

3.2 Camberwell Junction Structure and Place Plan - Consideration of Final Plan for Adoption

Executive Summary

Purpose

This report presents the final Camberwell Junction Structure and Place Plan (**Attachment 1**) for adoption by the Urban Planning Delegated Committee (UPDC). The report also summarises the results of community engagement undertaken in late 2023, including the issues raised by submitters, officer responses to those issues and the corresponding amendments made to the Plan.

Background

The Camberwell Junction Structure and Place Plan project commenced in late 2021 with initial community engagement and extensive background research. This research and engagement informed the preparation of the Vision & Priorities Report which was subject to community consultation in Sept-Oct 2022.

The project team then proceeded to draft the Camberwell Junction Structure and Place Plan, which was taken to community consultation for a period of 6 weeks from 30 October to 11 December 2023.

Key Issues

The Camberwell Junction Structure and Place Plan (the Plan) presents an overarching vision for the centre; a planning framework to guide future development; place precincts identifying key placemaking projects; and an implementation plan to guide delivery.

The planning framework is structured under the following 6 themes:

1. Thriving Economy
2. Sustainable Living
3. Built Form
4. Public Realm
5. Access & Movement
6. Community Wellbeing

The Plan then focuses on 6 place precincts to provide more detailed guidance on how development should be designed and the key placemaking projects that will assist with revitalising the centre in the future.

The Draft Plan achieved high visibility during the recent 6-week consultation period with a total of 6,953 distinct visitors to the Engage Boroondara project page, of which 340 (4.8% of total visitors) provided written feedback.

A Community Engagement Outcomes Report (**Attachment 2**) has been prepared to provide detailed information on the consultation's participation and results.

In response to community feedback and submissions, a number of amendments have been made to the Structure and Place Plan. A summary table of these submissions, officer responses and the proposed amendments to the Plan are provided in **Attachment 3**.

Next Steps

Once adopted, the Camberwell Junction Structure and Place Plan will move into its implementation phase, including a subsequent Planning Scheme Amendment that is currently being prepared.

Officers' recommendation

That the Urban Planning Delegated Committee resolve to:

1. Receive and note the outcomes of the consultation on the Draft Camberwell Junction Structure and Place Plan summarised in the Community Engagement Outcomes Report (**Attachment 2**) and the Submission Summary and Response Table (**Attachment 3**).
2. Adopt the Camberwell Junction Structure and Place Plan (2024) as shown at **Attachment 1**.
3. Following the drafting of the relevant planning controls, write to the Minister for Planning to request authorisation to prepare an amendment to the Boroondara Planning Scheme in accordance with Section 4B and 8A(4) of the *Planning and Environment Act 1987* to implement the relevant land use and built form components of the Camberwell Junction Structure and Place Plan.

Responsible director: Scott Walker, Director Urban Living

1. Purpose

The purpose of this report is to:

1. Provide a summary of the results of the community engagement process in late 2023 in relation to the draft Camberwell Junction Structure and Place Plan, including:
 - Key issues raised in the submissions;
 - The officers' response to the key issues raised in submissions; and
 - The changes made to the Camberwell Junction Structure and Place Plan as a result of the feedback received.
2. Seek a resolution from the Urban Planning Delegated Committee to:
 - Adopt the Camberwell Junction Structure and Place Plan (2024) as shown at **Attachment 1**
 - Following drafting of the relevant planning controls, write to the Minister for Planning to request the preparation and exhibition of a planning scheme amendment to implement the relevant land use and built form components of the final Camberwell Junction Structure and Place Plan.

2. Policy implications and relevance to community plan and council plan

Boroondara Community Plan 2021- 31

The Camberwell Junction Structure and Place Plan (the Plan) will play an important role in delivering on the overall vision and key strategic objectives of the Boroondara Community Plan 2021- 31 (BCP) and will deliver a vibrant and inclusive city that meets the needs and aspirations of the community.

Specifically, this Plan relates to the following themes and strategies of the BCP:

Theme 1: Community, Services and Facilities

- Strategy 1.1: Neighbourhoods and community spaces facilitate social connections and belonging by providing, maintaining, and activating places for people to meet, organise activities and celebrate events.
- Strategy 1.6: Residents and visitors feel safe in public spaces through encouraging local activity and creating and maintaining civic areas.

Theme 5: Moving Around

- Strategy 5.1: Safe roads are provided through proactive maintenance, renewal and community education.
- Strategy 5.2: Traffic congestion is better managed through advocacy to State and Federal Governments for changes to main roads.
- Strategy 5.3: Shared paths and footpaths are fit-for-purpose through continued improvements to surface condition and lighting.
- Strategy 5.4: Off-road bike paths and on-road cycling lanes are interconnected and safe through expanding access and infrastructure for cyclists.

- Strategy 5.5: Sustainable transport use is encouraged and supported through delivery of green travel programs and advocacy to State and Federal Governments.
- Strategy 5.6: Emerging transport options including e-mobility are planned for by exploring initiatives that increase safety and public confidence in e-mobility use and infrastructure.

Theme 6: Local Economy

- Strategy 6.1: Local retail precincts provide a gathering point for residents and attract shoppers through supporting initiatives which encourage a range of businesses needed by the community.
- Strategy 6.3 Shopping centres and strips are hubs of community activity through activating local shopping precincts.
- Strategy 6.4 Shopping centres are clean, well-maintained, and inviting, through revitalising infrastructure and streetscapes and proactive renewal and maintenance.

Plan Melbourne

The relevant Victorian State Government Metropolitan Planning Strategy is *Plan Melbourne*. This strategy supersedes the previous *Melbourne 2030* Strategy.

Plan Melbourne establishes a hierarchy of centres across Melbourne to assist in the delivery of employment, housing and the creation of 20 minute neighbourhoods. The activity centres identified in *Plan Melbourne* form part of a wider network of centres that together will deliver Plan Melbourne's desire to create 20 minute neighbourhoods. In addition to this, *Plan Melbourne* provides the policy basis to achieve a greater balance between planning for housing growth and the protection of neighbourhood character.

Implementation of the Camberwell Junction Structure and Place Plan supports the policy direction in Plan Melbourne for liveable communities and neighbourhoods.

The State Government has also now commenced initial work on a new statewide planning strategy (Plan Victoria). The details of the new plan are yet to be outlined; however, it is expected that many of the key strategic directions for metropolitan activity centres such as Camberwell established in Plan Melbourne will be incorporated in to the new plan.

3. Background

The preparation for the Camberwell Junction Structure and Place Plan commenced in late 2021 with initial community engagement and extensive background research, including:

- Demographic research by ID Consulting
- Economic and land use analysis by Hill PDA
- Traffic counts and parking surveys
- Transport research by Movement & Place Consulting
- Planning and Urban Design peer review by Hansen Partnership
- Heritage review of built form parameters
- Community infrastructure analysis by ASR Research
- Built Form analysis (internal)

- Public realm analysis (internal)
- Review of recent developments and public projects (internal)

This background analysis informed the preparation of the Vision & Priorities Report which was subject to community consultation in Sept-Oct 2022. The overarching vision for Camberwell Junction below received strong support from the community during consultation:

Camberwell Junction will be revitalised as a dynamic, desirable, and prosperous metropolitan hub. Residents, visitors and locals will be attracted to its thriving retail, smart economy, lively public spaces, attractive character and highly liveable urban environment.

The Junction precinct will attract significant public and private investment to create an exciting economic and lifestyle destination that is welcoming to all.

The project team then proceeded to draft the Camberwell Junction Structure and Place Plan, which was taken to community consultation for a period of 6 weeks from 30 October to 11 December 2023.

Victorian Government Activity Centres Program

On 20 September 2023, the Victorian Government released a Housing Statement outlining a range of reforms relating to housing in Victoria.

The Statement refers to a wide spectrum of potential reforms but provides limited detail about individual measures. The proposed reforms will have implications for planning in Boroondara including Camberwell Junction, which has been identified as one of 10 Major Activity Centres where the Victorian Government propose to 'take over the planning work from councils' to 'introduce planning controls' by the end of 2024.

On 18 December 2023, the Minister for Planning wrote to the Mayor clarifying the following:

- The Department of Transport and Planning (DTP) and the Victorian Planning Authority (VPA) will prepare planning controls to deliver an additional 60,000 homes at 10 activity centres.
- DTP and VPA will consult with Council and stakeholders to prepare planning scheme amendments.
- The Minister will act as the Planning Authority to prepare strategic work and planning scheme amendments.
- Council will remain the responsible authority for planning permits.

Boroondara Council has already completed work on the Camberwell Junction Structure and Place Plan, based on extensive research, robust housing and commercial demand projections and significant engagement with the community and precinct stakeholders. This Plan has been carefully crafted to reflect the local features, while robustly planning for future growth in accordance with State Government guidance.

4. Outline of key issues/options

The Camberwell Junction Structure and Place Plan sets out an overarching vision for the centre; it also establishes a centre-wide Planning Framework to

guide future development; and then it presents 6 precincts with key placemaking projects that will assist with revitalising the centre in the future.

Planning Framework

The Planning Framework provides centre-wide guidance and direction to implement the community's vision and priorities for Camberwell Junction, as well as accommodating its share of Boroondara's employment and population increases projected by 2051. The Planning Framework is organised under 6 themes that align with the above strategic priorities.

1. Thriving Economy

Camberwell Junction is Boroondara's largest employment and retail centre. The Vision for the centre is for it to become a major metropolitan destination attracting visitors from across Melbourne to help drive the local economy and employ local workers. The Plan and its supplementary reports demonstrate how the centre can accommodate projected growth in employment and housing up to 2051.

The project team has updated previous research with the latest 2021 census data and undertaken detailed built form modelling to ensure that development heights and built form parameters that are established in the plan are robust and defensible.

Key growth figures are clearly stated to ensure community and stakeholders are aware of this important function of the Plan. These growth projections include demand for an additional 180,000sqm of residential and commercial floorspace in Camberwell Junction to 2051, comprising:

- +120,000sqm of residential floorspace (+3,749 new residents in 1,500 apartments)
- +39,000-59,000sqm of commercial floorspace (4,000 new jobs)

These growth figures will add to the existing 1,200 dwellings (99,000m²) and 258,000m² of employment floorspace surveyed in 2021.

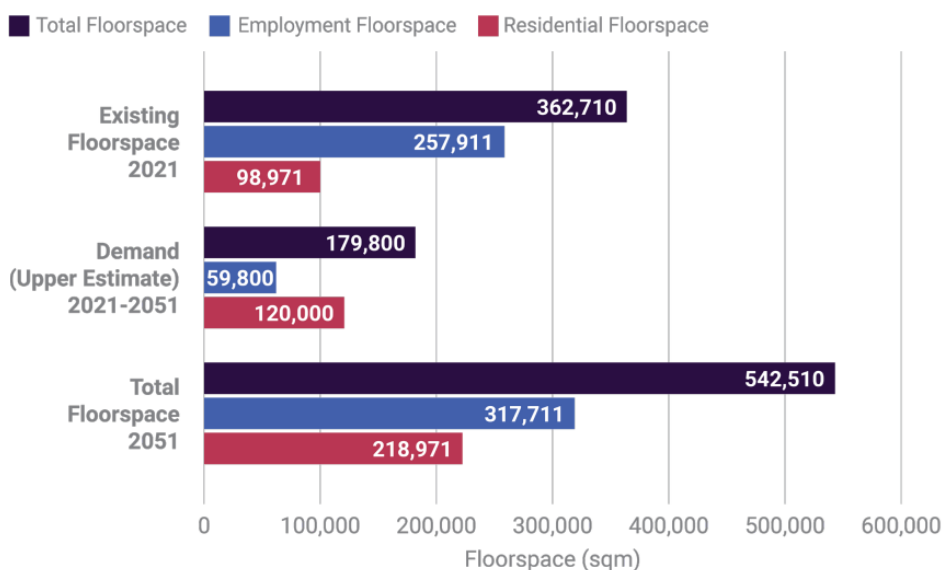


Figure 1: Floorspace projections 2021-2051 (Source: HillPDA 2022)

2. Sustainable Living

Camberwell Junction is also an increasingly attractive living precinct, close to shops, employment, public transport, and services. With an ageing population starting to downsize and affordability issues leading young families into apartment living, Camberwell will increasingly need to cater to a wider and more diverse range of households. This means not only different building designs, but also has implications for public realm, transport, and access to community facilities.

3. Built Form

This theme outlines the built form controls that will shape future development to ensure that the growth in population and employment numbers can be accommodated in the centre while protecting the Camberwell Junction's heritage, character and amenity that the community values and guiding well designed development outcomes.

Key built form tools that Council can employ include building height limits, building setbacks and street/boundary interfaces. The following diagrams illustrate some of the setback guidelines presented in the plan.

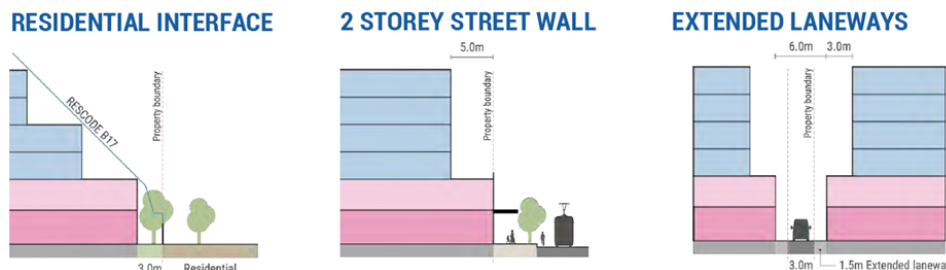


Figure 2: Example of Built Form guidance on street interfaces

4. Public Realm

Camberwell Junction is a busy employment and retail destination and will be an increasingly sought-after living precinct as well. At present, the centre's public realm is dominated by vehicle movements and surface parking.

The Public Realm theme shows how the attractiveness and success of the centre can be substantially enhanced through the delivery of key public realm improvements, including:

- A new Market Square public space in the Junction East Precinct to uplift and complement this major attractor in Melbourne's east.
- New street connections in the Junction West Precinct to help shape the precinct as private land is redeveloped in future, and more car parking is provided underground.
- Streetscape upgrades to Burke Road and the junction to improve the retail experience and pedestrian flows through the heart of the centre.

The table below shows an indicative summary of the Plan's key public realm proposals:

Key Public Realm Projects*	New Public Space	Indicative Timeframe	Parking Spaces Impacted (approximate)
Market Plaza	Approx 2000m ²	3-5 years	35 spaces

Junction West Streets & Spaces	Approx 600m ²	Coordinate with private development	Changes associated with private development
Burke-Junction Streetscape (including Station North)	Approx 1200m ²	10-20 years	Stage 1: 40 spaces Stage 2: 20 spaces Stage 3: 25 spaces

**excluding enhancements to existing open spaces and longer-term opportunities*

5. Access & Movement

Camberwell Junction is a major activity centre that is rich in public transport infrastructure. Continuing to be highly accessible by a range of modes as the centre grows will be critical to its success.

The Access & Movement theme sets out the existing transport and parking situation and the key strategies and actions proposed to improve access and make more efficient use of parking land. The plan outlines significant improvements to trams stops, pedestrian movements, cycle lanes and the interface with Camberwell Station to ensure the centre is highly accessible by a range of transport modes.

The centre has a substantial supply of over 3273 car parks. Only around 60% of these are occupied at peak periods. When we look at the busiest precincts the situation is more complex, but ample vacant parking remains available at peak times. The most visible and central spaces fill up first, while many less visible spaces remain vacant. This indicates a clear opportunity for parking sensors and electronic signage to improve parking options and accessibility, along with better management of car parking to ensure the most visible and central spaces are well used for short-term trips.

As new retail and employment developments occur in future there will also be an increased provision of publicly accessible multi-level parking within new developments. This presents the opportunity to repurpose or sell some of this parking land to create additional public space for the community, without necessarily needing to replace that parking elsewhere.

6. Community Wellbeing

Future transformation of this area will require improved community infrastructure to increase liveability and support a growing community. Continuing to invest in Camberwell Junction's community assets, cultural attractors and enhancing its liveability will be integral to its growing appeal. This theme outlines four strategies for liveability and wellbeing that will contribute to achieving the vision for Camberwell Junction. These strategies include:

- Wellbeing and Social Connection
- Liveable Communities
- Celebrate Culture and History
- Creative Destination

Place Precincts

This part of the Plan focuses in on 6 precincts within Camberwell Junction, each with their own distinctive character and features.

The focus on places enables Council to provide better guidance on how future growth and development can be coordinated and contribute towards place

improvements such as public realm and transport upgrades. The diagram below illustrates the centre's 6 place precincts:

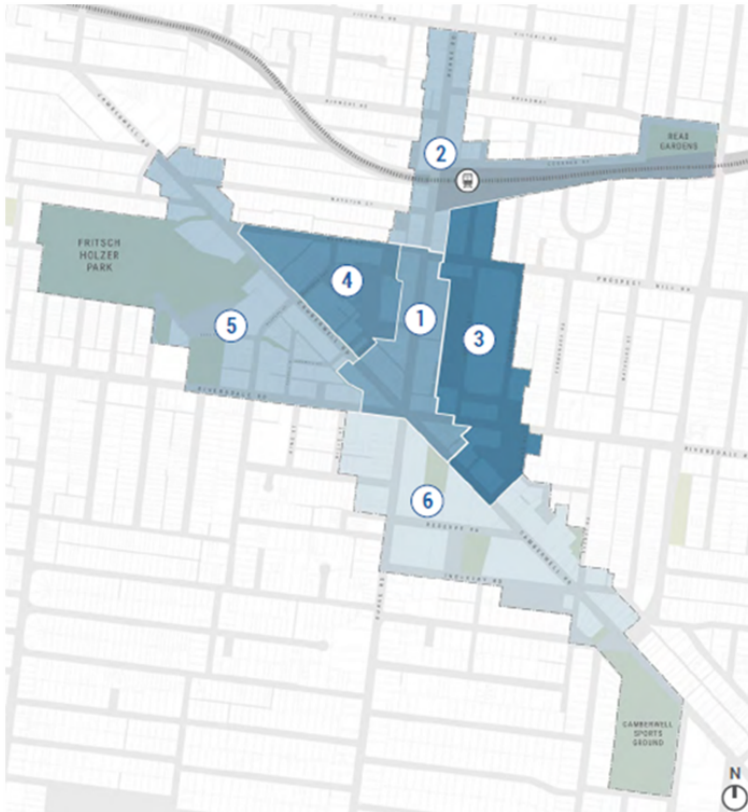


Figure 3: Map of Place Precincts

1. Burke Junction

Located at the heart of the centre, Burke Junction is a high-quality retail destination attracting visitors from across Melbourne. The community greatly values Burke Road's traditional shopping strip character with its fine-grained built form and vibrant street environment.

A key strategy in the Plan is to protect and enhance this established character by investing in the streetscape amenity and limiting the scale and of new development. Greater development heights have been enabled elsewhere in the plan to ensure future growth can be accommodated, while protecting the character of Burke Road.

The key transformative project in this precinct is the future upgrade of Burke Road and the Junction to create an attractive retail destination. The image below illustrates initial streetscape upgrade concept.



Figure 4: Plan of Burke Road streetscape upgrades

2. Station North

Station North involves a continuation of Burke Road, but with distinct character and features, such as Camberwell Station. This area is less likely to experience significant growth and change, but there is an opportunity for businesses in this precinct to feel more connected to the heart of the centre. Specific built form and public realm strategies and actions are set out in the plan, and these are complemented by a continuation of streetscape improvements along Burke Road to enable better connectivity.



Figure 5: Visualisation of Burke Road streetscape upgrades

3. Junction East

Junction East is a retail and commercial precinct with significant opportunities for urban growth and new public open spaces that will complement the destination appeal of the markets. Specific built form and public realm strategies and actions are set out in the plan to guide the future development of major sites, and this will be complemented by the delivery of Market Square to create an inviting public space (see artist impression below).



Figure 6: Visualisation of Market Square

The Plan also identifies long-term opportunities in the precinct that will be explored to optimise community benefits as new development occurs. For example, there may be opportunities to unlock additional public space if the redevelopment of strategic landholdings enables the relocation of publicly accessible car parking.

These long-term opportunities depend on other factors outside of Council's control, but it is important for Plans to establish longer term visions so that such opportunities are not missed when they arise in the future.

4. Junction West

Junction West is a mixed-use precinct, featuring major new residential and retail developments, with significant opportunities for further urban development, new spaces and public spaces.

Specific built form and public realm strategies and actions are set out in the plan to guide the future development of major sites. This can be complemented by the delivery of new street connections to provide quality retail environments, safe pedestrian movements and additional public spaces for the growing centre.

The concept plan below presents an indicative-only illustration aimed to communicate Council's vision for the precinct, including private development, new public spaces, and car parking arrangements.



Figure 7: Concept plan to guide future development in Junction West

5. Fritsch Holzer

Fritsch Holzer is a mixed-use precinct, featuring a mix of building typologies with both employment and residential uses. There is significant potential for new development to provide for more homes and business premises, and this development can also be shaped to unlock new connections through to Fritsch Holzer Park.

The parklands are a great asset for the whole Camberwell Junction centre and improving access to this public space is a key strategy, with new pedestrian connections and crossings identified in the Plan.

Council also owns land and facilities between Fritsch Holzer Park and the rest of the precinct. The configuration and use of this land can be improved in future to provide enhanced accessibility, safety, and amenity.

An Investigation Area has been identified for further analysis to improve the interface between the growing centre and the significant open space available in Fritsch Holzer Park.

6. Civic Precinct

The Civic precinct provides a range of community facilities, public spaces, and heritage buildings, and therefore is likely to experience less growth, except for the commercial land uses along Camberwell Road and Burke Road.

Specific built form and public realm strategies and actions are set out in the plan to guide the future development and improved use of existing public open space, including the potential for the activation of the green area adjacent to the Camberwell Library.

Implementation Guide

An Implementation Guide sets out the timeframes and partners involved in delivering the plan up to 2051. Some of its initiatives, involving both private and public land and assets could begin in the short-term. Larger and more complex initiatives would involve further investigation, consultation, and a long-term approach to their implementation.

The Plan will be a living document and will be reviewed and adapted as needed to meet the evolving needs of the community and respond as new opportunities arise.

Supporting Reports

The Camberwell Junction Structure and Place Plan has been informed by extensive research, robust demand projects and significant engagement with the community and precinct stakeholders.

Three supporting reports and one additional background report were made available during community consultation to:

- provide additional information, analysis, and rationale on matters important to community and precinct stakeholders, and
- provide justification for the development of built form controls that will form part of a future planning scheme amendment.

The three supporting reports include:

1. Built Form Analysis
2. Transport and Parking
3. Economics and Land Use

The background report compiles and summarises a further range of research and analysis undertaken to prepare the Camberwell Junction Structure and Place Plan.

An additional Community Engagement Outcomes report (**Attachment 2**) has been prepared to provide detailed information on the draft plan's recent consultation participation and results.

Next Steps

Once adopted, the Camberwell Junction Structure and Place Plan (2024) will move into its implementation phase. This will include a subsequent Planning Scheme Amendment and progressing the key projects identified in the Plan.

Council's Strategic Planning Team has commenced drafting relevant planning controls to implement the relevant land use and development objectives and strategies into the Boroondara Planning Scheme through a planning scheme amendment. This will include translating the building heights, setbacks and boundary interface requirements into a Design and Development Overlay (DDO) and any recommended zoning changes (including changes to existing zoning schedules). These planning controls will be entirely consistent with the Structure and Place Plan.

Given the Victorian Government's Housing Statement claimed that it will 'introduce planning controls' for Camberwell Junction by the end of 2024, Council officers are working to submit the proposed planning scheme amendment by May 2024. Council will only be able to progress the amendment to implement new planning controls for the centre, if the Minister for Planning authorises the amendment.

Council adoption of the Camberwell Junction Structure and Place Plan and lodgement of the required planning scheme amendment at an early stage in the Victorian Governments Activity Centres Program process will be important to influencing any further planning work undertaken by the Victorian Government.

5. Consultation/communication

The Camberwell Junction Structure and Place Plan has been prepared in general accordance with the community engagement process outlined in Council's adopted Placemaking Framework 2019.

The Plan has been informed by three phases of community engagement:

1. Imagining Place Engagement - Sept-Oct 2021
2. Vision & Priorities Engagement - Aug-Sept 2022
3. Draft Structure and Place Plan - Oct-Dec 2023

Phase 1

During the Imagining Place Engagement more than 630 people shared their ideas through a range of consultation methods including a telephone survey, online on Engage Boroondara and a stakeholder workshop.

Phase 2

The Vision & Priorities Engagement in late 2022 was supported by a strong majority of the community, as follows:

- 73% respondents agreed with the Vision Statement, 7% did not agree, and 20% were unsure, and
- 74% respondents agreed with the 6 Priorities, 10% did not agree, and 16% were unsure.

Phase 3

The Draft Structure and Place Plan was reviewed internally by various Council departments and presented to Councillors for review and feedback prior to its public release. The project team engaged with key stakeholders during the preparation of the draft Plan including the Camberwell Junction Traders Association, community groups, and Department of Transport and Planning.

The Draft Plan was shared with the community over an extended 6-week period from 30 October to 11 December 2023. Community engagement was widely advertised, including:

- 14,500 postcards to addresses
- 1,000 postcards directly handed to businesses and community
- 1,500 letters to landowners and 250 letters to business owners
- Project email list and Social Media Campaign
- Local Newspaper and Ward Councillor Newsletter
- Project posters and hardcopies
- Promotional video

Engagement activities that were undertaken included:

- An online survey
- x3 Community and Stakeholder Workshops
- x3 Street Stalls and Drop in Sessions
- Stakeholder Presentations (Camberwell Business Club, Camberwell Traders Association, Balwyn Rotary Club, Camberwell Fresh Food Market Traders)
- Presentations to Boroondara Youth Hub and Council's relevant Community Advisory Committees

The engagement featured a complete and comprehensive Engage Boroondara project page including the following features:

- Key content detailed on page
- Project timeline
- Survey questions
- Easy download of the full Camberwell Junction Structure & Place Plan and all supplementary reports

The Draft Plan consultation gathered excellent community visibility during the 6-week consultation, as follows:

- the Engage Boroondara website received 12,360 views, and
- the Plan was downloaded 928 times

There were a total of 6,953 distinct visitors, with:

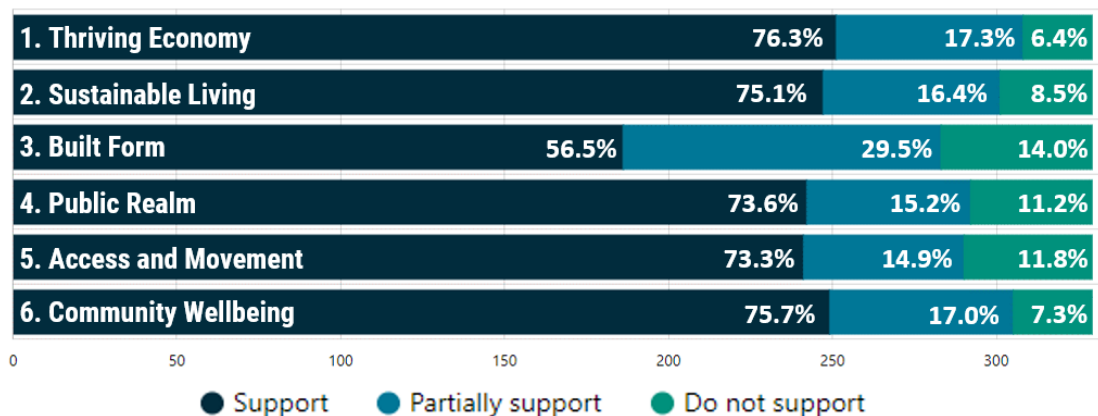
- 340 contributors representing 4.8% of total visitors
- Draft Plan Engagement Outcomes

Survey results

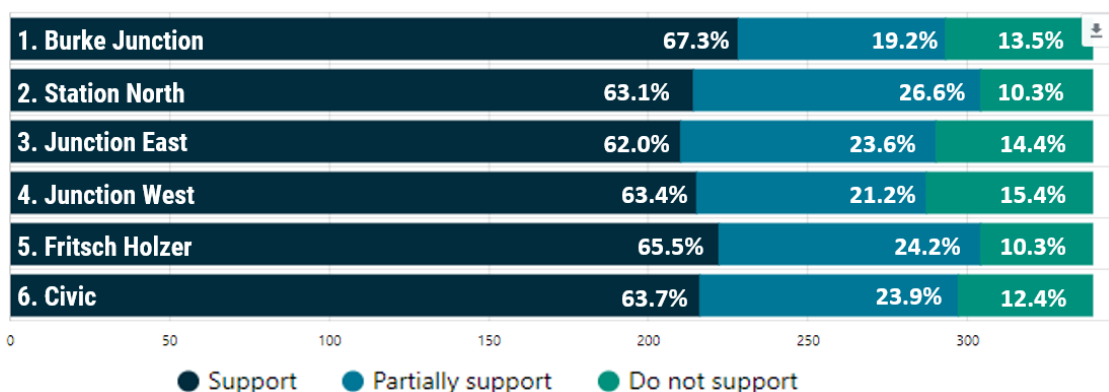
Online survey was completed by 340 respondents of the total 6,953 total website visitors. In consultations like this, responses are often weighted towards people who wish to provide input on one aspect of the plan and therefore the percentages of particular responses should not be considered as a percentage of the wider communities views.

The survey included 3 questions, as follows:

- 1) Broadly, do you agree with the actions and strategies outlined in the draft Camberwell Junction Structure and Place Plan?
 - 75% (3.6% of total website visitors who responded to the survey) supported the Draft Plan, and
 - 25% (1.2% of total website visitors who responded to the survey) did not support the Draft Plan
- 2) Do you support the objectives, strategies, and actions for each of your 6 top priorities to improve Camberwell Junction? Results have been summarised below:



- 3) Do you support the actions and strategies to achieve each of the 6 precincts? Results have been summarised below:



Survey results - key themes

THEME	% of total (340) survey comments
More focus on active transport	22%
More trees / green space	14%
Keep / more parking	14%
Concerned about traffic congestion	14%
Lower building heights	10%
Want less parking / parking underground	9%
General praise	6%
Issue with consultation	6%
Document accessibility concern	6%
More high density	5%
Better public transport	5%

Precinct-specific results

Precinct-by-precinct findings combine feedback from:

- Online Survey Contributions
- Community and Stakeholder Workshops, and
- Written submissions

Station North & Burke Junction Precincts

- Support for safer pedestrian crossings, particularly at Prospect Hill Road
- Interest in greater support for cycling movement along Burke Road

Junction West

- Keen interest to see greater pedestrian-scale infrastructure including better connections, safe crossings, and greater ecological provision.

Junction East

- Interest in how Council can determine responsible design from private development, specially building heights and maintain solar access.
- Supportive and interested is seeing the next stages of the Market Plaza proposal.

Fritsch Holzer

- Support for expansion of outdoor landscape and connections into the park

Civic

- Mixed views on the closure of Reserve Road

6. Proposed Amendments to the Plan

Following community engagement outcomes analysis, the following additional actions are recommended for the final plan:

Planning-related actions

- *'Introduce a new General Residential Zone schedule to properties where existing building height limits are not consistent with the recommendations of the plan'.*
- *'Rezone 800-802 Burke Road from GRZ4 to C1Z and remove the existing Heritage Overlay'*

Public realm-related actions

- *'Ensure Market Plaza proposal provides vehicle access to serve businesses and cater for drop off areas to customers with reduced mobility'.*
- *'Explore Junction West multi-deck parking improvements to increase safety, accessibility, and navigation'.*
- *'Improve north-south pedestrian crossings at Prospect Hill Road'.*
- *Investigate the provision of new playground and recreation facilities in Fritsch Holzer Park*
- *Explore opportunities to improve lighting and pedestrian safety near the train station.*

Additionally, selected building heights and public realm interface changes are recommended, in response to submissions. Key changes to building heights are outlined below:

- 178-180 Camberwell Road, Hawthorn East. Increase heights from 6 to 8 storeys to enable a transition between the traditional character shops to the east and the taller heights on surrounding sites to the north, west and south.

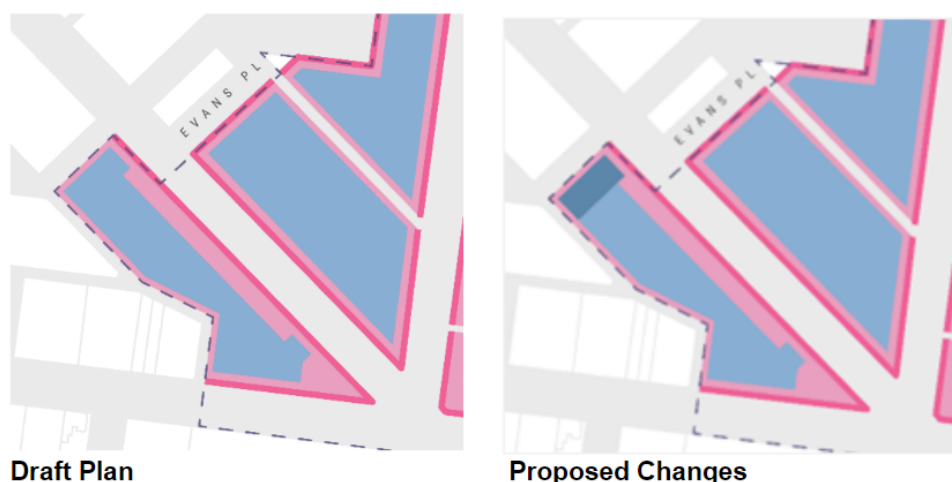


Figure 8: Proposed changes for 178-180 Camberwell Road

- 697-699 Burke Road (Aerial Building). Updating height from 10 to 12 storeys to better reflect existing building heights.
- 460 Riversdale Road, Camberwell. Height increase from 6 to 10 storeys to match adjacent building heights and provide more consistency across a site in single ownership, with the laneway providing the transition to lower building heights.

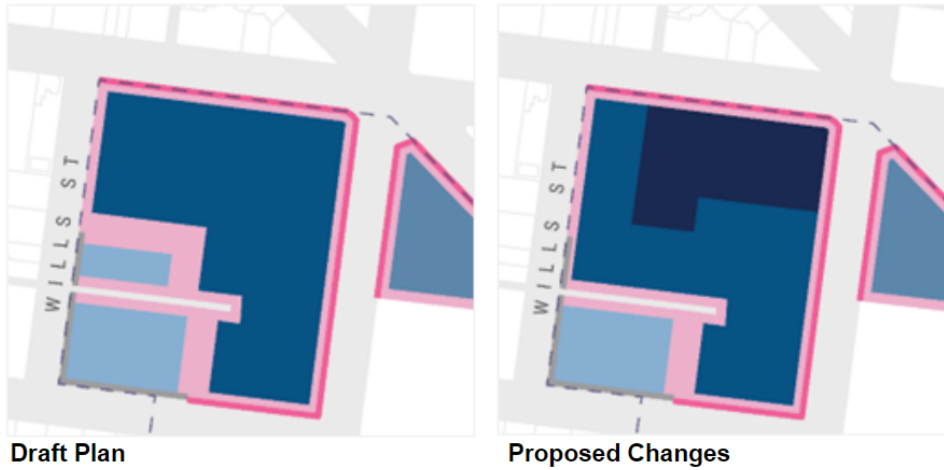


Figure 9: Proposed changes for 697-699 Burke Road and 460 Riversdale Road

- 2R Cookson Street (Camberwell station commuter car park). Heights increased to 8 storeys to the rear of the site to reflect the high accessibility of the location and match proposed built form on Railway Parade, while stepping down in heights to east of the site to retain consistency with the character of Burke Road.

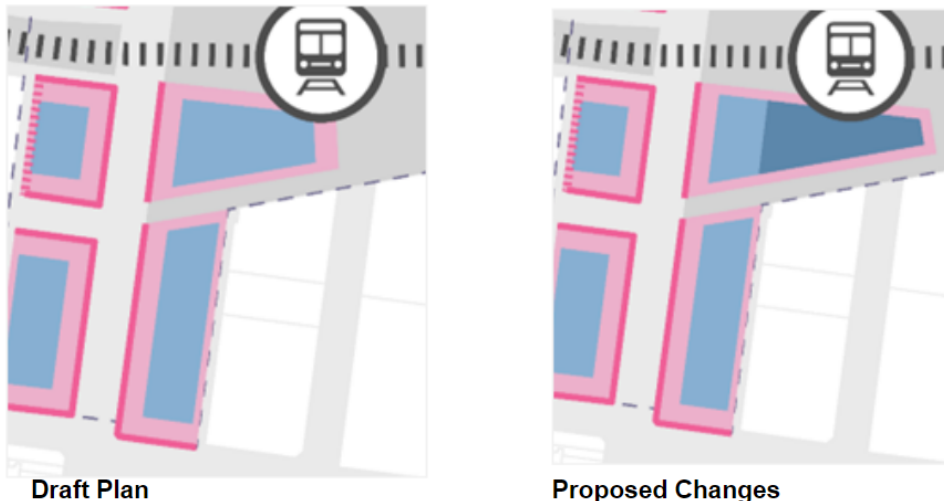


Figure 10: Proposed changes for 2R Cookson Street

A series of improvements have also been made in the final Structure and Place Plan to improve the legibility of the document, including simplifying diagrams and colours.

Finally, some document inconsistencies have been identified and resolved through the review process.

7. Financial and resource implications

Implementation of the capital projects identified in the Camberwell Junction Structure and Place Plan will require budget allocations in future years. Due to the highly collaborative nature of placemaking, a number of these projects and initiatives will involve partnering with local stakeholders, other levels of government and the private sector.

8. Governance issues

The recommendation contained in this report is compatible with the Charter of Human Rights and Responsibilities 2006 as it does not raise any human rights issues.

9. Social and environmental issues

Strategic Planning and Placemaking play important roles in delivering the Boroondara Community Plan and contribute to social, health, economic and environmental benefits.

Through planning and placemaking, places can become more environmentally and socially sustainable. This can be achieved through providing more public space and greenery, improving walkability, enhancing public transport access and ensuring new development delivers high quality homes and employment spaces. Importantly, placemaking initiatives will also play an important role in assisting local businesses in Camberwell Junction to continue providing jobs and services to the wider Boroondara community.

10. Conclusion

This report presents the Camberwell Junction Structure and Place Plan (**Attachment 1**) for adoption, following community engagement undertaken in late 2023.

A Community Engagement Outcomes Report (**Attachment 2**) has been prepared to provide detailed information on the consultation's participation and results. A Submission Summary and Response Table (**Attachment 3**) has also been prepared to summarise submissions, officers' response to issues raised and recommended changes to the Plan.

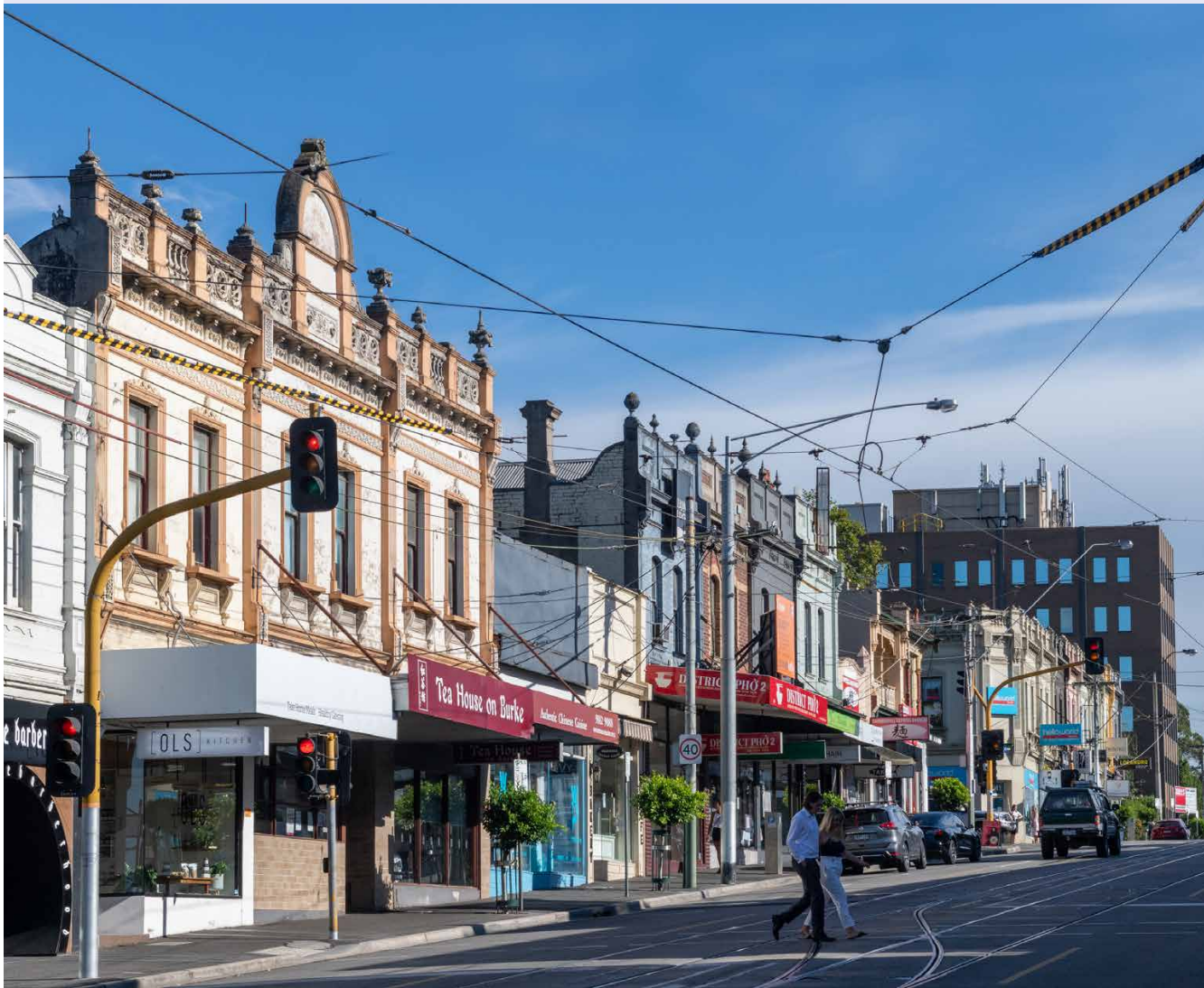
To ensure the Plan can be used to assess planning permit applications within the centre, a planning scheme amendment is required to implement the land use and built form objectives and strategies into the Boroondara Planning Scheme. This requires the Minister for Planning to authorise Council to prepare and exhibit a planning scheme amendment.

Manager: David Cowan, Manager City Futures

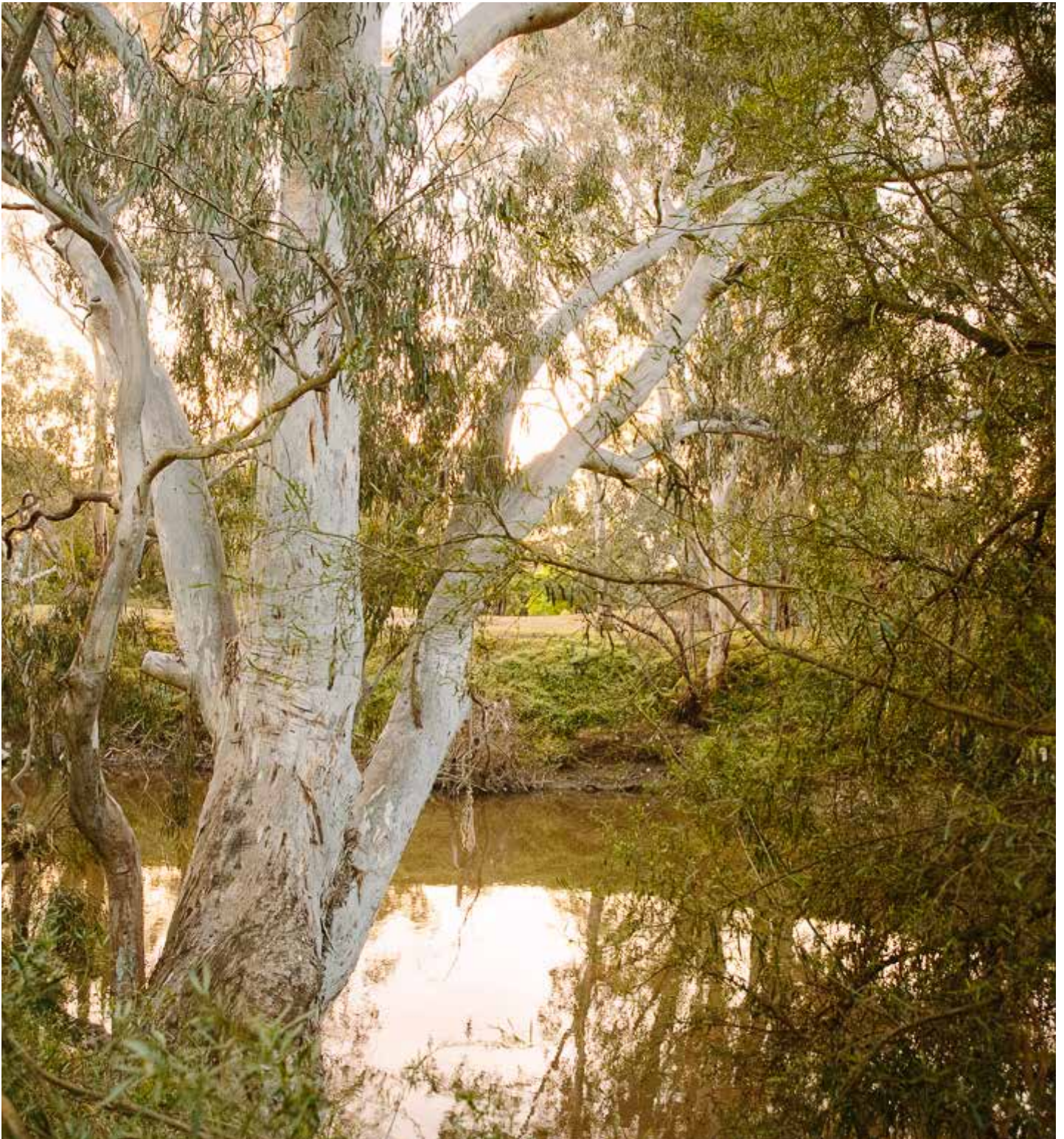
Report officer: David Cowan, Manager City Futures



Structure and Place Plan for Camberwell Junction



March 2024



Acknowledgement of Traditional Owners

The City of Boroondara acknowledges the Wurundjeri Woi-wurrung people as the Traditional Owners and original custodians of this land, and we pay our respects to their Elders past and present.

Contents

Introduction	2
Centre context	3
Project area	4
History and heritage	5
Community	6
Engagement summary	7
Vision and Priorities	9
Vision statement	11
Strategic priorities	13
Planning framework	15
Strategic Priorities	17
Thriving economy	19
Sustainable living	21
Built form	23
Public realm	29
Access and movement	33
Community wellbeing	37
Precinct planning	41
Burke Junction	45
Station North	55
Junction East	61
Junction West	73
Fritsch Holzer	81
Civic	87
Next steps	93
Implementation plan	95
Long-term planning	97
Glossary and abbreviations	99



1

Introduction

This document presents an aspirational, yet achievable plan to shape the future of Camberwell Junction. It has been developed in consultation with our community and informed by detailed background research and technical analysis.

Purpose

The Camberwell Junction Structure and Place Plan (the Plan) outlines an exciting, long-term vision for the future of the centre. Carefully considering the close relationship between private and public land, this Plan provides a comprehensive framework to guide future private development proposals and public realm upgrades in Camberwell Junction.

The Plan strives to protect the elements and places valued by our community including heritage areas within the centre, while identifying opportunities for new development to meet future population and employment projections. The Plan recognises the importance of investing in public spaces, community and transport infrastructure to create an attractive, highly liveable and accessible centre for everyone.

Improving the overall functionality and appeal of the centre to visitors, workers, new businesses, and residents will ensure the centre thrives in future and continues to provide quality employment, shops and services for the wider Boroondara community.

How to use this document

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

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

Centre context

Strategically located between Melbourne's CBD, and the eastern and southern suburbs, Camberwell Junction is a vital economic centre and transport hub, where an increasing number of people are choosing to live, work, visit, and relax.

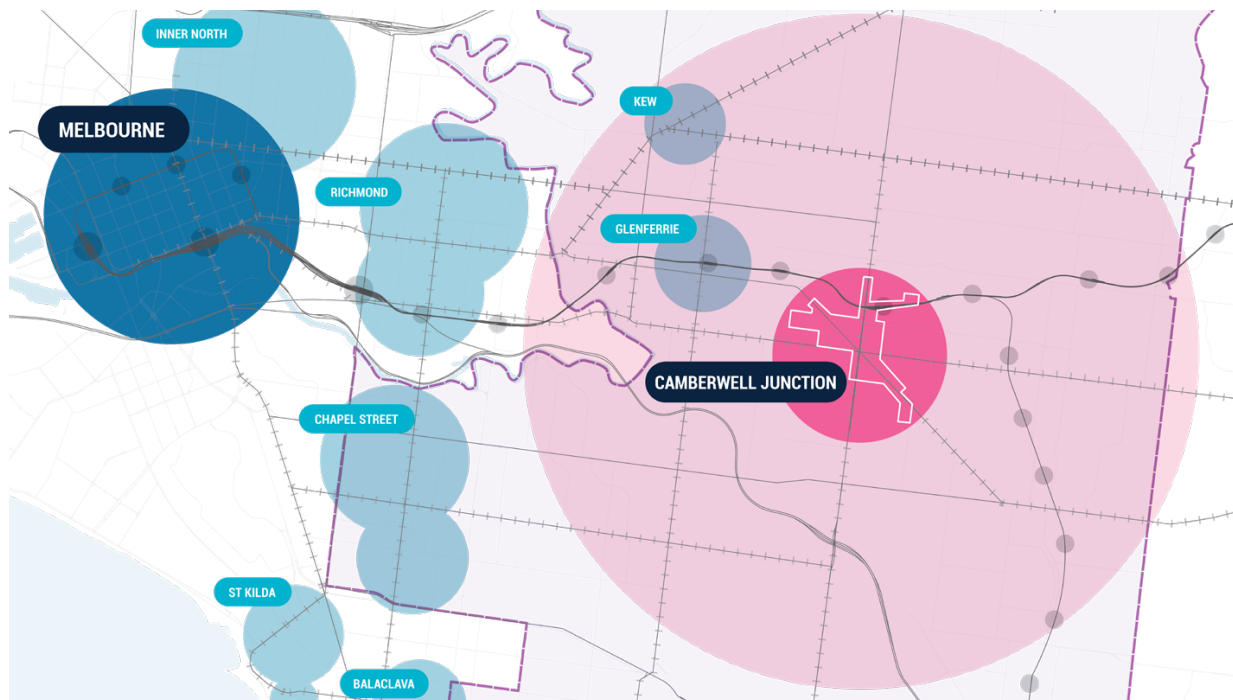


Figure 1 - Camberwell Junction Major Activity Centre in the wider metropolitan Melbourne context.

Camberwell Junction is designated as a Major Activity Centre in 'Plan Melbourne' and the 'Inner South East Land Use Framework Plan'. Well-known across Melbourne for its diverse retail offerings including iconic markets, boutique shops and a wide range of restaurants and wine bars, Camberwell Junction is a major destination in Melbourne's south-east as shown in Figure 1.

As a major employment centre, Camberwell Junction hosts a rich and diverse range of businesses. An increasing offering of diverse housing options is bringing a new local community together around the Junction. Camberwell Junction features valued parks and community facilities and is well connected via roads and public transport networks.

Home to more than 700 businesses, Camberwell Junction is well positioned to benefit from recent trends towards hybrid working and decentralised economic activity. Clever planning can ensure the centre becomes an increasingly prosperous business hub.

A key driver for the centre's future success will also be to increase the centre's residential population in higher density housing. This will provide much needed housing options and alleviate development pressures in surrounding heritage residential areas.

Camberwell Junction's appeal as a metropolitan destination can be reinforced into the future by capturing investment to offer an enhanced visitor experience and create a highly liveable centre.

Project area

The Camberwell Junction centre is a large area structured around the Burke, Camberwell and Riversdale Roads intersection. It features heritage shopfronts, two major shopping centres, cultural destinations, large office buildings and important public spaces.



Surrounded by heritage protected, low-rise residential areas, Camberwell Junction centre includes mostly commercially zoned land, with some residual residential properties.

The centre 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 project area boundary (see Figure 2) generally aligns with previous structure plans. It includes six precincts with their own character and communities featuring distinctive street, building and public space typologies.

Figure 2 - Camberwell Junction Activity Centre boundary.

History and heritage

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 formalised settlement of Camberwell Junction was in 1857 following the construction of the Camberwell Inn and developed slowly until the late 19th century. The extension of the rail line into Camberwell Junction in 1882 was a catalyst for retail development. By 1900 the centre had established its regional retail role and maintained this position into the post-war period.

The post-war period also saw increased commercial office development within the centre. This has resulted in a more diverse economic function and has helped with the growing challenges from larger, car-based regional shopping centres (in particular Chadstone). The more diverse economic function developed in the post-war period has allowed the centre to retain its regional function and suburban employment hub.

Important historic landmarks that show the development of Camberwell Junction and its commercial focus include the original Camberwell Market (opened in March 1929), the Rivoli Theatre, Simpson's Buildings and Dillon's Building at the junction as well as the heritage protected Victorian Shops along Burke Road, north of the railway line.



Camberwell Civic Centre

Community

Supporting a growing, diverse population will be important to the future vitality, liveability and economic success of Camberwell Junction. The centre offers an ideal location for increasing housing diversity to meet changing community needs.

A growing population

The Camberwell Junction centre is well-placed to accommodate a significant part of the City's growing population given its excellent access to shops, services, transport, and public spaces.

New development will be needed to accommodate new businesses and provide future homes for an increasingly diverse and thriving community made by people of all generations.

Appropriate place-based planning will provide Council with tools to guide future development and deliver important improvements to the public realm, transport and community facilities, ensuring liveability in the centre is improved in future.

1,500 Additional dwellings

In 2021 Camberwell Junction centre accommodated approximately 2,500 residents in 1,200 dwellings.

This is expected to increase to 5,800 residents by 2051. To meet this increase, it is estimated that approximately 1,500 additional dwellings will be needed.

A more diverse community

Existing and projected diversity in the local population indicates the centre will be required to cater for a broad range of community needs and expectations to ensure the centre's liveability can continue to grow into the future.

The current residential population of Camberwell Junction is generally younger than the wider Boroondara community, with the largest age group being the 20–29 year olds. It is expected that younger generations will continue to be attracted to the lifestyle and convenience offered by the area.

The diversity of the local residential population is further illustrated by the current household composition. 39% of households in the centre are made up of couples either with or without children. A large proportion of existing households comprise only a single person (45% of total households).

There is also a higher proportion of people aged 75 years and over compared to the wider municipality.

In addition, around 5% of current residents in Camberwell Junction centre have a need for assistance due to disability.



A bustling Burke Road

Engagement summary

The views of the local community - those who live, work, study and visit Camberwell Junction - play a vital role in contributing to the future vision for the centre. Their views have been sought in a three stage consultation process.

Stage one - Imagine place

During September and October 2021, the community were invited to provide their blue-sky thinking in a first phase of engagement designed to understand their needs and priorities.

More than 630 people shared their ideas through a range of consultation methods, including 487 local residents who participated in a randomised telephone survey, an online stakeholder workshop, and participation via council's online engagement page, Engage Boroondara.

The following two blue sky questions were asked:

- Thinking about Camberwell Junction, what is important to you?
- What improvements would make you want to spend more time in Camberwell Junction?

People responded to these open questions in their own words with many providing detailed feedback.

Key findings included:

- 75% of people surveyed have a strong sense of connection to the local area
- Shops and dining were raised most often as the key to meeting people's everyday needs
- Improved ease of access and pedestrian friendliness were key topics raised
- The importance of green, clean streets to people.



Stage two - Vision and Priorities

Stage two included collation, review and consideration of all the feedback gathered during Stage one. Based on this feedback, a Vision Statement and Priorities for the centre were developed.

Stage two tested the 'Vision and Priorities' for Camberwell Junction with the community through a four week engagement process in September and October 2022.

Using Council's online engagement platform Engage Boroondara, the community was invited to share their views on the Camberwell Junction Vision and Priorities.

In addition, Council's communications and engagement activities also included:

- Articles in Council's newsletters and bulletins
- Posters
- 2,500 postcards distributed to residents and businesses
- Social media campaign
- Email invitations to community groups
- Presentation and discussion at the Camberwell Business Forum.

Engagement by the local community was strong with:

- 1,529 page views
- 156 survey responses
- 360 downloads of the Vision and Priorities document.

The feedback received demonstrated strong support for the 'Vision and Priorities' with the following findings:

- 73% respondents who agreed with the Vision Statement, 7% of respondents who did not agree, and 20% who were unsure, and
- 74% respondents who agreed with the 6 top priorities, 10% who did not agree, and 16% who were unsure.

Stage three - Draft Structure and Place Plan

The Draft Structure and Place Plan was reviewed internally by various Council departments and presented to Councillors for review and feedback prior to its public release. The Draft Plan was shared with the community over a 6-week period from 30 October to 11 December 2023.

Community engagement was widely advertised, including:

- 14,500 postcards to addresses and 1,000 postcards directly handed to businesses and community
- 1,500 letters to landowners and 250 letters to business owners
- Project email list
- Social media campaign
- Local newspaper article and ward councillor newsletter
- Project posters and promotional video

Undertaken engagement activities included:

- Online survey
- x3 community and stakeholder workshops facilitated by third party, independent consultants.
- x3 street stalls and drop in sessions
- Key stakeholder presentations
- Presentations to Boroondara Youth Hub and Council's relevant community advisory committees

The Draft Plan consultation gathered excellent community visibility during the 6-week consultation, as follows:

- the Engage Boroondara website received 12,360 views, and
- the Plan was downloaded 928 times

There were a total of 6,953 distinct visitors, with:

- 340 contributors representing 4.8% of total visitors
- Draft Plan Engagement Outcomes

Online survey results showed strong support for the draft Plan's objectives, strategies, and actions. Of the total 340 online survey responses:

- 75% (3.6% of total website visitors) supported the Draft Plan, and
- 25% (1.2% of total website visitors) did not support the Draft Plan

The draft Structure and Place Plan consultation provided valuable and meaningful feedback as well as an opportunity to conduct a critical review of the document.

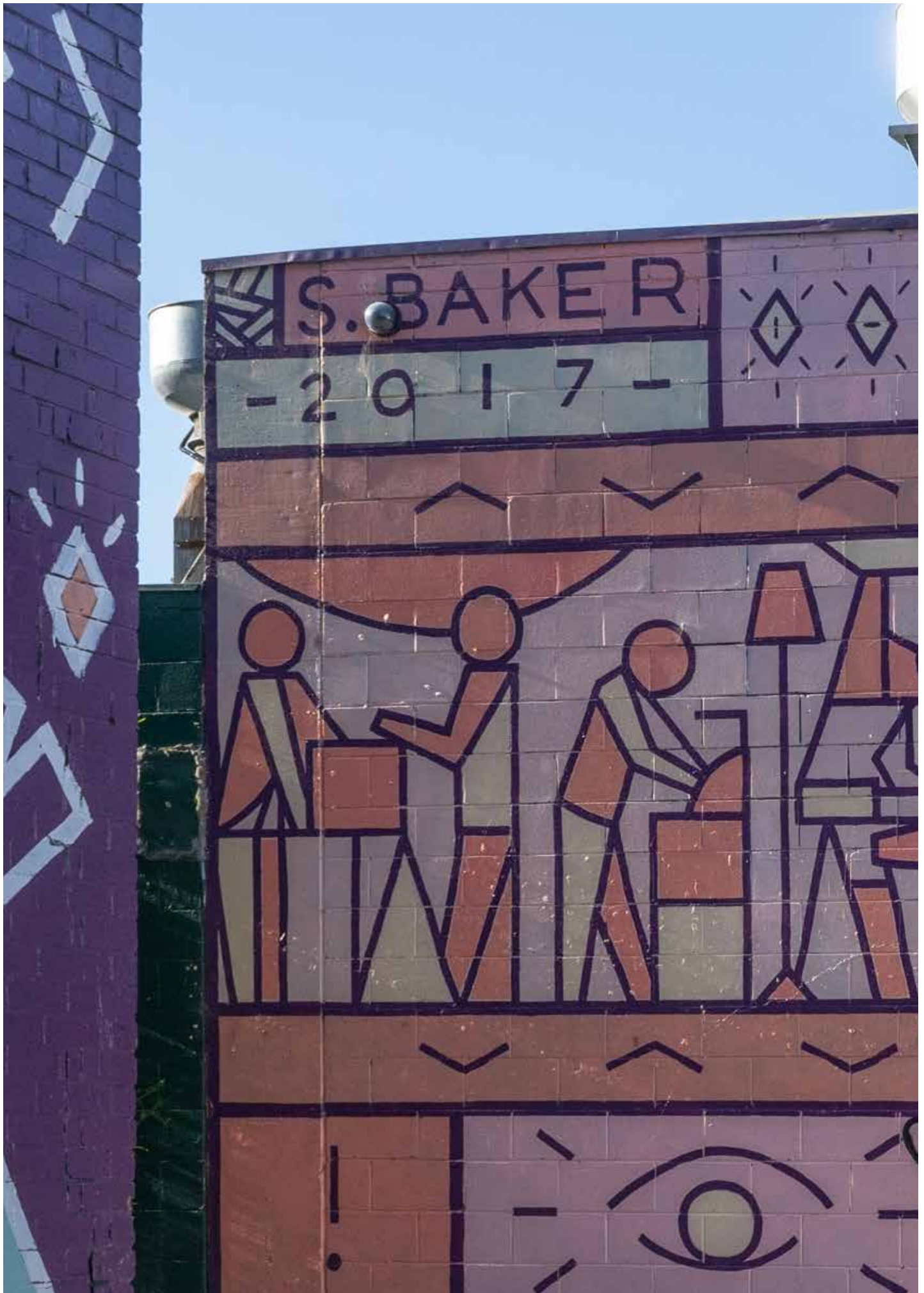
Following community engagement outcomes analysis, a series of updates and improvements have been incorporated into the final plan, including:

- new planning and public realm actions
- selected building heights changes have been introduced in response to community submissions
- document legibility improvements, and
- resolving document inconsistencies.

Vision and Priorities

The creation of vibrant and inclusive places starts with talking to the people who use the space. Two rounds of community engagement consultation have resulted in a shared Vision and Priorities which will be used as the guide to shaping Camberwell Junction's future.





Vision statement

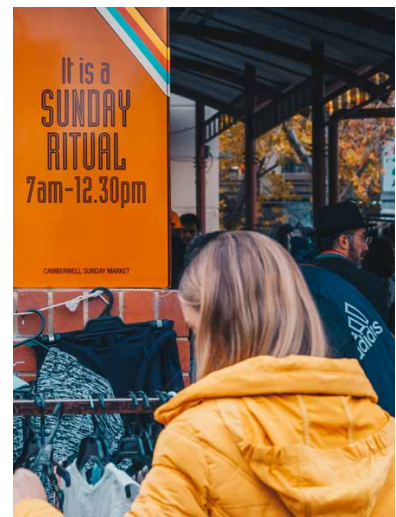
CAMBERWELL JUNCTION:

A Metropolitan Destination

Camberwell Junction will be revitalised as a dynamic, desirable and prosperous metropolitan hub.

Residents, visitors and locals will be attracted to its thriving retail, smart economy, lively public spaces, attractive character and highly liveable urban environment.

The Junction will attract significant public and private investment to create an exciting economic and lifestyle destination that is welcoming to all.



Strategic Priorities



Thriving economy

A priority for the centre will be developing and promoting the centre as a strong and diverse retail, services, and commercial hub. Renewing existing commercial spaces and expanding office and retail floorspace and opportunities will ensure a robust and thriving economic future.



Sustainable living

Meeting future housing needs within Camberwell Junction (including higher density) will help protect surrounding neighbourhood character and heritage from undue development pressure. Providing diverse and sustainable housing choices across age groups will expand the quality of life in Camberwell Junction.



Built form

Camberwell Junction will be home to high quality architecture and urban design. A well-designed, higher-density centre will enhance liveability, improve sustainability and attract economic investment.



Public realm

Great streets and public places are essential to creating a more inviting precinct where business can thrive. Better public space for everyone to enjoy will improve the centre, attracting visitors and locals alike.



Access and movement

Ensuring accessibility to and around the precinct will be key to a successful centre. Redesigning congested, car-dominated streets to enable a wide range of mobility modes will result in a more attractive and accessible centre for people of all ages and abilities.



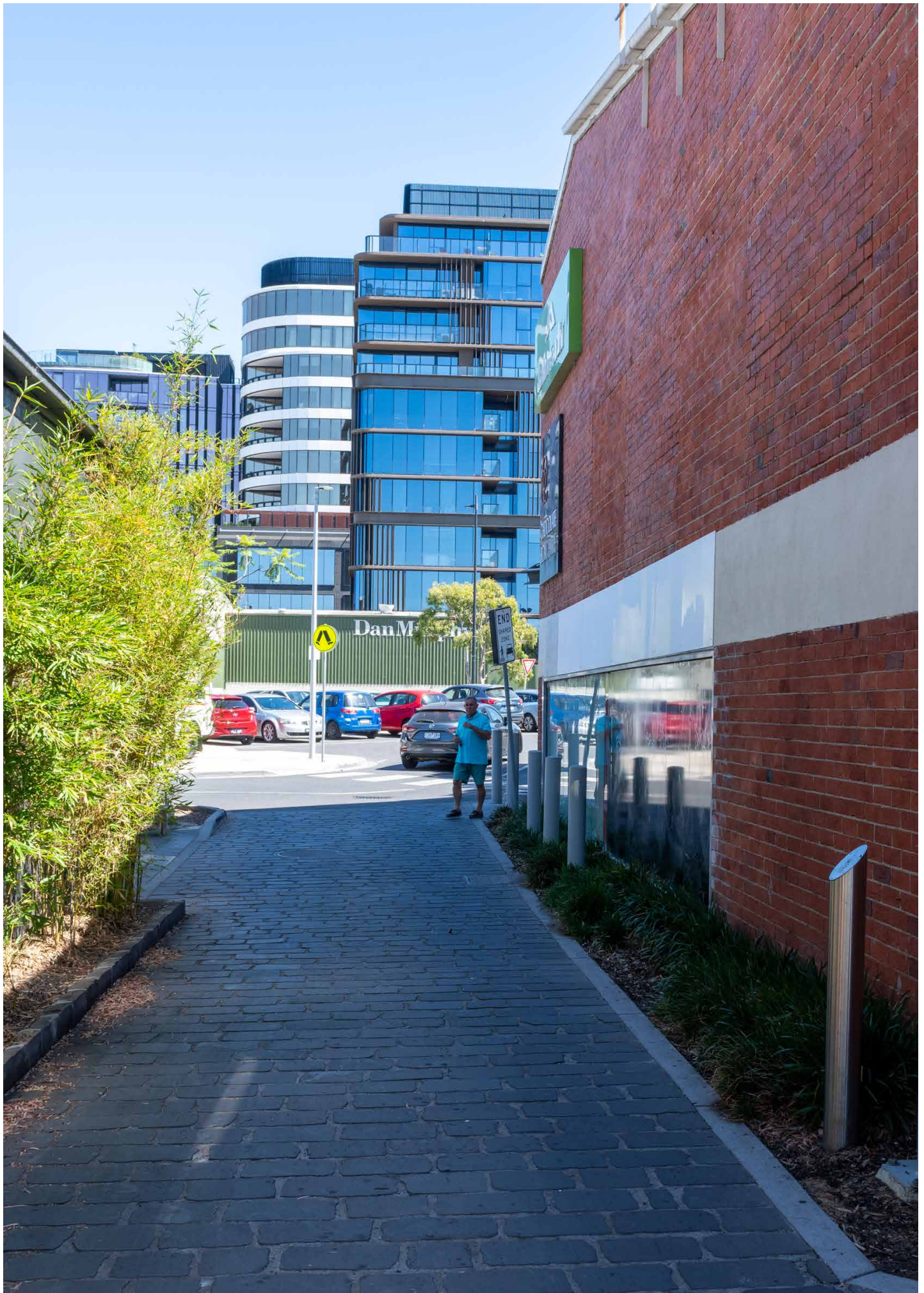
Community wellbeing

Public services, environment and culture are some of the most important indicators of a thriving and dynamic community. Investing in community infrastructure will create a healthier, more liveable, and inviting centre that will attract people to live, work and shop in Camberwell Junction.

Planning framework

The Planning Framework provides centre-wide guidance and direction to implement the community's Vision and Priorities for Camberwell Junction, as well as accommodating wider employment and population increases expected for metropolitan Melbourne to 2051.





Strategic Priorities

The Planning Framework provides centre-wide guidance and direction on how to achieve the community's Vision and Priorities for Camberwell Junction.

Centre-wide planning

The Planning Framework, Vision and Priorities section, is structured around 6 Strategic Priorities. Each priority includes a discussion and identifies the following:

- Objectives (what Council wants to achieve)
- Strategies (how this will be achieved)
- Actions to support the implementation of the vision for Camberwell Junction.

The objectives and strategies will help achieve the overall vision for the centre by:

- Supporting the centre's primary economic function
- Providing housing at higher densities to:
 - Meet future growing population needs
 - Alleviate pressure on surrounding heritage protected residential areas, and
 - Facilitate the creation of a vibrant and diverse community
- Protecting the established character of the centre
- Providing opportunities for new development with high quality urban design
- Creating a high-quality public amenity through new public open spaces and improved public realm
- Improving pedestrian and cycling network and movement around the centre
- Supporting community, cultural and sustainability initiatives to create a strong local identity.

1. Thriving economy



Camberwell Junction is a significant suburban office location and large sub-regional retail centre.

2. Sustainable living



With the population projected to increase to 5,800 residents in 2,700 dwellings by 2051, provision of housing will be critical to the future success of the centre.

3. Built form



Buildings make a significant contribution to a city's sense of place, identity and liveability. They shape the city and define the boundaries of our public spaces.



Figure 3 - Diagram identifies some of Camberwell Junction's attractions.

4. Public realm



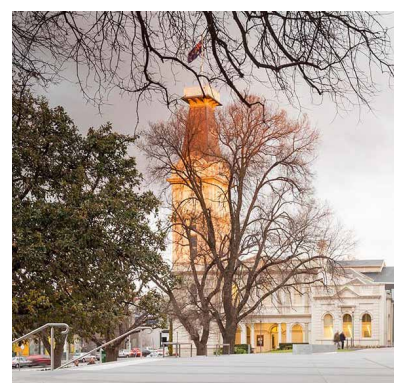
Great streets and public places are essential to creating a more inviting precinct where business can thrive, attracting visitors and locals alike.

5. Access and movement



Ensuring Camberwell Junction is easy to access for all users will be key to the centre's success.

6. Community wellbeing



Improving liveability will require investing in community infrastructure to creating a healthier, richer, and more inviting precinct that will attract people to live, work and shop in Camberwell Junction.

1. Thriving economy

Camberwell Junction is a Major Activity Centre that plays an important regional role. Smart planning will ensure it thrives as a metropolitan destination providing the growing Boroondara community with quality employment, shops and services.

Promoting economic diversity

Camberwell Junction performs a variety of economic roles including an employment and service centre, a hospitality and entertainment destination, a sub-regional transport hub and a civic role for the City of Boroondara. The main land uses are local and sub-regional retail services (supermarkets and department stores), hospitality and entertainment, commercial office, civic and community services, and residential uses (see Figure 4).

Council acknowledges the important role local businesses play in providing for employment opportunities and securing the long-term economic viability of the centre.

A key challenge will be balancing the need to facilitate a vibrant local economy and local businesses, while also supporting new development that provides greater housing choice and meets housing needs. Further, public institutions and community infrastructure within the centre play an important role in developing a vibrant employment base and source of local expenditure.

Future employment

Utilisation of commercially zoned land for employment generating commercial uses, will be key to the economic success of the centre.

With employment expected to increase by about 4,000 new jobs by 2051, there is strong demand for floorspace to grow by 59,800sqm.

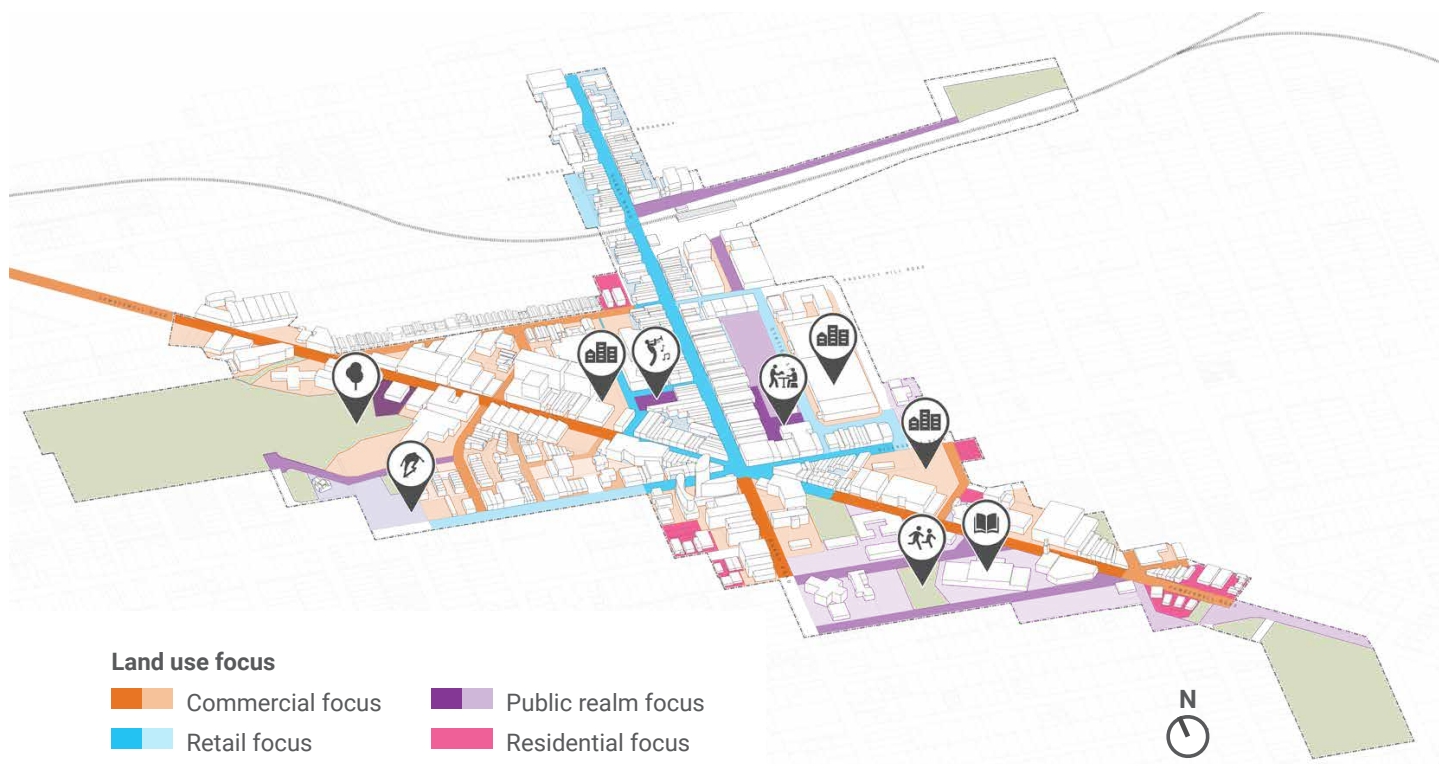


Figure 4 - Perspective diagram showing predominant land and public realm uses in Camberwell Junction centre.

Objectives

These planning objectives identify key aspirations for the centre.

- Strengthen the local and sub-regional economic and employment role of the centre.
- Maintain and enhance the distinctive character of the centre's retail.
- Retain the centre's diversity of employment and encourage new employment development and floorspace in the centre.

Strategies

Planning strategies outline ways to achieve the objectives.

- Support the continued operation and establishment of new retail, commercial, service industry, civic and institutional uses.
- Retain the traditional strip shopping centre character.
- Encourage retail floorspace at ground/street level of buildings, with office and other commercial uses at upper levels.
- Consider rezoning current residential zoned land for commercial uses as identified in the precinct guidance in the Precinct Planning chapter of this document.
- Set building heights primarily by storeys to support employment uses and sustainable design.
- Avoid wholly residential development.

Actions

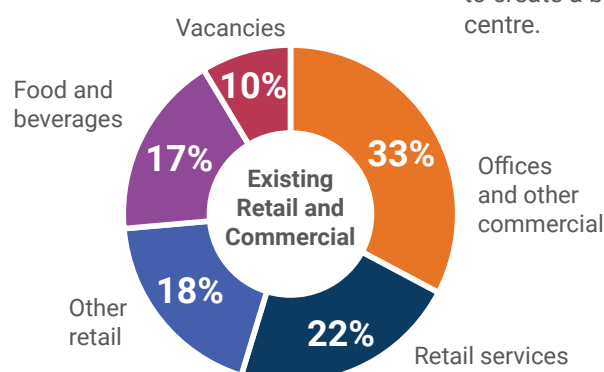
Actions are specific steps to deliver the planning objectives.

- Amend the Municipal Planning Strategy (Clause 2) and Planning Policy Framework (Clauses 10 to 19) of the Boroondara Planning Scheme to implement the relevant objectives and strategies of the Structure and Place Plan.
- Support the continued operation of the Camberwell Fresh Food Market and optimise complimentary uses to secure its future success as well as exploring future improvements.
- Design and deliver public realm upgrades to support existing businesses and create new business opportunities.
- Facilitate the creation of a network of community facilities, new public places, and civic infrastructure.
- Work with Traders Association to create a brand for the centre.

By 2051, approx.

4,000

additional jobs may be provided within the Camberwell Junction Centre



Source: profilDeID

2. Sustainable living

Shaping Camberwell Junction into a highly liveable centre is a key priority of this Plan. As a primary location for population growth, new housing will be designed for a diversity of households, and supported by safe public spaces and accessible community services.

A place to live

In 2021, Camberwell Junction accommodated approximately 2,500 residents in 1,200 dwellings. Population projections indicate a demand for this to increase to 5,800 residents in 2,700 dwellings by 2051.

A growing residential population will support vibrancy and economic activity to protect the long-term economic viability of the centre. The expanded housing offering throughout the centre will play a critical role in unlocking the Centre's potential as a thriving and diverse urban centre.

Encouraging higher density housing within the centre will help to protect nearby residential areas which cannot absorb this level of change without detrimental impact on amenity and valued character.

Future residential development in Camberwell Junction will align with Boroondara's 'Housing Strategy' directions and objectives. Additional residential supply in Camberwell Junction also presents an opportunity to provide greater housing diversity and affordable housing.

The growing residential population will need to be supported by community and public infrastructure. Investment into new open spaces, playgrounds and community facilities to create a highly liveable centre to meet local needs and support a vibrant community.

It is important that housing must remain secondary to commercial activity, as residential-only development could threaten the economic role of the centre into the future.



Evening view of Camberwell Road.



Hawthorn Park viewed from Camberwell Road.

Objectives

These planning objectives identify key aspirations for the centre.

- Increase housing supply, diversity, sustainability and affordability.
- Ensure new housing does not displace commercial uses.
- Create a highly liveable centre that supports the residential population.
- Provide appropriate recreation, leisure, and community infrastructure to meet the needs of all community sectors.
- Ensure consistency with the Boroondara 'Housing Strategy' principles and objectives.

Strategies

Planning strategies outline ways to achieve the objectives.

- Promote new residential developments which incorporate a diverse dwelling mix including 1, 2 and 3+ bedroom dwellings.
- Encourage a mix of housing types, with a particular focus on higher-density housing above active commercial uses at ground, street wall and upper levels.
- Design of new developments must achieve a high standard of sustainability and accessibility.

Actions

Actions are specific steps to deliver the planning objectives.

- Amend the Municipal Planning Strategy (Clause 2) and Planning Policy Framework (Clauses 10 to 19) of the Boroondara Planning Scheme to implement the relevant objectives and strategies of the Structure and Place Plan.
- Investigate undertaking detailed community infrastructure planning to support additional population in the Camberwell Junction centre.

3. Built form

Buildings have the capacity to shape our cities. Balancing built form and public spaces is a focus of this Structure and Place Plan recognising that high quality architecture and design excellence will improve the centre's liveability.

Design Excellence in Camberwell Junction

The City of Boroondara values and promotes high quality design in all new developments.

Investment in good design generates social and economic value leading to improved health and wellbeing, safety, environmental performance while also reducing energy costs.

The guideline 'Design Excellence in the City of Boroondara' provides a reader-friendly compilation of design-oriented guidance existing in the Planning Scheme, which has been complemented with best practice resources and examples.

The guide establishes five high level urban design principles, summarised in this section. While these are universal principles, they are being considered in the specific Camberwell Junction context.

Refer to Council's 'Design Excellence in the City of Boroondara' for more information.

Future opportunities

- Improve the built form quality and provide better interfaces with the street.
- Promote high quality architecture and urban design that responds to established context and identity.
- Flexible and adaptable buildings that have the potential to be used for different uses and purposes over time.
- Buildings and public spaces that incorporate energy efficient and environmentally sustainable design.
- Encourage restoration and in some instances, appropriate adaptive re-use, regarding the variety of Heritage Overlay places and precincts included within the project area.

1. Building quality

Using quality building materials, both within the construction of the building as well as the exterior, is essential for long-term investment, maintaining and even increasing value, and reducing maintenance costs.

Building form and design greatly contributes to its final quality.

Council will seek to deliver a diverse, well-balanced, and considered built form profile for Camberwell Junction through the Boroondara Planning Scheme.

2. Local ecology

Integrating authentic greenscapes into the design of buildings will aid in off-setting emissions, reducing urban heat, improve air quality and improve visual amenity.

Investing in quality landscaping adds value to private property as people place increasingly high importance on it.

Considered design can promote biodiversity, create new habitat opportunities for local flora and fauna, contribute to urban cooling, and improve overall liveability in Camberwell Junction.

3. Liveable places

Streets play a vital role in how we feel about and value a neighbourhood. Streets and public places must be safe, comfortable and attractive. They should also be distinctive, and offer variety, choice and activity.

Buildings have an important role in creating activity that keeps our city safe and bustling at street level.

All projects, particularly large-scale ones, should play a role towards making our public places better for everyone.



View of 177 Auburn Road, Hawthorn by Splinter Society Architecture

4. Considering context

A thorough understanding of context is the necessary starting point for any new building proposal.

Camberwell Junction is characterised by a diverse range of building types from fine-grained, traditional Victorian era shop fronts to older office buildings and more recent commercial and residential developments.

Careful consideration will be required so that development will respect and protect heritage and fine grain elements of buildings while retaining the open streetscape character.

Managing the evolution of the centre's built form will be essential to ensure population and employment increases can be sensitively integrated while creating a high-quality, liveable centre.

5. Sustainable architecture

Buildings consume a lot of energy and water resources and contribute significantly to our city's climate impacts.

They need to function as efficiently as possible to minimise resource consumption, reduce maintenance and operating costs.

New building proposals will be encouraged to analyse key hazards and identify potential future impacts to inform design strategies for more resilient constructions.

The use of stormwater harvesting and water sensitive urban design is an important aspect and will be encouraged and promoted.

3. Built form

Camberwell Junction is a large and diverse centre with distinct built form characteristics and opportunities. This section provides centre-wide planning guidance for the overall form and function of new development. See Precinct Planning chapter for more details.

Objectives

- Protect the heritage and main street character of Burke Road, the Junction and landmark heritage places within the centre.
- Guide new development at greater scale and density in appropriate locations.
- Achieve design excellence and high quality, contemporary architecture that enhances the character of the centre and makes a positive contribution to the public realm.
- Protect the amenity of adjoining residential properties at sensitive interfaces.
- Ensure new development provides good internal amenity for future occupants.
- Encourage built form outcomes that support commercial and employment-generating uses.

Strategies

- Ensure new development does not exceed the maximum building height shown in Figure 5.
- Design new development to be consistent with the street wall heights and street wall setbacks shown in Figure 12 on page 28, including additional setbacks within the Heritage Overlay.
- Protect and maintain the heritage character and

Strategies (continued)

- context of key streetscapes by ensuring new development does not dominate, overwhelm or obscure key elements that relate to the significance of places.
- Ensure where new development abuts residential land outside the activity centre boundary:
 - Set development back in accordance with the 'Residential interface' diagram on page 27
 - Limit overlooking private open space and habitable rooms on adjoining sites.
- Transition building height of new development:
 - Where adjoining land is zoned for lower density development
 - On sites adjoining public open space.
- Provide articulation, visual interest and passive surveillance at upper levels through incorporating:
 - Balconies and windows
 - Variation to surface alignment and materials.
- Incorporate active frontages to key streets and public space as shown in the relevant Precinct Plan by:
 - Providing pedestrian entrances and glazing to the majority of the frontage
 - Avoiding blank walls
 - Avoiding vehicle crossovers and locating them at rear laneways where possible.

Strategies (continued)

- Provide weather protection along key pedestrian routes.
- Incorporate Environmental Sustainable Design (ESD) measures in new developments.
- Locate car parking in basements. Where located at ground or upper levels car parking should be wrapped by other uses such as retail or office.
- Limit the building width of residential development above the street wall to 30 metres.
- Provide the following minimum floor to floor heights:
 - Ground floor commercial uses - 4 metres
 - Street wall and upper level commercial uses - 3.7 metres
 - Upper level residential uses - 3.2 metres.

Actions

- Deliver public realm upgrades proposed within the identified precincts.
- Adopt ESD policy to set a standard for all new developments.
- Prepare and implement a Design and Development Overlay for the Planning Scheme to guide built form outcomes for the centre.
- Engage proactively with stakeholders to guide future development of strategic sites.

Note: this map shows maximum building heights - which does not mean that every site will reach its maximum allowed capacity.

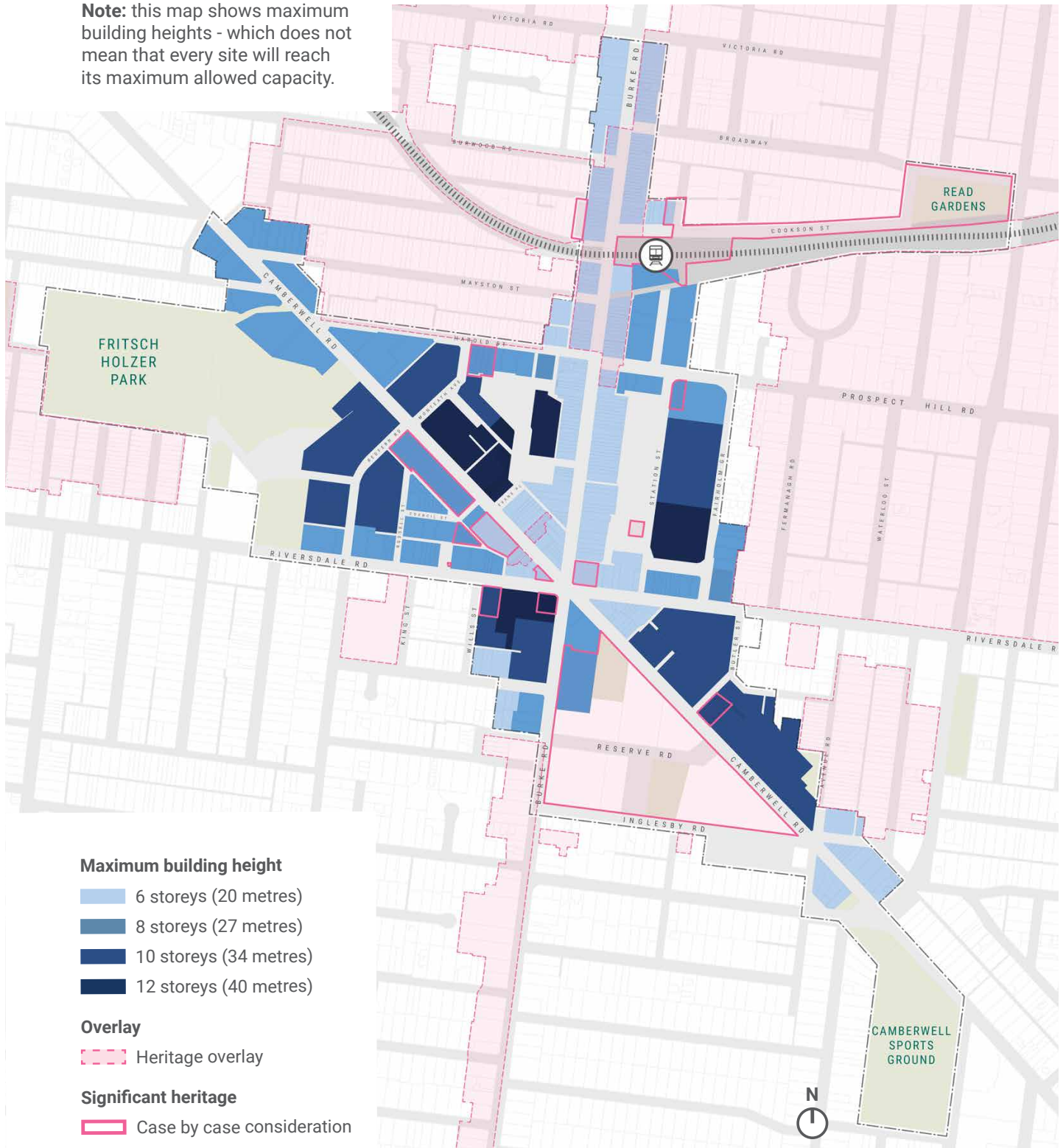


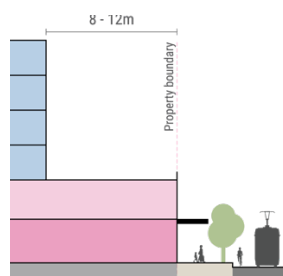
Figure 5 - Building height framework

3. Built form

Built form diagrams in this section describe different building envelopes and street interfaces and should not be read as land use. Figure 6 assigns built form requirements accordingly on the basis of location and context.

Street walls

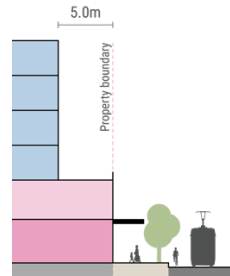
Heritage



Street interface for development in heritage overlay:

- Setback behind street walls - 8-12 metres.
- Refer to the 'Built Form Report' for specific heritage advice.

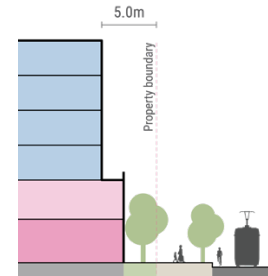
2 storey



Street interface:

- 2 storey street wall (8 metres) including parapet design.
- Setback above street wall - 5 metres.

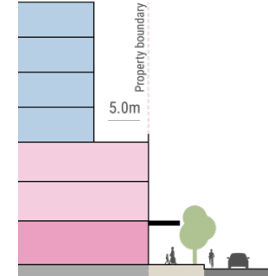
Landscape setback



Street interface:

- Where 3 metre front landscape setback is required, setback above street wall - 5 metres.

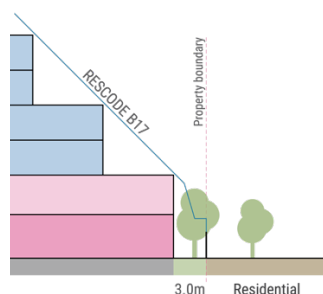
3 storey



Street interface:

- 3 storeys street wall (11 metres) including parapet design.
- Setback behind street walls - 5 metres.

Residential interface

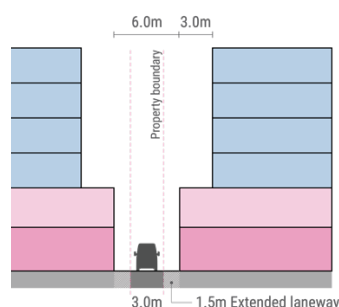


Activity Centre allotment directly abutting the rear or side boundary of land zoned residential

Boundary interface:

- 2 storey street wall (8m) with a minimum 3 metre ground level setback from boundary.
- Levels above street wall must be consolidated into a maximum of 2 setbacks within a the ResCode B17 profile.

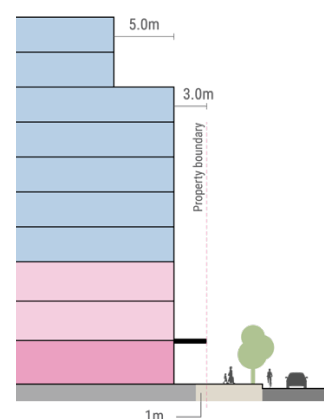
Widened laneways



Street interface:

- Minimum 1.5 metre ground level setback from adjacent property boundaries to achieve 6 metre wide laneway.
- If laneway widening can be achieved with only one side of the laneway - 3 metre laneway setback from property boundary.
- 3 metre upper level setback above street wall.

Commercial street wall



Street interface:

- Street wall to be setback 3 metre from property boundary to match established built form context.
- Additional 5 metre setback to upper levels.

Note: A minimum of 12 meters between habitable rooms is required for levels above street wall.

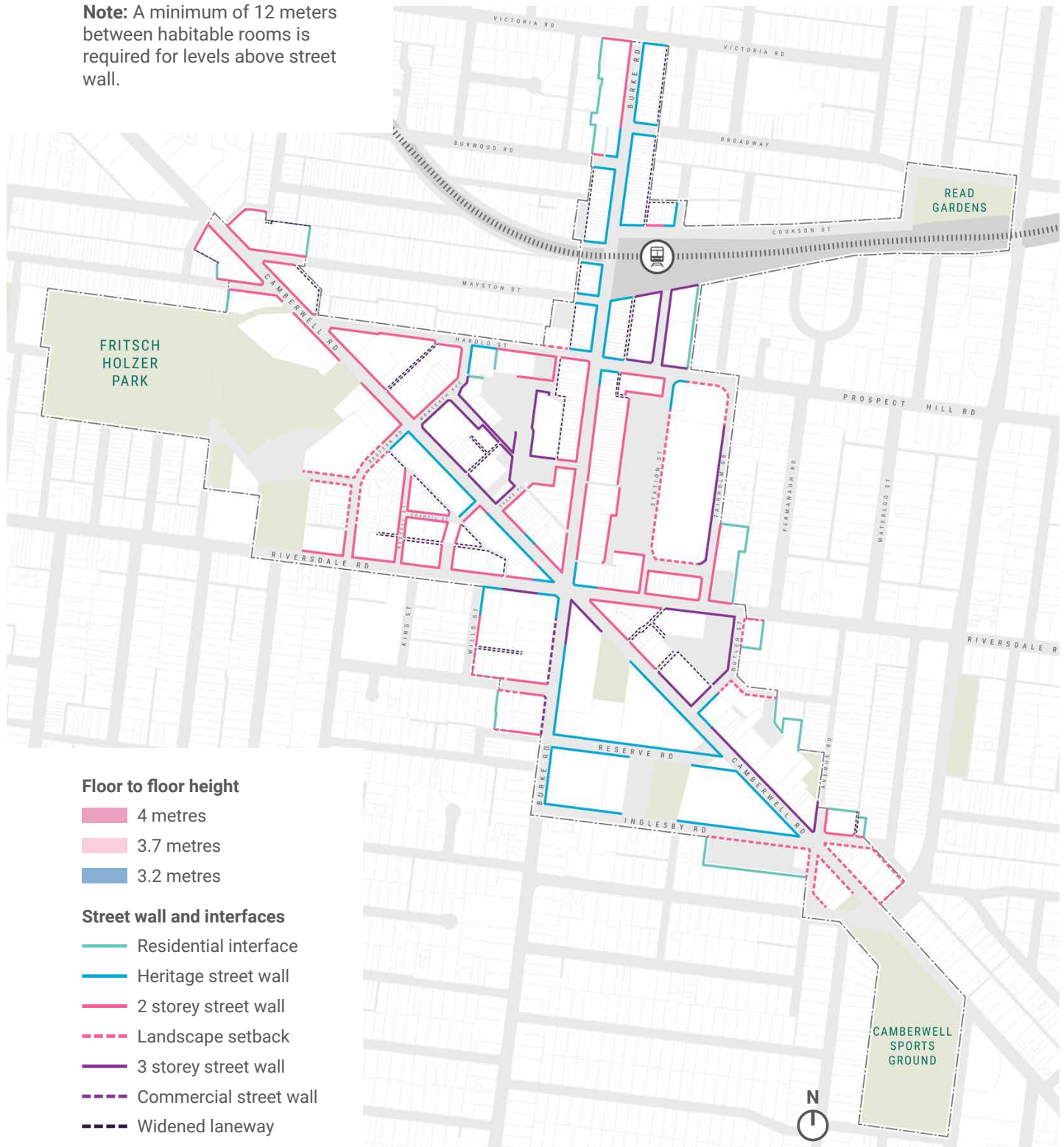


Figure 6 - Street and boundary interface framework

4. Public realm

Providing a diverse range of high quality, liveable public spaces will contribute to making Camberwell Junction a desirable destination for visitors, businesses, and locals alike.

Strategic context

With commercial and residential growth projected, it is vital that public spaces such as parks, plazas and main streets are upgraded in future to meet the increased demands.

Ensuring these spaces are well designed and appealing to visitors will be essential to the ongoing economic performance of the centre and its liveability for residents.

The 'Boroondara Open Space Strategy 2013' (BOSS) identifies Camberwell Junction as located within an open space gap area.

With increased higher density residential and non-residential development within the centre the demand for open space is only going to increase.

Provision of new open space within the centre is required to meet current and future needs and to ensure the centre is liveable and attractive.

In addition to the provision of new plazas and squares, general improvements to footpaths, laneways and street crossings will improve the centres functionality and amenity.

Future opportunities

- Upgrade footpaths and laneways to provide better public amenity and lift the overall attractiveness of the centre.
- Increase the provision of quality public realm to ensure centre's future growth comes with appropriate public places.
- Establish vibrant streets with active frontages (allowing and promoting ground level shops and businesses) to create safer and higher quality pedestrian environments.
- Create new public places capable of hosting community events and cultural performances to enliven the centre and attract visitors.
- Rationalise existing car parking to provide space for the enhanced public realm.

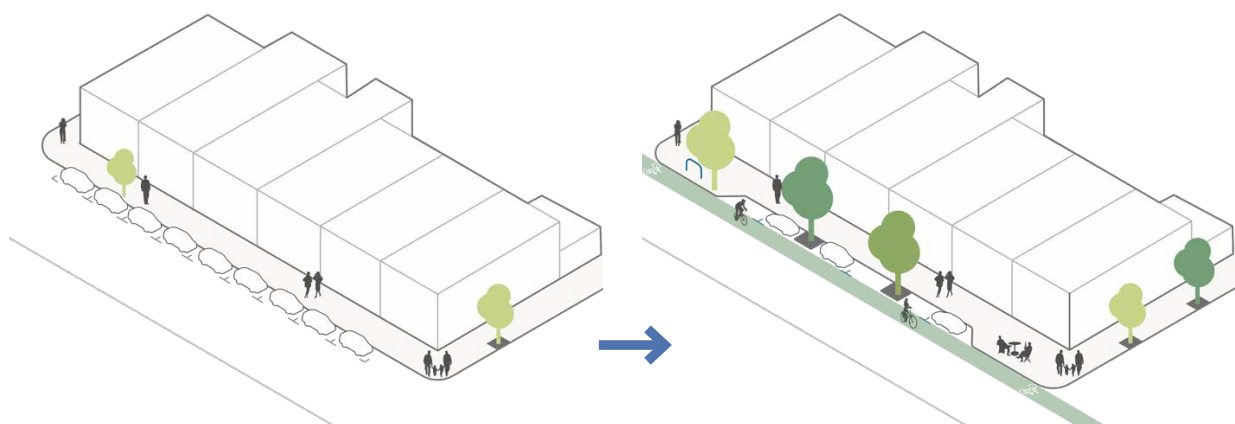


Figure 7 - Indicative diagrams showing typical street arrangement (left) and conceptual balanced streetscape (right) featuring expanded vegetation, adequate parking provision, widened footpaths, and cycling infrastructure.

Creating places for people

Great streets and public places are essential to creating a more inviting precinct where business can thrive.

Most streets and surface car parking areas in Camberwell Junction are currently dominated by cars and lack the amenity often associated with the most vibrant and liveable centres.

This Structure and Place Plan proposes a range of strategies and actions aimed to:

- Improving amenity of existing public places
- Creating new ones to support the growth projected for Camberwell Junction, and
- Ensuring the resulting network of local public spaces is well-connected and fully accessible to all users.

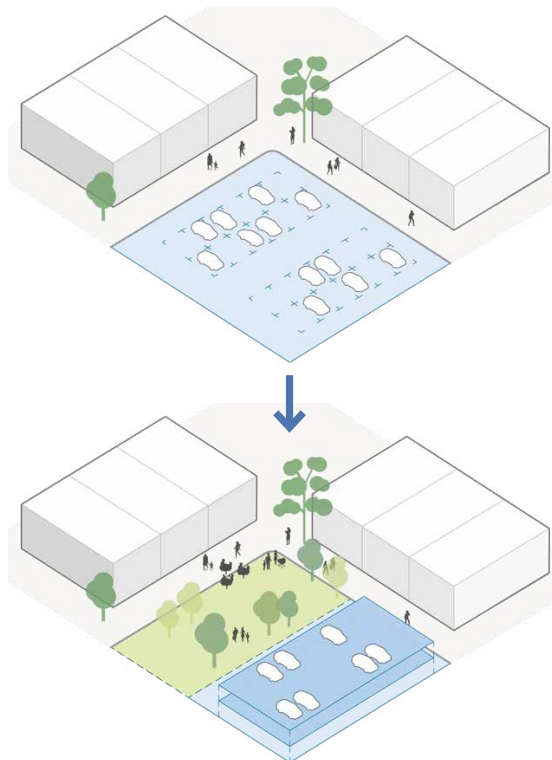


Figure 8 - Existing typical at-grade public parking limits public realms uses (indicative diagram only).

Reclaiming the street

Many streets around Camberwell Junction are dominated by cars and parking to the detriment of pedestrian movements, the shopping experience and overall precinct attractiveness.

This restricts the capacity for outdoor dining, greening and public art, and limits the appeal of these streets as destinations in their own right. It also raises safety concerns for cyclists, makes crossing the road difficult and presents difficulties for people boarding and disembarking from trams and buses.

Footpath buildouts that replace some parking with space for outdoor dining, vegetation, and street furniture will help boost amenity for pedestrians. It will also improve the attractiveness and destination appeal of the precinct.

Good street design should encourage 'staying' activities, footfall in front of local retail businesses, and support food and beverage establishments.

Improving footpaths offers great opportunities for increased tree canopy and other greenery for better environmental outcomes for the centre.



Figure 9 - Street section showing widened footpaths, safe cycle path, and additional tree planting (indicative diagram only).

4. Public realm

Developing a network of well-connected streets and laneways, plazas and parks, will attract more visitors and shoppers, provide public places for locals to come together, and create commercial opportunities for existing and new businesses to flourish.

Objectives

These planning objectives identify key aspirations for the centre.

- Provide quality streets and public spaces to meet the needs of an increasing number of people that will live, work and visit the area in the future.
- Expand green infrastructure in the centre.
- Improve the pedestrian, accessibility and connectivity experience across the activity centre.
- Create new adaptable public spaces that encourage gathering and socialising for all.
- Ensure open spaces are accessible to surrounding residential development and the centre.

Strategies

Planning strategies outline ways to achieve the objectives.

- Integrate footpath and laneway widening into new developments.
- Increase tree canopy cover where appropriate.
- Provide east-west links as part of new development in key locations (see Figure 10).
- Rationalise existing car parking across the precinct to both increase public space for people and enhance accessibility.
- Improve laneway and side street access and amenity by:
 - Pavement upgrades where required
 - Tree planting where possible and appropriate.
- Provide street activation when interfacing a main street or public space.
- Design new development so that overshadowing of public open space (including newly proposed Market Plaza) is minimised between 10am and 2pm at the spring equinox.
- Maintain solar access to pedestrian pathways opposite new development, as follows:
 - Southern footpaths between 11am and 2pm at the spring equinox, and
 - Western and eastern footpaths between 11am and 2pm at the spring equinox.

Actions

Actions are specific steps to deliver the planning objectives.

- Deliver public realm upgrades:
 - Burke Road streetscape upgrades
 - Market Plaza
 - Junction West new street connections.
- Collaborate with VicRoads and other agencies to ensure tram upgrades provide public realm benefits.
- Program community events and cultural performances to enliven the centre and attract visitors.
- Create new play spaces for children, and exercise places for adults where possible.
- Implement wayfinding and clear, accessible travel routes to connect the shopping and retail precinct with all nearby major public open spaces, including Camberwell Sports Ground, Fritsch Holzer Reserve and Read Gardens.

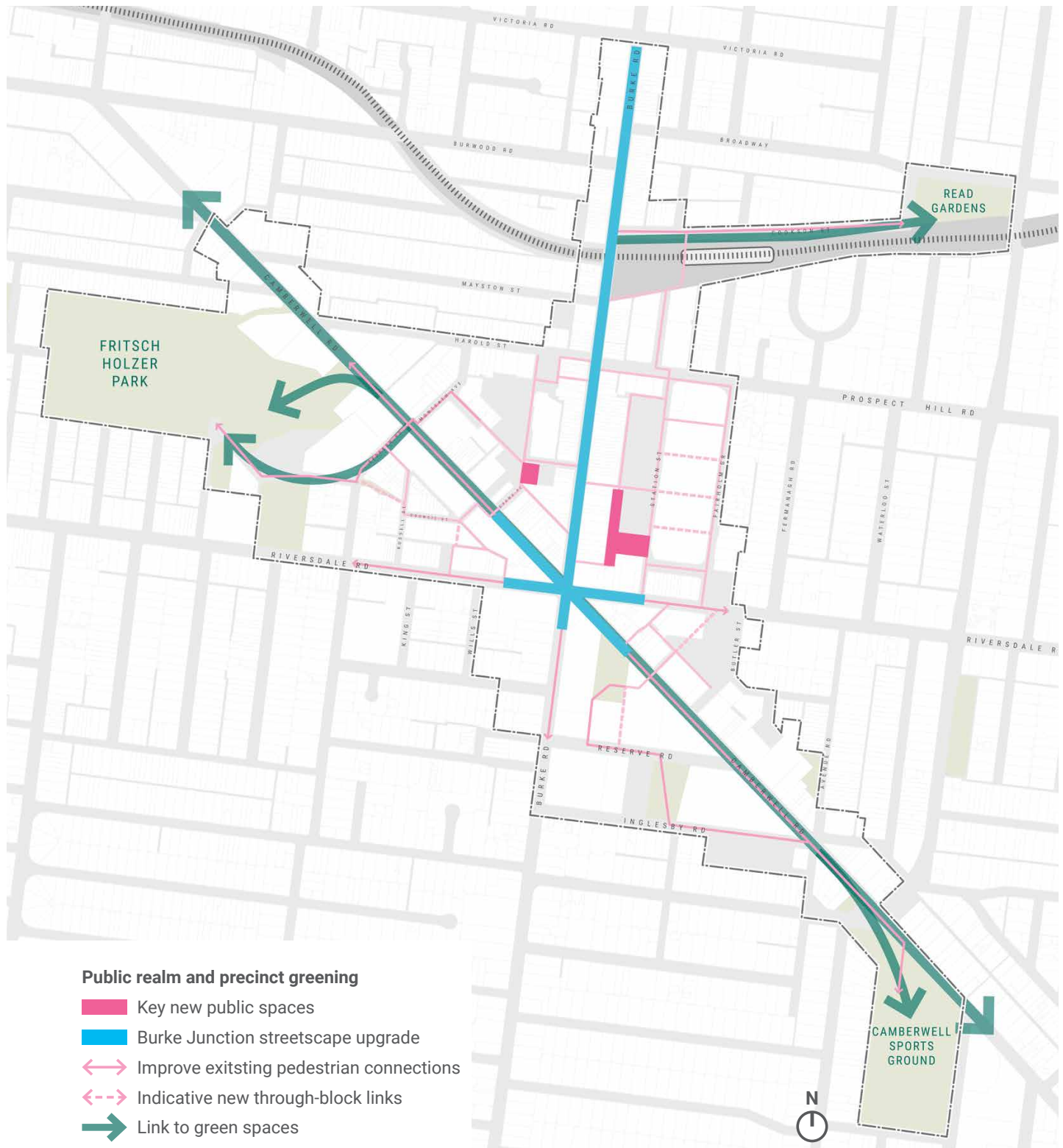


Figure 10 - Public realm framework

5. Access and movement

Ensuring comfortable, sustainable, and accessible movement into Camberwell Junction will be essential to its success as an activity centre and a metropolitan destination.

Connecting Camberwell

To achieve a more connected and easier to navigate Camberwell for all modes, streets that are currently car-dominated will need to be re-designed. Camberwell Junction has excellent public transport access to wider Melbourne.

This gives the centre the potential to improve connections from this transport hub into the surrounding local neighbourhoods and between destinations with the centre.

It is expected that traffic, pedestrian and cycling volumes and demand within the area will continue to increase through the influence of both local and regional patterns of growth.

Ensuring private vehicle mobility and access to all key areas within the centre is essential to its future success and also helps achieve some of the actions outlined in Council's 'Climate Action Plan'.

Balancing streets and roads for adequate, efficient vehicle and pedestrian movement will ensure future transit requirements are met, while improving street safety and liveability, creating a more pleasant environment for all to use and enjoy.

Future opportunities

- Better cycling infrastructure and accessible footpaths.
- Deliver a high-quality arrival experience to precinct visitors with upgraded tram stops and public realm along Burke Road.
- Reviewing parking in the precinct to consolidate capacity within existing car parking areas.
- Opportunity to improve the quality and accessibility and information of existing parking to better utilise current parking capacity.

Parking in the centre

Car parking in the centre is an important component that influences how we move around the precinct. The Plan's objective is to improve access and movement for private vehicles and active transport. Council has commissioned specialist surveys in order to understand current parking capacity and occupancy in Camberwell Junction.

A summary of the parking occupancy survey results can be read below.

Current public car parking supply

There are 3,428 publicly available car spaces within the precinct, of which:

- 2,546 total off-street spaces (Monday to Saturday)
- 2,184 total off-street spaces (on Sundays)
- 882 total on-street spaces.

Of the total 3,428 spaces:

- 1,350 spaces are within multi-deck facilities (these include the Well, Junction West public parking facility, and Station Street shopping centre), and
- 2,078 spaces are at-grade car parking.

Car parking occupancy survey

Centre-wide results of the parking survey show that:

On weekdays, at peak time (1pm - 2pm)

- 44% on-street parking spaces are occupied, with **494 on-street spaces available centre-wide.**
- 62% off-street parking spaces are occupied, with **967 parking spaces available centre-wide.**

On Sundays, at peak time (10am - 11am)

- 51% occupancy for on-street parking spaces, with **405 on-street spaces available centre-wide.**
- 69% occupancy for off-street parking spaces, with **680 off-street spaces available centre-wide.**

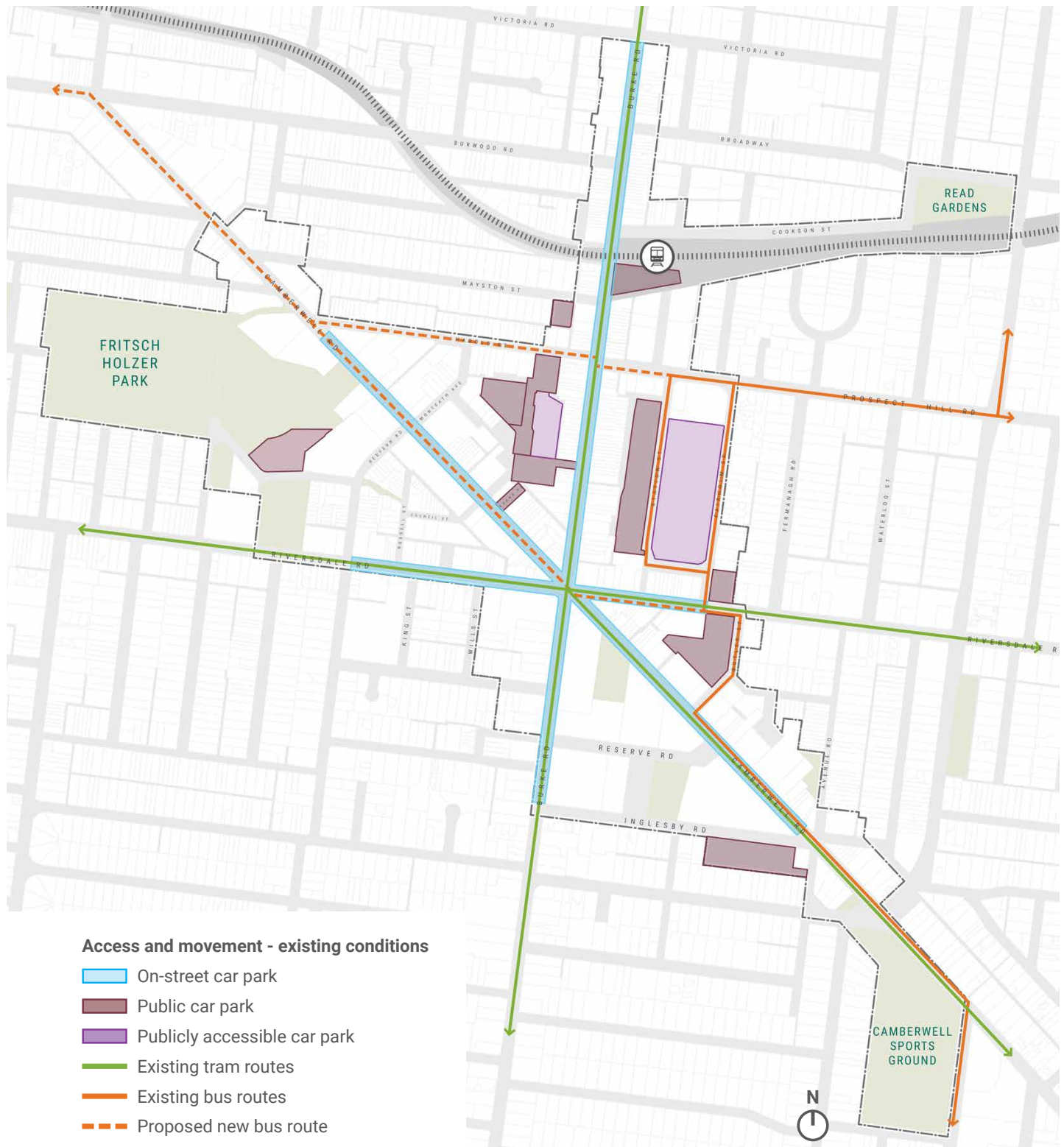


Figure 11 - Existing public car parking and public transport

5. Access and movement

Facilitating safe and efficient movements within Camberwell Junction will increase visitors to the centre's shops, businesses and open spaces, attracting a more diverse range of visitors and creating a safe and healthy centre for residents and workers.

Objectives

These planning objectives identify key aspirations for the centre.

- Improve traffic movement and safety throughout Camberwell Junction.
- Support modal shift to more sustainable transport modes including pedestrians, cyclists and public transport.
- Improve pedestrian and cycling safety, movement and amenity.
- Enable clear and efficient connections to public transport hubs.
- Provide sufficient parking in suitable locations.
- Adopt a centre wide approach when appropriate in addressing traffic concerns and refrain from isolated measures that may result in a transfer of issues to a neighbouring street.

Strategies

Planning strategies outline ways to achieve the objectives.

- Design streets that balance the needs of diverse users to create an accessible, safe, comfortable and enjoyable environment for everyone.
- Ensure pedestrian and cycling routes are accessible and easy to navigate.

Strategies (continued)

- Adapt back street design to allow for safe circulation of different transport modes.
- Locate site access to new developments at rear laneways.
- Avoid the creation of new vehicle crossings along main pedestrian routes.
- Manage intensive vehicle movements on the peripheral road network whilst prioritising sustainable transport modes and liveability in and around the core of Camberwell Junction.
- Improve the efficiency of public transport services by increasing on road priority for public transport vehicles.
- Provide opportunities for consolidated car parking to support the efficient sharing of parking facilities.

Actions

Actions are specific steps to deliver the planning objectives.

- Advocate to Victorian State Government to:
 - Upgrade tram stops and associated street infrastructure
 - Implement a new regional bus route on Camberwell Road connecting Camberwell, Kew, Hawthorn, and Northland Shopping Centre (see Figure 11)
 - Deliver Hawthorn to Box Hill cycling route.

Actions (continued)

- Upgrade Burke Road and Camberwell Road streetscapes to increase the footpath width and greenery.
- Develop a Green Travel Plan and review parking policies to consider reduced parking rates for this highly accessible centre and explore potential to collect contributions from development towards public parking and green travel facilities.
- Deliver safe cycle lanes along Burke Road and other key routes.
- Install parking sensors and electronic signage to guide visitors to available parking spaces.
- Pursue opportunities to relocate public car parking within major new developments to free up public space.
- Provide a slow-speed environment that prioritises pedestrians and cyclists.
- Provide raised pedestrian crossings across low traffic volume roads at key locations.
- Provide signalised pedestrian crossings across busy roads in the Junction.
- Explore Junction West multideck parking improvements to increase safety, accessibility, and navigation.

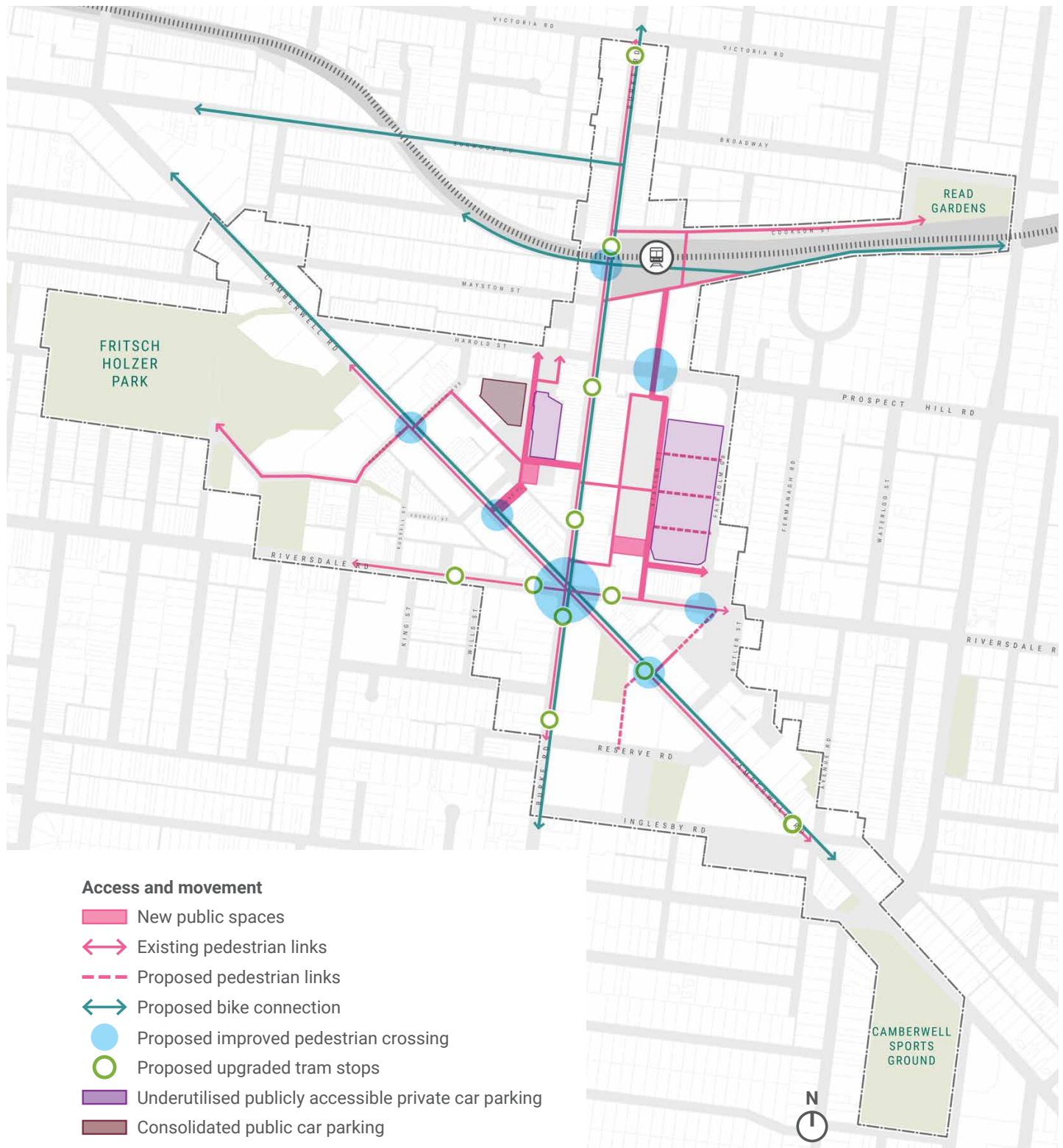


Figure 12 - Future access and movement framework

6. Community wellbeing

Camberwell Junction is an important centre with a rich history, and a diverse community. Future transformation of this area will require creating new community infrastructure to increase liveability and support a growing community.

Community infrastructure

Camberwell Junction plays an important role as a community hub. It currently hosts important community infrastructure including health, civic, education, recreation, and cultural facilities.

Developing a well balanced network of community infrastructure will be essential to support the future transformation of Camberwell Junction.

Camberwell Junction presents a range of opportunities to improve community infrastructure in future, through both public and private investment.

Public institutions, local community groups, and private developers have a responsibility to pursue arts, cultural, social connection, health, wellbeing, sustainability, and heritage projects.

Given the projected population growth in the centre, there is a need for Council to undertake further community infrastructure planning in future. Council will work with local stakeholders and land owners to explore opportunities to develop and improve community infrastructure in Camberwell Junction.

Community safety and attractive urban environments are the result of well-designed places by applying design principles, such as Crime Prevention Through Environmental Design (CPTED). Encouraging a more intense mix of uses along streets reduces opportunities for crime and improves safety in the community. Active streets often result in more 'eyes on the street' and provides a greater sense of safety for all users.

Sustainability is a city-wide issue that is not specific just to Camberwell. Council knows how important it is to our community to address the increasing threat to our environment and health and wellbeing of current and future generations as a result of our changing climate. Council has developed Boroondara's 'Climate Action Plan' and declared a climate emergency as a response.

Wellbeing and social connection

New and improved public spaces will leverage and expand community uses to support precinct activation and wellbeing.

Better access to local services and programs such as arts, cultural, social connection, health, wellbeing, sustainability and heritage will improve social connection in Camberwell Junction.

Liveable communities

Investing in community infrastructure will help to develop a greater sense of place, belonging and excitement in Camberwell Junction.

New, community-driven public places and facilities, and upgraded streets will contribute to increase opportunities for community participation, diversity, and overall liveability.

Celebrate culture and history

Camberwell Junction's rich heritage places and spaces presents a perfect opportunity for it to be shared and showcased with locals and visitors.

Camberwell has a rich history and diverse culture. It is important to create opportunities for it to be understood, celebrated and shared.

Creative destination

There is an opportunity to expand Camberwell's art and culture offering and build on existing events, new public places, and cultural institutions.

Identifying existing and future events and public places to propose iconic cultural interventions capable to attract visitors to the centre.



View of Camberwell Town Hall and Offices

Future opportunities

- Improving existing community infrastructure including capacity to host and serve the needs of community members of all backgrounds and ages.
- Supporting the centre's reach and expansion beyond its retail 'core' with improved pedestrian amenity and safer street designs.
- Implementing better wayfinding to help with better locating landmarks and key destinations, such as public toilets, playgrounds, or cultural facilities.
- Continue to work with the centre's community groups and residents to ensure their needs are met.
- Identifying and protecting neighbourhood character and heritage assets in the area.
- Delivering inclusive public places will contribute to strengthen Camberwell Junction's social cohesion into the future.

6. Community wellbeing

Continuing to invest in Camberwell Junction's community assets, cultural attractors and enhancing its liveability will be integral to its growing appeal.

Objectives

These planning objectives identify key aspirations for the centre.

- Support Camberwell Junction's growing and diverse community with relevant community facilities, including education, learning, health, arts and culture.
- Increase overall liveability and wellbeing in Camberwell Junction.
- Support and promote arts and culture initiatives.
- Incorporate Aboriginal histories, cultures and knowledges into the planning for and development of the centre.
- Ensure public places and infrastructure meet the needs of people of all cultural backgrounds and ages.

Strategies

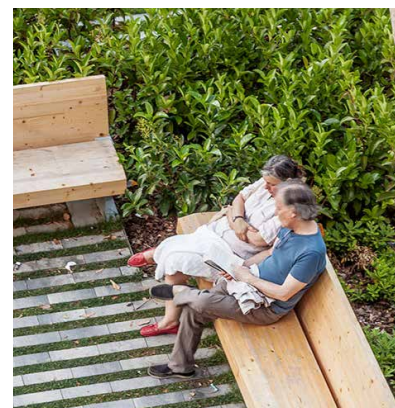
Planning strategies outline ways to achieve the objectives.

- Identify a network of places with capacity to respond to both local and metropolitan community needs coming together.
- Produce and support a robust program for local artists to gain experience and opportunities.
- Develop a cohesive wayfinding and interpretation signage system for key places and community infrastructure in the centre.
- Work with developers to ensure new buildings provide community benefits and are respectful and sympathetic with the history of Camberwell Junction.

Actions

Actions are specific steps to deliver the planning objectives.

- Provide infrastructure needed to cater for a growing community such as public toilets, playgrounds, recreation and cultural facilities.
- Include dedicated areas for artistic expressions in public spaces to reflect Boroondara's culture and history.
- Pursue co-design opportunities to involve local community and stakeholders.
- Identify opportunities to create heritage walks including appropriate wayfinding and interpretative signage.
- Expand tree canopy and green infrastructure on private and public land developments.
- Explore the opportunity to develop a community infrastructure plan for the centre.



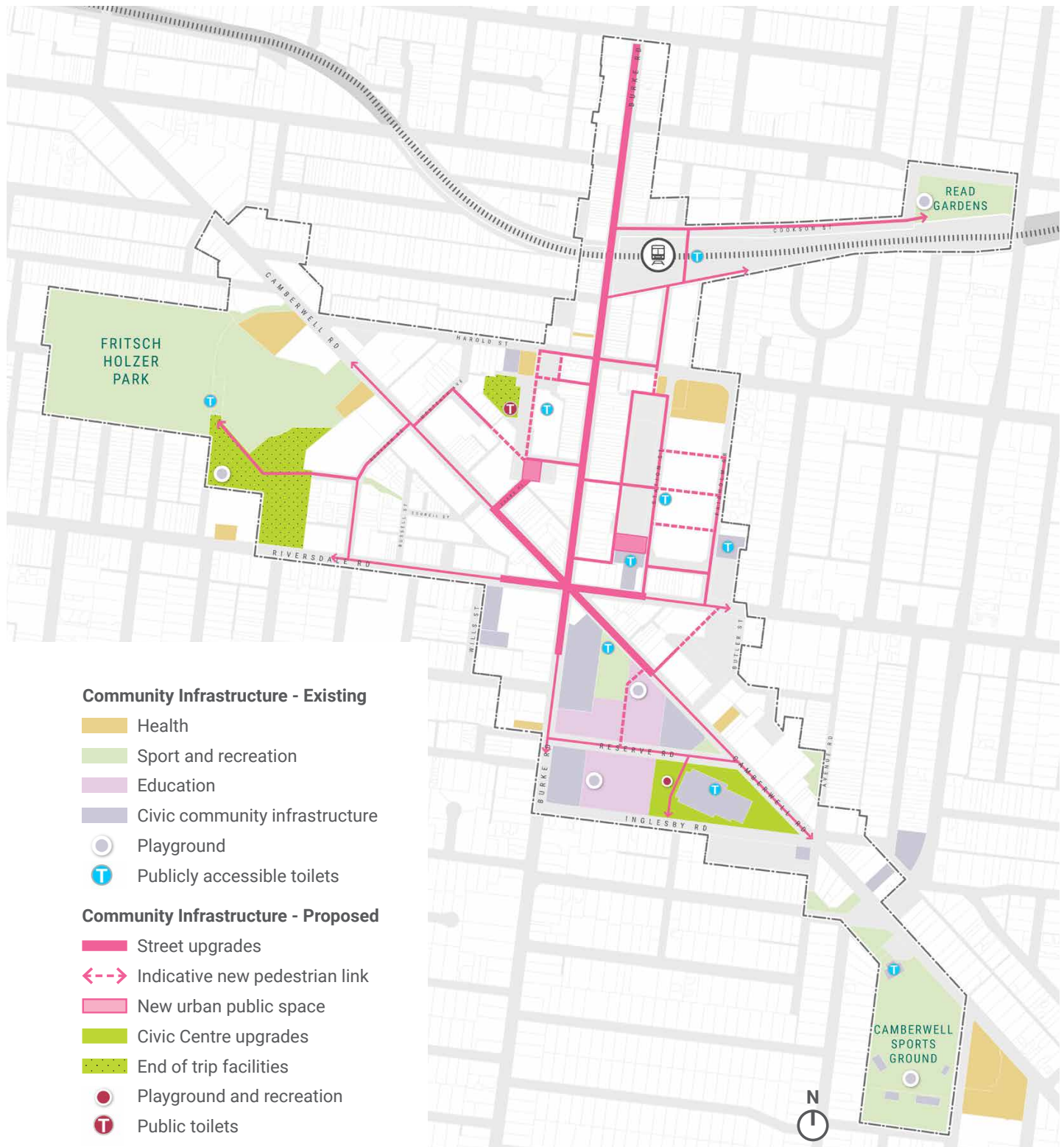
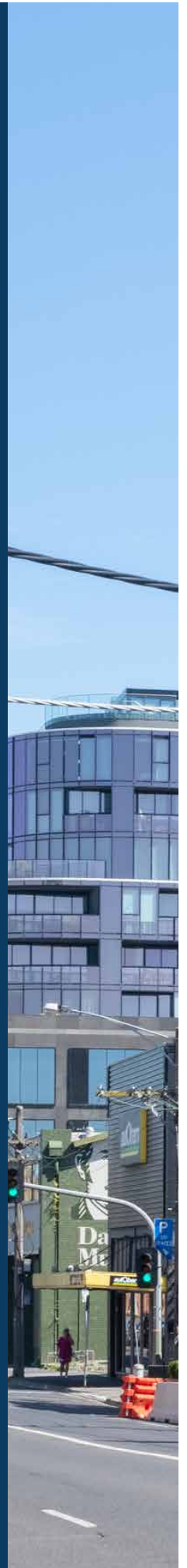
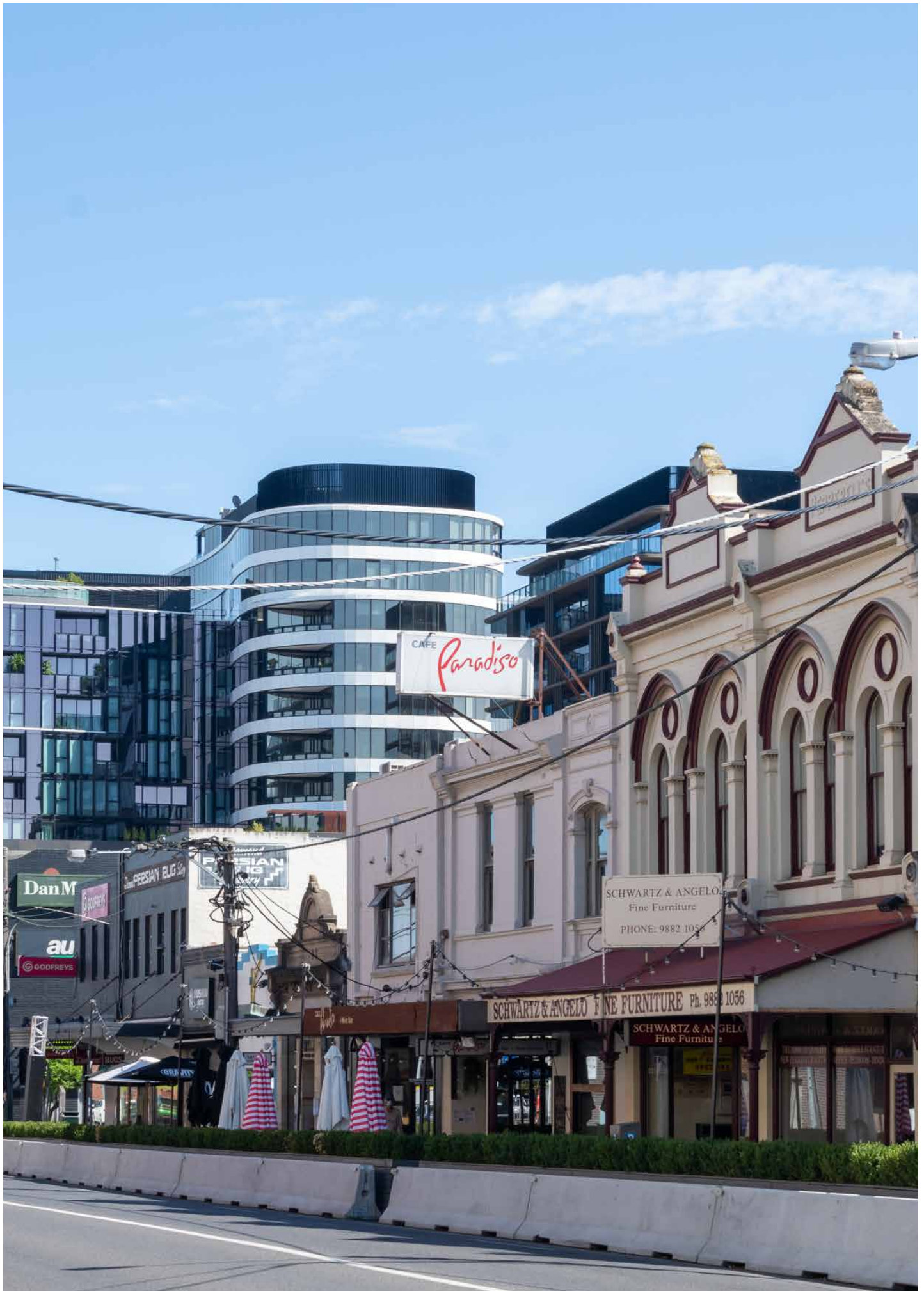


Figure 13 - Community wellbeing framework

Precinct planning

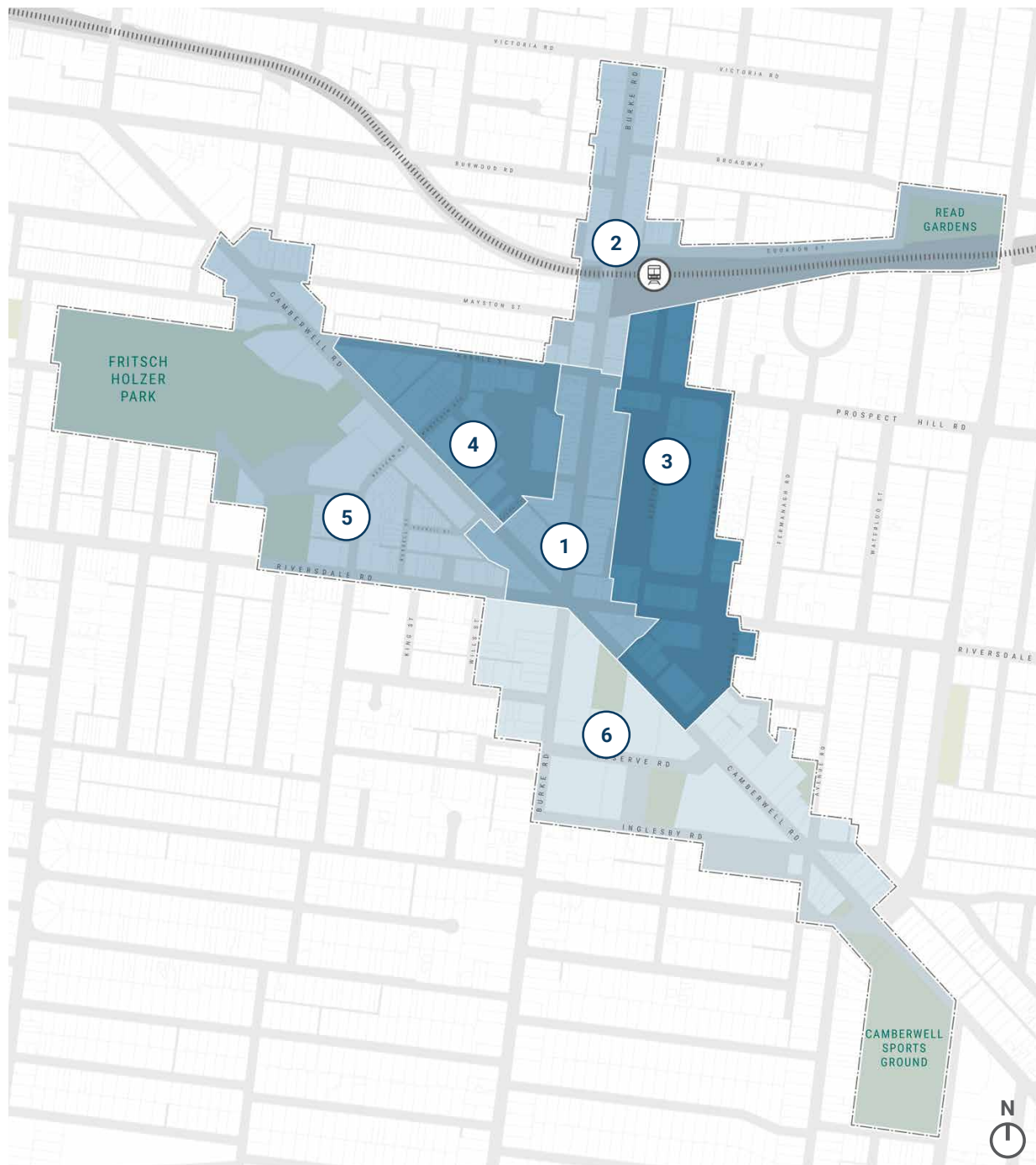
Precinct Planning takes a people-focused, placemaking approach to planning for the future of the centre and its community. The places in the Camberwell Junction are what makes it such a distinctive centre and are critical to its success. The aim of the Precinct Plans is to provide more detailed urban design and planning objectives, strategies and actions.





Place Precincts

The aim of the Precinct Planning is to provide more detailed urban design and planning initiatives and guidelines to supporting the Planning Frameworks. Six Place Precincts have been outlined for the centre as shown below.

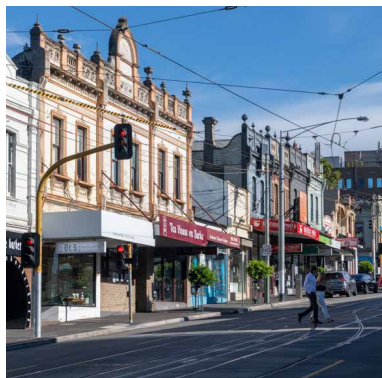


1 Burke Junction



Located at the heart of the centre, Burke Junction precinct is known for its traditional fine grain main street feel.

2 Station North



The Station North precinct is an important heritage precinct of the activity centre and provides the direct link to the centre at the train station.

3 Junction East



Junction East is a mixed-use precinct with a key focus on retail and presents opportunities for new public open spaces.

4 Junction West



The Junction West precinct is a dense mixed-use urban environment incorporating retail and mixed-use higher-rise along Camberwell Road.

5 Fritsch Holzer



The Fritsch Holzer precinct is an evolving precinct with diverse mixed-use buildings, workshops, offices, and cafés in a finer-grain wedge.

6 Civic



The Civic precinct is a community and employment focussed precinct that provides community services and public infrastructure, balanced by commercial uses.

Burke Junction

Precinct overview

Located at the heart of the centre, Burke Junction is a high-quality retail destination attracting visitors from across Melbourne.

Existing conditions

Known for its boutique shops, traditional character, vibrant atmosphere and iconic junction, Burke Junction precinct presents the retail core of the centre. The Rivoli Cinema is a key attraction and visual landmark in the centre. Dillon's Building on the corner of Camberwell Junction, and key commercial shopfronts (Pepperell's, Charing Cross and Simpson's Building) are also other key heritage landmarks.

While Burke Road is a bustling shopping precinct, much of the public space is dominated by vehicles. The main roads act as barriers for pedestrian movement and the narrow footpaths lack space for trees, street furniture and commercial activity.

The transformation of this streetscape into a people-focused place with greenery, outdoor dining and space to meet friends is the key to revitalising the whole centre. Encouraging an active pedestrian environment with ground level active uses and extended footpaths can enhance the economic performance of the centre.

The Victorian-era shops and buildings along Burke Road provide a strong sense of character of highly valued by the community and need to be sensitively integrated in any redevelopment.

The Junction intersection is a congested vehicle space challenging to navigate for cars, cyclists and pedestrians with a low amenity value. Opportunities to improve both its amenity and safety need to be carefully identified and used to the broader benefit of the centre.

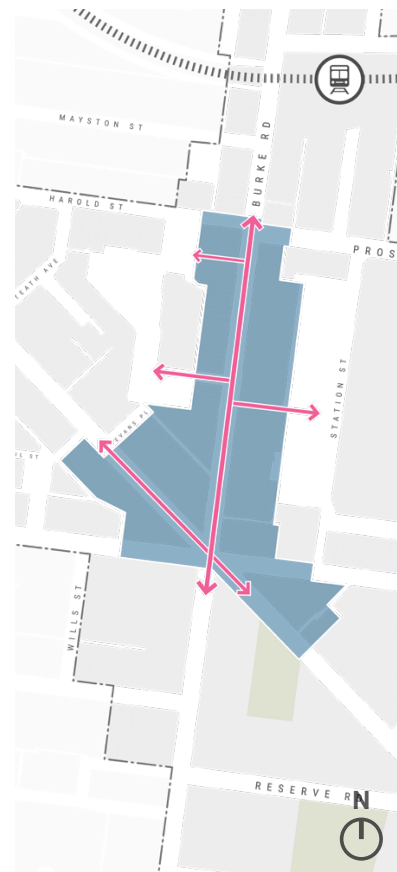
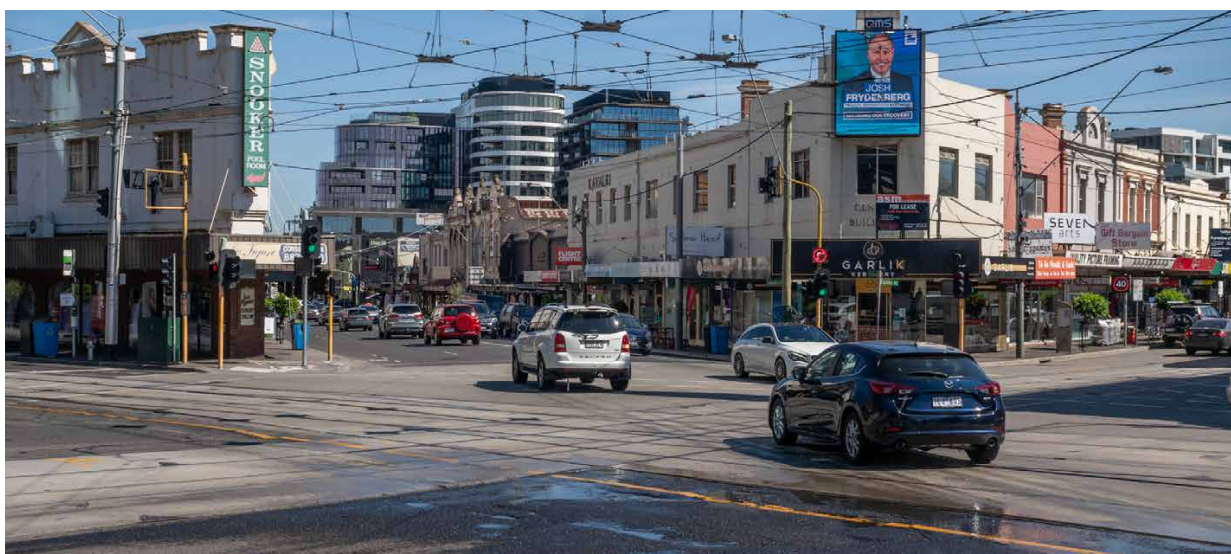


Figure 14 - Burke Junction precinct boundary.



View of the Junction intersection.

Precinct objectives

- Enhance the precinct as the primary retail destination.
- Provide an active street environment to support economic activity.
- Maintain the prevailing fine grain character of the precinct.
- Improve pedestrian, cycling and public transport access to and movement within the centre.
- Increase public space for people and enhance accessibility.



View of laneway connecting Burke Road and car park.

Precinct vision - indicative diagram

This concept plan presents an indicative-only illustration aimed to communicate Council's long-term vision for the precinct.

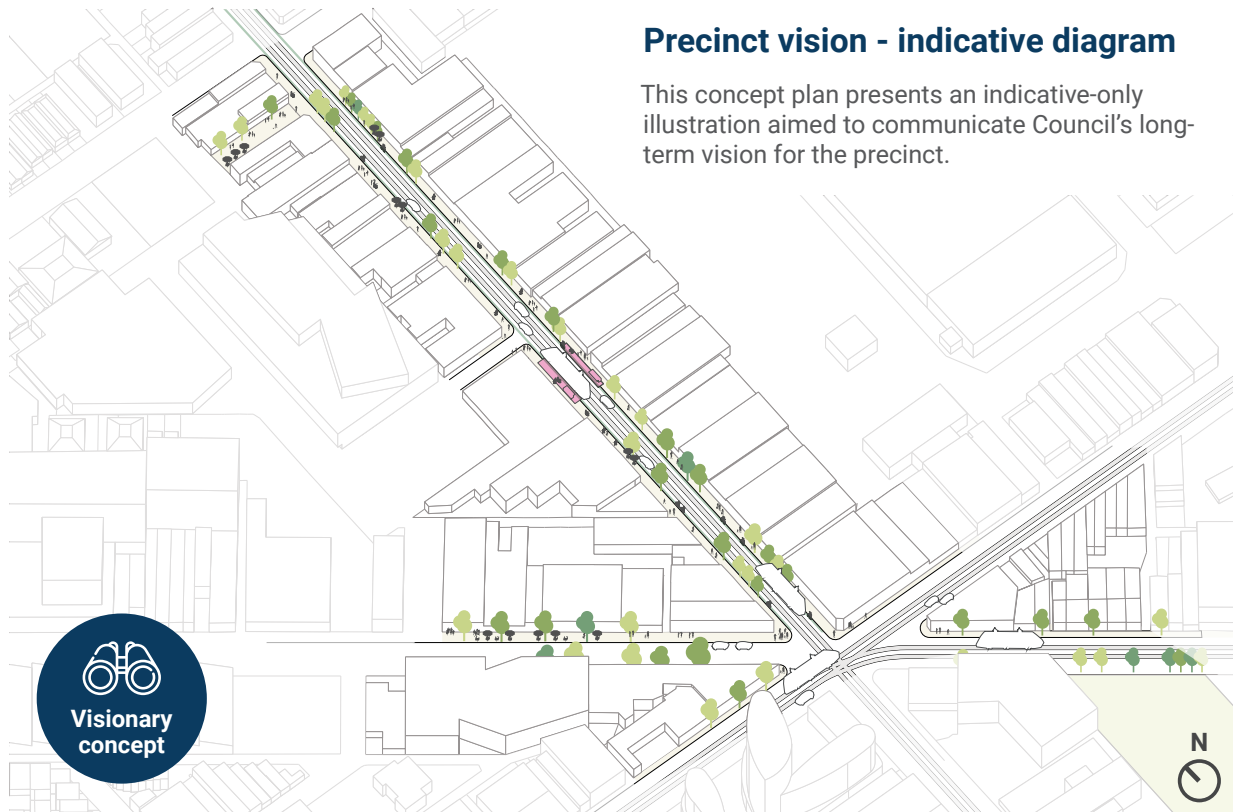


Figure 15 - Diagram showing visionary concept of public realm improvements.

Burke Junction

Planning guidance



Figure 16 - Burke Junction precinct planning strategies plan

Planning strategies

- Incorporate retail, cafe, and other active uses at ground level.
- Locate office and other commercial uses at upper levels.
- Ensure new development is consistent with the overall building heights, street wall heights and upper-level setbacks as shown in Figure 16.
- Design new development to maintain the small-scale shop-front character at street level through façade articulation and design treatments.
- Provide consistent active street frontages of shops to the rear of Burke Road in new developments.
- Ensure commercial-retail shopfronts maintain heritage buildings, with upper storey levels

Planning strategies (continued)

permissible based on a maximum height and upper-level setback to ensure concealment of new built form above to the greatest extent possible.

- Design new developments with direct frontage to existing and proposed open spaces to incorporate active frontages while recognising the need for service access.
- Incorporate new linkages (or maintaining existing links) on private land as part of new developments.

Actions

- Update the Special Building Overlay in the Boroondara Planning Scheme to ensure capacity constraints in the local drainage system are accurately recognised, and considered in new developments.



Figure 17 - Burke Junction precinct public realm strategies plan

Public realm strategies

- Ensure new development is designed to address/ activate existing public links to improve their amenity.
- Establish high quality and responsive visual markers at gateway sites - especially at the Junction.
- Improve pedestrian and cycling linkages throughout the precinct.
- Retain and improve east-west links between Burke Road and the Junction East and Junction West precincts.

Actions

- Deliver public realm upgrades to Burke Road and the Junction intersection in stages.
- Advocate to the Department of Transport and Planning to provide accessible tram stops consistent with wider public realm upgrades for Burke Road.
- Deliver wayfinding signage referencing key destinations centre-wide.
- Investigate opportunities for public art where appropriate.

Burke Junction

Streetscape improvements

Transforming the street

The streetscape plans presented on the following pages seek to transform Burke Road and adjacent roads into a high-quality streetscape that improves pedestrian amenity.

It will be important to retain the existing fine grain streetscape character whilst balancing new developments and public realm upgrades.

1

Outdoor dining buzz

There is an opportunity for pedestrian areas to be widened in many locations along the street, which will allow more traders to extend into these spaces and elevate the existing outdoor dining culture.

Extra greenery and wider walkways can also be included, making dining areas more attractive and ensuring the street is accessible and uncongested.

2

A tree-lined streetscape

There is potential for new trees to be planted along the street, achieving the community vision for a greener Camberwell Junction.

Trees can be located in former car parks, providing shade and character, and a long-term investment in Boroondara's well loved green character.

Final location, scale and species of tree can be determined through further investigation of above and below ground infrastructure, access to sunlight, maintenance issues, growth potential and contribution to local habitat.



Artist impression of Camberwell Road streetscape looking towards the Junction (indicative only).

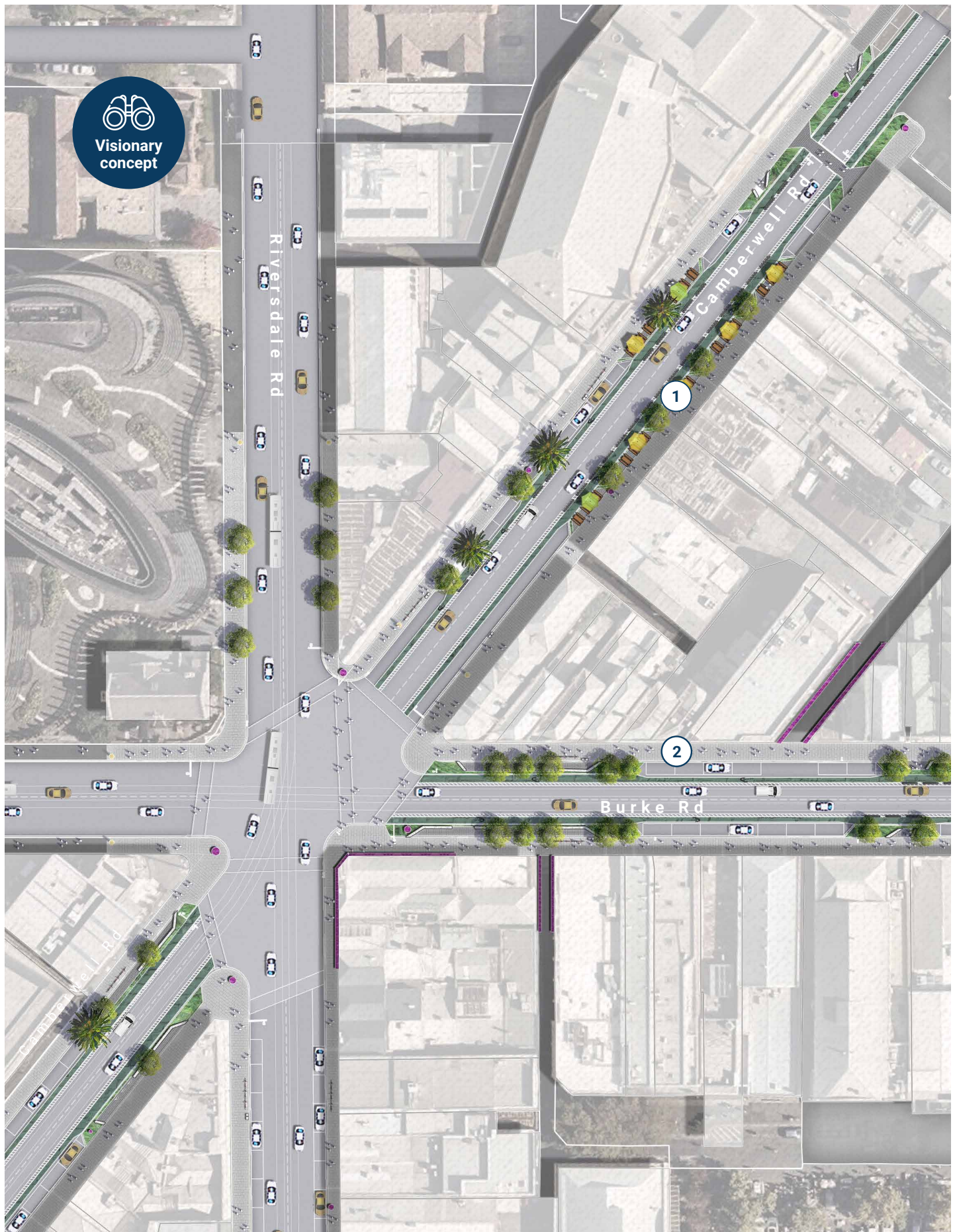


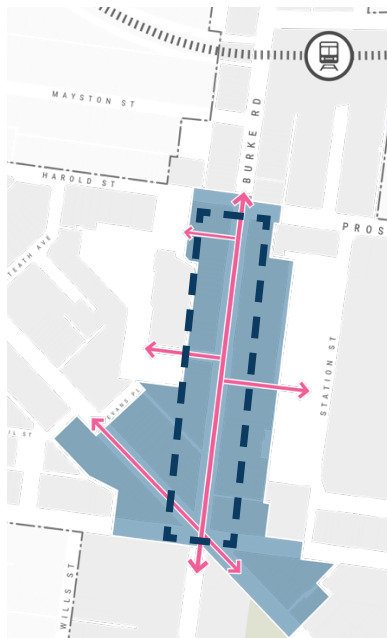
Figure 18 - Burke Junction streetscape concept plan (indicative only).

Note: The plan has been rotated



Burke Junction

Streetscape improvements



Note: the plan below has been rotated.



3

Improved streetscape

During consultation, the community expressed a desire for more spaces to meet friends, greater vibrancy and improvements to the quality and safety of the Camberwell Road streetscape.

There is an opportunity for pedestrian areas to be widened in many locations along the street, which will allow more traders to extend into these spaces and elevate the existing retail and outdoor dining culture.

4

Pedestrian and cycle friendly

Cycling safety will be improved as recommended by the Boroondara 'Bicycle Strategy 2022', including:

- Provision of on-road bicycle lanes and safer intersection treatments along Burke and Camberwell Roads
- Bicycle safety upgrades along Prospect Hill Road and Harold Street.

In addition, having longer stretches of road without parked cars will reduce risk of dooring.

Pedestrian safety will be greatly improved through pavement and street crossings upgrades, better wayfinding, shore line integration and well signalled paths of travel.

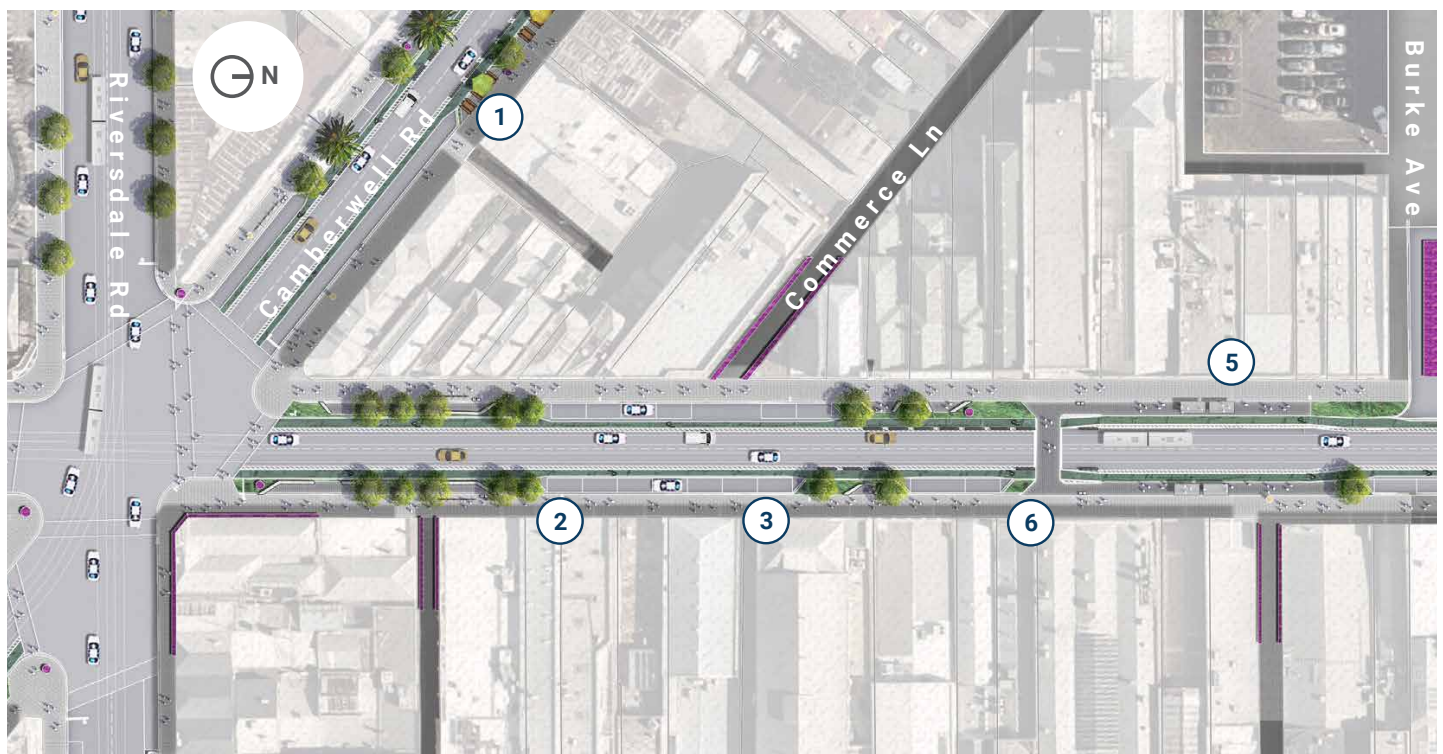


Figure 19 - Burke Junction streetscape concept plan (indicative only).

5

Welcoming tram stops

New accessible tram stops will need to be installed by the State Government to comply with the Disability Discrimination Act 1992 (DDA).

Council is planning ahead to ensure these new stops are well located and designed to benefit the centre and wider community. Council has worked with the State Government to identify suitable locations along Burke, Camberwell and Riversdale Roads.

Final locations will be subject to State authority approval.

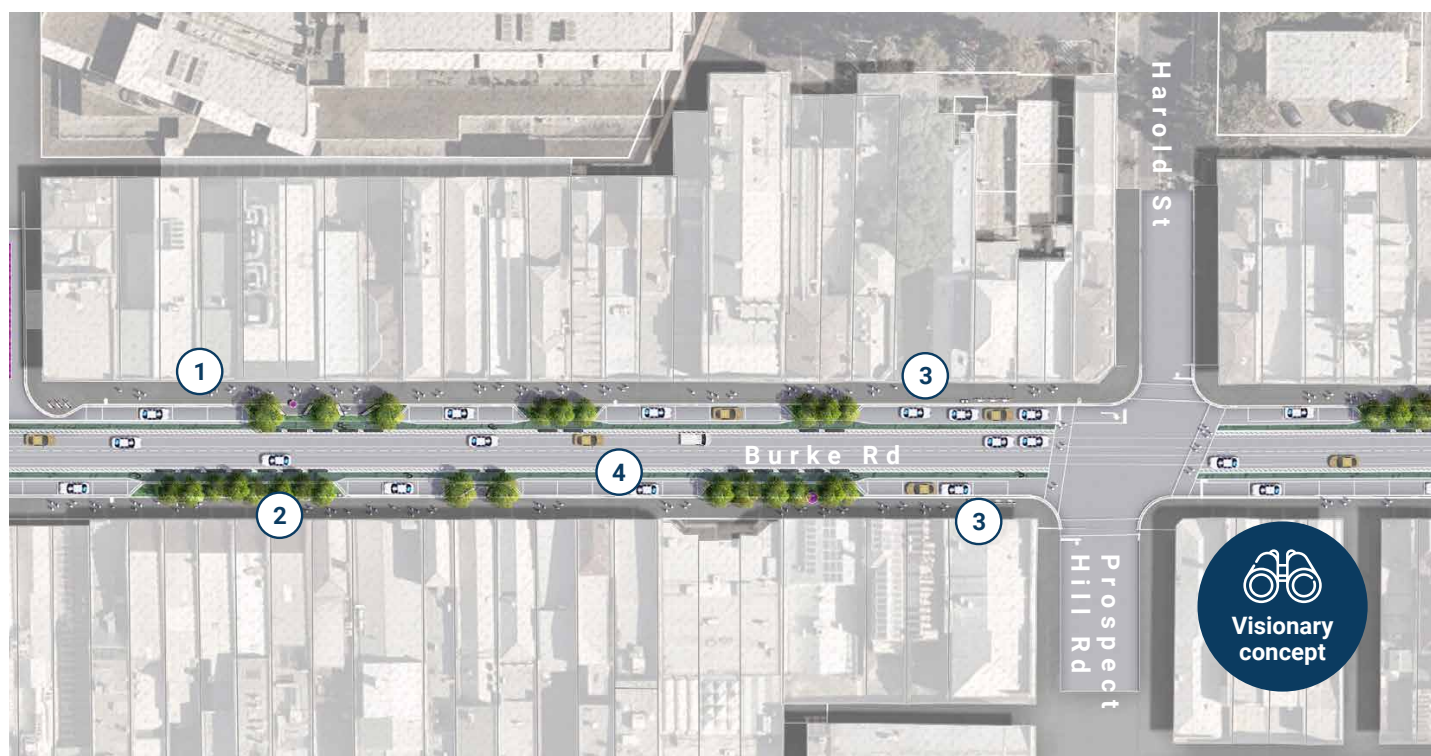
6

Improved crossings

Crossing the street should be easy and safe, especially for those in wheelchairs, people with prams, and pedestrians. Improved crossings at key locations can create a more positive experience for all road users, whether on foot, in a car, or riding a bike.

Raised crossings have been successfully introduced in the past at key streets that intersect with Burke Road.

The raised crossings provide easier access for those of all abilities and also slow down drivers in high-volume pedestrian environments.

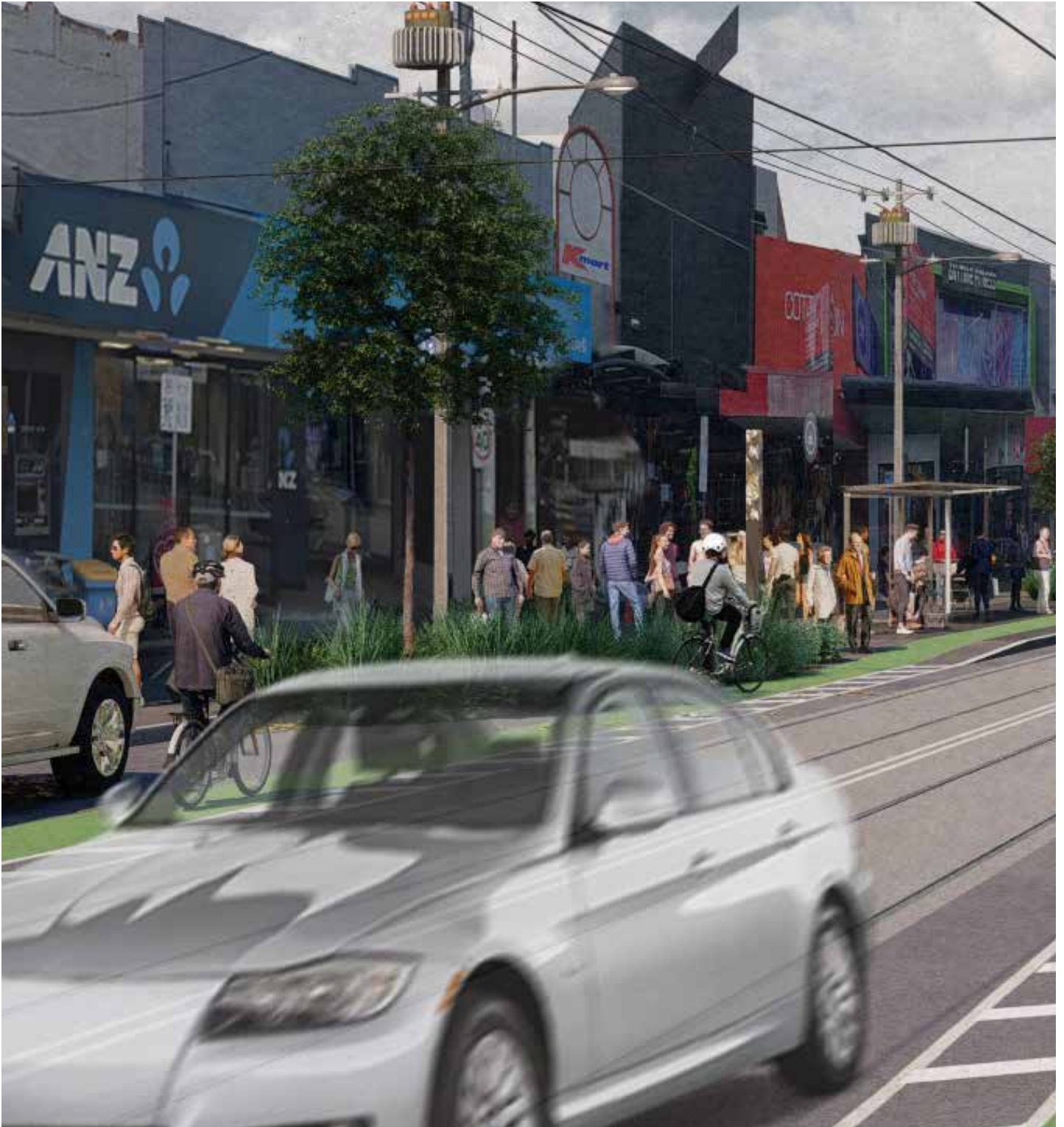


Note: The plan has been rotated



Burke Junction

Streetscape improvements



Artist impression of Burke Road streetscape looking towards the Junction intersection (indicative only).



Station North

Precinct overview

Extending along Burke Road from Victoria Street to Prospect Hill Road, Station North precinct is the northern retail and mixed-use core.

It serves an important function as the centre's northern gateway, features a heritage-protected main street and functions as the centre's main public transport hub.

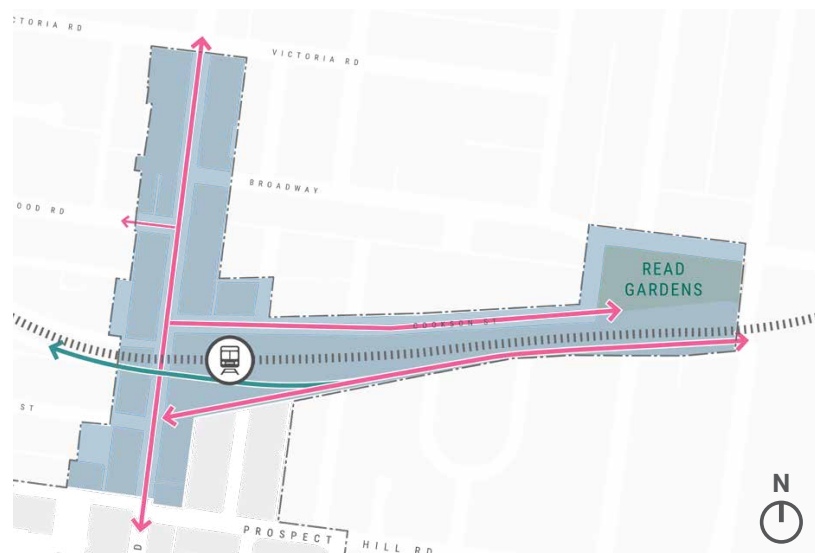


Figure 20 - Station North precinct boundary.

Existing conditions

This precinct suffers from reduced connectivity and integration with the remainder of the centre due to the railway trench which acts as a public realm barrier. Opportunities exist to close the gap in the active street edge across the railway corridor as part of any future station redevelopment.

Any redevelopment must carefully consider and respond to the precinct's strong heritage character and the sensitive interfaces to the east and west.

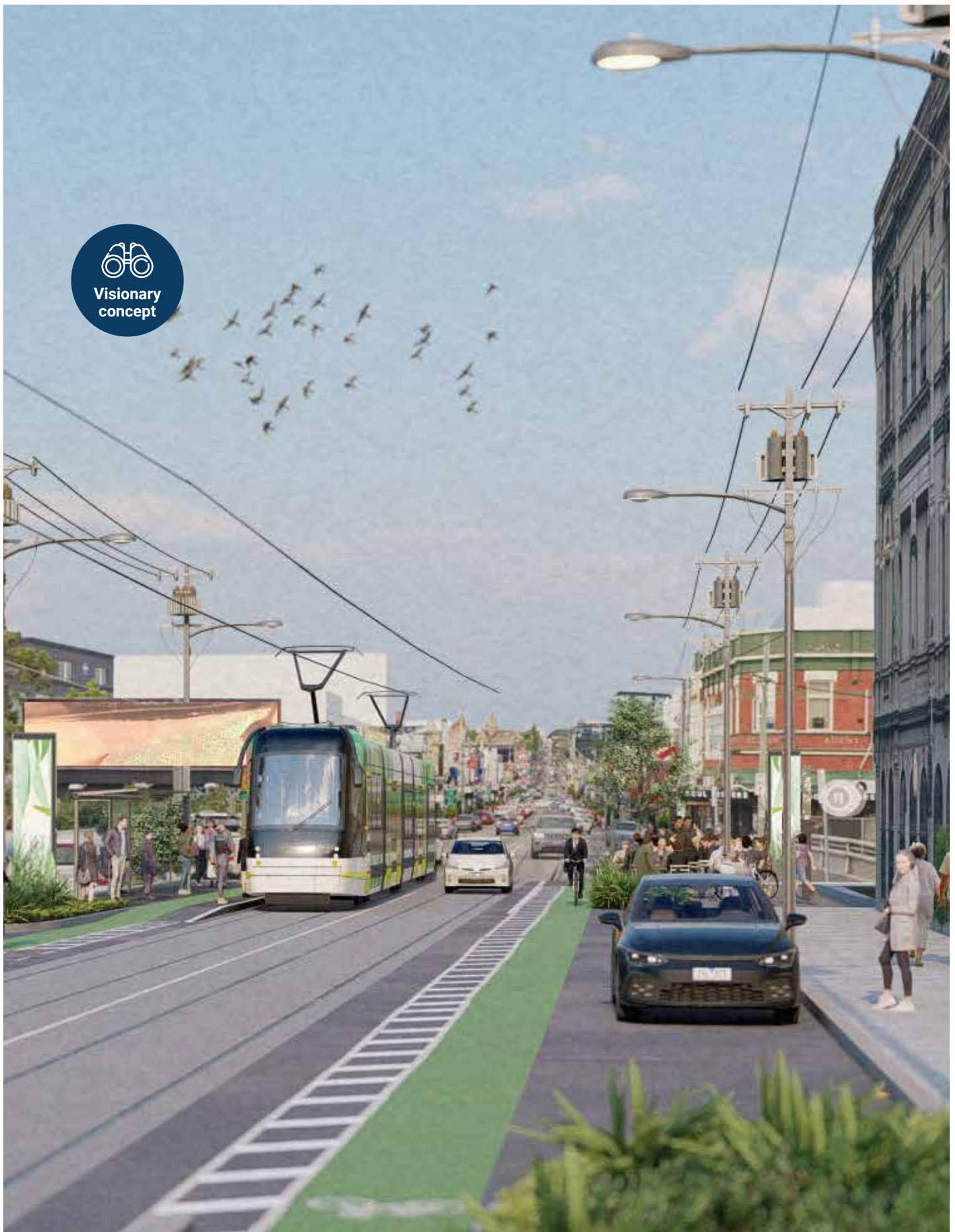
Preserving the heritage and character of Burke Hill and improving integration with the rest of the centre are key to maintaining the vibrancy and uniqueness of this important shopping precinct in Camberwell.



View of Burke Hill looking north

Precinct objectives

- Protect the existing heritage character.
- Protect and preserve the amenity of the adjoining low-rise residential areas.
- Improve the public realm as the northern entrance to the activity centre.
- Improve pedestrian and cycling amenity in the area.
- Support a mix of uses, including daytime and evening activity.
- Improve precinct integration with the remainder of the activity centre.
- Improve accessibility to Camberwell station from Burke Road.



Artist impression of Burke Road streetscape looking towards the Junction intersection (indicative only).

Station North

Planning guidance



Figure 21 - Station North precinct planning strategies plan

Planning strategies

- New development to respect the heritage and character of the precinct.
- Design new development to incorporate setbacks and transition in building heights at sensitive interfaces.
- Encourage developments to include active frontages and clear glazing at ground level.
- Maintain the fine grain shop front patterns of existing retail and commercial premises.

Actions

- Advocate to the Victorian Government for public realm and accessibility improvements between the Station and Burke Road and the broader activity centre.
- Incentivise private owners to maintain retail façades and spotlight heritage façades to showcase significant architectural assets.
- Prepare a feasibility study for the Council owned car park on Mayston Street to assess potential land redevelopment opportunities.
- Rezone the property at 800-802 Burke Road from the General Residential Zone - Schedule 4 to the Commercial 1 Zone.
- Rezone 75-77 Harold Street from Neighbourhood Residential Zone to General Residential Zone to ensure building heights are consistent with the recommendations of the Plan.



Figure 22 - Station North precinct public realm strategies plan

Public realm strategies

- Explore ways to improve connectivity across the rail corridor and with the rail station itself.
- Enhance the attractiveness and capacity of the Burke Road streetscape to attract more visitors, residents and workers to the centre.
- Rationalise existing surface car parking spaces at Mayston Street.
- Encourage restoration of historic shopfronts.

Actions

- Deliver public realm upgrades to Burke Road in stages to improve the amenity and accessibility of the precinct.
- Explore opportunities to improve lighting and pedestrian safety near the train station.

Actions (continued)

- Explore opportunities for additional public space over and around the rail corridor.
- Advocate to Department of Transport and Planning to:
 - Upgrade tram stops to improve accessibility
 - Deliver the Hawthorn to Box Hill cycling route
 - Upgrade cycling routes along Burke Road and Burwood Road.
- Improve wayfinding to Read Gardens.
- Investigate opportunities for public art where appropriate.
- Investigate improvements to pedestrian crossing near Station Street and Prospect Hill Road.

Station North

Streetscape improvements



Note: the plan below has been rotated.



1

Welcoming tram stops

New accessible tram stops to comply with the Disability Discrimination Act 1992 (DDA) can potentially be located along Burke Road.

The provision of new accessible tram stops along Burke Road is a positive step towards making public transport more accessible and inclusive for all members of the community. By ensuring that public transport services meet the requirements of the DDA, a more equitable and accessible society can be created for everyone.

Final locations will be subject to State authority approval.

2

Station improvements

Improving the appearance of the railway station and significant public realm elements including repair and maintenance of the station building itself will better integrate the station within the broader precinct.

Ultimately, the station environs will be transformed into a high-quality and functional public realm, the goal to provide an improved user experience and efficient interchange.



Figure 23 - Burke Junction streetscape concept plan (indicative only).

3

Cycle friendly streets

A cycling corridor to link Camberwell to Box Hill in the west and Hawthorn in the east has been proposed. It is part of a project by VicRoads to better link Camberwell to nine other railway stations through cycling and walking.

The potential for safe bike lanes along the full length of Burke Road will be explored, with noise markers to help ensure vehicles stay in their lanes. Stretches of road without parked cars will reduce the risk of dooring.

Refer to the Boroondara 'Bicycle Strategy 2022' provides additional guidance and improvements of cycling safety and amenity.

4

Retail and heritage

Burke Hill, with its traditional fine-grained heritage shops, is a unique and important part of the Camberwell community, and it is important to balance its historic character with new development.

Preserving the heritage and character of Burke Hill while balancing new development is key to maintaining the vibrancy and uniqueness of this important shopping precinct in Camberwell.

5

A tree-lined streetscape

Planting new trees in former car parks is a great way to make use of underutilized spaces and provide a range of benefits for the local community. Trees can provide shade and character to the area, making it a more comfortable and enjoyable place to be. They can also improve air quality, reduce noise levels, and provide a range of environmental benefits, such as reducing the urban heat island effect.

Final location, scale and species will require detailed investigation of above and below ground infrastructure, sunlight access, maintenance, growth potential and local habitat contribution.



Note: The plan has been rotated

Junction East

Precinct overview

Junction East is a mixed-use precinct with a key focus on retail with some complementary office uses at the northern and southern end of the precinct. At-grade car parks are a key feature of the precinct that impact the amenity but also present significant opportunities for new public open spaces.

Existing conditions

Junction East is a key retail attractor in the centre with two supermarkets, a discount department store, a large format retailer as well as the Camberwell Fresh Food Market. The retail focus is complemented by small-scale specialised commercial office uses in Railway Parade. This diversity is further enhanced by small-scale retail along Riversdale Road. This precinct is home to the Camberwell Fresh Food Market and Camberwell Sunday Market site as well as a major shopping centre. Camberwell Tram Substation and the Masonic Centre are two significant individual heritage landmarks within the precinct.

However, parts of the precinct are dominated by large surface car parks on Station Street, Fairholm Grove and Butler Street. While well utilised at certain times, rationalisation of parking would create opportunities for public realm projects and reduce the negative amenity impacts of the at-grade car parks. Instead, the creation of new public spaces would benefit the overall amenity and vitality of the centre. Space can be created by consolidating and better managing car parking.

The precinct also suffers from a lack of or low-quality east-west pedestrian connections. Improving existing connections or creating new ones as part of future redevelopment will be important for general permeability within the centre and provide stronger east-west connectivity. Camberwell Central has poor interface with the surrounding area and with significant redevelopment potential presents a future opportunity to make a positive contribution to the precinct.



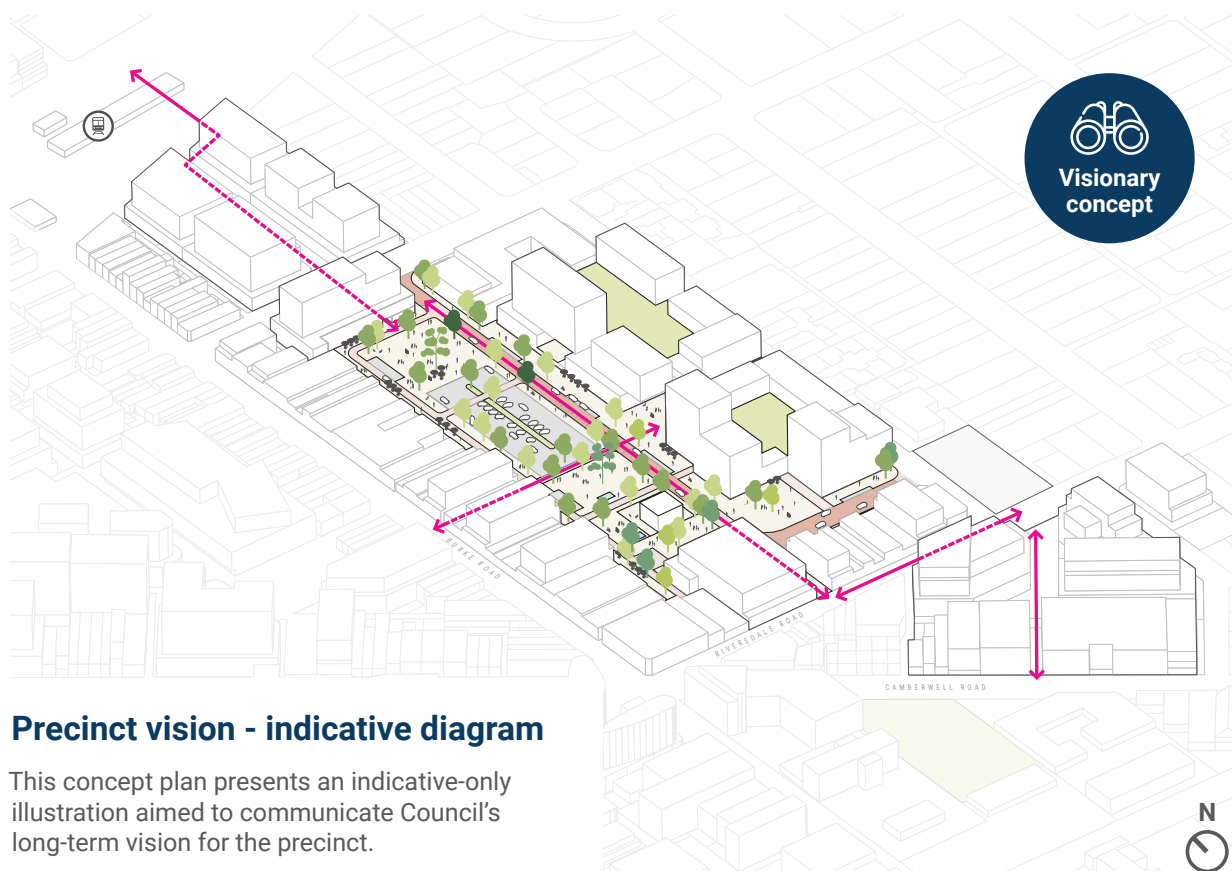
Figure 24 - Junction East precinct boundary



View of the seating area outside Fresh Food Market.

Precinct objectives

- Guide future redevelopment of strategic sites to deliver community benefits, such as new pedestrian connections.
- Ensure new developments address primary and secondary frontages and activate public spaces.
- Explore potential for future development to relocate and better manage existing at-grade public car parking to free up public space.
- Deliver high quality new public spaces near the Camberwell Markets.
- Facilitate vehicle access to parking areas, while improving safety for pedestrians and cyclists.
- Provide safe and legible pedestrian connections through parking areas and development sites to surrounding precincts and destinations.



Precinct vision - indicative diagram

This concept plan presents an indicative-only illustration aimed to communicate Council's long-term vision for the precinct.

Figure 25 - Diagram showing visionary concept of public realm improvements.

Junction East

Planning guidance

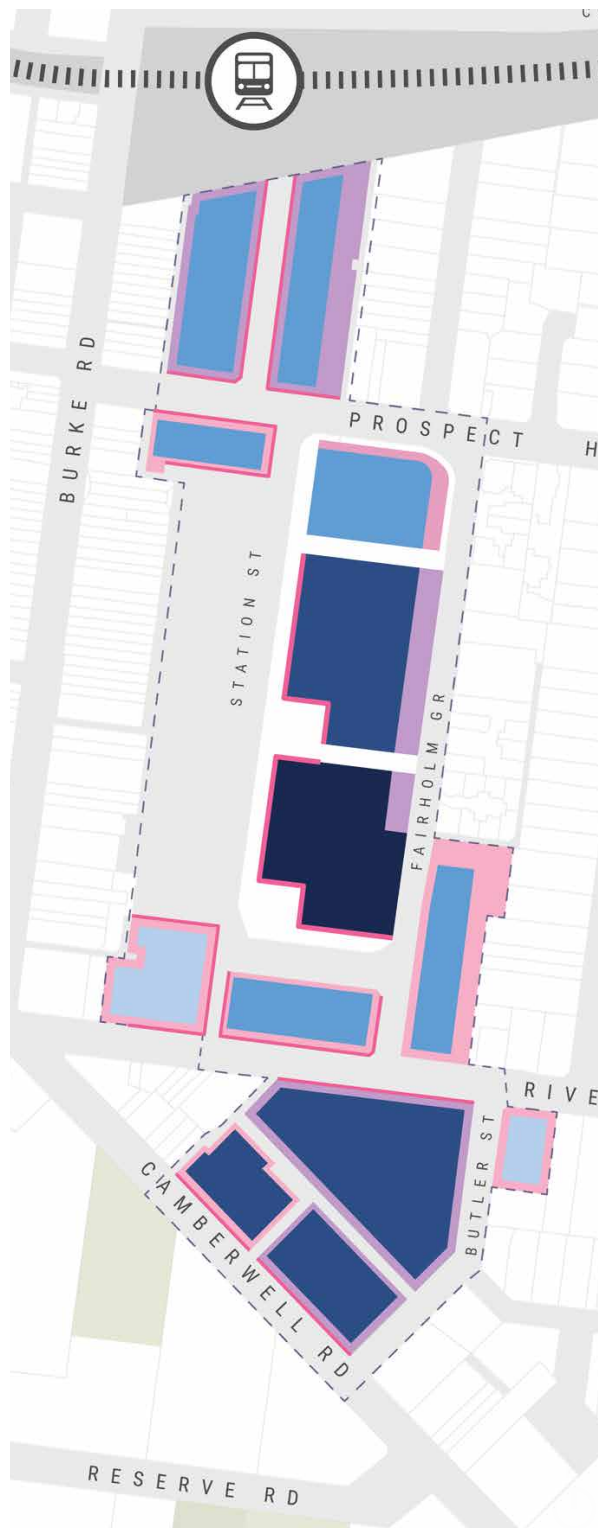


Figure 26 - Junction East precinct planning strategies plan

Planning strategies

- Ensure any future redevelopment of Camberwell Central includes mixed-uses, additional east-west pedestrian mid-block links, and interface upgrades to Station Street and Fairholm Grove.
- Design new development with dual frontages to Riversdale Road and Prospect Hill Road where possible to provide active frontage to public car parks and rear interfaces by:
 - Incorporating secondary pedestrian entries
 - Incorporating glazing
 - Avoiding blank walls
 - Incorporating visual articulation at upper levels.

Actions

- Council to proactively engage with landowners of strategic sites to ensure future development contributes positively to the precinct.
- Introduce a new General Residential Zone schedule to properties where existing building height limits are not consistent with the recommendations of the Plan.
- Rezone 31-31A Fairholm Grove from Neighbourhood Residential Zone to General Residential Zone to ensure building heights are consistent with the recommendations of the Plan.
- Investigate the potential for future development of the Butler Street car park to:
 - Unlock land for other uses
 - Consolidate existing public parking into a well managed multi-level car parking facility.

Street wall height

- 2 storeys (8 metres)
- 3 storeys (11 metres)

Maximum building height

- 6 storeys (20 metres)
- 8 storeys (27 metres)
- 10 storeys (34 metres)
- 12 storeys (40 metres)

Interfaces

- Activated ground frontage



Figure 27 - Junction East precinct public realm strategies plan

Public realm strategies

- Create new public spaces near the Camberwell markets to provide an inviting plaza for visitors, workers and residents to utilise.
- Improve wayfinding and deliver new pedestrian connections through the car parks and strategic sites to create a highly accessible and permeable precinct.

Actions

- Deliver Market Plaza and associated landscape and circulation improvements adjacent to Camberwell Fresh Food Market.
- Deliver a street closure to private vehicles between the Salvation Army store and Camberwell Fresh Food Market to improve pedestrian and cycling safety, whilst retaining delivery facilities.
- Improve navigation and wayfinding to public car parking through electronic signage that helps locate available car parking.
- Deliver flexible public realm upgrades that allow for integration of temporary cultural initiatives, events and infrastructure.
- Investigate opportunities for art in public places.
- Consider opportunities to deliver accessible and safe bike routes and end of trip facilities for cyclists.
- Investigate improvements to pedestrian crossing near Station Street and Prospect Hill Road.

Public space

- New key public space
- Upgraded streets and public space

Pedestrian links

- Existing pedestrian link
- Indicative pedestrian link
- Proposed improved pedestrian crossing

Junction East

New public space

Market Plaza

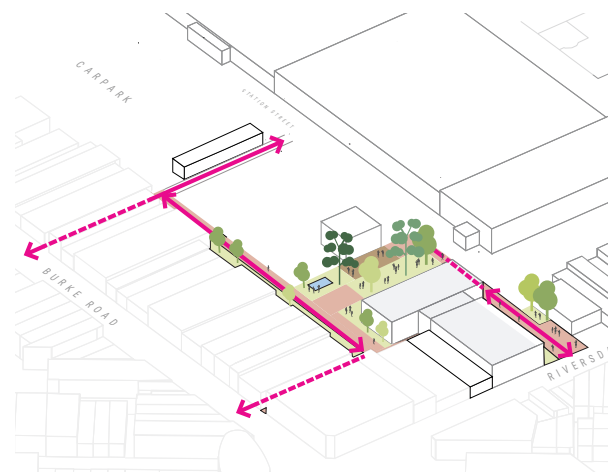
This proposal has great potential to create a new destination for Camberwell Junction, attracting new visitors and capitalising on the Sunday Market ongoing success to attract people from Melbourne-wide.

Implementing Market Plaza would have a modest impact on the total available number of public car parks.

Service vehicle access in and out the Market and nearby businesses will be integrated into the design.

The concept plan on page 66 (Figure 29) presents an indicative-only illustration aimed to frame and communicate Council's vision to create a new public square in the area directly north of the Fresh Food Market (FFM).

This initial concept is subject to change as it will require development in consultation with community and key stakeholders. The concept plan includes a legend explaining initiatives key opportunities and features.



Market Plaza - concept diagram

- | | |
|--|---|
| Pedestrian only access | Decked area |
| Pedestrian/vehicle shared priority | Fresh Food Market |
| | ↔ Main walking links |

Figure 28 - Diagram above shows proposed public realm improvements area, provides wider precinct context, and indicates key pedestrian connections. Vehicle access to the market and adjoining businesses will be retained and improved.



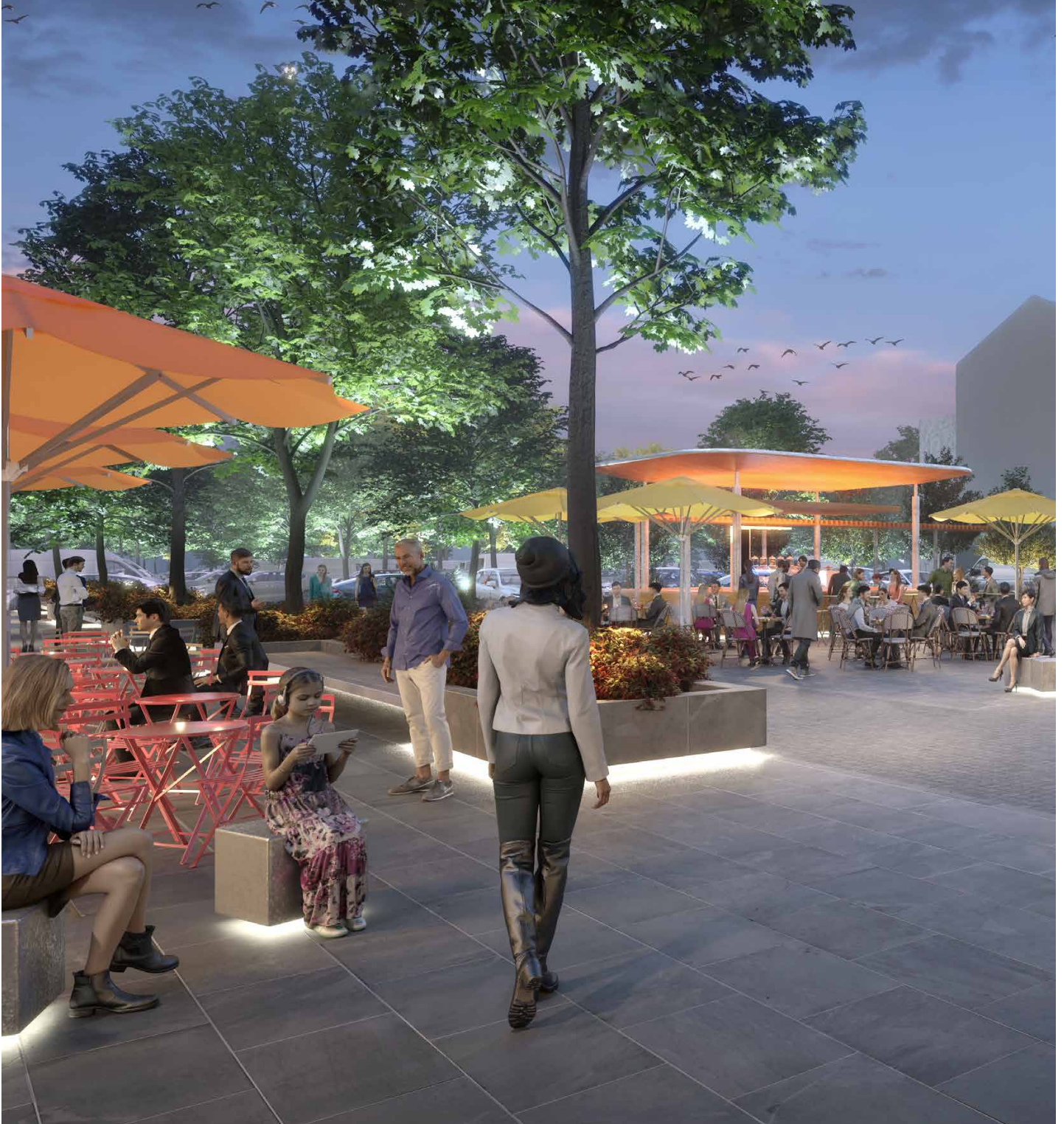
Artist impression showing Market Plaza proposal from the north-east corner on Station Street (indicative only).



Figure 29 - Artist impression showing Market Plaza proposal from the north-east corner on Station Street (indicative only).

Junction East

New public space



Artist impression of Market Plaza from Station Street (indicative only).



Junction East

Long-term opportunities

The Junction East precinct includes large sites that may be redeveloped over the longer term before 2051. It is important for council to guide and shape the development of these strategic sites to benefit the community.

Strategic site redevelopment

If the large retail site between Station Street and Fairholm Grove redevelops during the plan period, then Council will require new pedestrian connections through the site and a transition in height to residential areas to the east. There may also be an opportunity to relocate existing parking from Station Street car park into basement levels to deliver additional public spaces.

Future private land developments can facilitate the delivery of public realm upgrades, including offsetting car parking within its premises.

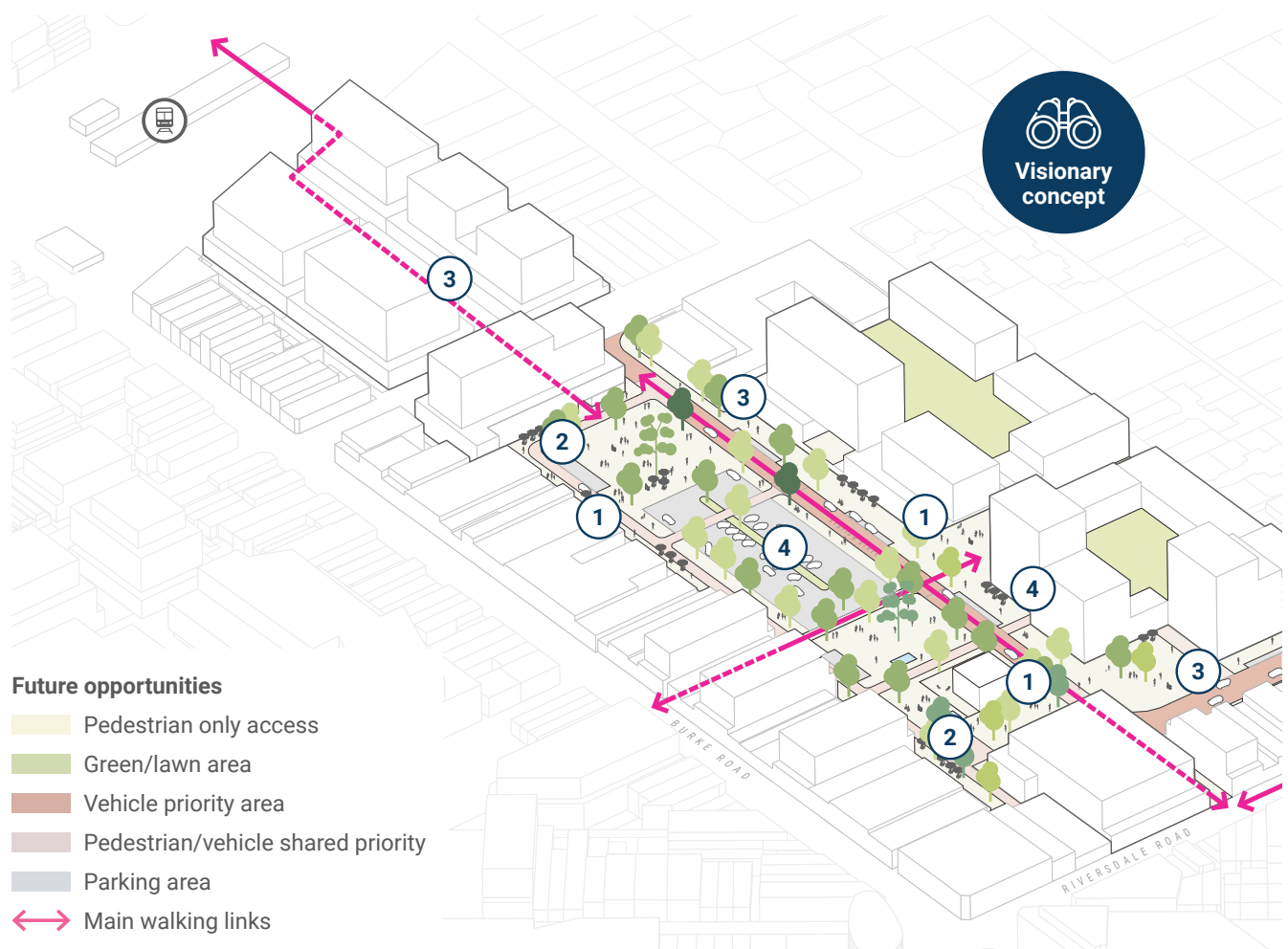


Figure 30 - Diagram showing long term vision and future opportunities of the precinct.

Indicative diagram - The diagrams below show hypothetical future development scenarios (indicative only) that can present opportunities to deliver improvements such as new public spaces and pedestrian connections.

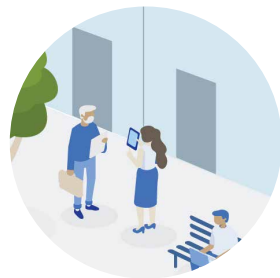
Future opportunities



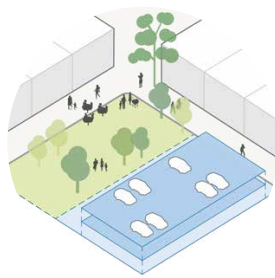
- 1** More public space, wider footpaths.



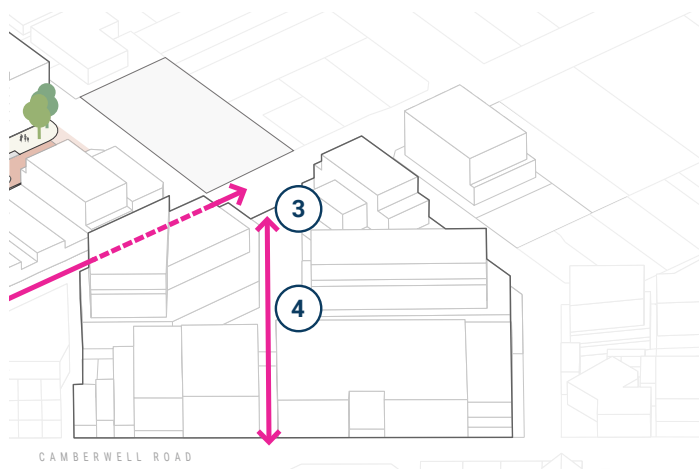
- 2** Precinct greening. Additional tree planting and landscaping.



- 3** Improved business opportunities and additional retail.



- 4** Reconfiguring parking in the precinct.



New public spaces

Junction East precinct has potential to be transformed in the future. It is structured around the existing Station Street car park and connects to Camberwell station via Railway Parade in the north and to Camberwell Road via Butler Street in the south.

Over time, Council will work with stakeholders and private developers to explore opportunities to improving the precinct's streets and public places.

A greener, connected, and more liveable network of public spaces could be designed and implemented to create an inviting urban environment for the future community to use and enjoy.

Council will engage with landowners and developers of strategic sites to deliver enhanced public places, that will contribute to the local economy and improving the precinct's liveability for all.

New public realm upgrades will be flexible and allow for integration of temporary cultural initiatives, events and infrastructure.

Better connections

Future redevelopment of strategic sites will create an opportunity to deliver new pedestrian connections, creating significant improvements to the existing pedestrian network.

A more accessible, better connected Junction East will help enhance the appeal and accessibility of the whole Camberwell Junction centre.

Making it easier for visitors to access and move through the centre will be essential to making Camberwell Junction a metropolitan destination.

Junction East

Long-term opportunities

The Junction East precinct includes large sites that may be redeveloped before 2051. It is important for council to guide and shape the longer term development of these strategic sites.

Connecting it all

There is a north-south pedestrian corridor through the precinct that could link together key destinations, but is currently disjointed.

This corridor connects the station with key community infrastructure such as Camberwell Library and the community centre, as well as important public realm upgrade proposals such as Market Plaza.

Future redevelopment of land adjoining Railway Parade and Butler Street has the potential to complete the corridor and enhance the pedestrian experience throughout the precinct.



Figure 31 - Diagram showing enhanced pedestrian connections in the precinct.

Butler Street

The area around the Butler Street car park is a key strategic site that has the potential to be redesigned in the future.

Given its central location and the growth projections in the centre, it is appropriate for higher density development to occur, providing a mix of uses and contributing positively to the public realm.

In addition, this strategic site could contribute to resolving the missing pedestrian link between the Civic precinct and Camberwell station.



Figure 32 - (right) Diagram showing long-term vision of Butler Street (Indicative only).



Railway Parade

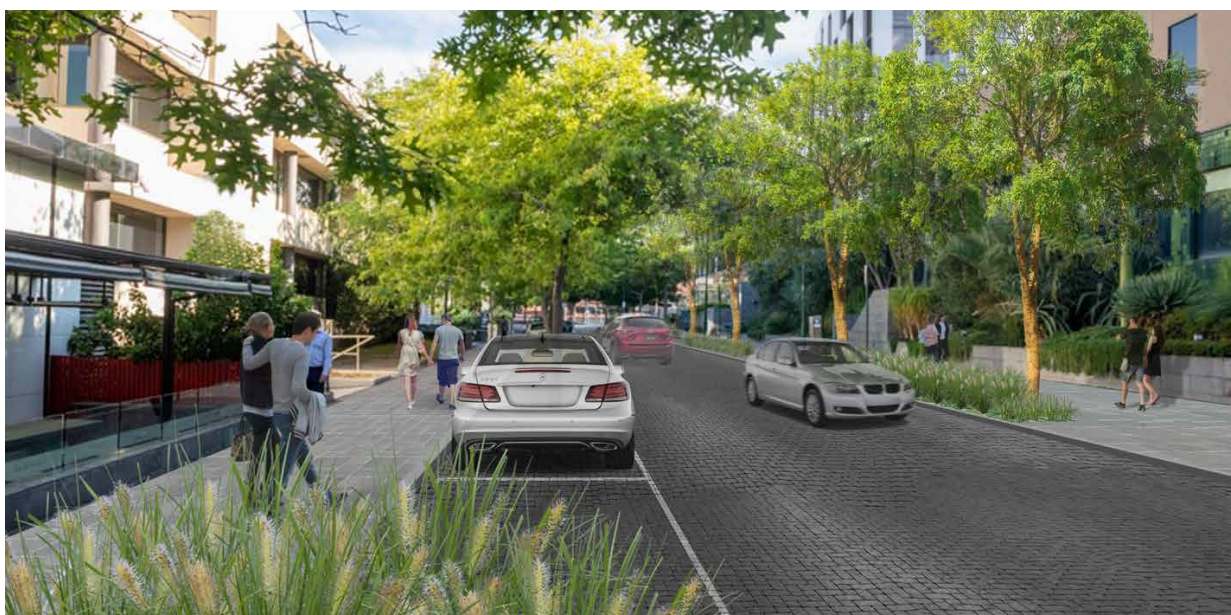
A key connection with Camberwell station, an upgraded street featuring slower moving vehicle traffic, with improved landscaping and seating could transform this area into a more inviting precinct.

This renewed urban street can provide ample opportunity for people to pause, rest, socialize and enjoy their surroundings.

Enhancing the pedestrian zone near the station would provide an attractive arrival experience for visitors to the centre arriving from Camberwell station.



Figure 33 - (right) Diagram showing long-term vision of Railway Parade (indicative only).



Artist impression of the long-term vision of Railway Parade.

Junction West

Precinct overview

Junction West is a busy mixed-use urban environment including a major shopping centre, mid-rise residential, and higher-density developments along Camberwell Road. The recent addition of the outdoor dining parklets along Camberwell Road and the Rivoli Cinema opposite are important attractors to the precinct at night.



View of Harold Street car park looking south west.

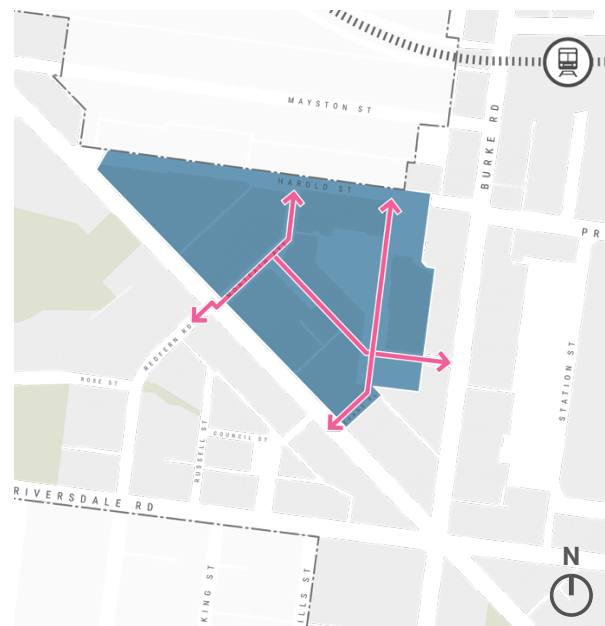


Figure 34 - Junction West precinct boundary.

Existing conditions

The precinct's neighbourhood character is evolving as more higher density developments bring more people into the centre catchment. Heritage-protected retail shopfronts along Camberwell Road and the junction provide a focal point for the precinct's character.

There is also an evolving mix of uses along Harold Street including low rise residential on the northern side and high density residential mixed with commercial office fronting Camberwell Road.

The centre of the precinct is dominated by large at-grade areas and a multi-deck car park. The current car park layout and movement network results in significant conflicts between vehicles, pedestrians and cyclists and low public realm amenity. In addition, the precinct has little street-level activation apart from the traditional Victorian shopfronts.

The precinct has few sensitive residential interfaces with the abuttal to the low-rise residential properties on the north side of Harold Street requiring careful management. Apart from this the remainder of the precinct contains several larger sites that are not constrained by sensitive interfaces and can play a role in accommodating commercial and residential growth.

As the precinct becomes more densely populated and with important retail destinations located there, it is important to improve the attractiveness, safety and function of the precinct with new street connections and public spaces.

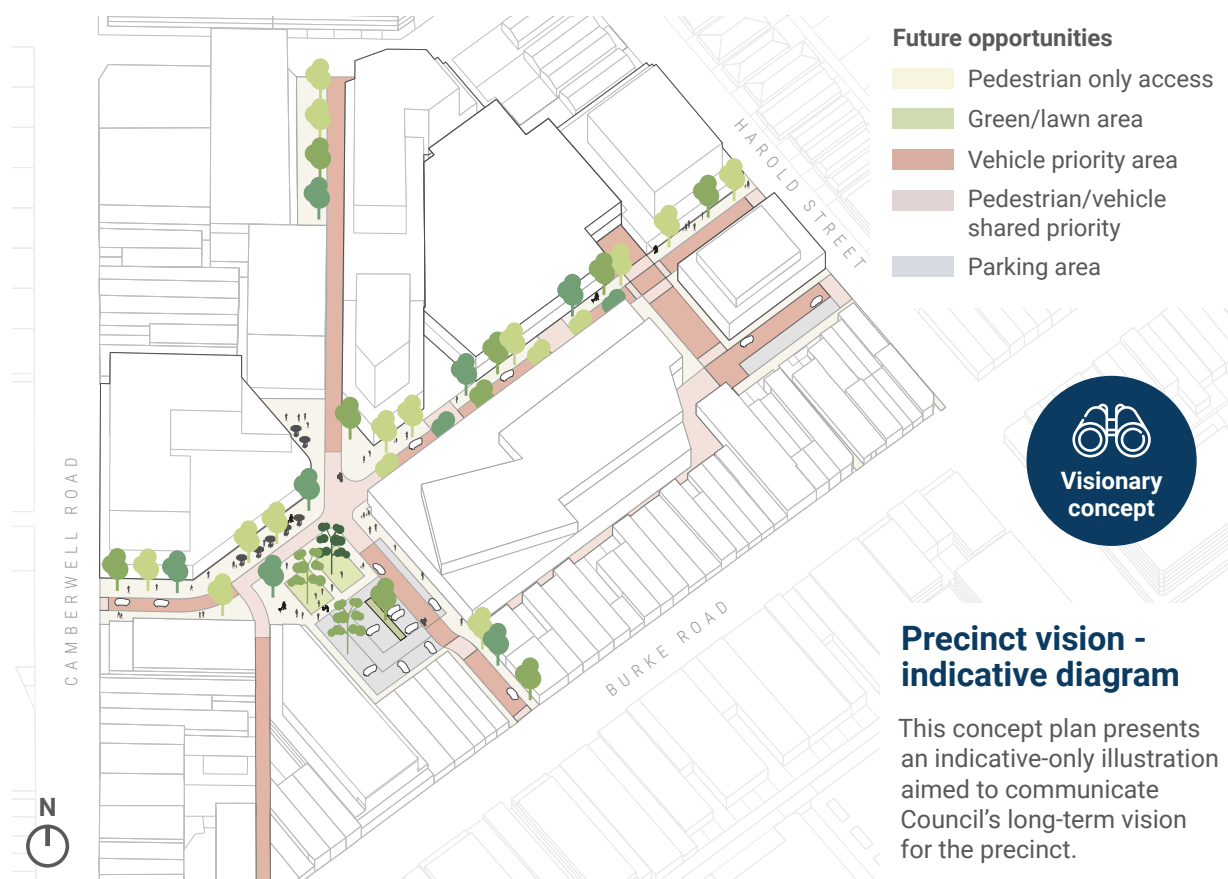


Figure 35 - Precinct vision diagram for Junction West precinct.

Precinct objectives

- Plan for private development of major sites to contribute positively to the public realm and surrounding precinct.
- Guide new development at higher densities to provide high quality homes and business spaces to accommodate the growing population and economy.
- Deliver new street connections and public spaces to create an attractive, permeable and accessible mixed use precinct.
- Manage sensitive interfaces, particularly to Harold Street low rise residential.
- Encourage private development to provide publicly accessible parking.
- Manage sensitive interfaces, particularly to Harold Street low rise residential.

Junction West

Planning guidance

Planning strategies

- Ensure new development in the precinct delivers the planned street connections, footpaths and active frontages to adjoining streets and public spaces.
- Encourage new development to provide publicly accessible parking in basement levels.
- Design new development in Harold Street to provide an appropriate transition to adjoining residential areas, with built form setbacks and façade articulation to respect the established character of the street.
- Maintain the existing heritage properties and allowing a carefully managed level of change with new development.

Actions

- Rezone the properties at 8 Monteath Avenue and 8, 10, 12, 16-18 Porter Street from the General Residential Zone - Schedule 4 to the Commercial 1 Zone.
- Rezone the land at the northern extent of 70-76 Harold Street from Public Use Zone 6 to the Commercial 1 Zone.
- Explore the potential for introducing a Car Parking Overlay to the Planning Scheme to assist in collecting funds for the creation of an additional car parking deck on the Junction West Car Park.

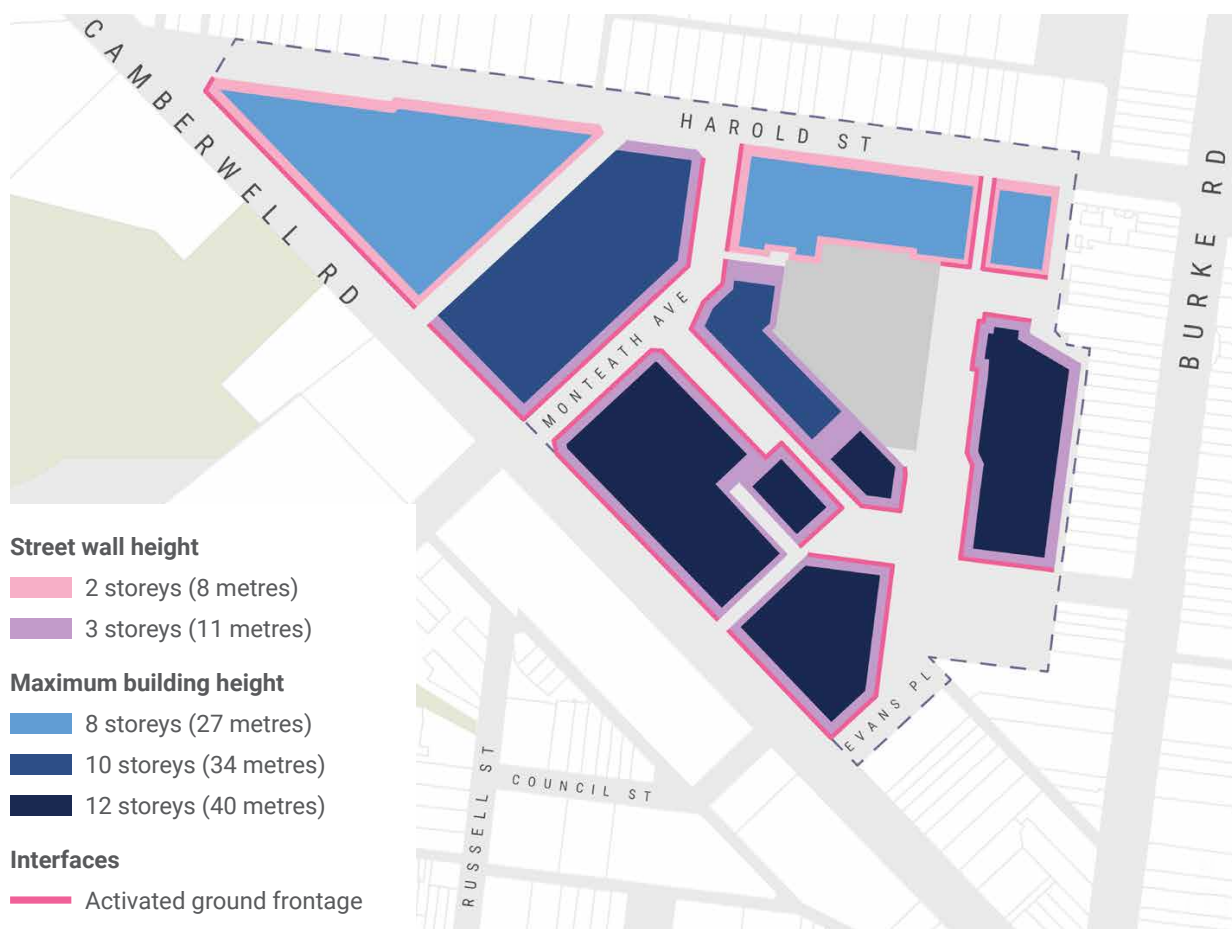


Figure 36 - Junction West precinct planning strategies plan

Public realm strategies

- Plan for new street connections and public spaces to create an attractive, permeable and accessible mixed use precinct.
- Provide a legible north-south pedestrian and vehicle link in the form of a new street that connects Camberwell Road and Harold Street.
- Provide an accessible east-west pedestrian and vehicle connection between Burke Avenue and Porter Street.
- Improve and consolidate vehicle access and parking arrangements throughout the precinct.

Actions

- Replace the Camberwell Road parklet with permanent public spaces that facilitate outdoor dining.
- Advocate to the Department of Transport and Planning to deliver cycling infrastructure upgrades along Camberwell Road and signalised intersection at Redfern Road.
- Deliver new street connections and public realm improvements in stages and in coordination with private development of major sites.
- Deliver an upgrade to Evans Place to improve public realm and trading opportunities.
- Investigate improvements to multideck car parking.



Figure 37 - Junction West precinct public realm strategies plan

Junction West

Public realm opportunities

Public-private partnership

At present Junction West precinct provides large areas of surface parking that are challenging to navigate. Large parts of this land are in private ownership and are likely to be redeveloped during the plan period.

Council will guide future development of these sites to contribute positively to the centre with new street connections between Burke Avenue and Porter Street, relocation of parking into basement levels and safer pedestrian connections across the precinct.

These public realm upgrades will need to be staged and coordinated with private development to achieve the best outcomes for the centre and community. Clear communication of the plans for this precinct and collaboration with precinct partners will be essential to successful delivery.

Precinct opportunities - concept plan and legend

The concept plan (see Figure 39) and the legend below present an indicative-only illustration aimed to communicate Council's vision for the precinct, including private development, new public spaces, and car parking arrangements.

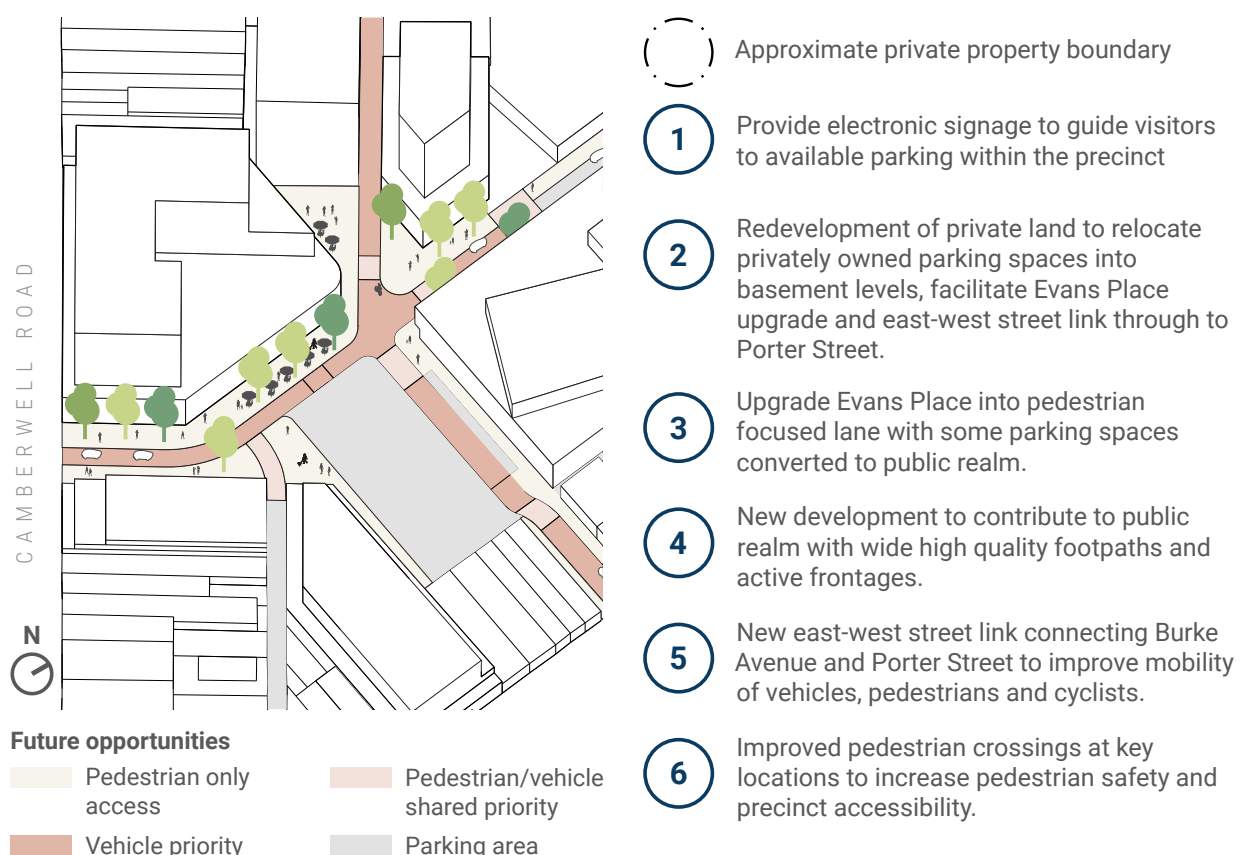
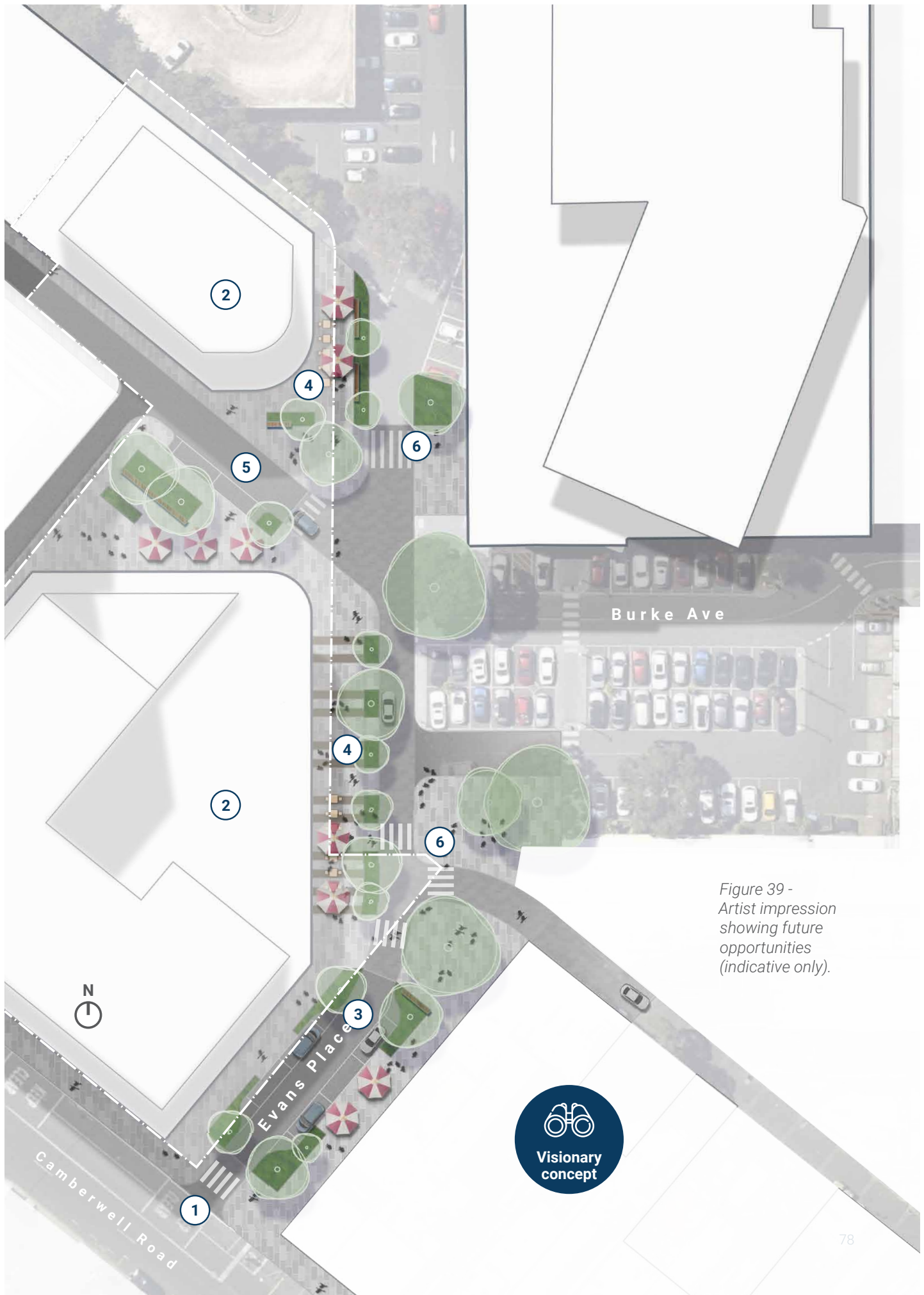


Figure 38 - Diagram showing indicative-only vision.



Junction West

Long-term opportunities

A long term vision

The Junction West precinct has significant capacity to accommodate future growth in housing and employment land uses, and therefore reduce pressure on surrounding residential and heritage areas.

This plan will help shape that development over time to create a highly activated and liveable precinct at the heart of Camberwell Junction.

Council-owned land and assets are currently dedicated to car parking provision, with car spaces taking up the majority of the public space.

There is a great opportunity to create a new north-south streetscape to connect Camberwell Road with Harold Street in the long term, improve the accessibility, functionality and attractiveness of the precinct.

This new pedestrian-oriented streetscape can provide a high quality retail and business environment that also offers public space for residents and workers in the area. Given the range of land holdings involved, delivery of new streets and public spaces will be coordinated with adjoining private developments.



Precinct vision - green streets

The concept plan (see Figure 40) and the legend below present an indicative-only illustration aimed to communicate Council's long-term vision for the precinct, including private development, new public spaces, and car parking arrangements.

- 1 Provide electronic signage to guide visitors to available parking within the precinct to improve traffic movements in the area.
- 2 Redevelopment of private land to relocate privately owned parking spaces into basement levels, facilitate Evans Place upgrade and east-west street link through to Porter Street.
- 3 Upgrade Evans Place into pedestrian focused lane with some parking spaces converted to public realm.
- 4 New east-west street link connecting Burke Avenue and Porter Street to improve precinct movement of vehicles, pedestrians and cyclists.
- 5 Future private land developments can facilitate the delivery of public realm upgrades, including offsetting car parking within its premises.
- 6 Existing parking spaces at The Well and multi-deck car park are only 45-60% occupied during peak times. Installation of parking sensors and electronic signage can improve utilisation of these available spaces.
- 7 Retain the majority of existing surface parking (approx. 40 spaces) to support business and economic activity in the area.
- 8 Potential to convert existing surface parking (approx. 30 spaces) to provide 700sqm of new public space for the growing centre.
- 9 Potential redevelopment of Harold Street car park in the longer term could complete the new street connection and relocate 60 existing surface parking spaces into basement levels.

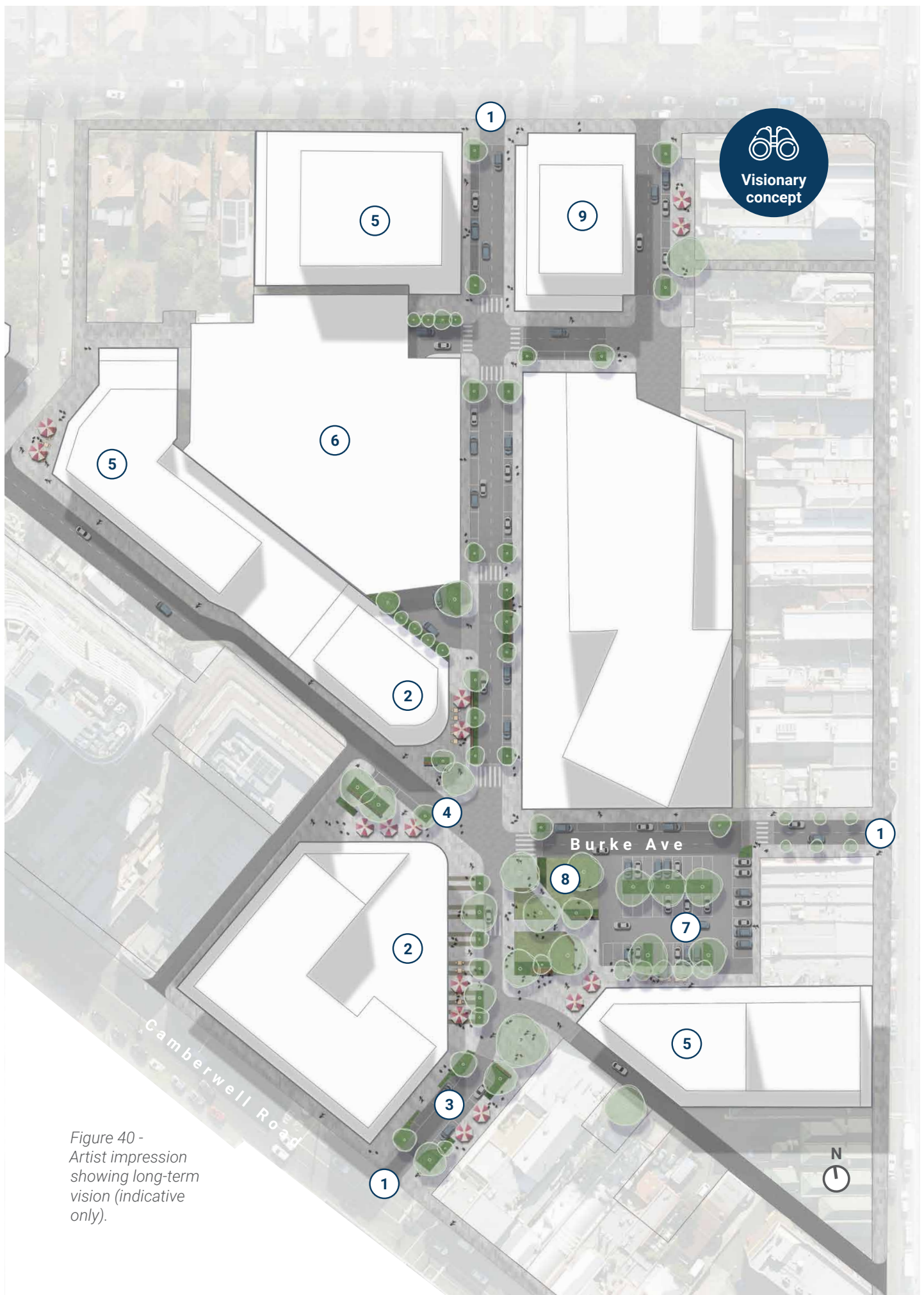


Figure 40 -
Artist impression
showing long-term
vision (indicative
only).

Fritsch Holzer

Precinct overview

Home to Fritsch Holzer Park, a key open space for the centre, this precinct is a diverse and evolving urban area. The precinct comprises a variety of mixed-use buildings, townhouses, workshops, offices, studios and a handful of cafés. The precinct presents an important opportunity for growth as a creative precinct.

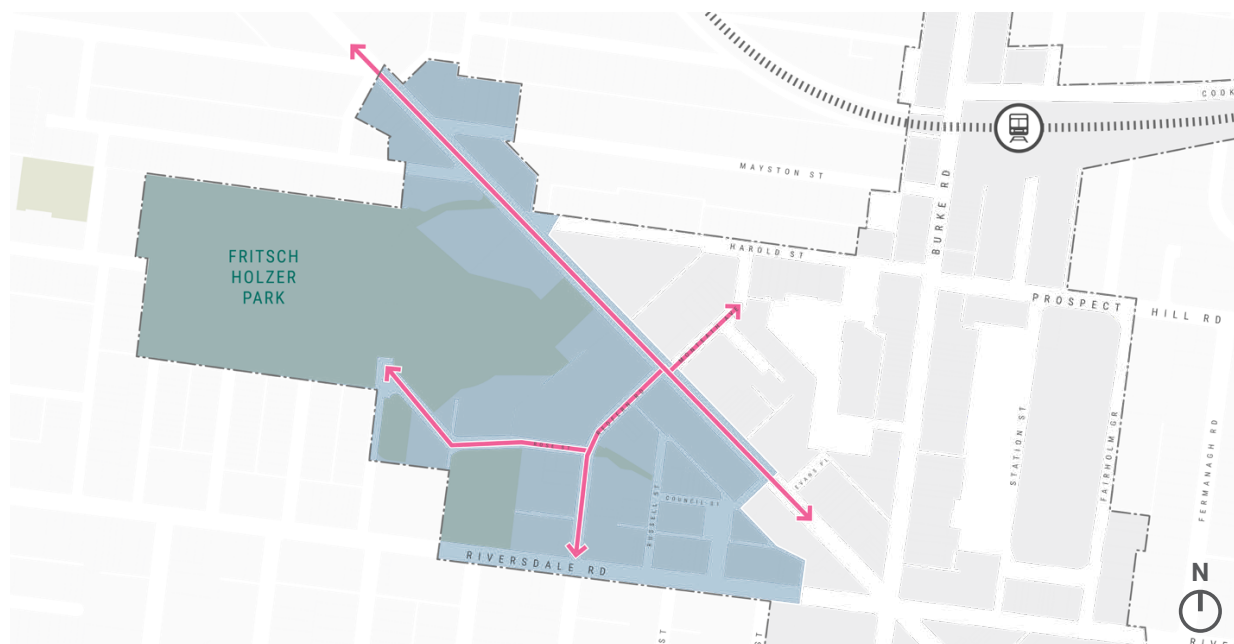


Figure 41 - Fritsch Holzer precinct boundary.

Existing conditions

This precinct is a diverse precinct that is characterised by narrow streets and a variety of land uses and building typologies.

With remnant light industrial sites and workshops located mostly in side streets and alongside residential uses the precinct provides important employment opportunities. Maintaining opportunities for employment generating uses will be important to ensure ongoing diversification of the centre's economic base.

Residential developments in the core of the precinct are largely low-rise and small scale while more recent, larger mixed-use developments are concentrated along Camberwell Road.

This precinct includes the Camberwell Melbourne and Metropolitan Tram Depot site, with its landmark tram shed and administration building. It is also home to Swinburne Secondary School as a key institutional use. Further, Fritsch Holzer Park is an important public open space asset within a centre with very little existing open space. However, there is limited visibility and access to the park from the surrounding areas.

Several Council-owned assets are located in this precinct including the Rose Street car park, community gardens, skate park, playground and depot. Integrated consideration of their future presents a significant opportunity to improve integration with the park, increase community use, provide better community facilities and improve overall safety and accessibility.

Precinct objectives

- Facilitate change in use towards a more sustainable employment base supported by residential uses.
- Encourage improved precinct activation and safety throughout day and night time hours.
- Support the public open space and biodiversity role of Fritsch Holzer Reserve.
- Improve wayfinding and pedestrian linkages throughout the precinct.



View of existing building typologies on Russell Street.



View of Fritsch Holzer Park.

Fritsch Holzer

Planning guidance

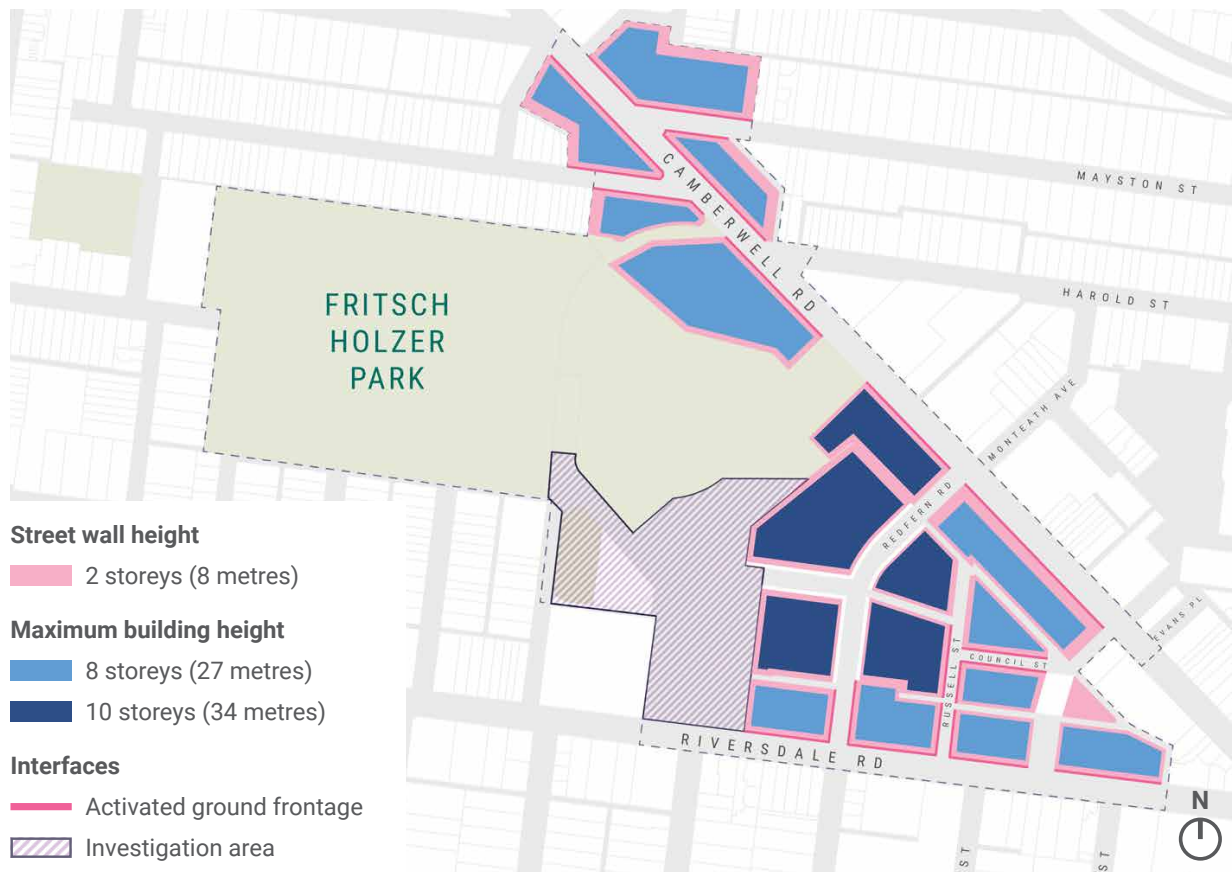


Figure 42 - Fritsch Holzer precinct planning strategies plan

Planning strategies

- Ensure new development along Camberwell Road and Riversdale Road incorporates active street frontages.
- Support employment-generating uses through office development including at upper levels of existing premises.
- Support land consolidation to achieve greater density where unconstrained by sensitive residential interfaces.
- Design development abutting Fritsch Holzer Park to provide activation and passive surveillance by:
 - Providing secondary pedestrian access points
 - Incorporating upper storey balconies and façade articulation

Planning strategies (continued)

- Avoiding blank walls at the park interface
- Avoiding building services to be located at the park interface
- Incorporating lighting at the park interface.

Actions

- Prepare a masterplan to guide the future use and development of the Council owned land in Rose Street and other sites as identified in the above map (see Figure 42).
- Rezone 15 Mayston Street and 92 Roseberry Street from Neighbourhood Residential Zone to General Residential Zone to ensure building heights are consistent with the recommendations of the Plan.



Figure 43 - Fritsch Holzer precinct public realm strategies plan

Public realm strategies

- Improve pedestrian and cycling access and safety to Fritsch Holzer Reserve and within the precinct.
- Better integrate Fritsch Holzer Reserve with immediate context and sporting facilities.
- Improve greening throughout the precinct.
- Support the role of the Rivoli Cinema to activate the precinct and night time economy.

Actions

- Install a signalised crossing at Monteath/Redfern Streets and Camberwell Road to connect the northern side of Camberwell Road.
- Coordinate with VSBA Sports Hub redevelopment.

Actions (continued)

- Deliver new Green Link from Fritsch Holzer Reserve through Rose Street and Redfern Road and improve integration of Skate Park, community garden and Fritsch Holzer Reserve.
- Investigate redeveloping the Reserve and oval for community sporting use.
- Investigate opportunities for art in public places.
- Investigate the provision of new playground and recreation facilities in Fritsch Holzer Park.
- Advocate to Department of Transport and Planning (DTP) to:
 - Deliver cycling infrastructure upgrades along Camberwell Road
 - Implement a 30km/h area and streetscape upgrade that prioritises walking and cycling while retaining vehicle movement.

Fritsch Holzer

Precinct planning and opportunities

It is important for council to guide and shape the future use and development of public land to benefit the community. The diagrams below show key Council land holdings and potential future improvements (indicative only) that will be investigated in the precinct.



Figure 44 - Indicative-only concept plan and investigation area.

Precinct vision and opportunities - indicative concept plan

The concept plan on this page and artist impressions on page 86 present an indicative-only illustration aimed to communicate Council's long-term vision for the precinct, including development opportunities, new and upgraded public realm, and car parking reconfiguration opportunities.

1 Investigation Area

Council owns sizable land areas within the precinct, located north and south of Rose Street.

There is an opportunity to reconfigure existing public land to increase the amount of open space available, provide upgraded recreational facilities, improve safety and accessibility, rationalise land occupied by roads and parking, and improve the interface between the parklands and surrounding residential and employment land uses.

Further detailed investigation is required to explore the best use of this land, including the opportunity for rezonings, road closures and the sale or purchase of land.

85

2 Improved park access

A potential upgrade of Rose Street could make it safer and easier for pedestrians and cyclists to access Fritsch Holzer Park. Traffic calming and a potential partial road closure would better integrate Fritsch Holzer parklands into the precinct.

3 Slow streets

A modest upgrade of Redfern Street's layout combined with a new 30km/h speed limit, would make this street cycling safe and friendly, improving accessibility and local liveability, improving its connection with the wider Camberwell Junction centre.

The Rose and Redfern Streets sub-precinct has great potential to establish a better connection with Fritsch Holzer Park. Modest street upgrades could deliver substantial improvements to the centre's mobility and connectivity.

Expanding Camberwell Junction

Rethinking neighbourhood street design can change the way we move around our city. Lowering street speed limits can result in substantial safety improvements for pedestrians and cyclists, making easier and more appealing for locals, workers and visitors to explore and access Camberwell Junction's high quality open spaces. Additional measures such as raised platforms at intersections, speed humps, and painted bike symbols on the roadway to alert drivers of the presence of cyclists.

Rose Street

The upgrade of Rose Street aims to better connect the centre with Fritsch Holzer Park, which currently feels disconnected and distant.

The upgrade could involve a range of improvements, such as widening footpaths, planting new trees and vegetation, and improving pedestrian crossings.



Artist impression of Rose Street upgrades (indicative only).



Artist impression of Redfern Street upgrades (indicative only).

Redfern Street

The upgrade of Redfern Road involves transforming it from a car-dominant street to a cycle-safe street through the implementation of a new advisory bike lane layout.

Traditionally, bike lanes are separated from vehicular traffic by a solid white line and physical barriers.

Civic

Precinct overview

A well-balanced urban area, the Civic precinct hosts most of the centre's community infrastructure while also being home to a significant amount of commercial and office buildings along Camberwell and Burke Roads.



Civic precinct wayfinding



Figure 45 - Civic precinct boundary.

Existing conditions

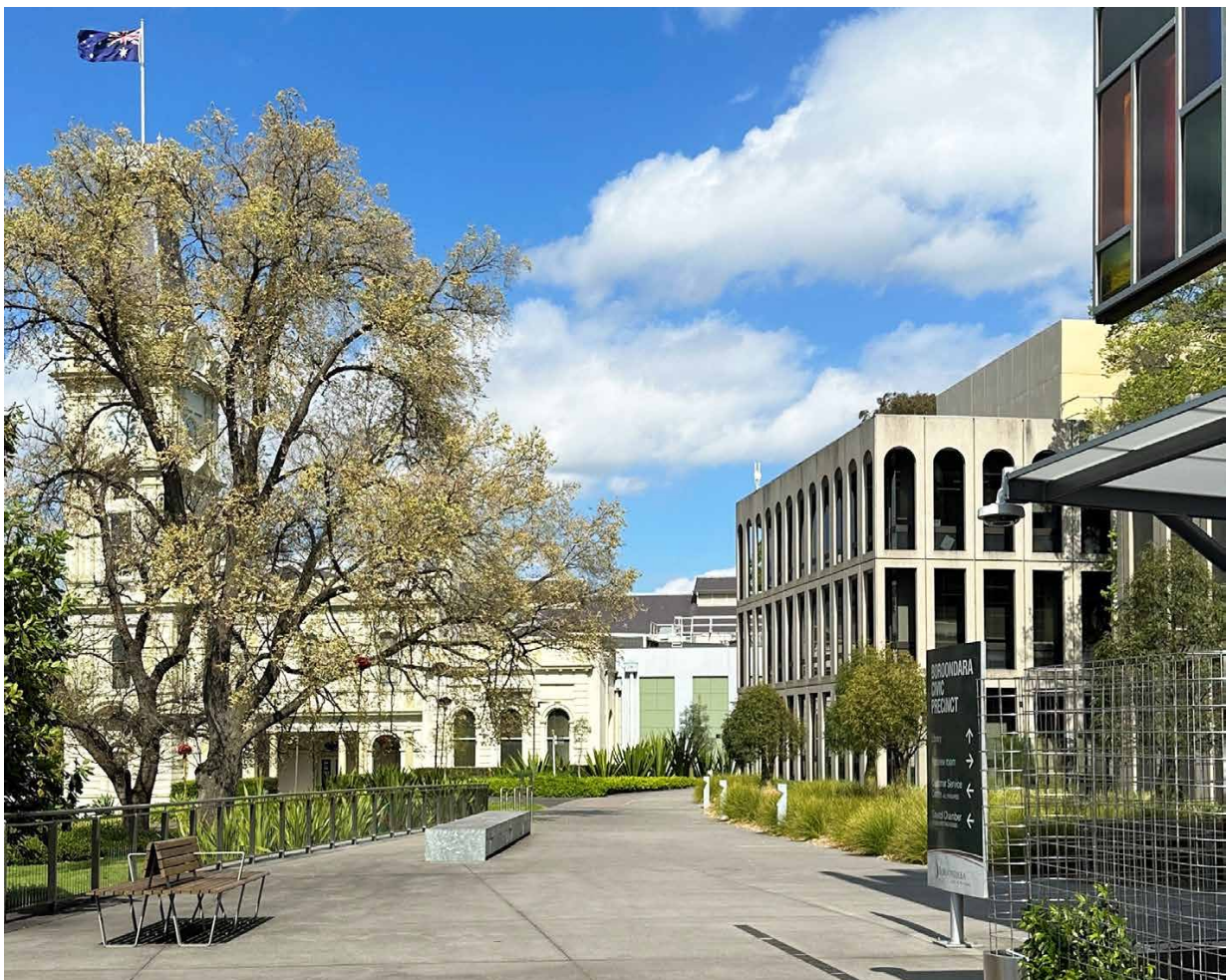
In this precinct, transport is largely oriented towards vehicle and tram movements with unsafe cycling network and busy pedestrian environment. Signalised intersections at intervals to facilitate safe crossing but high traffic volumes prevail. A diverse area, there is an evolving built form mix with new commercial buildings and mixed-use developments, traditional shops with an active street edge, older commercial buildings, and community facilities. Key heritage buildings contained within the Camberwell Civic and Community Precinct (e.g., the Town Hall, public school and prominent church buildings), and other individual places including the Camberwell Court House and Police station are included within this precinct.

Camberwell Primary School spans between Camberwell and Inglesby Roads, with an area located between Reserve Road and Inglesby Road currently being transformed into a play garden. Along Camberwell Road are a mix of uses including retail shops, cafés and restaurants, with active street frontages, community uses, and commercial office buildings with landscaped setbacks. The precinct presents future development opportunities with larger, underutilised sites that could accommodate more intensive commercial activity. It also has some sensitive interfaces with adjoining, low-rise residential areas to the north.

Camberwell Sports Ground on the periphery of the precinct is a key recreation asset. Boroondara Civic Centre contributes to an active civic environment together with Camberwell Primary School and churches.

Precinct objectives

- Increase commercial activity along Camberwell Road and Burke Road for employment generating uses.
- Improve activation along Camberwell Road and Burke Road.
- Manage sensitive residential interfaces surrounding the precinct.
- Leverage anchor public and community uses to support precinct activation.
- Improve cycling infrastructure and safety along Camberwell Road.
- Maintain and protect the existing heritage character.



Camberwell library forecourt designed by MDG Landscape Architects.

Civic

Planning guidance

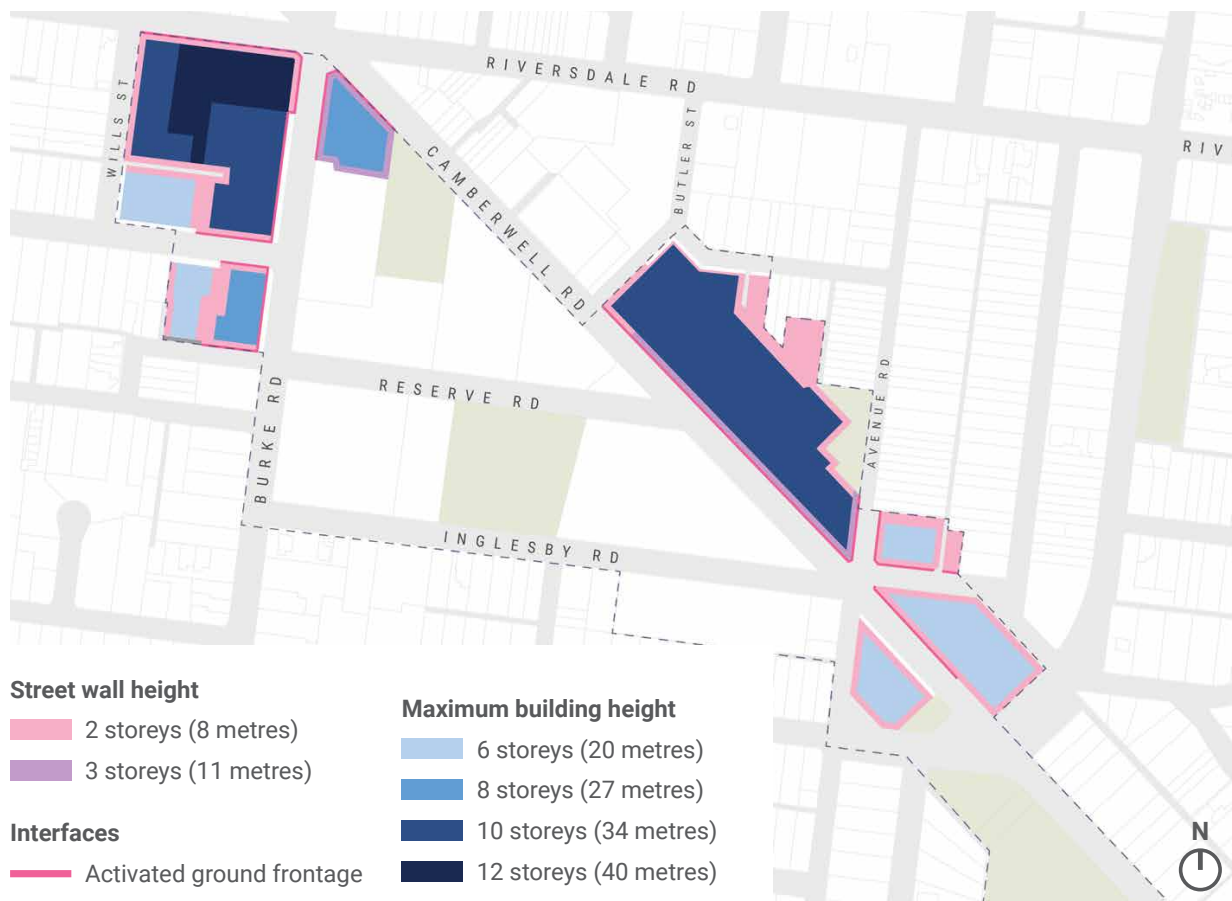


Figure 46 - Civic precinct planning strategies plan

Planning strategies

- Ensure new developments along Camberwell Road and Burke Road include active street frontages with office and residential development at upper levels.
- Facilitate renewal and redevelopment of single use commercial office buildings on Burke Road and Camberwell Road.
- Design new development to transition to any adjoining low-rise residential properties through ground and upper level setbacks.

Actions

- Introduce a new General Residential Zone schedule to properties where existing building height limits are not consistent with the recommendations of the Plan.
- Rezone 396 - 402 Camberwell Road and 2 Seymour Grove from Neighbourhood Residential Zone to General Residential Zone to ensure building heights are consistent with the recommendations of the Plan.
- Provide facilities and services for the community.



Figure 47 - Civic precinct public realm strategies plan

Public realm strategies

- Maximise the activation of Camberwell Library and Civic Centre by carrying out improvements to adjoining public open space.
- Improve wayfinding and access to Camberwell Sports Ground.
- Improve pedestrian access between Camberwell Road and Reserve Road.

Actions

- Consider the future role and activation of the public open space next to Council offices.
- Carry out public realm upgrades including enhanced circulation upgrades and public open space improvements to Boroondara Civic Centre.

Actions (continued)

- Explore opportunities to improve pedestrian amenity and safety on Reserve Road, and better integrate street with Council's civic spaces.
- Explore future opportunities for municipal buildings within the Camberwell Civic precinct to enhance the quality of life for community.
- Investigate opportunities for art in public places.
- Advocate to Department of Transport and Planning to deliver cycling infrastructure upgrades along Camberwell Road - in line with Boroondara's 'Bicycle Strategy 2022'.
- Advocate to Department of Transport and Planning to deliver accessible tramstops on Camberwell Road.

Civic

Public realm opportunities

It is important for council to guide and shape the use and development of public land to benefit the community. Council needs to fully consider all opportunities for the future role and function of the space adjoining Camberwell Library. The diagrams and images below show one option for potential future upgrades (indicative only) to provide enhanced learning and play spaces.

Civic space

The Camberwell Civic precinct has long provided public benefit, often adapting to meet the needs of the community.

The redevelopments to date have made the Civic precinct an inviting and enriching space for people of all ages and abilities.

There is opportunity to capitalise on the library and community facilities users to activate the open space to the west of the Library incorporate this area to support the growing community.

Project objectives

Key possible project objectives include:

- Expanding library and community facilities outdoors to promote community connection and health and wellbeing activities for people of all ages
- Increasing the accessibility and supply of seating to support an increase range and diversity in patronage into the precinct
- Designing opportunities for open-ended and nature-based multi-age outdoor activity
- Increasing tree canopy across the park
- Creating opportunities for art in public places.



Precinct opportunities - indicative concept design

The artist impression on this page and concept plan (see Figure 48) present an indicative-only illustration aimed to communicate one possible vision to upgrade public realm adjoining Camberwell Library.

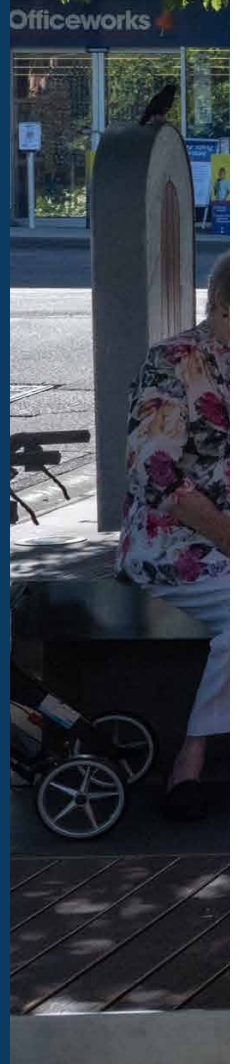


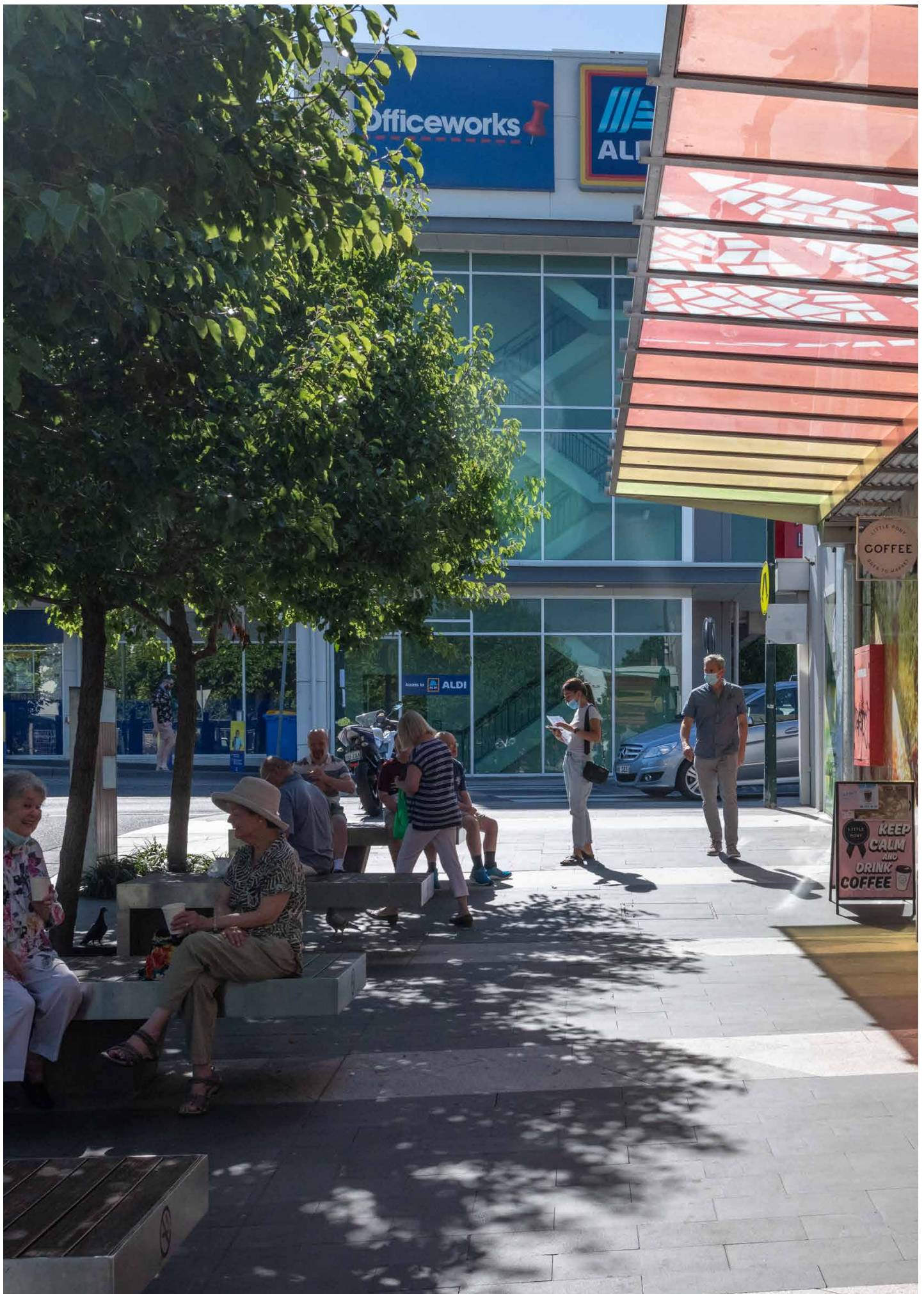
Figure 48 - Plan showing possible new nature-based playground and upgraded public realm (indicative only).

- | | |
|--|--|
| <p>1 Improve connection and facilitate better integration of the Library and council facilities with the outdoor parkland for people of all ages.</p> | <p>4 Improve seating options to ensure a high degree of flexibility and accessibility of how the space can be used by different age groups.</p> |
| <p>2 Explore opportunities for open-ended, nature-based play provide the chance for discovery, imagination, learning, social connection and development.</p> | <p>5 Increase tree canopy cover to act as shading and improve vegetation in the park. The provision of well aligned vegetation can contribute to better connect to the parkland in the front of the</p> |
| <p>3 Introduce areas of outdoor learning which can accommodate groups of 10-20 people. These areas could provide an outdoor option for a diverse range of users and community groups.</p> | <p>6 Improve connections to the broader Civic precinct and provide better accessibility for all users.</p> |

Next steps

Monitoring of the implementation of the Structure and Place Plan is an essential part of the Implementation Guide. Regular updates will be necessary as this plan is intended to guide and frame the centre's transformation until 2051.





Implementation guide

The Structure and Place Plan is a long-term visionary document that will guide future growth and revitalisation of Camberwell Junction. Its successful implementation will require working with precinct partners to coordinate and deliver projects up to 2051.

A long-term plan

The Camberwell Junction Structure and Place Plan is a long-term strategic document, guiding both private development and public investment to enhance the Camberwell Junction centre.

It brings together a variety of recommendations, proposals, and initiatives that complement each other and aim to improve different parts of the centre in an integrated way.

Some of its initiatives, involving both private and public land and assets could begin in the short-term.

Larger and more complex initiatives would involve further investigation, consultation and a long-term approach to their implementation.

The Plan will be a living document and will be reviewed and adapted as needed to meet to evolving needs of the community and respond as new opportunities arise.

Funding

The Plan puts forward a number of targeted public projects that can enhance the attractiveness, accessibility and functionality of Camberwell Junction.

Some projects like Market Plaza will be Council led and funded. These will be subject to future Council budget bid processes.

Projects like the Burke Road upgrades will need to be a long term partnership between Council, State Government and Yarra Trams.

The Plan also captures a number of future opportunities that will arise through private redevelopment including the potential to deliver new streets and public spaces in Junction West.

It is important for the Plan to shape how future development is delivered on strategic landholdings, both in public and private ownership, to secure community benefits.

Planning guidance

The Camberwell Junction Structure and Place Plan provides planning guidance to future private developments.

Planning recommendations have been carefully considered, tested, and researched.

They are supported by a range of technical analysis including demographic and growth projections, and transport analysis and recommendations.

The Plan has been guided and peer reviewed by a neutral third party to ensure due planning process has been met.

Once the Structure and Place Plan has been adopted, Council's Planning department will proceed to amend the current Planning Scheme as appropriate.

In addition, there may be the need to write complementary planning documentation, including Development Design Overlays, Parking Overlays, or Development Contribution Plans.



Public realm

The Plan has addressed opportunities to improve and consolidate public spaces in the centre in a holistic way, giving greening, improved movement, and new commercial opportunities special consideration.

Public realm proposals have taken to consideration the role that some strategically located private land could play in consolidating certain key public places.

While upgrades to public spaces and facilities would primarily be implemented by Council and the State Government, certain initiatives will require Council collaborating with private developers, local community and traders to generate activity and attract visitors to public spaces and local businesses.

All initiatives will be managed and implemented in consultation with local stakeholders and community to maximise potential benefits for the centre.



Partnering with state and the private sector

Implementing the Plan's projects and initiatives will require successful partnerships with other levels of government and the private sector.

State Government partnerships are integral to upgrading and integrating shared assets such as the Burke Road streetscape, including public transport stops, and other strategic infrastructure like Camberwell train station or major bike corridors.

The Plan also involves Council partnering with local traders and the private sector on a range of transformational initiatives.

Proposals involving public and private land will necessarily require direct involvement of land owners and developers.

Close collaboration will deliver great, vibrant public places, which will contribute growing the local economy and improving the centre's liveability for all.



Public space outside Camberwell Fresh Food Market

Long-term planning

These draft timelines are indicative only and will be reviewed following community consultation and feedback.

Planning implementation

Implementation of both planning scheme amendments and public projects will be planned and staged over the life of the Plan (2023-2052) to ensure planning guidance is implemented promptly and public projects can be sustainably funded over the longer term.

This timeline (see Figure 49) is intended to guide the Plan's implementation initially but needs to be flexible to respond to changing circumstances, new opportunities and community priorities over time.

Key partners

Council Victorian Government Private partner



Planning Framework

1. Planning Control preparation



2. Parking Policy review



3. Planning Scheme Amendment



Long-term centre transformation

This implementation guide provides a dual timeline distinguishing between planning processes and public projects:

1. The Structure and Place Plan presents a range of policy changes and updates that will require technical work and government approval. It will be then up to private capital to develop new buildings in the centre once the new planning framework has been approved.
2. Projects to upgrade and create new public spaces include shorter-term improvements as well as concept plans that guide the long-term transformation of the centre. Any implementation works will be subject to funding availability, detailed design, community consultation, and approval of relevant authorities and land owners. Once adopted, the different public realm improvements will constitute as separate projects, and will develop their own separate communications and community engagement plans

Public benefit projects

1. Burke Road streetscape



2. Market Plaza



3. Junction West green streets



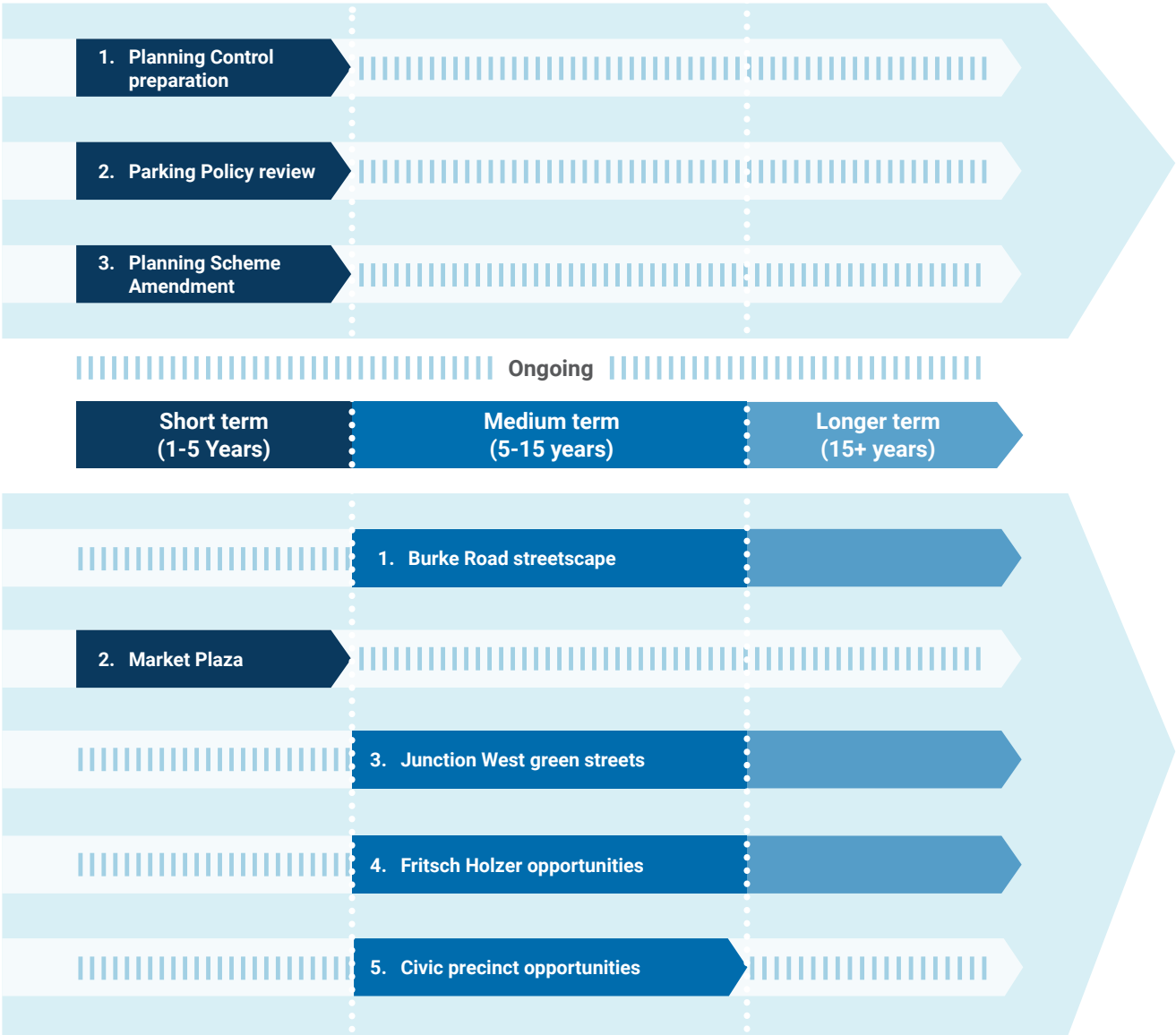
4. Fritsch Holzer opportunities



5. Civic precinct opportunities



Figure 49 - Timelines showing planning processes and public realm initiatives.



Glossary and abbreviations

Active edges / frontages

Building edges/frontages which contain uses that promote activity and interaction with the street.

Active transport

Transport requiring physical activity, typically walking and cycling.

Activity Centres

Areas that provide a focus for services, employment, housing, transport and social interaction. They range in size and intensity of use from smaller neighbourhood centres to major suburban centres and larger metropolitan centres.

Amenity

The pleasant or satisfactory aspects of a location which contribute to its overall character and the enjoyment of residents or visitors. May include access to services and well-designed public spaces.

Building mass

Relates to the three dimensional form of a building, including its scale, height, proportions and composition.

Boroondara Bicycle Strategy 2022

The Boroondara 'Bicycle Strategy' sets a framework to improve infrastructure and education for cyclists and pedestrians in the City of Boroondara over the next 10 years.

Boroondara Open Space Strategy 2013 (BOSS)

The 'Boroondara Open Space Strategy' describes the ways Council manages its network of public open spaces. The strategy extends from 2013 to 2026 and contains suburb-by-suburb open space programs. It responds to the community's priorities, including biodiversity maintenance, protecting cultural heritage, and promoting health and wellbeing, while protecting open space for the future.

Built form

The combination of features of a building, including its style, façade treatments, height and site coverage.

Climate change

A long-term change of the earth's temperature and weather patterns, generally attributed directly or indirectly to human activities such as fossil fuel combustion and vegetation clearing and burning.

Department of Transport and Planning (DTP)

From 1 January 2023, the Department of Transport has been renamed to the Department of Transport and Planning. DTP's establishment centralises key planning and land use activities, precinct and policy functions within a single department.

Fine grain

An urban environment with human scale spaces, mixed uses, relatively narrow street frontages and through block links, to foster diverse activities and walkability.

Green infrastructure

Green infrastructure is the network of natural and built landscape assets, including green spaces and water systems within and between settlements. Individual components of this environmental network, such as gardens, parks, recreation areas, highway verges and waterways, are sometimes referred to as green infrastructure assets. (Australian Standard 5334-2013 : Climate change adaptation for settlements and infrastructure - A risk based approach). Green infrastructure is also referred to as 'blue-green infrastructure' or 'living infrastructure'.

Heritage value

Heritage value may refer to physical fabric that has formal recognition but may also encompass intangible values.

Legibility / legible (place)

Places that people can easily understand and find their way around.

Major Activity Centres

Suburban centres that provide access to a wide range of goods and services. They have different attributes and provide different functions, with some serving larger subregional catchments. Plan Melbourne identifies 121 major activity centres.

Mid-block connection

A pedestrian connection made through a street block, preferable open to the sky.

Mixed use

A mixture of different land uses such as retail, commercial and residential in the same location or building.

Landscape buffer

Low planting in combination with tall plants and trees located to mitigate negative impacts, filter and enhance views. Often used in combination with topography or mounding to maximise effectiveness.

Open space

Land that provides outdoor recreation, leisure and/or environmental benefits and/or visual amenity.

Permeable places

Permeable places (such as neighbourhoods, city blocks, buildings and spaces) allow people to move through them freely, usually in reference to pedestrian and bicycle access.

Public spaces / public realm

Incorporates all areas freely accessible to the public, including open spaces, parks, plazas, streets and laneways.

Resilient / resilience

The ability of a social or ecological system to absorb disturbances while retaining the same basic structure

and ways of functioning, the capacity for self-organisation, and the capacity to adapt to stress and change.

Setback

The minimum distance from any allotment boundary to a building.

Shore lining

People who are blind or vision impaired use what is known as 'shore lining' to navigate. Features such as building lines or walls, edges of formed footpaths and fences are all used for orientation along a footpath.

Sleeving

Comprises the positioning of active building uses between inactive buildings (such as those housing infrastructure or services) and the public realm to achieve good public realm presentation, amenity and perceptions of safety.

Walkability

The degree to which an environment supports walking as a transport mode, for instance by providing frequent, safe and attractive paths that connect common trip origins and destinations. See 20-minute neighbourhood.

Water Sensitive Urban Design (WSUD)

Integrating the urban water cycle into urban design to minimise environmental damage and improve recreational and aesthetic outcomes. WSUD includes the use of passive irrigation techniques, and the incorporation of WSUD infrastructure such as swales, bio-filtration systems (rain gardens), permeable paving, and wetlands into the design.

Wayfinding

The process of navigating to a destination. It is about knowing where you are, where you want to go and how to get there from where you are.



Engagement Outcomes Report

for the Draft
Camberwell Junction
Structure and Place Plan





Contents

1	Introduction	1
1.1	Project context	1
1.2	Previous consultations	2
2	Draft plan consultation	3
2.1	Promotion	3
2.2	Consultation activities	3
2.3	Visibility and participation	4
3	Community feedback	7
3.1	Survey results	7
3.2	Precinct by precinct findings	9
4	Consultation response	10
4.1	Updates and changes	10

1 Introduction

1.1 Project context

The draft Camberwell Junction Structure and Place Plan (the Plan) outlines an exciting, long-term vision for the future of the centre. Carefully considering the close relationship between private and public land, the Plan provides a comprehensive framework to guide future private development proposals and public realm upgrades in Camberwell Junction.

The Plan strives to protect the elements and places valued by our community including heritage areas within the centre, while identifying opportunities for new development to meet future population and employment projections. It recognises the importance of investing in public spaces, community and transport infrastructure to create an attractive, highly liveable and accessible centre for everyone.

1.2 Previous consultations

The views of the local community - those who live, work, study and visit Camberwell Junction - play a vital role in contributing to the future vision for the centre. Their views were sought in a two stage consultation process.

The Camberwell Junction Structure and Place Plan has been prepared in general accordance with the community engagement process outlined in Council's adopted Placemaking Framework 2019. The Plan has been informed by three stages of community engagement:

1. Imagining Place Engagement - Sept-Oct 2021
2. Vision & Priorities Engagement - Aug-Sept 2022
3. Draft Structure and Place Plan - Oct-Dec 2023

Stage 1 - Imagining Place

During September and October 2021, the community were invited to provide their blue-sky thinking in a first phase of engagement designed to understand their needs and priorities.

More than 630 people shared their ideas through a range of consultation methods, including a randomised telephone survey, an online stakeholder workshop, and participation via council's online engagement page, Engage Boroondara.

487 local residents participated in the randomised telephone survey. Community was asked the following two blue sky questions:

- Thinking about Camberwell Junction, what is important to you?
- What improvements would make you want to spend more time in Camberwell Junction?

People responded to these open questions in their own words with many providing detailed feedback, both written and over the phone. Key findings included:

- 75% of people surveyed have a strong sense of connection to the local area
- Shops and dining were raised most often as the key to meeting people's everyday needs
- Improved ease of access and pedestrian friendliness were key topics raised by people surveyed
- The importance of green, clean streets to people

Stage 2 - Vision and Priorities

Stage two included collation, review, and consideration of all the feedback gathered during Stage one. Based on this feedback, a Vision Statement and Priorities for the centre were developed.

Stage two tested the 'Vision and Priorities' with the community through a four week engagement process in September and October 2022.

Using Council's online engagement platform Engage Boroondara, the community was invited to share their views on the Vision and Priorities.

In addition, Council's communications and engagement activities also included:

- Articles in Council's newsletters and bulletins
- Posters
- 2,500 postcards distributed to residents and businesses
- Social media campaign
- Email invitations to community groups
- Presentation and discussion at the Camberwell Business Forum.

Engagement by the local community was strong with 1326 views and 138 survey contributions.

The feedback received demonstrated strong support for the 'Vision and Priorities' with:

- 73% respondents who agreed with the Vision Statement, 7% of respondents who did not agree, and 20% who were unsure, and
- 74% respondents who agreed with the 6 Priorities, 10% who did not agree, and 16% who were unsure.

A resilient, thriving economic centre was raised as one of three top areas for improvement.



The majority of people surveyed identified the need for improved mobility and accessibility.



When asked how to improve the area, the most frequent response was enhancing and activating public atmosphere suggested by 74% of people surveyed.

Key themes taken from feedback during Stage 2 of community consultation.

2 Draft Plan Consultation

The Draft Structure and Place Plan was reviewed internally by various Council departments and presented to Councillors for review and feedback prior to its public release.

2.1 Promotion

The project team engaged with key stakeholders during the preparation of the draft Plan including the Camberwell Junction Traders Association, community groups, and Department of Transport and Planning.

The Draft Plan was shared with the community over an extended 6-week period from 30 October to 11 December 2023.

Community engagement was widely advertised, including:

- 14,500 postcards to addresses
- 1,000 postcards directly handed to businesses and community
- 1,500 letters to landowners
- 250 letters to business owners
- Project email list
- Social Media Campaign
- Local Newspaper article
- Ward Councillor Newsletter
- Project posters and hard copies
- Promotional video

2.2 Consultation Activities

The project team organised a wide range of activities during the 6-week consultation period to ensure wide community participation.

Undertaken engagement activities included:

- Online Survey
- x3 Community and Stakeholder Workshops facilitated by third party, independent consultants.
- x3 Street Stalls and Drop in Sessions
- Stakeholder Presentations, including Camberwell Business Club, Camberwell Traders Association, Balwyn Rotary Club, Camberwell Fresh Food Market Traders
- Presentations to Boroondara Youth Hub and Council's relevant Community Advisory Committees.

The engagement featured a complete and comprehensive Engage Boroondara project page including the following content:

- Key content detailed on page
- Project timeline
- Survey questions
- Easy download of the full Camberwell Junction Structure & Place Plan and all supplementary reports.

2.3 Visibility and participation

The Draft Plan consultation gathered excellent community visibility during the 6-week consultation, as follows:

- the Engage Boroondara website received 12,360 views, and
- the Plan was downloaded 928 times

There were a total of 6,953 distinct visitors, with:

- 340 contributors representing 4.8% of total visitors
- Draft Plan Engagement Outcomes

1. Online survey

Hosted on Engage Boroondara, the online survey sought community feedback and provide comments on the following 3 areas:

- Overall do you support the draft Camberwell Junction Structure and Place Plan?
 - Yes / no
- Do you support the actions and strategies to achieve each of the 6 priorities?
 - Support / partially support / do not support
- Do you support the actions and strategies to achieve each of the 6 precincts?
 - Support / partially support / do not support.

Survey data was coded and reported on by ASDF Research for an independent, third-party analysis.

A total of 340 surveys were completed during the 6-week community engagement period. The demographic profile of the survey contributors is as follows:

Connection to Camberwell	Age
• 15% Visitors	• 1% Under 18 years
• 71% Residents	• 8% 18 to 24 years
• 7% Workers	• 16% 25 to 35 years
• 2% Business owners / occupiers	• 30% 35 to 49 years
• 5% Other	• 13% 50 to 59 years
	• 16% 60 to 69 years
Gender	• 10% 70 to 84 years
• 46% Women	• 1% 85 or above
• 45% Men	• 5% Prefer not to answer
• 9% Prefer not to say	

2 Draft Plan Consultation

2.3 Visibility and participation

2. Workshops

Three workshops were held in Camberwell offices on the following dates:

- Thursday 16 November - 18 attendees
- Saturday 25 November - 13 attendees
- Wednesday 29 November - 11 attendees

All workshops were externally facilitated by Capire consultants and focused on the draft plan's proposals for each of the 6 place precincts. Attendees had an opportunity to provide feedback, ask questions, and participate in discussions with other community members and Council staff members.

The first two workshops were open for community registration and the final one was open only to invited stakeholders. Workshop feedback was collected by Council officers stationed at each group table.

During each workshop, attendees were broken into smaller groups who rotated through each precinct giving attendees the opportunity to discuss the full plan in close and focussed discussions. Every table's feedback was collated and analysed to understand key topics.

3. Dedicated briefings

To brief and provide tailored content to community groups and stakeholders, the project team conducted several dedicated briefings, including:

- Camberwell Traders Association
- Camberwell Business Forum
- Camberwell Fresh Food Market Traders
- Balwyn Rotary

The following advisory committees were also briefed and provided with an opportunity to answer questions:

- Youth Voice Reference Group
- Boroondara Community Disability Advisory Committee
- Boroondara Community Safety Advisory Committee
- Boroondara Public Health and Wellbeing Advisory Committee

4. Email submissions

Council received a total of 34 email submissions, as follows:

- 11 submissions by planning consultants on behalf of landowners,
- 5 submissions from stakeholders, including:
 - Camberwell Primary School Board
 - Balwyn Rotary
 - Camberwell Traders Association
 - Camberwell Baptist Church
 - Department of Transport and Planning
- 18 submissions from community members.

5. Information stalls

To increase project awareness and provide more opportunities to share background and answer community questions, three information stalls were set up by Council officers on the following dates and locations:

- Tuesday 31 October 12-2pm, Burke Road
- Sunday 12 November 8:30-1:30, Camberwell Sunday Market
- Tuesday 21 November 2-4pm, Camberwell Library foyer

Each stall out in the community was staffed by 3-4 staff each stall. This enabled staff to hold individual conversations with community members and reach a maximum audience.

The stall locations and times were advertised on the Engage page, resulting in some deliberate visits from the community. Council staff presence out in the community also enabled incidental contact with community members and greater outreach.

Across the three stalls, approximately 400 postcards were handed out.



3 Community feedback

3.1 Survey results

This section provides with a consolidated summary of the main themes raised by community across all consultation activities.

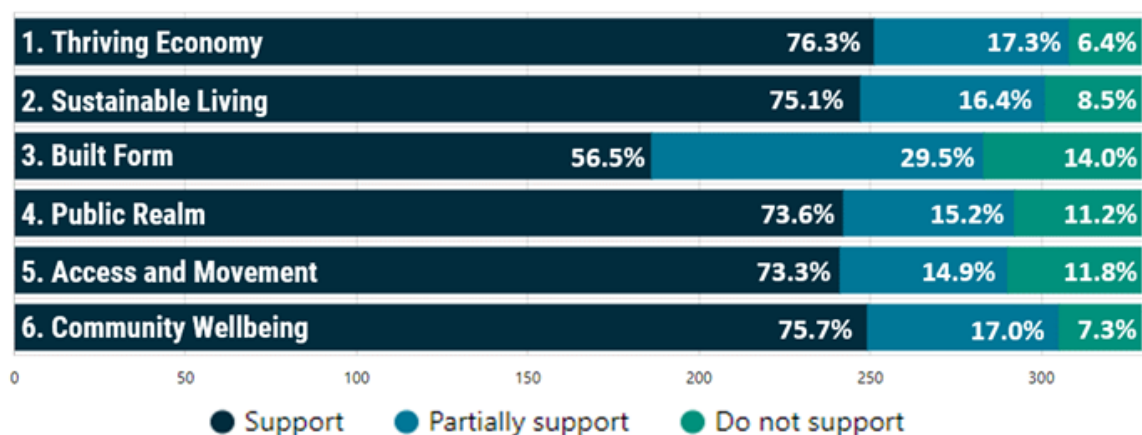
We received 340 completed surveys, and 260 of those provided extended feedback.

Survey included 3 questions, as follows:

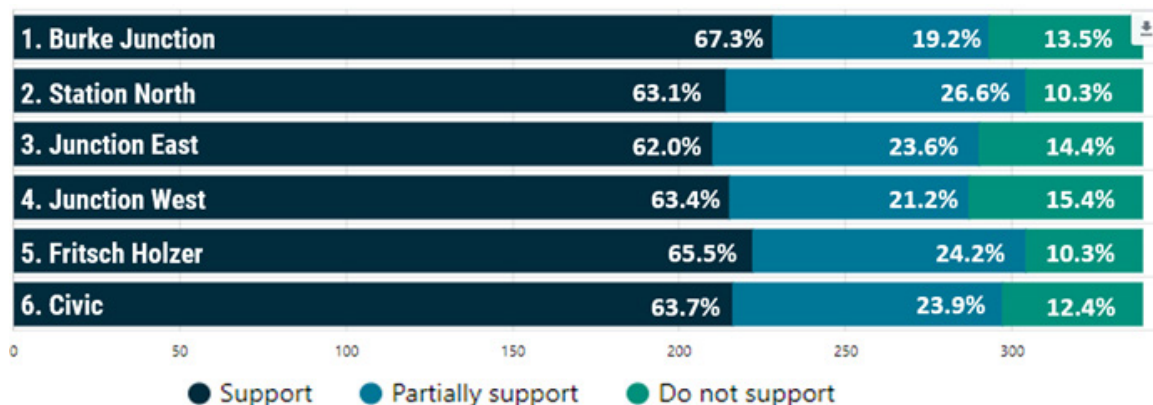
1) Broadly, do you agree with the actions and strategies outlined in the draft Camberwell Junction Structure and Place Plan?

- 75% (3.6% of total website visitors) supported the Draft Plan, and
- 25% (1.2% of total website visitors) did not support the Draft Plan

2) Do you support the objectives, strategies, and actions for each of your 6 top priorities to improve Camberwell Junction? Results have been summarised below:



3) Do you support the actions and strategies to achieve each of the 6 precincts? Results have been summarised below:



Draft Plan's 6 top priorities - survey key themes

Thriving Economy

- Desire to see a greater diversity of retail and hospitality offering

Sustainable Living

- Mixed response to the projected increase in population
- Desire to see sustainable building practices and infrastructure in new dwellings (for example, low carbon materials, EV chargers)

Built Form

- Mixed response to proposed changes to building heights (35 against, 16 for)

Public Realm

- Interest to see a greater provision of tree canopy cover than is proposed in draft Plan

Access and Movement

- Mixed response to the proposed changes to parking (49 against removal, 30 for same or greater level of removal)
- Interest to see greater provision of safe passage for pedestrians and cyclists

Community Wellbeing

- Interest to see a greater provision of public toilets



3 Community feedback

3.2 Precinct by precinct findings

In order to better reflect community sentiment, precinct-specific findings have been combined from the online survey contributions, the community and stakeholder workshops, and email submissions received throughout the community engagement period, as follows:

1-2. Burke Junction & Station North Precincts

- Support for safer pedestrian crossings, particularly at Prospect Hill Road
- Interest in greater support for cycling movement along Burke Road.

3. Junction East

- Interest in how Council can determine responsible design from private development, specially building heights and maintain solar access.
- Supportive and interested is seeing the next stages of the Market Plaza proposal.

4. Junction West

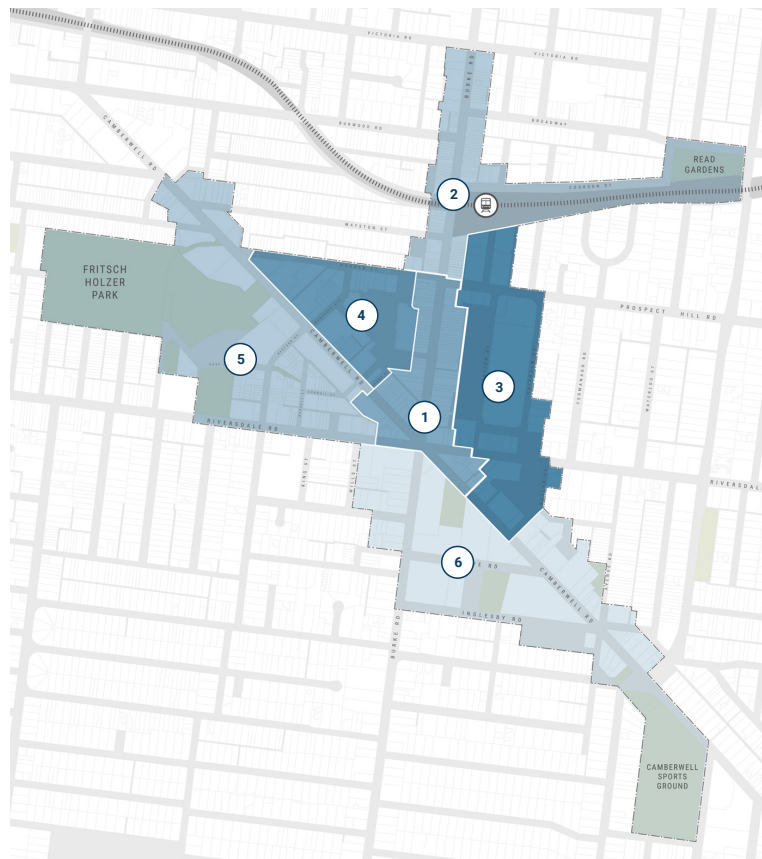
- Keen interest to see greater pedestrian-scale infrastructure including better connections, safe crossings, and greater ecological provision.

5. Fritsch Holzer

- Support for expansion of outdoor landscape and connections into the park.

6. Civic

- Mixed views on the closure of Reserve Road.



Camberwell Junction Structure and Place Plan - Place Precincts Plan

4 Consultation Response

4.1 Updates and changes

The draft Structure and Place Plan consultation provided valuable and meaningful feedback as well as an opportunity to conduct a critical review of the document.

Following community engagement outcomes findings and analysis, a series of updates and improvements have been incorporated into the final plan:

1. New planning actions

- 'Introduce a new General Residential Zone schedule to properties where existing building height limits are not consistent with the recommendations of the plan'.
- 'Rezone 800-802 Burke Road from GRZ4 to C1Z and remove the existing Heritage Overlay'

2. New public realm actions

- 'Ensure Market Plaza proposal provides vehicle access to serve businesses and cater for drop off areas to customers with reduced mobility'.
- 'Explore Junction West multi-deck parking improvements to increase safety, accessibility, and navigation'.
- 'Improve north-south pedestrian crossings at Prospect Hill Road'.
- Investigate the provision of new playground and recreation facilities in Fritsch Holzer Park
- Explore opportunities to improve lighting and pedestrian safety near the train station.

3. Building heights

Selected building heights changes have been introduced in response to community submissions, as follows:

- 178-180 Camberwell Road, Hawthorn East. Increase heights from 6 to 8 storeys to enable a transition between the traditional character shops to the east and the taller heights on surrounding sites to the north, west and south.
- 697-699 Burke Road (Aerial Building). Updating height from 10 to 12 storeys to better reflect existing conditions.
- 460 Riversdale Road, Camberwell. Height increase from 6 to 10 storeys to match adjacent building heights and provide more consistency across a site in single ownership, with the laneway providing the transition to lower building heights.
- 2R Cookson Street (Camberwell Train Station commuter car park). Heights increased to 8 storeys to the rear of the site to reflect the high accessibility of the location and match proposed built form on Railway Parade, while stepping down in heights to east of the site to retain consistency with the character of Burke Road.

4. Document legibility

A series of improvements have also been made in the final Structure and Place Plan to improve the legibility of the document, including simplifying diagrams and colours.

Finally, some document inconsistencies have been identified and resolved through the Structure and Place Plan review process.



Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission	Officers' recommendation
Planning submissions			
1	Seeks Changes	<p>746 Burke Road, Camberwell</p> <p>While generally supportive of Council preparing the draft CJSPP, the submitter seeks changes to it as it relates to their site:</p> <ol style="list-style-type: none"> 1. The draft CJSPP needs to give greater weight to the precinct's status as a Major Activity Centre. 2. The proposed setbacks (including for heritage sites) will limit viable development outcomes, leading to underdevelopment of the eastern part of Burke Road. The submitter proposes a 6m setback above the street wall to balance heritage and development feasibility more appropriately. 3. Complying with the B17 profile to the rear is unreasonably restrictive on the development of upper levels and results in an excessively tiered design outcome. 4. There is a discrepancy between the maximum building heights shown on page 26 (4-6 storeys) and for Precinct 2 on page 57 (6 storeys). The specific proposed height should be shown consistently. The submitter states that Precinct 2 should be maintained at 6 storeys as the minimum preferred height for future development. 5. Requests consideration to extend the Activity Centre boundary as the current boundary north of Camberwell Station leads to unreasonable constraints on the subject site and other sites on the east side of Burke Road, as the residential areas immediately east of the site have been excluded from the Structure Plan. 	<p>Officers note support to update of the draft CJSPP.</p> <ol style="list-style-type: none"> 1. The draft CJSPP responds to state policy which directs significant growth to Major Activity Centres - areas that are well located to existing infrastructure, jobs, services and public transport. The draft CJSPP recognises Camberwell Junction as a suitable location for considerable new development, with an increased scale beyond that previously contemplated in policy. As part of the Housing Statement announcement to introduce planning controls to deliver an additional 60,000 homes around an initial 10 activity centres across Melbourne, including Camberwell Junction, Council is working with the State Government's Activity Centres team in response. 2. Proposed setbacks above the street wall reflect best practice urban design in terms of appropriate scale and limiting amenity impacts. Any new development should appear as a secondary element. The proposed upper-level setback requirement (8-12m from the façade) is considered an appropriate design response by Council's heritage experts as it maintains the primary building volume and the contribution of these heritage places within the streetscape. It is noted that the setbacks are not mandatory requirements and any reduction in these

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission	Officers' recommendation
			<p>setbacks as part of a future planning application will be considered in the context of the potential impacts on the heritage significance of the precinct.</p> <p>3. As the submitter has referred to, there are competing objectives between existing residential amenity and areas anticipated for change such as in Major Activity Centres. Applying the B17 standard is best practice and has been successfully achieved for other commercial centres in Boroondara. Development applications can consider the merits of the individual outcome and their impact on adjacent residential uses.</p> <p>4. Officers note the maximum building height inconsistency for Precinct 2 and recommend that the maps be updated to show a consistent 6-storey preferred maximum height limit. A 6-storey minimum height limit is not supported given the heritage context and site constraints. Officers note that the building heights are not mandatory.</p> <p>5. It is anticipated that the residential areas to the east of the subject site will remain at their existing scale as they are covered by a Heritage Overlay. Given these constraints it is considered inappropriate to extend the boundary of the Activity Centre.</p>
2	Seeks Changes	<p>178 - 180 Camberwell Road and 196-200 Camberwell Road, Hawthorn East</p> <p>Submitter seeks changes on the following grounds:</p>	<p>1. The submitter's sites were not eliminated from the study due to the Heritage Overlay. Properties with the Heritage Overlay were only not included in the development capacity</p> <p>Update the maximum building heights maps on page 26 and page</p>

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission	Officers' recommendation
		<ol style="list-style-type: none"> States that their sites (including the Rivoli Theatre) were removed from the study due to its Heritage Overlay indicating a flawed growth model process. The draft CJSPP will not deliver the extent of change encouraged by State planning policy or adequately contribute to the supply of new housing, employment and services. The consolidation of their two sites (including the Rivoli Theatre) should be considered as a Growth Opportunity Site as it is a large landholding. It is a missed opportunity otherwise. The preferred 6 storey maximum building height is not reflective of the site's strategic significance and represents an underutilisation of the site. The proposed street wall and upper-level setback requirements for the site are inappropriate and do not consider the existing conditions. The 8-12m heritage setback around the Rivoli Theatre is excessive. The north-western interface abutting Council Road and Camberwell Junction Tram Depot is also constrained by a 2-storey street wall and a 5m upper storey setback. Setback requirements affecting the site are not informed by overshadowing modelling. The 'case by case consideration' for nominating different sites across the activity centre is ambiguous. The site is designated as a 'bungalow and island site' typology, but this is not reflective of its existing conditions. 	<p>modelling. This is to ensure there is adequate capacity to accommodate projected growth within the Activity Centre while acknowledging that there are some development limitations to properties within Heritage Overlays. As the submitter has stated, the Boroondara Planning Scheme provides ample opportunity and sufficient guidance to assess development on heritage sites.</p> <ol style="list-style-type: none"> The draft CJSPP responds to state policy which directs significant growth to Major Activity Centres - areas that are well located to existing infrastructure, jobs, services and public transport. The draft CJSPP recognises Camberwell Junction as a suitable location for considerable new development, with an increased scale beyond that previously contemplated in policy. As part of the Housing Statement announcement to introduce planning controls to deliver an additional 60,000 homes around an initial ten activity centres across Melbourne, including Camberwell Junction, Council is working with the State Government's Activity Centres team in response. It is acknowledged that the submitter's land holdings are significant in size. However, the Rivoli Theatre is included on the Victorian Heritage Register and within a Heritage Overlay and requires careful assessment for any future redevelopment. The Boroondara Planning Scheme provides ample opportunity and sufficient guidance to assess development on heritage sites. The remainder of the site does not feature significant heritage fabric, and the <p>47 to show an 8 storey (27 metres) height limit for 178-180 Camberwell Road, Hawthorn East [in response to point 4].</p>

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission	Officers' recommendation
		<p>existing heritage fabric does not prevent redevelopment of the balance of the site.</p> <p>4. Building heights have been modelled according to best practice and to balance amenity concerns such as visual bulk, overshadowing, heritage considerations and the pedestrian experience at street level. It is recognised that 178-180 Camberwell Road (the corner site) is less constrained than the Victorian Heritage Register listed Rivoli site and has a slightly higher capacity for change. In the context of the proposed 12-storey height limit on sites opposite 178-180 Camberwell Road, a height increase to 8 storeys is considered appropriate.</p> <p>5. Proposed setbacks above the street wall reflect best practice urban design in terms of appropriate scale and limiting amenity impacts. Any new development should appear as a secondary element. The proposed upper-level setback requirement (8-12m from the façade) is considered an appropriate design response by Council's heritage experts as it maintains the primary building volume and the contribution of these heritage places within the streetscape. It is noted that the setbacks are not mandatory requirements and any reduction in these setbacks as part of a future planning application will be considered in the context of the potential impacts on the heritage significance of the precinct.</p>	

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			<p>6. Individually significant heritage places have been identified for case-by-case consideration. This is to ensure appropriate review and response to each site's unique heritage features. This is standard practice for individually significant heritage sites.</p> <p>7. An 'island' site represents a small building fronted/surrounded by carparking space. This is an accurate depiction of the existing condition of the 178-180 Camberwell Road site.</p>	
3	Seeks Changes	<p>697 & 699 Burke Road, Camberwell</p> <p>The submitter supports:</p> <ul style="list-style-type: none"> • The draft CJSPP. • The strategic priority to provide opportunities for new development with high quality design outcomes. • The recognition of their site within the Civic Precinct, and that the Precinct has the potential to accommodate buildings in the order of 10 storeys. <p>However, the submitter seeks the following changes relating to their site:</p> <ol style="list-style-type: none"> 1. The site should be recognised as a strategic redevelopment site. 2. The planning controls and framework should not preclude height above 10 storeys (34m), particularly on strategic landholdings. 	<p>Officers note overall support of the draft CJSPP.</p> <ol style="list-style-type: none"> 1. It is acknowledged that that the submitter's land holdings are significant. A 10-storey height preferred height limit has been applied to the site as recognition of this. 2. It is noted that the draft CJSPP does not propose mandatory requirements. Instead, the heights are preferred maximum building heights. Any application to exceed the preferred maximum building heights will be assessed against the relevant objectives and strategies to ensure appropriate design outcomes. 3. To ensure appropriate amenity for residential uses, this is deemed an appropriate preferred building width limitation. 4. It is noted that the draft CJSPP does not propose mandatory requirements. 	No change recommended.

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
		<p>3. The proposed building width limitation of residential development above the street wall to 30m would result in underutilisation of strategic sites.</p> <p>4. The provision of preferred design outcomes rather than mandatory outcomes would provide a better opportunity to respond to the site's context. The site (due to its size) can provide greater flexibility in design response compared to a typical allotment.</p>		
4	Seeks Changes	<p>335 Camberwell Road, Camberwell</p> <p>The submitter supports:</p> <ul style="list-style-type: none"> • The draft CJSPP. • The strategic priority to provide opportunities for new development with high quality design outcomes. • The recognition of the site within the Civic Precinct, and that the Precinct has the potential to accommodate buildings in the order of 10 storeys. • The concept of a human scale street edge to Camberwell Road. <p>However, the submitter seeks the following changes relating to their site:</p> <ol style="list-style-type: none"> 1. The site should be recognised as a strategic redevelopment site. 2. The planning controls and framework should not preclude height above 10 storeys (34m), particularly on strategic landholdings. 	<p>Officers note overall support of the draft CJSPP.</p> <ol style="list-style-type: none"> 1. It is acknowledged that that the submitter's land holdings are significant. A 10-storey height preferred height limit has been applied to the site as recognition of this. 2. It is noted that the draft CJSPP does not propose mandatory requirements. 3. To balance amenity concerns such as visual bulk overshadowing, heritage considerations and the pedestrian experience at street level, a 3-storey street wall is deemed appropriate. 4. It is noted that the draft CJSPP does not propose mandatory requirements. 5. Third-party notice and appeal are a key foundation of the planning system to allow the community impacted by the development to have their say. This is particularly important in instances where no mandatory controls have been proposed. The removal of third-party notice and appeal rights is not supported. 	No change recommended.

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission	Officers' recommendation
		<p>3. Camberwell Road should be accepted as capable of accepting a street wall response of up to 4-5 storeys.</p> <p>4. Mandatory controls are not appropriate and will be unduly constraining. There is a need to provide greater flexibility in potential design responses in larger 'strategic' sites compared to typical allotments.</p> <p>5. Development that is in accordance with a preferred framework should be exempt from notices and third-party review rights in the interests of development facilitation.</p> <p>6. The NRZ3 zoned part of the site should be rezoned to C1Z to reflect the zoning of the main portion of the site, or an alternate zone that minimises any strategic planning conflict.</p> <p>7. The proposed building width limitation of residential development above the street wall to 30m would result in underutilisation of strategic sites.</p> <p>8. Does not support the residential interface standard to the extent that it precludes more than two setbacks within a ResCode B17 profile - which is inappropriate for larger strategic sites.</p>	<p>It is also noted that matters of notice and review are not usually addressed in a structure plan. Instead, these are implementation matters when drafting planning controls (such as Design and Development Overlays).</p> <p>6. While it is acknowledged that the parcel is subject to two different zones, it is not considered appropriate to rezone the rear portion of the site to the Commercial 1 Zone given its residential character. This type of zone creep of a commercial zone into the residential hinterland could result in unintended land use outcomes that could detrimentally impact the amenity of the street and neighbouring properties. From a built form perspective, it is also not considered necessary to rezone this parcel of land as the CJS&PP envisages a two-storey maximum building height which is consistent with the Neighbourhood Residential Zone. Officers recommend retaining the NRZ3 on the rear portion of the subject land.</p> <p>7. To ensure appropriate amenity for residential uses, this is deemed an appropriate preferred building width limitation.</p> <p>8. There are competing objectives between existing residential amenity and areas anticipated for change such as in Major Activity Centres. Applying the B17 standard is standard/best practice and has been successfully achieved for other commercial centres in Boroondara. A development application can consider the merits of the</p>

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			individual outcome and its impact on adjacent residential uses.	
5	Seeks Changes	<p>Camberwell Station (2R Cookson Street, Camberwell)</p> <p>Submitter seeks changes on the following grounds:</p> <ol style="list-style-type: none"> 1. Inconsistency with State Planning Policy objectives. The site is not identified in the built form modelling as being capable of accommodating change or growth when it should be. 2. The preferred 4-6 storey building height does not reflect the significance of the site and its development opportunities. The approval issued for the site in 2010 allowed the construction of up to 9 storeys in height. 3. The site was not designated as a 'Growth Opportunity Site' however both sides of the Burke Road frontages and the public car park accessed from Burke Road have development potential. Additionally, the implications of the 'case by case consideration' are too ambiguous. 4. The site is designated as 'office and medical' (Economics and Land Use Report, p.19) but this is not reflecting of broader policy ambitions associated with accommodating a greater mix of land uses. 5. Car parking onsite is identified as 'existing at-grade car parking' instead of 'privately-owned publicly accessible' (Traffic and Movement Report, p. 17). 	<ol style="list-style-type: none"> 1. The draft CJSPP responds to state policy which directs significant growth to Major Activity Centres - areas that are well located to existing infrastructure, jobs, services and public transport. The draft CJSPP recognises Camberwell Junction as a suitable location for considerable new development, with an increased scale beyond that previously contemplated in policy. As part of the Housing Statement announcement to introduce planning controls to deliver an additional 60,000 homes around an initial ten activity centres across Melbourne, including Camberwell Junction, Council is working with the State Government's Activity Centres team in response. Officers agree that there is opportunity to accommodate development on the submitter's site, while not impacting on the heritage listed station. 2. Building heights have been modelled according to best practice and to balance amenity concerns such as visual bulk, overshadowing, heritage considerations and the pedestrian experience at street level. It is noted that a previous (not acted on) Planning Permit was issued at the direction of VCAT in March 2010 for a 9-storey building. It is acknowledged that there is merit to increase the height on the carpark on the submitter's site to 8 storeys to match the proposed built form on Railway Parade. To ensure a sensitive height transition to existing development, any built form 	<p>Amend the plan on page 26 and 57 to show additional built height on the car park portion of the site to 8 storeys (27 metres). [in response to point 2]</p> <p>Amend the existing land use plan on page 19 of the Economics and Land Use report to show the submitter's site as Infrastructure, not Office and Medical. [in response to point 4]</p> <p>Amend the existing public carparking plan on page 17 of the Traffic and Movement report to show the submitter's site as</p>

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission	Officers' recommendation
		<p>interfacing Burke Street should remain at 6 storeys.</p> <p>3. It is acknowledged that there is opportunity to accommodate development on the submitter's site, being the Burke Road frontages (both sides) and the public car park accessed from Burke Road. It is noted that parts of the site are covered by a Heritage Overlay, with the station buildings listed as individually significant. Dealing with new development on individually significant heritage places is complex and requires careful consideration that is outside the scope of structure planning. The potential impacts of new development on the existing heritage buildings and fabric are most appropriately considered through a detailed design and application process following the completion and implementation of a structure plan. The CJSPP is only intended to provide a strategic framework for land use and development within the centre. It cannot address the complexities of each individual site even if that site holds significant development potential. Significant heritage properties have been identified in the CJSPP for case-by-case consideration. This is to ensure appropriate review and response to each site's unique heritage features.</p> <p>4. Officers note that this is an error, and it should be shown as Infrastructure. It is also noted that this plan indicates existing land use within the Activity Centre. It does not indicate preferred development and land use types into the future.</p>	'privately-owned publicly accessible, not 'existing at-grade'. [in response to point 5]

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			5. Noted. This error will be corrected in the final version.	
6	Seeks Changes	<p>681 Burke Road, Camberwell</p> <p>The submitter supports:</p> <ul style="list-style-type: none"> The intention of the draft CJSPP to increase the supply of commercial and residential floorspace. The aspiration to deliver a high-quality built form in Camberwell Junction. The recommended commercial street wall height which applies to the interface of the subject site to Burke Road. Requiring a 4m floor to ceiling height at the ground floor. This will enable the adaptive reuse of buildings to accommodate commercial uses. <p>However, the submitter seeks the following changes or clarification relating to their site:</p> <ol style="list-style-type: none"> The preferred heights for residential land immediately west of the site (maximum 6 storeys) are inconsistent with the requirements of the GRZ3 (maximum 3 storeys). The maximum building heights for residential land should be reduced in line with GRZ3 requirements. It is unclear on the diagrams provided what street wall height is preferred. The diagram seems to indicate a height of up to 8 storeys but this is not specified. The street wall height diagrams assume that new development will provide retail at the lower levels and residential uses at the upper levels. This creates uncertainty of the building and street wall heights 	<p>Officers note support to update of the draft CJSPP.</p> <ol style="list-style-type: none"> It is acknowledged that the conflict between the proposed maximum building height of 6 storeys (20 metres) and the 3 storey (11 metres) height limit of the GRZ3 on several sites to the rear of 681 Burke Road. These sites have been identified as suitable for inclusion in the activity centre boundary and provide an opportunity for a transition in building height. While it is acknowledged the submitter is requesting a reduction in maximum building height on those sites, the heights proposed in the CJS&PP are considered an appropriate outcome. No change is recommended to reduce the maximum building height on those properties. Instead, to resolve the conflict between the mandatory height set out in the GRZ3 and the CJS&PP a new action will need to be included to introduce a new schedule to the GRZ to increase the height limit on relevant sites. This will enable development outcomes consistent with the built form vision of the CJS&PP. Noted. Will be amended to ensure preferred street wall heights are clearer. As the submitter has stated, requiring a 4m floor to ceiling height at the ground floor will enable the adaptive reuse of buildings to potentially accommodate commercial uses in future. Officers note that with residential uses to the south and west of the submitter's site, a 3- 	<p>Replace the first planning action on page 89 with a new action to read as follows:</p> <p>'Introduce a new schedule to the General Residential Zone on sites currently zoned GRZ3 and GRZ4 to introduce a 6-storey (20m) height limit' [in response to point 1]</p> <p>Amend the built form plans to clearly show preferred street wall heights [in response to point 2]</p>

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
		<p>expected of future development that does not relate to these uses.</p> <p>3. The street setback from the Campbell Road interface should remain 0 metres to all levels. The current requirements substantially reduce the developable area of the site.</p> <p>4. The maximum building heights and street wall heights should be expressed in metres.</p>	<p>metre setback from the street is appropriate. This allows for a human-scaled design response that, alongside street wall heights and upper-level setbacks, minimises visual bulk and makes a positive visual contribution to the public realm.</p> <p>4. Preferred maximum building heights and street wall heights are shown in metres on pages 26 and 27 respectively.</p>	
7	Seeks Changes	<p>800 - 802 Burke Road, Camberwell</p> <p>The submitter supports:</p> <ul style="list-style-type: none">• The timely review of the draft CJSPP.• The centre-wide approach to providing better cycling infrastructure and footpaths, accessible tram stops and creating a transport hub, consolidating parking, improved pedestrian links, new safe and secure multi-deck facilities.• The proposed upgraded tram stop concept opposite the subject site, affirming the gateway context of the Burke Road corridor. <p>However, the submitter seeks the following changes relating to their site:</p> <p>1. The road and public realm upgrades should be extended to the northern boundary of the activity centre to encompass the full extent of the northern Burke Road corridor.</p>	<p>Officers note support to update of the draft CJSPP.</p> <p>1. It is acknowledged that there is merit in extending the proposed Burke Road public realm upgrades further north to Victoria Road. However, it is also noted this would require significant additional funding. The CJSPP therefore focuses on the key retail section to improve the overall public realm amenity and quality.</p> <p>2. The population projections used by Council have been prepared by highly experienced and independent demographers id Consulting. It is considered appropriate to rely on those projections without the need to rely on the Victorian Government's projections.</p> <p>3. The subject site is currently zoned GRZ4 which was applied to all residential zoned land within activity centres when the new residential zones were introduced in 2014. The GRZ4 was meant to be in place until more strategic work was undertaken to determine the most appropriate zone. In this instance it is considered appropriate to rezone the land to the</p>	<p>Amend the plan on page 15 of the Transport and Parking report to extend some public realm upgrades to Victoria Road [in response to point 1]</p> <p>Include a new action on page 57 (Station North - Planning Guidance) to rezone the subject site from GRZ4 to C1Z. [in response to point 3]</p>

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission	Officers' recommendation
		<p>2. The population projections should be updated in line with the State Government.</p> <p>3. The site should be rezoned from GRZ4 (with a 3-storey height limit) to MUZ, C1Z, ACZ.</p> <p>4. The extent of the Heritage Overlay throughout the centre should be diminished, including the Burke Road corridor. The subject site and current non-contributory status of the single storey service station should be formally repealed from the HO505.</p> <p>5. Council's analysis of 'building typologies' indicates implications around genuine development opportunities in the centre. Only a single typology 'Warehouse' is identified as having a 'high' development potential.</p> <p>6. The design requirement for extended laneways should be repealed. The laneway adjoining the subject site can readily operate as a through laneway without needing to be widened to 6m.</p> <p>7. The application of a B17 design requirement is at odds with the preferred height objectives of 5-6 storeys - especially since developments of that preferred scale would be subject to Clause 58 and not Clause 55.</p>	<p>Commercial 1 Zone to reflect its commercial use and location at the entry to the Camberwell Junction Activity Centre.</p> <p>4. The Heritage Overlay ensures that the heritage fabric of an individual property or precinct is protected whilst also allowing for sympathetic alterations and additions to heritage properties. The Boroondara Planning Scheme provides ample opportunity and sufficient guidance to assess development on heritage sites. As a non-contributory site, the submitter's property will be considered within this context and its grading.</p> <p>5. The existing building typologies analysis is provided to gauge likely redevelopment and adaptability potential in meeting growth demand projections.</p> <p>6. It is acknowledged that the existing laneway. However, it is also noted that widening laneways results in significant public benefits and has positive implications for pedestrian and traffic movement. Six-metre-wide laneways can better accommodate intensified use for all users. The feasibility of laneway widening can be assessed as part of any future development applications and therefore such an outcome should be set as a desired outcome within the CJS&PP.</p> <p>7. There are competing objectives between existing residential amenity and areas anticipated for change such as in Major Activity Centres. Applying the B17 standard is</p>

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			standard/best practice and has been successfully achieved for other commercial centres in Boroondara. A development application can consider the merits of the individual outcome and its impact on adjacent residential uses.	
8	Seeks Changes	<p>4 - 14 Redfern Road, Camberwell</p> <p>While supportive of Council preparing the draft CJSPP, the submitter seeks changes to it as it relates to their site:</p> <ol style="list-style-type: none"> 1. The Plan does not properly recognise the strategic opportunity that the site presents, and it should be identified as a 'Growth Opportunity Site'. 2. The preferred 10 storey maximum building height nominated for the subject site does not reflect the site's strategic significance and presents an underutilisation of the site. 3. There is an opportunity for a more robust and taller street wall. 4. There is ambiguity regarding the provision of a landscape setback to Rose Street and Redfern Street. Given the site's location within a C1Z and existing conditions it is unreasonable to require a landscape setback. 5. There appears to be an error on Page 28 of the draft CJSPP, whereby the same broken line is used to describe two different street wall interfaces. 	<p>Officers note support to update of the draft CJSPP.</p> <ol style="list-style-type: none"> 1. It is acknowledged that the submitter's land holdings are significant in size. As there is a recently approved planning application (dated 2020) approving a 7-storey building, properties such as this were removed to inform capacity modelling only. This is to ensure there is adequate capacity to accommodate projected growth within the Activity Centre. 2. Proposed building heights reflect best practice urban design in terms of appropriate scale and limiting amenity impacts such as overshadowing and visual bulk. It is noted that the draft CJSPP does not propose mandatory requirements. It is also noted that the proposed preferred 10 storeys is higher than the current 7 storey planning permit on the submitter's site. 3. Street wall height controls have been calculated to manage the provision of active street frontages and limit amenity impacts to pedestrian areas. It is noted that the draft CJSPP does not propose mandatory requirements. 4. The landscaped setback has been applied to ensure residential buildings and larger scale offices contribute positively to the public realm. 	<p>Amend the street and boundary interface framework on page 28 to show correct 2 storey street wall interface in the legend [in response to point 5]</p>

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			<p>A key focus of the Fritsch Holzer precinct is to improve integration of the park throughout the precinct, with new developments presenting a significant opportunity. The landscape setback requirements have been applied on all sides of Redfern Road to act as a green corridor to support the public open space and biodiversity role of Fritsch Holzer Reserve.</p> <p>5. Noted. Will be amended to show the correct interface in the legend.</p>	
9	Seeks Changes	<p>2 - 6 Railway Parade, Camberwell</p> <p>The submitter seeks changes as it relates to their site:</p> <ol style="list-style-type: none"> 1. Change the proposed building height for their site from 8 storeys to 10 storeys (34 metres) (discretionary). 2. The street wall height for the site is inconsistently defined in the Plan between what is shown on page 28 (2 storeys) and page 63 (3 storeys). This should be corrected to nominate a preferred height of 3 storeys (11 metres). 3. Ensure that any future built form control includes discretionary built form preferences to allow for design excellence and appropriate response to site context. 4. Ensure that the location of the identified pedestrian link in Railway Parade adjacent to the Site does not act to fetter future development potential. 5. Remove any requirement for an extended laneway width to be imposed on sites. 	<ol style="list-style-type: none"> 1. Proposed building heights reflect best practice urban design in terms of appropriate scale and limiting amenity impacts such as overshadowing and visual bulk. A preferred height of 8 storeys is deemed appropriate. It is noted that the draft CJSPP does not propose mandatory requirements. Any application to exceed the preferred maximum building heights will be assessed against the relevant objectives and strategies to ensure appropriate design outcomes. 2. Officers note the anomaly. Will be amended to show the correct interface consistently. However, street wall height controls have been calculated to manage the provision of active street frontages and limit amenity impacts such as overshadowing to adjoining residential, open space and pedestrian areas. It is acknowledged that there is merit in amending the street wall in this location to 3 storeys. 	<p>Amend plans on page 28 and page 63 to show a consistent 3 storey street wall height [in response to point 2]</p>

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			<p>3. It is noted that the draft CJSPPP does not propose mandatory requirements.</p> <p>4. As the submitter has noted, the intention is to improve pedestrian permeability through the precinct towards the railway station with upgrades to Railway Parade. It is not anticipated that a future pedestrian connection will inhibit development potential. Any future development application will need to consider amenity impacts on the public realm.</p> <p>5. It is acknowledged that the existing laneway. However, it is also noted that widening laneways results in significant public benefits and has positive implications for pedestrian and traffic movement. Six-metre-wide laneways can better accommodate intensified use for all users. The feasibility of laneway widening can be assessed as part of any future development applications and therefore such an outcome should be set as a desired outcome within the CJS&PP</p>	
10	Seeks Changes	<p>240 Camberwell Road, Camberwell</p> <p>The submitter seeks changes as it relates to their site:</p> <ol style="list-style-type: none"> 1. Change the proposed building height for their site from 8 storeys to 10 storeys (34 metres) (discretionary) to match the designation of land on the western side of Burke Road and further south-east along Camberwell Road. 2. The street wall height for the site is inconsistently defined in the Plan between what is shown on page 28 (3 storeys) and page 89 (2 storeys). This should be 	<ol style="list-style-type: none"> 1. Proposed building heights reflect best practice urban design in terms of appropriate scale and limiting amenity impacts such as overshadowing and visual bulk. A preferred height of 8 storeys is deemed appropriate and no change is recommended. It is noted that the draft CJSPP does not propose mandatory requirements. Any application to exceed the preferred maximum building heights will be assessed against the relevant objectives and 	<p>Amend plans on page 28 and page 89 to show the correct interface consistently for the site to be 3 storeys. [in response to point 2]</p>

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
		<p>corrected to nominate a preferred height of 3 storeys (11 metres).</p> <p>3. Ensure that any future built form control includes discretionary built form preferences to allow for design excellence and appropriate response to site context.</p>	<p>strategies to ensure appropriate design outcomes.</p> <p>2. Officers note the anomaly and recommend updating relevant maps and diagrams to accurately show the interface consistently.</p> <p>3. It is noted that the draft CJSPP does not propose mandatory requirements.</p>	
11	Seeks changes	<p>8-18 Porter Street, Hawthorn East</p> <p>The submitter supports:</p> <ul style="list-style-type: none">• The 10-storey height limit as easily supported and sustainable.• The location of the site in a mixed-use precinct that is well removed from residential and sensitive interfaces and can accommodate significant redevelopment. <p>However, the submitter seeks the following changes relating to their site:</p> <p>1. Amend the CJSPP to support a minimum 12 storey height limit, given the factors that make 10 storeys suitable can be extended to a 12-storey limit.</p> <p>2. Rezone the site to a zone that accommodates the taller building height.</p> <p>3. It is unclear how the different floor to floor heights (depicted in the Street and Boundary Interface Map, p.28) may be implemented and mandated.</p>	<p>Officers note the support to the height limit and designation of precincts.</p> <p>1. While the submitter is correct that properties to the south of the subject site have a preferred maximum height of 12 storeys, this does not provide sufficient justification to increase the height on the subject land. These properties with a 12-metre height limit are located on a corner site with rear interfaces to a car park. They also front onto Camberwell Road, which is considerably wider than Porter Street. Given the constraints imposed by the narrow street width and residential interfaces, it is important to maintain good amenity to existing buildings by limiting proposed building heights on the subject site to 10 storeys.</p> <p>2. The draft CJSPP already contains an action on page 75 to rezone these properties to the Commercial 1 Zone.</p>	<p>Amend plan on page 36 to show the correct map symbol for existing pedestrian links across the site. [in response to point 6]</p> <p>Amend plan on page 75 to differentiate the street wall height more clearly within the map. [in response to point 7]</p>

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission	Officers' recommendation
		<p>4. Greater clarity is warranted around whether the recommended height controls are absolute or generally in accordance with the stated heights; and whether they are mandatory or discretionary. If discretionary, are the building height controls supplemented by qualitative built form and design outcomes. There are no criteria provided in the Structure Plan at the present time to justify mandatory controls.</p> <p>5. The rationale for a minimum 5m upper-level street setback behind a podium wall is a universal upper-level minimum street setback is unclear and not strategically justified. The endorsed plans under PP17/00261 for the site provide a 3m setback at (upper) floors 5-6.</p> <p>6. The Future Access and Movement Framework (Figure 12) fails to identify vehicular accessways and whether pedestrian and cycle connections are also intended to accommodate vehicles. The meanings and implications of the following notations are unexplained across both the map legend and accompanied text:</p> <ul style="list-style-type: none"> - "Private car parking that can absorb supply" - "Consolidated public car parking" - The continuous (as opposed to the dashed) pink line that follows the alignment of Porter Street. <p>7. The distinction between a 2 storey and 3 storey street wall height is unclear in Figure 36: Junction West Precinct Planning Strategies.</p>	<p>3. As the submitter has noted, the CJSPP (p. 28) has considered higher floor to floor heights above ground level to accommodate commercial floorspace at lower levels to preference commercial floorspace, with residential floorspace designated to higher floors through a lower floor to floor height. This is to provide greater flexibility and diversity in how the land is used, including indicating Council's preference for activated lower floor commercial uses. However, it is noted that the draft CJSPP does not propose mandatory requirements.</p> <p>4. The building heights shown in the plan are preferred maximum building heights rather than mandatory. Officers note that building heights have been modelled according to best practice and to balance amenity concerns such as visual bulk, overshadowing, heritage considerations and the pedestrian experience at street level. The plan also contains qualitative and quantitative strategies to assist Council's urban planners to assess development proposals including overshadowing (p.31).</p> <p>5. The proposed setbacks in the CJSPP have been modelled to balance issues of amenity. This includes visual bulk, overshadowing and the pedestrian experience at street level. Pages 41 - 42 of the Built Form Report highlight the</p>

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission	Officers' recommendation
			<p>visual bulk testing and solar impact analysis undertaken to justify the 5-metre upper-level setback. Officers note the planning permit of the subject site was approved by VCAT and not Council. Officers also note that the CJSPP does not propose mandatory setback requirements. Any future application to reduce upper-level setbacks will be assessed against the qualitative and quantitative strategies and guidelines set out in the plan to determine whether a reduction is justified on a particular property. Key considerations will be impacts on the public realm and adjoining residential uses.</p> <p>6. Officers note the unclear map presentation and will amend the map to display distinct map legends to illustrate the 'Future Access and Movement Framework'.</p> <p>7. It is acknowledged that the distinction is unclear, as each of the map legends has an identical symbol. It can be confirmed that the subject site has a street wall height of 3 storeys. Officers to amend the map to display distinct map legends for the different street wall heights.</p>
Stakeholder submissions			

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
12	Seeks changes	<p>Camberwell Primary School Board</p> <p>The submitter seeks changes to the draft CJSPP as related to the Primary School:</p> <ol style="list-style-type: none"> Supports a permanent partial closure of Reserve Road (the 60m that divides the two school campuses and playground). 	<ol style="list-style-type: none"> Officers note the draft CJSPP includes the following action, which covers safety concerns on Reserve Road: <i>'Explore opportunities to improve pedestrian amenity and safety on Reserve Road, and better integrate street with Council's civic spaces.'</i> 	No changes recommended
13	Seeks changes	<p>Balwyn Rotary</p> <p>The submitter seeks changes to the draft CJSPP as related to the Market Plaza:</p> <ol style="list-style-type: none"> The current available car spaces will be reduced by 20-30 spaces based on the area lost to the proposed Market Plaza. The Council's long-term vision for the Station Street car park will result in available car park spaces being reduced to half of the current configuration, which will financially impact the Camberwell Sunday Market. 	<ol style="list-style-type: none"> Officers note the important role of the Camberwell Sunday Market and will continue to support its operations into the future. Council will work with Balwyn Rotary as the Market Plaza concept develops to ensure minimal impact to the Sunday Market operations. <p>The long-term vision and opportunities for the Camberwell Junction and Market Plaza precinct aim to deliver a well-balanced, highly liveable urban environment with quality public places where community members can come together safely. The articulation of this vision over the next 25+ years will depend on many factors and stakeholders.</p> <p>The Sunday Market will remain a central event into the future, and any public realm upgrades will take the Market's operational needs in consideration.</p>	Amend the Plan to include an action or reference that the Market Plaza proposal is to ensure businesses are served by vehicle access, as well as to cater for drop-off areas to customers with reduced mobility. [in response to point 1]
14	Supports	<p>Camberwell Traders Association</p> <p>The submitter supports the draft CJSPP overall, particularly:</p>	<ol style="list-style-type: none"> Officers note the support. 	No change recommended.

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
		1. The goal of better pedestrian links to encourage customer movement between streets and the identified green public spaces.		
15	<i>Seeks changes</i>	<p>Camberwell Baptist Church</p> <p>The submitter supports the draft CJSPP overall and offers support in working with Council to address community wellbeing, including the required types of services and amenities.</p> <p>However, the submitter seeks changes as related to the site of the Camberwell Baptist Church:</p> <ol style="list-style-type: none"> 1. The kindergarten should be allowed to exceed two storeys in maximum building height (other parts of the site are allowed 10 and 6 storeys), given potential future demand and government funding for essential services. 	<ol style="list-style-type: none"> 1. The submitter's misunderstanding of the applicable building heights on the land is the result of an error in the way that the signature for streetwall has been applied. The intention is not for the streetwall to be applied along each property boundary but only to the primary street frontage. Upon reconsidering the proposed building heights, it is proposed to extend the 10-storey maximum building height to the two properties to the south (currently occupied by at grade car parks) which are also owned by the church. The subject site has a civic community infrastructure focus and there is a need to support Camberwell's growing and diverse community with relevant community facilities, including education, learning, health, arts and culture. Consolidating the lots and applying a consistent 10 storeys provides greater flexibility whilst still allowing for a height transition to Wills Street and Denmark Hill Road. 	<p>Update the maximum building heights map on page 26 and page 89 to show a 10 storey (34 metres) height limit for the Camberwell Baptist Church Site. [in response to point 1]</p>
16	<i>Seeks changes</i>	<p>Department of Transport and Planning</p> <p>The submitter supports the ongoing growth of the broader activity centre area and makes the following comments:</p> <ul style="list-style-type: none"> • The Department is actively working on upgrading tram stops to comply with the Disability Standards for Accessible Public Transport requirements. 	<ol style="list-style-type: none"> 1. Officers note the priorities in State funding. 2. Noted. 3. Officers recognise DTP's proposed arrangement along Burke Road would be safer for cyclists. However, a cycle path between the 	<p>Amend the streetscape layout for figures 18 and 19 to remove parking closest to the intersection</p>

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission	Officers' recommendation
		<ul style="list-style-type: none"> The submitter recognises the significance of the Hawthorn to Box Hill Strategic Cycling Corridor and intends to collaborate with Council to carry out an initial route feasibility assessment. The Department supports the Plan's objectives to enhance permeability, walkability and crossing opportunities. The proposal to convert the temporary 'parklet' infrastructure to a permanent solution along Camberwell Road may be considered, subject to an appropriate traffic assessment. The submitter has no objection to the proposed rezoning of specific properties to C1Z. <p>However, the submitter seeks the following changes relating to transportation:</p> <ol style="list-style-type: none"> There are some components of the Plan which would require State intervention and funding. The prioritisation of funding for necessary upgrades across Victoria is considered on a state-wide basis. The proposed bus connection on Camberwell Road has been considered by the Department and is not considered a high priority. The Department, however, has no objection to the bus connection being shown on the Plan. Based on the submitter's preliminary assessment (using the Movement and Place framework), the proposed on-road cycle path does not meet the required Level of 	<p>footpath and the parking lane would not allow for footpath buildouts to serve their main purpose to deliver new opportunities for outdoor dining and expanded public realm.</p> <ol style="list-style-type: none"> Due to the above point, officers reject the suggested cross-section, subject to further investigation in the detail design phase of this project. Officers note and acknowledge the State requirements for implementing pedestrian crossings. Officers note the recommendation to recognise Rose and Redfern Streets as C3 and P4. Officers note the submitter's rejection of the proposed parking on Camberwell Road. The Plan will be amended to remove parking closest to the intersection. Officers consider that reducing speed limits to 30km/h in specific corridors could result in substantial improvements to safety for cyclists at a minimal cost and improving mobility within the centre, particularly to and from Fritsch Holzer Park. <p>[in response to point 7].</p>

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
		<p>Service for the network along Camberwell and Burke Roads corridor.</p> <p>4. It is recommended that Council update the indicative concept road cross-section by considering the following configuration: footpath, cycle path, buffer, parking lane, traffic lanes, parking lane, buffer, cycle path, footpath.</p> <p>5. It is advised that Council should integrate the Movement and Place Framework (and the Level of Service requirements) and identify demand to improve where pedestrian crossings are placed. The submitter notes that implementation of pedestrian crossings requires a Memorandum of Authorisation from the Department.</p> <p>6. It is recommended that both Rose and Redfern Streets be recognised as C3 and P4.</p> <p>7. The submitter does not support the proposed parking arrangement on Camberwell Road, adjacent to the Burke Road intersection as it contradicts the Victorian Road Rules and affects the intersection.</p> <p>8. The proposed 30km/h speed limit in Junction West and Fritsch Holzer, while acknowledged as aspiration is not supported by the submitter. It is recommended that the Plan be revised to propose this item as a <i>'review of the legal operating speed limit for the area'</i>.</p>		
Community submissions				
17	Seeks changes	<p>Camberwell Village Tower Owners Corporation Committee</p> <p>9 Porter Street, Hawthorn East</p>	<p>1. The CJSPP recognises the importance of pedestrian safety throughout the centre, with a key objective in the plan to: <i>"Improve pedestrian and cycling safety, movement and</i></p>	No change recommended.

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission	Officers' recommendation
		<p>The submitter highlights the following issues relating to their site:</p> <ol style="list-style-type: none"> 1. Traffic and pedestrian management around Porter Street and its surrounds need to be addressed as it is already difficult and at times dangerous. 2. There is a lack of recognition of existing VCAT decisions and zoning requirements, particularly in the case of 8-18 Porter Street (6 storey maximum), Evans Place, Monteath Avenue and the surrounding area. 3. Safety and wellbeing within and around such high-density cluster-type buildings should be considered. 4. 4-6 storeys is the ideal maximum building height, with 8, 10 and 12 storey building heights being too excessive. The submitter has concerns around resident privacy, overshadowing and wind impact, as well as the building design principles which are to govern future developments. 5. The proposed plan along Porter Street appears to conflict with Council's guidelines around street width to height ratio, in terms of the proposed 10 or 12 storey limits. This may have implications for creating a wind tunnel effect. 6. There could be adverse impacts on existing residential owners' amenity, shadowing, privacy, outlooks, views and use of services. 7. Building design guidelines should include rear side setbacks as well as street front setbacks and blend the existing building structures. 	<p><i>amenity</i>" and a key strategy to: "<i>Ensure pedestrian and cycling routes are accessible and easy to navigate</i>" (p. 35). It is Council's long-term vision for Junction West to improve the safety, function and attractiveness (as shown in the Junction West precinct section in the Plan from p. 73). This will be determined by a separate detailed design process.</p> <ol style="list-style-type: none"> 2. Council has undertaken significant strategic work including built form modelling to determine appropriate building heights throughout the centre. While these heights exceed heights of previous approvals issued by VCAT, this does not preclude such outcomes. Any future development application will need to undergo a detailed assessment to determine appropriate development outcomes and the CJSPP (and future planning controls implementing the built form recommendations) provides the necessary framework for such assessments and decisions (including consideration of housing needs, design quality and amenity impacts). 3. Safety considerations are complex issues and where relevant can be addressed through the planning permit process and other actions Council may take outside the planning system (such as road improvements, CPTED assessments, traffic movement etc).

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission	Officers' recommendation
		<p>8. There needs to be greater consideration for infrastructure requirements such as power, sewage, traffic management, flooding and parking requirements.</p> <p>9. Additional community services need to be considered, given the expected population increases, such as schools, medical support, health and wellbeing centres.</p> <p>10. There should be consideration in the CJSPP for overall affordability and sustainability.</p>	<p>4. The preferred maximum building heights set out in the CJSPP have been determined through a detailed built form analysis. This included modelling to balance different needs around development feasibility, equitable development and residential amenity (including visual bulk, overlooking, overshadowing and street level experience). The purpose of the CJSPP is to provide high level guidance around future land use and development within Camberwell Junction over the next 26 years. This requires consideration for how the population will grow and change over this time period, and how they can be supported to live, work and recreationally experience Camberwell Junction. The Plan needs to provide a well-considered response to the projected population growth to ensure the future dwellings needs can be met. Should Council fail to deliver a relevant Plan, it risks losing control of the future shaping of Camberwell Junction in favour of the State Government.</p> <p>5. It is acknowledged that the proposed maximum building height of 10 storeys exceeds the standard 1:1 road width ratio. However, it is noted that this is not a mandatory standard and that in some cases this ratio can be exceeded. As noted on Page 29 of the Built Form Report <i>'This ratio can increase for example to 1:1.5 and above, creating a more 'urban' character without adversely impacting on the feel of the</i></p>

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission	Officers' recommendation
			<p><i>street if elements such as upper-level setbacks, building separation and quality design details are also introduced.</i> In balancing the need for more housing and supporting the long-term economic viability of the centre, this location has been identified as a suitable location to provide for greater intensity given the lack of sensitive interfaces with adjoining, low-scale residential properties outside the activity centre boundary.</p> <p>6. Officers note that building heights have been determined through built form modelling to balance different needs around development feasibility, equitable development and residential amenity. This includes visual bulk, overlooking, overshadowing and street level experience.</p> <p>7. The CJSPP already provides guidelines around setbacks , including applying ResCode Standard B17 for interfaces with residential zoned land outside the activity centre.</p> <p>8. Existing infrastructure capacity has been considered in the preparation of the CJSPP even where this is not expressly addressed in the plan itself. Matters regarding drainage and electricity are complex and depend on a lot of variables unknown at this stage. They are most appropriately addressed with relevant authorities as part of the development process.</p>

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission	Officers' recommendation
		<p>Traffic and parking issues are addressed throughout the report already and more detailed work will need to be undertaken as part of future development proposals and Council-initiated projects.</p> <p>9. Officers note the advocacy for greater community facilities. Current and future residents will benefit from an increase in recreation opportunities. Recreation and community facilities are proliferated throughout the draft Plan, as well as specifically in the Community Wellbeing chapter within the draft Structure and Place Plan.</p> <p>10. Housing affordability is a complex issue and is addressed in Council's recently adopted Housing Strategy. The Housing Strategy recognises the limited policy levers Council has in addressing the affordability crisis. One of the key mechanisms is to support the delivery of housing diversity within the municipality through planning policy. The CJSPP is an important policy framework that allows for more housing to be provided in appropriate locations. However, it is important to note that responding to housing affordability extends beyond Boroondara and urgent policy intervention is required at the State and Federal Government levels to influence the market.</p> <p>Issues of sustainability are addressed in the</p>	

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			<p>CJSPP through an objective and strategy. While the submitter's desire for stronger recognition is noted, sustainability is not an issue exclusively faced within the Camberwell Junction Major Activity Centre. There are already policy provisions within the Boroondara Planning Scheme related to sustainability and environmentally sustainable design. These remain relevant for future applications within the centre. Council is also pursuing more stringent planning standards as part of a separate planning scheme amendment currently with the Minister for Planning for consideration.</p>	
18	Seeks changes	<p>The submitter seeks changes to the draft CJSPP as follows:</p> <ol style="list-style-type: none"> 1. There is no mention of how the Plan contributes to climate change adaptation and mitigation, nor how it will contribute to the Council's Climate Action Plan. 2. The Transport and Parking Report does not consider sustainable transport mode changes, transition to electric or future scenarios such as autonomous vehicles and ridesharing. There is a gap in considering the widespread availability of EV charging facilities and future demand from traders and shoppers. 3. Large retail buildings should be encouraged to adopt rooftop solar panels. 4. Stormwater recover and reuse should be considered. 	<ol style="list-style-type: none"> 1. The 'sustainable living' chapter includes a strategy that '<i>Design of new developments much achieve a high standard of sustainability...</i>'. Council's Climate Action Plan is a reference document that underpins Council's work. 2. Officers note the feedback. A reference to EV charging facilities will be added to the Transport and Parking report under Future Opportunities on p. 7. Provision of EV charging stations is a detailed design issue that can be considered separately to the structure planning process. 3. Issues of sustainable practices is not an issue exclusively faced within the Camberwell Junction Major Activity Centre. There are 	<p>Amend the Transport and Parking report on p. 7 to make a reference to EV charging stations. [in response to point 2]</p>

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			<p>already policy provisions within the Boroondara Planning Scheme related to sustainability and environmentally sustainable design. These remain relevant for future applications within the centre. Council is also pursuing more stringent planning standards as part of a separate planning scheme amendment currently with the Minister for Planning for consideration.</p> <p>4. As above.</p>	
19	Seeks changes	<p>The submitter seeks changes to the draft CJSPP as follows:</p> <ol style="list-style-type: none"> Public toilets should be included as a priority. Existing ones are in poor condition, hard to find and located far away from the Market and a majority of shops and businesses. 	<ol style="list-style-type: none"> The 'community wellbeing' chapter includes an action concerning public toilet provision, to <i>'provide infrastructure needed to cater for a growing community such as public toilets, playgrounds, recreation and cultural facilities.'</i> The map on page 40 highlights nine existing public toilets and proposes a new facility west of The Well shopping centre. 	No change recommended.
20	Seeks changes	<p>The submitter seeks changes to the draft CJSPP as follows:</p> <ol style="list-style-type: none"> There is a lack of clarity around the provision of community facilities. Community facilities have been 'lost' to Camberwell High School, including the old community pool and outdoor exercise station space. This also includes historical sites, restaurants and recreation facilities. Maximum building heights of 6, 8, 10 and 12 storeys are not viewed as respectful or sympathetic. Further, these will impact overall liveability and wellbeing as well as 	<ol style="list-style-type: none"> Officers note the advocacy for greater community facilities. Recreation and community facilities are proliferated throughout the draft Plan, as well as specifically in the 'community wellbeing' chapter within the draft Structure and Place Plan. The purpose of the Plan is to provide high level guidance around future land use and development within Camberwell Junction over the next 26 years. While there may not be 	No change recommended.

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission	Officers' recommendation
		<p>historic character. Maximum building heights of 4 storeys across the centre is preferred.</p> <p>4. The submitter opposes the transformation of the Camberwell Market car park into open space.</p> <p>5. The submitter opposes the proposed streetscape changes and improvements to Burke Road.</p> <p>6. The submitter opposes that the pedestrian 'experience' from Camberwell Station to the Council offices is 'disjointed' and that there is no missing pedestrian link.</p> <p>7. The submitter opposes closing off Station Street to cars at Riversdale Road, as it is not a laneway.</p> <p>8. The submitter opposes underground parking.</p>	<p>specific details provided around community facilities within the Plan, none of these facilities will be lost. On the contrary, public places and community infrastructure will be expanded in the future.</p> <p>3. Camberwell's heritage is a highly valued component of the area and has formed the basis of many of the underlying principles and decisions in the Plan, including the building heights proposed throughout the precinct. Officers note that the building heights in the draft Plan respond to growth projections estimated by specialist consultants based on the most recent population data trends. The draft Plan recognises existing character and heritage in Camberwell Junction, and the importance of balancing future developments with existing protected ones. Officers also note the need for the Plan to provide a response to projected population growth. Should Council fail to deliver a relevant Structure and Place Plan to suit these forecasts, it will lose control of the future shaping of Camberwell Junction in favour of the State Government.</p> <p>4. The submitter's opposition is noted. The creation of a new public space north of the Camberwell Fresh Food Market is considered a critical project to improve the overall amenity of the centre and address a need for open space. The loss of some car parking spaces on the</p>

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			<p>expansive Station Road car park is considered appropriate given the benefits derived from the new public space.</p> <p>5. The submitter's opposition is noted. The proposed improvements to Burke Road are designed to improve the overall quality and amenity of the centre. If completed, they will provide substantial benefit to the centre and its users.</p> <p>6. The submitter's opposition is noted. Officers disagree with the submitter's sentiment and the plan seeks to address existing issues within the centre to improve its quality and amenity.</p> <p>7. The submitter's opposition is noted.</p> <p>8. The submitter's opposition is noted. The submitter fails to substantiate their position or provide any reasonable arguments to support their opposition to underground parking.</p>	
21	<i>Seeks changes</i>	<p>The submitter seeks changes to the draft CJSPP as follows:</p> <ol style="list-style-type: none"> 1. The document is too 'repetitive' which can make it more difficult to understand. 2. The time period allocated to give feedback is very short. 3. There needs to be a better way to attract retail and hospitality tenants to the Junction. Glenferrie Road seems more attractive with more options. 	<ol style="list-style-type: none"> 1. Officers note the feedback. 2. Officers note that the draft CJSPP was on public consultation for a 6-week period, which is considered an appropriate timeframe. 3. Council has very few mechanisms to attract businesses that can be addressed through planning policy. Most commercial uses are as- 	No change recommended.

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
		<div><div>4. Pedestrian safety may be compromised by additional cyclists, given the expected population increase.</div><div>5. Homelessness appears to be a growing issue across Camberwell Junction. Is there a way to provide assistance?</div></div>	<div><div>of-right within the activity centre and it is up to individual businesses to make investment decisions. The CJSPP seeks to improve the overall quality and amenity of the centre to attract new businesses that will secure the long-term economic viability. Increasing the population within the centre will play a vital part in creating a vibrant centre.</div><div>4. Several of the proposed streetscape improvements across Camberwell Junction include widening footpaths in response to additional bicycle paths, particularly along the Burke Junction and Rose Street.</div><div>5. Homelessness as an issue is not exclusive to the Camberwell Junction Major Activity Centre. Given its broad, structural scope, it is outside the scope of a structure plan. Boroondara has several policies in place concerning homelessness, including the Boroondara Homelessness Protocol and the Homelessness Food and Support Guide. Several homelessness support services and organisations can be found at: https://www.boroondara.vic.gov.au/community/community-health-safety-and-wellbeing/housing-and-homelessness</div></div>	
22	Seeks changes	<div>The submitter supports the Plan overall, including:<ul style="list-style-type: none">How thoughtful and comprehensive it is.</div>	<div>1. The principles referred to by the submitter are a key foundation of the CJSPP including: a thriving economy, sustainable living, built form,</div>	No change recommended.

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission	Officers' recommendation
		<ul style="list-style-type: none"> The emphasis on space, place, environment, respect for heritage and culture as priorities. <p>However, the submitter seeks the following changes:</p> <ol style="list-style-type: none"> The CJSPP could draw from Scandinavian 'blended communities' with a mix of business and residential accommodation, green spaces and accessibility community facilities catered to younger and ageing demographics. Infrastructure such as water, sewerage, drainage and power needs to be upgraded to support a much increased population. There are opportunities for solar power and improved internet access, or underground power lines. The possibility of traffic reduction is attractive, however, Burke Road serves as a major thoroughfare and there need to be practical alternatives. Social housing should be included. A lack of trade has closed several market stalls. Is there consideration of market viability when permits are requested? The construction on the corner of Burke and Victoria Roads is an example of poor and inconsiderate planning. Other tall apartment blocks are also architecturally boring and lack attention to greening the environment, or to people and culture. 	<p>public realm, access and movement and community wellbeing.</p> <ol style="list-style-type: none"> Provision of new or upgraded infrastructure is a complex issue in established areas such as Camberwell Junction and requires significant funding. Due to its complexity, the detailed consideration of infrastructure is outside the scope of the plan. While those matters have been considered in a broad sense, they are most appropriately addressed as part of future development proposals and Council-initiated projects. It is also noted that some of the infrastructure listed by the submitter is Victorian Government or other agencies' responsibility. The Plan proposes for Burke Junction to facilitate multiple methods of transport, including additional bicycle paths and widened footpaths. VicRoads is responsible for the management of Burke Road and any future improvements will require close consultation with them to ensure different needs and objectives are met. The purpose of the Plan is to provide high level guidance around future land use and development within Camberwell Junction over the next 26 years. While there may not be specific details provided around specific typologies of housing within this Plan, this does not preclude Council's support for social

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			<p>housing. One of the objectives within the 'sustainable living' chapter is to: <i>'increase housing supply, diversity, sustainability and affordability'</i> (p. 22).</p> <p>5. The occupation of individual stalls within the Camberwell Fresh Food Market is not a matter for consideration as part of the CJSPP.</p> <p>6. Previous planning approvals have been based on outdated planning policy which has resulted in some poor development outcomes. The CJSPP seeks to address this through better design guidance to ensure high quality development outcomes. Individual planning permit applications will be assessed against planning controls that implement the objectives and strategies of the CJSPP.</p>	
23	Seeks changes	<p>The submitter seeks changes to the draft CJSPP as follows:</p> <ol style="list-style-type: none"> 1. The growth and density change projected in the draft CJSPP will negatively impact residential amenity. 2. Council is reliant on survey data from mid-2018 which is 'so out of date' and does not consider the continuous development and construction that has been occurring since then. 3. There is not enough infrastructure to support a growing population. 4. Underground car parking is viewed as unsafe, especially at night. 	<ol style="list-style-type: none"> 1. The draft CJSPP seeks to balance increases in population with residential amenity while recognising that as a major activity centre there is scope for increased development intensity. Given projected growth in commercial and residential floorspace, there is a need for a strategic framework to guide this growth and put in place strategies and guidelines that protect the amenity of residential properties directly abutting the activity centre. 2. The parking surveys were carried out in August 2022. Only two streets used 2018 data - Rose 	<p>Amend the Transport and Parking report on pg. 18 to make clearer that 2018 data was only for Rose Street and Redfern Road. [in response to point 2]</p>

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission	Officers' recommendation
		<p>5. Council should be looking to buy more land to increase the much-needed open space required now and into the future, instead of selling it off.</p> <p>3. Provision of new or upgraded infrastructure is a complex issue in established areas such as Camberwell Junction and requires significant funding. Due to its complexity the detailed consideration of infrastructure is outside the scope of the Plan. While those matters have been considered in a broad sense they are most appropriately addressed as part of future development proposals and Council-initiated projects. It is also noted that some of the infrastructure listed by the submitter is Victorian Government or other agencies' responsibility.</p> <p>4. Officers note the feedback. Crime Prevention Through Environmental Design principles (CPTED) are a key part of detailed design process.</p> <p>5. The CJSPP addresses the need for more open space through the provision of two new public plazas within the Junction East and Junction West precincts. Purchasing land within the centre is expensive and the selling of some Council-owned land may be required to fund the identified projects to improve the overall quality and amenity of the centre. Each sale of land will need to undergo a separate statutory process and there will be opportunities to</p>	

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			provide feedback on any proposed sale at that stage.	
24	<i>Seeks changes</i>	<p>The submitter seeks changes to the draft CJSPP as follows:</p> <ol style="list-style-type: none"> 1. The draft proposals have not considered the Box Hill to City bike path, which is a planned major infrastructure development. Council should find a way to access the current draft plans and incorporate them into the next version of the CJSPP. 	<ol style="list-style-type: none"> 1. Officers note that Council will continue to work with State Government to deliver the Hawthorn to Box Hill cycling route. Adoption of the CJSPP will not prejudice the delivery of that infrastructure project. 	<p>Amend an action on pg. 35 to include: <i>Advocate to the Victorian State Government to deliver the Hawthorn to Box Hill Cycle route.</i> [in response to point 1]</p>
25	<i>Seeks changes</i>	<p>The submitter supports the Plan overall, including:</p> <ul style="list-style-type: none"> • How it acts as a strong roadmap for future development. • The emphasis on space, place, environment, respect for heritage and culture as priorities. • The pedestrian-focused walkways to the station. • The bus extension on Camberwell Road is necessary to help extend accessibility across the activity centre. <p>However, the submitter seeks the following changes:</p> <ol style="list-style-type: none"> 1. The vision should include why people would seek association or belonging to the area, as well as what culture is supported. 2. The CJSPP does not include what structure would allow businesses (retail and offices) to use the area for commercial activity. The type of economic activity should be specified. 	<ol style="list-style-type: none"> 1. Officers note the feedback. 2. The overwhelming majority of the centre is within the Commercial 1 Zone which allows a broad range of commercial uses as-of-right (without the need for planning approval from Council). Council therefore has limited ability to influence land use outcomes. The CJSPP provides some general guidance on preferred land use outcomes to focus on employment generation. This is supported through the Economics and Land Use background report which provides detail on economic activity within Camberwell Junction. 3. Following the adoption of the CJSPP an implementation plan will need to be prepared to set out the delivery of the plan. 	<p>No change recommended.</p>

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission	Officers' recommendation	
		<div><div>3. The short-term plan should be included or identified in terms of specific next steps.</div><div>4. The Plan should set up measurable objectives.</div><div>5. In terms of the Plaza, it should be integrated to Burke Road to avoid becoming an activity silo, it should be diverse and the Camberwell Market area should be extended to allow for food trucks during specific time periods.</div><div>6. Streetscapes should utilise weather resistant material, allow for green pockets, apply technology and sensors, make the streets shaded and have bike racks in appropriate places.</div></div>	<div><div>4. Officers note the feedback. Structure planning is not always measurable as it seeks to guide land use and development outcomes that are largely initiated by private property owners.</div><div>5. Matters of integration and connectivity of the new plaza within Burke Road can be considered as part of the detailed design stage of the project.</div><div>6. These matters can be considered as part of the detailed design stage.</div></div>	
26	Supports	<div><div>The submitter supports the draft CJSPP overall, however seeks the following changes:</div><div><div>1. Council should manage the activity centre work and not the State.</div><div>2. Heritage places that abut the area should be further protected and shown appreciation through interpretive signs at street entrances to key heritage precincts.</div></div></div>	<div><div>1. The submitter's feedback is noted. It is acknowledged that Council is best placed to progress local area planning (rather than the Victorian Government).</div><div>2. Camberwell's heritage is a highly valued component of the area and has formed the basis of many of the underlying principles and decisions in the Plan, including the building heights proposed throughout the precinct. An overarching objective expressed within the plan is to: <i>'Protect the heritage and main street character of Burke Road, the Junction and landmark heritage places within the centre'</i>. Pages 25 and 26 of the Plan outline key objectives, strategies, and actions to guide the future built form of Camberwell Junction, including considerations for protecting and</div></div>	No change recommended.

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			enhancing heritage. Council has also commenced work on a long-term, overarching heritage strategy which will further address those issues.	
27	Seeks changes	<p>The submitter seeks the following changes:</p> <ol style="list-style-type: none"> 1. The proposed cycling infrastructure will be avoided by many prospective cyclists unless they are more protected (given the high traffic along the proposed routes). 2. The development of an east-west route via Fritz Holzer should be considered further. 3. Footpaths should be widened where possible to cater for the increasing number of riders. 4. Vehicle parking surveys do not present an accurate picture of bicycle parking. Some racks installed by private developers do not meet the standards and can damage bikes. 5. Encourage cafes with footpath dining to incorporate bike parking as per changes in footpath trading guidelines. 	<ol style="list-style-type: none"> 1. Officers note the feedback. Those matters can be considered as part of the detailed design work for any new on-road bicycle paths. 2. Officers note the feedback. Detailed design of Fritsch Holzer Park is separate to the Structure Plan. 3. Officers note that several of the proposed streetscape improvements across Camberwell Junction include widening footpaths in response to additional bicycle paths, particularly along the Burke Junction and Rose Street. 4. Officers note the feedback. This will be considered as part of any detailed design work. 5. Officers note that the Footpath Trading Guidelines will encourage the use of bicycle parking, separately to the Structure Plan. 	No change recommended.
28	Seeks changes	<p>The submitter seeks the following changes:</p> <ol style="list-style-type: none"> 1. Recommends that the CJSPP have input from a specialist climate change expert. 	<ol style="list-style-type: none"> 1. Climate change is not confined to the boundaries of the Camberwell Activity Centre and needs to be considered holistically. Council is progressing a separate planning scheme amendment to improve environmental 	No change recommended.

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission	Officers' recommendation
		<p>2. Recommends the inclusion of a multi-purpose art gallery with high level sustainable design features.</p> <p>3. Proposes a public fountain / water feature, potentially north of the Market in the proposed green public space.</p> <p>4. Proposes an upstairs restaurant and wine bar with a deep cantilevered balcony to help the declining attendance of the Camberwell Fresh Food Market.</p> <p>5. Consideration should be given to ensuring the needs of birds, animals and insects - including minimal intrusion from night light, noise and toxic sprays.</p> <p>6. Changing weather patterns, including climate warming are not conducive to walking or bike riding. However, there should be more spaces dedicated to EVs and therefore fewer car parking spaces should be removed due to footpath widening and bike lanes.</p> <p>7. The car parking occupancy survey makes a number of assertions, and these figures may lead to unintended consequences such as reduction in traffic to businesses. More attention should be given to women parking at night.</p> <p>8. No parking allowance has been made for significant population increases with new apartment towers potentially not offering parking.</p> <p>9. Removing car parking, widening footpaths and adding bike lanes can lead to high retail vacancy rates like in Acland Street, St Kilda.</p>	<p>sustainable design (ESD) guidelines throughout Boroondara.</p> <p>2. This is a matter outside the scope of structure planning.</p> <p>3. Provision of a public fountain can be considered as part of the detailed design work for any new public plazas.</p> <p>4. This is a matter outside the scope of structure planning and could be considered as part of any future redevelopment of the market.</p> <p>5. While providing habitat for wildlife is important, it needs to be recognised that this is a Major Activity Centre with a focus on commercial activity supported by increased housing. There are other opportunities throughout the municipality, as well as other mechanisms, to create biodiversity corridors to protect birds, animals and other wildlife.</p> <p>6. Provision of EV charging stations is a detailed design issue that can be considered separately to the structure planning process.</p> <p>7. Officers note the feedback. Crime Prevention Through Environmental Design principles (CPTED) are a key part of detailed design process.</p>

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			<p>8. New development will need to incorporate parking to service future residents. Any reductions sought in the provision of parking below what is required by the planning scheme will be carefully assessed.</p> <p>9. Officers note the feedback however, the submitter fails to provide any evidence that the widening of footpaths leads to negative outcomes for retail businesses.</p>	
29	Seeks changes	<p>The submitter seeks the following changes:</p> <ol style="list-style-type: none"> 1. Council should avoid designing and planning around current population and age demographics. 2. The Plan lacks detail around the provision of childcare, schooling and medical services. 3. An outcome that can and should be achieved is developing Camberwell Junction to bring businesses back into an appropriate and centralised space without encroaching into residential areas. 4. Visitor and business trips are always necessary by car, so the idea of new residents not having cars is 'nonsense'. 5. Access through the space to other areas must be included in the Plan, as well as consideration for the amenity of nearby properties. 	<ol style="list-style-type: none"> 1. Officers note the purpose of the Plan is to provide high level guidance around future land use and development within Camberwell Junction over the next 26 years. Therefore, the Plan does consider, and is ultimately based around, future population projections. Please refer to page 21 of the Built Form Background Report for further detail on population projections. 2. The purpose of the Plan is to provide high level guidance around future land use and development within Camberwell Junction over the next 26 years. A key objective in the Plan is to expand upon these in the future and Council will respond to community needs as required. Adoption of the CJSPP will not prejudice such decisions around investing in community infrastructure. 	No change recommended.

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission	Officers' recommendation
		<p>3. A key focus of the Plan is to ensure it continues to perform a central role as a business and employment hub into the future. The chapter on 'thriving economy' (pages 19-20) outlines several relevant objectives, strategies, and actions.</p> <p>4. The centre is well serviced by public transport, so the notion that all visits to the centre are car-based is not supported. New residential development will need to provide car parking in accordance with relevant standards of the Boroondara Planning Scheme. Any reductions sought in the provision of parking below what is required by the planning scheme will be carefully assessed.</p> <p>5. The CJSPP addresses these issues through various objectives and strategies, particularly with regard to the amenity of surrounding residential properties outside the activity centre boundary. A key consideration of the Plan is the inclusion of rear setbacks for new development in accordance with ResCode Standard B17.</p>	
30	Seeks changes	<p>The submitter seeks the following changes, relating to Fritsch Holzer Park:</p> <p>1. There needs to be more exercise equipment for teenagers and adults in the park (as opposed to equipment for children which is more plentiful).</p>	<p>1. This is a matter for the detailed design stage rather than the structure planning process. It is noted that opportunities exist for older cohort fitness equipment to be considered in two key locations in the future: Fritsch Holzer Park and Civic Centre West Lawn.</p> <p>No change recommended.</p>

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
		<div><div>2. There should be non-muddy running tracks around the dog park.</div><div>3. There should be new, clean and safe toilet facilities.</div></div>	<div><div>2. This is a matter for the detailed design stage rather than the structure planning process.</div><div>3. The 'community wellbeing' chapter includes an action concerning public toilet provision, to 'provide infrastructure needed to cater for a growing community such as public toilets, playgrounds, recreation and cultural facilities.' The map on page 40 highlights nine existing public toilets and proposes a new facility west of The Well shopping centre.</div></div>	
31	Seeks changes	<div><div>The submitter seeks the following changes:</div><div><div>1. The car parking surveys have been taken from mid-2018 and are out of date, especially given the number of high-rise residential buildings open since then. Further, no evening surveys were conducted.</div><div>2. The CJSPP conflates private and public car parks, giving a skewed result. Private car parks open to the public are underutilised because people do not like them, they are poorly lit, unsafe at night and have narrow driveways. At-grade car parks are almost full all of the time, with the exception of early morning.</div><div>3. The Rivoli has been empty for years and if it recovers and gets more patronage the traffic will increase significantly.</div><div>4. Council refers to a 100% increase in residential population over the next 26 years across the Camberwell Junction, however it is suggested that the demand for car parking will remain the same.</div></div></div> <div><div>1. The parking surveys were carried out in August 2022. Only two streets used 2018 data - Rose Street and Redfern Road. This will be made clearer in the report. Evening surveys were undertaken. However, peak demand results were shown in the Plan only.</div><div>2. Officers note the feedback, and a new action will be added to investigate improvements to the Junction West multi-deck car park including safety and useability. Car parking occupancy surveys have shown that there is capacity available (and often underutilisation) throughout the activity centre.</div><div>3. Officers note the feedback.</div><div>4. It is acknowledged that the population is estimated to increase from 2,500 to 5,800 residents between 2021 and 2051. Officers</div></div>	<div><div>Amend the Transport and Parking report on pg. 18 to make clearer that 2018 data was only for Rose Street and Redfern Road.</div><div>Amend to include a new action on pg. 76 to investigate improvements to the Junction West multi-deck car park.</div></div>	

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission	Officers' recommendation
		<p>5. Council should be buying land for new public open space, not selling off council car parking.</p> <p>6. The Market Plaza will lose 35 car parks, which could have poor implications. The market is losing stalls and customers even despite Council removing car parks and widening footpaths in 2010. Market stalls should be open later to 7pm and there should be quality stall holders.</p> <p>7. Eastern laneway street furniture needs replacing as it is too uncomfortable and not fit for purpose.</p> <p>8. The Civic Centre's open space needs to be redesigned. The Camberwell Library needs to replace hard landscaping with terraced lawns and canopy trees.</p> <p>9. Due to all the offices along Camberwell Road, the Civic Centre seems disconnected from the Junction activities.</p> <p>10. The submitter notes the absence of an aquatic centre.</p>	<p>note that a future opportunity for Access and Movement within the Strategy is to '<i>review parking in the precinct to consolidate capacity within existing car parking areas</i>' (p. 33). It is noted that current parking occupancy rates are low and can accommodate some of the expected growth.</p> <p>5. The CJSPP addresses the need for more open space through the provision of two new public plazas within the Junction East and Junction West precincts. Purchasing land within the centre is expensive, and the selling of some Council-owned land may be required to fund the identified projects to improve the overall quality and amenity of the centre. Each sale of land will need to undergo a separate statutory process and there will be opportunities to provide feedback on any proposed sale at that stage.</p> <p>6. The loss of 35 parking spaces to enable the creation of a new plaza is considered appropriate given the supply of parking throughout the centre. The operation of the market, including opening hours and stall vacancies, is not a matter for consideration as part of the structure planning process. Those issues can be considered as part of Council's decision on the market operation and any future detail design of the new plaza.</p>

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			<p>7. This is a detailed design issue outside the scope of the structure planning process.</p> <p>8. Any potential redesign of the area outside the Council offices on Camberwell Road are outside the scope of the CJSPP. The provision of new open spaces within the centre of the activity centre to serve a growing future population will bring greater benefits.</p> <p>9. There is little that can be done about the location of the Council offices and the types of uses along Camberwell Road. Better integration of the Council offices with the core of the activity centre can only be achieved by improving the public realm quality and general connectivity.</p> <p>10. While the CJSPP does not recommend the provision of a new aquatic facility, Council has the ability to respond to community infrastructure needs through its capital expenditure.</p>	
32	Seeks changes	<p>The submitter seeks the following changes:</p> <p>1. Council's vision does not propose to improve pathways, pedestrian crossings or public toilets - instead it prioritises cars.</p>	<p>1. The 'access and movement' chapter highlights several objectives, strategies and actions to improve pedestrian accessibility throughout Camberwell Junction, including:</p> <ul style="list-style-type: none"> 'Design streets that balance the needs of diverse users to create an accessible, safe, comfortable and enjoyable environment for everyone'. 	No change recommended.

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			<ul style="list-style-type: none"> • 'Ensure pedestrian and cycling routes are accessible and easy to navigate'. • 'Update Burke Road and Camberwell Road streetscapes to increase the footpath width and greenery'. • 'Provide raised pedestrian crossings across low traffic volume at key locations'. • 'Provide signalised pedestrian crossings across busy roads in the Junction'. <p>The 'community wellbeing' chapter includes an action concerning public toilet provision, to 'provide infrastructure needed to cater for a growing community such as public toilets, playgrounds, recreation and cultural facilities.' The map on page 40 highlights nine existing public toilets and proposes a new facility west of The Well shopping centre.</p>	
33	Seeks changes	<p>The submitter seeks the following changes:</p> <ol style="list-style-type: none"> 1. The historic but disused wooden tram shelter at Camberwell Sports Ground would be good to incorporate plans as it sits in the earmarked zone for Camberwell Road streetscape improvements. 2. The Bowen Street tram stop should be moved back to Bowen Street to revitalise the shelter, alongside improvements to the intersection which is currently dangerous at peak times. 	<ol style="list-style-type: none"> 1. This is a detailed design matter that can be considered at a future stage rather than the structure planning stage. 2. This is a detailed design matter that can be considered at a future stage rather than the structure planning stage. It would require further State Government agreement and funding. 	No change recommended.
34	Seeks changes	<p>The submitter seeks the following changes:</p>	<ol style="list-style-type: none"> 1. Officers note that the street wall heights have been determined through built form modelling. The nominated street wall heights balance 	No change recommended.

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission	Officers' recommendation
		<ol style="list-style-type: none"> 1. High rise development should have a two-storey street wall only and there should not be any commercial street walls. 2. Sufficient parking in new residential developments must be a priority, with two car spots per unit. There should also be sufficient public parking made available. 3. There is already limited traffic movement infrastructure, and it may get worse with population growth. 4. There should be more greenery along streets and parks, such as trees and shrubs. 5. There should be a requirement for businesses to have a minimum standard for maintaining their shopfronts to prevent Camberwell from appearing run down. 	<p>development feasibility with amenity concerns such as visual bulk and overshadowing. The Built Form report provides a solar impact analysis to justify these built form controls. Officers also note that the 'commercial street wall' applies only to a specific area along the western side of Burke Road to the south of the junction, responding to the existing built form context.</p> <ol style="list-style-type: none"> 2. Car parking rates as part of any future redevelopment are set out in the Boroondara Planning Scheme. Any reductions sought in the provision of parking below what is required by the planning scheme will be carefully assessed. 3. A key objective noted within the Access and Movement chapter of the Plan is to '<i>improve traffic movement and safety throughout Camberwell Junction</i>'. 4. It is acknowledged that the importance of providing greenery within the public realm, including trees and shrubs. A key action of the Plan, listed on page 39, is to '<i>expand tree canopy and green infrastructure on private and public land developments</i>'. 5. The planning scheme does not contain any requirements to enforce maintenance as requested by the submitter.

Attachment: Summary of submissions and response table