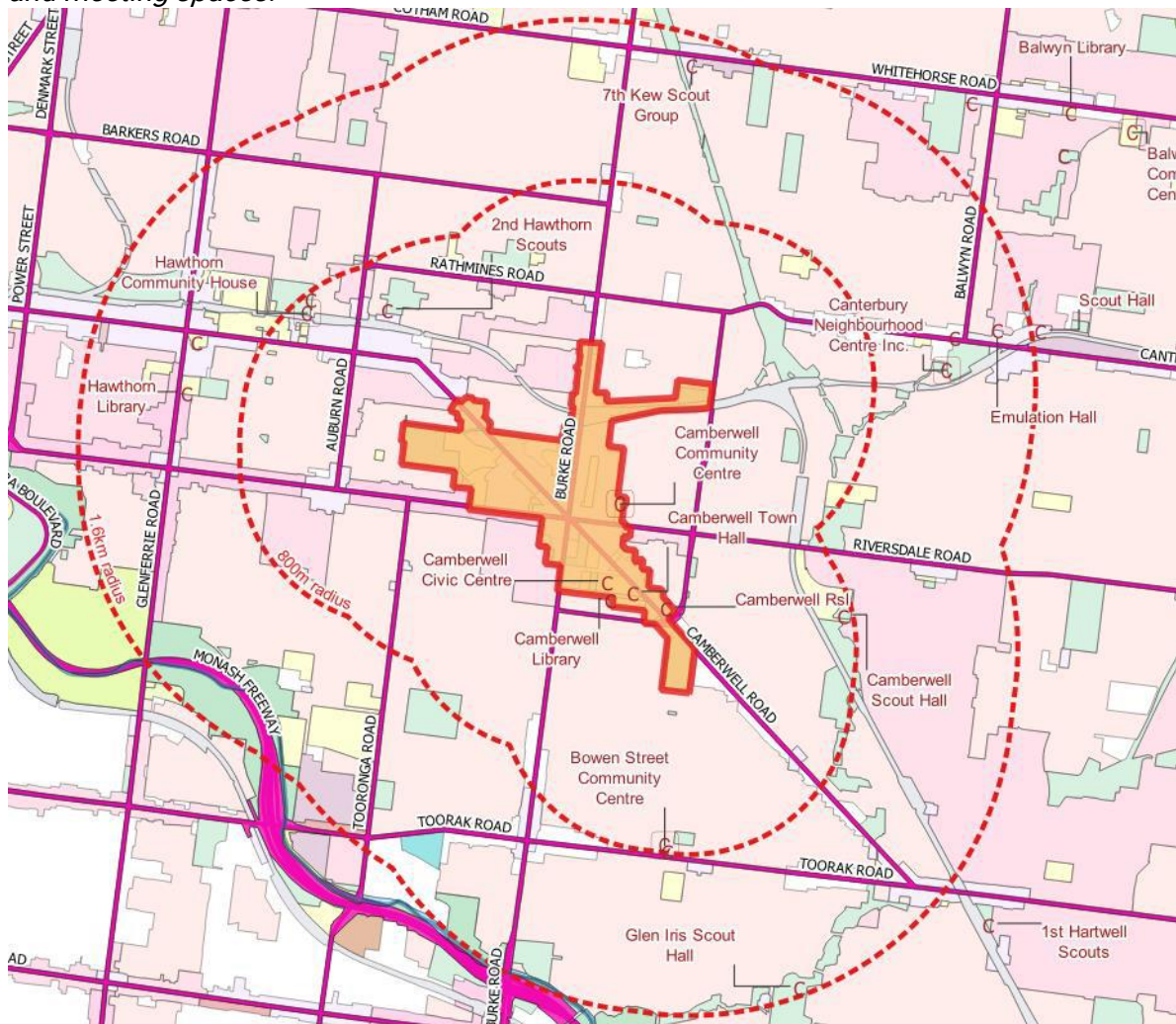
- Hawthorn Community House,
- Bowen Street Community Centre.

The Camberwell Library also offers community meeting spaces for hire.

Neighbourhood houses

Given the presence of 1 existing neighbourhood house service in the centre, and a further 2 services within 800 metres of the centre boundary.

Figure 50: Location of nearest existing libraries, neighbourhood houses, community centres and meeting spaces.



Source: ASR Research

16.5.2 Education

The centre contains Camberwell Primary School and the SEDA College Hawthorn Campus. Although Swinburne Senior Secondary College and the Department of Education have a site that forms part of Fritsch Holzer Park, is currently being redeveloped as an indoor/outdoor recreation facility to service the needs of both the school and the wider community.

Another 5 schools are located within 800 metres of the centre boundary including:

- Auburn Primary School
- Swinburne Senior Secondary College
- Camberwell High School
- Canterbury Girls Grammar School
- Camberwell Girls Grammar.

Based on the enrolment demands generated by the subject site, the current supply and distribution of education facilities, and the general enrolment capacities of Government and independent schools, ASR's assessment concludes that no additional primary or secondary education facilities are likely to be required as part of the implementation of the Structure Plan based on the current dwelling and population yield assumptions. However, ASR recommends that this report be forwarded to the Department of Education (DE) for comment, and to confirm the capacity of the surrounding network of Government schools to cater for future growth.

It is also recommended that Council continue to engage with and, if needed, collaborate on joint planning initiatives with Swinburne University of Technology to strengthen the role of the higher education sector in the local catchment area including Camberwell Junction.



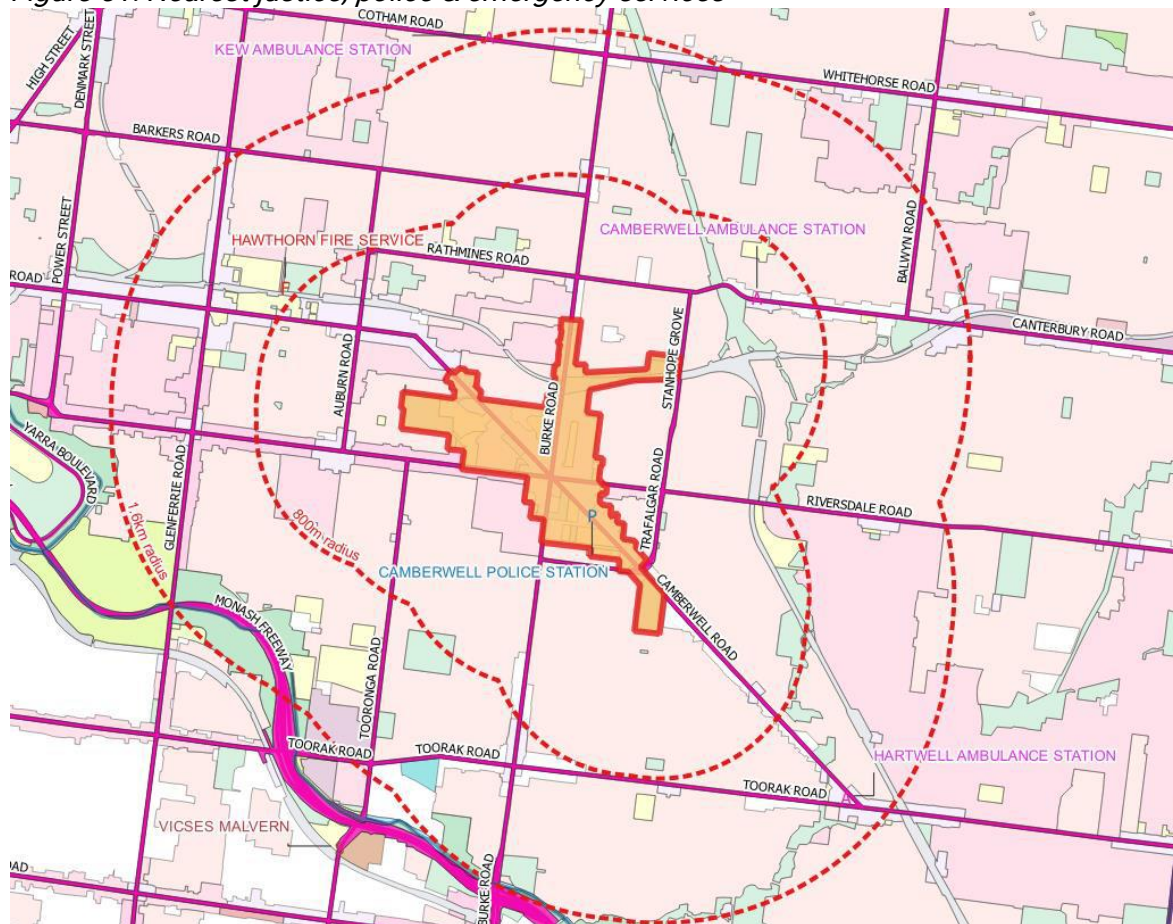
16.5.3 Justice, police and emergency services

Camberwell Police Station is located within the centre and the Camberwell Ambulance Station is located within 800 metres of the centre. The nearest fire station (Hawthorn) and SES service (Malvern) are both within reasonable proximity. The close proximity of existing police and emergency services in the catchment area will ensure response times to the subject site are satisfactory.

The nearest law court facility is the Heidelberg Magistrates' Court located approximately 8 kilometres north of Camberwell Junction.

ASR recommends that Council continue to engage with State agencies responsible for the planning of justice and emergency services to determine their respective future strategic infrastructure priorities in the catchment area that includes the Camberwell Junction Activity Centre. Of particular relevance is confirming the future role and function of the Camberwell Police Station.

Figure 51: Nearest justice, police & emergency services

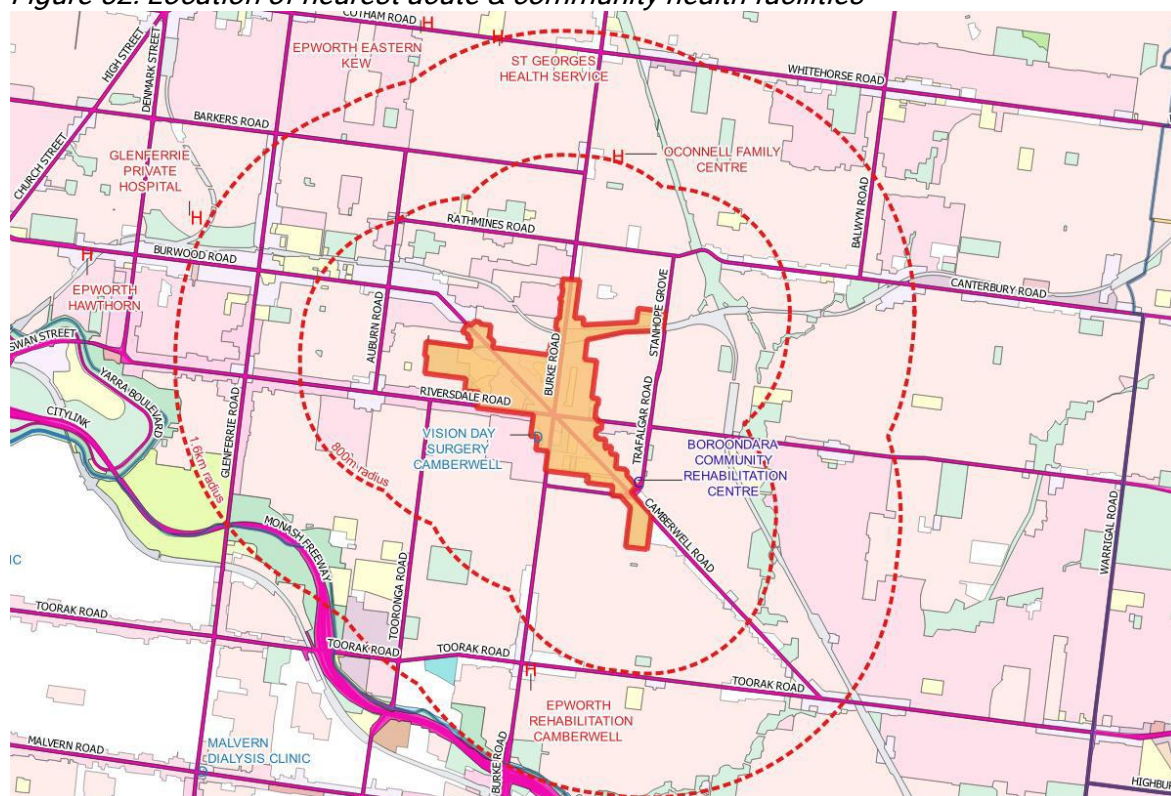


Source: ASR Research

16.5.4 Acute, community and mental health

Camcare Camberwell (which forms part of the Access Health & Community network of public community health services) is located within the centre and Camberwell Day Surgery (a privately operated facility) is located just outside the centre boundary. ASR recommends Council continue to engage and collaborate with major health service stakeholders including Access Health and Community, Eastern Health (which operates the nearest public hospital in Box Hill), St Vincent's Health (which owns and operates Auburn House – a residential aged care facility) and the Department of Health to facilitate the expansion of acute, community health and mental health services either within the centre or close to it.

Figure 52: Location of nearest acute & community health facilities

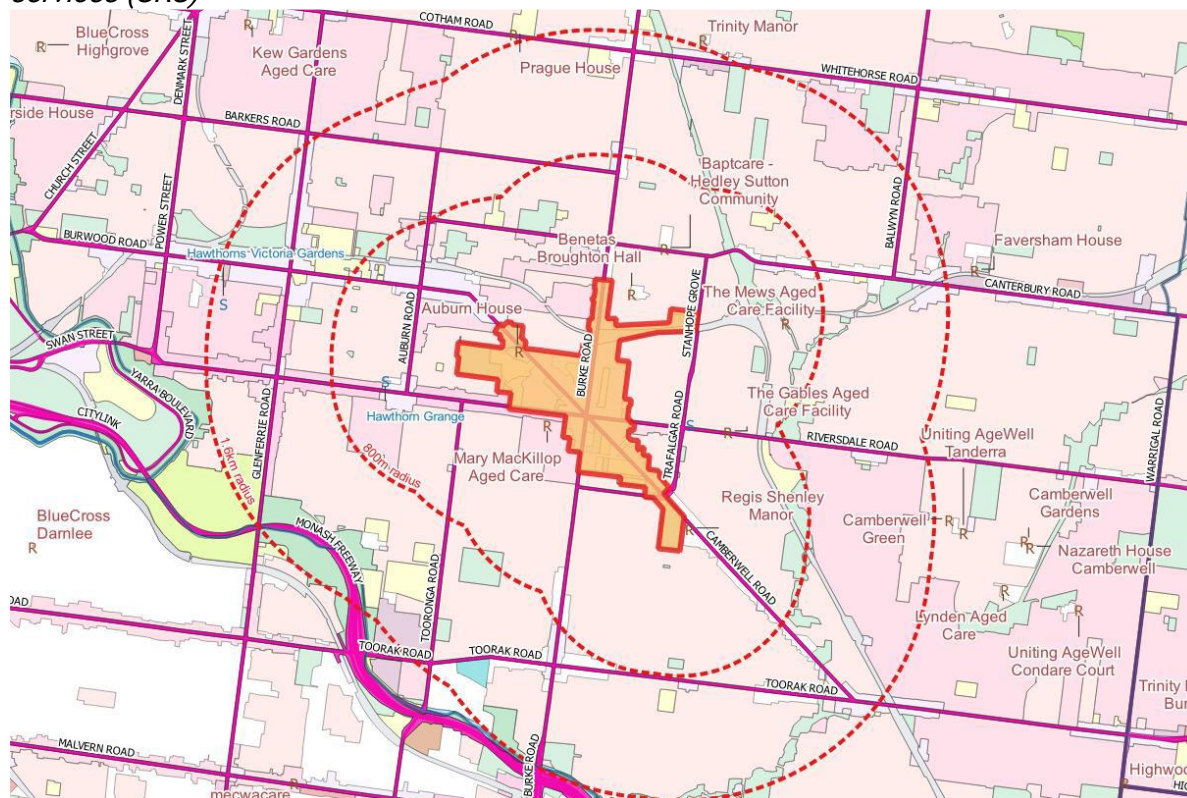


Source: ASR Research

16.5.5 Residential aged care and other facilities for older persons

Camberwell Junction contains one residential aged care facility (Auburn House – owned and operated by St Vincent’s Health). The 800 metre catchment area outside the centre contains a very large number of residential aged care and retirement villages including Benetas Broughton Hall, Mary MacKillop Age Care, Prospect Hill Retirement Village and Rylands Hawthorn Retirement Village.

Figure 53: Location of nearest residential aged care services and supported residential services (SRS)



Source: ASR Research

17 Infrastructure funding mechanisms

Infrastructure funding is a key aspect of how structure plans are implemented particularly with respect to funding of projects nominated in a structure plan or implementation plan.

The key infrastructure funding mechanisms available to local councils include:

- **General rates** - a levy on all property owners across a municipality based on an adopted budget and work program. This is not a user charge, rather, it reflects the amount of revenue required from general rates and the total rateable value of the municipality. Levied under the Local Government Act 1989.
- **Special rates** - a rate levied on a specific area (in addition to general rates) to fund a particular Council project of special benefit to a particular group of property owners. Council applies this to fund shopping centre improvements in Boroondara's shopping centres. Levied under the Local Government Act 1989.
- **State Government Grants** - The Victorian Government provides grants to fund specific types of infrastructure. Funding is usually tied to a particular infrastructure project and a share of the overall project cost.
- **Impact mitigation conditions** - Planning permit conditions which are applied to fund offsite infrastructure upgrades which arise from the new development which has been approved. This may include footpath, drainage, or road upgrades or the installation of traffic lights in some localised circumstances.
- **Value capture** - acquiring a portion of the financial uplift in land value which occurs on privately owned land as a result of a nearby public investment. A public investment might include a new or upgraded road or rail line or the rezoning of land from a rural to urban use. These public decisions can drive uplifts in private property value. This ensures that private property owners do not benefit exclusively from a public decision and that some of the land value uplift can be reinvested for a wider public benefit.
- **Development contributions** - A user charge levied on a property owner based on a projected share of usage of a specific infrastructure item. The charge is levied on new development and is based on a documented list of infrastructure projects in an adopted and implemented DCP under the Planning and Environment Act 1987.
- **Public open space contributions** - levied on all non-exempt subdivisions under the Subdivision Act as a share of land or land value or through a schedule to Clause 52.01 of a local planning scheme. The contribution can be used to fund public open space upgrades or to fund land acquisition for public open space. One possibility is to use the public open space contribution to fund land acquisition, whilst a DCP is used to fund the embellishments such as a playground, pavilions and barbeque areas.
- **Voluntary agreements** - This is a voluntary agreement which is entered into by a property developer with a local council to make a financial contribution or to directly

provide infrastructure. This is typically given effect through a planning permit condition, but is ultimately voluntary and the condition is appealable to VCAT. Agreements can be entered into under s.173 of the Planning and Environment Act 1987.

- **Cash in lieu schemes** - This is typically used to fund offsite provision of car parking based on a cost per car space. The mechanism allows for the more efficient use of land for new dwellings or floorspace but also ensures that a shortage of car parking is avoided over time as a result of the new development occurring.

To date, Council has not resolved to develop or implement a Development Contributions Plan or Public Open Space Contributions Plan through the Boroondara Planning Scheme.

