URBAN PLANNING DELEGATED COMMITTEE

AGENDA

(Open to the public)

6.30pm, Monday 4 March 2024

Council Chamber, 8 Inglesby Road, Camberwell

Date of Issue: 23 February 2024

Please note: No audio, video, photographic or any other recording of proceedings at Council or Delegated Committee meetings is permitted without written authority from Council.

Order of Business

1 Adoption and confirmation of the minutes of the Urban Planning Delegated Committee meeting held on 19 February 2024

2 Declaration of conflict of interest of any councillor or council officer

3 Presentation of officer reports

3.1 756-758 Glenferrie Road, Hawthorn - Planning Application for Packaged Liquor (bottle shop) - PP23/0503

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

3.3 508-510 Burke Road Camberwell - Proposed Heritage Overlay - Outcomes of Preliminary Consultation

4 General business

5 Urgent business

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3 Presentation of officer reports

3.1 756-758 Glenferrie Road, Hawthorn - Planning Application for Packaged Liquor (bottle shop) - PP23/0503

Executive Summary

756-758 Glenferrie Road, Hawthorn - Packaged liquor licence permit for a new bottle shop

Application no.:	**PP23/0503**
Responsible director:	**Scott Walker, Directory Urban Living**
Authorised by:	**Joel Elbourne, Manager Urban Planning**
Report officer:	**Elizabeth Spanjer, Urban Planner**

Report abstract

Proposal
It is proposed to partially demolish, alter and extend the existing commercial building and introduce a 'Packaged Liquor' licence to the land associated with a new Bottle Shop (Dan Murphy's). The site is located within the *Hawthorn–Glenferrie Road Major Activity Centre* and is in the Commercial 1 Zone. It is affected by the Design and Development Overlay, Parking Overlay, Heritage Overlay, and Special Building Overlay.

A retail premises (bottle shop) will occupy the ground and first floors and have direct access from Glenferrie Road and Liddiard Street.

Vehicle access will be at ground level via the right-of-way (ROW) at the rear. The proposal includes three parking spaces on site.

A total of 39 objections to the application have been received.

Issues
The following key issues are addressed in the Planning Assessment Report:
- Loss of residential and public amenity.
- Cluster effects of liquor licences within the Activity Centre.
- Provision of car parking.
- Traffic access via the rear laneway.

Officer's response

The proposed land use and development scale is appropriate to the site's location in the Commercial 1 Zone and within the *Hawthorn–Glenferrie Road Major Activity Centre*. The provision of packaged liquor which will be until no later than 9pm on any day is considered acceptable on a main road within a commercial zone as part of this major activity centre.

Council's Transport Engineers support the car parking rate reduction and layout of the proposed car parking noting that the application proposes a different retail activity and that the existing operation on the site already generates a demand on carparking.

The design complies with the Design and Development Overlay and Heritage Overlay controls, the relevant requirements of the Municipal Planning Strategy and the Planning Policy Framework, and is supported by Council's Urban Designer, Waste Officer, and Heritage Advisor.

Officers' recommendation

That the Urban Planning Delegated Committee resolve to issue a Notice of Decision to Grant a Planning Permit for No. PP23/0503 for *Use of the land for the sale of liquor (packaged liquor), display of business identification signage, reduce the number of car parking spaces required under Clause 52.06-5 (Car Parking), and part demolition and buildings and works associated with premises in a Commercial 1 Zone (C1Z), Design and Development Overlay (DDO15), Heritage Overlay (HO491), and Special Building Overlay (SBO)* at 756-758 Glenferrie Road, Hawthorn under the Boroondara Planning Scheme subject to the following conditions:

Amended Plans Required

1. Before the use and development commences, amended plans must be submitted to the satisfaction of the Responsible Authority. When the plans are to the satisfaction of the Responsible Authority they will be endorsed and will then form part of the Permit. The plans must be drawn to scale with dimensions, and be substantially in accordance with the advertised plans, and modified to show/:
    a. The Liddiard Street doors finished in a clear and articulate manner that does not result in a loss of contrast of the features to the satisfaction of the Responsible Authority.
    b. A Noise and Amenity Action Plan in accordance with Condition No. 12 of this permit.
    c. Any changes required to the Waste Management Plan in accordance with Condition No. 13 of this permit.
    d. Any changes required to the Traffic Impact Assessment in accordance with Condition No. 19 of this permit.

Layout and uses not to be altered

2. The layout of the site, including the size of the spaces to which this permit applies, and the description of the use(s) on the endorsed plans must not be modified for any reason without the prior written consent of the Responsible Authority.

Licensed premises (Packaged Liquor Licence)

3. The use of the land for the sale of liquor must be in accordance with *Packaged Liquor Licence*. The specified licence must not be modified for any reason without the prior written consent of the Responsible Authority.

Red Line Area

4. The layout of the redline delineation shown on the endorsed plans must not be modified for any reason without the prior written consent of the Responsible Authority.

5. The sale of liquor must only occur with the red line area shown on the endorsed plan.

Signs not to be altered

6. The location, layout, dimensions, structures and features of the approved sign(s) (including the design, colours, materials, degree of illumination, wording and sign type) shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.

Hours of sale of liquor ('Packaged Liquor Licence')

7. The liquor license use allowed under this permit must operate only during the following hours, except with the prior written consent of the Responsible Authority:

   Monday to Saturday: 9 am to 9 pm.
   Sunday: 10 am to 9 pm.
   ANZAC Day: 12pm (noon) to 9 pm.
   Good Friday and Christmas Day: No trade

Amenity of area

8. The amenity of the area must not be adversely affected by the use and development as a result of the:

   a. Transport of materials, goods or commodities to or from the land; and/or
   b. Appearance of any building, works, stored goods or materials; and/or
   c. Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, ash, dust, waste water, waste products, grit or oil; and/or
   d. The presence of vermin.

   or in any other way, to the satisfaction of the Responsible Authority.

Noise levels

9. Noise levels emanating from the premises must not exceed the relevant levels prescribed by the 'Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues - Publication 1826.4', or any successive relevant legislation, to the satisfaction of the Responsible Authority.

Testing of noise emissions

10. At the request of the Responsible Authority, the owner or occupier must, within 30 days, supply an assessment by a qualified acoustic consultant of noise levels emitted from the site with readings taken at times and locations specified by the Responsible Authority.

    The cost of the assessment is to be borne by the owner or occupier. If necessary, additional noise control features must be installed in consultation with an acoustic engineer, or activities and noise sources on the premises regulated at the direction of and to the satisfaction of the Responsible Authority.

    The frequency of this request will be at the discretion of the Responsible Authority.

No external audio equipment

11. No external sound amplification equipment or loudspeakers are to be used for the purpose of announcements, broadcasts, playing of music or similar purposes, to the satisfaction of the Responsible Authority.

Noise and Amenity Action Plan

12. Before the use for the sale of liquor starts, a Noise and Amenity Action Plan (NAAP) must be submitted to and approved by the Responsible Authority. At a minimum the NAAP must address the following regarding the sale of liquor (Packaged Liquor Licence) associated with the retail premises:

    (a) the hours of operation for the sale of 'Packaged Liquor' to reflect those permitted by this permit;
    (b) details of the management of the sale of packaged liquor for consumption off the premises;
    (c) identification of noise sensitive areas, including residential areas and accommodation in close proximity to the licensed premises;
    (d) details of staffing arrangements, including numbers of staff, working hours, and responsibilities regarding ensuring compliance with this permit and implementation of the NAAP;
    (e) the methods and procedures for recording and responding to complaints, including standard procedures to be undertaken by staff in the event of complaints by a member of the public, the Victorian Police, an authorised officer of the Responsible Authority, or an officer of the liquor licensing authority;
    (f) details of any measures to work with neighbours or other residents in the immediate area to address complaints and general operation issues;
    (g) details of measures to ensure that customers leave the licensed premises in an orderly manner with due regard to any noise sensitive areas identified in the NAAP;
    (h) details of waste management, including storage and hours for disposal, to be in accordance with Condition 14 of this permit;
    (i) location of external lighting on the licensed premises, security lighting outside the licensed premises, and any overspill of lighting;
    (j) any other measures to be undertaken to ensure minimal amenity impacts on any noise sensitive areas and accommodation identified in the NAAP; and
    (k) any other matters addressed in the conditions of this permit.

    Once endorsed, the NAAP will form part of this permit and must be implemented to the satisfaction of the Responsible Authority.

Waste Management Plan

13. All waste must be stored and collected via private collection in accordance with the Waste Management Report prepared by Ratio Consultants dated 07 July 2023 to the satisfaction of the Responsible Authority.

Regular waste removal

14. All waste material not required for further on-site processing must be regularly removed from the site. All vehicles removing waste must have fully secured and contained loads so that no wastes are spilled or dust or odour is created, to satisfaction of the Responsible Authority.

Maintenance of waste storage area

15. All bins and receptacles used for the collection and storage of solid waste, recyclable and other wastes must be kept in a designated area, to the satisfaction of the Responsible Authority. This storage area must be:

    a. Properly paved and drained to a legal point of discharge;
    b. Screened from view with a suitable designed enclosure;
    c. Supplied with adequate hot and cold water; and
    d. Maintained in clean and tidy condition free from offensive odors.

    to the satisfaction of the Responsible Authority.

Hours for deliveries

16. Deliveries to the site must only be undertaken in accordance with the City of Boroondara Amenity Local Law (2019), or any successive relevant law, to the satisfaction of the Responsible Authority. No deliveries may take place on Sunday. Newspaper deliveries may take place outside these hours.

Hours for loading and unloading

17. Loading and unloading of vehicles must only be undertaken in accordance with the City of Boroondara Amenity Local Law (2019), or any successive relevant law, to the satisfaction of the Responsible Authority.

Loading and unloading

18. All loading and unloading of vehicles must be carried out within the designated loading areas as shown on the endorsed plans and must be conducted in a manner that does not cause any interference with the circulation and parking of vehicles on the land, to the satisfaction of the Responsible Authority.

19. All loading/unloading activity associated with the site in accordance with the Traffic Impact Assessment Report, prepared by Ratio Consultants on 06 July 2023 to the satisfaction of the Responsible Authority.

Number of car parking spaces

20. A minimum of 3 car parking spaces must be provided on the land to the satisfaction of the Responsible Authority.

Use of car parking spaces

21. Car parking spaces shown on the endorsed plans must not be used for any purpose other than the parking of vehicles, to the satisfaction of the Responsible Authority.

Use of car parking spaces and driveways

22. Car spaces, access lanes and driveways shown on the endorsed plans must not be used for any other purpose, to the satisfaction of the Responsible Authority.

Parking to be free of charge

23. The areas set aside for car parking shown on the endorsed plans must be made available for use free of charge to employees and visitors at all times and must not be used for any other purpose. Sufficient on-site spaces must be allocated to serve visitors to the site, to the satisfaction of the Responsible Authority.

Lighting of carparks and accessways

24. Low intensity lighting must be provided to ensure that car park areas and pedestrian accessways are adequately illuminated without any unreasonable loss of amenity to the surrounding area, to the satisfaction of the Responsible Authority.

External lighting

25. All external lighting must be designed, baffled and located so as to prevent light from the site causing any unreasonable impacts on the locality, to the satisfaction of the Responsible Authority.

Security alarms

26. All security alarms or similar devices installed on the land must be of a silent type in accordance with any current standards published by Standards Australia International Ltd and must be connected to a registered security service, to the satisfaction of the Responsible Authority.

Sign maintenance

27. All signs must be constructed and maintained to the satisfaction of the Responsible Authority.

No sign illumination

28. The sign(s) must not be illuminated by external or internal light, except with the prior written consent of the Responsible Authority.

No flashing light

29. No flashing, intermittent or changing colour light is permitted to be displayed, except with the prior written consent of the Responsible Authority.

Removal of all existing signs

30. Prior to the erection of the approved sign(s), all existing signs on the subject land must be removed to improve the appearance of the subject premises, to the satisfaction of the Responsible Authority.

Internally illuminated signs

31. The intensity of lighting associated with the illumination of the advertising sign(s) must be limited so as not to cause glare or be a distraction to motorists in adjoining streets or cause a loss of amenity in the surrounding area to the satisfaction of the Responsible Authority.

Sign not to cause distraction

32. The sign must not:

    a. Dazzle or distract drivers due to its colouring;
    b. Be able to be mistaken for a traffic signal because it has, for example, red circles, octagons, crosses or triangles;
    c. Be able to be mistaken as an instruction to drivers.
    d. to the satisfaction of the Responsible Authority.

Time for commencement (display a sign)

33. Without the written consent of the Responsible Authority, this permit will lapse unless the approved sign/s is/are displayed within 2 years of the issue date of this permit.

The Responsible Authority may extend the times referred to if a request is made in writing before the permit expires or:

(i) within six (6) months afterwards if the use or the development has not commenced; or
(ii) within twelve (12) months afterwards if the development has not been completed.

Council and the Victorian Civil and Administrative Tribunal are unable to approve requests outside of the relevant time frame.

Permit to expire (display a sign)

34. Subject to the display of the approved signs before the permit lapses, this permit expires 15 years from the date this permit was issued.

Expiry of permit for use ('Packaged Liquor Licence')

35. This permit as it relates to use will expire if the use does not commence within two (2) years after the issue date of this permit.

In accordance with section 69 of the Planning and Environment Act 1987, an application may be submitted to the responsible authority for an extension of the period referred to in this condition.

Expiry of permit for development

36. This Permit will expire if:

a) The development does not start within two (2) years of the issue date of this Permit; or
b) The development is not completed within four (4) years of the issue date of this Permit; or
c) The use does not commence within two (2) years of the completion of the development.

The Responsible Authority may extend the times referred to if a request is made in writing before the permit expires or:

(i) within six (6) months afterwards if the use or the development has not commenced; or
(ii) within twelve (12) months afterwards if the development has not been completed.

Council and the Victorian Civil and Administrative Tribunal are unable to approve requests outside of the relevant time frame.

PLANNING ASSESSMENT
Urban Planning Delegated Committee

Use of the land for the sale of liquor (packaged liquor), display of business identification signage, reduce the number of car parking spaces required under Clause 52.06-5 (Car Parking), and part demolition and buildings and works associated with premises in a Commercial 1 Zone (C1Z), Design and Development Overlay (DDO15), Heritage Overlay (HO491), and Special Building Overlay (SBO).

Application Number	PP23/0503
Date Application Received	07 July 2023
Planning Officer	Elizabeth Spanjer
Applicant	Endeavor Group C/O Ratio Consultants
Owner	GG Lawrence, Bk Shop 2 Flats & 2 Factories
Property Address	756-758 Glenferrie Road, Hawthorn
Ward	Glenferrie
Zoning	Clause 34.01 - Commercial 1 Zone
Overlays	**Clause 43.02** - Design and Development Overlay (Schedule 15 - Glenferrie Activity Centre) **Clause 43.01** - Heritage Overlay (Schedule 491 - Glenferrie Road Commercial Precinct) **Clause 45.09** - Parking Overlay (Precinct 1 - Activity Centres) **Clause 44.05-2** - Special Building Overlay
Particular Provisions	**Clause 52.05** - Advertising Signs **Clause 52.06** - Car Parking **Clause 52.34** - Bicycle Facilities **Clause 52.27** - Licensed Premises
Permit Triggers	Refer to Permit Triggers section of this report below.
Heritage Grade	'Significant'.
Potential Overland Flow?	Yes, unaffected.
Advertised?	Public notice of the application was given on 26 October 2023 by Council posting notices to abutting and nearby property owners and occupiers and by the display of a signs on the site for a period of not less than 14 days
Number of Objections Received	40

Recommendation	Notice of Decision subject to conditions.

PLANS and REPORTS ASSESSED

- Traffic Impact Assessment Report, prepared by Ratio Consultants on 06 July 2023.
- Waste Management Report, prepared by Ratio Consultants on 07 July 2023.
- Cumulative Impact Assessment Report by King & Wood Mallesons dated 27 June 2023.
- Decision Plans:
  - Advertising Plans Site Context Plan (DMC01), Site Plan (DMC09), Floor and Roof Plans (DMC10 to DMC13), Redline Plan (DMC14), and Signage detailing (DMC16).
  - Elevation Plan (DMC15) and 3D Visualisation architectural renders (DMC17 to DMC20) amended under S57a on 12 December 2023.

PLANNING PERMIT REQUIREMENTS

Planning Scheme Clause No.	Description of what is proposed
Clause 34.01-4 (C1Z)	Construct a building, and construct and carry out works.
Clause 43.01-1 (HO)	Demolish or remove a building. Construct a building, and construct and carry out works, including: • Construct or display a sign. • Externally paint a building if the painting constitutes an advertisement.
Clause 43.02 (DDO)	Construct a building, and construct and carry out works.
Clause 44.05-2 (SBO)	Construct a building, and construct and carry out works.
Clause 52.05 (Signs)	Display signage when the total area of all signs exceeds 8 sqm.
Clause 52.06 (Car Parking)	Reduce the number of car parking spaces required under Clause 52.06-5.
Clause 52.27 (Licensed Premises)	Use of the land to sell liquor where a licence is required under the *Liquor Control Reform Act 1998 (Vic)*, under clause 52.27 of the Boroondara Planning Scheme, for a 'Packaged Licence' associated with a retail premises.

PROPOSAL

Details of the proposal are summarised as follows:

Overview

- Partial demolition of the existing heritage building (rear wall).
- External alterations and additions to the existing heritage building, including beneath the undercroft.
- Use of the land for a Bottle Shop (retail premises - Section 1 Use - no permit required)
- Sale of 'Packaged Liquor' on premises associated with a new Bottle Shop.
- Reduction in car parking spaces, a total on-site parking shortfall of 26 spaces and a residual parking shortfall of two spaces.

Demolition

- Minor internal demolition to accommodate the new tenancy (no permit required for internal alterations).
- Minor external demolition (rear wall including roller door) (non-contributory fabric).

Buildings & Works:

- Construction of an extension at the rear (east) of the building at ground floor (situated within the undercroft footprint).
- Waste storage area created at rear of building.
- External painting of the building to an already painted surface (no permit required).

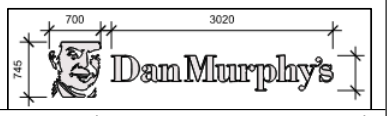
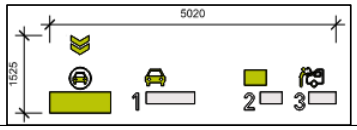
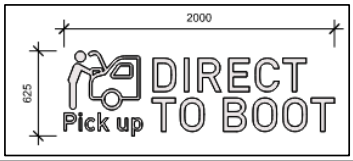
Liquor License:

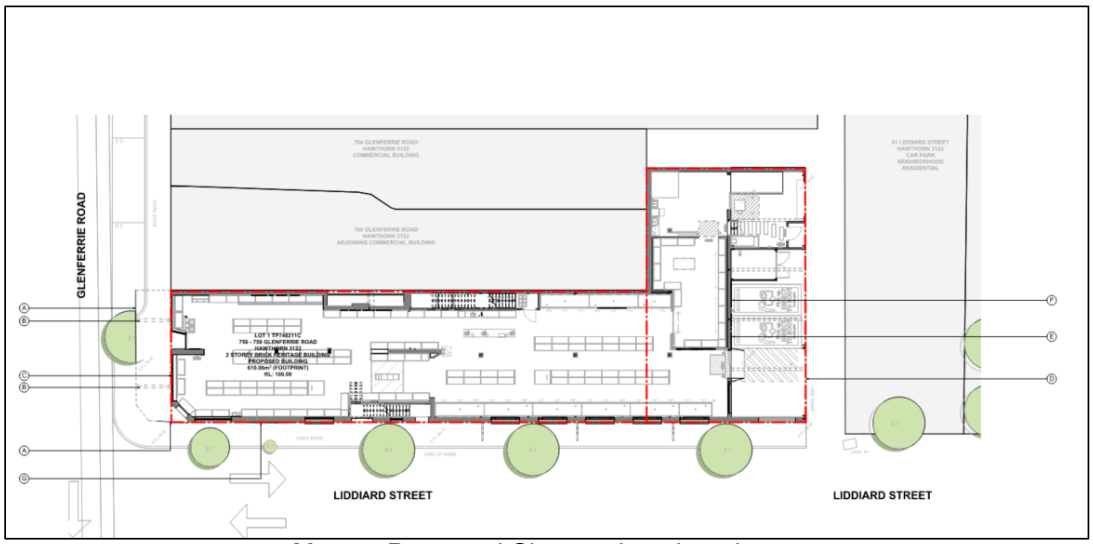
- It is proposed to use the land to sell liquor for consumption off-premises (packaged liquor) associated with a 'Dan Murphy's' store.
- The proposed trading hours are:
    - Monday to Saturday: 9:00 am - 9:00 pm
    - Sunday: 10:00 am - 9:00 pm
    - ANZAC Day: 12:00 pm - 9:00 pm
    - Good Friday & Christmas Day: No Trade

Signage:

Details of the proposed signage are provided below:

Sign	Signage Type	Number of signs	Location	Dimensions (Area, Length and height)

A	Business Identification Sign	Two	One facing Glenferrie Road and one facing south at the eastern end of Liddiard Street	1.01 sqm (2.37m \/1/ide x 0.43m high
B	Internally illuminated business identification signs	Two	Under the Glenferrie Road verandah, on either side of the entry.	0.72 sqm (2.46m \/1/ide x 0.295m high) under verandah.
C	Business Identification Sign	One	Window of the main façade, facing Glenferrie Road.	1.674sqm (1.86m \/1/ide x 0.90m high)
D	Wall mounted business identification sign	One	The first-floor parapet of the rear façade.	2.06sqm (3.72m \/1/ide x 0.745m high) 
E	Painted direction/ instructional signage relating to carparking, pickup and waste.	One	This cluster of lines is located on the eastern façade at the ground floor level.	7.9sqm (5.2m wide x 1.52m high) 
F	Painted direction sign (pick-up)	One	Eastern façade at the ground level	1.25sqm (2.0m x 0.625m)  .
G	painted business identification sign	One	The southern facade, facing Liddiard Street.	6.69sqm (3.72m wide x 1.8m high)



Above: Proposed Signage location plan.

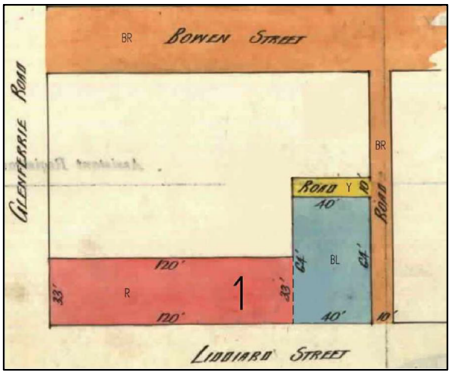
Above: *3D Architect Render - visualising south-west corner.*

Above: *3D Architect Render - visualising south (Liddiard Street) elevation.*

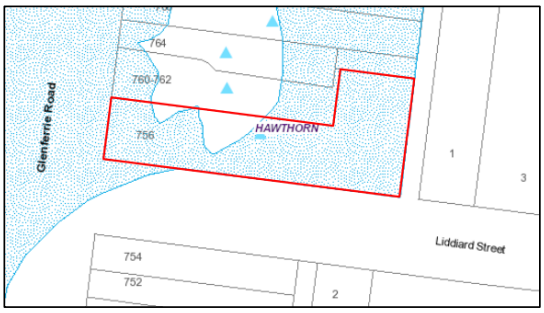
Above: *3D Architect Render - visualising east (laneway) elevation.*

THE SITE

Site Location	The site is a corner allotment situated on the eastern side of Glenferrie Road and the northern side of Liddiard Street.
Width of Frontage	10.06 m
Maximum Depth of Site	48.76
Total Site Area	605.73 sqm
Easements	The rear portion of the site (shown in blue 'BL'), as shown on Plan of Subdivision TP748211C, is encumbered by a right of carriage over an additional bluestone laneway (shown in yellow 'Y') which connects to the eastern laneway. There are no other easements or restrictions registered

	on title.  ***Above -*** Plan of Subdivision TP748211C
Fall of the Land	The site is generally flat with minimal fall across the allotment. ***Above -*** *Contour map of the subject site (red).*

- The subject site subdivision is in an 'L' shaped allotment.
- The building has a ‘zero-lot’ setback to Glenferrie Road and Liddiard Street. At the rear, the first floor extends to the laneway boundary, cantilevering above the ground by approximately 5.78 metres.
- The existing rear covered area at ground level accommodates an unmarked car park area and waste store.
- The building is currently provided with an array of business identification signs, including non-illuminated fascia signs, window signs and internally illuminated under-awning signs.
- The subject site is located in Council’s Estimated Overland Flow Path (as shown below).



Above - *Overland Flow Map, subject site shown red*

Above: *Subject site, west Glenferrie Road.*

Above: *Subject site, south Liddiard Street.*

Above: *Subject site, east Liddiard Street/laneway.*

THE SURROUNDING AREA

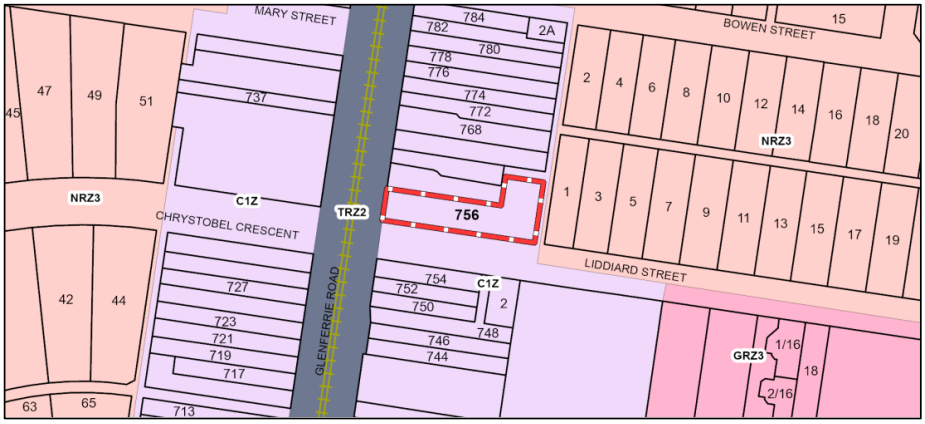
***Above** - Aerial image of the subject site (red) and surrounding area. Weave, 2023*

The subject site is located within the *Hawthorn–Glenferrie Road Major Activity Centre*, which contains various building typologies, scales, and uses.

The built form within the centre ranges from single-storey heritage buildings to large mixed-use contemporary buildings. Many buildings provide a clear retail presence located on the street frontage.

The Major Activity Centre has many uses, including medical and health centres, retail premises, and offices.

The subject site is in the Commercial 1 Zone and abuts land in the Neighbourhood Residential Zone - Schedule 3 to its east.



***Above -** Zoning map of the subject site and surrounds.*

To the north of the subject site - Nos. 760-762 Glenferrie Road

The land comprises a two-storey commercial building currently used as a shop at ground level, ‘Mind Games’. This site is 'slotted' within the 'L' of the subject site.

Above - *Nos. 760-762 Glenferrie Road*

To the east of the subject site - A laneway, Council owned carpark, and residential properties along Liddiard Street

The site adjoins an unnamed laneway providing vehicle/pedestrian access from the north (Bowen Street) and south (Liddiard Street).

To the east of the laneway is a Council owned and operated car park at No. 1 Liddiard Street. Further east is land within the Neighbourhood Residential Zone (NRZ3), the closest residential lot to the site being No. 3 Liddiard Street, which is developed with a single dwelling.

Above - *Unnamed laneway and council car park a No. 1 Liddiard Street.*

Above - *No. 3 Liddiard Street.*

To the south of the subject site - Liddiard Street and No. 754 Glenferrie Road.

Liddiard Street, being a Council governed road, boarders the subject site. The land on the southern side of Liddiard Street at No. 754 Glenferrie Road is occupied by a part double-storey commercial building used as the Food and Drink Premise at ground floor level, *Grill'd*. The site is also located in the Heritage Overlay and is graded 'contributory'.

Above - *No. 754 Glenferrie Road*

To the west of the subject site -.

Glenferrie Road is an arterial road included in the Transport Road Zone 2 (TRZ2) which indicates its status within the principal road network (governed by the Department of Transport Planning). Glenferrie Road also features a tram line, two lanes of traffic moving in a north-south direction, and side street parking.

Lots on the western side of Glenferrie Road, directly opposite the subject site, includes No. 733 Glenferrie Road, a significant heritage building with a multi-storey apartment development to the rear.

Above - *No. 733 Glenferrie Road*

The land at No. 731 Glenferrie Road is also located in the Heritage Overlay and is graded ‘contributory’. The occupying building is double storey in form and finished with a muted green paint. The building is used as the Food and Drink Premise at the ground floor level, *Piccolina* (ice-cream bar).

Above - *No. 731 Glenferrie Road*

PERMIT/SITE HISTORY

Details of previous Planning Permit applications at the site are as follows:

Application No	Date of Decision	Decision	Description of Proposal
BOR/96/00593	07-Oct-1996	Permit	Shop Adds/Alts window to workshop
BOR/99/00781	10-Feb-2000	Permit	Construct additions and alterations to an existing building to use as a shop

Details of previous Council permits at the site are as follows:

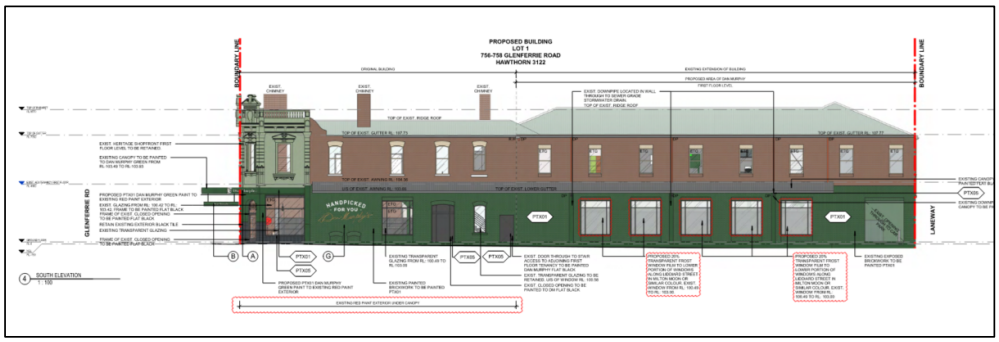
Local Law Application No	Date of Decision	Decision	Description of Proposal
CSF03836	18 October 2021	Permit	Temporary footpath trading - expired on 31 March 2022

AMENDMENTS TO THE PROPOSAL

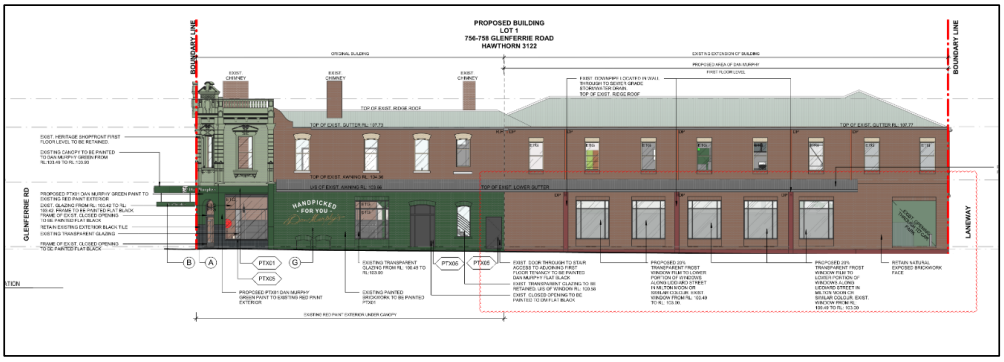
An amendment to a planning application was lodged with Council after notification.

The proposed changes are as follows:

Date Received	Amendments	Amendment Type
08 December 2024	The extent of paint applied to the southern elevation, facing Liddiard Street, has been amended. The 3D visualisations have also been updated. The proposal now only includes green paint over the existing painted surface closer to the corner.	*Section 57A Amendment*
It was considered that the proposed changes were minor in nature and did not warrant re-notification. The change was made to address concerns raised by Council's Heritage Advisor and objectors regarding the extent of green paint. The remainder of the façade will be retained as red brick on the southern elevation.		



Above: *Proposed Southern Elevation, facing Liddiard Street as shown on Advertising Plans*



Above: *Proposed Southern Elevation, facing Liddiard Street as shown on the 57A Amendment Plans.*

REFERRALS

The application was referred to the following, please refer to Appendix A for a copy of the referral comments.

Internal Referrals

Traffic	**Supported -** No Conditions Required. The statutory parking generation rate for the Application is 29 on-site spaces. It is proposed that a total on-site parking provision of three spaces be provided for the application, including an on-site staff parking space and two spaces proposed for customers in a click-and-collect capacity. However, in light of parking credits, empirical parking data and surveys, and the provision of staff numbers, Council's Traffic Engineer finds the development results in a residual parking shortfall of two spaces. They have

	noted their position of support.
Heritage Advisor/Consultant	**Supported -** Conditions Required. Due to their small scale and size, the proposed demolition, buildings and works, and signage to the non-contributory buildings are considered appropriate. The proposal does not result in the removal of architectural features sympathetic to the heritage fabric of the place/streetscape but rather maintains these where possible. The Heritage Advisor raised concerns that the Liddiard Street doors would be painted in a manner which would result in a loss of contrast of the features. The concern has been addressed by way of a proposed permit condition.
Drainage	**Supported -** No Conditions Required. No concerns were raised given the overland flow overlaps with the Special Building Overlay.
Urban Design	**Supported -** Changes required. The Designer notes that on balance the proposal now provides an acceptable outcome, with the outstanding issue being the lack of a secured undercroft area.
Waste Management	**Supported -** No Conditions Required. The WMP for this proposed office development is satisfactory for private waste collections. The WMP can be endorsed, there are no further referral comments.

External Referrals

Melbourne Water	**Supported -** No Conditions Required. Melbourne Water, pursuant to Section 56(1) of the Planning and Environment Act 1987, does not object to the proposal.

GOVERNANCE ISSUES

The implications of this report have been assessed and are not considered likely to breach or infringe upon the human rights contained in the Victorian Charter of *Human Rights and Responsibilities Act* 2006.

The officers responsible for this report have no direct or indirect interests requiring disclosure.

CONSIDERATIONS

In assessing this application, consideration has been given to the following:

- The objectives of planning in Victoria as detailed in Section 4 of the *Planning & Environment Act* 1987.
- Section 60 of the *Planning & Environment Act* 1987.
- The relevant provisions and decision guidelines of the Boroondara Planning Scheme including the decision guidelines of Clause 65.
- Any comment or decision of a referral authority.
- The objections received.

This proposal does not raise any significant adverse social or economic impacts. General social and economic impacts are addressed by the planning policy assessment below.

OFFICER ASSESSMENT

Refer to Appendix B of this report for full Boroondara Planning Scheme relevant zone, policy and strategy assessment.

STRATEGIC CONTEXT

The subject site is zoned within the Commercial 1 Zone, the purpose of which is to create vibrant mixed use commercial centres for retail, office, business, entertainment, and community uses. The site is located within an established commercial area and does not adjoin residentially used land (refer to the 'Surrounding Conditions' discussion above). Residentially used land is within proximity to the subject site, with No. 3 Liddiard Street, developed with a single dwelling, located approximately 12.10 m from the site's eastern title boundary. In this area, the 'bottle shop' use is as-of right and does not require planning permission.

LICENCED PREMISES

The site adjoins sensitive interfaces to its east along Liddiard Street in the form of residentially zoned land developed with largely single dwelling housing stock.

Council is required to consider the impact of the license upon the amenity of the surrounding area by way of a) the sale of liquor, b) hours of operation, and c) the cumulative impact of all licensees in the surrounding area.

a) The impact of the sale of liquor

While it is noted the site is located in proximity to residentially zoned land to the east, as mentioned above, the use would be generally contained within the existing building (except for waste storage). Moreover, the residential property to the east would be 'protected' by the 9.11 metre long (approx.) carpark and 3.05 m wide laneway at the rear of the property. It is therefore considered the use would cause limited off-site amenity impact on the surrounding residential property.

The sale of packaged liquor is consistent with expectations of the commercial site and surrounds being within a Major Activity Centre.

b) The impact of the hours of operation

Liquor Control Reform Act 1998 - Sect 11 prescribes 'Ordinary Trade Hours' in S3(1) for the sale of packaged liquor.

The licence is intended to operate seven days a week (excluding Good Friday and Christmas Day), which can be secured by permit condition as follows:

- **Monday - Saturday**: 9 am to 9 pm.
- **Sunday**: 10 am to 9 pm.
- **ANZAC Day**: 12pm (noon) to 9 pm.
- **Good Friday and Christmas Day**: No trade

The proposed hours of liquor sale are within the "ordinary" trade hours and do not encroach on the late-night trading hours set out in Planning Practice Note 61, "Licensed premises: Assessing Cumulative Impact" by the Department of Transport Planning (October 2023) being 11.00pm.

The hours of liquor sale are appropriate to the amenity of the area and the size of the Major Activity Centre; and generally, within the range of trading hours for similar licensed premises in Boroondara.

c) Cumulative impact

Practice Note 61 provides guidance in determining if a cluster of licensed premises exists, and how to conduct a cumulative impact assessment.

A review of the licensed premises within proximity of the subject site indicates that there are:

- Eight licenced premises within 100 m radius of the site.
- 55 licenced premises within 500 m of the site.

Within the 500 m radius of the site, six are ‘packaged liquor’ or ‘general license’, of which two appear to enjoy existing use right status through planning. The remainder are ‘limited license’, ‘restaurant café’, or ‘on-premises’.

The number of licenses is typical of a Major Activity Centre where retail and commercial businesses are concentrated away from more sensitive residential areas.

It is expected customers will purchase products and leave the area, and the type of licence sought does not permit liquor to be consumed on-site. There are several liquor licences already present within the area, and the addition of a packaged liquor outlet is consistent. The ‘Bottle Shop' is unlikely to encourage anti-social behaviour and public disturbances due to its limited services and the nature of the business that encourages patrons to leave the site after purchasing products. It is therefore considered that the application for a packaged liquor licence will not cause a social impact in this instance and should be supported, subject to conditions.

PACKAGED LIQUOR

The packaged liquor component of the use is what requires planning permission. To ensure that the proposed ‘packaged liquor’ licence use of the land has minimal impacts on the amenity of residential properties, conditions are recommended to restrict the sale of ‘packaged liquor’ to the proposed hours, limiting noise levels, ensuring maintenance of waste storage areas, restricting hours for deliveries and loading and unloading in accordance with Section 49 of Council's *Amenity Local Law.*

Council is also able to consider noise impacts in accordance with the *Environment Protection Regulations under the Environment Protection Act 2017*. To ensure compliance with the legislation the following condition is recommended:

- Noise levels emanating from the premises must not exceed the relevant levels prescribed by the ‘Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues - Publication 1826.4’, or any successive relevant legislation, to the satisfaction of the Responsible Authority.

It is recommended that any permit issued include standard conditions regarding protection of the surrounding area's amenity, use of the car parking spaces and accessway, and external lighting limitations.

The above conditions seek to ensure that the proposal will not detrimentally affect the amenity of nearby residential properties or the public.

The addition of a "Packaged Liquor Licence" to the commercial premises is an appropriate contribution to the service and diversity of the goods offered within the *Hawthorn–Glenferrie Road Major Activity Centre*. The proposed sale of liquor for off-premises consumption is consistent with the intent of the centre and will co-exist harmoniously with the land use of surrounding commercial environment.

BUILDING DESIGN

The overall height and footprint of the commercial building will be maintained. The development proposes built-form changes beneath the existing undercroft parking area. The changes will accommodate revised parking bays, waste storage areas, and entry areas resulting in the northern portion for a back-of-house area being enclosed. The built-form changes will be located within the existing building footprint and will not affect the overall quality of the commercial area.

Council's Urban Designer confirms the proposal provides suitable glazing and entrances to the site designed to activate both front and south street frontages that will enhance the pedestrian interaction within the street. The buildings will continue to provide appropriate floor spaces to accommodate a wide range of retail and commercial uses that are encouraged within the Major Activity Centre. The existing streetscape rhythm will be maintained ensuring the character of the Centre is not significantly changed.

The materials and finishes are also supported; it is noted that as the development seeks to paint already painted surfaces, no paint controls exist. Regardless, the extent of horizontal green was reduced on the southern elevation under the S57a Plans, providing exposed brick to enhance the warmth and articulation of the building. Overall, the materials and finishes link to the existing Major Activity Centre.

The proposal includes an activated ground floor for the commercial building, which is consistent with the relevant policy, which seeks to ensure active ground-level frontages and vibrant street-level activity.

SIGNS

Council's Heritage Policy (outlined in Appendix B) seeks to ensure new signage on heritage buildings complements the historic character, minimises visual clutter and does

not obscure or destroy any architectural features of cultural heritage significance. It seeks to ensure alterations through signage do not obscure or remove existing signage that is deemed to have heritage value.

The subject site is located within the *Hawthorn–Glenferrie Road Major Activity Centre*, which is zoned Commercial 1.

The proposed business identification, promotional, and internally illuminated signage would be positioned at the ground floor or verandah level. The proposed signage is similar to existing signage on the premises and on various retail buildings within the vicinity of the site in regard to the total display area, scale and size.

The proposed signage is considered to provide an appropriate contribution to the vibrancy of the Glenferrie Activity Centre and limited to what is necessary to identify the business as viewed from Glenferrie Road and Liddiard Street and presents as an orderly display.

The proposed signage is positioned flush to the building's front façade or verandah awning, avoids obscuring any architectural features (including ground floor windows and doors), and does not introduce large supporting frames, which is consistent with the relevant policy, outlined in Appendix B of this report.

The proposed signage that would be internally illuminated and would be situated along Glenferrie Road and located beneath the verandah, so as not to affect residential amenity. The extent of illumination is acceptable in the context of the Commercial 1 Zone and would not create an unreasonably glare to adjoining residential interfaces along Liddiard Street.

It is considered that the signage is similar to the site's existing conditions and the wider commercial area and, therefore, respects the nature of signage in the Glenferrie Road Activity Centre, without resulting in excessive signage or cluttering the area.

Standard conditions relating to signage are recommended to be included on the permit.

HERITAGE

The relevant Heritage Policy (outlined in Appendix B) seeks to ensure that the heritage value of the site is not reduced by way of demolition, alterations, and additions. It is proposed to partially demolish 'non-contributory' fabric only, being the internal staircase

and rear of the existing building. Proposed additions take the form of a single-storey addition to the rear of the site located beneath the existing undercroft.

Demolition

The dominant double-storey-built form will be retained, including the roof, external walls and façade. The rear portion of the building to be partially altered is only visible from the rear and is a secondary element that does not contribute to the heritage significance of the building. Demolition is supported given it does not contribute to the Glenferrie Road heritage presentation of the building.

Additions

The new single-storey addition to the rear of the retained building will extend to the north and western boundaries. Access to the new addition will be via the rear laneway and would accommodate a loading area.

It is policy to ensure alterations, including restoration or reconstruction works, maintain the significance and integrity of the heritage place. The proposed addition is concentrated to the rear and appropriately sited behind the original fabric, ensuring there is no visual impact on the surrounding heritage precinct. As viewed from the rear, the building will appear as a new addition easily distinguishable from the original building. It is considered that the proposal is an appropriate response to the existing features of the site and will retain the original significant fabric in accordance with Heritage Policy guidelines.

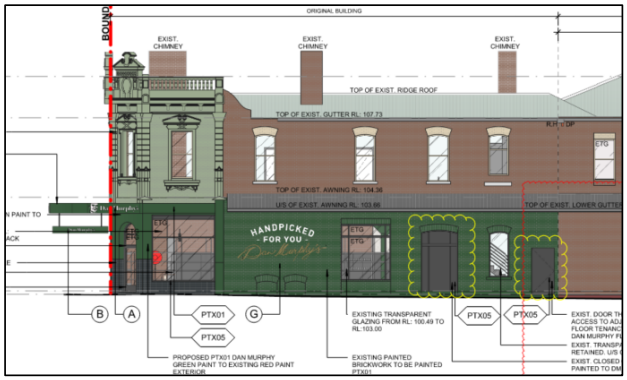
Alterations

Concerns were raised that the use of a solid Dan Murphy's green scheme, as shown on the advertised plans, would appear incongruous with the 'Significant' host building. Council's Heritage Advisor recommended the extent of the green finish be broken up or reduced to tie in better with the era of the building. The S57a Amended Plans resolve the matter by limiting the extent of the green finish to the already painted surface toward Glenferrie Road. External paint controls do not apply to Schedule 491 of the Heritage Overlay, and therefore, the external painting associated with the signage is acceptable.

Heritage Policy does seek to discourage painting in a manner that detracts from the understanding of the place, including painting in corporate colours, painting over and covering windows and the loss of contrast that provides for articulation of heritage features. The Liddiard Street doors (pictured below) would finished in Dulux Weathershield Dan Murphy's Flat Black 'PTX-05'; the Heritage Advisor recommends

that the doors be finished in a clear and articulate manner that does not result in a loss of contrast. The recommendation will be secured by the way of condition:

- The Liddiard Street doors be finished in a clear and articulate manner that does not result in a loss of contrast of the features to the satisfaction of the Responsible Authority.



Above - *Extract of the Proposed South Elevation - Council mark-up showing Liddiard street doors clouded in yellow.*

Above - *Liddiard street doors, as shown clouded in the elevation above.*

Glazing is proposed for the existing rear Liddiard Street windows. The modifications are supported by the Heritage Advisor and Heritage Policy, as the glazing would not exceed 20 percent obscurity and is coloured white/light grey (not the corporate Dan Murphy's green colour). Furthermore, the windows (frames/mullions/muntins) are treated as distinct from the elevation to ensure they remain legible.

Overall

The proposed development would not result in the loss of important heritage features of the building or streetscape. Taking into consideration the modification to other shop facades within the Glenferrie Road streetscape, the alterations to the shopfront are acceptable.

FLOODING

The application was referred to Melbourne Water for advice, who is the determining referral authority for the Special Building Overlay. A copy of Melbourne Water's advice has been included in Appendix A, which states that Melbourne Water does not object to the proposal and does not seek to include conditions on the permit.

It is considered that as Melbourne Water is satisfied with the proposal, the decision guidelines set out in Clause 59.08-2, outlined in Appendix B, have been satisfied.

CAR PARKING AND VEHICLE MOVEMENTS

Car parking

The application proposes to provide an alternative retail use on the site which attracts a higher rate than the restricted retail premises currently operating on the site. Taking the existing demand into account and the empirical car parking demand associated with the proposed use, the additional impact on parking demand of two car parking spaces is marginal and acceptable in a Major Activity centre where commercial uses are encouraged. The car parking consideration by Council's Traffic and Transport Engineer is outlined in the Appendix A referral section of the report.

Loading/Unloading

The loading/unloading would utilise the laneway at the rear of the site and would be restricted to trucks up to the size of 8.8 metres long. Activities would be limited to the delivery of goods to the commercial premises, and they are scheduled to occur between 7.00 am and 12.00 noon, Monday to Saturday.

A private contractor would collect waste using the same rear laneway using a mini-rear loader truck (2.08 metres high, 6.35 metres long and 1.7 metres wide). The Applicant states that waste collection is understood to be infrequent and limited to boxes/storage containers/pallets of the proposed 'Bottle Shop'. The applicant further advises that waste would be collected during similar hours to loading.

The proposed loading/unloading vehicle egress/ingress and process was extensively considered by Council's Traffic and Transport Engineer and Waste Management Officer as outlined in the Appendix A referral section of the report.

Permit conditions are recommended to ensure that residential amenity and the surrounding road network efficiency is not reduced by vehicle movement.

OBJECTION RESPONSE

Those matters not already addressed in the foregoing report are discussed below:

Summary of Objection	Planner's Comments
The noise caused by the use will be unreasonable.	**Resolved by condition** Noise levels emanating from the premises must not exceed the relevant levels prescribed by the State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1, to the satisfaction of the Responsible Authority. A condition requires testing of noise emissions at the frequency and the discretion of the Responsible Authority. A condition restricts the hours of liquor sale to those proposed by the applicant. The restricted hours will limit noise spill at night.
Alcohol will be sold to minors/under-age patrons. The store would create antisocial behaviour and impact school children.	**Matter to be addressed by Police, VGCCC, and Boroondara's Amenity Local Law.** A planning permit does not give permission for alcohol to be sold to minors. This issue is regulated by Victoria Police and VGCCC.
Selling alcohol will result in anti-social behaviour in the area.	The permit would allow alcohol to be sold for consumption off the premises. Boroondara's Amenity Local Law (No. 26 - Consumption and Possession of Alcohol), restricts the consumption and possession of alcohol in a public place. Consequentially, any liquor sold for offsite consumption cannot be lawfully consumed in

	public. Unlawful behaviour is monitored and restricted by Victoria Police.
Late night noise from the premises	**Resolved by condition** A cumulative impact assessment has been carried out as part of the planning permit application. Conditions are recommended to manage noise volumes and to minimise impacts to nearby properties, specially trading hours for liquor sales.
Disruption to the amenity of the neighbourhood. Proximity of the premises to residential properties.	**Resolved by condition** Conditions are recommended to manage noise volumes and limit the disruption to the amenity of the neighbourhood.
The proposed operation will cause increase in traffic and reduce the availability parking available in the area street parking available. The proposed use will impact on the surrounding area by way of vehicle egress and ingress. Use of the rear laneway for loading/unloading/waste storage is unacceptable	Council's Traffic and Transport Engineer determined that the application provides for appropriate on-site car parking relative to the intensity of the proposed use. Council's Traffic and Transport Engineer assessed the application and has raised no concerns regarding the impact of the proposal on the surrounding traffic network. The increased traffic movement associated with one additional dwelling on the site can be readily accommodated in the surrounding street network. Existing parking problems in the area cannot be addressed through the current application, nor should the burden of relieving these existing problems be imposed on the developer of the subject land.
There are already too many bottle shops along Glenferrie Road. The area is already service by local liquor stores There are too may Dan Murphy Stores in the wider area (Kew, East	The use of the land for the sale of liquor is consistent with both State and local policy, as discussed above. Permit conditions are recommended to ensure the use does not produce poor amenity and social impacts. It is noted that the Endeavor Group bottle shop in the vicinity (BWS) currently has a Five

Richmond, Camberwell).	Star rating from VGCCC, which is akin to the well-managed business. It is common and indeed expected for a premises with a liquor licence to be in a Major Activity Centre, and it is not considered that the type of use proposed will lead to antisocial behaviour.
The application would remove local business from the area/change the small business character of Glenferrie Road. The store would impact on the small business bottle shops (loss of revenue, put out of business). It is not necessary to sell alcohol from this premises.	Whether a liquor licence is needed, or who can operate a business, is not a matter which can be given any significant weight if the use falls under section 1 'as of right' within the zone. Further, it is relevant to note that the applicant has confirmed that the site is owned by Lawrencia Cycles, who has made the decision to lease their premises. The relevant planning assessment is detailed in the report.

APPENDIX A - REFERRAL COMMENTS

Traffic and Engineering Referral 1 of 1 - Supported - 1 September 2023

ON-SITE PARKING PROVISION				
DESCRIPTION (USE)	SIZE	CAR PARKING RATE	CAR PARKING REQUIREMENT	ON-SITE PARKING PROVISION

Retail (Shop)	842m^2	3.5 spaces / 100m^2 LFA	29	3
TOTAL			29	3

DESCRIPTION (USE)	TYPE	BICYCLE PARKING RATE	BICYCLE PARKING REQUIREMENT	ON-SITE PARKING PROVISION
Retail	Employee	1 space per 600 m^2 of LFA, if greater than 1,000 m^2	0	0
	Visitor	1 space per 500 m^2 of LFA, if greater than 1,000 m^2	0	
TOTAL	**Employee**		0	0
	Visitor		0	

SATISFIED		PARKING ASSESSMENT ELEMENT
YES	**NO**	
	X	In accordance with Statutory Requirements
X		Waiver of long-term (e.g. staff, resident) parking
	X	Waiver of short-term (e.g. visitor, customer) parking
X		Submission of empirical data - including Parking Demand and Occupancy surveys

COMMENTS

- It is noted that the development site does falls within the PPTN. Accordingly, a Column B parking generation rate has been applied to the proposed use of 3.5 spaces/100m^2.
- The resultant statutory parking generation rate requires a total of 29 on-site spaces be provided for the proposed retail development.
- It is proposed that a total on-site parking provision of three spaces be provided for the development, including on on-site staff parking space and two spaces proposed for customers, in a click-and-collect capacity. This will result in a total on-site parking shortfall of 26 spaces compared with the statutory parking requirement. Based on accepted staffing levels, this shortfall may be further classified as seven long-term staff spaces and 19 short-term customer spaces.
- It is noted that the existing Restricted Retail site use (800 sq.m) has been in place for many years with a total on-site parking provision of four spaces, and when applying the current Clause 52.06 parking generation rate of 2.5 spaces per 100 sq.m, this results in a current

statutory parking requirement of 20 spaces associated with the existing site use. Accordingly, the existing site use currently operates with an on-site parking shortfall of 16 spaces. Applying this existing on-site shortfall to the proposed development results in a shortfall of 10 spaces from the statutory parking requirement.

- It is stated by the applicant that typically there will be two to five staff on-site at any one time, with this increasing up to 10 staff on-site at absolute peak trading periods.
- It is also anticipated that a significant proportion of customers may likely be drawn from the surrounding commercial and retail precinct, including proximate walk-up trade and/or may be part of multi-purpose trips to the Glenferrie Shopping precinct, thereby reducing the anticipated parking demands associated with the proposed use.
- Empirical parking generation data has also been submitted for similar uses in a variety of equivalent locations within metropolitan Melbourne which indicate an average empirical parking generation rate of 2.55 spaces per 100 sq.m. Applying this empirical parking rate to the proposed development indicates an empirical parking demand of 21 parking spaces associated with the development.
- Application of this parking rate in comparison to the proposed on-site provision of three spaces and existing on-site parking shortfall results in a residual parking shortfall of two spaces.
- It is also acknowledged that the site is extremely well-serviced by public transport, with a tram service operating on Glenferrie Road, adjacent to the site and the site in proximity to Glenferrie Station. This is particularly relevant for staff parking demands, as off-street parking and adjacent on-street parking is typically restricted as two-hour parking or subject to 'Permit Zone' restrictions. Staff would be aware of the parking opportunities in the area and should be encouraged to utilise sustainable transport modes, as there are very limited long-term parking options in the vicinity of the site. This may be conditioned via the inclusion of a Green Travel Plan or similar, to further promote these travel options.
- Submission of parking occupancy data in the vicinity of the site indicates that parking demands within the survey catchment were highly utilised, with minimal vacancies, particularly during the evening. However, it is demonstrated that there is adequate spare capacity to accommodate the anticipated shortfall, based on the submitted empirical rate. Furthermore, given the above justifications and site-specific characteristics, it is considered appropriate in this instance.
- No on-site bicycle parking spaces are provided, and there is no statutory bicycle parking requirement as per Clause 52.06. It is noted that there is public bicycle parking facilities in proximity to the site.

CAR PARK LAYOUT/DESIGN

SATISFIED		PARKING ASSESSMENT ELEMENT
YES	NO	
Parking Spaces/Garages		
X		Dimensions in accordance with Clause 52.06 or AS/NZS2890.1-2004

X		Electronic swept path assessment provided to demonstrate satisfactory access

COMMENTS

- Dimensions for all parking spaces are in accordance with Clause 52.06 and/or AS/NZS2890.1-2004.
- Swept path analysis has been provided to demonstrate suitable access to/from the critical parking spaces.
- It is noted that multiple manoeuvres may be required to achieve access for the allocated staff parking space. It is stated in AS/NZS2890.1:2004 that it is permissible for multiple manoeuvres to be undertaken to access long-term parking. Furthermore, staff would likely become familiar with these types of access movements and would be aware of these access arrangements.

Access Aisles

X		Dimensions in accordance with Clause 52.06 or AS/NZS2890.1-2004
X		Electronic swept path assessment provided to demonstrate satisfactory access
X		Provision of 1m aisle extension for blind aisle in car park

COMMENTS

- Car park access aisles have been provided in accordance with Clause 52.06, and are directly from the adjacent ROW and consistent with existing conditions at the site.

Headroom

X		Dimensions in accordance with Clause 52.06 or AS/NZS2890.1-2004

COMMENTS

- Minimum 2.1m height clearance is achieved at the entrance and within the car park which is acceptable.

Pedestrian Sight Triangles

	X	Dimensions in accordance with Clause 52.06 or AS/NZS2890.1-2004
	X	Fences or obstructions restricted to a height of 900mm or made to be 50% permeable to maintain visibility to pedestrians

COMMENTS

The pedestrian sight triangles adjacent to the site are consistent with the existing conditions, and with access directly from the adjacent ROW to Liddiard Street, also remain consistent with the existing conditions at the site.

LOADING REQUIREMENTS

SATISFIED	LOADING ASSESSMENT ELEMENT

YES	NO	
N/A		Dimensions of on-site loading area in accordance with Clause 52.06
X		Suitable justification for not providing an on-site loading facility

COMMENTS

It is proposed that deliveries are to be undertaken by heavy vehicles up to and including an 8.8m MRV. These deliveries are to be undertaken within the rear ROW, similar to the adjacent retail tenancies. It is stated that deliveries are proposed to occur between 7am-12pm, Monday-Saturday. It is critical that any loading activity associated with the site not impede access and/or public off-street parking adjacent to the ROW.

WASTE COLLECTION

SATISFIED		WASTE COLLECTION ASSESSMENT ELEMENT
YES	NO	
X		Identification of waste collection method (Council/Private Contractor)
X		Demonstration of suitable on-site access and manoeuvrability (if required)

COMMENTS

Waste is to be collected on-site by a private contractor. A bin store room is provided at the rear of the site. Waste contractors will access the store and transfer the bins to/from during collection. Collection is to occur within the adjacent ROW, similar to deliveries, and outside of peak traffic periods to minimise impacts to surrounding stakeholders.

It is proposed that the 8.8m long waste collection vehicle enter the ROW and prop while collection occurs. This collection is to be scheduled outside of peak traffic periods within the car park. Swept path assessments of and 8.8m heavy vehicle have been provided to demonstrate suitable access to/from the ROW by the proposed waste collection vehicle.

TRAFFIC ASSESSMENT

DESCRIPTION (USE)	SIZE	DESIGN GENERATION RATES		TRAFFIC GENERATION ESTIMATES	
		FRIDAY PM PEAK HOUR	SATURDAY PM PEAK HOUR	FRIDAY PM PEAK HOUR	SATURDAY PM PEAK HOUR
Retail (Shop)	842m^2	7.5/100 sq.m	5.15/100 sq.m	63	43

TOTAL			63	43
COUNCIL OBTAINED TRAFFIC DATA				
STREET	**DATE**	**ROAD TYPE(CAPACITY)**	**DAILY TRAFFIC VOLUME**	
Liddiard Street, Hawthorn	2023	Collector Road	7,416	
Glenferrie Road, Hawthorn	2017	Arterial Road	14,000	

PROVIDED		TRAFFIC ASSESSMENT ELEMENT
YES	**NO**	
X		Existing traffic volume data for adjacent street
X		Anticipated traffic generation of the proposed development to be accommodated within the surrounding road network
X		Submission of traffic modelling data to justify anticipated traffic generation

COMMENTS

Liddiard Street is Collector Road under the jurisdiction of Council. The most recent traffic volumes (2023) adjacent to the subject site indicate a daily two-way traffic volume of 7,416 vehicles per day.

Glenferrie Road is Arterial Road under the jurisdiction of VicRoads. The most recent traffic volumes (2017) adjacent to the subject site indicate a daily two-way traffic volume of 14,000 vehicles per day.

Overall, between 43-63 trips have been estimated by Traffic Engineering for the proposed development in each of the critical PM peak periods.

On this basis, it is considered that this level of traffic generation can be readily accommodated along Liddiard Street, Glenferrie Road and the surrounding road network without significant impact.

Heritage Consultant (Written) Advice 1 of 2 - Supported Subject to Changes - 13 September 2023

The below advice is based on the plans advertised on 10 October 2023.

- The extent of demolition is minor and generally relates to non-contributory fabric and is supported on this basis.
- The proposed waste storage to be located at the rear of the building will not be visible from the principal street frontage and is supported on this basis.

- The proposed green paint to the ground floor, including painting over the existing windows and doors, is not supported as it is explicitly inconsistent with the following significant heritage places strategy at Clause 15.03-1L:
  - *Discourage painting in a manner that detracts from the understanding of the place, including painting in corporate colours, painting over and covering windows and the loss of contrast that provides for articulation of heritage features.*
- The existing red paint colour should be maintained to complement the red brick above, the windows are to be maintained unpainted (but some degree of glazing could be supported), and colour contrast must be maintained associated with the articulation of the doors and windows.
- Proposed signage is supported. Green paint proposed to the exist. canopy is supported.

Heritage Consultant (Verbal) Advice 2 of 2 - Supported - 02 February 2024

- The extent of green paint has been significantly reduced from the previous submission, leaving the exposed (non-contributory) bricks unfinished to provide a greater link to the first floor pallet above.
- The painted finish is now supported from a Heritage Perspective.
- The Liddiard Street doors should be finished in a clear and articulate manner that does not result in a loss of contrast of the features.

Melbourne Water Advice 1 of 1 - 06 September 2023

Proposal: Use of the land for a bottle shop and construction of buildings and works
Site location: Lot No 1, 756 GLENFERRIE ROAD HAWTHORN 3122

Melbourne Water reference: MWA-1300323
Council reference: PP23/0503
Date referred: 04/08/2023

Our Decision

Melbourne Water, pursuant to Section 56(1) of the Planning and Environment Act 1987, does not object to the proposal.

Advice

The property is not subject to flooding from a Melbourne Water drain or waterway based on a flood event which has a probability of 1% occurrence in any one year.

The subject property may be subject to flooding from the local drainage system.

For general development enquiries contact our Customer Service Centre on 131722.

Waste Department Advice 1 of 1 - 12 September 2023

The WMP for this proposed development is satisfactory for private waste collections.

The WMP can be endorsed.

DRAINAGE ENGINEER 1 of 1 - 01 February 2024

Given that the SBO is overlaying the overland flow path it is best that Melbourne water comments on the flooding.

Urban Design Advice 1 of 1 - 24 August 2023 - based on advertised plans.

Notes in red below reflect verbal advice provided by the Urban Designer (24 January 2024) and are based on the s57a plans. The Designer notes that on balance, the proposal now provides an acceptable outcome, with the outstanding issue being the lack of a secured under-croft area.

- The dark green paint finish applied to the building base, i.e., ground floor walls, is jarring and detracts from the heritage and aesthetic values of the building. Besides, painting buildings in the corporate colours of the businesses occupying them is generally discouraged as these colours can often be in discordance with the area's character. This approach is also frowned upon because it privatises the building's public interfaces and negatively affects the public realm. Therefore, we suggest retaining the red brick finish of the ground floor walls and restoring, stripping or repairing it as appropriate.

  ISSUE RESOLVED - retaining the exposed brick to the eastern portion of the southern elevation adds articulation to the building by way of exposed shadow lines and brick expression and reduces the extent of corporate colouring.

- Use-wise, we do not object to Dan Murphy as a retail tenancy but to the interior layout and the siting of stacking shelves against the exterior walls and windows. To make matters worse, almost all glazing in these windows is covered with vinyl graphic promotional decals. All windows should be cleared of any promotional material and stacking bays. Potentially passing corridors can be along the external walls where customers' movement can provide some visual engagement and animation.

  ISSUE RESOLVED - The windows toward the primary commercial thoroughfare, being the corner of Glenferrie Road and Liddiard Street, will remain permeable and transparent with minor advertising signage; this is an acceptable outcome.

  Toward the rear portion of the building and along Liddiard Street, the windows would be no more than 20 percent obscured. The outcome is supported as it would not

reduce visibility to the liquor stock behind and tidy up the appearance of the store to the street whilst not eliminating visual permeability.

- Although the parking arrangement builds on and formalises the existing parking bays to the rear of the building, the application needs to improve the current conditions, not worsen them. **Ideally, the rear parking bays should be enclosed within a high-quality screening or louvre system that complements the building facades and features**. Unfortunately, applying a broad brush of green paint to all walls and structures does not deliver an acceptable outcome that compliments the host building and contributes positively to the public realm.

  The intent of the above concern is to ensure safety of users and pedestrians at nighttime. Urban Designer requires that screening or a louvered system be provided to close off the undercroft area after business hours.

  The condition is unwarranted given the undercroft area is an existing condition to the site and has not been included as a permit condition.

- Seemingly, the application's focus in all the works proposed is on the operation/efficient functioning of Dan Murphy at the expense of the building and public realm. I think a competent design scheme can address both confidently and satisfactorily. Demonstrably, the current application fails to deliver that.
  ISSUE RESOLVED - Overall the development now provides an acceptable outcome.

The subject site is located within the Glenferrie Road Commercial Precinct (HO491) which is an area of local, historical, and architectural significance to the City of Boroondara. The Statement of Significance was considered as part of the application. The Glenferrie Road Commercial Precinct, Hawthorn, is of heritage significance for the following reasons:

- *Glenferrie Road is of historic significance as the centre of Hawthorn since the establishment of the Town Hall in 1861. It demonstrates the influence firstly of the railway (1882) in encouraging the development of commercial centres around railway stations, and secondly of the tramway (1913) in supporting the growth of the commercial area northwards. The precinct thus displays significant heritage elements associated with the development of Hawthorn in the late nineteenth and early twentieth century, especially the land boom era following on the expansion of the railway and the Federation era expansion of the public transport system through the tramways The construction of the Don department store indicates the importance of Glenferrie Road as a regional shopping centre. Glenferrie Road is significant as the major shopping centre in Hawthorn. (RNE Criteria A.4, D.2)*
- *Glenferrie Road commercial precinct is of aesthetic significance as a commercial, retail, civic, services and residential precinct containing examples of*

buildings by a number of prominent architects including a number of buildings from 1889 by architect John Beswicke and from 1889-1891 by Augustus Fritsch. The key buildings are set in a context of Victorian, Edwardian and Inter-war buildings that contribute to the architectural character of the precinct. (RNE Criterion E.1)

- *Notable buildings of architectural merit include commercial buildings such as the NAB (1917) and ANZ (c1920) banks at 637 and 687 Glenferrie Road, the former Melbourne Savings Bank (c1900) at 365 Burwood Road and the prominent former CBA bank of 1889 on the corner of Burwood Road. There are also a number of fine architect-designed retail buildings including the former Don department store of 1910, which is the work of Ward and Carleton.*
- *Glenferrie Road commercial precinct is significant for public buildings including the Hawthorn Town Hall (designed by Leonard Terry in 1861, with extensions by John Beswicke, 1889). Other public buildings include the Flemish/Romanesque Revival styled Post Office at 378 Burwood Road, the former RSL at 605 & 607 Glenferrie Road, and the Manresa kindergarten at 84 Lynch Street.*
- *Glenferrie Road commercial precinct is significant for its substantial concentration of significant places associated with the development of retailing, with a large number of contributory items from the Victorian era and including a number of significant shops constructed in the early twentieth century. Besides the former Don department store mentioned above, these include the pair of Queen Anne two storey shops at 722 & 724 Glenferrie Road; the 2- storey Federation shop at 756-758 Glenferrie Road and a number of brick and render shops at 760-764, at 768-772 Glenferrie Road, at 774 & 776 Glenferrie Road. 2A Bowen Street is a relatively intact example of a rear warehouse associated with a commercial building.*
- *Glenferrie Road commercial precinct is significant for its nineteenth century commercial and retail properties. These include the significant terrace of stuccoed Victorian shops at 730-734 Glenferrie Road and the Commercial Bank of 1892 at 633-635 Glenferrie Road.*
- *Glenferrie Road commercial precinct Hawthorn is of social significance as a centre for municipal, professional, retail and entertainment functions since the 1860s. (RNE Criterion G.1)*

APPENDIX B – PLANNING SCHEME ASSESSMENT

The following planning policies are relevant to the assessment of the current application:

- Clause 02 - Municipal Planning Strategy
  - Clause 02.02 - Vision
  - Clause 02.03 - Strategic directions

        - Clause 02.03-1- Settlement
        - Clause 02.03-4 - Built environment and heritage
- Clause 11 - Settlement
    - Clause 11-03-1S - Activity Centres
    - Clause 11.03-1L-02 - Hawthorn-Glenferrie Junction Major Activity Centre
- Clause 13 - Environmental Land Risks
    - Clause 13.05-1S - Noise abatement
    - Clause 13.97-1S - Land use compatibility
- Clause 15 - Built Environment and Heritage
    - Clause 15.01-1S - Urban Design
    - Clause 15.01-1L-01 - Urban design and built form outcomes
    - Clause 15.01-1L-02 - Neighbourhood centres and commercial corridors built form
    - Clause 15.01-2S - Building design
    - Clause 15.02-1L - Energy and resource efficiency
    - Clause 15.01-L-03 Built Environment - Signs
    - 15.03-1L - Heritage
- Clause 17 - Economic Development
    - Clause 17.01-1S and 17.01-1R - Diversified economy
    - Clause 17.02-1S - Business
- Clause 18 - Transport
    - Clause 18.01-1S - Land use and transport integration
    - Clause 18.01-3S - Sustainable and safe transport
    - Clause 18.01-3L - Sustainable personal transport

The relevant state policies, mainly relating to activity centres, business, and land use compatibility.

STRATEGIC CONTEXT

The subject site is zoned within the Commercial 1 Zone. Clause 34.01 (C1Z) sets out the relevant Purpose of the Zone, to create vibrant mixed use commercial centres for retail, office, business, entertainment, and community uses.

Clause 34.01-8 (Design Guidelines) before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

Decision Guideline	Application Response
The Municipal Planning Strategy and the Planning Policy Framework.	**Strategy met.** See below discussion, 'Municipal Planning Strategy'.

The interface with adjoining zones, especially the relationship with residential areas.	**Strategy met.** See the discussion below, 'Environmental Risks and Amenity'.
The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport.	**Strategy met.** See, Appendix A - Traffic Engineer Referral advice.
The provision of car parking.	
The streetscape, including the conservation of buildings, the design of verandahs, access from the street front, protecting active frontages to pedestrian areas, the treatment of the fronts and backs of buildings and their appurtenances, illumination of buildings or their immediate spaces and the landscaping of land adjoining a road.	**Strategy met.** See below discussions, 'Built Environment & Urban Design', 'Heritage' and 'Signage'
The storage of rubbish and materials for recycling.	**Strategy met.** See, Appendix A - Waste Engineer Referral advice.
Defining the responsibility for the maintenance of buildings, landscaping and paved areas.	**Strategy not relevant.**
Consideration of the overlooking and overshadowing as a result of building or works affecting adjoining land in a General Residential Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.	**Strategy not relevant.** See the discussion below, 'Environmental Risks and Amenity'.
The impact of overshadowing on existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.	
The availability of and connection to services.	**Strategy not relevant.** Existing building retained and altered.
The design of buildings to provide for solar access.	
The objectives, standards and decision guidelines of Clause 54 and Clause 55. This does not apply to an apartment development.	**Strategy not relevant.**
For an apartment development, the objectives, standards and decision guidelines of Clause 58.	

MUNICIPAL PLANNING STRATEGY

Clause 02.01-4 (Economic development) The local economy is oriented towards the service sector including property and business services, health, education and community services, and retail…

Clause 02.02 (Vision) seeks to achieve a vibrant local economy and shops that are accessible, attractive and a centre of community life.

Clause 02.03-1 (Settlement) Camberwell Junction, Kew Junction and Hawthorn - Glenferrie Road are nominated as activity centres in *Plan Melbourne 2017-2050: Metropolitan Planning Strategy*.

The role of activity centres is to support the strategic direction of 20-minute neighbourhoods. Major activity centres should support a wide range of goods and services and are planned and coordinated by local government. Hawthorn - Glenferrie Road is also nominated as an Education Precinct (Swinburne University).

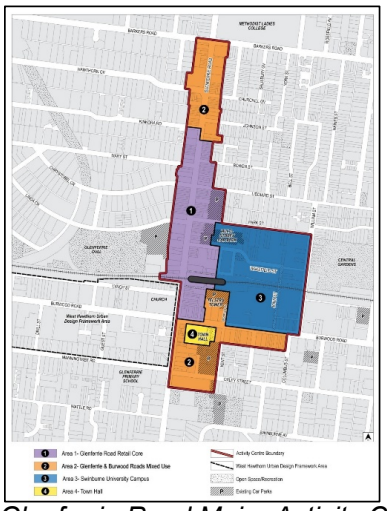
Council's strategic directions are to:

Strategic Direction	Application Response
Maintain and strengthen the network of activity centres, neighbourhood centres, local centres and commercial corridors.	**Strategy met.**
Ensure major activity centres, neighbourhood centres, local centres and commercial corridors retain a commercial focus with regard to land use and built form outcomes.	**Strategy met.**
Ensure residential development complements the commercial focus of activity centres, neighbourhood centres, local centres and commercial corridors, particularly at the upper levels of development.	**Strategy met.**
Minimise the impacts of development on sensitive residential interfaces by way of visual bulk, noise, traffic and vehicle access.	**Strategy met.** See discussion below 'Environmental Risks and Amenity'.

The policy above seeks to support economic development and suitable land uses, particularly for areas in Activity Centres. The proposal seeks to diversify a commercial building by introducing a "Packaged Liquor Licence" to the land. The proposal is consistent with Clause 02.02 as it will aid in promoting a vibrant local economy and shops that are accessible, attractive and a centre of community life.

SETTLEMENT - PLANNING FOR PLACES

The subject site is located within the *Hawthorn - Glenferrie Major Activity Centre*, identified in Area 1 (Glenferrie Road Retail Core) (see below).



Above - *Hawthorn–Glenferrie Road Major Activity Centre Structure Plan*

Clause 11.03-1L-02 (Hawthorn–Glenferrie Road Major Activity Centre) sets out Objectives (as relevant)

- **To maintain and enhance the centre's role as a mixed-use shopping strip.**
- **To ensure that the centre is an attractive, vibrant and functional place to visit, work and live.**
- **To enhance the centre's amenity and sense of safety at all hours and to minimise amenity impacts of night time uses on surrounding businesses and residents.**

The application's response to relevant Strategies outlined at Clause 11.03-1L-02 are discussed in the table below:

Strategy	Application Response
Support mixed-use development comprising of retail at ground level, and offices or residential uses on upper levels to locate within the retail core and mixed-use areas.	**Strategy not relevant.**
Facilitate customer or community focused ground floor uses that activate the pedestrian environment.	**Strategy met.**
Support developments that increase the supply of affordable housing in the centre, both within private development and in the form of public or community housing.	**Strategy not relevant.**
Support community, civic and recreation facilities that integrate with the rest of the centre, are well connected, easily accessible and meet the current and future needs	**Strategy not relevant.**

of the community.	
Support retail and commercial development that does not undermine the role of the Burwood/Camberwell Road Commercial Corridor as Boroondara's primary location for large format retail and office uses.	**Strategy not relevant.**
Avoid large format uses such as warehouses that do not have an active public interface with the street, locating in the centre.	**Strategy met.**
Locate late night uses away from residential areas and on sites that do not have a direct abuttal to land in a residential zone.	**Strategy met.** See discussion below 'Licenced Premises'.
Design and manage night time uses to minimise amenity impacts on surrounding residential areas and businesses and increase community safety.	
Ensure use and development makes the best use of available land and provides opportunities for additional retail, commercial or housing.	**Strategy met.**
Ensure uses will not have an unreasonable impact on the amenity of the surrounding residential area.	**Strategy met.** See discussion below 'Environmental Risks and Amenity'.
Encourage use and development to incorporate measures to reduce private vehicle travel to and around the centre and encourage people to use public transport, walking and cycling as alternate modes of transport.	**Strategy met.** See the discussion below, 'Car Parking.
Support a waiver or reduction of parking requirements for dwellings only, if the development incorporates sustainable transport alternatives.	

The above policy seeks to promote the diversification of business within Activity Centres, to provide a wider range of goods/services, local employment, and opportunities to strengthen the local economy.

The proposal is consistent with Clause 11 as it will allow for retail use in the form of a packaged liquor store (Dan Murphy's). This commercial use supports the Activity Centre and is consistent with the site's location within a commercial zone.

ENVIRONMENTAL RISKS AND AMENITY

Clause 13.05-1S (Noise Management) To assist the management of noise effects on sensitive land uses.

The application's response to relevant Strategies outlined at Clause 13.05-1S are discussed in the table below:

Strategy	Application Response
Ensure that development is not prejudiced and community amenity and human health is not adversely impacted by noise emissions.	**Strategy met.**
Minimise the impact on human health from noise exposure to occupants of sensitive land uses (residential use, child care centre, school, education centre, residential aged care centre or hospital) near the transport system and other noise emission sources through suitable building siting and design (including orientation and internal layout), urban design and land use separation techniques as appropriate to the land use functions and character of the area.	**Strategy met.**

Clause 13.07-1S (Land use compatibility) Objective to protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.

The application's response to relevant Strategies outlined at Clause 13.07-1S are discussed in the table below:

Strategy	Application Response
Ensure that use or development of land is compatible with adjoining and nearby land uses	**Strategy met.**
Avoid locating incompatible uses in areas that may be impacted by adverse off-site impacts from commercial, industrial and other uses.	**Strategy not relevant.**
Avoid or otherwise minimise adverse off-site impacts from commercial, industrial and other uses through land use separation, siting, building design and operational measures.	**Strategy met.**
Protect commercial, industrial and other employment generating uses from encroachment by use or development that would compromise the ability of those uses to function safely and effectively.	**Strategy not relevant.**

49. Noise

49.1. In or adjacent to a **residential area** a person must not:

49.1.1. leave the engine of a stationary **heavy vehicle** running for more than five (5) continuous minutes;

49.1.2. without a **permit**, deliver to, or collect from, or cause or allow a delivery to or collection from, a **commercial enterprise** any goods, or provide any services, including waste collection services, to a **commercial enterprise**, or allow a refrigeration unit mounted on a **vehicle** to run:

49.1.2.1. before 9am or after 10pm on a public holiday;

49.1.2.2. between 10pm on Friday and 9am the next day;

49.1.2.3. between 10pm on Saturday and 7am the following Monday; or

49.1.2.4. between 10pm on Monday, Tuesday, Wednesday or Thursday and 7am the next day.

Above - *Council's Local Law relating to noise.*

ECONOMIC DEVELOPMENT

Clause 17.01-1S (Diversified economy) Objective To strengthen and diversify the economy.

The application's response to relevant Strategies outlined at Clause 17.02-1s are discussed in the table below:

Strategy	Application Response
Protect and strengthen existing and planned employment areas and plan for new employment areas.	**Strategy met.**
Facilitate regional, cross-border and inter-regional relationships to harness emerging economic opportunities.	**Strategy not relevant.**
Facilitate growth in a range of employment sectors, including health, education, retail, tourism, knowledge industries and professional and technical services based on the emerging and existing strengths of each region.	**Strategy met.**
Improve access to jobs closer to where people live.	**Strategy met.**
Support rural economies to grow and diversify.	**Strategy not relevant.**

Clause 17.02-1s (Business) Objective to encourage development that meets the community's needs for retail, entertainment, office and other commercial services.

The application's response to relevant Strategies outlined at Clause 17.02-1s are discussed in the table below:

Strategy	Application Response
Plan for an adequate supply of commercial land in appropriate locations.	**Strategy met.**
Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.	**Strategy met.**
Locate commercial facilities in existing or planned activity centres.	**Strategy met.**
Provide new convenience shopping facilities to provide for the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres.	**Strategy met.**
Provide small scale shopping opportunities that meet the needs of local residents and workers in convenient locations.	**Strategy met.**
Provide outlets of trade-related goods or services directly serving or ancillary to industry that have adequate on-site car parking.	**Strategy not relevant.**
Locate cinema based entertainment facilities within or on the periphery of existing or planned activity centres.	**Strategy not relevant.**
Apply a five year time limit for commencement to any planning permit for a shopping centre or shopping centre expansion of more than 1000 square metres leasable floor area.	**Strategy not relevant.**
Regulate the use and development of land for sex services premises in commercial and mixed use areas in the same way as for other types of shop.	**Strategy not relevant.**
Ensure that planning for the use and development of land for sex services premises and home based business is consistent with decriminalisation of sex work and provides for the reduction of discrimination against, and harm to, sex workers.	**Strategy not relevant.**

The addition of a "Packaged Liquor Licence" to the commercial premises is appropriate in that it enhances the service and diversity of the goods offered within the *Hawthorn–Glenferrie Road Major Activity Centre*. The proposed sale of liquor for off-premises

consumption is consistent with the intent of the centre and will co-exist harmoniously with the land use of surrounding commercial environment.

BUILT ENVIRONMENT & URBAN DESIGN

Schedule 15 to Clause 43.02 Design and Development Overlay (Glenferrie Activity Centre) relevant Design Objectives:

- **To protect and enhance the identity and character of the centre.**
- **To ensure development respects the significance of heritage sites and precincts.**
- **To respect the character and amenity of adjacent residential areas.**
- **To achieve a high standard of architecture and urban design.**
- **To encourage development that is ecologically sustainable.**
- **To encourage development that supports alternative modes of travel such as walking, cycling and public transport.**
- **To create a safe environment that is conducive to walking, cycling and public transport use at all times of the day.**

The development's response to relevant Precinct 2 requirements as outlined in the schedule are discussed in the table below:

Requirement	Design Response
Development should not exceed an overall building height of 18 metres.	**Strategy not relevant.** Existing building height maintained.
Development above 11 metres in height should be set back a minimum of 5 metres behind the street wall. A greater setback may be required to protect adjoining heritage buildings or vistas.	
Buildings should respond to the parapet height of adjoining "significant" or "contributory" heritage buildings by either matching the height of the abutting parapet or assuming the average height of the parapet of the two abutting buildings.	
Development should respect views to the Immaculate Conception Church (along Glenferrie Road) and the Hawthorn Town Hall clock tower (along Burwood Road).	
Narrow shopfronts at ground level should maintain and enhance the existing fine grain rhythm of streetscapes.	**Strategy not relevant.** Existing façade retained.
Buildings should incorporate vertical and horizontal elements that relate to the proportions of the heritage buildings in the streetscape.	**Strategy met.**
Development should conserve and enhance the significance	**Strategy met**

of identified heritage places and the character of the centre.	Refer to 'Heritage' discussion below.

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

Decision Guideline	Design Response
The design objectives and requirements of this schedule.	**Strategy met**
The urban context and design response, where required.	**Strategy met**
Whether the development makes a positive contribution to the overall vitality and viability of the Glenferrie Activity Centre.	**Strategy met**
Potential amenity impacts on adjoining residential properties.	**Strategy met** See discussion above 'Environmental Risks and Amenity'.
Whether the proposal incorporates ecologically sustainable design practices.	**Strategy not relevant.** The proposal seeks to maintain the existing building with minor alterations and additions.
The impact of the proposal on the significance of identified heritage places.	**Strategy met** Refer to the 'Heritage' discussion below.
The objectives and strategies of the Glenferrie: Heart of Hawthorn Structure Plan.	**Strategy met**

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

The development's response to relevant Strategies outlined at Clause 15.01-1S are discussed in the table below:

Strategy	Design Response
Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.	**Strategy met**

Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.	**Strategy met**
Ensure the interface between the private and public realm protects and enhances personal safety.	**Strategy met**
Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.	**Strategy met**
Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.	**Strategy met** Subject to conditions.
Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.	**Strategy not relevant.**
Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.	**Strategy met**
Promote good urban design along and abutting transport corridors.	**Strategy met**

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

The development's response to relevant Strategies outlined at Clause 15.01-1L-01 are discussed in the table below:

Strategy	Development Response
Facilitate development that sensitively manages its various interfaces.	**Strategy met** See the discussion above, 'Environmental Risks and Amenity'.
Design buildings and their internal layout to maximise passive surveillance, engagement and safety within the public realm.	**Strategy met**
Provide continuous weather protection canopies within activity centres and adjacent to commercial premises to ensure sheltered and comfortable pedestrian environments.	**Strategy met** Along Glenferrie frontage.
Design development to be responsive to existing streetscape patterns and themes.	**Strategy not relevant.** Existing building on site retained.
Provide landscaping as an integral part of the overall design of development.	**Strategy not relevant.**

	The existing building and hard landscaping conditions, which will largely be retained, do not meet the strategy.
Design development to contribute positively to streets and laneways as high quality public spaces including their amenity and appearance.	**Strategy met**
Site and design service areas (and other utility requirements) of buildings to face the private domain where possible or to be fully screened from the public realm.	**Strategy met** Subject to conditions.
Design development so that is accessible for people with all abilities.	**Strategy not relevant.** The existing primary public point is mainlined.

SIGNS

Clause 52.05 (Signs) Purpose

- **To regulate the development of land for signs and associated structures.**
- **To ensure signs are compatible with the amenity and visual appearance of an area, including the existing or desired future character.**
- **To ensure signs do not contribute to excessive visual clutter or visual disorder.**
- **To ensure that signs do not cause loss of amenity or adversely affect the natural or built environment or the safety, appearance or efficiency of a road.**

Impact on views and vistas	Assessment
• *The potential to obscure or compromise important views from the public realm.* • *The potential to dominate the skyline.* • *The potential to impact on the quality of significant public views.* • *The potential to impede views to existing signs.*	**Strategy met** The proposed signage would not impact views or vistas.

The impact of any illumination	Assessment

• *The impact of glare and illumination on the safety of pedestrians and vehicles.* • *The potential to control illumination temporally or in terms of intensity.*	**Strategy met** The proposed illuminated signage would not create a safety risk.

The impact of any logo box associated with the sign	Assessment
• *The extent to which the logo box forms an integral part of the sign through its position, lighting and any structures used to attach the logo box to the sign.* • *The suitability of the size of the logo box in relation to its identification purpose and the size of the sign.*	**Strategy not relevant.** A logo box is not proposed.

Identification	Assessment
• *The need for identification and the opportunities for adequate identification on the site or locality*	**Strategy met**

The impact on road safety	Assessment
• *Obstructs a driver's line of sight at an intersection, curve or point of egress from an adjacent property.* • *Obstructs a driver's view of a traffic control device, or is likely to create a confusing or dominating background which might reduce the clarity or effectiveness of a traffic control device.* • *Could dazzle or distract drivers due to its size, design or colouring, or it being illuminated, reflective, animated or flashing.* • *Is at a location where particular concentration is required, such as a high pedestrian volume intersection.* • *Is likely to be mistaken for traffic control device, because it contains red, green or yellow lighting, or has red circles, octagons, crosses, triangles or arrows.* • *Requires close study from a moving or stationary vehicle in a location where the vehicle would be unprotected from passing traffic.* • *Invites drivers to turn where there is fast moving traffic or the sign is so close to the turning point that there is no time to signal and turn safely.* • *Is within 100 metres of a rural railway crossing.* • *Has insufficient clearance from vehicles on the*	**Strategy met** The application was referred to Council's Traffic Engineer who did not raise concerns regarding road safety risk from signage.

carriageway. • *Could mislead drivers or be mistaken as an instruction to drivers.*	

Clause 15.01-1L-03 (Signs) Objectives

- **To ensure signage is sensitively integrated into use and development and streetscapes.**
- **To ensure the extent, design and location of signage does not result in unreasonable character or amenity impacts on adjoining properties or public open space, including through illumination.**
- **To ensure the number of signs reflects the nature and intensity of the land use of the area.**

The application's response to the relevant Strategies outline for Glenferrie Activity Centres is discussed in the table below:

Strategy	Signage Response
Encourage illuminated signs (particularly non-flashing, neon tubular art signs) and electronic signs that add vitality to the centre or create a safer and brighter environment at night, at ground level, unless the premises faces a residential area or public open space.	**Strategy met**
Ensure sky signs, electronic signs, high wall signs and projecting off-wall signs on upper façades respect the architecture of the building and surrounding neighbourhood character and do not result in amenity impacts to adjoining residential properties or public open space.	**Strategy not relevant.** None proposed.
Discourage reflective signs, flashing lights and bunting.	**Strategy met** None proposed.
Support wall signs being externally illuminated (floodlit), provided light fittings are unobtrusive.	**Strategy not relevant.** None proposed.
Ensure projecting signs above the verandah are vertical in proportion (i.e. their height is greater than their width) and located between the window head and the window sill on two-storey buildings.	**Strategy not relevant.** None proposed.
Locate animated signs associated with creative neon tube signs or continuous message signs as part of window displays.	**Strategy not relevant.** None proposed.
Limit the use of neon tubing to define the outline of a building or one building element in one colour (appropriate to the area).	**Strategy not relevant.** None proposed.

Ensure sky signs are architecturally integrated with the host building.	**Strategy not relevant.** None proposed.

Clause 15.03-1L (Heritage in Boroondara), relates to land within the Heritage Overlay and specifically includes strategies relating to signage.

The application's response to relevant Strategies outlined at Clause 15.03-1L (Heritage in Boroondara - Signage Strategy) is discussed in the table below:

Strategy	Signage Response
Ensure new signage on heritage buildings complements the historic character, minimises visual clutter and does not obscure or destroy any architectural features of cultural heritage significance.	**Strategy met**
Discourage above verandah signs, sky signs, animated signs, reflective signs and electronic signs.	**Strategy met** None proposed.
Ensure alterations do not obscure or remove existing signage that is deemed to have heritage value.	**Strategy not relevant.** None existing.

HERITAGE

Clause 43.01 (Heritage Overlay) Purpose:

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

Clause 15.03-1L (Heritage in Boroondara) relevant Objectives seek:

- **To preserve 'significant' heritage places, protecting all significant heritage fabric including elements that cannot be seen from the public realm.**

- **To facilitate sympathetic new buildings which extend the life of 'significant' heritage places.**

Strategy	Application Response
Set upper level additions back from the front façade a sufficient distance to appear as a secondary element of the heritage place.	**Strategy not relevant.** None proposed.
Encourage the retention, restoration or reconstruction of significant or contributory shopfronts or verandahs and any other feature to the public realm that has been removed.	**Strategy not relevant.** None proposed.
Support the reinstatement of a timber or cast iron verandah based on historical models, where historical evidence of an early street verandah exists.	**Strategy not relevant.** None proposed.
Discourage the introduction of architectural features, where it is not known that these features were originally present, with the exception of street verandahs to commercial buildings.	**Strategy met**
Retain significant built fabric and not normally allow demolition.	**Strategy met**
Permit partial demolition of significant built fabric for the purpose of additions and alterations only if the partial demolition, additions and alterations will not adversely affect the cultural heritage significance of the place and will assist the long term conservation of the building.	**Strategy met** Minor demolition to non-contributory fabric only.
Support the demolition of non-original and non-contributory additions.	
Ensure alterations, including restoration or reconstruction works, maintain the significance and integrity of the heritage place.	**Strategy met**
Encourage reconstruction of features or finishes formerly removed, only where historic evidence of original or earlier appearance can be found.	**Strategy not relevant.**
Ensure that materials and restoration techniques consistent with the historic period of the heritage place are used.	**Strategy met**
Discourage the painting of previously unpainted surfaces. This does not apply to non-original features.	**Strategy met** None proposed
Discourage the rendering of previously non-rendered surfaces.	**Strategy met** None proposed
Discourage painting in a manner that detracts from the understanding of the place, including painting in corporate colours, painting over and covering windows and the loss of contrast that provides for articulation of heritage features.	**Strategy met - Subject to conditions.** Heritage Advisor raised concerns that the Liddiard

	Street doors are not adequately articulated from the host building. See, the discussion below.
Discourage sandblasting of rendered, masonry or timber surfaces.	**Strategy met** None proposed
Discourage the introduction of architectural features, unless there is evidence that they were originally present.	**Strategy met** None proposed.
Ensure development does not alter fabric that contributes to the cultural heritage significance of any part of a 'significant' heritage place including elements that cannot be seen from the public realm.	**Strategy met**
Ensure development does not obscure fabric that contributes to the cultural heritage significance of any part of a 'significant' heritage place that addresses the public realm.	**Strategy met**
Use materials and surface finishes that are complementary to the fabric of the heritage place.	**Strategy met** Where controls do apply, the development proposes an appropriate response to the heritage value of the place.
Encourage the reuse of previously demolished building materials from the heritage place in the design and construction of new additions to buildings.	**Strategy not relevant.** None proposed.
Incorporate design details that complement the design of the heritage place (including the type and form of windows, doors, architectural features and verandahs), that are:	**Strategy not relevant.** None proposed.
Interpretive, that honestly admit their modernity while relating to the heritage character of their surroundings, or are a replication of historic forms and detailing.	**Strategy met**

Flooding

Clause 44.05 (Special Building Overlay) Purposes are:

- **To implement the Municipal Planning Strategy and the Planning Policy Framework.**
- **To identify land in urban areas liable to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority.**
- **To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the**

flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.

- **To protect water quality and waterways as natural resources by managing urban stormwater, protecting water supply catchment areas, and managing saline discharges to minimise the risks to the environmental quality of water and groundwater.**

CAR PARKING & VEHICLE MOVEMENTS

Clause 52.06 (Car Parking) Purpose:

- **To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.**
- **To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.**
- **To support sustainable transport alternatives to the motor car.**
- **To promote the efficient use of car parking spaces through the consolidation of car parking facilities.**
- **To ensure that car parking does not adversely affect the amenity of the locality.**
- **To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.**

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

The development's response to relevant Strategies outlined at Clause 18.02-4L-02 are discussed in the table below:

Strategy	Design Response
Support parking reductions in development only where sufficient car parking exists in the area and where there is a choice of transport modes available in the area.	**Strategy met**
Facilitate measures to improve access to activity centres, health and education facilities and community facilities via alternative transport modes - such as car share, public transport, cycling and walking - to reduce the demand for car parking.	**Strategy met**

Clause 65.01 (Approval of an Application or Plan) Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate the adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.

LICENCED PREMISES

A planning permit is required under Clause 52.27 (Licensed Premises) of the Planning Scheme, with the purpose to:

- **To ensure that licensed premises are situated in appropriate locations**
- **To ensure that the impact of the licensed premises on the amenity of the surrounding area is considered**

Clause 52.27 sets out the decision guidelines for an application to use land to sell or consume liquor. Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider the following, as appropriate:

1. **The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.**
2. **The impact of the sale or consumption of liquor permitted by the liquor licence on the amenity of the surrounding area.**
3. **The impact of the hours of operation on the amenity of the surrounding area.**
4. **The impact of the number of patrons on the amenity of the surrounding area.**
5. **The cumulative impact of any existing licensed premises and the proposed licensed premises on the amenity of the surrounding area.**

In conjunction with the decision guidelines of Clause 65 and Clause 52.27 noted above, Planning Practice Note 61 *Licensed premises: Assessing Cumulative Impact* provides relevant guidelines in identifying and addressing the extent to which a proposal for a new or modified licensed premises is likely to contribute to a cumulative impact within an area. These guidelines consider the cumulative impact of licensed premises and include characteristics such as seating ratios, meals, management, music, capacity and hours, and transport.

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KING&WOOD MALLESONS

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Prepared by King & Wood Mallesons
Murray Kellock
Partner
Direct line (03) 9643 4172
Email murray.kellock@au.kwm.com

CITY OF BOROONDARA

APPLICATION FOR A PLANNING PERMIT

DAN MURPHY'S HAWTHORN, 756-758 GLENFERRIE ROAD

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CITY OF BOROONDARA

APPLICATION FOR A PLANNING PERMIT

DAN MURPHY'S HAWTHORN, 756-758 GLENFERRIE ROAD

Background

1 Endeavour Group Limited (**Endeavour**) intends to apply to Liquor Control Victoria for a packaged liquor licence for new premises to be situated at 756-758 Glenferrie Road, Hawthorn. The proposed premises will trade as a Dan Murphy's. Endeavour currently operate a significant number of Dan Murphy's premises in Victoria (in excess of 75), as well as a significant number of "Beer Wine Spirits" (BWS) premises (in excess of 300).

2 In the context of the planning permit application for the proposed Dan Murphy's premises, this submission provides such information relevant to the proposed Dan Murphy's premises, in particular, a considered cumulative impact analysis.

Description of the proposed use

3 The proposed use is a retail, packaged liquor outlet. The premises are proposed to be licensed under a packaged liquor licence issued under the **Liquor Control Reform Act** 1998 (Vic) (**Act**). Such licence authorises the sale by retail of liquor for consumption **off** the premises.

4 Apart from the sale of liquor, the only ancillary activities which might occur at the proposed new premises will be tastings. These will be held on an ad hoc basis by appropriately trained personnel in standard sample serves. It is noted that section 20 of the Act authorises the holder of a packaged liquor licence to supply liquor gratuitously for consumption on the premises.

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5 The proposed Dan Murphy's will be a new "small format" size Dan Murphy's, comprising a trading area of only 391 m^2 and a non-trading area of 340 m^2. The trading area of 391 m^2 is comprised of the following:

- beer – 126.10 m^2;
- checkouts – 16.84 m^2;
- commercial wine – 120.25 m^2;
- coolroom – 42.25 m^2;
- magic moments – 6.00 m^2;
- premium wine – 10.98 m^2;
- sparkling – 38.03 m^2; and
- spirits – 31.34 m^2.

6 The estimated cost for the construction and fit out of the proposed Dan Murphy's is AUD1,700.000.

7 Notwithstanding the small format size, the proposed Dan Murphy's will offer a comprehensive range of quality liquor and associated products and services. The proposed range will consist of over 3,500 products in total, including approximately 2,000 wines, 850 spirits and liqueurs, 400 beers and ciders and 250 non liquor products.

Proposed hours of operation

8 Whilst the application to Liquor Control Victoria will apply for the ordinary trading hours as prescribed by the Act, which are as follows:

- the hours between 9am and 11pm on each day, other than Sunday, Good Friday, ANZAC Day or Christmas Day;
- the hours between 10am and 11pm on Sunday;
- the hours between 12noon and 11pm on ANZAC Day; and
- no trade on Good Friday and Christmas Day,

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the proposed hours of operation will be less than these, most likely as follows:

- the hours between 9am and 9pm on each day, other than Sunday, Good Friday, ANZAC Day or Christmas Day;
- the hours between 10am and 9pm on Sunday;
- the hours between 12noon and 9pm on ANZAC Day; and
- no trade on Good Friday and Christmas Day.

Staffing

9 Staff will include approximately 8 full-time and up to 20 part-time/casual staff. During trading hours there are usually no less than 2 staff on duty at any one time. During peak periods, on duty staff numbers can go as high as 15 to 20 team members. This allows Dan Murphy's to provide both a high level of customer service and a high level of staff monitoring customer activities. One of the staff members will be a nominee for the purposes of the Act.

Waste storage areas

10 In relation to waste, given the proposed Dan Murphy's premises will be a packaged liquor licence outlet, waste will be limited to the disposal of packaging that packaged liquor is delivered in and therefore will be extremely minimal. Bins at the rear of the proposed Dan Murphy's premises will be used for this waste and recyclable materials.

A written assessment of the proposal against relevant parts of the City of Boorondara Planning Scheme

Introduction

11 At the outset, it needs to be recognised that the proposed Dan Murphy's premises is not a hotel, restaurant or other licensed premise where liquor will be sold for consumption **on** the premise. Accordingly:

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- no maximum patron numbers or patron capacity will be prescribed for the proposed Dan Murphy's premises; and
- there will be no music, entertainment or applicable "noise" emanating from or on the proposed Dan Murphy's premises.

Plans and site context

12 Plans of the proposed Dan Murphy's licensed premises are set out in **tab 1**. The premises comprise a single level retail tenancy. The entry to the premise is via an auto sliding door facing Glenferrie Road. As per the plans, Endeavour will internally fit out the premise in a manner consistent with its Dan Murphy's retail stores.

13 The proposed Dan Murphy's premises are situated within a Commercial 1 Zone (see attached Planning Property Report at **tab 2**). The purpose of a Commercial 1 Zone is stated as being:

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

14 In our respectful submission, the presence of the proposed Dan Murphy's premises is entirely consistent with this purpose.

Practice note 61 & licensed premises within 100 metre radius and 500 metre radius

15 To assist responsible authorities in making an assessment of the cumulative impact and other relevant issues pertaining to a proposed licensed premise as part of a planning permit application, a practice note containing guidelines has been issued by the Department of Planning and Community Development (Practice Note 61, June 2015, *Licensed Premises: Assessing Cumulative Impact*) (**Practice Note** (see at **tab 3**)).

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16 The Practice Note essentially emerged in response to the VCAT decision in *Swancom Pty Ltd v Yarra City Council*[1] which highlighted the absence of guidance within clause 52.27 and sought to establish that in certain circumstances, the "spill out" to the public domain can be a planning related consideration, not just a matter for local policing. Of course, this case involved the Swan Hotel in Richmond and a proposal for the trading hours of the beer garden to be extended from 11.30pm to 3am, and an increase in patron numbers from 750 to 1,300. The criteria VCAT eventually used to consider this very broad question were transposed from the expert evidence put to it by the Yarra City Council. It was very much a landmark case and in response, the Victorian government created the Practice Note.

17 It does mean, however, that the application of criteria specified by the Practice Note, which was generated in response to large on-premises criteria in an established night-time hot-spot, is going to be very different in the context of the proposed packaged liquor premise in Hawthorn. In fact, the two could not be further apart in terms of the proposal or nature of their activity centre. It is important one understands this "birthplace" of the Practice Note when delving into the application of the criteria established in the Practice Note.

18 As such, it is submitted that the current proposal does not even come close to invoking the type of grievances that the Practice Note seeks to deal with. Indeed, it is noted that there are at least 20 instances where VCAT has had to consider packaged liquor requests under the current provisions of clause 52.27 and Practice Note 61. Citations for these 20 cases are attached at **tab 4**. Whilst each of these cases is different to each other and each different to that we which is proposed here, it is noted that in all 20 instances a planning permit was issued for packaged liquor.

19 The first element within Practice Note 61 is to establish when the cumulative impact assessment is relevant. The Practice Note states that the guidelines should be used for all applications for a new or expanded licensed premise that:

- will be licensed and open after 11.00pm; **and**
- is in an area where there is a cluster of licensed premises.

[1] [2009] VCAT 923

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20 Importantly, the proposed Dan Murphy's premises is **not one** which will be licensed and open after 11.00pm. Accordingly, the guidelines are not strictly required to be considered in the current circumstances.

21 Nevertheless, and notwithstanding the above, it seems sensible to consider the first element within Practice Note 61 for the purposes of this submission.

22 We consider therefore whether the proposed Dan Murphy's premises are in an area where there is a "cluster" of licensed premises as defined by the Practice Note.

23 The Practice Note states that as a general guide, a "cluster" would occur where there are:

- three or more licensed premises (including the proposed premises) within a radius of 100 metres from the subject land (**100 Metre Radius Requirement**); or
- 15 or more licensed premises (including the proposed premises) within a radius of 500 metres from the subject land (**500 Metre Radius Requirement**).

24 We have prepared radius plans for both 100 metres and 500 metres in relation to the proposed Dan Murphy's premises, which identify only packaged liquor and general (hotel or pub) licences. Copies of these radius maps are set out in **tab 5** and **tab 6** respectively. We think these two licence categories are most relevant to determining whether there might be a cumulative impact in the context of the current situation – being the primary licence categories which authorise the sale of packaged liquor for consumption **off** the licensed premises.

25 When only packaged liquor and general (hotel or pub) licences are taken into account, we note that:

- the 100 Metre Radius Requirement is **not** satisfied (ie, there are only 2 licensed premises within a radius of 100 metres from the subject land, including the proposed Dan Murphy's premises); and

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- the 500 metre radius requirement is also **not** satisfied (there are only 11 licensed premises within this area, including the proposed Dan Murphy's premises).

26 We have also prepared 100 metre and 500 metre radius maps which identify all liquor licences in these areas. Copies of these radius maps are set out in **tab 7** and **tab 8** respectively.

27 When all liquor licences are taken into account, we note that:

- the 100 Metre Radius Requirement is satisfied (ie, there are 8 licensed premises within a radius of 100 metres from the subject land, including the proposed Dan Murphy's premises); and

- the 500 metre radius requirement is also satisfied (there are just over 70 licensed premises within this area, including the proposed Dan Murphy's premises).

28 In relation to the 500 metre radius for all liquor licences, it is critical to note that, with the exception of limited licences (see further below at paragraphs 30 and 31), when one considers all other liquor licences in this radii, there are no further liquor licences which authorise the sale of liquor for consumption **off** licensed premises.

29 Indeed, these remaining liquor licences in the respective radii only authorise the sale of liquor **on** licensed premises and are, in the main, restaurants/cafes/eating places under on-premises and restaurant and cafe licences. Indeed, there are a significant number of these – 53 in fact as per the table below.

	Business Name	Address	Liquor licence type	Liquor licence number
1	Liar Liar	Shop 6, 769 Glenferrie Road, Hawthorn	On-Premises Licence	32279362
2	Lido Cinemas	673 Glenferrie Road, Hawthorn	On-Premises Licence	32326664
3	Hammer And Swine	Level 3 Union Building, Swinburne John Street, Hawthorn	On-Premises Licence	32340074

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	Business Name	Address	Liquor licence type	Liquor licence number
4	The Essential Caterer Pty Ltd	Hawthorn Arts Centre 360 Burwood Road, Hawthorn	On-Premises Licence	32327571
5	Grill'd	754 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32300765
6	Mr. Chan's Dumplings	752 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32307482
7	Viet Star	750 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32259582
8	Triple Taste	725 Glenferrie Rd, Hawthorn	Restaurant and cafe Licence	32353742
9	Short Straw Cafe	743B Glenferrie Rd, Hawthorn	Restaurant and cafe Licence	32340472
10	Laksa Garden	724 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32337495
11	Lulo	798 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32286660
12	Supernova Coffee	1/701 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32277302
13	De Barcelona	710 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32329345
14	Thien Nam Vietnamese and Chinese Restaurant	708 Glenferrie Rd, Hawthorn	Restaurant and cafe Licence	32361232
15	Hawthorn Brew Bar	Shop C 769-771 Glenferrie Rd, Hawthorn	Restaurant and cafe Licence	32362864
16	Tea Master Hong Kong Cafe	704A Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32355671
17	Osteria 20	Shops 4 - 6 818 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32335223
18	Firebox Pizza	779 Glenferrie Rd, Hawthorn	Restaurant and cafe Licence	32333807
19	Vaporetto Bar & Eatery	Shops 7 & 15, Part Ground Floor & Mezzanine, Rear 673-681 Glenferrie Rd, Hawthorn	Restaurant and cafe Licence	32328357
20	Huxta-Burger	Shop 5 673-681 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32322369

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	Business Name	Address	Liquor licence type	Liquor licence number
21	Plaka Gyros	673-681 Glenferrie Rd, Hawthorn	Restaurant and cafe Licence	32349523
22	Hooked - Healthy Seafood To Go	669 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32320749
23	Sushi Hub Hawthorn	686 Glenferrie Rd, Hawthorn	Restaurant and cafe Licence	32344175
24	Humburger	789 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32309620
25	Fat Boy Thai Kitchen	791 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32273617
26	Colourful Yunnan	826 Glenferrie Rd, Hawthorn	Restaurant and cafe Licence	32349727
27	Guzman Y Gomez Hawthorn Glenferrie Road	Shop 1/674-680 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32335809
28	Izakaya Jiro	830 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32303543
29	Rococo Hawthorn	Shops 3-6/797 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32205208
30	Osha Thai Kitchen	Shop 10, 672 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32316936
31	Schnitz Hawthorn	Shop 4 672 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32328789
32	Sushi Matsuri	Unit 7 672 Glenferrie Rd, Hawthorn	Restaurant and cafe Licence	32361622
33	The Resistance Bar & Cafe	Shop 6, 672 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32325016
34	Mr.T Street Eatery	838 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32317330
35	Gami Hawthorn	840 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32331156
36	Farro Hawthorn	842 Glenferrie Rd, Hawthorn	Restaurant and cafe Licence	32336148
37	Fonda Mexican	653 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32252962
38	Fat Boy Thai Kitchen	850 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32288256
39	Hanoi Old	658 Glenferrie Road,	Restaurant and	32343357

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	Business Name	Address	Liquor licence type	Liquor licence number
	Quarter	Hawthorn	cafe Licence	
40	Gao Kitchen	656 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32314659
41	Taco Bell	650-652 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32317021
42	Ribs & Burgers, Hawthorn	Tenancy 1, 862 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32322343
43	Jinda International	Unit 3 862 Glenferrie Rd, Hawthorn	Restaurant and cafe Licence	32366436
44	Gensuke Hawthorn	Tenancy 4 860-862 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32326973
45	Hawthorn Noodle Vs Dumpling	Ground Floor 367 Burwood Road, Hawthorn	Restaurant and cafe Licence	32305278
46	Tao Tao House	815 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32287226
47	Tokyo Table In Australia	Unit 6 638 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32296055
48	Aangan Express Hawthorn	361 Burwood Road, Hawthorn	Restaurant and cafe Licence	32285800
49	Nevermind Bar	338-342 Burwood Road, Hawthorn	Restaurant and cafe Licence	32303789
50	Santoni	634 Glenferrie Road, Hawthorn	Restaurant and cafe Licence	32316994
51	Ninis Hawthorn	Part Ground & Part First Floor 302-320 Burwood Road, Hawthorn	Restaurant and cafe Licence	32284707
52	Zen Japanese Restaurant	388 Burwood Road, Hawthorn	Restaurant and cafe Licence	32293887
53	Dosa Cafe	332 Burwood Road, Hawthorn	Restaurant and cafe Licence	32261979

30 In relation to limited licences, there are 9 in the 500 metre radii as per the table below.

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	Business name	Address	Liquor licence type	Liquor licence number
1	Jin Fu Asian Grocery Supermarket	739 Glenferrie Road, Hawthorn	Limited Licence	36062979
2	Miss Gourmet & Co	726 Glenferrie Road, Hawthorn	Limited Licence	36163597
3	Saul's Hawthorn	2/673 Glenferrie Rd, Hawthorn	Limited Licence	36166252
4	Huxtaburger	Shop 5 673 Glenferrie Road, Hawthorn	Limited Licence	36143775
5	Hooked Fish And Chipper	669 Glenferrie Road, Hawthorn	Limited Licence	36147800
6	Fonda Hawthorn	651 Glenferrie Rd, Hawthorn	Limited Licence	36145882
7	Amazon State	329 Burwood Road, Hawthorn	Limited Licence	36155374
8	Zen Japanese Restaurant	388 Burwood Rd, Hawthorn	Limited Licence	36158322
9	Methodist Ladies' College	Krome Dining Room 207 Barkers Road, Hawthorn	Limited Licence	36139441

31 In our respectful submission, we consider that limited licences can essentially be disregarded in the context of a cumulative impact analysis, especially given the history and intent of the Practice Note as described above; by this we mean that given the nature and scope of such licences, and whilst it is acknowledged that they do authorise the sale of liquor for consumption off licensed premises, they only do so in an extremely limited and restrictive manner, and in our respectful submission, the proposed use of the proposed Dan Murphy's premise will not be impacted by them.

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Assessing cumulative impact

32 In terms of assessing the cumulative impact, the Practice Note suggests the following items need to be considered:

- a "checklist" of certain items;
- planning policy context;
- surrounding land use mix and amenities & mix of licensed premises;
- transport and dispersal; and
- impact mitigation.

33 We look at each of these in turn in respect of the proposed Dan Murphy's premises.

"Checklist"

34 The "checklist is as follows, along with our response in respect of the proposed Dan Murphy's premises.

"Checklist" item	Response
Seating ratios What is the ratio of seating to standing? Premises that provide little or no seating are associated with excessive alcohol consumption and potential for increased violence. Patrons from these venues are therefore more likely to have an adverse impact on the surrounding area.	Not applicable given the proposed Dan Murphy's premises will be a packaged liquor outlet (ie, sales of liquor for consumption off the premises).
Meals Are meals served or is food available? Venues that serve food or meals are shown to be less at risk of excessive alcohol consumption. This does not include venues that only serve basic snacks	Again, not applicable given the proposed Dan Murphy's premises will be a packaged liquor outlet (ie, sales of liquor for consumption off the premises).
Management How will the venue manage patrons entering and leaving the venue, including security and queuing? Management of	Again, not applicable given the proposed Dan Murphy's premises will be a packaged liquor outlet (ie, sales of liquor for consumption off the

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patrons entering and leaving a venue can have a significant impact on the amenity of the area due to potential patron noise, anti-social behaviour and public disturbance.	premises).
Music Will the proposal feature background, live or recorded music? The way music is played and the hours it is played can influence the type and number of patrons attending the venue, the level and type of alcohol consumption, and the potential impacts on local amenity.	Again, not applicable given the proposed Dan Murphy's premises will be a packaged liquor outlet (ie, sales of liquor for consumption off the premises) (although we note that any music played would be the same as any supermarket, ie, very low level background music only).
Capacity and hours What is the proposed capacity and what are the operating hours? Proposed capacity levels and operating hours may add to existing cumulative impact problems in the area, due to the release of a large number of patrons onto the street at closing time.	This is essentially only applicable to a premise where consumption is authorised on the premise in relation to a rush of persons onto the street late in the evening. The proposed use of the Dan Murphy's premise is a shop, with a proposed closing time of 9pm.
Transport and car parking What type of transport and car parking is provided? The availability of transport for use by patrons to and from the venue can impact on the amenity of the surrounding area. There may be additional amenity issues resulting from patrons waiting for a taxi or travelling on foot. The location and availability of car parking can impact the dispersal patterns and behaviour of patrons. Car parks with poor lighting or natural surveillance may place patrons at a high risk of violence	There is abundant customer/public car parking available directly within the immediate surrounding area of the proposed Dan Murphy's.

35 It is clear from the "checklist" and the response to the items in it that the type of use proposed for the proposed Dan Murphy's premises fall at the very bottom end of the risk spectrum and the "checklist" is largely set up to deal with what are considered to be higher risk venues which would be pubs, clubs, taverns and the like or restaurants operating later than 11pm.

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Planning policy context

36 We do not believe there is any adverse impact under this item. As noted above, the proposed Dan Murphy's premises are situated within a Commercial 1 Zone and we reiterate our view that the presence of the proposed Dan Murphy's premises is entirely consistent with the purpose of a Commercial 1 Zone.

Surrounding land use mix and amenities & mix of licensed premises

37 In the context of a Commercial 1 Zone, the subject land does not adjoin "sensitive" uses and the proposed Dan Murphy's premises will not be open after 9pm.

38 It is submitted that the proposed Dan Murphy's premises will not generate amenity impacts in a land use sense as the land use is a shop that sells a product. It is just that the products sold include alcohol. The amenity impacts of this could only be put as a scenario whereby people will purchase alcohol and then go and drink it in nearby residential streets and cause nuisance and then whether this is some sort of planning liquor consideration or a general police matter. Of course, persons can already buy liquor from other venues and do precisely this. There is no evidence this is causing some out of the ordinary issue at present in the relevant area.

39 Further, as noted above and as can be seen on the 500 metre radius map for all liquor licences at **tab 8**, there are a significant number of restaurants/cafes/eating places in the immediate area in respect of which the proposed Dan Murphy's premises **may** be able to serve as a supplier of liquor to, either directly or through individual patrons, for instance, buying for a bottle of wine to have with their dinner in circumstances where the restaurant concerned is also BYO.

40 The other important fact of course is to reiterate that the proposed Dan Murphy's premises are a packaged liquor outlet. It is not, for instance, a hotel or restaurant where there might be entertainment or other forms of noise which might impact in a negative way amenity issues.

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41 Further, in respect of the 500 metre radius, there are only 4 other packaged liquor licensed premises located within it.[2] The proposed Dan Murphy's premises will provide more diversity and choice in the area for consumers who attend packaged liquor premises.

Transport & dispersal

42 The proposed Dan Murphy's premises will not result in parking difficulties/traffic congestion arising and/or being further exacerbated (this assume of course that such problems already exist. Again, and as noted above, there is abundant customer/public car parking available directly within the immediate surrounding area of the proposed Dan Murphy's.

Impact mitigation

43 As noted above, it is not considered that the proposed Dan Murphy's premises generate any negative cumulative impacts. Accordingly, mitigation measures to address any negative cumulative impacts are not required.

44 Nevertheless, a (positive) primary impact mitigation measure is Endeavour's exemplary standing in the industry in relation to the responsible service of alcohol.

45 Of course, and as noted above, all staff to be employed in the conduct of the proposed Dan Murphy's premises will undergo extensive responsible service of alcohol training. In this regard, Endeavour will ensure a thoroughly extensive RSA training program is undertaken by all staff who are involved in the selling of liquor or in the supervision of liquor sales.

46 Also, specific mention needs to be made to the Endeavour Drinks liquor charter, entitled "*Commitment to Community*", which has a specific and real focus on harm minimisation (see attached at **tab 9**). The "*Commitment to Community*" is set out below:

- *To help keep our young people safe, we ask for ID if the shopper looks under*

[2] Red and White Amber (licence no. 32000412), Downtown Grocer (licence no. 32070441), BWS – Beer Wine Spirits (licence no. 32054505) and Cellars at William Street (licence no. 32000454). There is a current application for a packaged liquor for a proposed Vintage Cellars at 687 Glenferrie Road but this has not yet been granted and so is not included.

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25

- *We believe alcohol should only be consumed by adults, which is why we stop secondary supply through our Don't Buy It For Them policy and awareness campaign*
- *Because young minds are impressionable, we don't stock items that appeal to young people or encourage excess consumption through our Responsible Buying Charter*
- *We ensure our advertising is in line with community standards and doesn't appeal to young people as an ABAC signatory*
- *We are a leader in responsible drinking campaigns including DrinkWise Australia cultural change programs and labelling initiatives*
- *We protect our team and refuse service if the shopper is intoxicated or abusive*
- *We support the community by refusing service if the shopper is in school uniform*
- *We ensure first home delivery is attended and require delivery staff to ask for ID and check for intoxication*
- *We say no to violence against women through internal training for our team members and engage our team members with the opportunity to undertake a Jawun secondment in an Indigenous enterprise for 6 weeks*

47 Further, and in relation to the element that the Endeavour Drinks Group do not stock drinks that appeal to young people or encourage excess, Endeavour Drinks Group has implemented for some time now a "Responsible Buying Charter" upon which all products ranged are benchmarked. The current version of the Charter is set out in

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tab 10. The Charter assists relevant persons within the Endeavour Drinks Group to make appropriate decisions prior to ranging new products.

48 The Victorian Government has also gazetted a code of conduct for holders of packaged liquor licences. Endeavour (when it was operating with Woolworths Group Limited as the licensee) was a founding member of the committee which oversaw the establishment of the code and remains an active member of the committee. A copy can be found at: https://www.vcglr.vic.gov.au/sites/default/files/uploadliquor_licensing_code_of_conduct_-_packaged_liquor_licensees_.pdf.pdf).

49 Further, in terms of security measures, a back to base alarm system with 24/7 monitoring and duress (hold-up) buttons will be installed at the proposed Dan Murphy's. The CCTV system will be a state of the art system that includes 24/7 recording and a minimum of 30 days of recordings will be stored on hard drive. The cameras record footage in high definition and have low light or infrared capabilities. The system will also have dial in capabilities allowing Endeavour personnel to remotely dial in, review and download footage.

50 Endeavour is 100% committed to the principle of harm minimisation through the responsible serving of alcohol. Notwithstanding its significant presence in the packaged liquor market, Endeavour (and its predecessor, Woolworths Group Limited) has not been convicted of an offence under Victorian liquor legislation).

51 Based on Endeavour's unblemished and impeccable record, the staff training program and other factors noted above, it is submitted that Endeavour will in fact contribute to the principle of harm minimisation and the responsible provision of alcohol and the operation of the proposed Dan Murphy's premises will not cause any departure from that principle.

General comments re positive effects on amenity

52 The concept of amenity includes benefit. As amenity of an area is by reference to "being pleasant and agreeable" and therefore, it is appropriate to consider positive outcomes.

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53 On the basis of this accepted understanding of the term amenity, it is submitted that the use of the subject site as a packaged liquor licence premise will have considerable positive benefits for the amenity of the area in which the proposed Dan Murphy's premises is located.

54 Specifically, it is submitted that the following benefits will flow to consumers:

- good range of product and services and therefore increased choice;
- the benefits of increased competition in the local market; and
- availability and continuity of supply.

55 Further, in Endeavour's experience, entities operated by them are in a significantly better position to anticipate risks and implement controls than smaller, independent entities - and the evidence clearly illustrates this. As noted above, Endeavour itself has an excellent record with no convictions in relation to Victorian liquor laws - it has an unblemished record as a packaged liquor provider. This illustrates Endeavour's experience that Endeavour owned and operated liquor outlets do not lead to a greater risk of harm.

56 It is submitted that in light of all of the above, use of the subject site as a packaged liquor licence premise as described in this statement will have a positive effect on the amenity of the area in question.

Summary

57 On the basis of the above, it is submitted that use of the subject site as a packaged liquor licence premise as described in this submission will not have any negative cumulative impact and/or adverse amenity issues. It is submitted that the proposed Dan Murphy's premises is acceptable from a planning policy perspective.

27 June 2023

King & Wood Mallesons

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TAB 1

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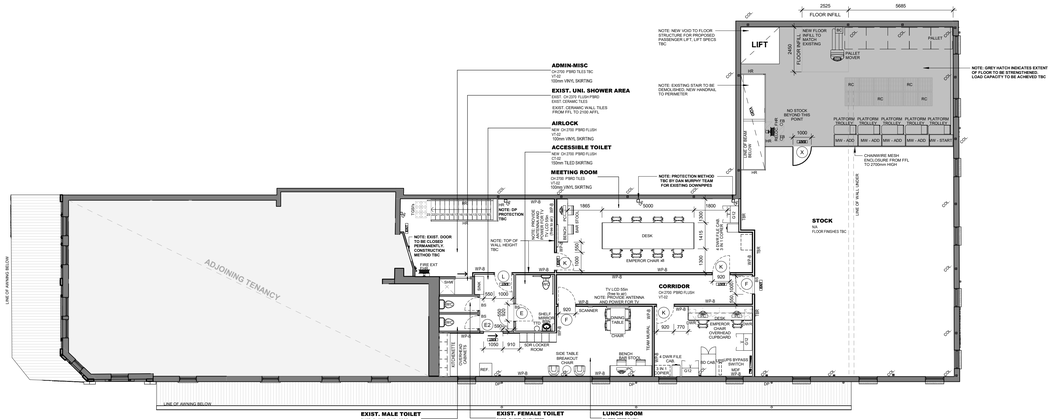
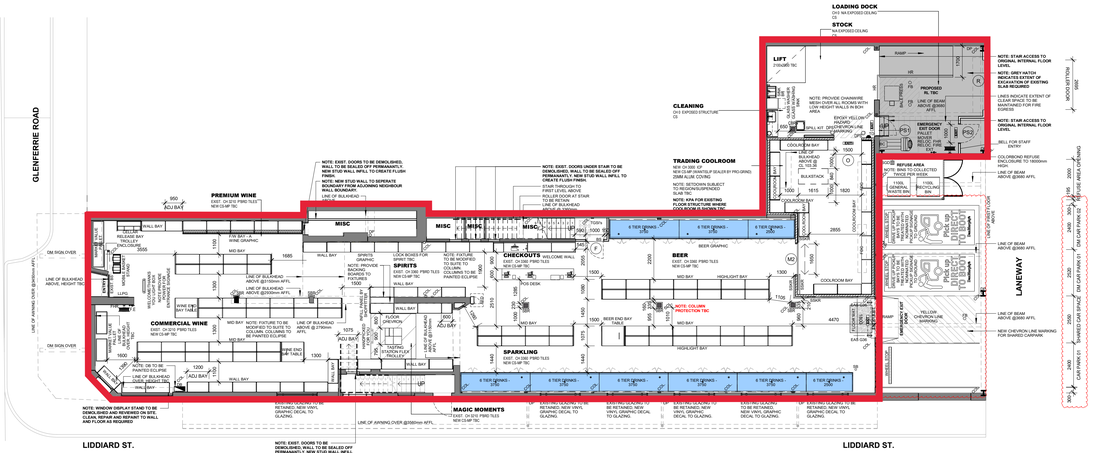
PRELIMINARY

NOTICE INFORMATION 26/10/2023



1 DMY_FIRST FLOOR_SIGN OFF PLAN
1 : 100



2 DMY_GROUND FLOOR_SIGN OFF PLAN
1 : 100

Proposed Licensed Area

GENERAL NOTES

- REFER TO FINISHES AND FIXTURES SCHEDULE FOR FURTHER MATERIALS AND FINISHES INFORMATION

TO BE CONSTRUCTED IN CONJUNCTION WITH

- CURRENT DAN MURPHY'S DESIGN & CONSTRUCTION BRIEF
- CURRENT DAN MURPHY'S SERVICES SPECIFICATIONS
- CURRENT DAN MURPHY'S FINISHES SCHEDULE
- CURRENT DAN MURPHY'S SCHEDULE
- CURRENT DAN MURPHY'S DOOR SCHEDULE
- DD500 CONSTRUCTIONS DETAILS DRAWING SET

GENERAL NOTES

- DEVELOPER TO ALLOW FOR SERVICES, CONCRETE SLAB, WALL PENETRATIONS AND SCREEN WALL.
- EXTERNAL METALWORK SPECIFIED AS GALVANIZED SHALL BE HOT DIPPED GALVANIZED TO CONFIRM TO AUSTRALIAN STANDARDS. EXPOSED VENT PIPES WILL NOT BE PERMITTED IN AMENITIES, OFFICES OR TRADING AREAS.
- ACCESS TO COMPLY WITH LOCAL ROAD AUTHORITY REQUIREMENTS FOR ARTICULATED VEHICLES. REFER TO WOOLWORTH METRO DESIGN BRIEF FOR FURTHER DETAILS.
- ALLOW FOR INSULATION TO WALLS AND CEILINGS AS REQUIRED TO SATISFY SECTION J REQUIREMENTS ON PROJECT TO PROJECT BASIS IN ACCORDANCE WITH CURRENT NCC REQUIREMENTS.
- ALL EXTERNAL SIGNAGE TO BE SUBJECT TO SEPARATE REQUEST FOR APPROVED EXTERNAL SIGNAGE PACKAGE VIA DAN MURPHY'S GROUP PRIOR TO LODGMENT WITH LOCAL AUTHORITIES.
- ALL FIRE EXITS & FIRE HOSE REELS LOCATIONS ARE TO BE DETERMINED BY A QUALIFIED CERTIFIER. FINAL LOCATIONS ARE TO BE CONFIRMED BY PM.
- ALL OFFICES AND AMENITIES ARE TO BE SEPARATELY AIR CONDITIONED BY TWO SPLIT SYSTEMS INCLUDING SPACE OVER. REFER TO MECHANICAL LAYOUT FOR FURTHER DETAILS.

POWER FOR FIXTURES LEGEND

	CEILING DROPED POWER SUPPLY
	DOUBLE GPO IN FLOOR REQUIRED FOR RACK LIGHTING & LED STRIPS. FLOOR GPO'S TBC
	WALL MOUNTED DOUBLE GPO REQUIRED FOR PROLOCK BOXES
	WALL MOUNTED DOUBLE GPO REQUIRED FOR LED STRIPS TO 2 SHELVES. MOUNTING HEIGHT TBC
	WALL MOUNTED DOUBLE GPO REQUIRED FOR LED STRIPS TO 3 SHELVES. MOUNTING HEIGHT OVER TBC
	WALL MOUNTED DOUBLE GPO REQUIRED FOR LED STRIPS TO 5 SHELVES. MOUNTING HEIGHT TBC
	POWER REQUIRED FOR SIGNAGE AND FINE WINE ICON UNITS REFER TO ELEVATIONS
	DENOTES SHELVING TO HAVE FLEXILED

REFRIGERATION POWER REFER TO CONSULTANTS LAYOUT. ALL FIXTURE LED SHELF LOCATIONS TO BE DONE TO EPM'S DESIGN AND DETAIL UNLESS NOTED.

DMY_AREA - RATIO

TYPE	AREA	RATIO
Trading	391.81 m²	47%
Non-Trade	340.45 m²	40%
	109.46 m²	13%
Total	841.71 m²	

DMY_AREA - TRADING

DEPARTMENT	AREA	RATIO
Beer	126.10 m²	32%
Checkouts	16.84 m²	4%
Commercial Wine	120.25 m²	31%
Cooroom	42.25 m²	11%
Magic Moments	6.00 m²	2%
Premium Wine	10.98 m²	3%
Sparkling	38.03 m²	10%
Spirits	31.34 m²	8%
Grand total	391.81 m²	

DMY_AREA - NON TRADE

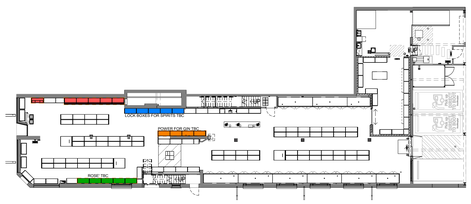
DEPARTMENT	AREA	RATIO
Admin-Misc	12.10 m²	4%
Loading	30.06 m²	9%
Misc	251.96 m²	74%
Office	46.34 m²	14%
Grand total	340.45 m²	

DMY_AREA - EXCLUDED

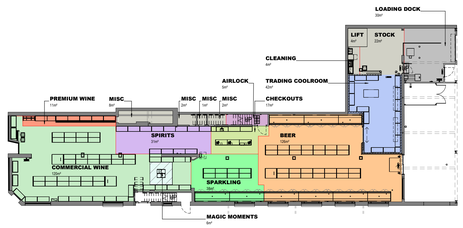
DEPARTMENT	AREA	RATIO
Admin-Misc	121.55 m²	14%
Beer	126.10 m²	15%
Checkouts	16.84 m²	2%
Commercial Wine	120.25 m²	14%
Cooroom	42.25 m²	5%
Loading	30.06 m²	4%
Magic Moments	6.00 m²	1%
Misc	251.96 m²	30%
Office	46.34 m²	6%
Premium Wine	10.98 m²	1%
Sparkling	38.03 m²	5%
Spirits	31.34 m²	4%
Grand total	841.71 m²	

GENERAL LEGEND

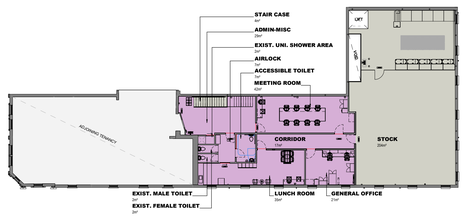
BS	BRASS STRIP
BSN	BASIN
BW	BARWASHER
BWU	BOILED WATER UNIT
BCWU	BOILED & CHILLED WATER UNIT
CBR	COOLROOM BUFFER RAIL
CLS	CLEANERS SINK
CP	CHECKERPLATE
CP-1200	1200mm HIGH CHECKERPLATE ON WALL @ 100mm AFFL
CP-1200-BOH	1200mm HIGH CHECKERPLATE ON WALL @ 150mm AFFL
CRR	TIMBER CHAIR RUB RAIL
CW	COLD WATER
	REFER TO DOOR SCHEDULE
DP.	DOWNPIPE
DPS	DEFLECTION PROTECTION SYSTEM
DWR	DRAWER UNIT
EAS	SECURITY DEVICE
EMS	ENERGY MANAGEMENT SYSTEM
FAC	FIRST AID CABINET
FB	FIXED BOLLARD
FDC	FORCED DRAUGHT COOLER
FE	FIRE EXTINGUISHER
FHR	FIRE HOSE REEL
FHR/FH	FIRE HYDRANT & HOSE REEL
FW	FLOOR WASTE
FIP	FIRE INDICATOR PANEL
GW	GLASS WASHER
GSA	GAL. STEEL ANGLE
GSC	GAL. STEEL CHANNEL
HC+	HOT/COLD WATER MIXER
HR	HANDRAIL
HW	HOT WATER
HWS	HOT WATER SYSTEM
KR	KICKRAIL
MDF	TELSTRA MAIN DISTRIBUTION FRAME
MP	METERING PANEL
MSB	MAIN SWITCH BOARD
MSSB	MECHANICAL SERVICES SWITCH BOARD
MW	MICROWAVE OVEN
PD	PALLET DISPLAY
RB	REMOVABLE BOLLARD
RSD	ROLLER SHUTTER DOOR
SB	STAINLESS STEEL BOLLARD
SGD	SEWER GRATED DRAIN
SK	SINK
SSA	STAINLESS STEEL ANGLE
SSC	STAINLESS STEEL CHANNEL
ST	STORM WATER
SW	SEWER
TBR	TIMBER BUFFER RAIL
TD	TUNDISH
TTBR	TROLLEY TIMBER BUFFER RAIL
UR	URINAL
VP	VENT PIPE
WB	WELDED BOLLARD
WC	WATER CLOSET
WG	WANDL GATE



3 DMY_GROUND FLOOR_POWER PLAN
1 : 200



4 DMY_GROUND FLOOR_AREA PLAN (SIGN OFF)
1 : 200



5 DMY_FIRST FLOOR_AREA PLAN (SIGN OFF)
1 : 200

PRELIMINARY

Dan Murphy's

endeavour group

COMPANY DETAILS :
DAN MURPHY'S PTY LTD (ABN : 77 078 679 963) - LEVEL 1, ON WARDROBE STREET, SURRY HILLS NSW 2010
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THIS DRAWING IS FOR DESIGN ASSISTANCE ONLY. REAL DETAILS MUST BE ASCERTAINED BY THE CONTRACTOR TO COMPLY WITH APPLICABLE AUSTRALIAN BUILDING STANDARDS AND NCC.

REV.	REVISION DETAILS	DATE	BY
A	FIRST ISSUE - SIGN OFF PLAN	07/04/2023	VD_TRG
B	SIGN OFF PLAN - REVISE CAR PARKING LAYOUT AS PER RATIO DRAWINGS (16/06/2023)	22/06/2023	VD_TRG

PROJECT ADDRESS : **756 - 758 Glenferrie Road, Hawthorn**

DRAWN BY : **VD_TRG** | APPROVED BY : **EDG**

ISSUE TO : **BC_EDG**

DRAWING NAME: **SIGN OFF PLAN**

DOC STAGE : **DMA100 | PRE APPROVAL** | KIT VERSION : **2022.1**

PROJECT : **Hawthorn Neighbourhood** | STORE No : **TBC**

SCALE : **As indicated @ A0**

REGION / STATE : **VIC**

DRAWING No : **DMA101**

REVISION : **B**

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TAB 2

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PLANNING PROPERTY REPORT

NOTICE INFORMATION
Date of Notice: 26/10/2023

VICTORIA State Government | Environment, Land, Water and Planning

From www.planning.vic.gov.au at 29 March 2023 10:42 AM

PROPERTY DETAILS

Address:	**756 GLENFERRIE ROAD HAWTHORN 3122**	
Lot and Plan Number:	**Lot 1 TP748211**	
Standard Parcel Identifier (SPI):	**1\TP748211**	
Local Government Area (Council):	**BOROONDARA**	www.boroondara.vic.gov.au
Council Property Number:	**626020**	
Planning Scheme:	**Boroondara**	Planning Scheme - Boroondara
Directory Reference:	**Melway 45 D9**	

UTILITIES

Rural Water Corporation:	**Southern Rural Water**
Melbourne Water Retailer:	**Yarra Valley Water**
Melbourne Water:	**Inside drainage boundary**
Power Distributor:	**CITIPOWER**

STATE ELECTORATES

Legislative Council:	**SOUTHERN METROPOLITAN**
Legislative Assembly:	**HAWTHORN**

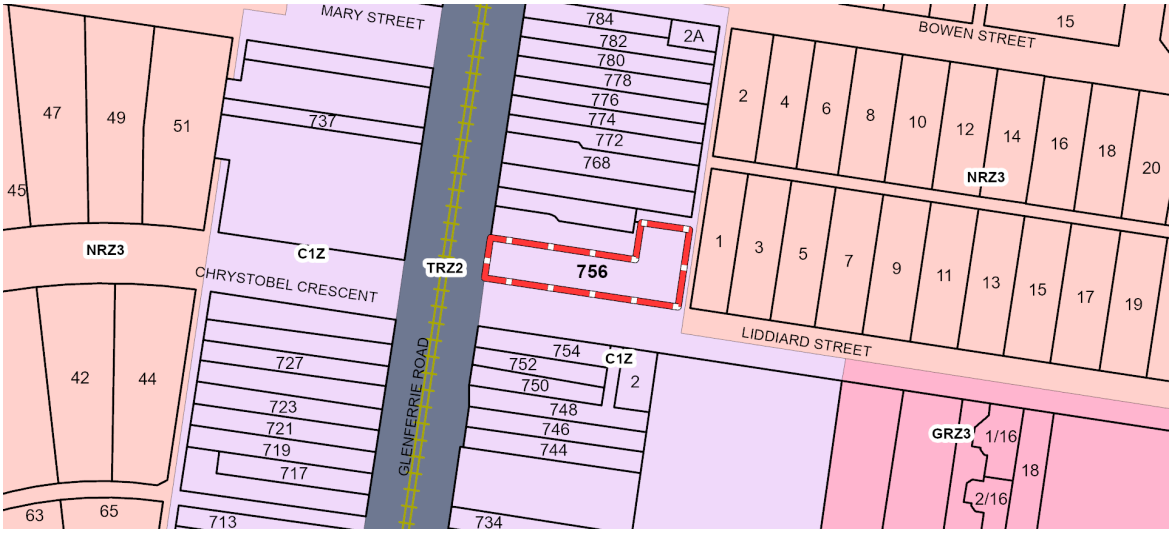
OTHER

Registered Aboriginal Party:	**Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation**

View location in VicPlan

Planning Zones

COMMERCIAL 1 ZONE (C1Z)
SCHEDULE TO THE COMMERCIAL 1 ZONE (C1Z)



C1Z - Commercial 1
GRZ - General Residential
NRZ - Neighbourhood Residential
TRZ2 - Principal Road Network
Tram line

Note: labels for zones may appear outside the actual zone - please compare the labels with the legend.

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Notwithstanding this disclaimer, a vendor may rely on the information in this report for the purpose of a statement that land is in a bushfire prone area as required by section 32C (b) of the Sale of Land 1962 (Vic).

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PLANNING PROPERTY REPORT

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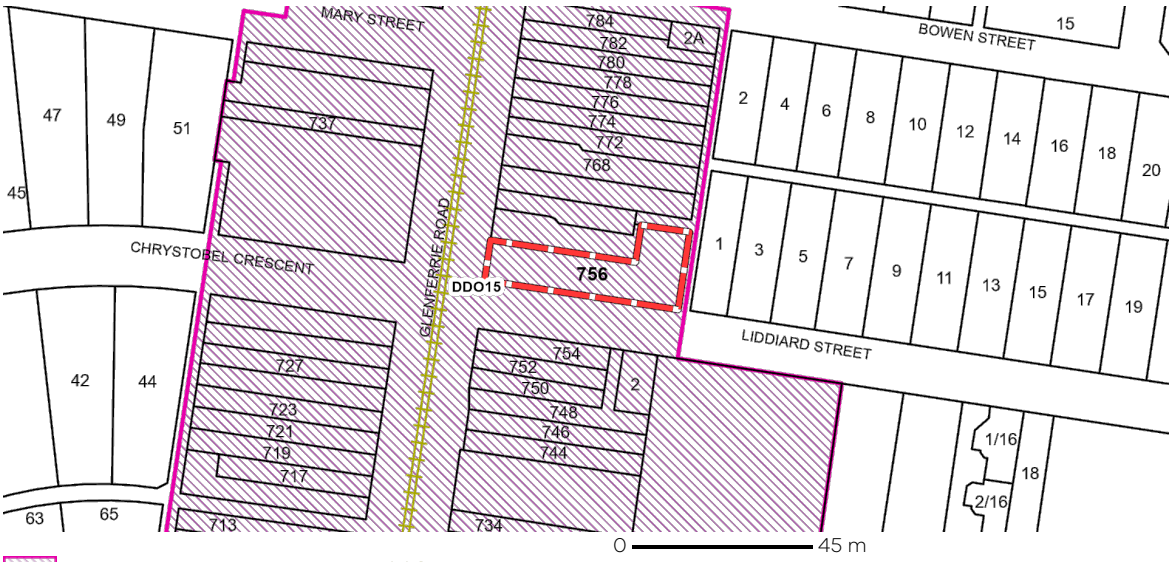
Planning Overlays

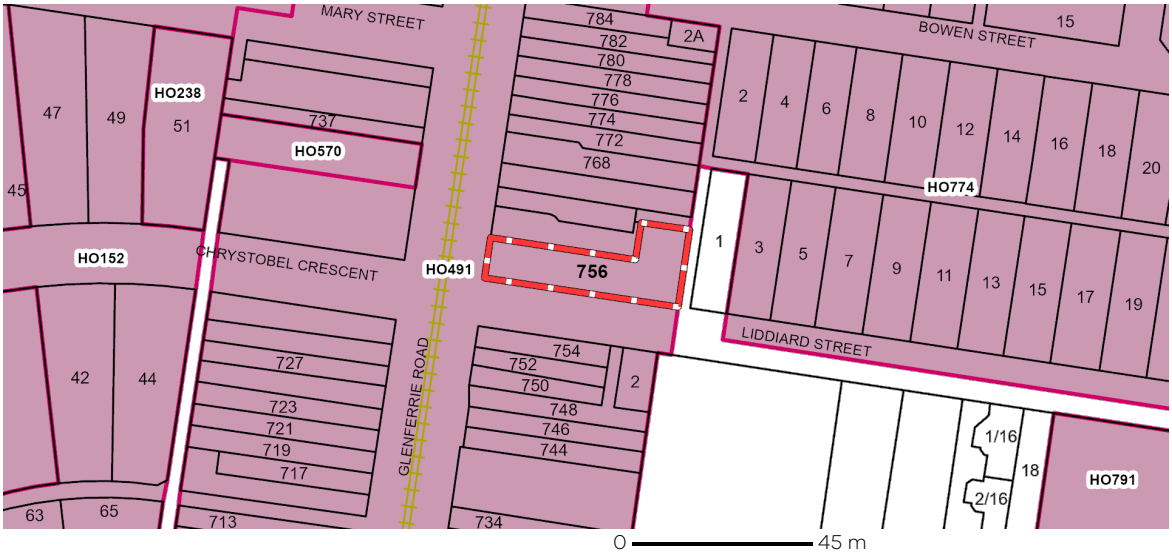
DESIGN AND DEVELOPMENT OVERLAY (DDO)
DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 15 (DDO15)



DDO - Design and Development Overlay **Tram line**

Note: due to overlaps, some overlays may not be visible, and some colours may not match those in the legend

HERITAGE OVERLAY (HO)
HERITAGE OVERLAY - SCHEDULE (HO491)



HO - Heritage Overlay **Tram line**

Note: due to overlaps, some overlays may not be visible, and some colours may not match those in the legend

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PLANNING PROPERTY REPORT

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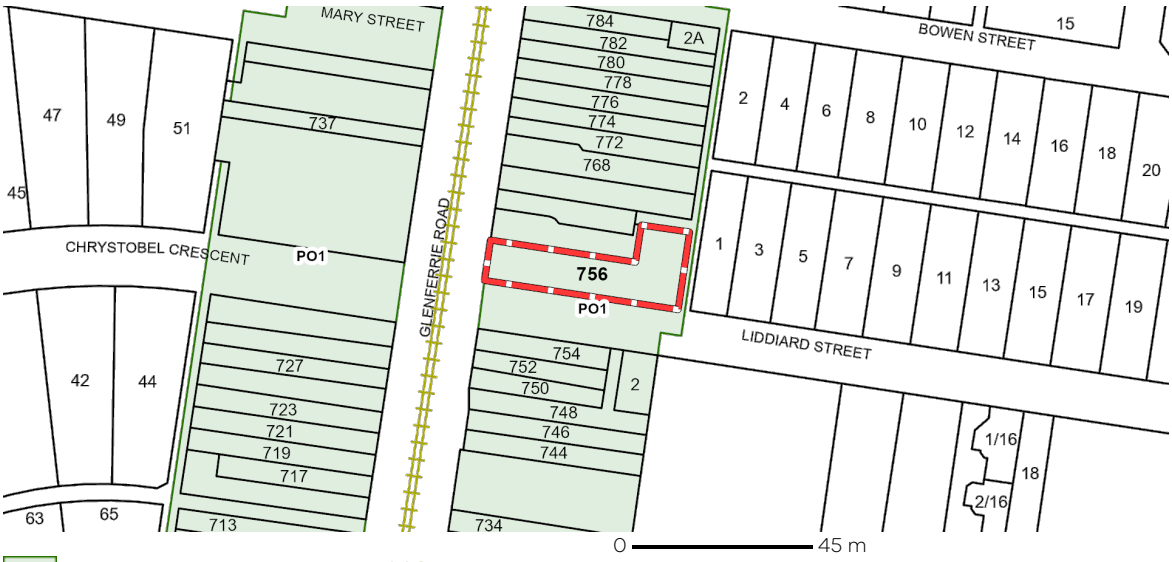
VICTORIA State Government
Environment, Land, Water and Planning

Planning Overlays

PARKING OVERLAY (PO)

PARKING OVERLAY - PRECINCT 1 SCHEDULE (PO1)

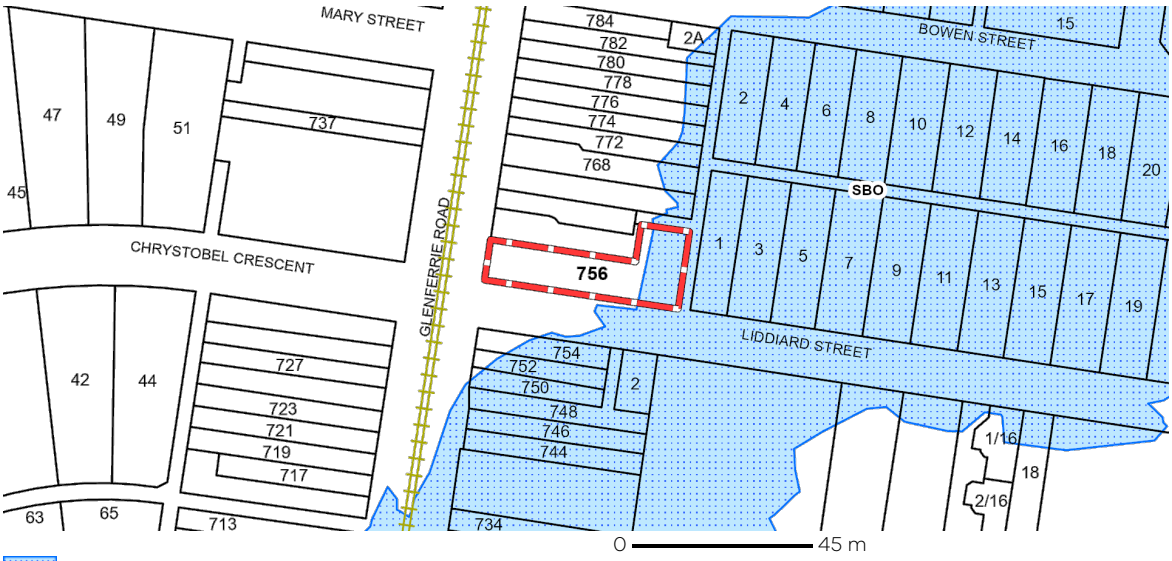


PO - Parking Overlay Tram line

Note: due to overlaps, some overlays may not be visible, and some colours may not match those in the legend

SPECIAL BUILDING OVERLAY (SBO)

SPECIAL BUILDING OVERLAY SCHEDULE (SBO)



SBO - Special Building Overlay Tram line

Note: due to overlaps, some overlays may not be visible, and some colours may not match those in the legend

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PLANNING PROPERTY REPORT

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VICTORIA State Government | Environment, Land, Water and Planning

Further Planning Information

Planning scheme data last updated on 23 March 2023.

A **planning scheme** sets out policies and requirements for the use, development and protection of land.
This report provides information about the zone and overlay provisions that apply to the selected land.
Information about the State and local policy, particular, general and operational provisions of the local planning scheme that may affect the use of this land can be obtained by contacting the local council
or by visiting https://www.planning.vic.gov.au

This report is NOT a **Planning Certificate** issued pursuant to Section 199 of the ***Planning and Environment Act 1987.***
It does not include information about exhibited planning scheme amendments, or zonings that may abut the land.
To obtain a Planning Certificate go to Titles and Property Certificates at Landata - https://www.landata.vic.gov.au

For details of surrounding properties, use this service to get the Reports for properties of interest.

To view planning zones, overlay and heritage information in an interactive format visit
https://mapshare.maps.vic.gov.au/vicplan

For other information about planning in Victoria visit https://www.planning.vic.gov.au

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Notwithstanding this disclaimer, a vendor may rely on the information in this report for the purpose of a statement that land is in a bushfire prone area as required by section 32C (b) of the Sale of Land 1962 (Vic).

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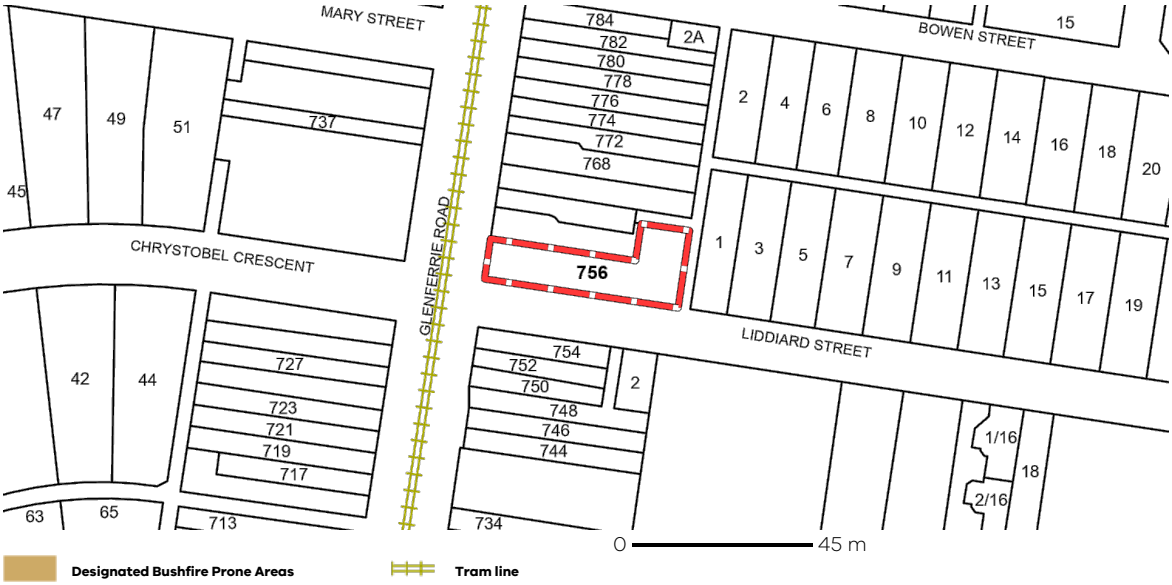
Designated Bushfire Prone Areas

This property is not in a designated bushfire prone area.
No special bushfire construction requirements apply. Planning provisions may apply.

Where part of the property is mapped as BPA, if no part of the building envelope or footprint falls within the BPA area, the BPA construction requirements do not apply.

Note: the relevant building surveyor determines the need for compliance with the bushfire construction requirements.



Designated BPA are determined by the Minister for Planning following a detailed review process. The Building Regulations 2018, through adoption of the Building Code of Australia, apply bushfire protection standards for building works in designated BPA.

Designated BPA maps can be viewed on VicPlan at https://mapshare.vic.gov.au/vicplan/ or at the relevant local council.

Create a BPA definition plan in VicPlan to measure the BPA.

Information for lot owners building in the BPA is available at https://www.planning.vic.gov.au.

Further information about the building control system and building in bushfire prone areas can be found on the Victorian Building Authority website https://www.vba.vic.gov.au. Copies of the Building Act and Building Regulations are available from http://www.legislation.vic.gov.au. For Planning Scheme Provisions in bushfire areas visit https://www.planning.vic.gov.au.

Native Vegetation

Native plants that are indigenous to the region and important for biodiversity might be present on this property. This could include trees, shrubs, herbs, grasses or aquatic plants. There are a range of regulations that may apply including need to obtain a planning permit under Clause 52.17 of the local planning scheme. For more information see Native Vegetation (Clause 52.17) with local variations in Native Vegetation (Clause 52.17) Schedule

To help identify native vegetation on this property and the application of Clause 52.17 please visit the Native Vegetation Information Management system https://nvim.delwp.vic.gov.au/ and Native vegetation (environment.vic.gov.au) or please contact your relevant council.

You can find out more about the natural values on your property through NatureKit NatureKit (environment.vic.gov.au)

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This version of **Planning Practice Note 61: Licensed premises: Assessing cumulative impact** has been prepared for use with screen reader software. The printed publication contains various photographs, captions and design features that have been necessarily omitted from this version. In other respects this document contains identical text to that in the PDF version of the document which is available at www.delwp.vic.gov.au/planning .

Planning Practice Note 61

June 2015

Licenses premises: Assessing cumulative impact

The purpose of this practice note is to:

1. Explain cumulative impact in relation to licensed premises in the planning system.
2. Provide guidelines that:
   - assist a permit applicant when considering and responding to the potential cumulative impact of their proposal
   - support a council when assessing the cumulative impact of licensed premises as part of a planning permit application.

This practice note provides guidance on preparing and assessing an application under Clause 52.27 of the planning scheme. Land uses likely to require a permit under Clause 52.27 include a Bottle shop, Nightclub, Restricted place of assembly, Food and drink premises, Restricted recreation facility and certain other premises that may be licensed to sell or consume liquor. Food and drink premises include Tavern, Hotel, Restaurant, Convenience restaurant and Take-away food premises.

Cumulative impact

Cumulative impact refers to both positive and negative impacts that can result from clustering a particular land use or type of land use. Potential cumulative impact from a cluster of licensed premises will vary between locations, depending on the mix and number of venues and whether the area is a destination for activities associated with the supply of alcohol. Cumulative impact is a product of the number and type of venues present, the way they are managed, and the capacity of the local area to accommodate those venues.

Negative cumulative impacts can include increased occurrences of:

- nuisance including noise and anti-social behaviour from intoxicated persons
- infrastructure capacity problems including limited availability of transport and car parking for patrons and local residents
- violence and perceived threats to safety
- crime including vandalism, trespass and property damage.

Positive cumulative impact can include:

- the creation of a local ‘identity’ or status as an entertainment or tourism destination
- enhanced vitality of an area
- economic benefits
- increase in consumer choice

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- increased ability to manage impacts, for example by concentrating venues around transport to aid dispersal of patrons.

The clustering of licensed premises may lead to a negative impact even though any given venue in the cluster may be well run and have minimal impact. An area might reach a 'saturation point' where an additional licensed premises or a particular type of licensed premises is likely to impact negatively on the surrounding area. Alternatively, there may be a positive cumulative impact where an additional premises will enhance the character or vibrancy of an area.

Cumulative impact of licensed premises

The cumulative impact of licensed premises is referenced in the *Victoria Planning Provisions* at the decision guidelines of Clause 52.27 Licensed Premises. The relevant decision guideline requires a council to consider:

The cumulative impact of any existing licensed premises and the proposed licensed premises on the amenity of the surrounding area.

Although this decision guideline needs to be considered for any application required under Clause 52.27, the extent of the assessment should be proportional to the likely impact of the proposal. A modest proposal would not require a detailed analysis, but there are instances where a more robust assessment of cumulative impact is required.

The following guidelines can assist a council when assessing the extent that a proposed licensed premises will contribute to an overall cumulative impact within an area. A permit applicant should use the guidelines so that a proposal includes appropriate measures to address and manage any identified negative cumulative impact.

When to use the guidelines

These guidelines can assist a council and a permit applicant to identify and address the extent to which a proposal for a new or modified licensed premises is likely to contribute to a cumulative impact within an area. A permit applicant should check if the relevant council has an alternative or an additional set of guidelines or requirements to consider.

The guidelines may be used for any planning application that would benefit from their use; however they should be used for all applications for a new or expanded licensed premises that:

1. will be licensed and open after 11pm; and

2. is in an area where there is a cluster of licensed premises.

What is a cluster?

Determining whether a cluster of licensed premises exists is a matter of common sense that should take into account the number and type of licensed premises in an area, their distance from the subject land, and whether they can be easily accessed from the subject land. As a general guide, a cluster would occur where there are:

- three or more licensed premises (including the proposed premises) within a radius of 100 metres from the subject land; or

- 15 or more licensed premises (including the proposed premises) within a radius of 500 metres from the subject land.

The following diagram provides an example of how to determine whether a cluster exists.

What is the relevant cumulative impact assessment area?

The area to be included in a cumulative impact assessment should be all land within a 500 metre radius of the proposed venue, unless there is another logical boundary that takes into account relevant features – these might include a major impassable physical barrier (for example, a freeway or watercourse) or another nearby cluster of licensed premises.

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ILLUSTRATION – Map showing examples of impassable physical barriers; cumulative impact assessment area; cluster.

IMPASSABLE PHYSICAL BARRIERS

These licensed premises are separated from the subject land by an impassable river, so should not be used when determining the cumulative impact assessment area.

CUMULATIVE IMPACT ASSESSMENT AREA

The area to be included in a cumulative impact assessment would normally be all land within a 500m radius of the subject land, however in this example the area has been modified to take into account:

1. an impassable river

2. a nearby cluster of licensed premises that are clearly relevant when assessing cumulative impact.

CLUSTER

In this example there is a cluster because:

1. there are three licensed premises (including the proposed premises) within a 100m radius of the subject land, and

2. there are 20 licensed premises (including the proposed premises) in the cumulative impact assessment area.

Preparing the application

This section is for permit applicants.

An applicant should consult with the relevant council for a full list of information to be submitted with a planning application. The information required by council may include most or all of the items described in the checklist below and the cumulative impact assessment in the following section.

The checklist is a guide and should not be considered a rigid set of requirements. The information required to be submitted with an application will vary depending on the individual characteristics of the proposed licensed premises and the area in which it is proposed to operate. Individual characteristics include the type of use, operating hours and venue capacity.

An applicant should consult with council early in the process of preparing an application to seek information about local policy, planning and zoning controls and the level of detail that should be provided in the application.

Checklist of information to be submitted with an application for planning permit

Seating ratios: What is the ratio of seating to standing?

Premises that provide little or no seating are associated with excessive alcohol consumption and potential for increased violence. Patrons from these venues are therefore more likely to have an adverse impact on the surrounding area.

Meals: Are meals served or is food available?

Venues that serve food or meals are shown to be less at risk of excessive alcohol consumption. This does not include venues that only serve basic snacks.

Management: How will the venue manage patrons entering and leaving the venue, including security and queuing?

Management of patrons entering and leaving a venue can have a significant impact on the amenity of the area due to potential patron noise, anti-social behaviour and public disturbance. Other management issues are assessed as part of an application for a liquor licence rather than the planning permit process.

Music: Will the proposal feature background, live or recorded music?

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The way music is played and the hours it is played can influence the type and number of patrons attending the venue, the level and type of alcohol consumption, and the potential impacts on local amenity.

Capacity and hours: What is the proposed capacity and what are the operating hours?

Proposed capacity levels and operating hours may add to existing cumulative impact problems in the area, due to the release of a large number of patrons onto the street at closing time.

Transport and car parking: What type of transport and car parking is provided?

The availability of transport for use by patrons to and from the venue can impact on the amenity of the surrounding area. There may be additional amenity issues resulting from patrons waiting for a taxi or travelling on foot.

The location and availability of car parking can impact the dispersal patterns and behaviour of patrons. Car parks with poor lighting or natural surveillance may place patrons at a high risk of violence.

Assessing the cumulative impact

This section is for councils and permit applicants.

The following matters should be considered when assessing the cumulative impact of licensed premises:

1. Planning policy context
2. Surrounding land use mix and amenity
3. The mix of licensed premises
4. Transport and dispersal
5. Impact mitigation

Each element is covered in detail in the following sections. They include background information explaining how the topic is relevant and a series of questions to guide the assessment of a planning application.

An applicant should answer each question as part of the application to demonstrate that a proposed cumulative impact is either reasonable or can be appropriately managed. A council should also answer each question as part of their assessment process.

A response against each question may not always be necessary where a matter is not relevant to an application. If a question is not relevant, a brief explanation should be provided.

The level of detail required for each response should be proportional to the potential impact and cumulative impact the proposed venue may have. For example, an application for a smaller venue with limited or no potential to contribute to a cumulative impact will not require a detailed response. Conversely, a permit application for a larger venue that has potential for greater impact should be accompanied with a detailed study or report prepared by a suitably qualified person that explains how any cumulative impact will be managed or mitigated. An applicant can consult with the relevant council for a full list of information to be submitted with a planning application.

1. Planning policy context

State and local policy, zoning and other planning controls can provide guidance about appropriate and preferred amenity and land use outcomes for an area. These controls may relate to the role of an activity centre, mix of uses in an area, and appropriate locations for entertainment uses, or may inform assessments about reasonable amenity for a particular area.

Existing context

- What are the policy, zoning and other planning controls that are relevant to the surrounding area?
- What amenity, land use and other planning outcomes do these controls encourage?

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Assessment

Is the proposal consistent with the planning outcomes encouraged in the policy, zoning and other planning controls for the area?

2. Surrounding land use mix and amenity

Existing amenity levels provide a basis to assess the potential cumulative impact of a proposal, but the assessment should also weigh this against the planning policy context.

The mix of land uses is important in determining the existing amenity level of an area. For example, a mix of entertainment and other uses can lead to an area being perceived as an entertainment or tourism destination. However, the location of sensitive uses, such as houses, schools or community and medical facilities, can increase amenity expectations for an area.

A diversity of uses and activities can add to the vibrancy and amenity of an area. This may help mitigate potential harms and reduce the potential for unreasonable negative cumulative impact. Late night uses that do not focus on serving alcohol provide alternative activities for visitors, resulting in better patron behaviour in an area.

Data to determine existing licensed premises' impacts can be sourced from the council complaints database and site observations.

Existing context

- Does the subject land adjoin sensitive uses?
- What is the relationship between licensed premises and other uses in the area?
- What are the local crime statistics related to licensed premises?
- Are there other premises open after 11pm?
- What is the existing level of amenity in the area?
- What are the reasonable amenity expectations in the area?

Assessment

Will the proposal significantly increase the number of patrons near sensitive uses at any time?

Given the location and planning policy context, will the proposal generate amenity impacts beyond what is reasonable?

3. The mix of licensed premises

The mix of licensed premises in an area can influence potential cumulative impacts. For example, an area with a mix of restaurants, cinemas and small bars may have fewer impacts than an area with primarily large bars and nightclubs.

Late-night trading hours for licensed premises have been associated with increased harm including violence. Licensed premises open after 11pm are considered a greater risk to the surrounding area. Reduced trading hours may therefore reduce the risks of late-night alcohol-related harm.

Licensed premises with a patron capacity over 200 may pose a greater risk of alcohol-related harm and result in a negative cumulative impact.

A packaged liquor outlet located within the surrounding area provides an opportunity for patrons to purchase and consume alcohol before, in between, or after entering licensed premises. These activities, particularly in excessive quantities, can increase the likelihood of anti-social behaviour and public disturbances in some areas.

Existing context

- What is the mix of licensed premises in the area?

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- Do any licensed premises cater for more than 200 patrons?
- How many and what type of licensed premises (especially high capacity venues and packaged liquor outlets) operate after 11pm?
- Do licensed premises commonly operate at capacity and is queuing outside common?
- Do many licensed premises in the area show a high ratio of standing to seating?
- Are there any local laws regulating consumption of liquor in public spaces?
- Is there any evidence of problems apparent in the area, such as property damage or littering, that may be attributed to alcohol related incidences?
- Are complaints (for example, to council or Victoria Police) about licensed premises already being generated in the area?
- Are there any known enforcement proceedings against licensed premises in the surrounding area?

Assessment

- Does the proposal contribute to the diversity of activities and vibrancy in the area?
- Will the proposal reinforce any existing or create any new impacts arising from the mix of uses in the area?

4. Transport and dispersal

Whether patrons leaving or moving between licensed premises are likely to pass through areas with sensitive uses is an important consideration.

How patrons leave the licensed premises at closing time can have a significant impact on the amenity of an area. Consider how patrons will leave the area and the routes they will take, including the location and availability of taxi ranks, car parks and public transport services. The quality and frequency of services is a factor because it will influence the length and time that patrons spend in an area. Patrons generally maintain better behaviour when they are not delayed in travelling home.

A concentration of high risk licensed premises closing at similar times may lead to difficulties in safe and orderly patron dispersal. This can be addressed by staggering the operating hours because there will be fewer people on the street trying to leave the area at one time.

Existing context

- Do closing hours between venues coincide closely or is there a spread of closing hours?
- Is there a high number of patrons on the streets after 11pm?
- What public transport is available to patrons leaving the licensed premises at closing time?
- Are taxi ranks conveniently available to patrons leaving the licensed premises at closing time?
- Is there car parking available and where is it located?
- How do people disperse from the area after leaving a licensed premises?
- Is the movement of patrons through the area known to be an existing problem?
- Are there any identified issues with accessing public transport such as frequency or capacity of services?

Assessment

- Is the proposed licensed premises' location or characteristics such as operating hours likely to contribute to any problems for patron dispersal?

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- Will the proposal reinforce any existing or create any new impacts arising from licensed premises closing times and patron dispersal within the area?

5. Impact mitigation

A proposal may include impact mitigation measures to reduce a potential negative cumulative impact. Impact mitigation measures can include:

- Providing patron transport or parking.
- Layout and design of buildings and any new public space in accordance with good urban design and safe design principles.
- Involving licensed premises in a liquor accord or forum.
- Providing public toilets and rubbish facilities in the area.
- Reducing operating hours of the venue.
- Limiting outdoor seating and reducing patron numbers after 11pm.
- Improving venue management measures.

A venue incorporating good urban design and safe design principles is more likely to successfully manage potential amenity impacts from venue patrons on an area, improve perceptions of safety and provide a positive cumulative impact.

Existing context

- Are there sufficient public amenities available for patron use, including toilets and rubbish disposal?
- Are there any relevant public safety or enforcement initiatives in the area?
- Has the area been developed according to principles of good urban design and safe design?

Assessment

- Will the proposal provide mitigation measures to address any negative cumulative impacts?
- Can any identified negative cumulative impact be satisfactorily reduced by changes to the proposal?

Final cumulative impact assessment

This section is for councils.

Having regard to the assessment elements in the previous section, use the following questions to complete your assessment:

QUESTION 1: Is the proposal likely to increase or create a cumulative impact in the area?

YES: The proposal is likely to increase or create a positive cumulative impact. Council is likely to consider a positive cumulative impact favourably.

NO: The proposal will not increase or create a cumulative impact.

YES: The proposal is likely to increase or create a negative cumulative impact.

QUESTION 2: Is the likely negative cumulative impact reasonable or unreasonable?

REASONABLE: Although the proposal creates a negative cumulative impact, the impact may still be reasonable if it is minor and balanced against:

- other planning considerations for the area, such as a local policy that identifies the area as a council's preferred location for night-time entertainment uses, or

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- other positive aspects of the proposal, such as exceptional building design, exceptional use of mitigation measures, or if the proposal also creates a positve cumulative impact that outweighs a negative cumulative impact.

UNREASONABLE: QUESTION 3: Can the negative cumulative impact be redued and adequately managed through additional mitigation measures?

YES: If the negative cumulative impact is unreasonable and if adequate additional mitigation measures are included as part of the application, the proposal may still be considered to be **acceptable**.

NO: If satisfactory mitigation measures cannot be incorporated as part of the proposal, the negative cumulative impact is likely to be considered as **unacceptable** because the area will not adequately cope with an additional licensed premises of this type.

Other planning considerations

Cumulative impact is one of many planning matters that a council must consider when assessing a planning application. A positive or favourable cumulative impact does not guarantee that a planning permit will be issued.

Further information

Information about individual liquor licences can be found on the Department of Justice and Regulation webpage: https://liquor.justice.vic.gov.au/ . This information will include the number of patrons, operating hours and details about whether alcohol may be served for consumption on or off premises.

Data to determine the impacts of existing licensed premises impacts can be sourced from council complaints data bases and site observations.

Information about safe design principles can be found in the State government Safer design guidelines: www.delwp.vic.gov.au/planning/urban-design-and-development

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June 2015 (originally published 2011)

ISBN 978-1-921607-98-1 (pdf)

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LIST OF VCAT DECISIONS FOR PACKAGED LIQUOR LICENCES POST PRACTICE NOTE 61

1. Hunt Club Commercial Pty Ltd v Casey CC [2013] VCAT 726 (21 May 2013)
2. Cansiz v Hume CC [2016] VCAT 2198 (23 December 2016)
3. Coles Group Property Developments Ltd v Mornington Peninsula SC [2012] VCAT 600 (25 May 2012)
4. Kohii v Glen Lira CC [2016] VCAT 740 (9 May 2016)
5. Tonlan Pty Ltd v Kingston CC [2015] VCAT 277 (17 March 2015)
6. Tuhan v Moira SC [2016] VCAT 235 (22 February 2016)
7. Yunchun Pty Ltd v Banyule CC [2016] VCAT 1597 (23 September 2016)
8. Sawan v Frankston CC [2015] VCAT 604 (7 May 2015)
9. Melbourne CC v Minister For Planning [2013] VCAT 1277 (17 May 2013)
10. O'Donnell v Boroondara CC [2015] VCAT 606 (6 May 2015)
11. Curry v Banyule CC [2017] VCAT 430 (5 April 2017)
12. Empire State Holdings Pty Ltd v Kingston CC [2017] VCAT 506 (13 April 2017)
13. Lawrence v Moonee Valley CC [2017] VCAT 662 (12 May 2017)
14. Morraine Nominees Pty Ltd v Port Phillip CC [2017] VCAT 698 (17 May 2017)
15. Zhang v Yarra Ranges SC [2020] VCAT 300 (10 March 2020)
16. Skyways Pty Ltd v Greater Dandenong CC [2020] VCAT 482 (5 May 2020)
17. Liquorland (Australia) Pty Ltd v Stonnington CC (Corrected) [2020] VCAT 751 (6 July 2020)
18. BB Family Pty Ltd v Southern Grampians SC [2021] VCAT 252 (22 March 2021)

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19. Piedimonte Developments Pty Ltd v Yarra CC [2021] VCAT 428 (5 May 2021)

20. GAA One Pty Ltd v Mornington Peninsula SC [2022] VCAT 103 (9 February 2022)

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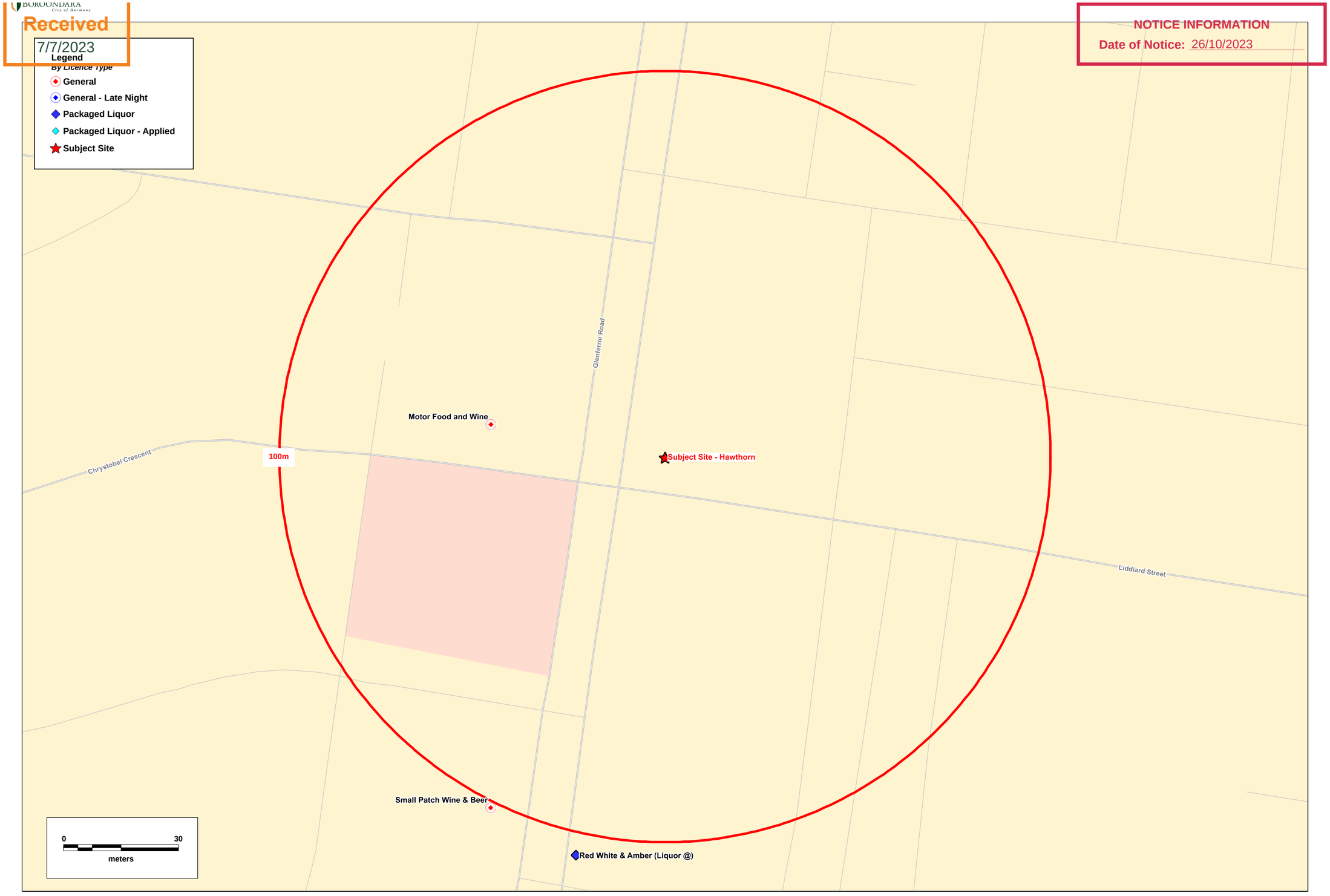
TAB 5



Licensed Premises Map: 756-758 Glenferrie Road, Hawthorn - General & Packaged Liquor Licences (100m Radius)

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Licensed Premises Map: 756-758 Glenferrie Road, Hawthorn - General & Packaged Liquor Licences (500m Radius)

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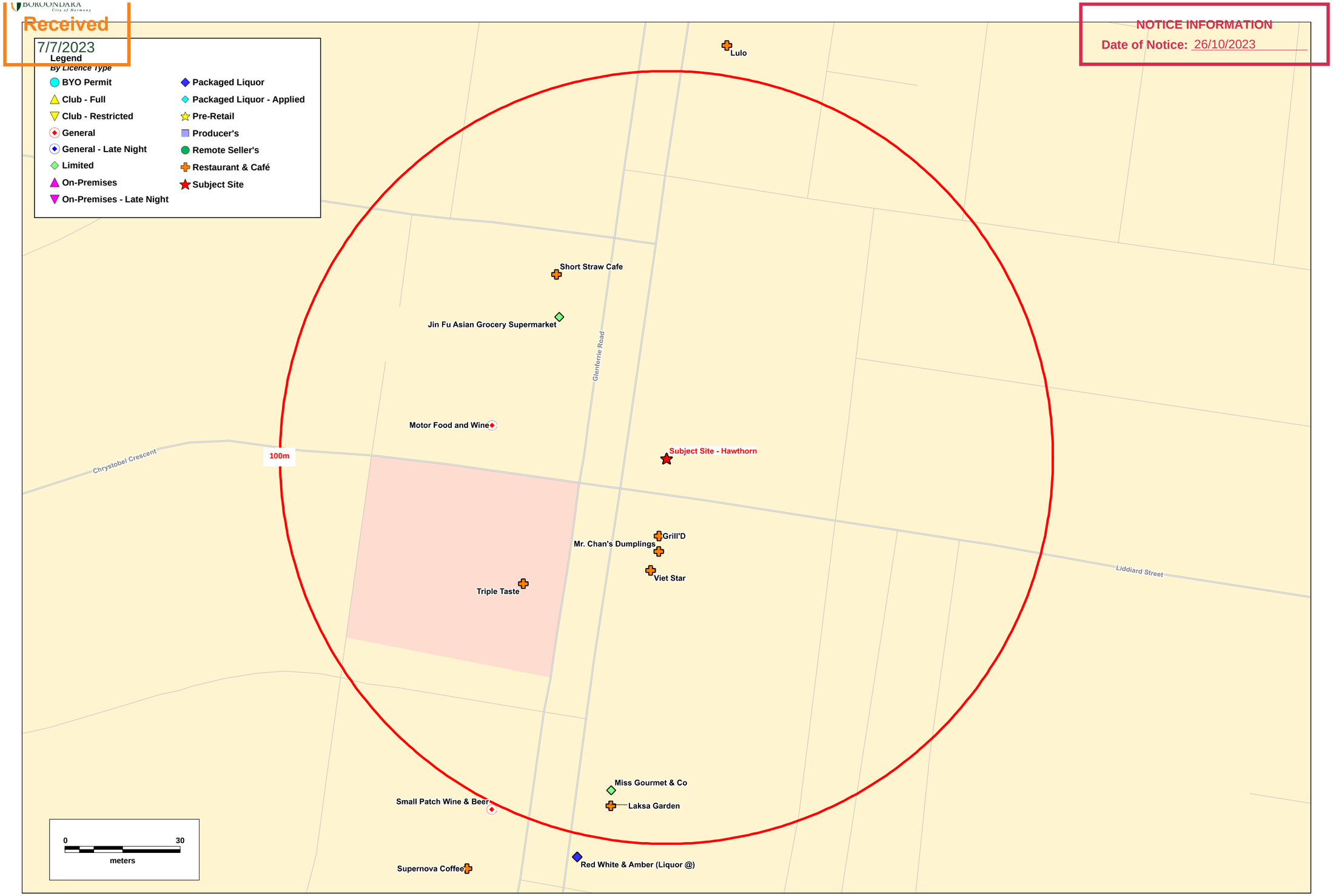

Licensed Premises Map: 756-758 Glenferrie Road, Hawthorn - All Licence Types (100m Radius)

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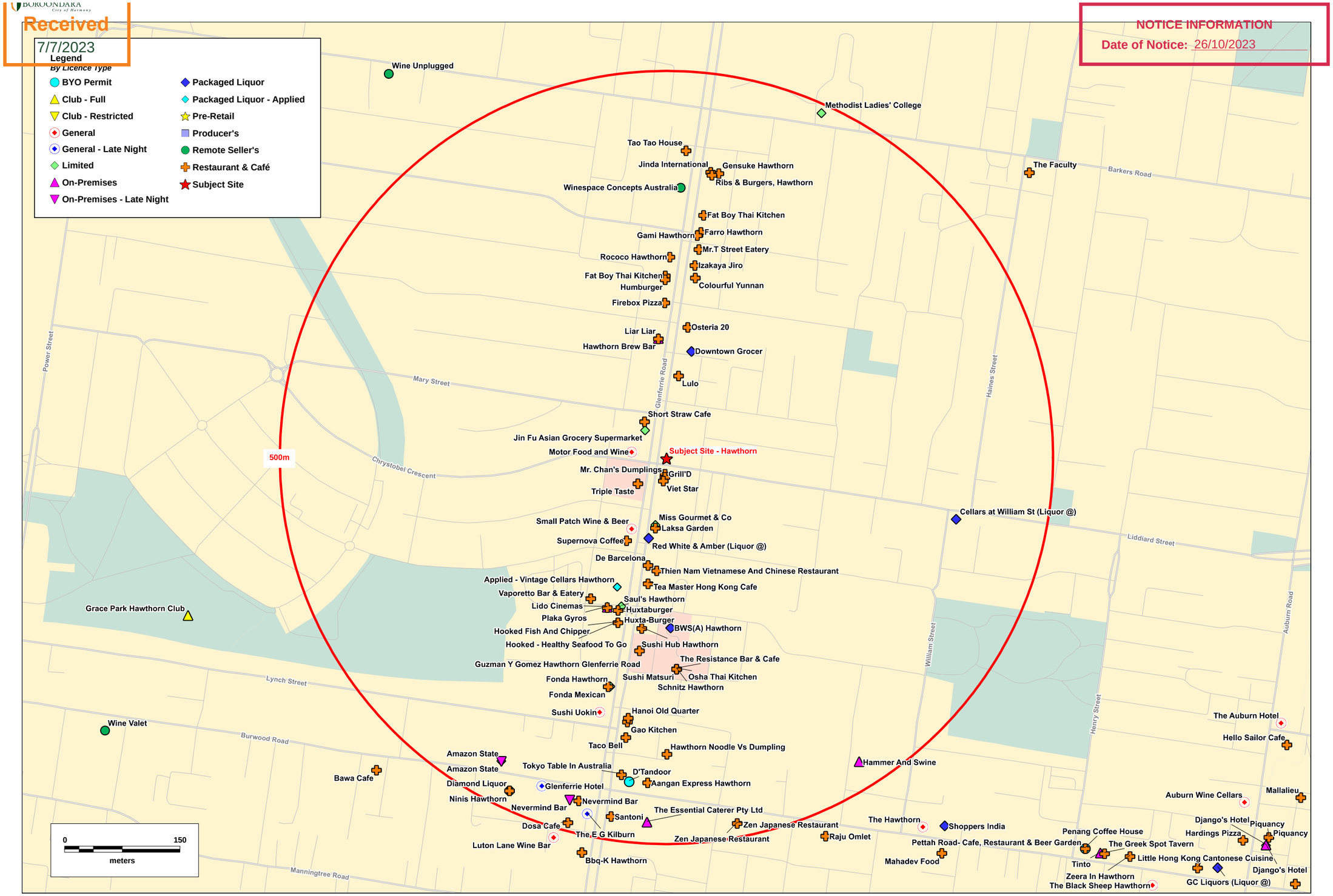

Licensed Premises Map: 756-758 Glenferrie Road, Hawthorn - All Licence Types (500m Radius)

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endeavour group

Commitment to Community

- ✓ To help keep our young people safe, we ask for ID if the shopper looks under 25
- ✓ We believe alcohol should only be consumed by adults, which is why we stop secondary supply through our *Don't Buy It For Them* policy and awareness campaign
- ✓ Because young minds are impressionable, we don't stock items that appeal to young people or encourage excess consumption through our *Responsible Buying Charter*
- ✓ We ensure our advertising is in line with community standards and doesn't appeal to young people as an ABAC signatory
- ✓ We are a leader in responsible drinking campaigns including *DrinkWise Australia* cultural change programs and labelling initiatives
- ✓ We protect our team and refuse service if the shopper is intoxicated or abusive
- ✓ We support the community by refusing service if the shopper is in school uniform
- ✓ We ensure first home delivery is attended and require delivery staff to ask for ID and check for intoxication
- ✓ We say no to violence against women through our support for *White Ribbon* and engage our team members with the opportunity to undertake a *Jawun* secondment in an indigenous enterprise for 6 weeks

We take the Responsible Service of Alcohol seriously, and actively encourage our customers to do the same.

As community members, Endeavour Group is totally committed to the wellbeing and safety of our neighbours.

BWS

Dan Murphy's

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Selling Alcohol Beverages Responsibly

Alcohol consumption is ultimately an issue of individual responsibility. However, as a responsible retailer of alcoholic beverages, Endeavour Group aims to go beyond regulatory compliance with a strict set of processes and procedures that govern all aspects of our operations to help protect individuals and society from the harm caused by excessive consumption.

It's important for us to "walk the talk" which is why we conduct **annual audits** of licensing and responsible service compliance in all our licensed outlets.

All Endeavour Group staff are trained in Responsible Service of Alcohol and have a clear understanding of our **House Policy** and our commitment to be Australia's most responsible drinks retailer. Regular refreshers are undertaken to ensure that our staff remain aware of their responsibilities in this area.

One of the challenges facing our 10,000 staff working in licensed premises is preventing sale of alcohol to underage customers and to people who are supplying them.

To help our staff make the right decisions we have implemented our **ID25 policy**, which requires employees to ask for identification when customers appear to be aged 25 or younger. This reduces the guess work and potential stress for staff while helping to ensure we only sell to customers of legal purchasing age.

We have also initiated a point of sale '**Don't Buy It For Them**' campaign to raise community awareness and understanding of our staff enforcing their responsibilities in the secondary supply of alcohol to minors.

We have formalised a number of **Responsible Service Policies** around Intoxication, Secondary Supply, School Uniforms and the Responsibility of Licensees. All policies are available to staff through our internal website.

Endeavour Group has always been a conscientious participant in efforts by police, local councils and community groups to tackle problem drinking. We have introduced a range of measures to better manage alcohol-related issues in some communities, including removing 'long-neck' beer and some wine products from our range in areas where these are prone to abuse; and voluntarily reducing our trading hours. As an example, we have introduced a range of measures in Alice Springs involving the removal of lower priced wine products from sale. These measures were implemented after extensive community consultation.

Endeavour Group participates in **local community liquor accords**, where licensees and other stakeholders take action to improve safety in entertainment areas and reduce alcohol related anti-social behaviour. Woolworths has approximately 514 licensed stores involved in local liquor accords and commits almost $468,000 in wages expense and 15,420 labour hours to attendance at local liquor accords.

Any alcoholic beverage or alcohol branded product (such as branded chocolate, chips or soft drinks) submitted for potential sale by suppliers to the Endeavour Group must first be benchmarked against our **Responsible Buying Charter**. The charter includes 10 principles that aim to avoid the sale of any products that appeal to minors, encourage inappropriate drinking practices or make inappropriate associations.

These practices send a strong message to the community and manufacturers that products targeting minors and encouraging irresponsible drinking are not welcome in our stores.

Endeavour Group has been a long-standing contributor to **Drinkwise** – an organisation dedicated to the achievement of a more responsible drinking culture in Australia. As an independent, not-for profit, evidence-based organisation, Drinkwise Australia relies on voluntary contributions from the alcohol industry. Endeavour Group was proudly the first major Australian retailer of alcoholic beverages to join Drinkwise Australia.

In another first, we became the first retailer in Australia to sign the **Alcohol Beverages Advertising Code** that governs our advertising, naming and packaging across our entire business.

The following pages provide examples of policies, procedures and initiatives undertaken by the Endeavour Group.

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NOTICE INFORMATION
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TAB 10

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ENDEAVOUR DRINKS GROUP

Responsible Buying Charter

Buyers Guide – May 2016

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Buying Charter Principles – "Here's what we sell"

We pride ourselves on our range and the quality of what we have on sale. But there's some drinks and products we won't stock.

Endeavour Drinks Group fully acknowledges that the sale and consumption of alcoholic beverage products brings with it considerable responsibilities. While we believe that alcohol consumption is ultimately an issue of individual responsibility, as a responsible retailer of alcoholic beverages, we abide by a strict buying charter which helps suppliers and our teams know what we can sell. Our aim is to lead the industry beyond legal compliance to a position of best practice self-regulation and to ensure that our business adds value to communities rather than creating harm.

Any alcoholic, alcohol branded, and non-alcoholic product submitted for ranging must first be benchmarked against the Buying Charter. The attached guidelines will help you to understand the principles of the Charter. If you have any doubts about whether a product is compliant, the decision should be referred to your senior business manager or the EDG Head of Corporate Development.

Some parts of the country also impose additional restrictions due to licence conditions or local liquor accords. See the EDG National Manager – Responsible Service for more information.

Principle Number	Principle Name	Principle Description	Relevant Questions
Principle 1:	Appeal to Minors	The product should not have the potential to appeal to minors. [It may still have broad appeal to the population, but cannot have strong and specific appeal to children]	• Does it use illustrations or cartoon characters? • Does it use child-related names? • Does the packaging feature childish fonts, themes or design motifs? • Does it feature real or fictional people associated with children? • Does it play on special children's events, celebrations, or sporting activities?
Principle 2:	Looks like a non-alcoholic product	The product should not have an appearance that could potentially lead to confusion with confectionary, soft drinks, or other non-alcoholic beverages.	• Does it feature images of fruit or lollies? • Does it leverage branding traditionally associated with confectionary? • Does it use confectionary or soft drink intellectual property for packaging e.g. replicate the soft drink bottle shapes? • Does it use the names for soft-drink, tea, or other non-alcoholic products without strongly signalling its alcoholic nature?
Principle 3:	Unclear Description	The product should not have an appearance which may lead to confusion about its alcoholic nature or strength.	• Is it immediately obvious that it contains alcohol? • Does it clearly use words associated with liquor such as beer, wine, vodka or whisky? • Does it imply that it is less intoxicating than other similar products?
Principle 4:	Drug Association	The products should not draw any association with drug culture, narcotics or other illicit drugs or drug paraphernalia.	• Does it imply a drug association through name, packaging or use of imagery? • Does it mimic containers or shapes associated with drugs e.g. syringes or other paraphernalia? • Does it trade off drug related cultural references or slang names for drugs?

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Buying Charter Principles - continued

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Principle Number	Principle Name	Principle Description	Relevant Questions
Principle 5:	Irresponsible Consumption	The product should not encourage excessive or immoderate consumption such as rapid consumption or binge drinking, drunkenness or drink-driving.	• Does it promote itself as a 'party' drink? • Does it reference drinking games? • Does it trade on its intoxicating effect? • Does it suggest that it's safer for drivers? • Does it encourage rapid consumption? • Is it an 'all in one go' product? • Does it encourage constant 'topping up'?
Principle 6:	Promotion of violence or anti-social behaviour	The product should not suggest any association with dangerous, violent, aggressive, or anti-social behaviour.	• Does it use imagery or names associated with the military, explosives or weaponry? • Does it use cultural references associated with violence or gang culture? • Does it encourage, either through names or language the suggestion of challenging, bravado or daring behaviour?
Principle 7:	Misleading Messages	The product should not suggest that consumption can lead to social, work, sporting or sexual success or popularity.	• Does it imply that consumption might improve social status? • Does it trade off an ingredient that has an association with sexual or sporting performance? • Does it feature sporting or sexual images?
Principle 8:	Offensive Material	The product should not feature imagery or language that could be deemed offensive on cultural, religious, ethnic or gender grounds.	• Does it show images that play to a stereotyped perception? • Does it show or use images or wording that discriminate against a person's age, disability, employment, gender, marital status, physical features, political beliefs, race, religion, or sex?
Principle 9:	False Benefit	The product should not suggest that any therapeutic, physical or mental health benefit can be obtained by consumption.	• Does it make claims of benefit in relation to certain ingredients? • Does it contain stimulants? • Does it contain herbal ingredients? • Consider statements of fact vs. promotion of claims • What proof is provided for any claims made?
Principle 10:	RTD Standard Drinks	Ready to Drink (RTD) products containing more than 2 standard drinks per single serve container will not be ranged by EDG	• Does the single serve container contain 2 standard drinks or more?

ENDEAVOUR DRINKS GROUP

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Unacceptable Product Examples

NOTICE INFORMATION
Date of Notice: 26/10/2023

Principle	Relevant questions	Unacceptable Products
Principle 1: Appeal to Minors The product should not have the potential to appeal to minors. [It may still have broad appeal to the population, but cannot have strong and specific appeal to children]	• Does it use illustrations or cartoon characters? • Does it use child-related names? • Does the packaging feature childish fonts, themes or design motifs? • Does it feature real or fictional people associated with children? • Does it play on special children's events, celebrations, or sporting activities?	Laverstoke Park Farm Ale Three Bears Wine
Principle	**Relevant questions**	**Unacceptable Products**
Principle 2: Looks like a non-alcoholic product The product should not have an appearance that could potentially lead to confusion with confectionary, soft drinks, or other non-alcoholic beverages.	• Does it feature images of fruit or lollies? • Does it leverage branding traditionally associated with confectionary? • Does it use confectionary or soft drink intellectual property for packaging e.g. replicate the soft drink bottle shapes? • Does it use the names for soft-drink, tea, or other non-alcoholic products without strongly signalling its alcoholic nature?	Little Fat Lamb Cider Lemon Ed Lemonade Tequila shot and Jelly Worms

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Unacceptable Product Examples

NOTICE INFORMATION
Date of Notice: 26/10/2023

Principle	Relevant questions	Unacceptable Products
Principle 3: Unclear Description The product should not have an appearance which may lead to confusion about its alcoholic nature or strength.	• Is it immediately obvious that it contains alcohol? • Does it clearly use words associated with liquor such as beer, wine, vodka or whiskey? • Does it imply that it is less intoxicating than other similar products?	The Holiday Hangover Jelly Belly Draft Beer Heavy Water (subsequently ranged after modifications were made)

Principle	Relevant questions	Unacceptable Products
Principle 4: Drug Association The products should not draw any association with drug culture, narcotics or other illicit drugs or drug paraphernalia.	• Does it imply a drug association through name, packaging or use of imagery? • Does it mimic containers or shapes associated with drugs e.g. syringes or other paraphernalia? • Does it trade off drug related cultural references e.g. slang names for drugs?	Beer Bong Kierewiet Cannabis Liqeur Crack Ice RTD

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Unacceptable Product Examples

NOTICE INFORMATION
Date of Notice: 26/10/2023

Principle	Relevant questions	Unacceptable Products
Principle 5: Irresponsible Consumption The product should not encourage excessive or immoderate consumption such as binge drinking, drunkenness or drink-driving.	• Does it promote itself as a 'party' drink? • Does it reference drinking games? • Does it trade on its intoxicating effect? • Does it suggest that it's safer for drivers? • Does it encourage rapid consumption? • Is it an 'all in one go' product? • Does it encourage constant 'topping up'?	Test Tube Shots Beer Bands Drunk Fish Beer Bacchus Shot Bucket

Principle	Relevant questions	Unacceptable Products
Principle 6: Promotion of violence or anti-social behaviour The product should not suggest any association with dangerous, violent, aggressive, or anti-social behaviour.	• Does it use imagery or names associated with the military, explosives or weaponry? • Does it use cultural references associated with violence or gang culture? • Does it encourage, either through names or language the suggestion of challenging, bravado or daring behaviour?	Kalashnikov Vodka Tommy Gun Vodka Killer

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Unacceptable Product Examples

NOTICE INFORMATION
Date of Notice: 26/10/2023

Principle	Relevant questions	Unacceptable Products
Principle 7: Misleading Messages The product should not suggest that consumption can lead to social, work, sporting or sexual success or popularity.	• Does it imply that consumption might improve social status? • Does it trade off an ingredient that has an association with sexual or sporting performance? • Does it feature sporting or sexual images?	Sexual Chocolate Beer Good Times Beer Suck & Blow Shots Turn On

Principle	Relevant questions	Unacceptable Products
Principle 8: Offensive Material The product should not feature imagery or language that could be deemed offensive on cultural, religious, ethnic or gender grounds.	• Does it show images that play to a stereotyped perception? • Does it show or use images that could be considered demeaning to women or a particular group of people? • Does it discriminate a person's age, disability, employment, gender, marital status, physical features, political beliefs, race, religion, or sex?	Skinny Blonde Beer Mad Housewife Bitch Wine

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Unacceptable Product Examples

NOTICE INFORMATION
Date of Notice: 26/10/2023

Principle	Relevant questions	Unacceptable Products
Principle 9: False Benefit The product should not suggest that any therapeutic, physical or mental health benefit can be obtained by consumption.	• Does it make claims in relation to certain ingredients? • Does it contain stimulants? • Does it contain herbal ingredients? • Consider statements of fact vs. promotion of claims • What proof is provided for any claims made?	'V' RTD Magnum Tonic Wine
Principle	**Relevant questions**	**Unacceptable Products**
Principle 10: RTD Standard Drinks Ready to Drink (RTD) products containing more than 2 standard drinks per single serve container will not be ranged by EDG.	• Does the single serve container contain 2 standard drinks or more?	Wild Boar Bourbon (9% ABV, 500ml, 3.5 standard drinks)

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NOTICE INFORMATION
Date of Notice: 26/10/2023

How to use the Buying Charter

Suppliers are encouraged through our supplier portal to firstly self-assess their product ahead of submission: http://wlgpartners.com.au/become-supplier, however, merchandisers/buyers should still assess each product submission against the principles of the Buying Charter.

In principle, if you believe that the product being evaluated would constitute a major breach of any of these guidelines it should not be ranged in EDG stores or online. However, we do appreciate that many areas can be interpreted subjectively which is why this charter is designed to guide common sense decision-making rather than serve as a definitive rulebook.

When a product is submitted for ranging you need to evaluate it against the charter. Take a close look at the branding, colours, fonts, packaging, marketing collateral and ingredients.

It is important that you do not use precedents of products currently or previously ranged in order to make your decision. A product ranged with a competitor does not automatically make it suitable for our business. If you take a decision to range a product without consultation, you should be aware that this charter will still apply, which may result in some products being delisted if they are deemed to breach the guidelines. The final arbiter of any ranging disagreement will be the Managing Director, Endeavour Driks Group.

This Buying Charter is largely consistent with the ABAC Responsible Alcohol Marketing Code (http://www.abac.org.au/) to ensure that products and their marketing is in line with prevailing community standards.

Administrative Process

It is increasingly important for us to have a clear, traceable and documented process for any decision based on ethical assumptions.

Business teams should ensure that all product submissions are checked against the charter. The Mandatory Paperwork Checklist now contains a section to certify that all liquor products meet these principles. This must be completed before forwarding new line paperwork to merchandise admin.

Any new line submissions rejected as a result of the charter need to be logged and provided to the EDG Licensing Support team for sharing and to improve learnings across the Group.

Merchandisers and Buyers should also be aware that Australia operates under 8 different liquor licensing regimes, has a number of high-risk designated areas, and local liquor accords, which also regulate product ranging. In nearly all instances, this Buying Charter will cover those requirements, but please refer to the EDG National Manager – Responsible Service if you need further guidance.

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8/12/2023

Dan Murphy's

COUNCIL/ CITY OF BOROONDARA

LOT 1 TP748211
756-758 GLENFERRIE ROAD
HAWTHORN VIC 3122

PROPOSED DRAWING SCHEDULE

DRAWING NO.	DRAWING NAME	REV	DATE
DMC00 | TOWN PLANNING			
DMC00	TITLE SHEET	E	05/12/2023
DMC01	SITE CONTEXT PLAN	A	07/06/2023
DMC09	SITE PLAN	C	25/08/2023
DMC10	GROUND FLOOR_EXISTING AND DEMOLITION PLAN	A	07/06/2023
DMC11	FIRST FLOOR_EXISTING AND DEMOLITION PLAN	A	07/06/2023
DMC12	PROPOSED FLOOR PLAN	D	28/09/2023
DMC13	PROPOSED ROOF PLAN	B	25/08/2023
DMC14	REDLINE PLAN	C	25/08/2023
DMC15	PROPOSED EXTERNAL ELEVATION	D	05/12/2023
DMC16	PROPOSED SIGNAGE	C	25/08/2023
DMC17	3D VISUALISATION	C	05/12/2023
DMC18	3D VISUALISATION	B	28/09/2023
DMC19	3D VISUALISATION	D	05/12/2023
DMC20	3D VISUALISATION	D	05/12/2023

Dan Murphy's

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COMPANY DETAILS :
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REV.	REVISION DETAILS	DATE	BY
A	FIRST ISSUE - DA MOD PACK	07/06/2023	VD_TRG
B	UPDATED TO REFLECTED REVISION B	22/06/2023	VD_TRG
C	DA MOD PACK - DA SET UPDATED AS PER COUNCILS REQUEST FOR FURTHER INFORMATION (04/08/23)	25/08/2023	VD_TRG
D	UPDATED TO REFLECT DA MOD PACK - REVISION D	28/09/2023	VD_TRG
E	UPDATED TO REFLECT DA MOD PACK - PROPOSED EXTERNAL ELEVATION REVISION E	05/12/2023	VD_TRG

PROJECT ADDRESS :
756 - 758 Glenferrie Road, Hawthorn

DRAWING NAME:
TITLE SHEET

SCALE :
1 : 1 @ A0

DRAWN BY : **VD_TRG**
APPROVED BY : **EDG**
ISSUE TO : **BC_EDG**
DOC STAGE : **DMC00 | TOWN PLANNING**
KIT VERSION : **2022.1**
PROJECT : **Hawthorn Neighbourhood**
STORE No : **TBC**
REGION / STATE : **VIC**
DRAWING No : **DMC00**
REVISION : **E**

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Received
5/10/2023

NOTICE INFORMATION
Date of Notice: 26/10/2023

PLANNING ZONES OVERLAY LEGEND

Proposed Site
756-758 Glengerrie Road, Hawthorn 3122

State Transport System
Principal Public Transport Network
Tram
All Zones

Planning Scheme Zones
Residential Zones
NRZ - Neighbourhood Residential Zone
GRZ - General Residential Zone
Commercial Zones
C1Z - Commercial 1 Zone
Public Land Zones
PUZ2 - Public Use Zone-Education
PUZ6 - Public Use Zone-Local Government
PPRZ - Public Park and Recreation Zone
TRZ2 - Principal Road Network

FOR MORE INFORMATION, REFER TO PLANNING PROPERTY REPORT FROM VICTORIA STATE GOVERNMENT
https://production-planning-report-pdf.s3-ap-southeast-2.amazonaws.com/756-758-Glenferrie-Road-Hawthorn-(D123355)/Vicplan-Planning-Property-Report.pdf

SUBJECT SITE LOCATION

The subject site is located in North - West of Victoria at Lot 1 Number 756-758 Glenferrie Road Hawthorn 3122, the total area of the site is 611m².

The subject site is facing toward Glenferrie Road and adjacent to Liddiard Street leads to a mixed used area of Neighbourhood Residential and General Residential Zone area.

The subject site classificated Commercial 1 Zone located within heart of retail precinct Glenferrie Road and surrounded with variety of leading retailer including McDonalds, Coles, Woolworth.

The subject site can easily access within walking distance to public transport such as tram line number 16 running along Glenferrie Road which located approx. 30m away and 280m away from Glenferrie Station.

The subject site and existing adjoining commercial buildings are heritage buildings builted from the 1900s century in Edwardian architecture period. There is requirements applied to subject site as it is falls under Heritage Overlay Clause 43.01, Schedule HO491.

URBAN CONTEXT

280m - Glenferrie Train Station
500m - Hawthorn Arts Centre
700m - Methodist Ladies College (MLC)
800m - MLC Kintergarden
700m - The Head Hedges
1.2 Km - Malin Friends Nursery & Kintergarten
1.8 Km - Fairview Park
2.0 Km - Melbourne Tram Museum
10.3 Km - Melbourne CBD

1. HULL STREET RESERVE PLAYGROUND
400m

2. CENTRAL GARDEN
700m

3. SWINBURNE UNIVERSITY OF TECHNOLOGY
600m

4. GLENFERRIE CENTRE
300m

5. COLES GLENFERRIE
200m

VIEW A. CORNER OF GLENFERRIE RD
AND LIDDIARD ST

VIEW B. CORNER OF GLENFERRIE RD
AND CHRYSTOBEL CRES

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endeavour group

COMPANY DETAILS :
ACN: 107 767 865 - ABN : 77 089 678 960 - LEVEL 1, 56 PITT STREET, SYDNEY, NSW, 2000

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REV.	REVISION DETAILS	DATE	BY
A	FIRST ISSUE - DA MOD PACK	07/06/2023	VD_TRG

PROJECT ADDRESS : 756 - 758 Glenferrie Road, Hawthorn	DRAWING NAME: SITE CONTEXT PLAN
DRAWN BY : VD_TRG / APPROVED BY : EDG	DOC STAGE : DMC00 | TOWN PLANNING / KIT VERSION : 2022.1
ISSUE TO : BC_EDG	PROJECT : Hawthorn Neighbourhood / STORE No : TBC

SCALE : As indicated @ A0
REGION / STATE : VIC
DRAWING No : DMC01
REVISION : A

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5/10/2023

NOTICE INFORMATION
Date of Notice: 26/10/2023

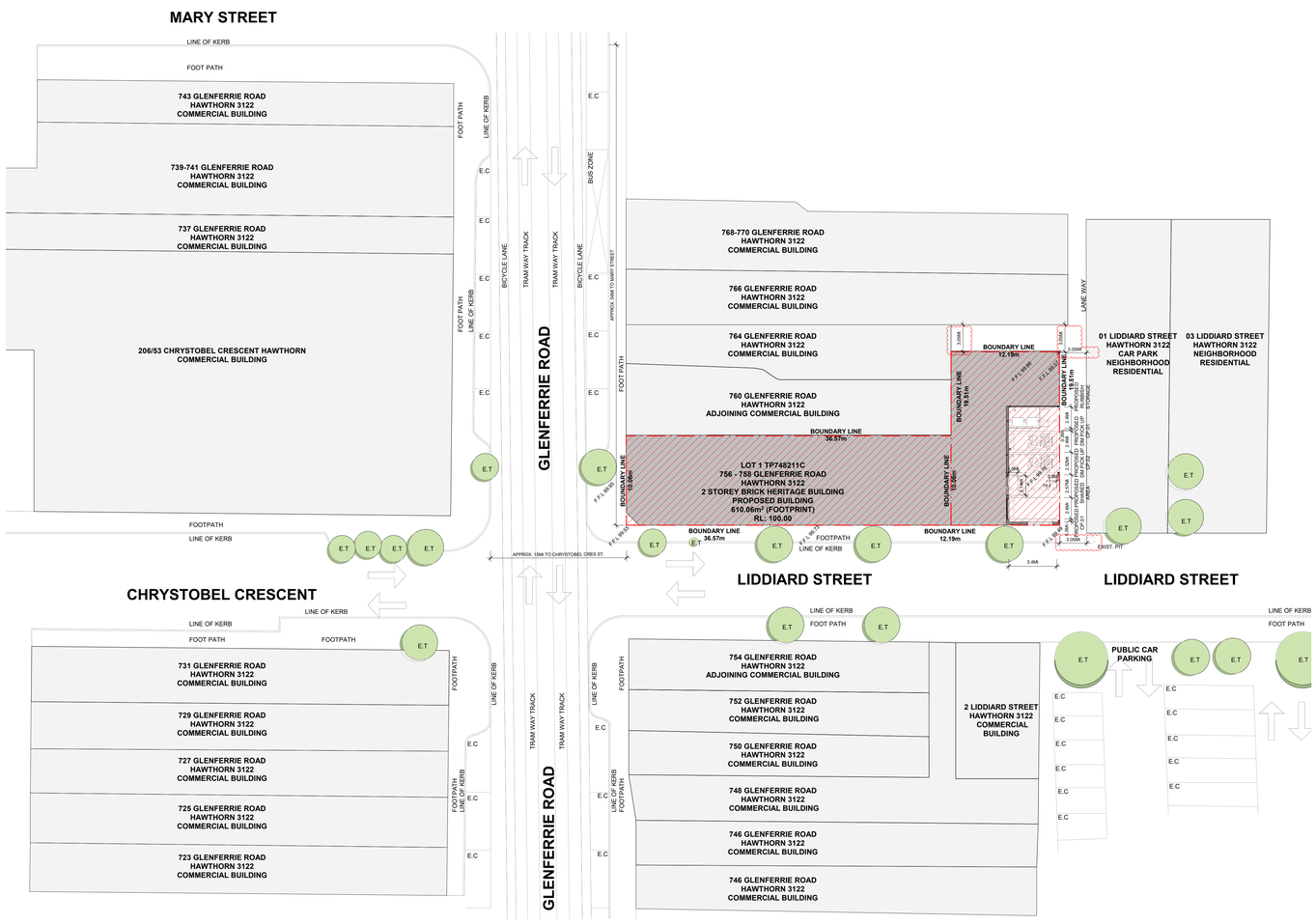
ABBREVIATION	
APPROX.	APPROXIMATE
C.P	PROPOSED CAR PARK
E.C	EXISTING CAR PARKING
E.T	EXISTING TREE
FB	FIXED BOLLARD
F.F.L	FINISH FLOOR LEVEL
Mt	METERS

756-758 GLENFERRIE ROAD, HAWTHORN, 3122

EXISTING AREA
AREA OF SUJECT SITE - 610.06 m^2 app.
EXISTING BUILDING AREA - 492.5 m^2 app.
PROPOSED BUILDING AREA - 528.79 m^2 app.
SITE COVERAGE - 86.66%

CAR PARKING
PARKING SPACES - **1**
DM PICK UP CAR PARKING SPACES - **2**

TOTAL PARKING - **3**



1 DMC_GROUND FLOOR_SITE PLAN
1 : 200

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C	DA MOD PACK - DA SET UPDATED AS PER COUNCILS REQUEST FOR FURTHER INFORMATION (04/08/23)	25/08/2023	VD_TRG

PROJECT ADDRESS :
756 - 758 Glenferrie Road, Hawthorn

DRAWN BY : **VD_TRG**
APPROVED BY : **EDG**
ISSUE TO : **BC_EDG**

DRAWING NAME:
SITE PLAN

DOC STAGE : **DMC09 | TOWN PLANNING**
KIT VERSION : **2022.1**
PROJECT : **Hawthorn Neighbourhood**
STORE No : **TBC**

SCALE : **As indicated @ A0**
REGION / STATE : **VIC**
DRAWING No : **DMC09**
REVISION : **C**

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5/10/2023

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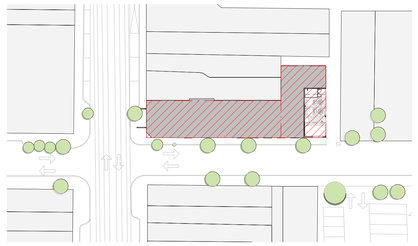
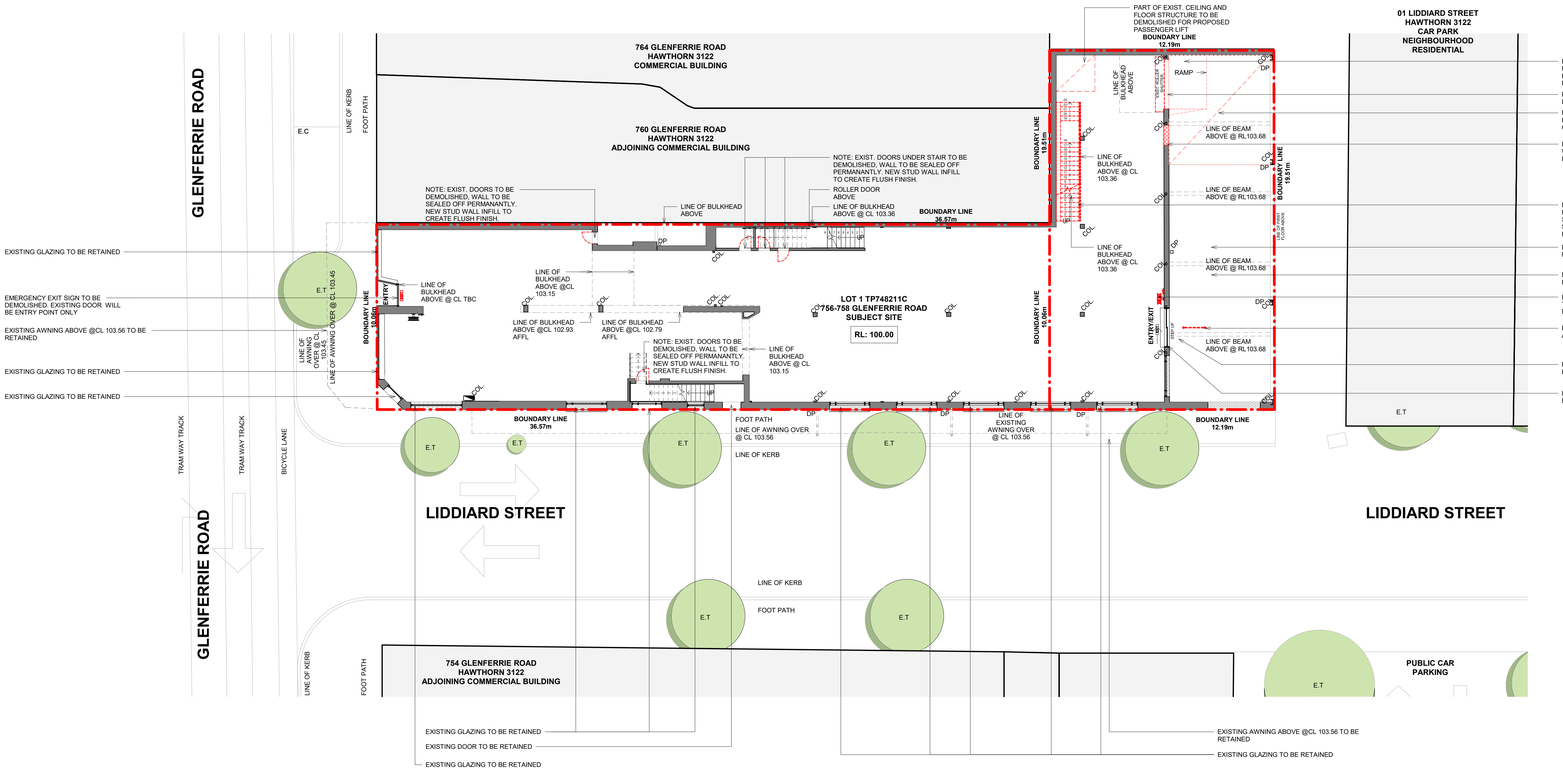
Date of Notice: 26/10/2023



A KEY PLAN
1 : 500



1 DMC_GROUND FLOOR_EXISTING_DEMOLITION PLAN
1 : 100

PART OF EXISTING SLAB TO BE EXCAVATED FOR THE PROPOSED AREA. EXIST. RAMP TO BE DEMOLISHED AND ALLOW FOR PROPOSED RAMP FOR PROPOSED SLAB LEVEL.
EXISTING ROLLER DOOR TO BE DEMOLISHED FOR PROPOSED AREA
EXTENT OF EXISTING CONCRETE SLAB TO BE EXCAVATED TO ALLOW FOR PROPOSED CONCRETE SLAB.
EXISTING EXTERNAL DOUBLE BRICK WORK WALL TO BE DEMOLISHED FOR PROPOSED DOOR
DEMOLISHED EXISTING STAIR ACCESS TO FIRST FLOOR LEVEL INCLUDING EXISTING STEEL STRUCTURE STAIR SUPPORT AND EXISTING STAIR HANDRAIL TO BE DEMOLISHED AS REQUIRED
EXISTING SLAB TO BE RETAIN TO PROVIDE PROPOSED CAR PARKING SPACE
EXISTING SLAB TO BE RETAIN TO PROVIDE PROPOSED CAR PARKING SPACE
EXISTING FIRE HOSE REEL TO BE RELOCATED TO PROPOSED BOH AREA TO ALLOW SPACE FOR PROPOSED COOLROOM
EXISTING HAND RAIL TO BE DEMOLISHED TO ALLOW SPACE FOR PROPOSED SHARED AREA
EXISTING GLAZED SLIDING DOOR ENTRY TO RETAINED
EXISTING GLAZED SLIDING DOOR ENTRY TO RETAINED

ABBREVIATION	
A/C	AIRCON UNIT
A/H	ACCESS HATCH
CP	CAR PARK
COL.	COLUMN
CL	CEILING LEVEL
DP	DOWNPIPE
E.T	EXISTING TREE
E.C	EXISTING CAR PARK
F.F.L	FINISH FLOOR LEVEL
R.H	RAINWATER HEAD
T.O.W	TOP OF WALL

Dan Murphy's

endeavour group

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REV.	REVISION DETAILS	DATE	BY
A	FIRST ISSUE - DA MOD PACK	07/06/2023	VD_TRG

PROJECT ADDRESS :
756 - 758 Glenferrie Road, Hawthorn

DRAWN BY : **VD_TRG**
APPROVED BY : **EDG**
ISSUE TO : **BC_EDG**

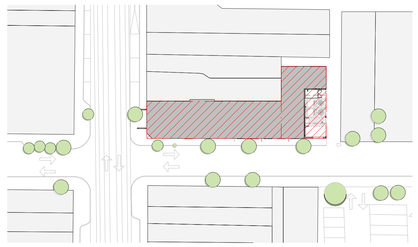
DRAWING NAME:
GROUND FLOOR_EXISTING AND DEMOLITION PLAN

DOC STAGE : **DMC00 | TOWN PLANNING**
KIT VERSION : **2022.1**
PROJECT : **Hawthorn Neighbourhood**
STORE No : **TBC**

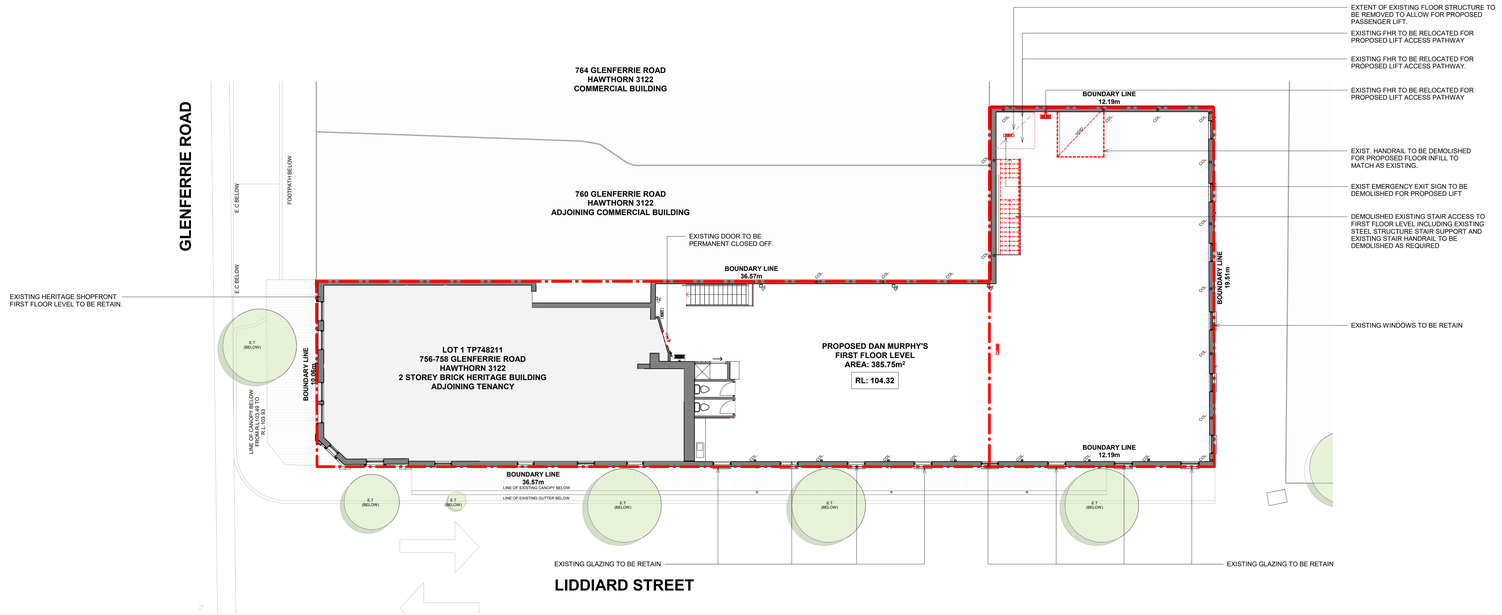
SCALE : **As indicated @ A0**
REGION / STATE : **VIC**
DRAWING No : **DMC10**
REVISION : **A**

BOROONDARA
Received
5/10/2023

NOTICE INFORMATION
Date of Notice: 26/10/2023



2 KEY PLAN
1 : 500



1 DMC_FIRST FLOOR_EXISTING_DEMOLITION PLAN
1 : 100

ABBREVIATION	
A/C	AIRCON UNIT
A/H	ACCESS HATCH
CP	CAR PARK
COL.	COLUMN
CL	CEILING LEVEL
DP	DOWNPIPE
E.T	EXISTING TREE
E.C	EXISTING CAR PARK
F.F.L	FINISH FLOOR LEVEL
R.H	RAINWATER HEAD
T.O.W	TOP OF WALL

Dan Murphy's

endeavour group

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REV.	REVISION DETAILS	DATE	BY
A	FIRST ISSUE - DA MOD PACK	07/06/2023	VD_TRG

PROJECT ADDRESS : **756 - 758 Glenferrie Road, Hawthorn**

DRAWING NAME: **FIRST FLOOR_ EXISTING AND DEMOLITION PLAN**

SCALE : **As indicated @ A0**

REGION / STATE : **VIC**

DRAWN BY : **VD_TRG**

APPROVED BY : **EDG**

DOC STAGE : **DMC00 | TOWN PLANNING**

KIT VERSION : **2022.1**

DRAWING No : **DMC11**

ISSUE TO : **BC_EDG**

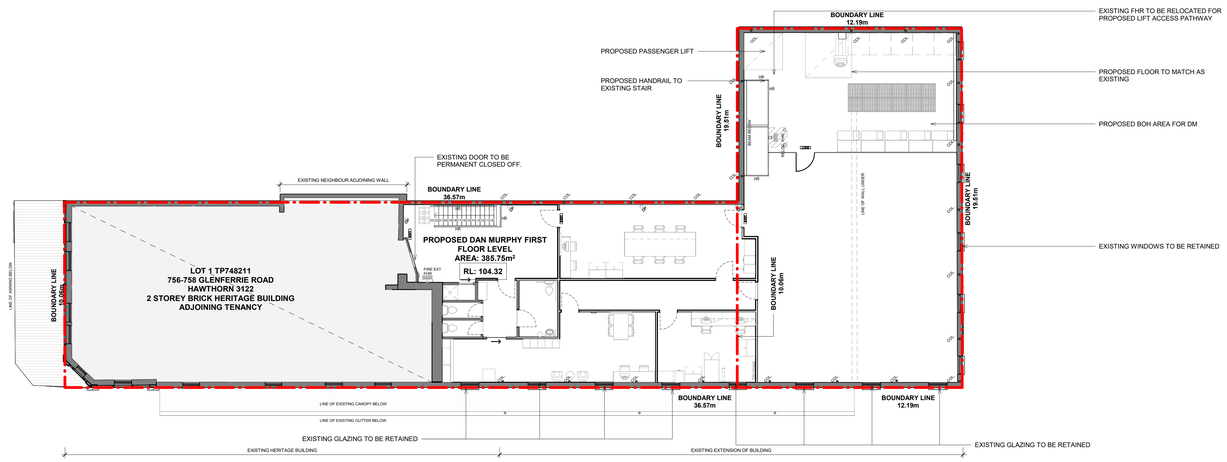
PROJECT : **Hawthorn Neighbourhood**

STORE No : **TBC**

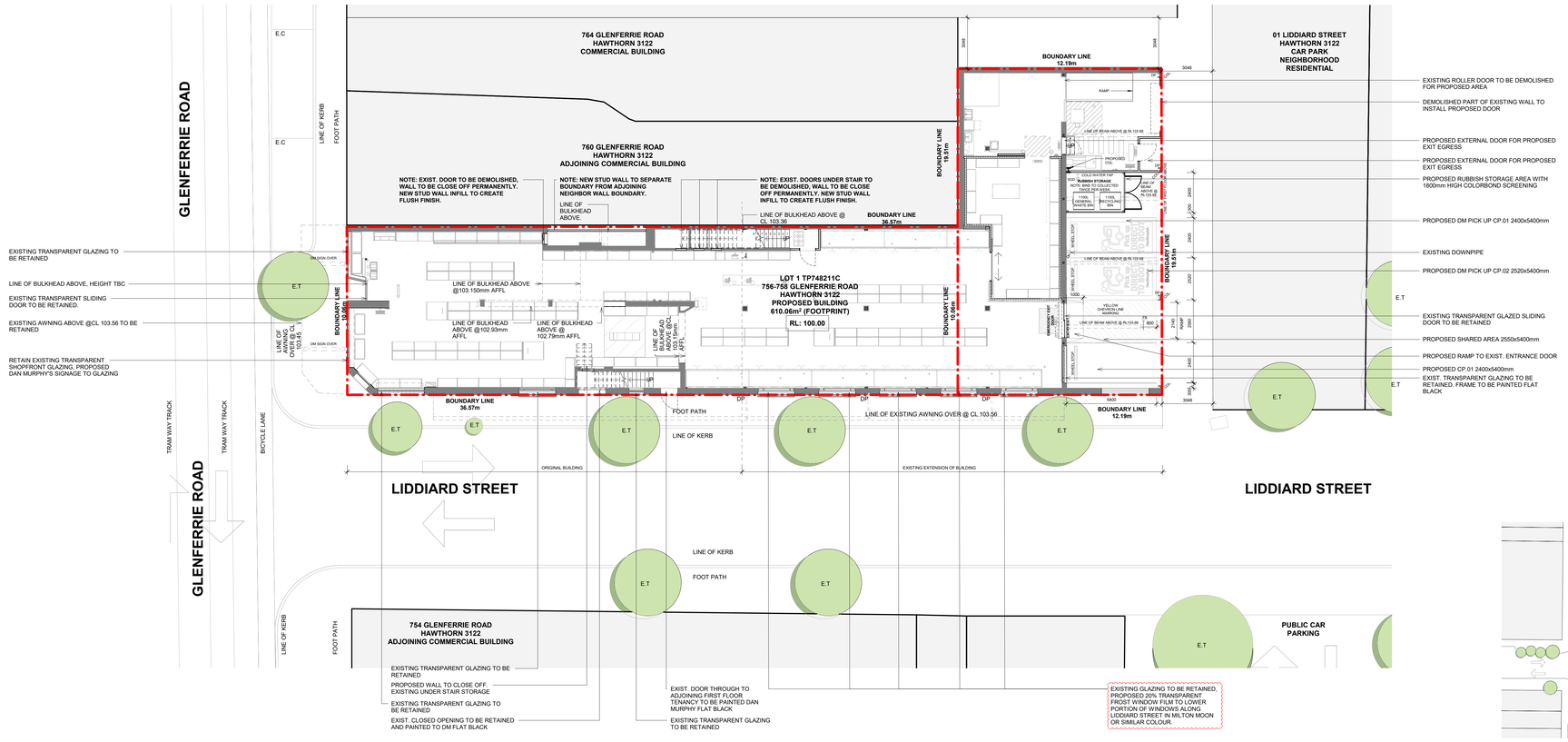
REVISION : **A**

BOROONDARA
Received
5/10/2023

NOTICE INFORMATION
Date of Notice: 26/10/2023

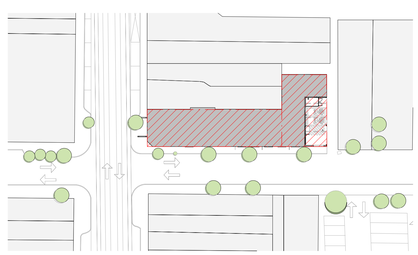


4 DMY_FIRST FLOOR_PROPOSED FLOOR PLAN
1 : 100



2 DMC_GROUND FLOOR_PROPOSED FLOOR PLAN
1 : 100

ABBREVIATION	
A/C	AIRCON UNIT
AFFL	ABOVE FINISHED FLOOR LEVEL
A/H	ACCESS HATCH
BOH	BACK OF HOUSE
CP	CAR PARK
COL.	COLUMN
CL	CEILING LEVEL
DM	DAN MURPHY
DP	DOWNPIPE
E.T	EXISTING TREE
ETG	EXISTING TRANSPARENT GLAZING
E.C	EXISTING CAR PARK
EXIST.	EXISTING
FB	FIXED BOLLARD
F.F.L	FINISH FLOOR LEVEL
R.H	RAINWATER HEAD
RL	REDUCED LEVEL
SGD	SOURCE GATE DRAIN
TBC	TO BE CONFIRMED
T.O.W	TOP OF WALL
U/S	UNDERSIDE



1 KEY PLAN
1 : 500

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REV.	REVISION DETAILS	DATE	BY
A	FIRST ISSUE - DA MOD PACK	07/04/2023	VD_TRG
B	DA MOD PACK - REVISE CAR PARKING LAYOUT AS PER TRAFFIC ENGINEERING REPORT(14/04/2023)	22/04/2023	VD_TRG
C	DA MOD PACK - DA SET UPDATED AS PER COUNCILS REQUEST FOR FURTHER INFORMATION (04/08/23)	25/08/2023	VD_TRG
D	DA MOD PACK - HOTATION UPDATED FOR PROPOSED 20% TRANSPARENT FROST WINDOW FILM ALONG LIDDIARD STREET	28/09/2023	VD_TRG

PROJECT ADDRESS :
756 - 758 Glenferrie Road, Hawthorn

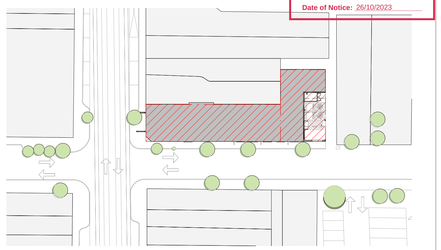
DRAWING NAME:
PROPOSED FLOOR PLAN

SCALE :
As indicated @ A0

DRAWN BY : **VD_TRG**
APPROVED BY : **EDG**
DOC STAGE : **DMC08 | TOWN PLANNING**
KIT VERSION : **2022.1**
REGION / STATE : **VIC**
ISSUE TO : **BC_EDG**
PROJECT : **Hawthorn Neighbourhood**
STORE No : **TBC**
DRAWING No : **DMC12**
REVISION : **D**

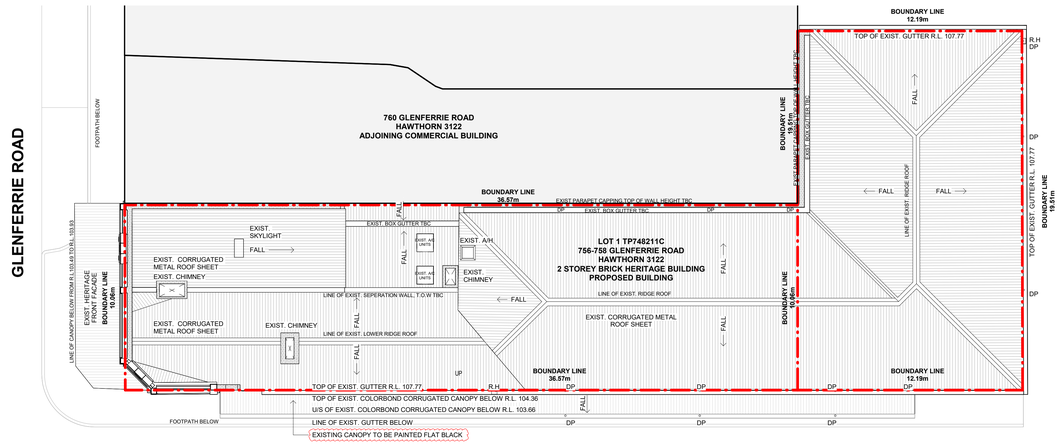
BOROONDARA
Received
5/10/2023

NOTICE INFORMATION
Date of Notice: 26/10/2023



2 KEY PLAN
1 : 500

ABBREVIATION	
A/C	AIRCON UNIT
AFFL	ABOVE FINISHED FLOOR LEVEL
A/H	ACCESS HATCH
BOH	BACK OF HOUSE
CP	CAR PARK
COL.	COLUMN
CL	CEILING LEVEL
DM	DAN MURPHY
DP	DOWNPIPE
E.T	EXISTING TREE
ETG	EXISTING TRANSPARENT GLAZING
E.C	EXISTING CAR PARK
EXIST.	EXISTING
FB	FIXED BOLLARD
F.F.L	FINISH FLOOR LEVEL
R.H	RAINWATER HEAD
RL	REDUCED LEVEL
SGD	SOURCE GATE DRAIN
TBC	TO BE CONFIRMED
T.O.W	TOP OF WALL
U/S	UNDERSIDE



1 DMY_GROUND FLOOR_ROOF PLAN
1 : 100

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REV.	REVISION DETAILS	DATE	BY
A	FIRST ISSUE - DA MOD PACK	07/06/2023	VD_TRG
B	DA MOD PACK - DA SET UPDATED AS PER COUNCILS REQUEST FOR FURTHER INFORMATION (04/08/23)	25/08/2023	VD_TRG

PROJECT ADDRESS : 756 - 758 Glenferrie Road, Hawthorn	DRAWING NAME: PROPOSED ROOF PLAN
DRAWN BY : VD_TRG / APPROVED BY : EDG	DOC STAGE : DMC00 | TOWN PLANNING / KIT VERSION : 2022.1
ISSUE TO : BC_EDG	PROJECT : Hawthorn Neighbourhood / STORE No : TBC

SCALE : As indicated @ A0
REGION / STATE : VIC
DRAWING No : DMC13
REVISION : B

BOROONDARA
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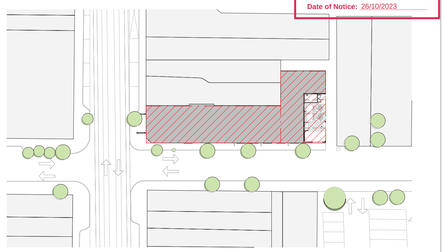
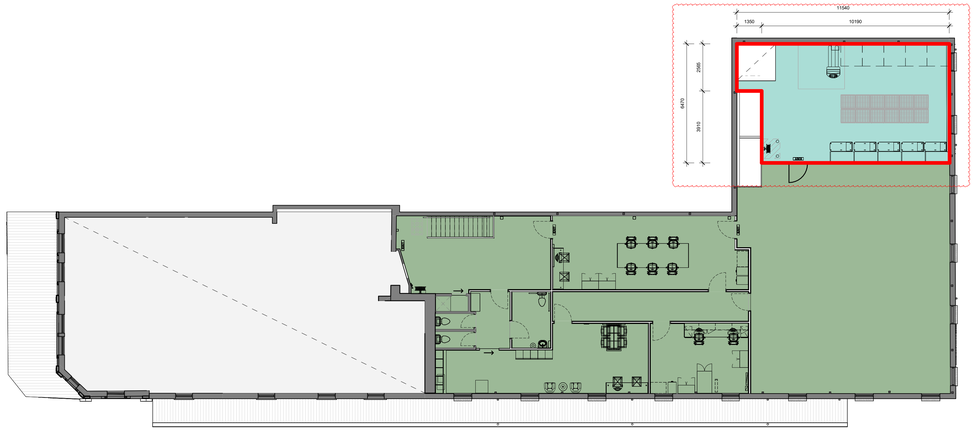
5/10/2023

NOTICE INFORMATION
Date of Notice: 26/10/2023



A KEY PLAN
1 : 500

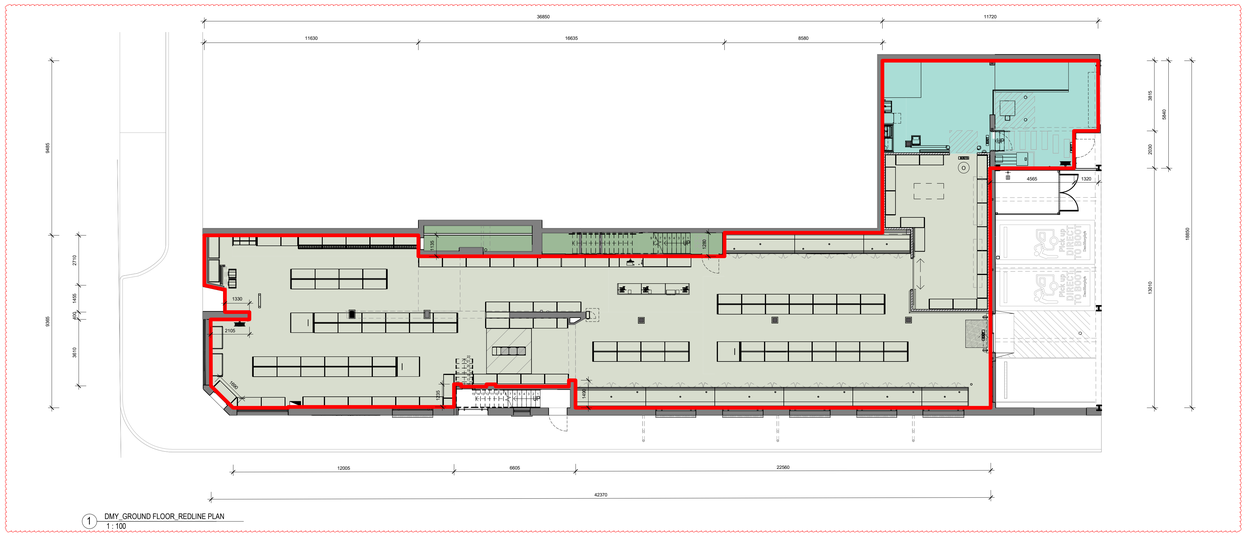


2 DMY_FIRST FLOOR_REDLINE PLAN
1 : 100

LEGEND	
	RED LINE DENOTES FOR LIQUOR LICENSED AREA. NOTE: RED LINE IS TO INTERNAL FACE OF EXTERNAL WALL
	TRADING AREA
	NON TRADING AREA
	EXCLUDE AREA

DMY_AREA - RATIO

TYPE	AREA	RATIO
Trading	397.66 m²	56%
Non-Trade	312.27 m²	44%
Total	709.93 m²	



1 DMY_GROUND FLOOR_REDLINE PLAN
1 : 100

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REV.	REVISION DETAILS	DATE	BY
A	FIRST ISSUE - DA MOD PACK	07/06/2023	VD_TRG
B	UPDATED TO REFLECTED REVISION B	22/06/2023	VD_TRG
C	DA MOD PACK - DA SET UPDATED AS PER COUNCILS REQUEST FOR FURTHER INFORMATION (04/08/23)	25/08/2023	VD_TRG

PROJECT ADDRESS :
756 - 758 Glenferrie Road, Hawthorn

DRAWN BY : **VD_TRG**
APPROVED BY : **EDG**
ISSUE TO : **BC_EDG**

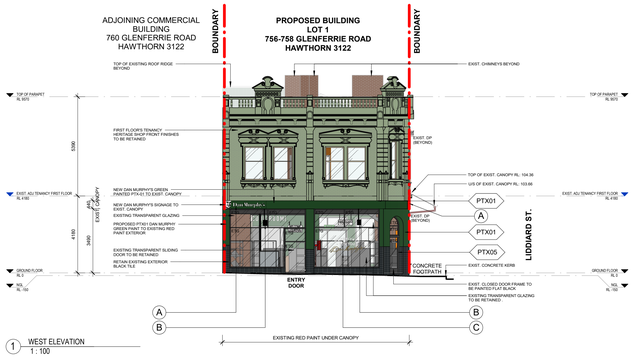
DRAWING NAME:
REDLINE PLAN

DOC STAGE : **DMC00 | TOWN PLANNING**
KIT VERSION : **2022.1**
PROJECT : **Hawthorn Neighbourhood**
STORE No : **TBC**

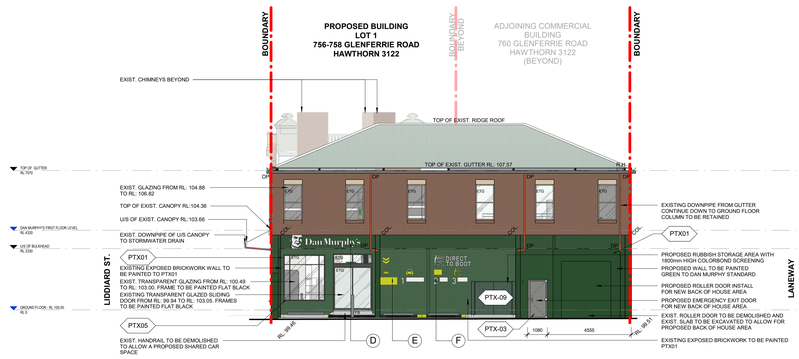
SCALE : **As indicated @ A0**
REGION / STATE : **VIC**
DRAWING No : **DMC14**
REVISION : **C**

BOROONDARA
City of Harmony

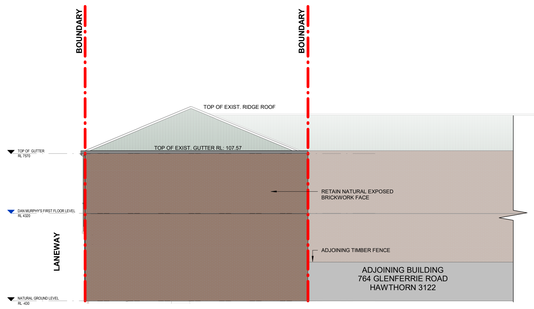
Received
8/12/2023



1 WEST ELEVATION
1 : 100

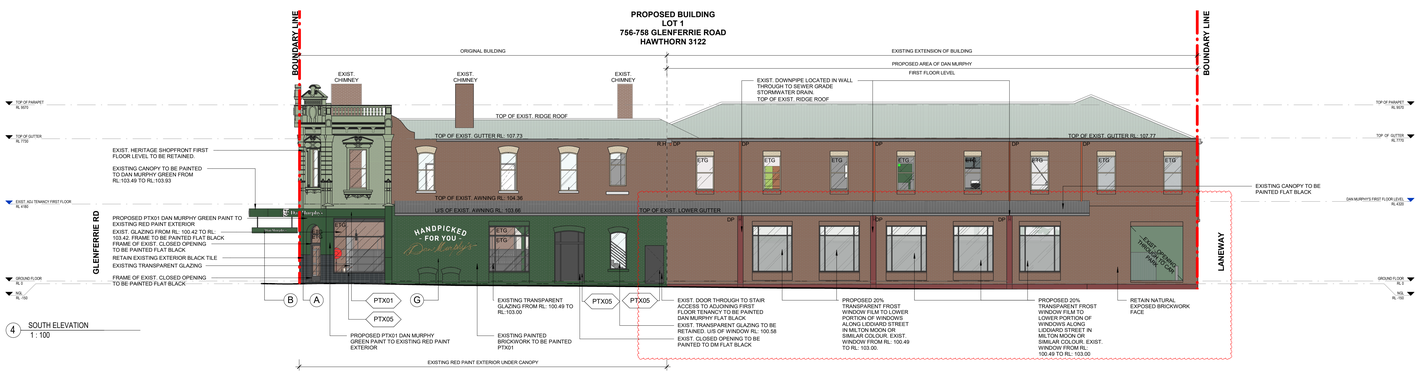


2 EAST ELEVATION
1 : 100

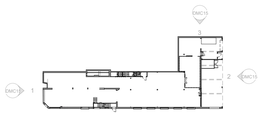


3 NORTH ELEVATION
1 : 100

ABBREVIATION	
A/C	AIRCON UNIT
AFFL	ABOVE FINISHED FLOOR LEVEL
A/H	ACCESS HATCH
BOH	BACK OF HOUSE
CP	CAR PARK
COL.	COLUMN
CL	CEILING LEVEL
DM	DAN MURPHY
DP	DOWNPIPE
E.T	EXISTING TREE
ETG	EXISTING TRANSPARENT GLAZING
E.C	EXISTING CAR PARK
EXIST.	EXISTING
FB	FIXED BOLLARD
F.F.L	FINISH FLOOR LEVEL
R.H	RAINWATER HEAD
RL	REDUCED LEVEL
SGD	SOURCE GATE DRAIN
TBC	TO BE CONFIRMED
T.O.W	TOP OF WALL
U/S	UNDERSIDE



4 SOUTH ELEVATION
1 : 100



A KEY PLAN
1 : 500

EXTERNAL FINISHES SCHEDULE
PTX-01 - DULUX WEATHERSHIELD LOW SHEEN COLOUR - DAN MURPHY'S GREEN 2020
PTX-05 - DULUX WEATHERSHIELD DAN MURPHY'S FLAT BLACK
PTX-09 - COLORBOND COLOUR - COTTAGE GREEN
PTX-03 - AQUANAMEL SEMI GLOSS
20% TRANSPARENT FROST WINDOW FILM IN MILTON MOON OR SIMILAR COLOUR

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REV.	REVISION DETAILS	DATE	BY
A	FIRST ISSUE - DA MOD PACK.	07/06/2023	VD_TRG
B	DA MOD PACK - DA SET UPDATED AS PER COUNCILS REQUEST FOR FURTHER INFORMATION (04/08/23)	25/08/2023	VD_TRG
C	DA MOD PACK - NOTATION UPDATED FOR PROPOSED 20% TRANSPARENT FROST WINDOW FILM ALONG LIDDIARD STREET	28/09/2023	VD_TRG
D	DA MOD PACK - GREEN PAINT TO BE REMOVED FROM EXISTING EXTENSION TO SOUTHERN WALL ALONG LIDDIARD STREET	05/12/2023	VD_TRG

PROJECT ADDRESS :
756 - 758 Glenferrie Road, Hawthorn

DRAWN BY : **VD_TRG**
APPROVED BY : **EDG**
ISSUE TO : **BC_EDG**

DRAWING NAME:
PROPOSED EXTERNAL ELEVATION

DOC STAGE : **DMC00 | TOWN PLANNING**
KIT VERSION : **2022.1**
PROJECT : **Hawthorn Neighbourhood**
STORE No : **TBC**

SCALE : **As Indicated @ A0**
REGION / STATE : **VIC**
DRAWING No : **DMC15**
REVISION : **D**

BOROONDARA
Received
5/10/2023

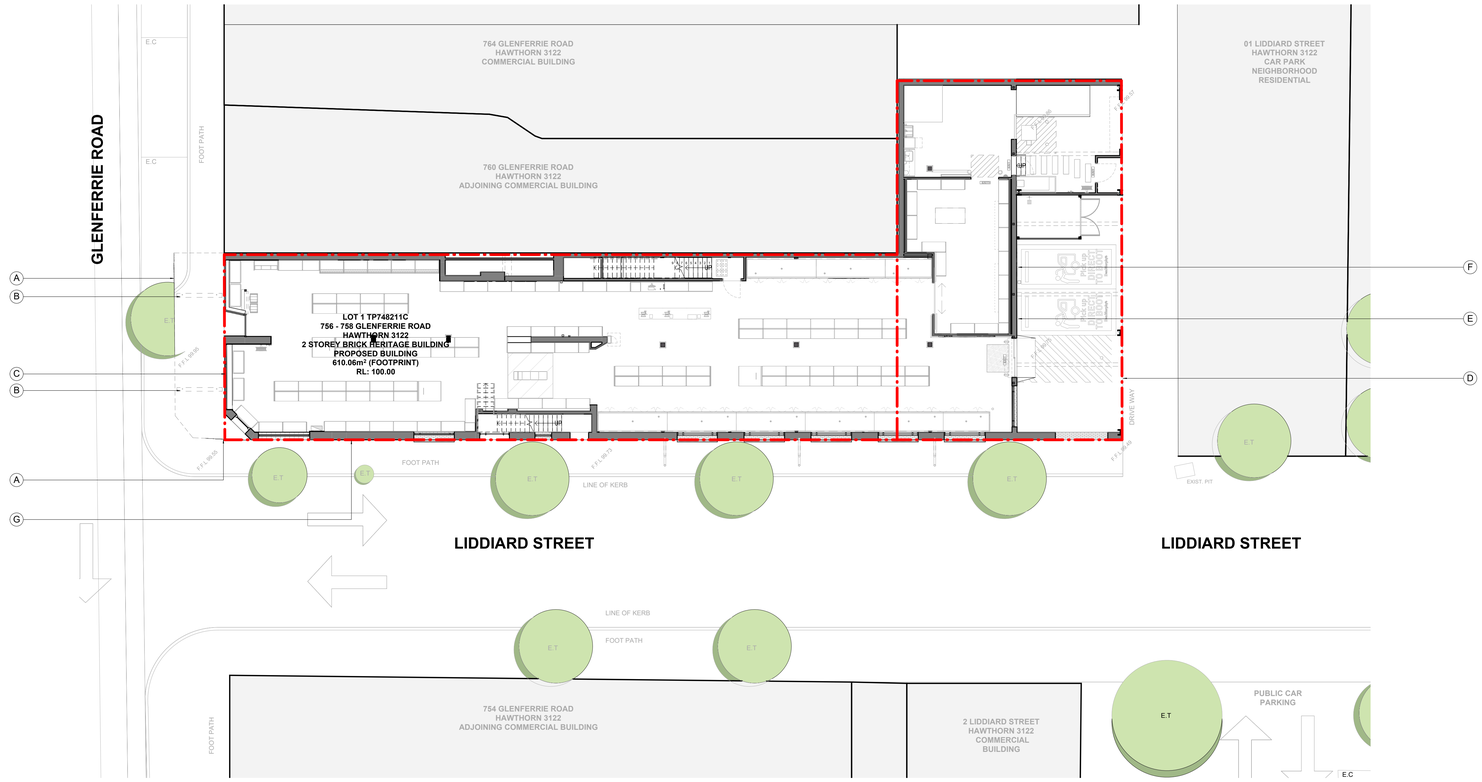
NOTICE OF DECISION
Date of Notice: 26/10/2023

SIGNAGE SCHEDULE

TYPE	SIGNAGE	FIXING	DETAILS
A	2370 × 610 — Dan Murphy's	CANOPY MOUNTED	NON ILLUMINATED SIGNAGE PANEL FOR TENANT
B	2460 × 700 — Dan Murphy's	UNDERSIDE OF CANOPY MOUNTED	INTERNALLY ILLUMINATED LIGHT BOX WITH TRANSLUCENT VINYL WRAPPING
C	1860 × 1800 — HANDPICKED FOR YOU Dan Murphy's	GLAZING APPLICATION	INDIVIDUAL PRECISION LASER CUT VINYL DECAL TO GLAZING
D	700 × 700, 3020 × 11 — Dan Murphy's	WALL MOUNTED	2D NON ILLUMINATED BUST AND LETTERING TO ACM PANEL
E	5020 × 1000 — 1 2 3	WALL MOUNTED	2D NON ILLUMINATED ICONS AND LETTERING ON ACM PANEL
F	2000 × 600 — Pick up DIRECT TO BOOT	WALL MOUNTED	2D NON ILLUMINATED ICONS AND LETTERING ON ACM PANEL
G	3720 × 1800 — HANDPICKED FOR YOU Dan Murphy's	WALL MOUNTED	NON ILLUMINATED INDIVIDUAL PRECISION CUT ACM LETTERING

EXTERNAL FINISHES SCHEDULE

	PTX-01 - DULUX WEATHERSHIELD LOW SHEEN COLOUR - DAN MURPHY'S GREEN 2020
	PTX-05 - DULUX WEATHERSHIELD DAN MURPHY'S FLAT BLACK
	PTX-09 - COLORBOND COLOUR - COTTAGE GREEN
	PTX-03 - AQUANAMEL SEMI GLOSS



1 DMC_GROUND FLOOR_PROPOSED SIGNAGE PLAN
1 : 100

Dan Murphy's

endeavour group

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B	UPDATED TO REFLECTED REVISION B	22/04/2023	VD_TRG
C	DA MOD PACK - DA SET UPDATED AS PER COUNCILS REQUEST FOR FURTHER INFORMATION (04/08/23)	25/08/2023	VD_TRG

PROJECT ADDRESS :
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APPROVED BY : **EDG**
ISSUE TO : **BC_EDG**

DRAWING NAME:
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DOC STAGE : **DMC00 | TOWN PLANNING**
KIT VERSION : **2022.1**
PROJECT : **Hawthorn Neighbourhood**
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SCALE : **As indicated @ A0**
REGION / STATE : **VIC**
DRAWING No : **DMC16**
REVISION : **C**

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A	FIRST ISSUE - DA MOD PACK	07/06/2023	VD_TRG
B	UPDATED TO REFLECT DA MOD PACK - REVISION D	28/09/2023	VD_TRG
C	UPDATED TO REFLECT DA MOD PACK - PROPOSED EXTERNAL ELEVATION REVISION E	05/12/2023	VD_TRG

PROJECT ADDRESS :
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DOC STAGE :
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KIT VERSION :
2022.1

DRAWING No :
DMC17

ISSUE TO :
BC_EDG

PROJECT :
Hawthorn Neighbourhood

STORE No :
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REVISION :
C

BOROONDARA
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5/10/2023

NOTICE INFORMATION
Date of Notice: 26/10/2023

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COMPANY DETAILS
ACN: 139 167 460 - ABN: 77 139 167 460 - LEVEL 1, 26 ROSLYN STREET, SUBIACO WA 6008

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B	UPDATED TO REFLECT DA MOD PACK - REVISION D	28/09/2023	VD_TRG

PROJECT ADDRESS :
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SCALE :
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DOC. STAGE :
DMC00 | TOWN PLANNING

KIT VERSION :
2022.1

DRAWING No :
DMC18

ISSUE TO :
BC_EDG

PROJECT :
Hawthorn Neighbourhood

STORE No :
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REVISION :
B

BOROONDARA
City of Harmony

Received
8/12/2023

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C	UPDATED TO REFLECT DA MOD PACK - REVISION D	28/09/2023	VD_TRG
D	UPDATED TO REFLECT DA MOD PACK - PROPOSED EXTERNAL ELEVATION REVISION E	05/12/2023	VD_TRG

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SCALE :
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DRAWN BY : **VD_TRG**
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DOC STAGE : **DMC02 | TOWN PLANNING**
KIT VERSION : **2022.1**
DRAWING No : **DMC19**
ISSUE TO : **BC_EDG**
PROJECT : **Hawthorn Neighbourhood**
STORE No : **TBC**
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A	FIRST ISSUE - DA MOD PACK	07/06/2023	VD_TRG
B	UPDATED TO REFLECTED REVISION B	22/04/2023	VD_TRG
C	UPDATED TO REFLECT DA MOD PACK - REVISION D	28/09/2023	VD_TRG
D	UPDATED TO REFLECT DA MOD PACK - PROPOSED EXTERNAL ELEVATION REVISION E	05/12/2023	VD_TRG

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DRAWING NAME:
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DOC STAGE : **DMC00 | TOWN PLANNING**
KIT VERSION : **2022.1**
PROJECT : **Hawthorn Neighbourhood**
STORE No : **TBC**

SCALE : **1 : 1 @ A0**
REGION / STATE : **VIC**
DRAWING No : **DMC20**
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BOROONDARA City of Harmony
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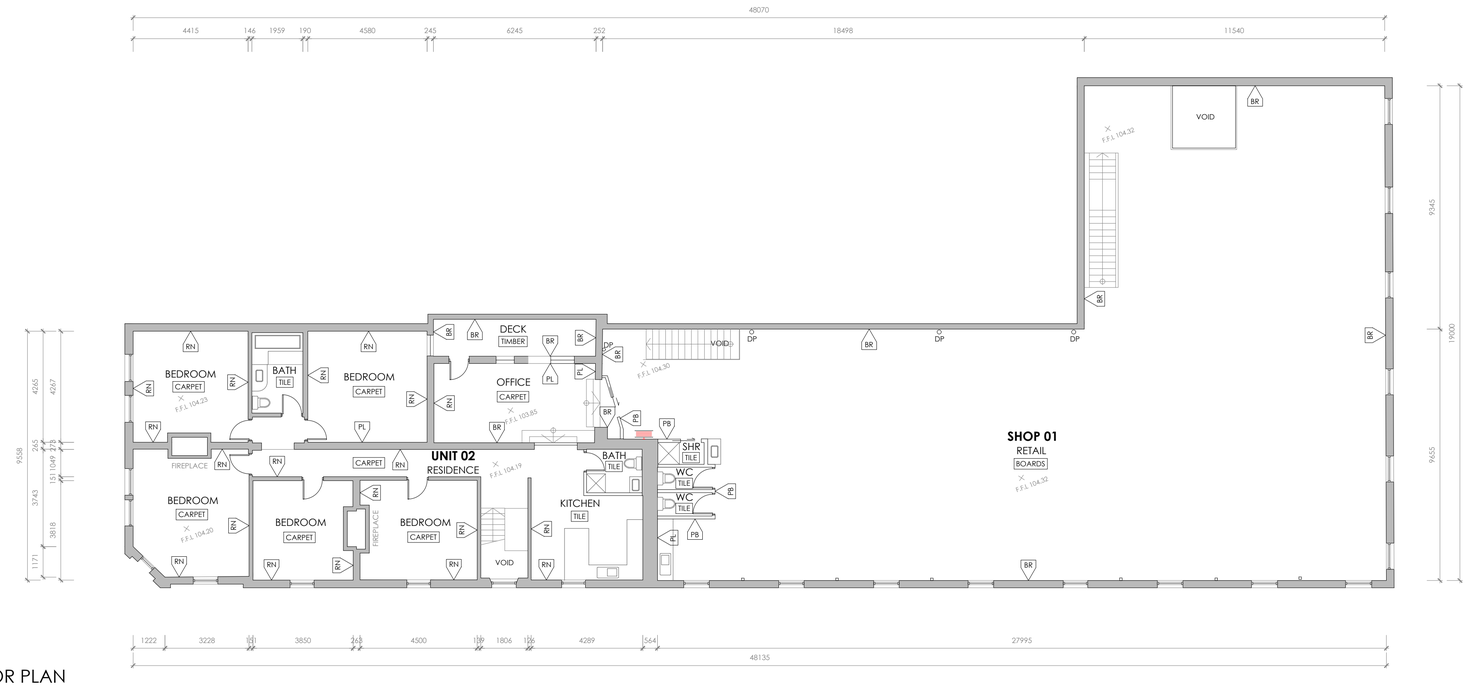
5/10/2023

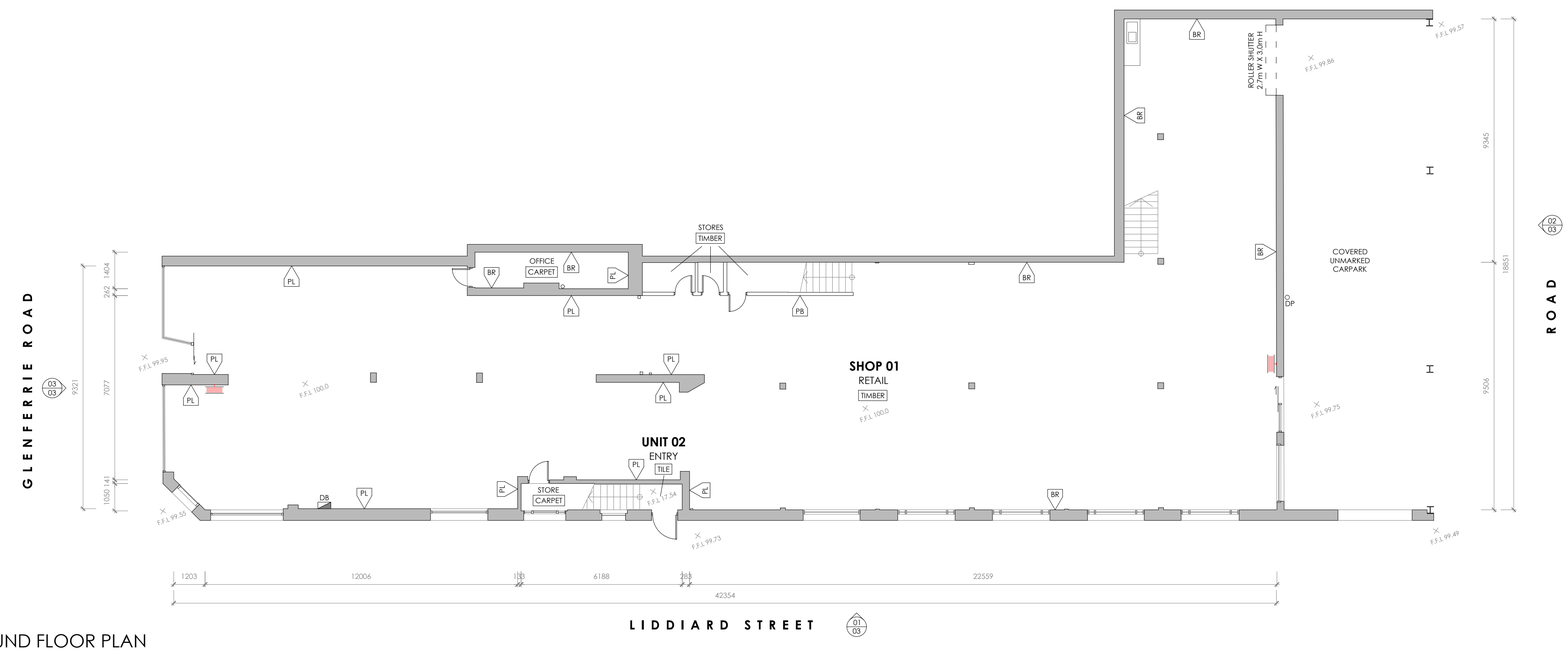
NOTICE INFORMATION
Date of Notice: 26/10/2023



01
01

FIRST FLOOR PLAN

Scale 1:100



02
01

GROUND FLOOR PLAN

Scale 1:100

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N

LEGEND

- SOLID WALL
- PARTITION WALL
- F.F.L 100.00 — FINISHED FLOOR LEVEL
- CARPET — FLOOR TYPE INDICATOR
- DB — ELECTRICAL DISTRIBUTION BOARD
- DP — DOWNPIPE
- FIRE HOSE REEL & HYDRANT
- * — AREA INACCESSIBLE AT TIME OF SURVEY

WALL TYPE SCHEDULE

PB.	PLASTER BOARD	FC.	FIBRE CEMENT
PL.	PLASTER BOARD LINED	SS.	STEEL STUD PB
CB.	CONCRETE BLOCK	MD.	MDF
PW.	PROPOSED WALL	CO.	CONCRETE
BR.	BRICK WORK		
RN.	RENDERED WALL		
TL.	TILE LINED		
GZ.	GLAZING		

PB

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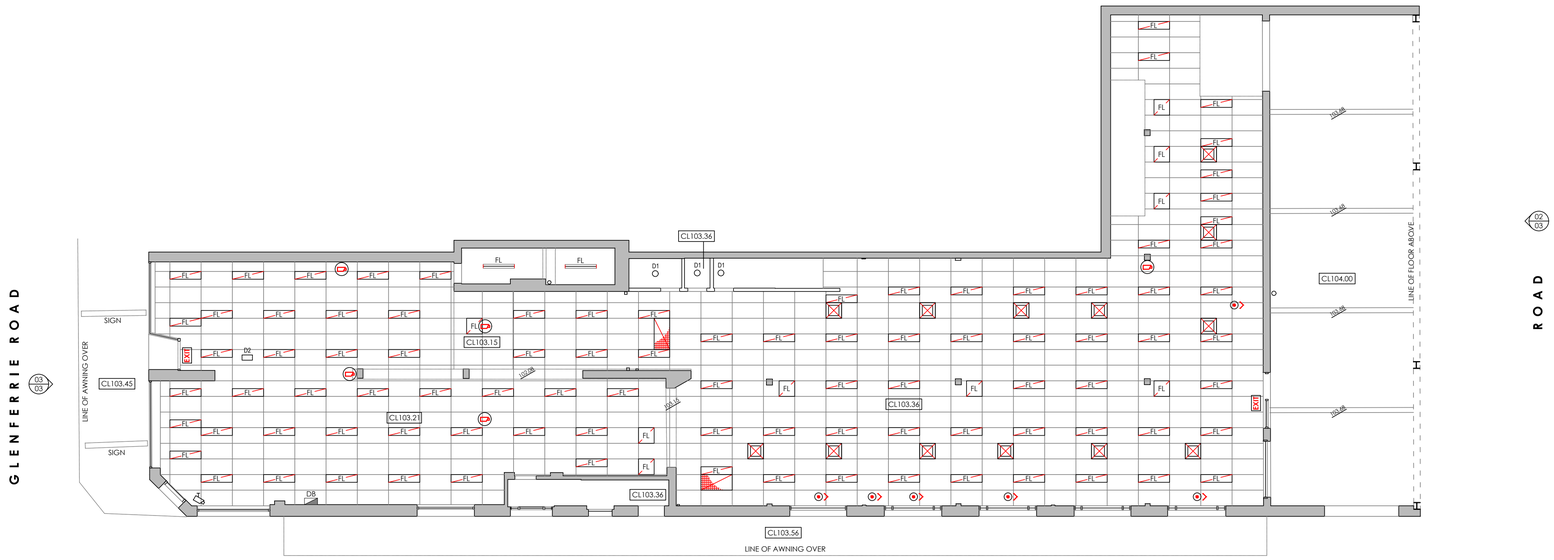
DRAWING TITLE:	EXISTING CONDITIONS	DRAWN BY:	JF
SCALE:	1:100 @ A1 1:200 @ A3	SHEET: 1/3	CHECKED BY: IN
JOB NO:	80551	REVISION: -	SURVEY DATE: 12/11/2021

BOROONDARA City of Harmony
Received
5/10/2023

NOTICE INFORMATION
Date of Notice: 26/10/2023

01/02 FIRST FLOOR CEILING PLAN
Scale 1:100



02/02 GROUND FLOOR CEILING PLAN
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N

LEGEND

- SOLID WALL
- PARTITION WALL
- FL 000.00 — CEILING/SLAB/BEAM/BULKHEAD LEVEL
- SOLID — UNDERSIDE OF SERVICE/SPOT LEVEL
- LINE OF CEILING CHANGE/BULKHEAD
- LINE OF BEAM
- LINE OF CEILING GRID
- MECHANICAL SUPPLY AIR REGISTER
- MECHANICAL DIFFUSER RETURN AIR
- SPIT FIRE EMERGENCY LIGHT FITTING
- FL — FLUORESCENT LIGHT FITTING
- D1 — DOWNLIGHT VARIATION
- EXIT — ILLUMINATED EMERGENCY SIGN
- AREA INACCESSIBLE AT TIME OF SURVEY

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JOB No: 80551	REVISION: -	SURVEY DATE: 12/11/2021	

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5/10/2023

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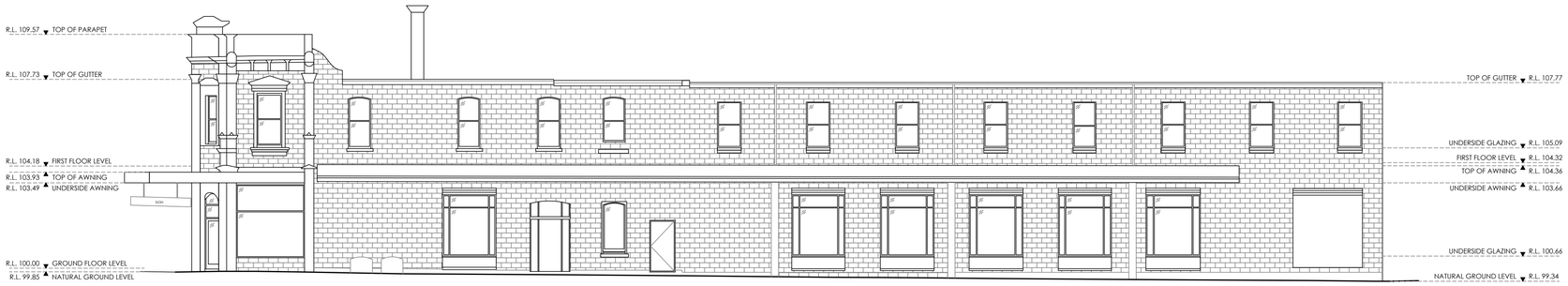

01/03 ELEVATION
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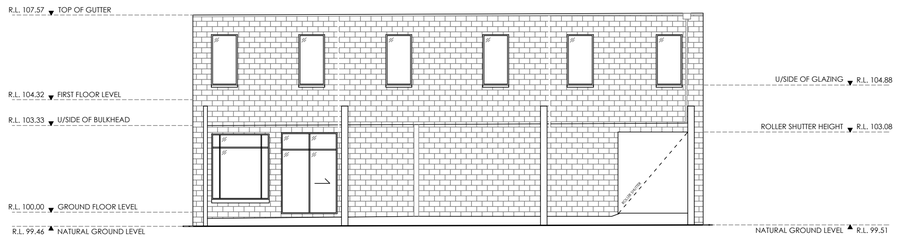

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01/03 ELEVATION
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3.2 Camberwell Junction Structure and Place Plan - Consideration of Final Plan for Adoption

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:

<u>Theme 1: Community, Services and Facilities</u>

- 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.

<u>Theme 5: Moving Around</u>

- 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 54: 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.

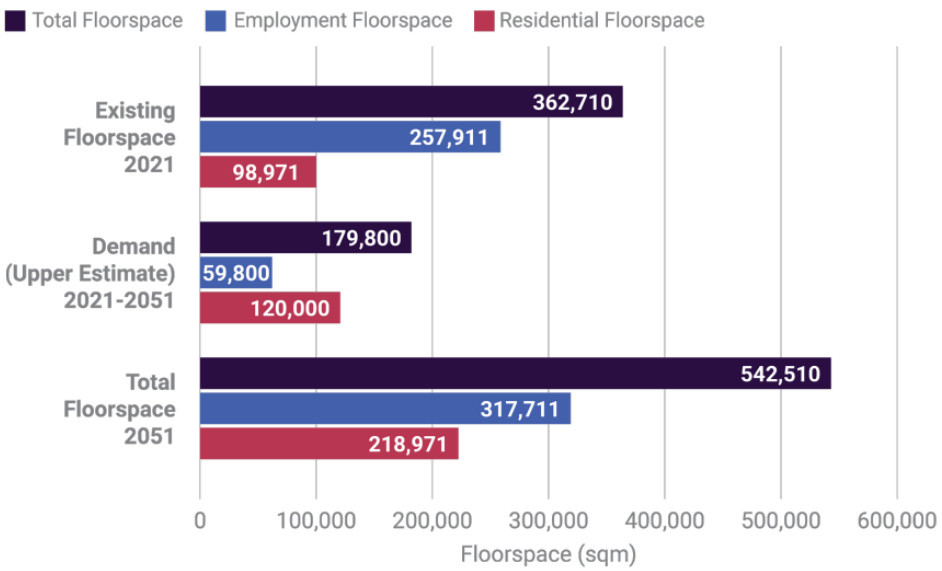


Figure 1: Floorspace projections 2021-2051 (Source: HillPDA 2022)

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.

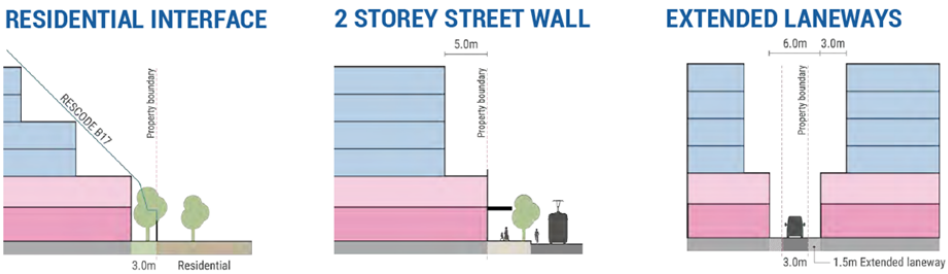


Figure 2: Example of Built Form guidance on street interfaces

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 or 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:

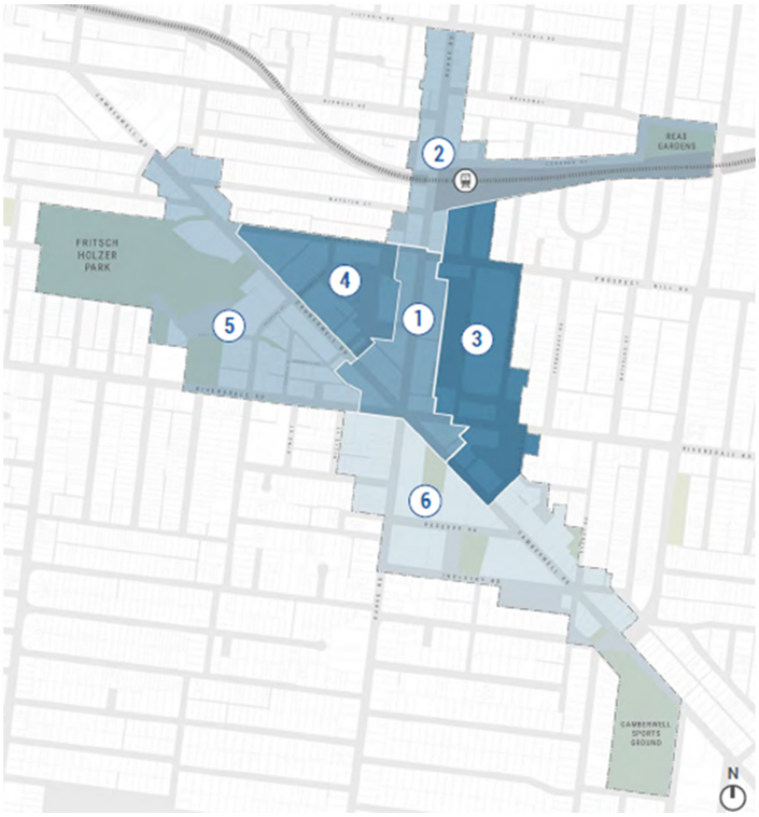


Figure 3: Map of Place Precincts

1. <u>Burke Junction</u>

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.

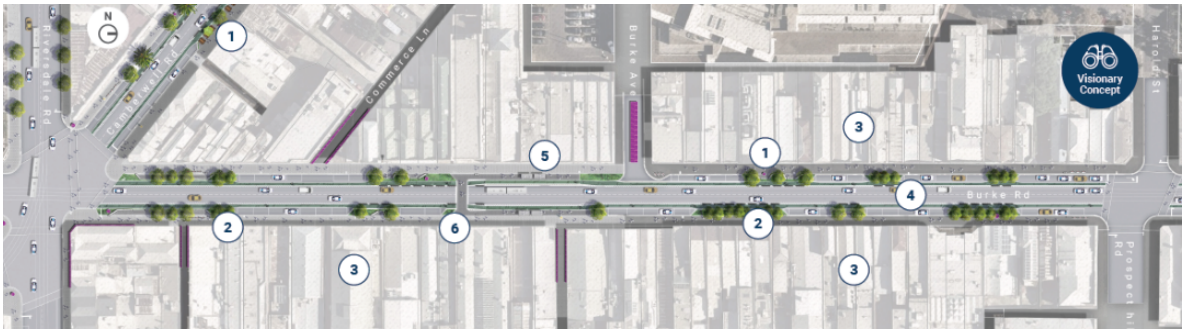


Figure 4: Plan of Burke Road streetscape upgrades

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

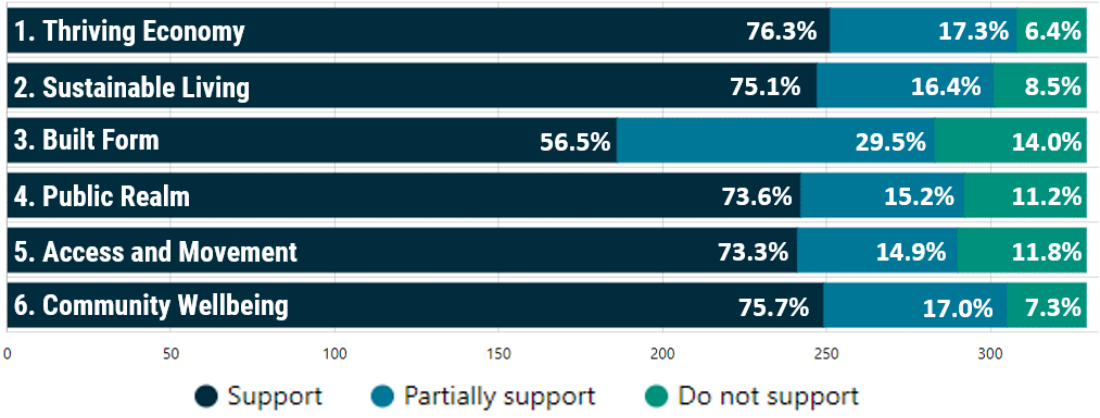
Survey results

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.

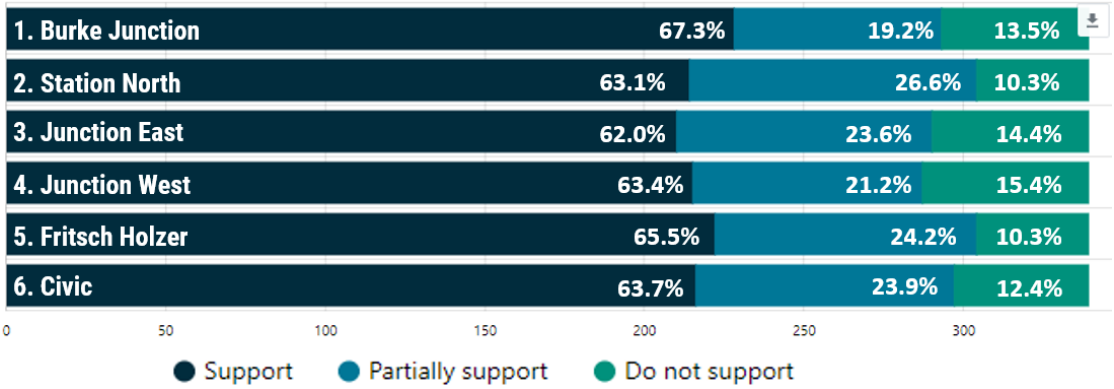
The survey included 3 questions, as follows:

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

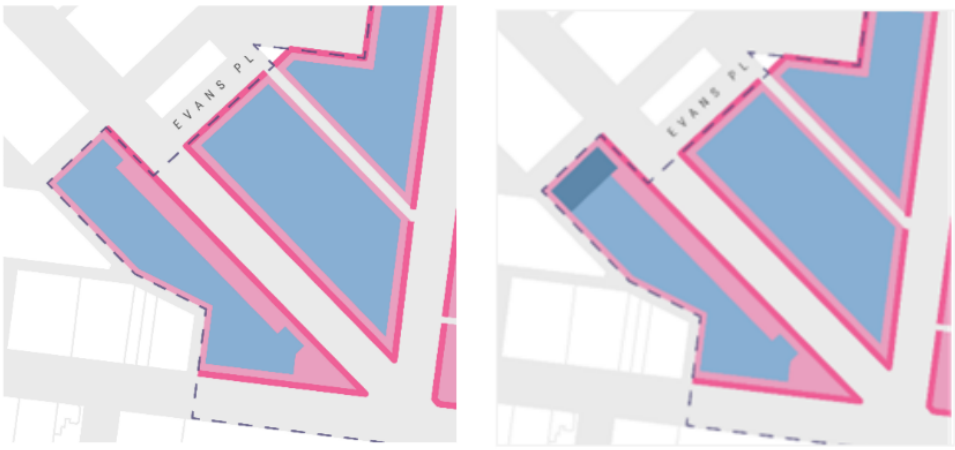
- *'Introduce a new General Residential Zone schedule to properties where existing building height limits are not consistent with the recommendations of the plan'.*
- *'Rezone 800-802 Burke Road from GRZ4 to C1Z and remove the existing Heritage Overlay'*

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:

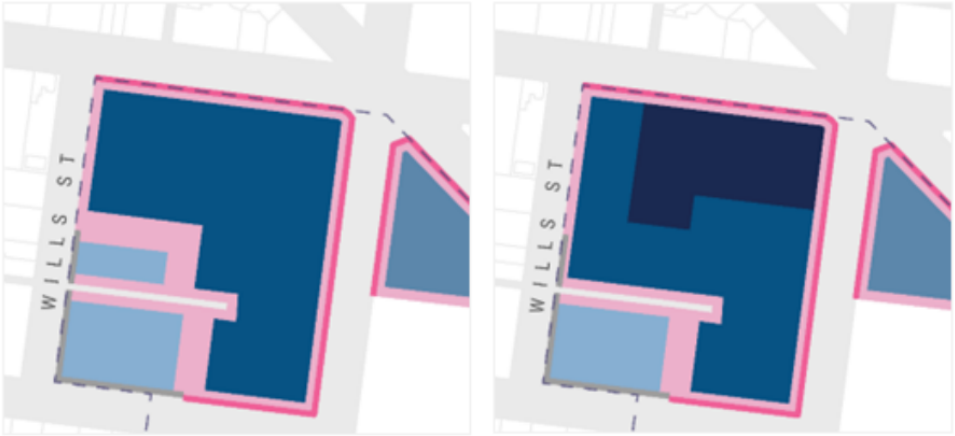
- 178-180 Camberwell Road, Hawthorn East. Increase heights from 6 to 8 storeys to enable a transition between the traditional character shops to the east and the taller heights on surrounding sites to the north, west and south.



Draft Plan **Proposed Changes**

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.



Draft Plan **Proposed Changes**

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.

Draft Plan **Proposed Changes**

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**

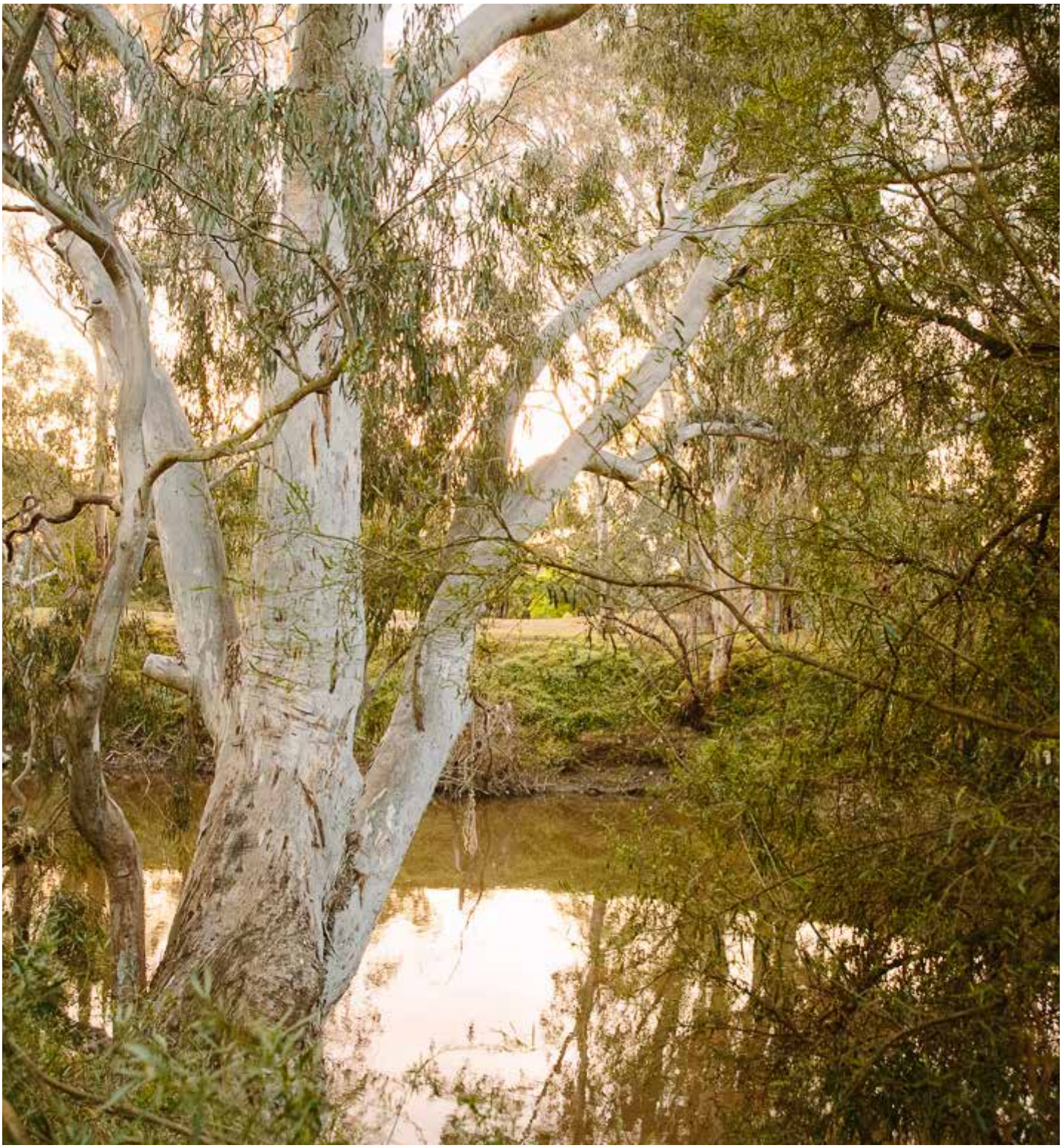
Report officer: David Cowan, Manager City Futures

BOROONDARA

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.

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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.

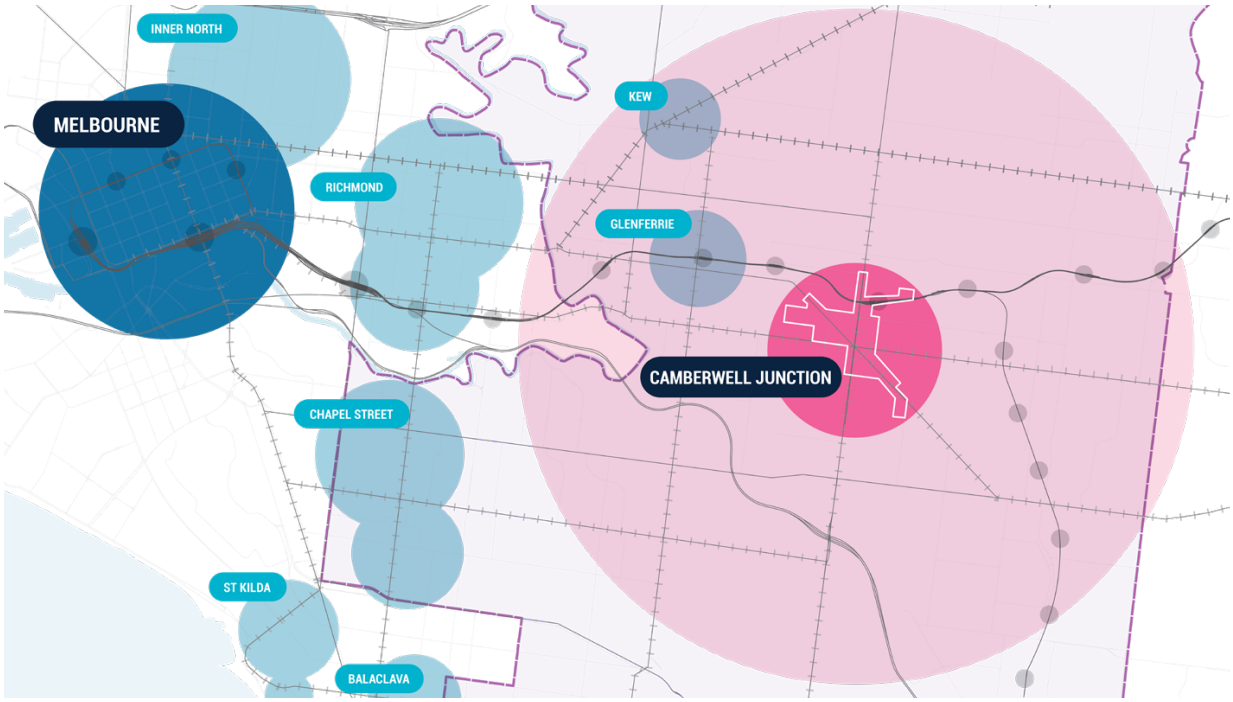


Figure 1 - Camberwell Junction Major Activity Centre in the wider metropolitan Melbourne context.

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.

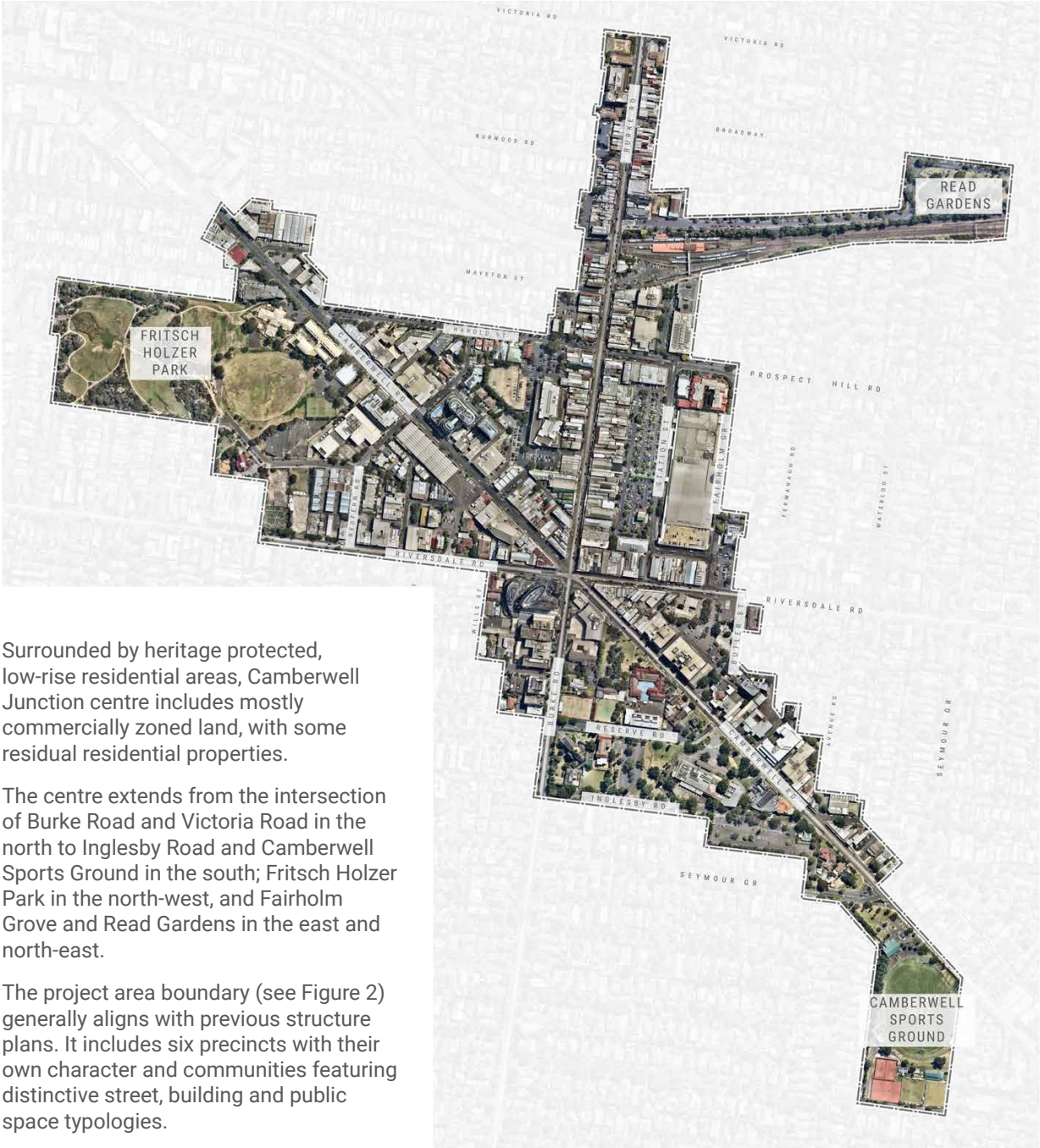
Home to more than 700 businesses, Camberwell Junction is well positioned to benefit from recent trends towards hybrid working and decentralised economic activity. Clever planning can ensure the centre becomes an increasingly prosperous business hub.

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 survvey 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.

S. BAKER
-2017-

Vision statement

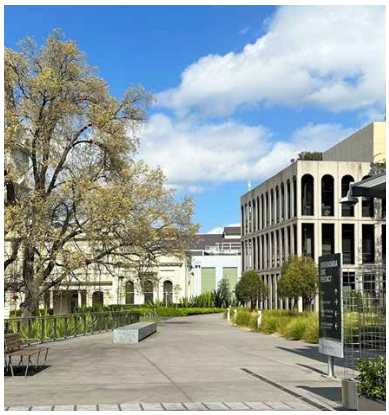
CAMBERWELL JUNCTION:

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.



SOLSTICE

RIVOLI

It is a
SUNDAY
RITUAL
7am-12.30pm
CAMBERWELL SUNDAY MARKET

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.

END

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.

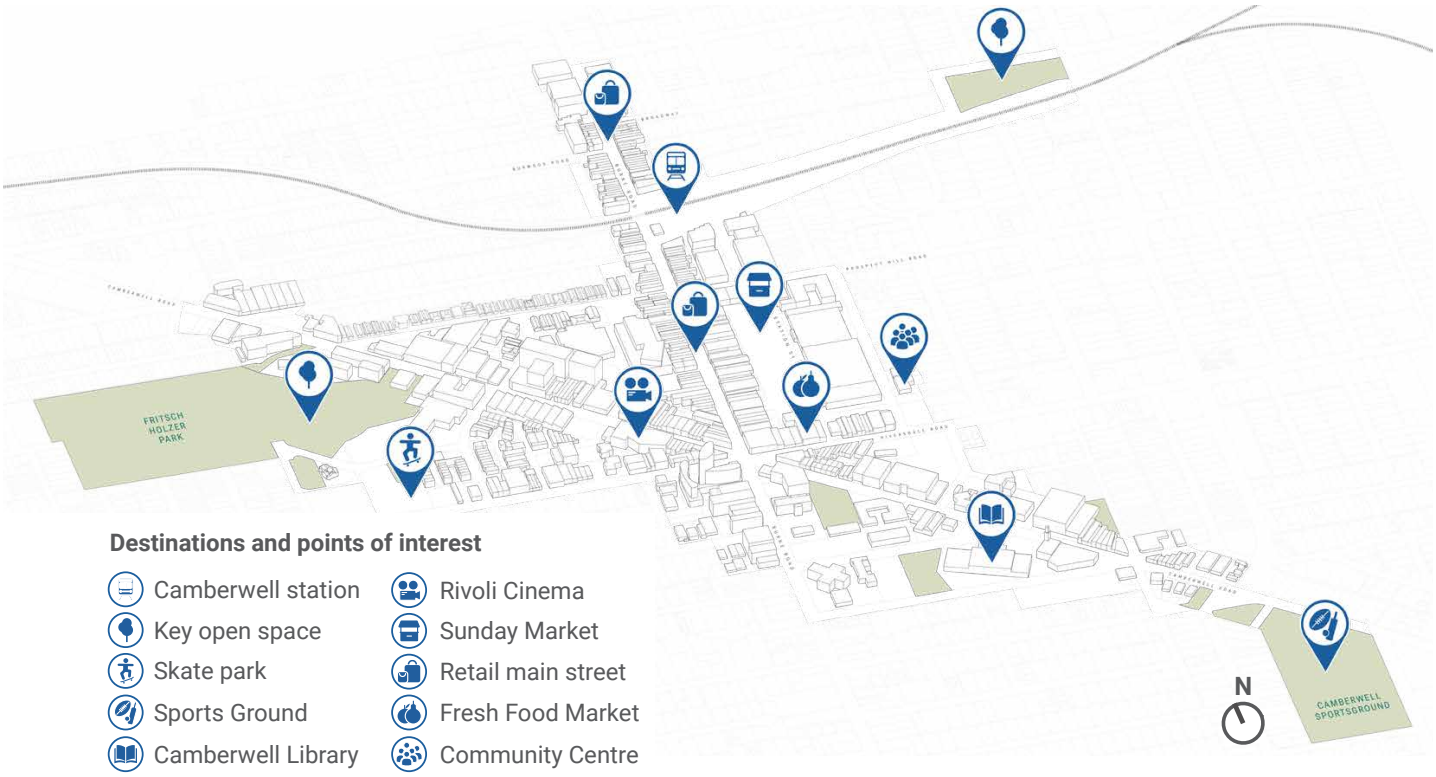


Figure 3 - Diagram identifies some of Camberwell Junction's attractions.

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.

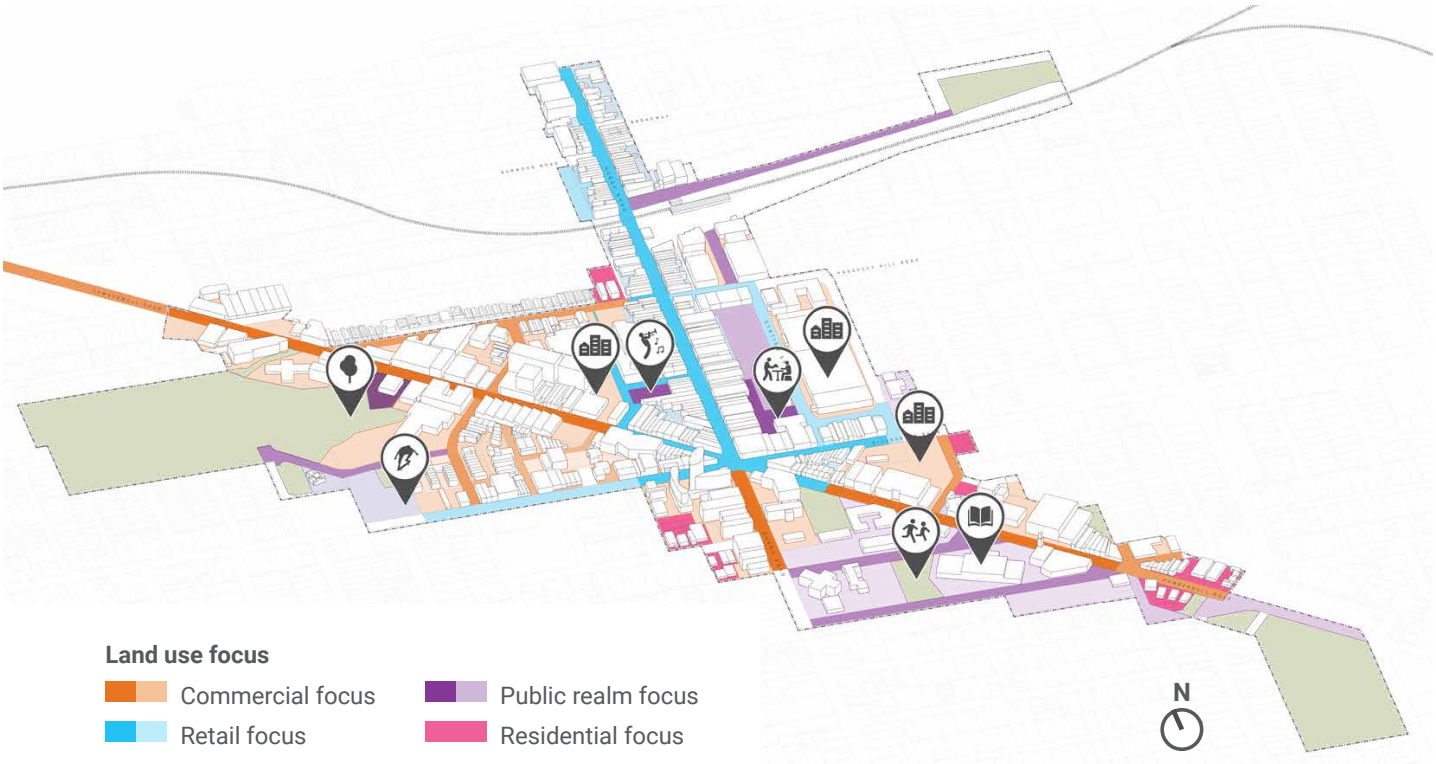


Figure 4 - Perspective diagram showing predominant land and public realm uses in Camberwell Junction centre.

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.

By 2051, approx.

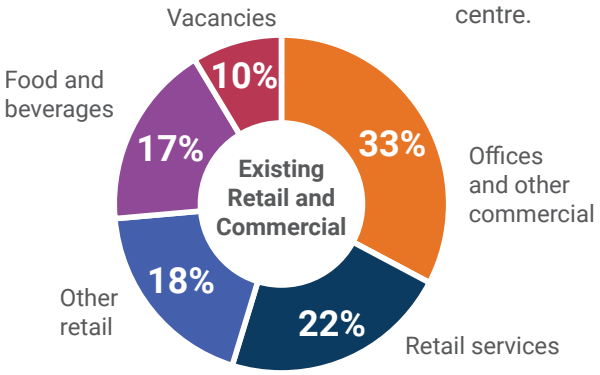
4,000

additional jobs may be provided within the Camberwell Junction 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.



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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.

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.

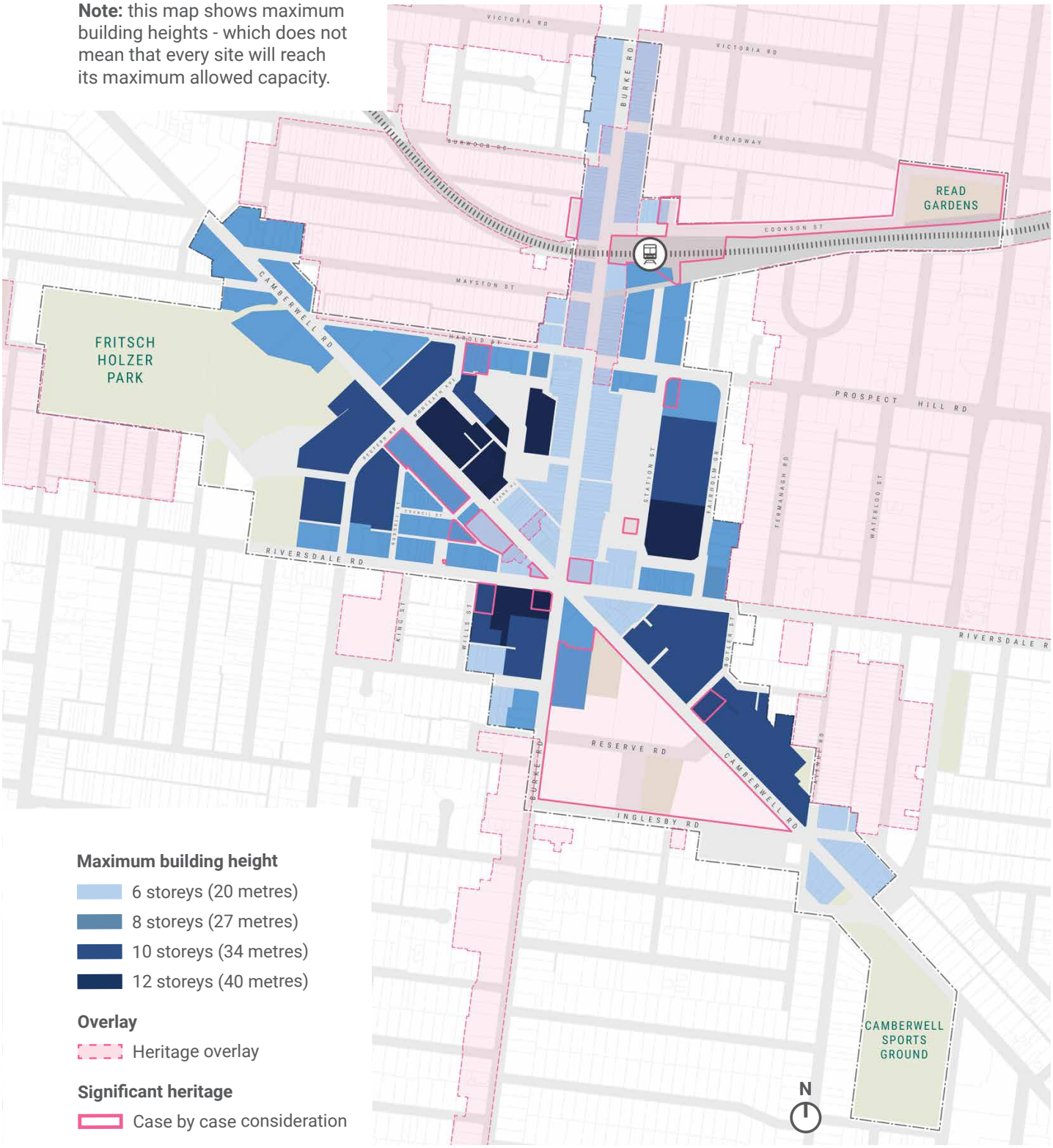


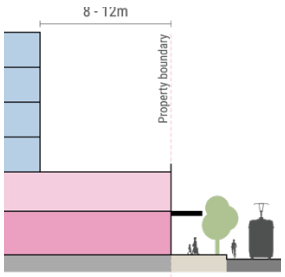
Figure 5 - Building height framework

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

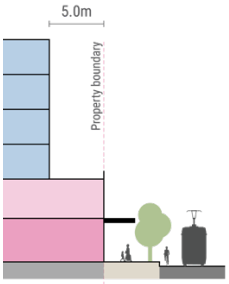
Heritage



Street interface for development in heritage overlay:

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

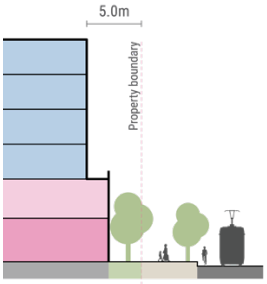
2 storey



Street interface:

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

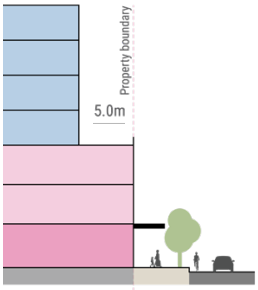
Landscape setback



Street interface:

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

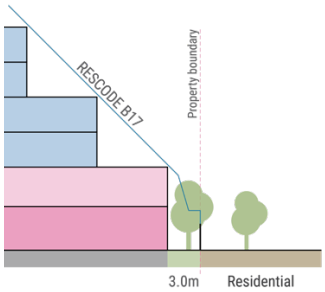
3 storey



Street interface:

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

Residential interface

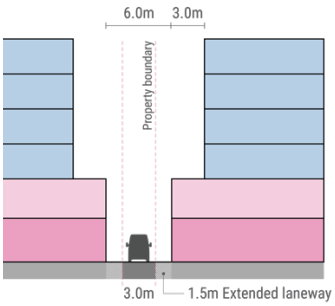


Activity Centre allotment directly abutting the rear or side boundary of land zoned residential

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.

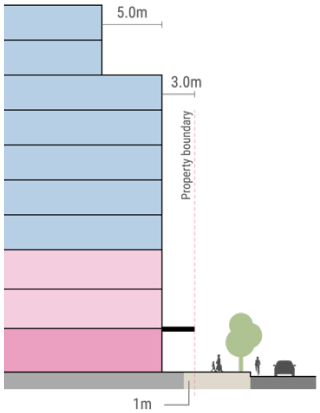
Widened laneways



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.

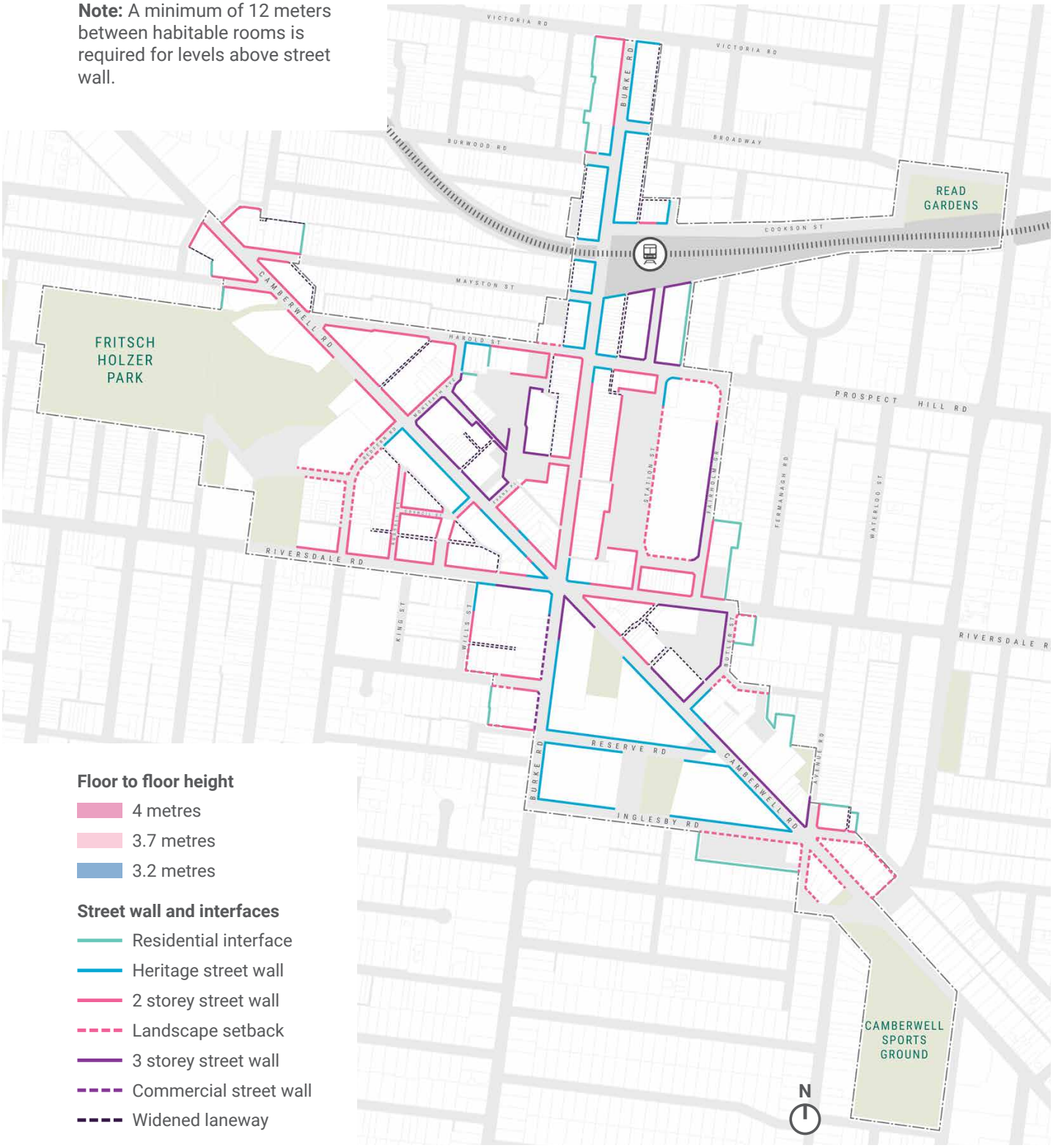


Figure 6 - Street and boundary interface framework

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.

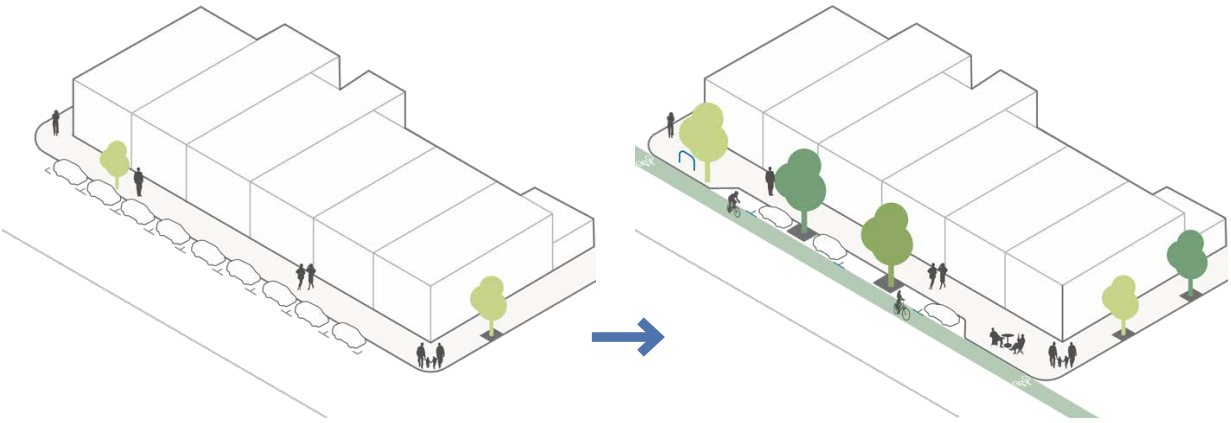


Figure 7 - Indicative diagrams showing typical street arrangement (left) and conceptual balanced streetscape (right) featuring expanded vegetation, adequate parking provision, widened footpaths, and cycling infrastructure.

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.

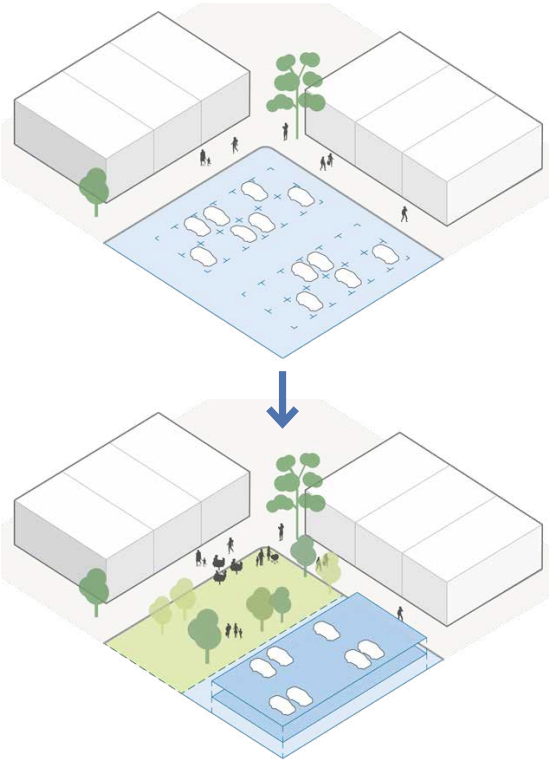


Figure 8 - Existing typical at-grade public parking limits public realms uses (indicative diagram only).

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.

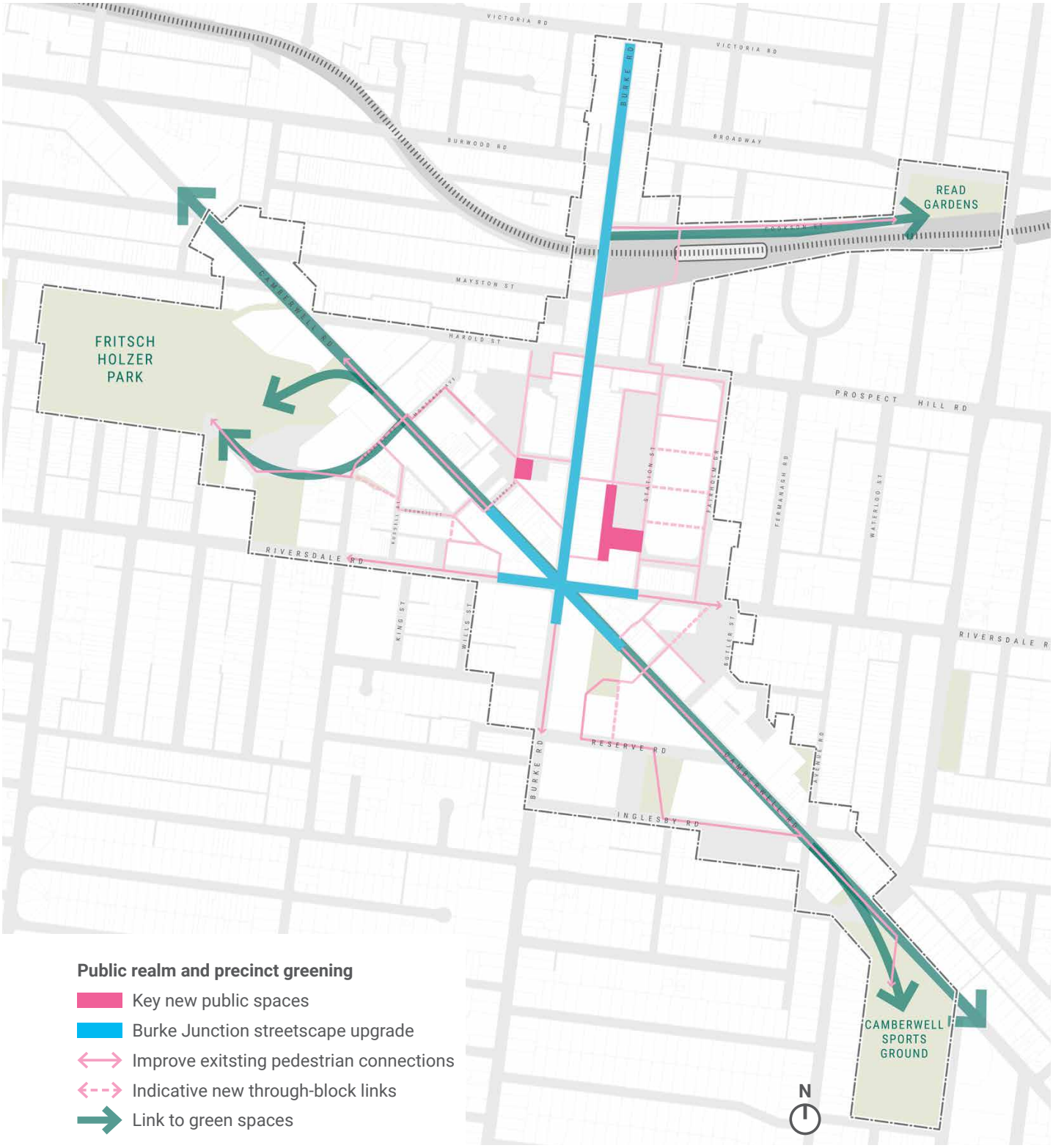


Figure 10 - Public realm framework

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.

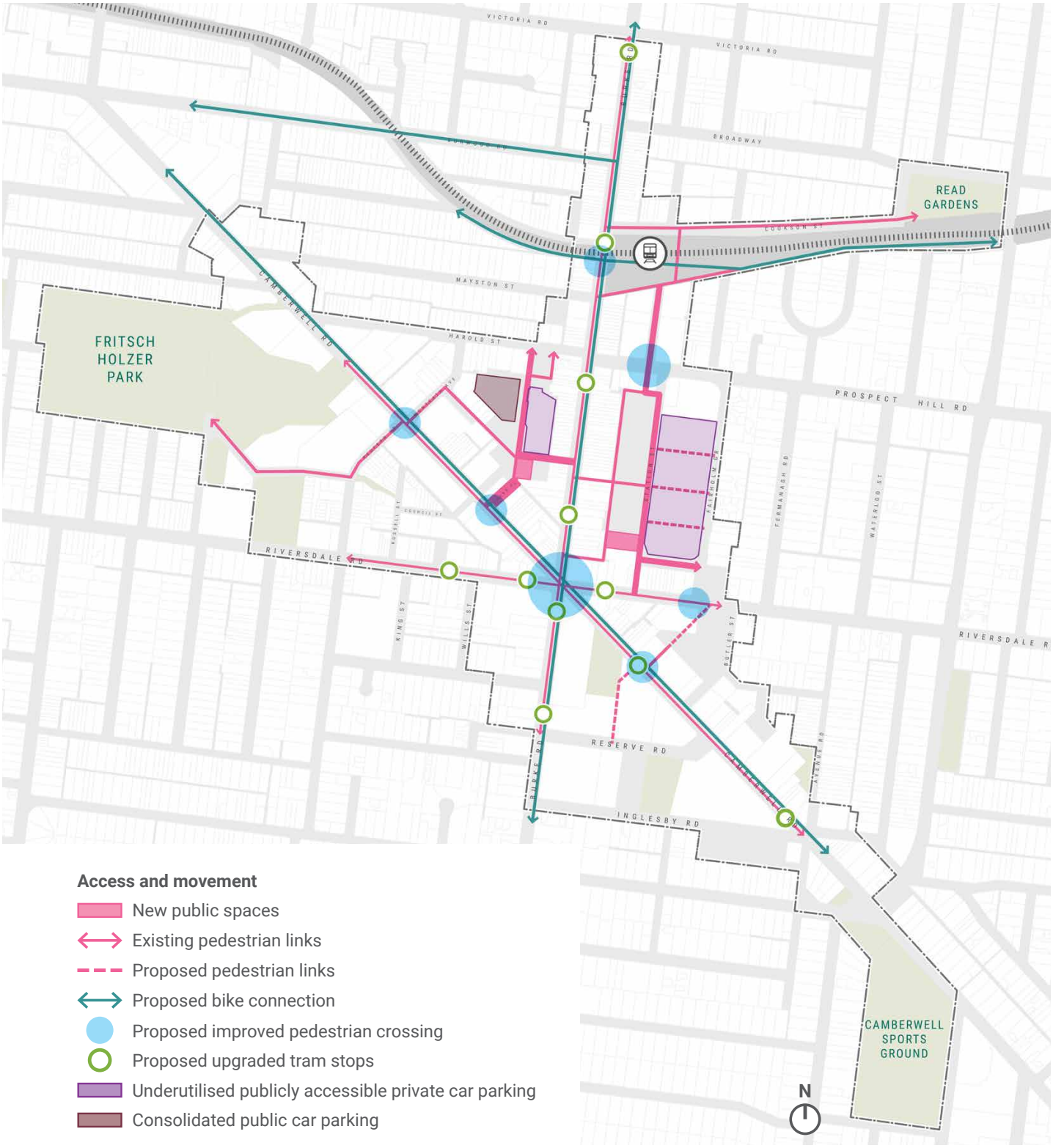


Figure 12 - Future access and movement framework

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

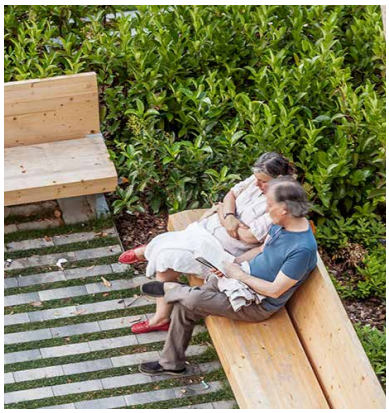
Planning strategies outline ways to achieve the objectives.

- 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.



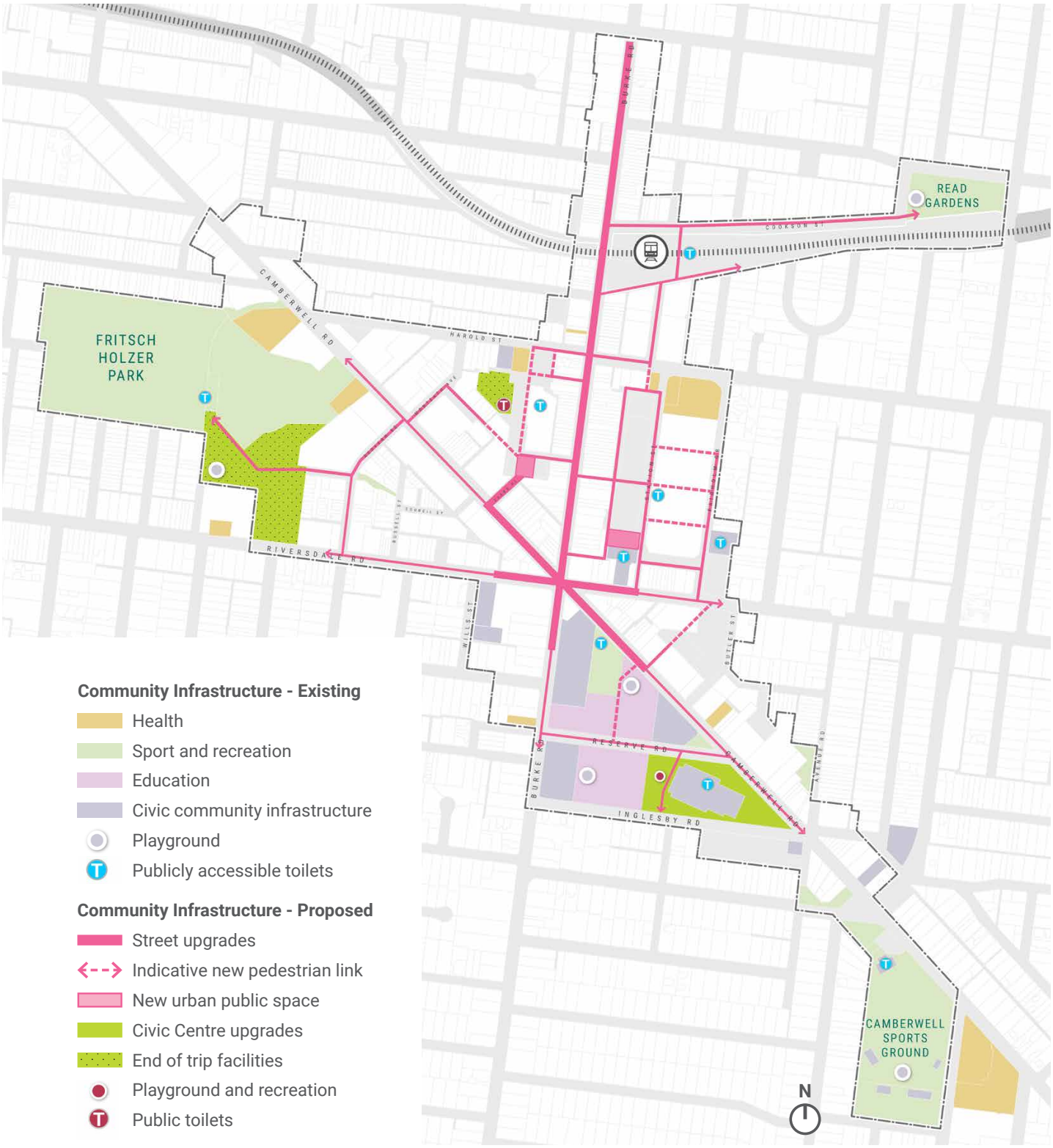


Figure 13 - Community wellbeing framework

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.

CAFE
Paradiso
SCHWARTZ & ANGELO
Fine Furniture
SCHWARTZ & ANGELO FINE FURNITURE
au
GOODFREYS

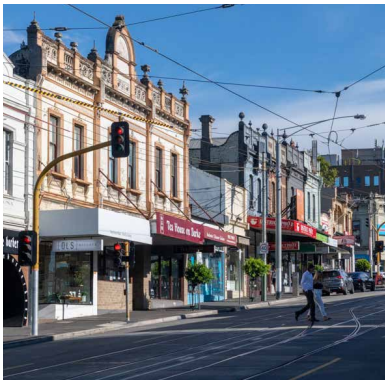
Place Precincts

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.

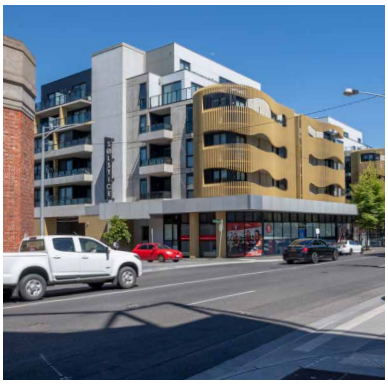
3 Junction East

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.

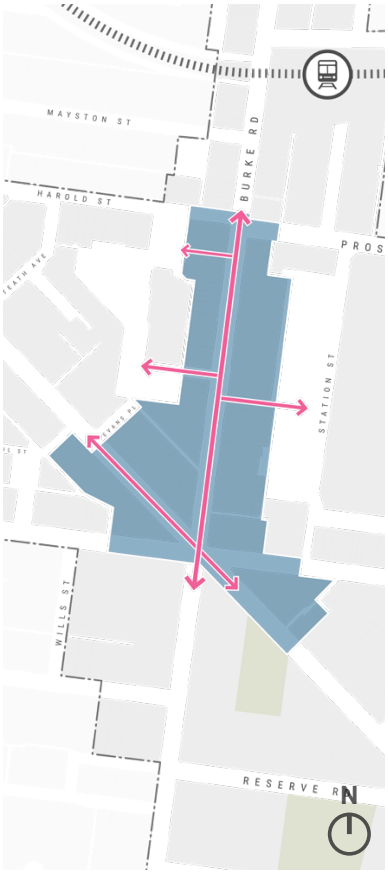


Figure 14 - Burke Junction precinct boundary.

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.

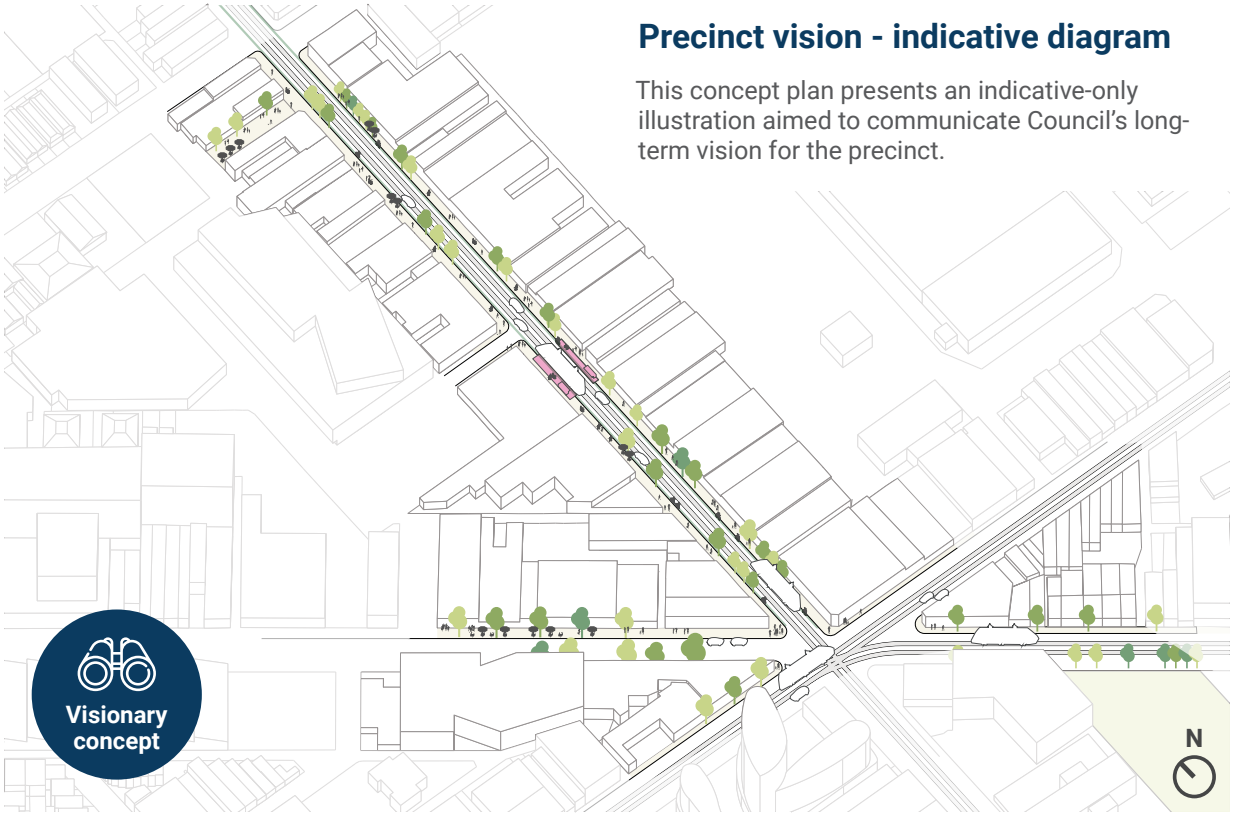


Figure 15 - Diagram showing visionary concept of public realm improvements.

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).

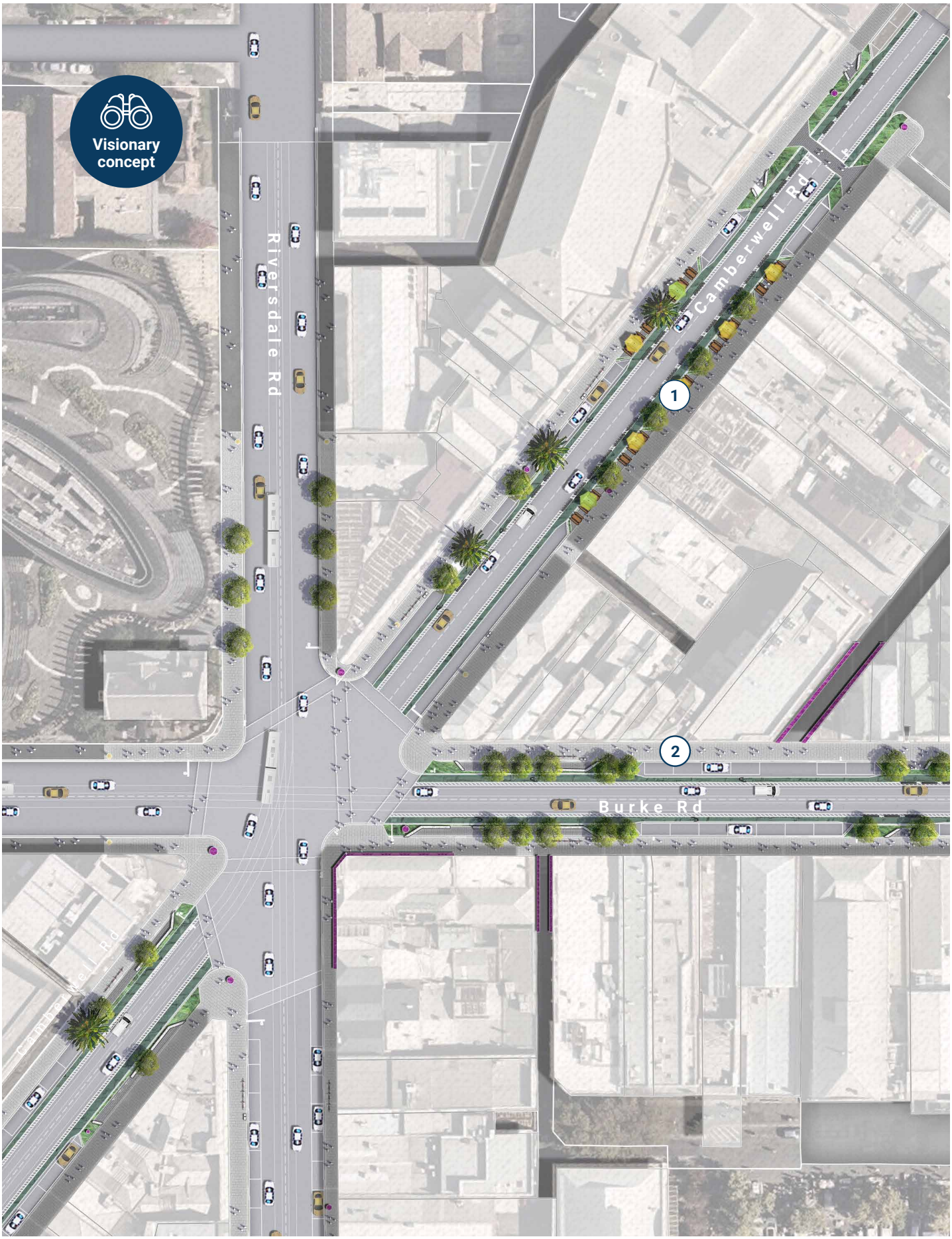
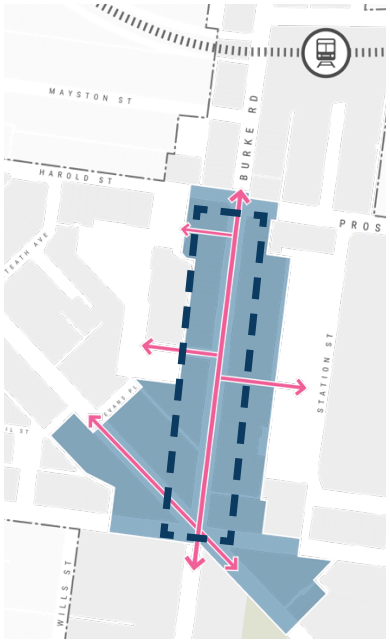


Figure 18 - Burke Junction streetscape concept plan (indicative only).

Note: The plan has been rotated N

Burke Junction

Streetscape improvements



Note: the plan below has been rotated.

N

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 signalised paths of travel.

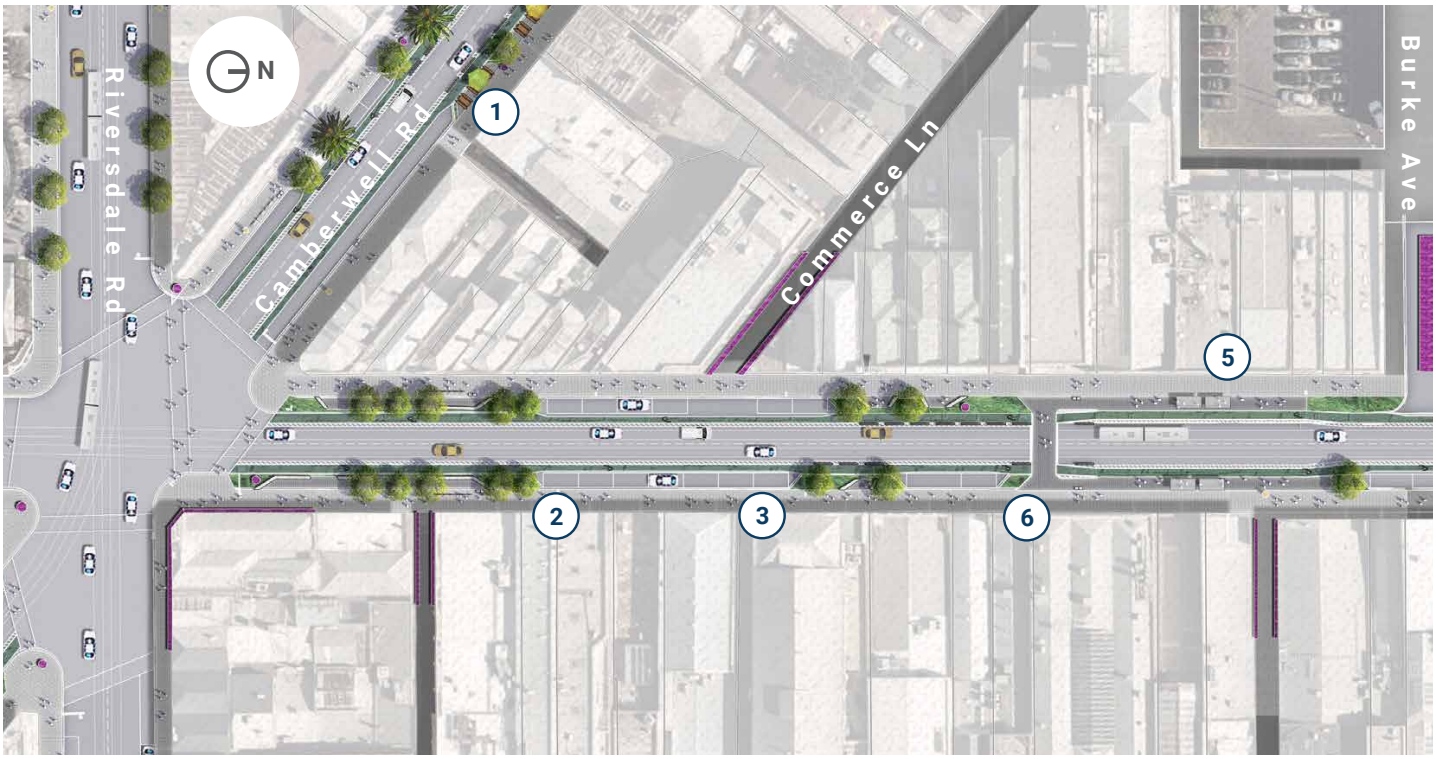


Figure 19 - Burke Junction streetscape concept plan (indicative only).

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.

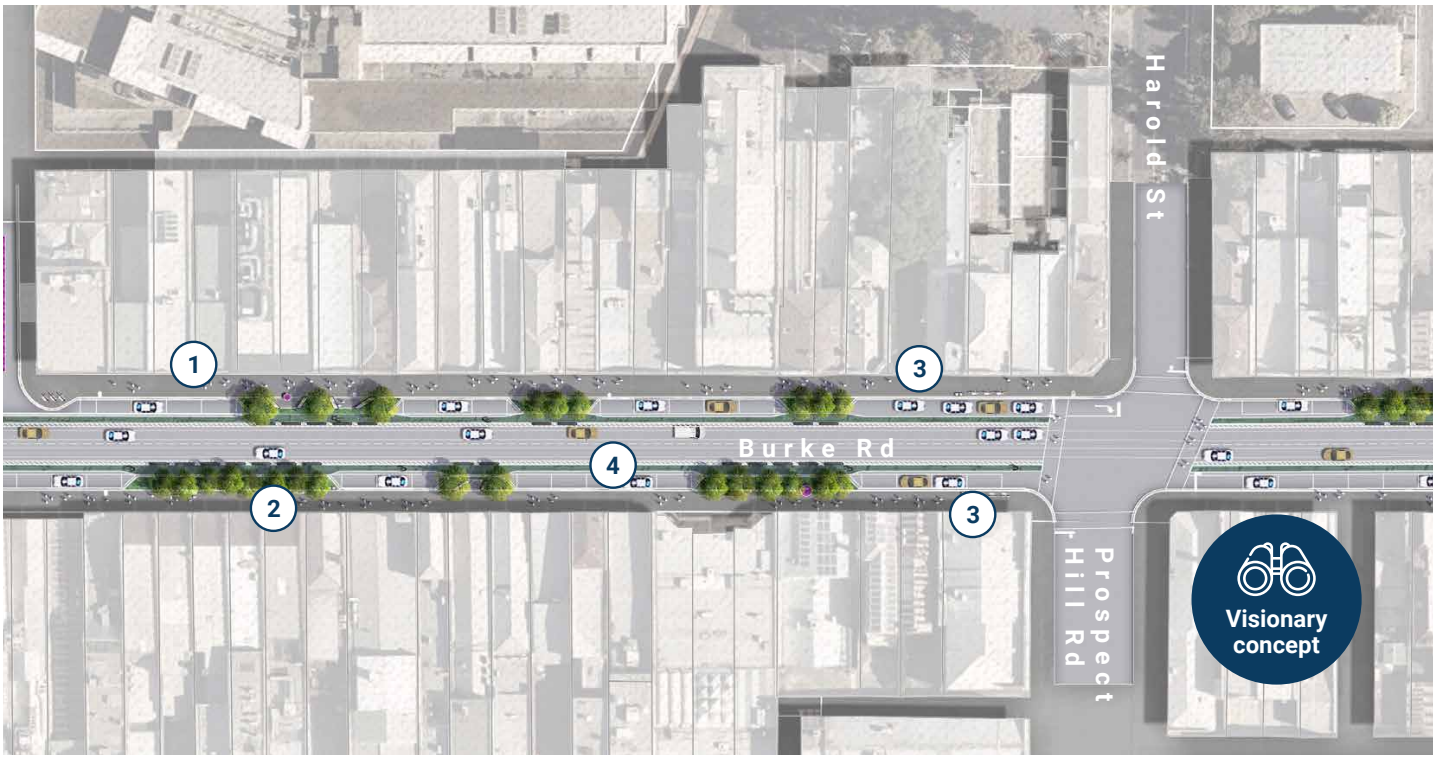
Final locations will be subject to State authority approval.

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 N

Burke Junction
Streetscape improvements

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

Visionary concept
LEATHERGOODS
DUNN'S LEATHERGOODS

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.

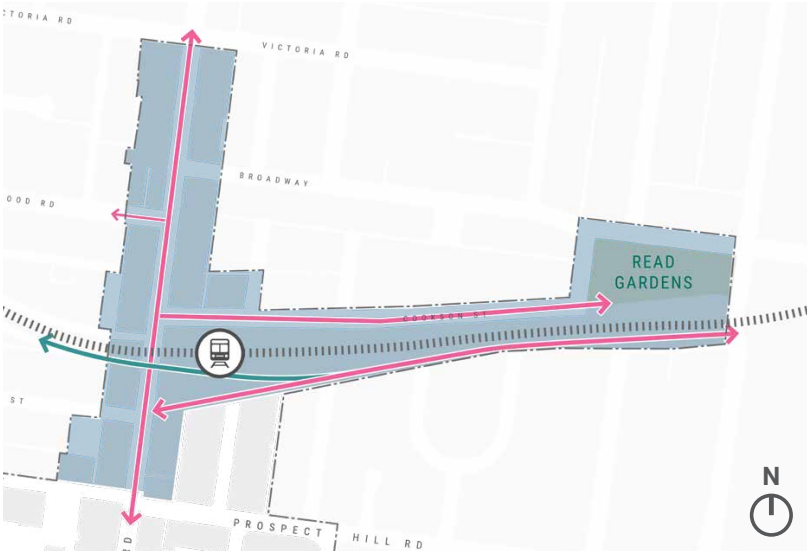


Figure 20 - Station North precinct boundary.

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.

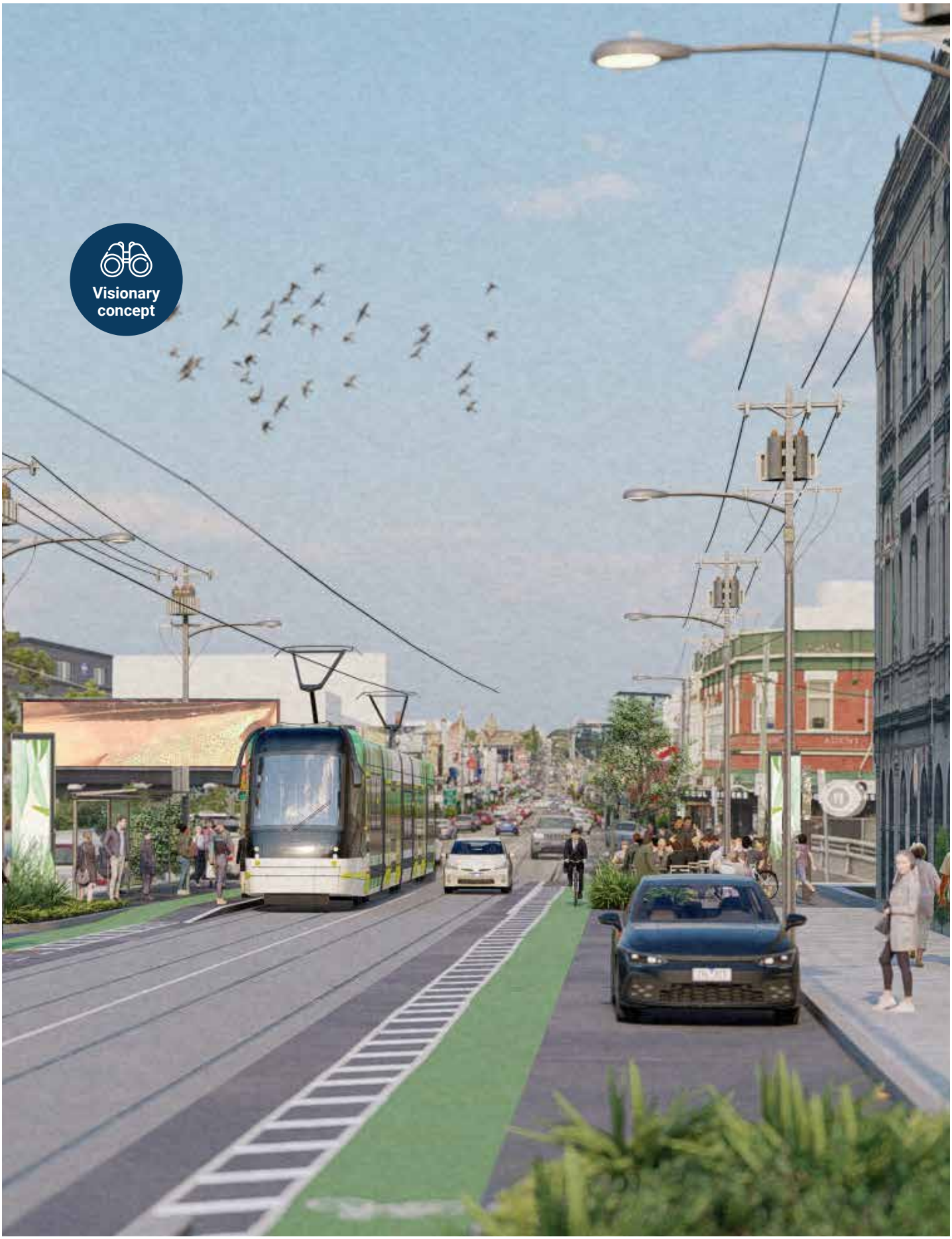
Any redevelopment must carefully consider and respond to the precinct's strong heritage character and the sensitive interfaces to the east and west.

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

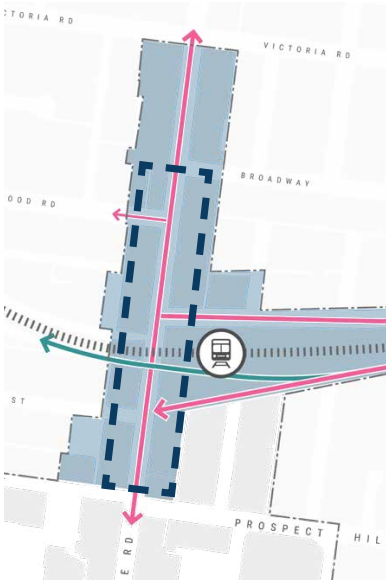
- Deliver public realm upgrades to Burke Road in stages to improve the amenity and accessibility of the precinct.
- Explore opportunities to improve lighting and pedestrian safety near the train station.

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.

N

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.

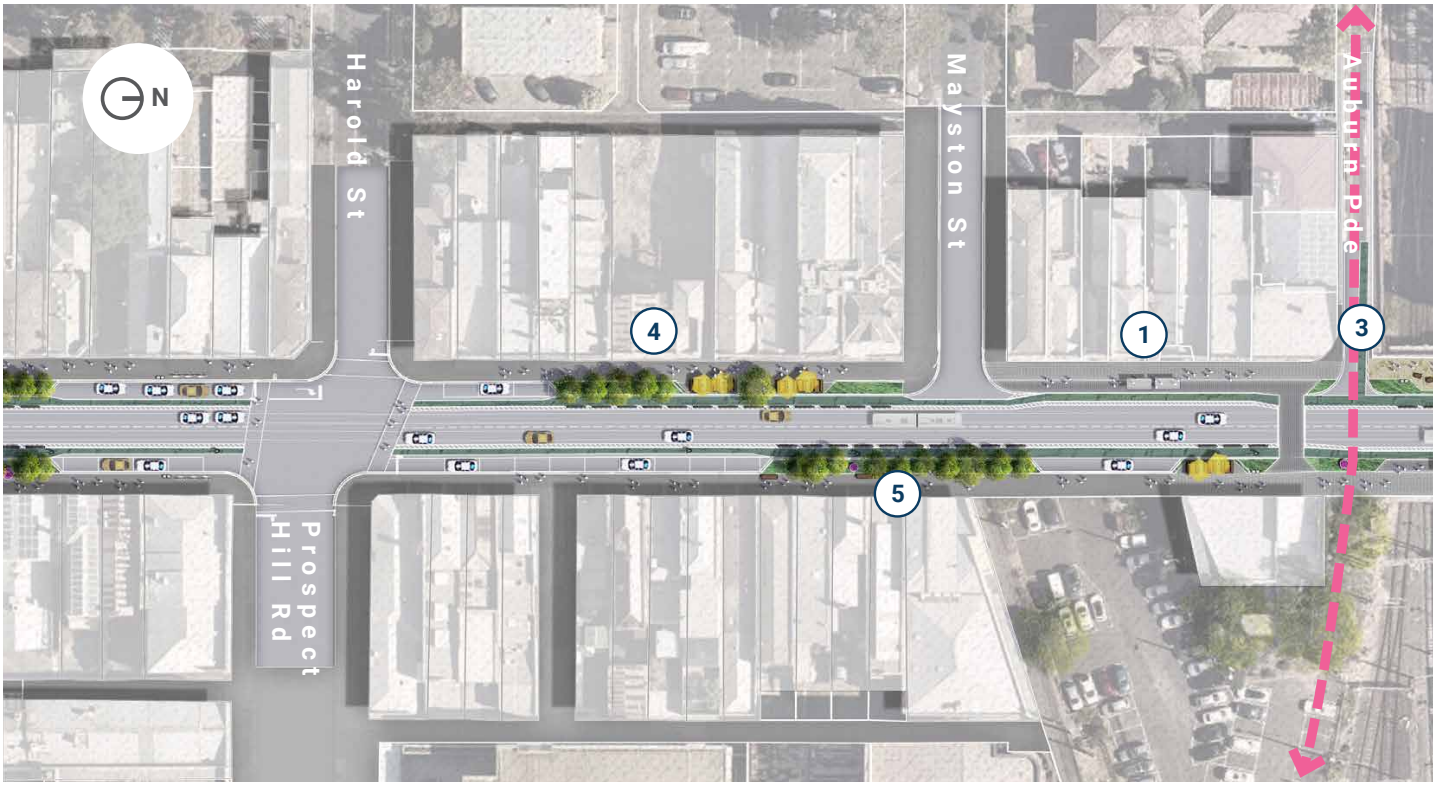


Figure 23 - Burke Junction streetscape concept plan (indicative only).

59

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.

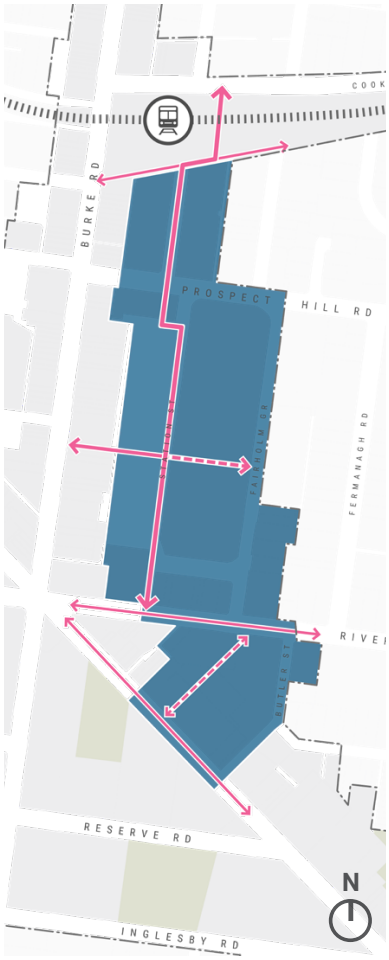
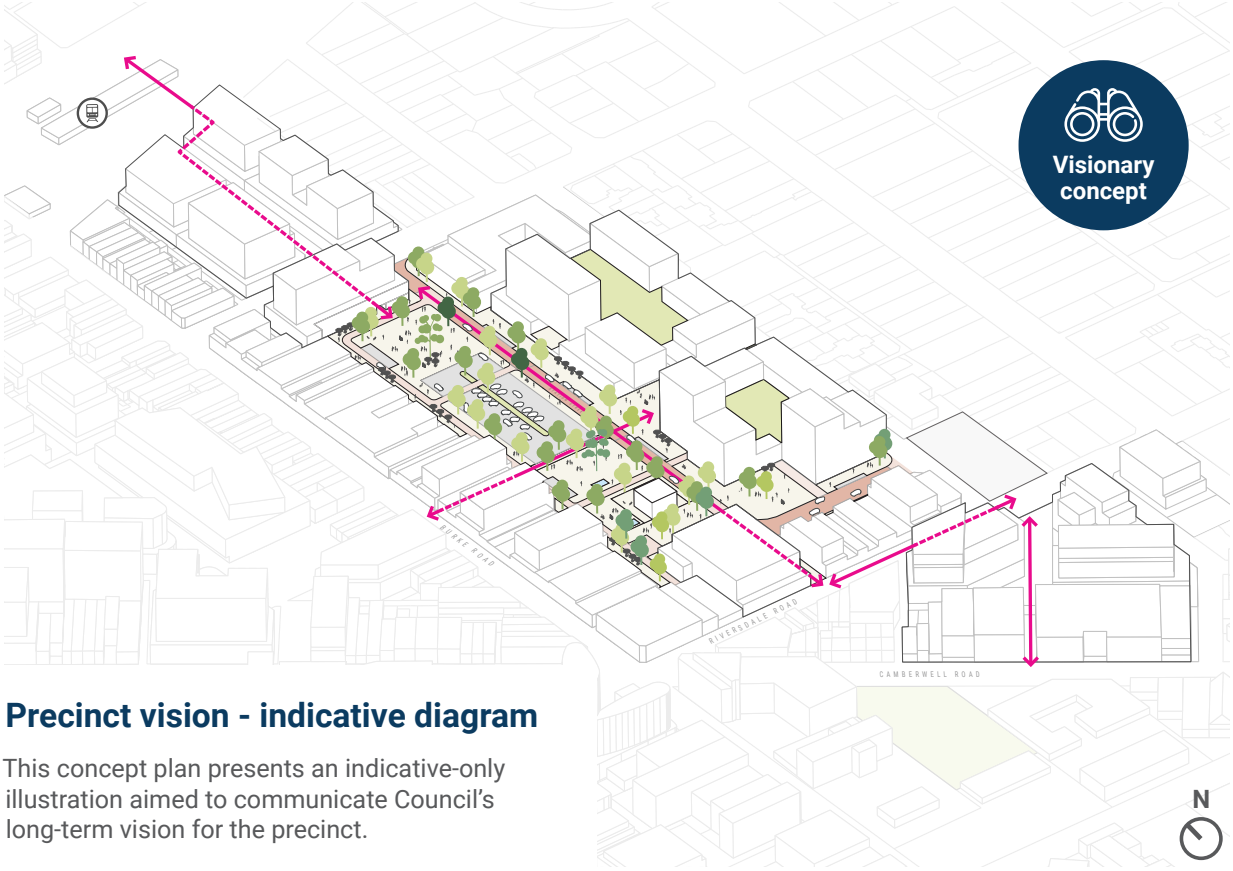


Figure 24 - Junction East precinct boundary

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

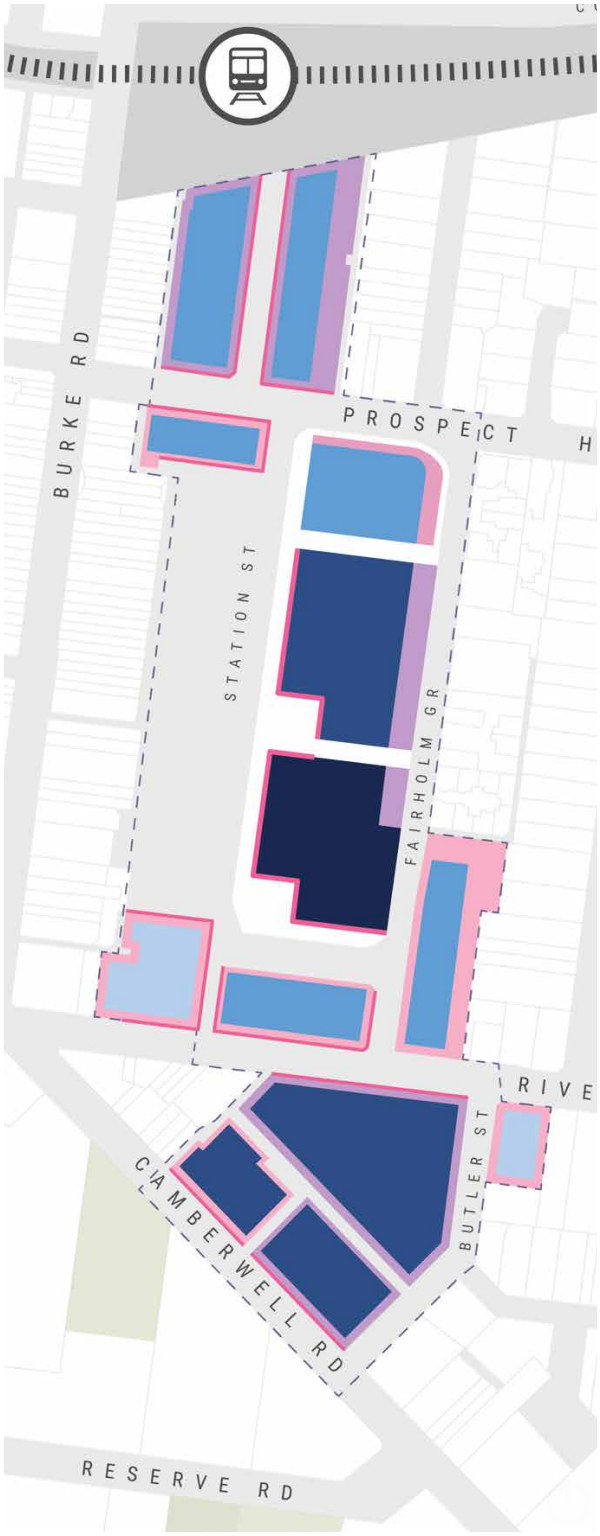


Figure 26 - Junction East precinct planning strategies plan

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

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

Figure 27 - Junction East precinct public realm strategies plan

Junction East

New public space

Market Plaza

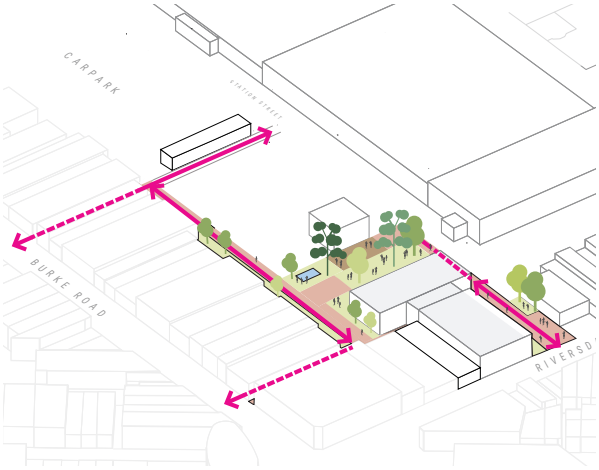
This proposal has great potential to create a new destination for Camberwell Junction, attracting new visitors and capitalising on the Sunday Market ongoing success to attract people from Melbourne-wide.

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
- Pedestrian/vehicle shared priority
- Decked area
- 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).

Camberwell Fresh Food Market

Market Plaza - concept plan and legend

1. Explore FFM facade upgrade to integrate into the new public plaza, promoting new outdoor trading opportunities.
2. Ensure design allows for vehicle servicing and residue collection from the markets and adjoining businesses.
3. Decked area to integrate substation into the new public plaza ensuring all substation requirements are met.
4. Proposed lawn area to create picnic and resting opportunities for all users.
5. New public seating and tree planting.
6. New 'plaza kiosk' to activate the public space into the evening hours.
7. Footpath widening to improve pedestrian amenity, expand greening, and provide new business opportunities.
8. Potential laneway traffic closure to create activation and improve pedestrian amenity and safety in the area.
9. Provide electronic signage to guide visitors to available parking within the precinct.
10. Ensure vehicle access to serve businesses and cater for drop off areas to customers with reduced mobility.

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).

Visionary concept

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.

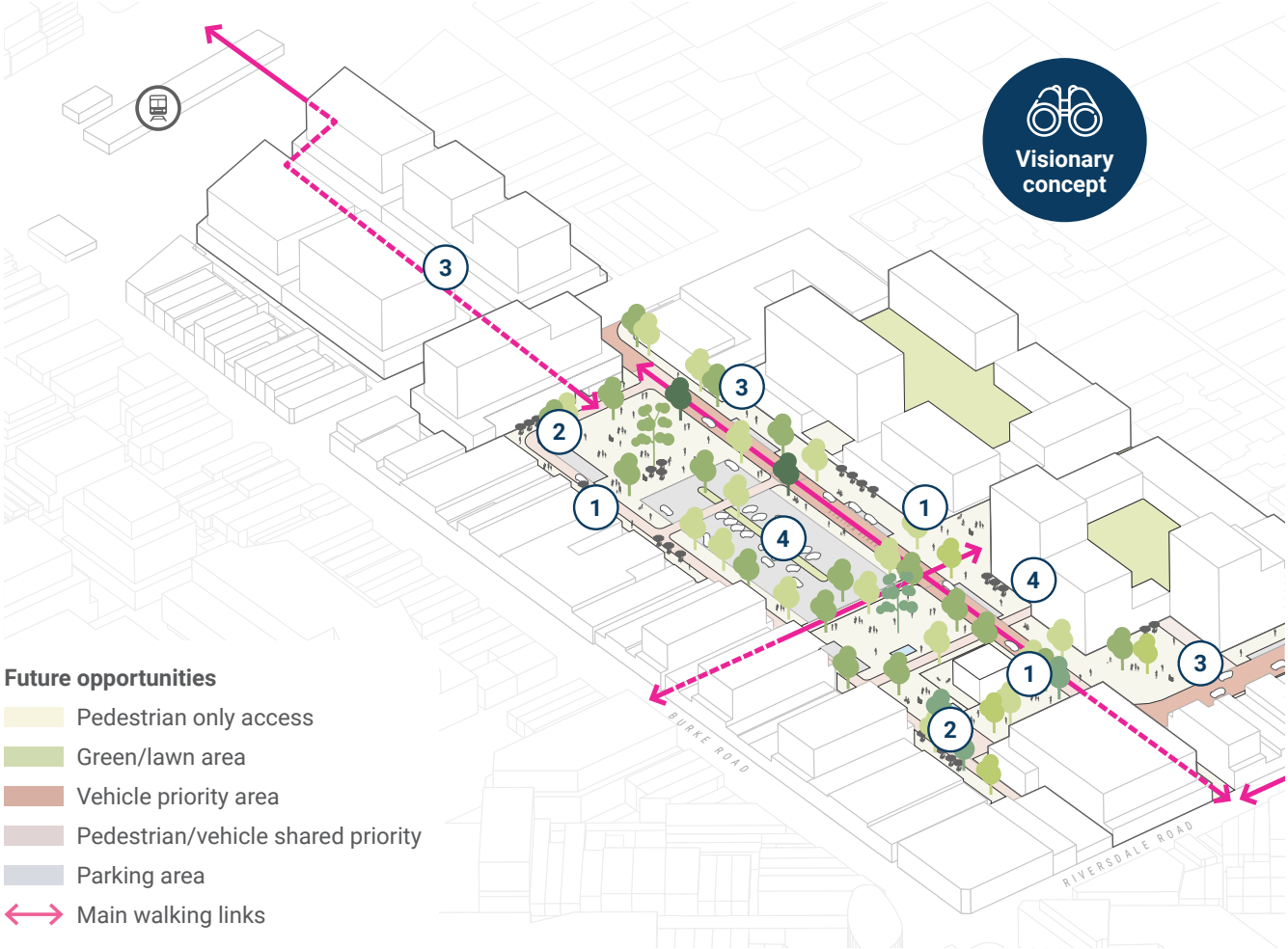


Figure 30 - Diagram showing long term vision and future opportunities of the precinct.

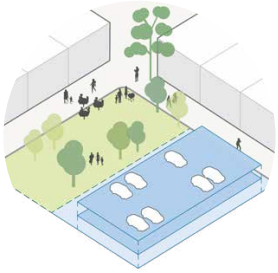
Indicative diagram - The diagrams below show hypothetical future development scenarios (indicative only) that can present opportunities to deliver improvements such as new public spaces and pedestrian connections.

Future opportunities

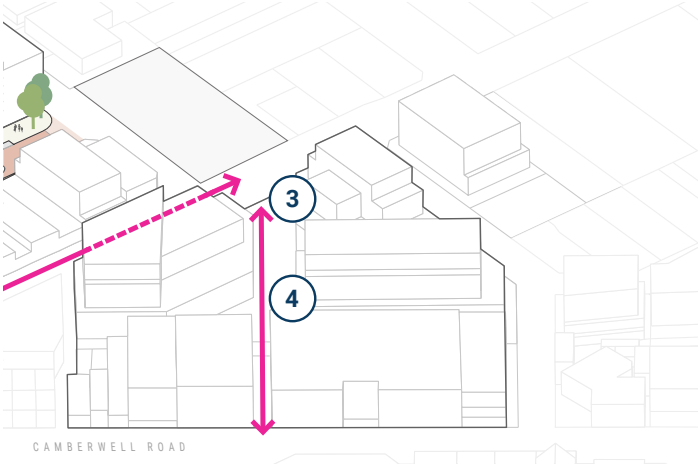
1 More public space, wider footpaths.

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.

Visionary concept

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.

Visionary concept

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.

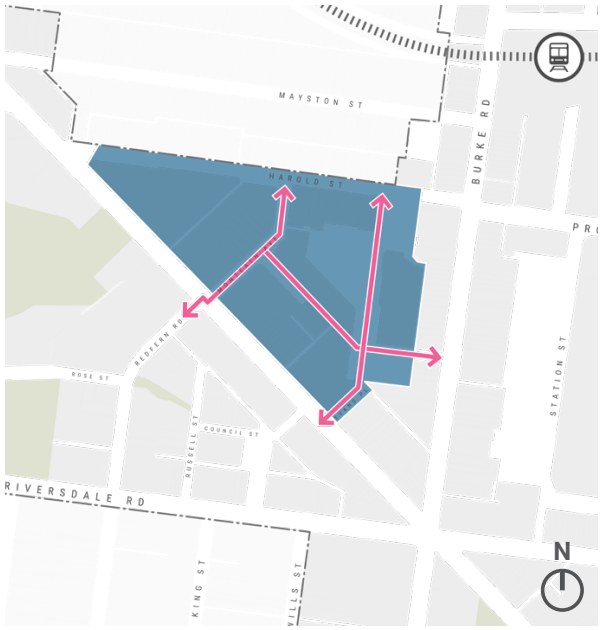


Figure 34 - Junction West precinct boundary.

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.

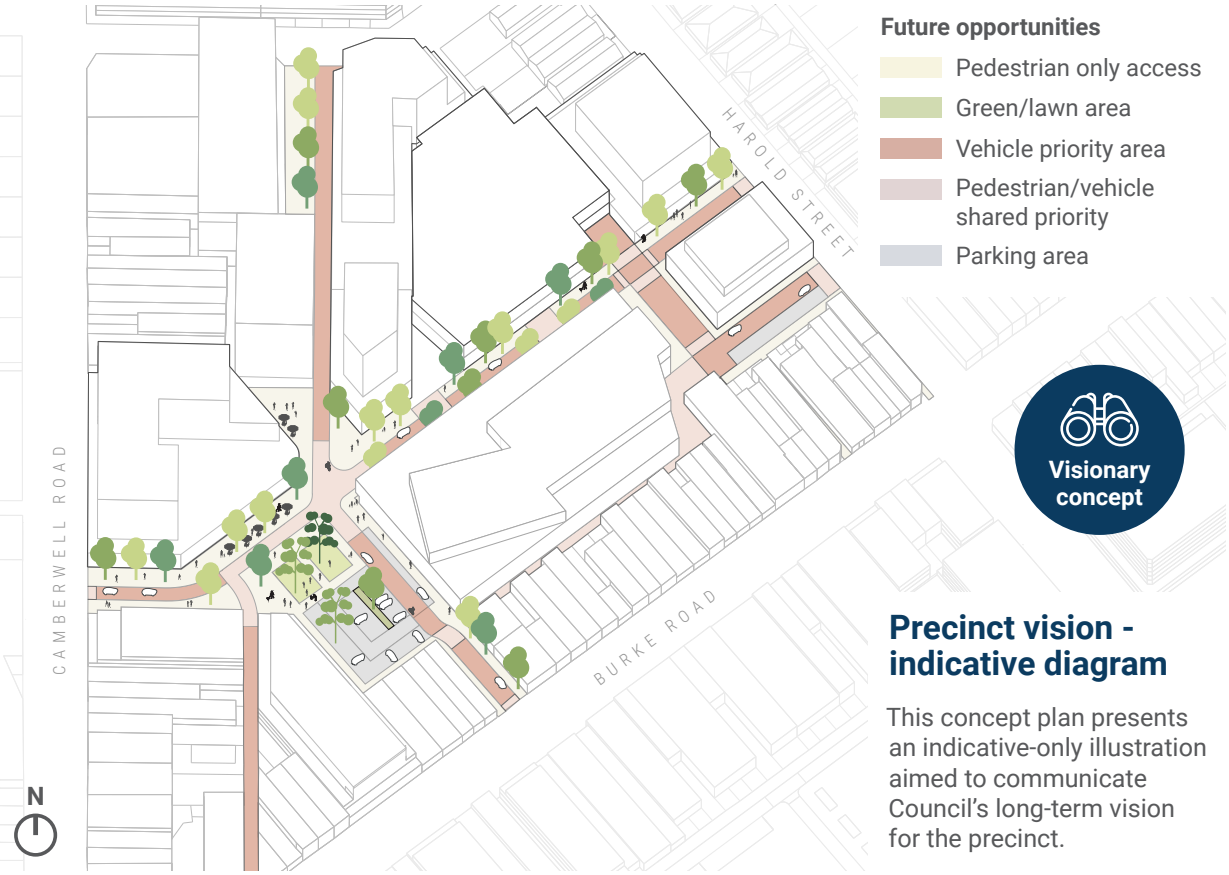


Figure 35 - Precinct vision diagram for Junction West precinct.

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.

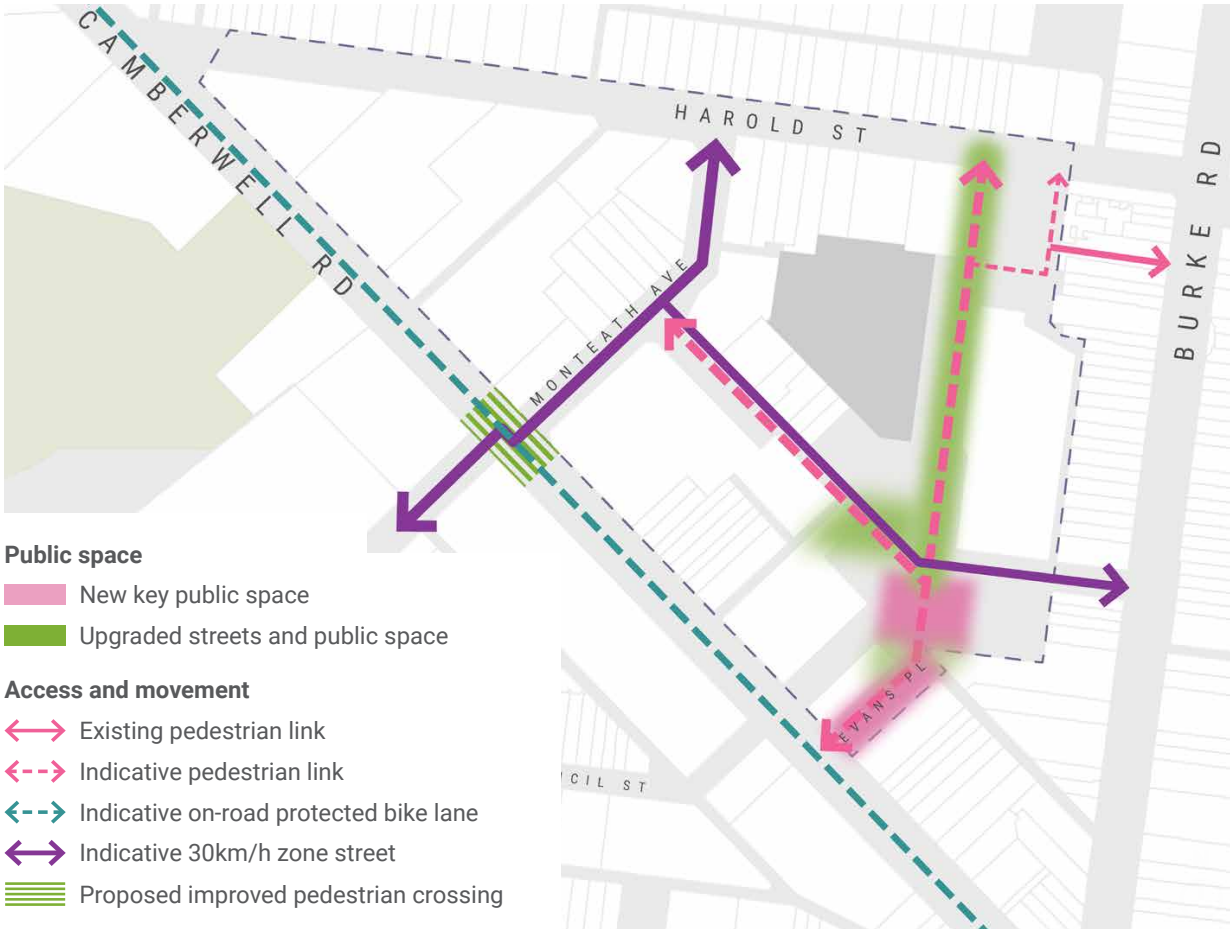


Figure 37 - Junction West precinct public realm strategies plan

Junction West

Public realm opportunities

Public-private partnership

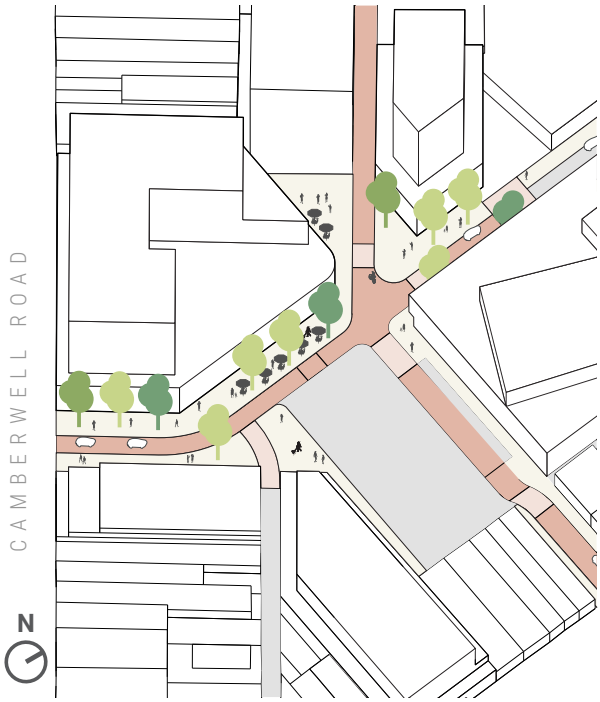
At present Junction West precinct provides large areas of surface parking that are challenging to navigate. Large parts of this land are in private ownership and are likely to be redeveloped during the plan period.

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.



Future opportunities

- Pedestrian only access
- Pedestrian/vehicle shared priority
- Vehicle priority
- Parking area

- Approximate private property boundary
- 1 Provide electronic signage to guide visitors to available parking within the precinct
- 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 development to contribute to public realm with wide high quality footpaths and active frontages.
- 5 New east-west street link connecting Burke Avenue and Porter Street to improve mobility of vehicles, pedestrians and cyclists.
- 6 Improved pedestrian crossings at key locations to increase pedestrian safety and precinct accessibility.

Figure 38 - Diagram showing indicative-only vision.

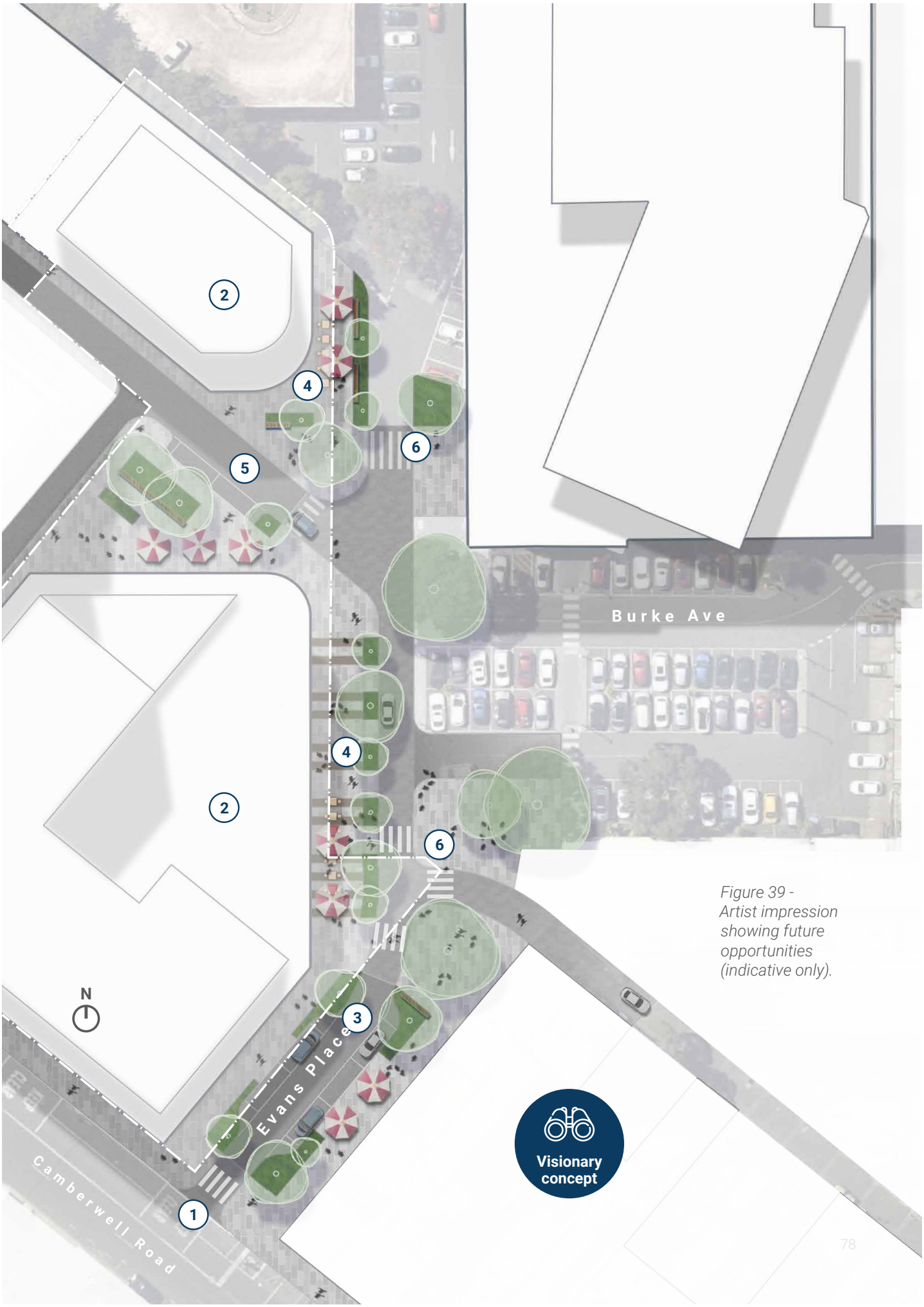


Figure 39 - Artist impression showing future opportunities (indicative only).

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.

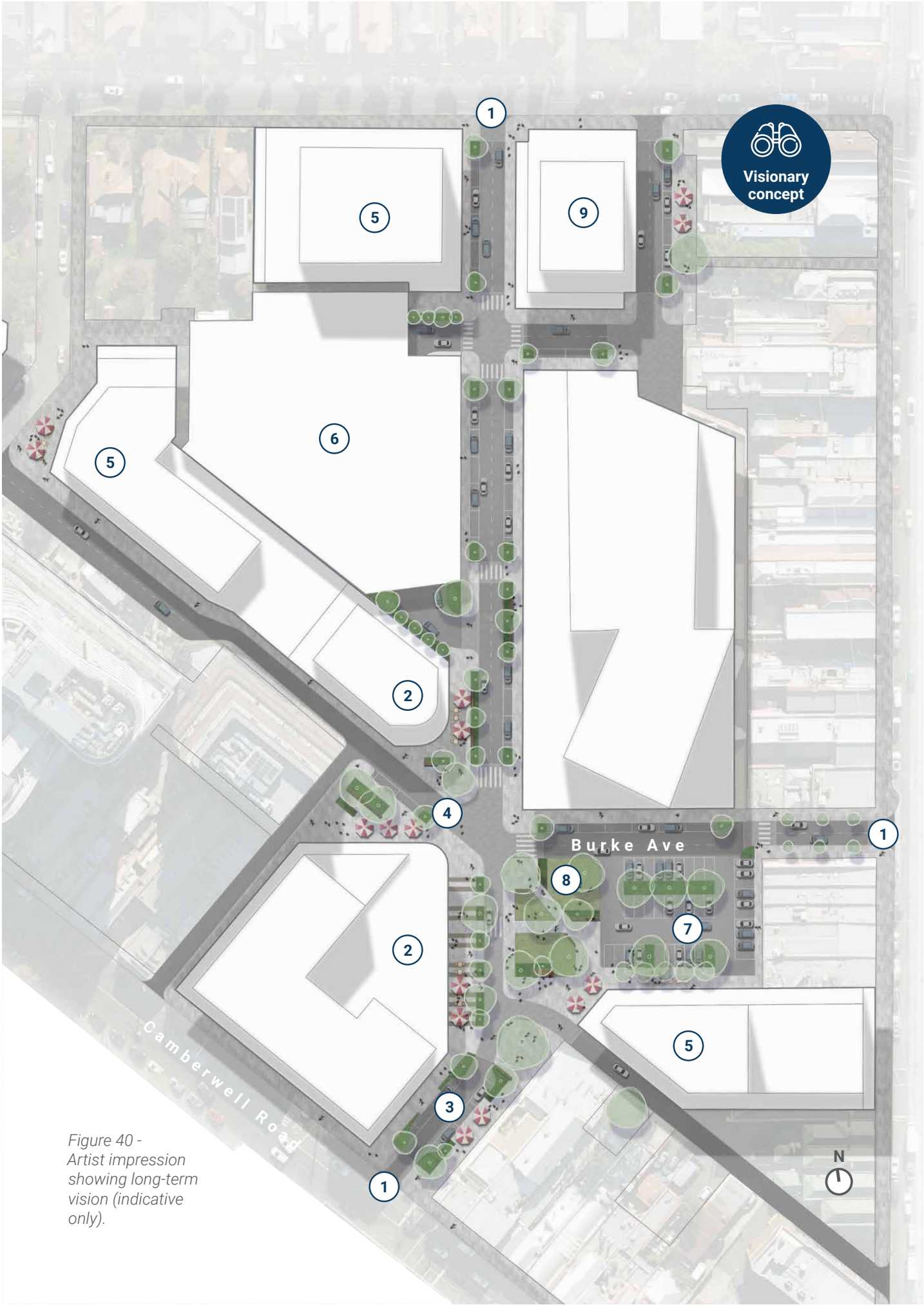


Figure 40 - Artist impression showing long-term vision (indicative only).

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.

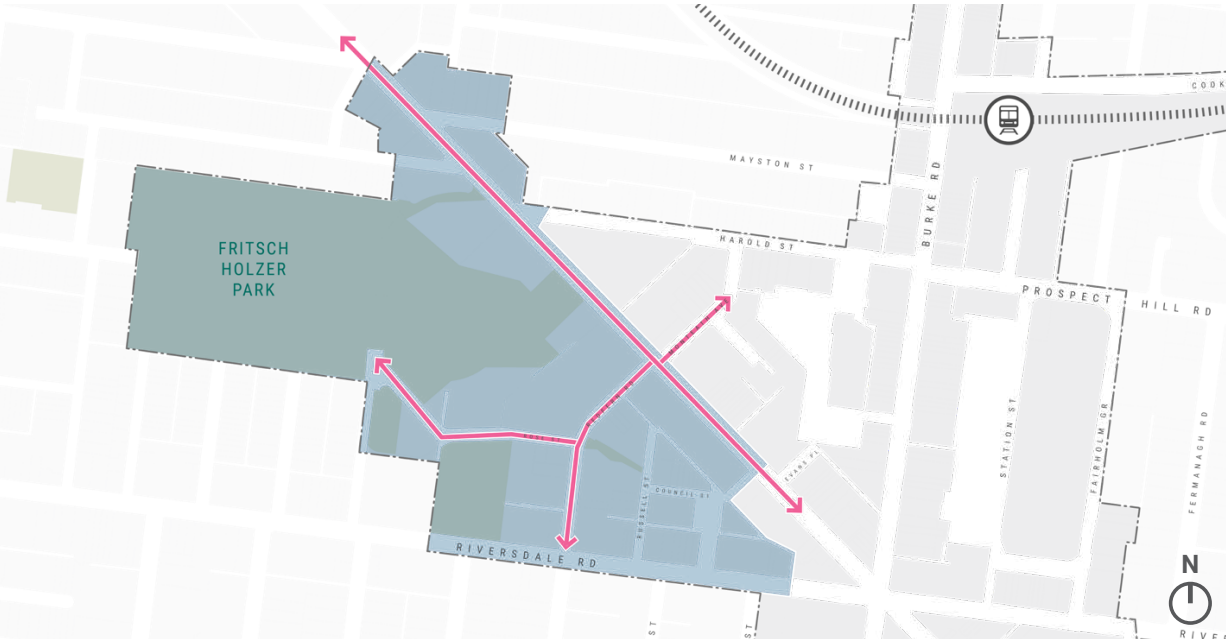


Figure 41 - Fritsch Holzer precinct boundary.

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

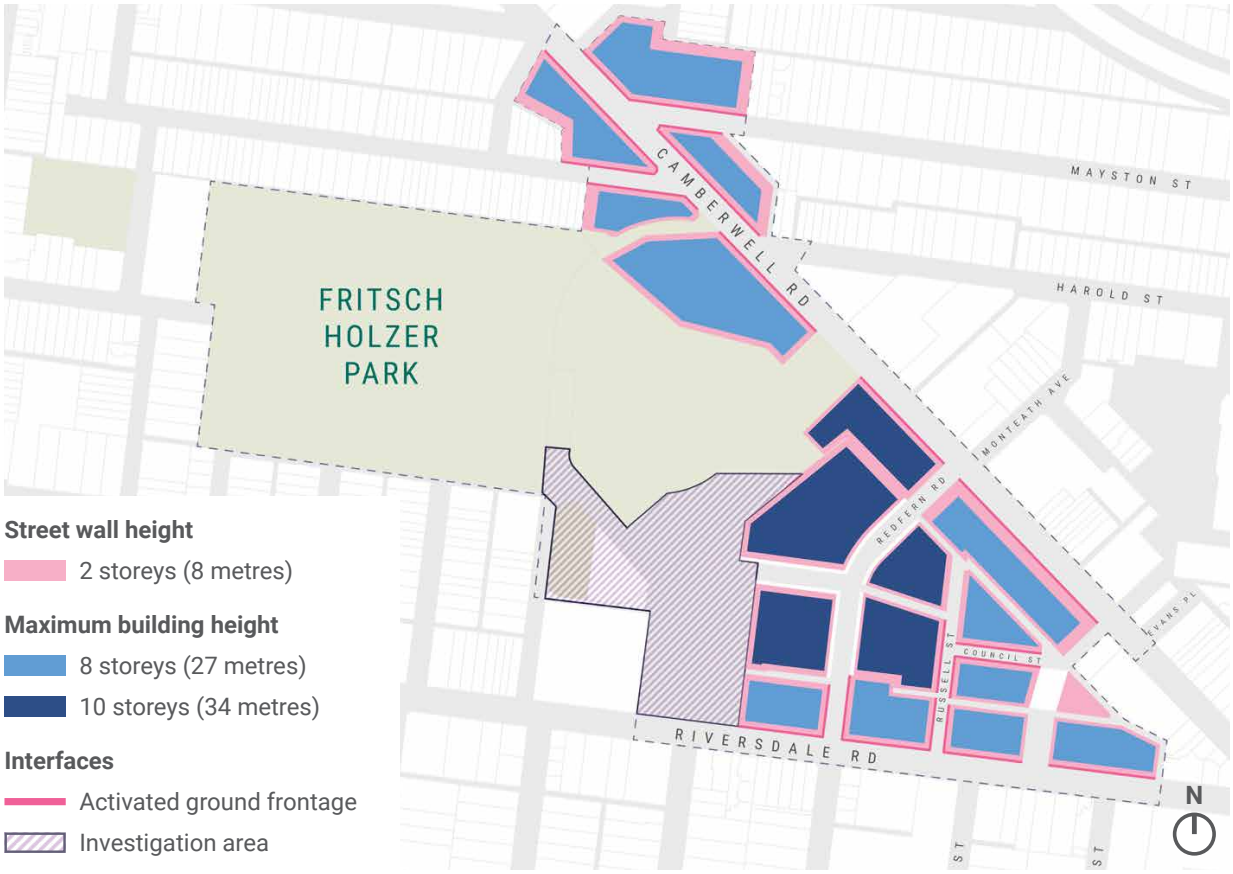


Figure 42 - Fritsch Holzer precinct planning strategies plan

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.

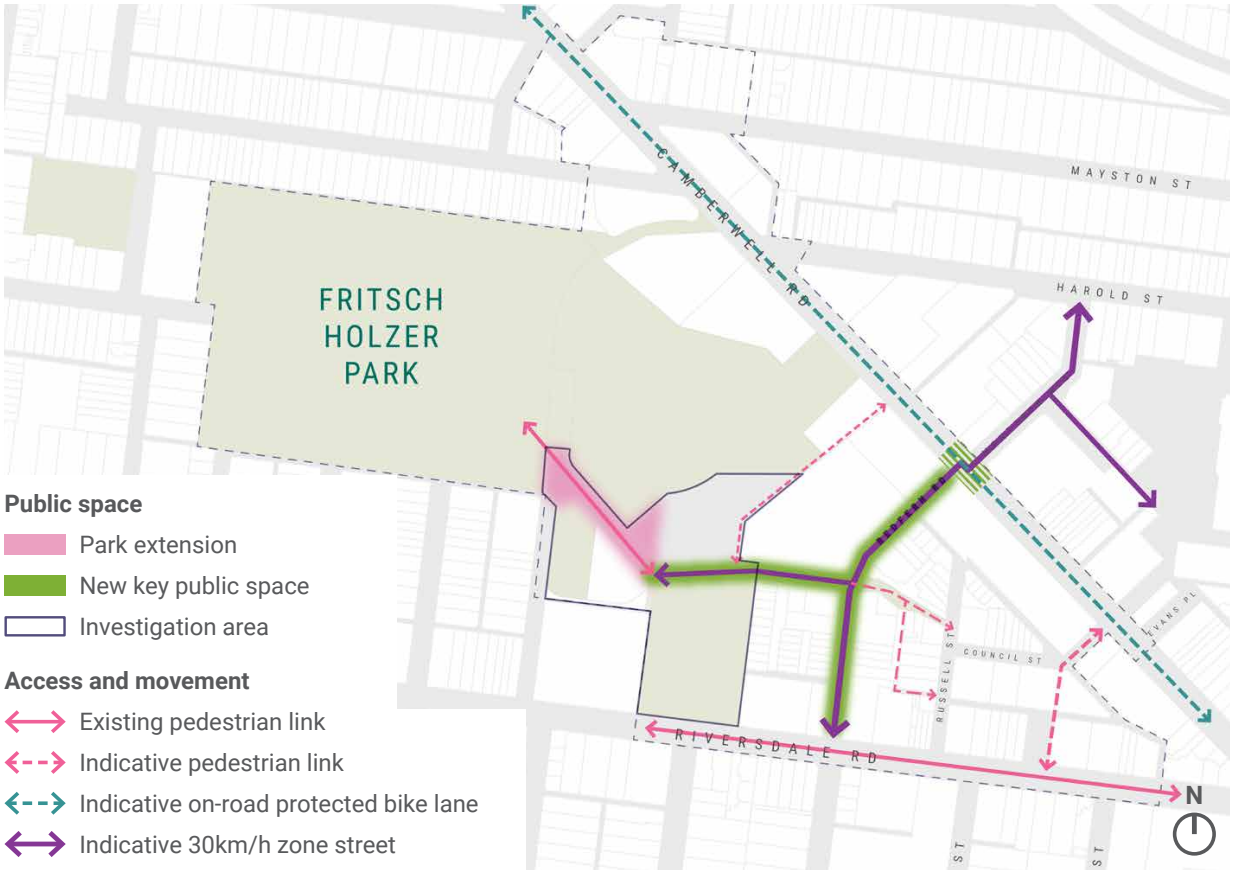


Figure 43 - Fritsch Holzer precinct public realm strategies plan

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.

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

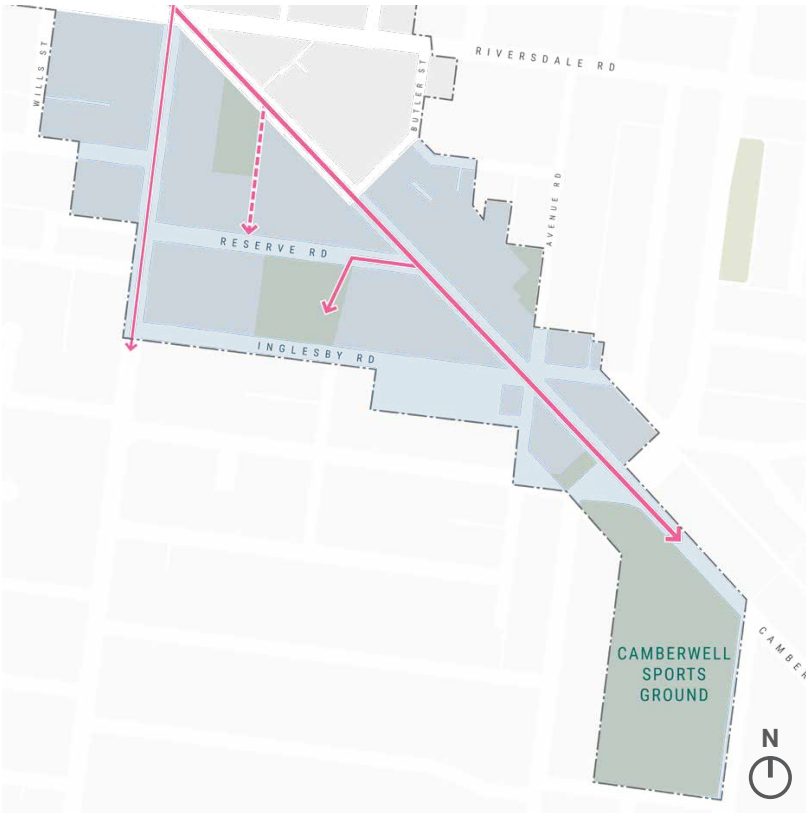


Figure 45 - Civic precinct boundary.

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

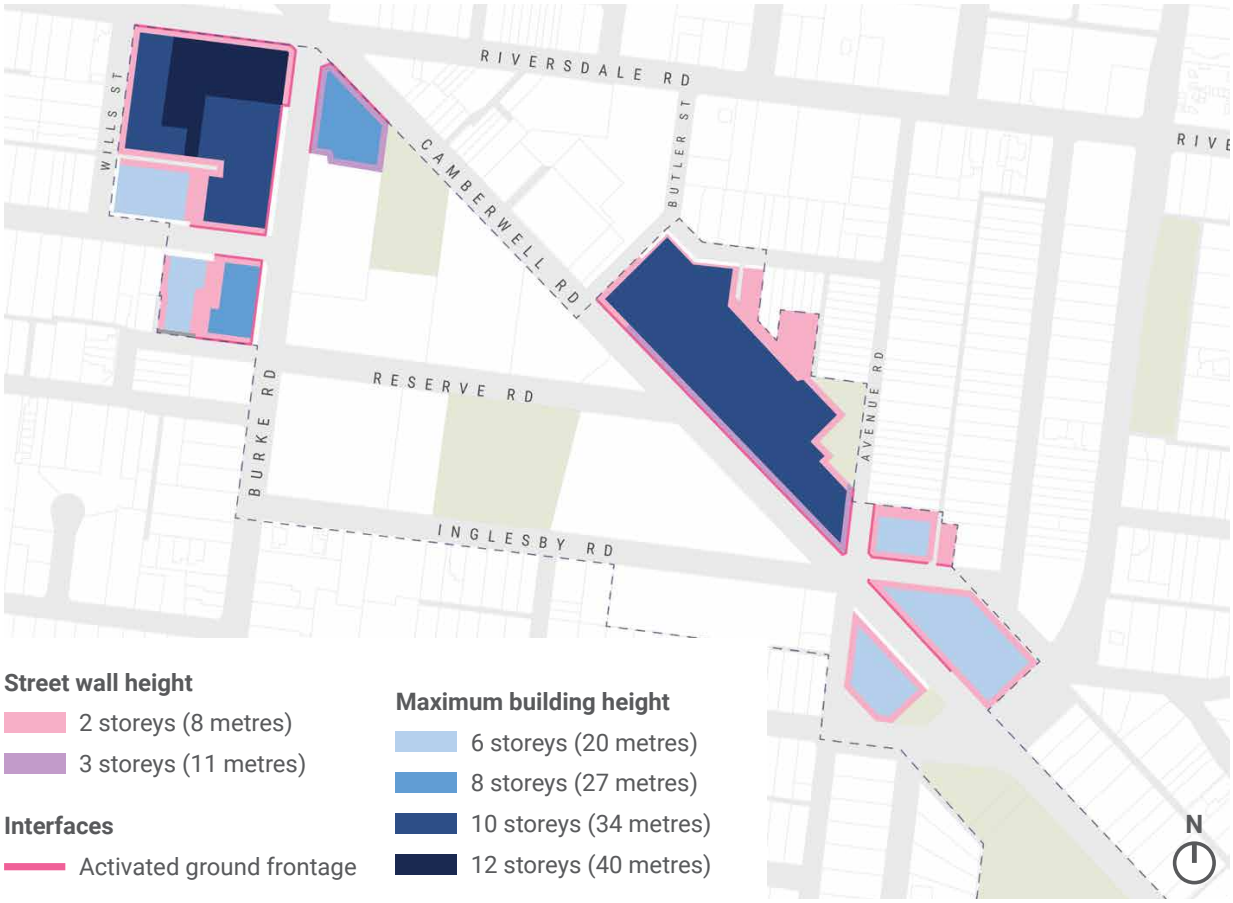


Figure 46 - Civic precinct planning strategies plan

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).

1. Improve connection and facilitate better integration of the Library and council facilities with the outdoor parkland for people of all ages.
2. Explore opportunities for open-ended, nature-based play provide the chance for discovery, imagination, learning, social connection and development.
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.
4. Improve seating options to ensure a high degree of flexibility and accessibility of how the space can be used by different age groups.
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
6. Improve connections to the broader Civic precinct and provide better accessibility for all users.

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.

Officeworks
ALDI
Access to ALDI
COFFEE
KEEP CALM AND DRINK COFFEE

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.

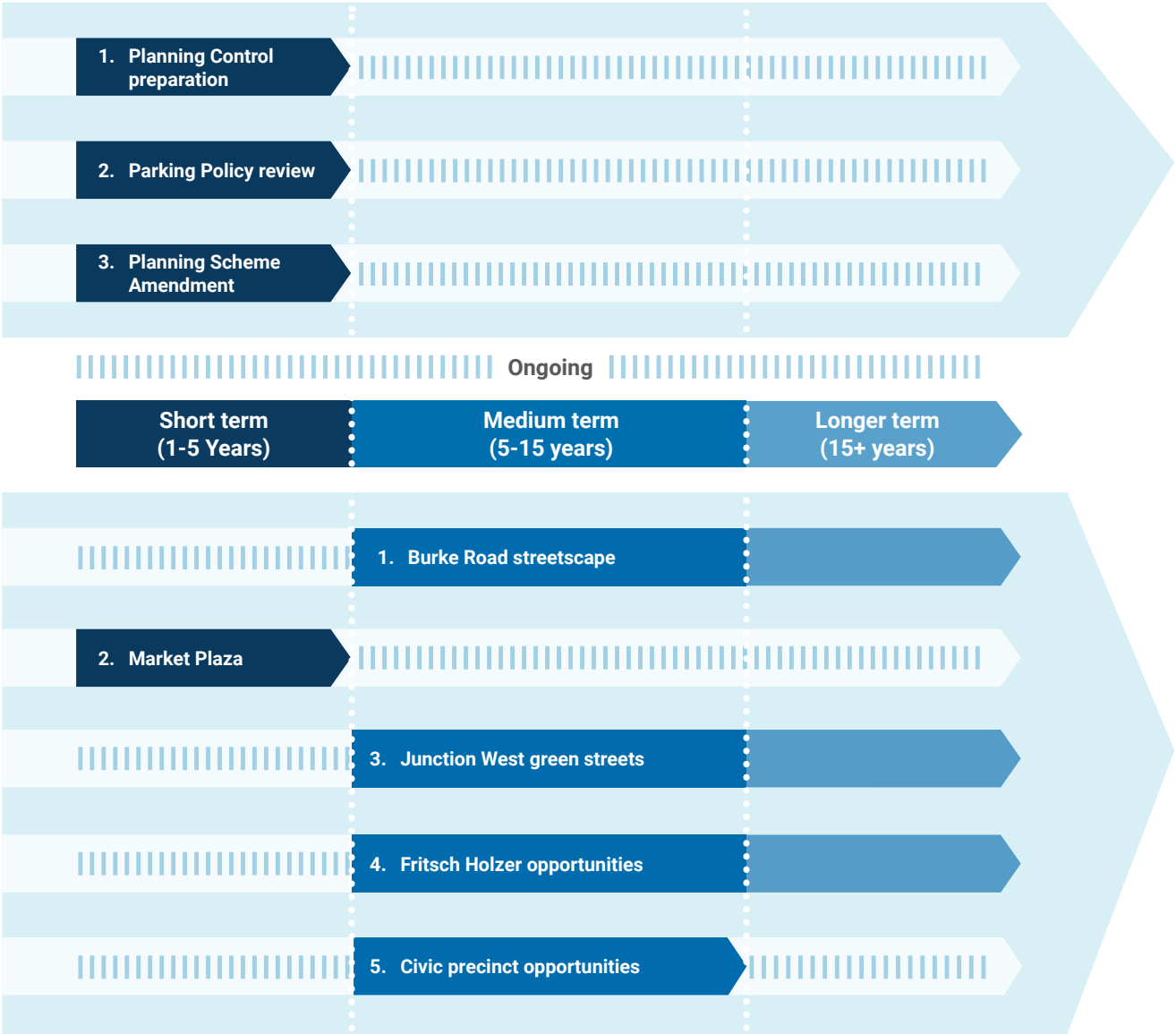
This timeline (see Figure 49) is intended to guide the Plan's implementation initially but needs to be flexible to respond to changing circumstances, new opportunities and community priorities over time.

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

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


1. Planning Control preparation
2. Parking Policy review
3. Planning Scheme Amendment
Ongoing
Short term (1-5 Years)
Medium term (5-15 years)
Longer term (15+ years)
1. Burke Road streetscape
2. Market Plaza
3. Junction West green streets
4. Fritsch Holzer opportunities
5. Civic precinct opportunities

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.

Walkablility

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.

BOROONDARA

BOROONDARA

Engagement Outcomes Report

for the Draft Camberwell Junction Structure and Place Plan

IT'S
YOUR
PLACE

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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

- 15% Visitors
- 71% Residents
- 7% Workers
- 2% Business owners / occupiers
- 5% Other

Gender

- 46% Women
- 45% Men
- 9% Prefer not to say

Age

- 1% Under 18 years
- 8% 18 to 24 years
- 16% 25 to 35 years
- 30% 35 to 49 years
- 13% 50 to 59 years
- 16% 60 to 69 years
- 10% 70 to 84 years
- 1% 85 or above
- 5% Prefer not to answer

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

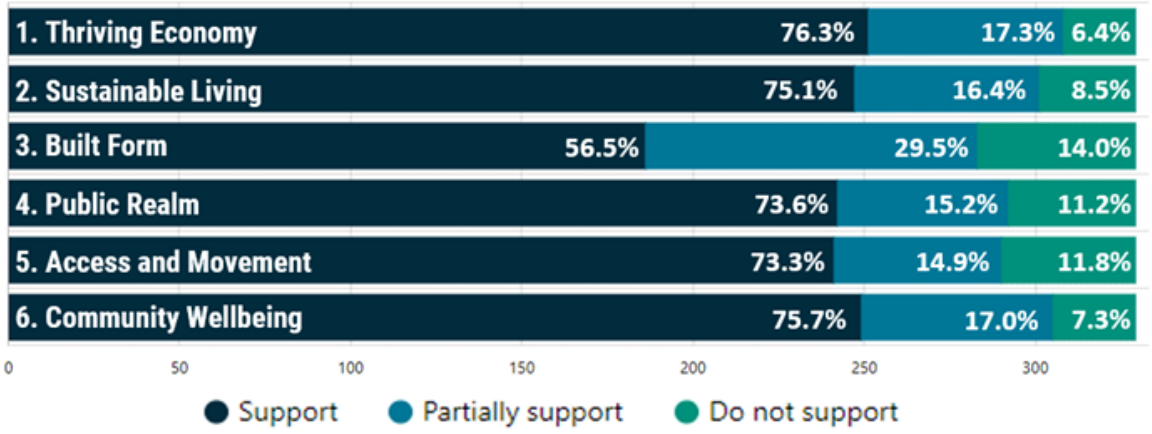
This section provides with a consolidated summary of the main themes raised by community across all consultation activities.

We received 340 completed surveys, and 260 of those provided extended feedback.
Survey included 3 questions, as follows:

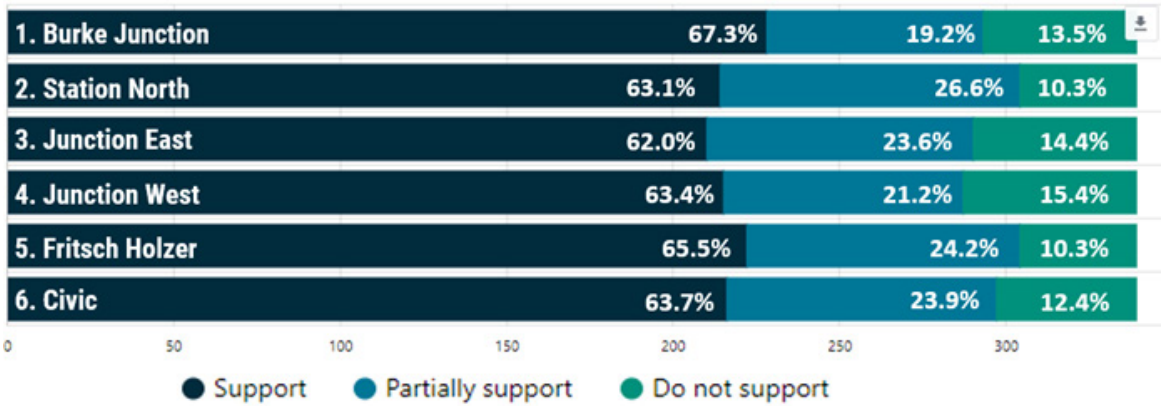
1) Broadly, do you agree with the actions and strategies outlined in the draft Camberwell Junction Structure and Place Plan?

- 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.

BOROONDARA

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
Planning submissions				
1	*Seeks Changes*	**746 Burke Road, Camberwell** While generally supportive of Council preparing the draft CJSPP, the submitter seeks changes to it as it relates to their site: 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.	Officers note support to update of the draft CJSPP. 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	**Update the legend for the maximum building heights map on page 26 to replace reference to '4-6 storeys (13-20 metres)' with '6 storeys (20 metres)'. [in response to point 4]**

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			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. 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. 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. 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.	
2	*Seeks Changes*	**178 - 180 Camberwell Road and 196-200 Camberwell Road, Hawthorn East** Submitter seeks changes on the following grounds:	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	**Update the maximum building heights maps on page 26 and page**

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Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
		1. States that their sites (including the Rivoli Theatre) were removed from the study due to its Heritage Overlay indicating a flawed growth model process. 2. 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. 3. 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. 4. The preferred 6 storey maximum building height is not reflective of the site's strategic significance and represents an underutilisation of the site. 5. 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. 6. The 'case by case consideration' for nominating different sites across the activity centre is ambiguous. 7. The site is designated as a 'bungalow and island site' typology, but this is not reflective of its existing conditions.	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. 2. 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. 3. 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	**47 to show an 8 storey (27 metres) height limit for 178-180 Camberwell Road, Hawthorn East [in response to point 4].**

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Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			existing heritage fabric does not prevent redevelopment of the balance of the site. 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. 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.	

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			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. 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.	
3	*Seeks Changes*	**697 & 699 Burke Road, Camberwell** The submitter supports: • 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. However, the submitter seeks the following changes relating to their site: 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.	Officers note overall support of the draft CJSPP. 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
		3. The proposed building width limitation of residential development above the street wall to 30m would result in underutilisation of strategic sites. 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.		
4	*Seeks Changes*	**335 Camberwell Road, Camberwell** The submitter supports: • 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. However, the submitter seeks the following changes relating to their site: 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.	Officers note overall support of the draft CJSPP. 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
		3. Camberwell Road should be accepted as capable of accepting a street wall response of up to 4-5 storeys. 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. 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. 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. 7. The proposed building width limitation of residential development above the street wall to 30m would result in underutilisation of strategic sites. 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.	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). 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. 7. To ensure appropriate amenity for residential uses, this is deemed an appropriate preferred building width limitation. 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	

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*	**Camberwell Station (2R Cookson Street, Camberwell)** Submitter seeks changes on the following grounds: 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).	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	**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]** **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]** **Amend the existing public carparking plan on page 17 of the Traffic and Movement report to show the submitter's site as**

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Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			interfacing Burke Street should remain at 6 storeys. 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 Overlays, 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. 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.	**'privately-owned publicly accessible, not 'existing at-grade'. [in response to point 5]**

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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*	**681 Burke Road, Camberwell** The submitter supports: • 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. However, the submitter seeks the following changes or clarification relating to their site: 1. 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. 2. 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	Officers note support to update of the draft CJSPP. 1. 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. *2.* 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. 3. Officers note that with residential uses to the south and west of the submitter's site, a 3-	**Replace the first planning action on page 89 with a new action to read as follows:** **'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]** **Amend the built form plans to clearly show preferred street wall heights [in response to point 2]**

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Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
		expected of future development that does not relate to these uses. 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. 4. The maximum building heights and street wall heights should be expressed in metres.	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. 4. Preferred maximum building heights and street wall heights are shown in metres on pages 26 and 27 respectively.	
7	*Seeks Changes*	**800 - 802 Burke Road, Camberwell** The submitter supports: • 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. However, the submitter seeks the following changes relating to their site: 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.	Officers note support to update of the draft CJSPP. 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. 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. 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	**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]** **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]**

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Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
		2. The population projections should be updated in line with the State Government. 3. The site should be rezoned from GRZ4 (with a 3-storey height limit) to MUZ, C1Z, ACZ. 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. 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. 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. 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.	Commercial 1 Zone to reflect its commercial use and location at the entry to the Camberwell Junction Activity Centre. 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. 5. The existing building typologies analysis is provided to gauge likely redevelopment and adaptability potential in meeting growth demand projections. 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. 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	

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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*	**4 - 14 Redfern Road, Camberwell** While supportive of Council preparing the draft CJSPP, the submitter seeks changes to it as it relates to their site: 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.	Officers note support to update of the draft CJSPP. 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.	**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]**

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Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			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. 5. Noted. Will be amended to show the correct interface in the legend.	
9	*Seeks Changes*	**2 - 6 Railway Parade, Camberwell** The submitter seeks changes as it relates to their site: 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.	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.	**Amend plans on page 28 and page 63 to show a consistent 3 storey street wall height [in response to point 2]**

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Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			3. It is noted that the draft CJSPPP does not propose mandatory requirements. 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. 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	
10	*Seeks Changes*	**240 Camberwell Road, Camberwell** The submitter seeks changes as it relates to their site: 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	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	**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]**

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Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
		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.	strategies to ensure appropriate design outcomes. 2. Officers note the anomaly and recommend updating relevant maps and diagrams to accurately show the interface consistently. 3. It is noted that the draft CJSPP does not propose mandatory requirements.	
11	*Seeks changes*	**8-18 Porter Street, Hawthorn East** The submitter supports: • 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. However, the submitter seeks the following changes relating to their site: 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. 2. Rezone the site to a zone that accommodates the taller building height. 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.	Officers note the support to the height limit and designation of precincts. 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. 2. The draft CJSPP already contains an action on page 75 to rezone these properties to the Commercial 1 Zone.	**Amend plan on page 36 to show the correct map symbol for existing pedestrian links across the site. [in response to point 6]** **Amend plan on page 75 to differentiate the street wall height more clearly within the map. [in response to point 7]**

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Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
		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. 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. 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: - "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. 7. The distinction between a 2 storey and 3 storey street wall height is unclear in Figure 36: Junction West Precinct Planning Strategies.	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. 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). 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	

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Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			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. 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'. 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.	
Stakeholder submissions				

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Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
12	*Seeks changes*	**Camberwell Primary School Board** The submitter seeks changes to the draft CJSPP as related to the Primary School: 1. Supports a permanent partial closure of Reserve Road (the 60m that divides the two school campuses and playground).	1. Officers note the draft CJSPP includes the following action, which covers safety concerns on Reserve Road: *'Explore opportunities to improve pedestrian amenity and safety on Reserve Road, and better integrate street with Council's civic spaces.'*	**No changes recommended**
13	*Seeks changes*	**Balwyn Rotary** The submitter seeks changes to the draft CJSPP as related to the Market Plaza: 1. 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.	1. 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. 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. 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.	**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*	**Camberwell Traders Association** The submitter supports the draft CJSPP overall, particularly:	1. Officers note the support.	**No change recommended.**

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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	*Seeks changes*	**Camberwell Baptist Church** 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. However, the submitter seeks changes as related to the site of the Camberwell Baptist Church: 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.	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.	**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]**
16	*Seeks changes*	**Department of Transport and Planning** The submitter supports the ongoing growth of the broader activity centre area and makes the following comments: • The Department is actively working on upgrading tram stops to comply with the Disability Standards for Accessible Public Transport requirements.	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	**Amend the streetscape layout for figures 18 and 19 to remove parking closest to the intersection**

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Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
		• 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. However, the submitter seeks the following changes relating to transportation: 1. 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. 2. 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. 3. 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	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. 4. Due to the above point, officers reject the suggested cross-section, subject to further investigation in the detail design phase of this project. 5. Officers note and acknowledge the State requirements for implementing pedestrian crossings. 6. Officers note the recommendation to recognise Rose and Redfern Streets as C3 and P4. 7. 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. 8. 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.	**[in response to point 7].**

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Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
		Service for the network along Camberwell and Burke Roads corridor. 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. 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. 6. It is recommended that both Rose and Redfern Streets be recognised as C3 and P4. 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. 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 *'review of the legal operating speed limit for the area'*.		
Community submissions				
17	*Seeks changes*	**Camberwell Village Tower Owners Corporation Committee** **9 Porter Street, Hawthorn East**	1. The CJSPP recognises the importance of pedestrian safety throughout the centre, with a key objective in the plan to: *"Improve pedestrian and cycling safety, movement and*	**No change recommended.**

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Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
		The submitter highlights the following issues relating to their site: 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.	*amenity"* and a key strategy to: *"Ensure pedestrian and cycling routes are accessible and easy to navigate"* (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. 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).	

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		8. There needs to be greater consideration for infrastructure requirements such as power, sewage, traffic management, flooding and parking requirements. 9. Additional community services need to be considered, given the expected population increases, such as schools, medical support, health and wellbeing centres. 10. There should be consideration in the CJSPP for overall affordability and sustainability.	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. 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 *'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*	

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			street if elements such as upper-level setbacks, building separation and quality design details are also introduced.' 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. 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. 7. The CJSPP already provides guidelines around setbacks , including applying ResCode Standard B17 for interfaces with residential zoned land outside the activity centre. 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.	

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Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			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. 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. 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. Issues of sustainability are addressed in the	

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			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.	
18	*Seeks changes*	The submitter seeks changes to the draft CJSPP as follows: 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.	1. The 'sustainable living' chapter includes a strategy that '*Design of new developments much achieve a high standard of sustainability…'.* 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	**Amend the Transport and Parking report on p. 7 to make a reference to EV charging stations. [in response to point 2]**

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Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			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. 4. As above.	
19	*Seeks changes*	The submitter seeks changes to the draft CJSPP as follows: 1. 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.	1. 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.	**No change recommended.**
20	*Seeks changes*	The submitter seeks changes to the draft CJSPP as follows: 1. There is a lack of clarity around the provision of community facilities. 2. 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. 3. 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	1. 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. 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. While there may not be	**No change recommended.**

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Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
		historic character. Maximum building heights of 4 storeys across the centre is preferred. 4. The submitter opposes the transformation of the Camberwell Market car park into open space. 5. The submitter opposes the proposed streetscape changes and improvements to Burke Road. 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. 7. The submitter opposes closing off Station Street to cars at Riversdale Road, as it is not a laneway. 8. The submitter opposes underground parking.	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. 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. 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	

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			expansive Station Road car park is considered appropriate given the benefits derived from the new public space. 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. 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. 7. The submitter's opposition is noted. 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.	
21	*Seeks changes*	The submitter seeks changes to the draft CJSPP as follows: 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.	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
		4. Pedestrian safety may be compromised by additional cyclists, given the expected population increase. 5. Homelessness appears to be a growing issue across Camberwell Junction. Is there a way to provide assistance?	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. 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. 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	
22	*Seeks changes*	The submitter supports the Plan overall, including: • How thoughtful and comprehensive it is.	1. The principles referred to by the submitter are a key foundation of the CJSPP including: a thriving economy, sustainable living, built form,	**No change recommended.**

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
		• The emphasis on space, place, environment, respect for heritage and culture as priorities. However, the submitter seeks the following changes: 1. 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. 2. 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. 3. The possibility of traffic reduction is attractive, however, Burke Road serves as a major thoroughfare and there need to be practical alternatives. 4. Social housing should be included. 5. A lack of trade has closed several market stalls. Is there consideration of market viability when permits are requested? 6. 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.	public realm, access and movement and community wellbeing. 2. 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. 3. 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. 4. 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
			housing. One of the objectives within the 'sustainable living' chapter is to: *'increase housing supply, diversity, sustainability and affordability'* (p. 22). 5. The occupation of individual stalls within the Camberwell Fresh Food Market is not a matter for consideration as part of the CJSPP. 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.	
23	*Seeks changes*	The submitter seeks changes to the draft CJSPP as follows: 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.	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	**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]**

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
		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.	Street and Redfern Road. This will be made clearer in the report. 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. 4. Officers note the feedback. Crime Prevention Through Environmental Design principles (CPTED) are a key part of detailed design process. 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	

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	*Seeks changes*	The submitter seeks changes to the draft CJSPP as follows: 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.	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.	**Amend an action on pg. 35 to include: *Advocate to the Victorian State Government to deliver the Hawthorn to Box Hill Cycle route.* [in response to point 1]**
25	*Seeks changes*	The submitter supports the Plan overall, including: • 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. However, the submitter seeks the following changes: 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.	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.	**No change recommended.**

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Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
		3. The short-term plan should be included or identified in terms of specific next steps. 4. The Plan should set up measurable objectives. 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. 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.	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. 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. 6. These matters can be considered as part of the detailed design stage.	
26	*Supports*	The submitter supports the draft CJSPP overall, however seeks the following changes: 1. Council should manage the activity centre work and not the State. 2. Heritage places that abut the area should be further protected and shown appreciation through interpretive signs at street entrances to key heritage precincts.	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). 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: *'Protect the heritage and main street character of Burke Road, the Junction and landmark heritage places within the centre'.* 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	**No change recommended.**

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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*	The submitter seeks the following changes: 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.	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*	The submitter seeks the following changes: 1. Recommends that the CJSPP have input from a specialist climate change expert.	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.**

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Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
		2. Recommends the inclusion of a multi-purpose art gallery with high level sustainable design features. 3. Proposes a public fountain / water feature, potentially north of the Market in the proposed green public space. 4. Proposes an upstairs restaurant and wine bar with a deep cantilevered balcony to help the declining attendance of the Camberwell Fresh Food Market. 5. Consideration should be given to ensuring the needs of birds, animals and insects - including minimal intrusion from night light, noise and toxic sprays. 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. 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. 8. No parking allowance has been made for significant population increases with new apartment towers potentially not offering parking. 9. Removing car parking, widening footpaths and adding bike lanes can lead to high retail vacancy rates like in Acland Street, St Kilda.	sustainable design (ESD) guidelines throughout Boroondara. 2. This is a matter outside the scope of structure planning. 3. Provision of a public fountain can be considered as part of the detailed design work for any new public plazas. 4. This is a matter outside the scope of structure planning and could be considered as part of any future redevelopment of the market. 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. 6. Provision of EV charging stations is a detailed design issue that can be considered separately to the structure planning process. 7. Officers note the feedback. Crime Prevention Through Environmental Design principles (CPTED) are a key part of detailed design process.	

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Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			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. 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.	
29	*Seeks changes*	The submitter seeks the following changes: 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.	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.**

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Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			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. 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. 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.	
30	*Seeks changes*	The submitter seeks the following changes, relating to Fritsch Holzer Park: 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).	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.	**No change recommended.**

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Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
		2. There should be non-muddy running tracks around the dog park. 3. There should be new, clean and safe toilet facilities.	2. This is a matter for the detailed design stage rather than the structure planning process. 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.	
31	*Seeks changes*	The submitter seeks the following changes: 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. 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. 3. The Rivoli has been empty for years and if it recovers and gets more patronage the traffic will increase significantly. 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.	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. 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. 3. Officers note the feedback. 4. It is acknowledged that the population is estimated to increase from 2,500 to 5,800 residents between 2021 and 2051. Officers	**Amend the Transport and Parking report on pg. 18 to make clearer that 2018 data was only for Rose Street and Redfern Road.** **Amend to include a new action on pg. 76 to investigate improvements to the Junction West multi-deck car park.**

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
		5. Council should be buying land for new public open space, not selling off council car parking. 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. 7. Eastern laneway street furniture needs replacing as it is too uncomfortable and not fit for purpose. 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. 9. Due to all the offices along Camberwell Road, the Civic Centre seems disconnected from the Junction activities. 10. The submitter notes the absence of an aquatic centre.	note that a future opportunity for Access and Movement within the Strategy is to *'review parking in the precinct to consolidate capacity within existing car parking areas' (p. 33).* It is noted that current parking occupancy rates are low and can accommodate some of the expected growth. 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. 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.	

Attachment: Summary of submissions and response table

Sub. No.	Supports/Seeks changes to recommendation?	Summary of submission		Officers' recommendation
			7. This is a detailed design issue outside the scope of the structure planning process. 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. 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. 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.	
32	*Seeks changes*	The submitter seeks the following changes: 1. Council's vision does not propose to improve pathways, pedestrian crossings or public toilets - instead it prioritises cars.	1. The 'access and movement' chapter highlights several objectives, strategies and actions to improve pedestrian accessibility throughout Camberwell Junction, including: • *'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
			• *'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'.* 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.	
33	*Seeks changes*	The submitter seeks the following changes: 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.	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*	The submitter seeks the following changes:	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
		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.	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. 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 *'Improve traffic movement and safety throughout Camberwell Junction'*. 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 *'expand tree canopy and green infrastructure on private and public land developments'*. 5. The planning scheme does not contain any requirements to enforce maintenance as requested by the submitter.	

Attachment: Summary of submissions and response table

3.3 508-510 Burke Road Camberwell - Proposed Heritage Overlay - Outcomes of Preliminary Consultation

Executive Summary

Purpose

The purpose of this report is to inform the Urban Planning Delegated Committee (UPDC) of the outcome of the preliminary consultation regarding potential heritage, including the Council officer responses to submissions, for the property known as *Barrabool* at 508-510 Burke Road Camberwell (the land).

The report also seeks a resolution to commence a planning scheme amendment to apply the Heritage Overlay to the land on a permanent basis.

Background

Barrabool was originally considered for heritage protection during the Camberwell Heritage Gap Study (Amendment C274) as a significant heritage place within a proposed extension to the Burke Road Precinct Heritage Overlay (HO144). Ultimately, the panel appointed to consider the amendment did not support the precinct extension and Council removed it from the amendment.

In April 2023, Council received a nomination from a community member in response to a two-lot subdivision application that would have required demolition of the building. The community nomination was supported by new information identifying Christopher Cowper as the building's architect which significantly strengthened the case for individual significance.

A detailed heritage assessment was carried out in May 2023 and recommended the inclusion of *Barrabool* in the Heritage Overlay as an individually significant place.

The planing permit application was withdrawn in May 2023 following discussions with the applicant about Council's intention to pursue an individual Heritage Overlay for the site.

On 5 September 2023, Council received a Section 29A request for Report and Consent for partial demolition to the rear of the dwelling and demolition of the detached garage. In assessing the proposal, Council's heritage consultants advised that the proposed demolition works would not detrimentally impact the heritage significance of the dwelling. Accordingly, Council officers consented to the Section 29A request.

To address concerns for the ongoing protection of *Barrabool*, the planning scheme amendment to include the property in the Heritage Overlay on a permanent has been expedited.

Key Issues

Preliminary consultation on the heritage citation for *Barrabool* ran from 22 November 2023 until 2 February 2024, longer than the customary month to account for the end of year holiday season.

Owners and occupiers of the affected property, adjoining and adjacent properties, historical groups and community members that had previous correspondence with Council regarding the potential heritage significance of the place were notified in writing of the consultation period and invited to provide feedback.

Council received a total of 31 supporting submissions with some noting minor concerns and suggesting changes to the heritage citation, including;

- Concerns that the home was previously included in the Heritage Overlay but removed.
- Concerns that the approved demolition works to the rear of the property in 2023/24 affected original fabric of the home.
- Concerns that the home was overlooked/missed during the Camberwell Heritage Gap Study.
- Suggestion to include both tree and paint controls as part of the citation.

These concerns and suggestions are responded to in detail at Section 4 of this report. Feedback received during preliminary consultation is also tabled in full at **Attachment 2**. Council officers do not recommend any changes to the existing draft heritage citation in response to the feedback received.

Next Steps

Officers recommend that the Heritage Citation for ‘Barrabool 508-510 Burke Road Camberwell’ at **Attachment 1** be adopted, and that the Committee resolve to write to the Minister for Planning to request authorisation to prepare and exhibit a planning scheme amendment to implement the Heritage Overlay on a permanent basis.

Officers' recommendation

That the Urban Planning Delegated Committee resolve to:

1. Adopt the heritage citation for 508-510 Burke Road, Camberwell contained in **Attachment 1.**

2. 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 include 508-510 Burke Road, Camberwell in the Heritage Overlay.

3. Following receipt of authorisation from the Minister for Planning, exhibit the amendment in accordance with Section 19 of the *Planning and Environment Act 1987*.

4. Authorise the Director Urban Living to undertake administrative changes to the amendment that do not change the intent of the amendment or any changes required under the Minister for Planning’s Authorisation prior to the commencement of exhibition.

Responsible director: Scott Walker, Director Urban Living

1. Purpose

The purpose of this report is to:

- Provide a summary of the outcomes of preliminary consultation on the heritage citation for 508-510 Burke Road Camberwell.
- Seek a resolution from the Urban Planning Delegated Committee (UPDC) to request authorization to prepare and exhibit a planning scheme amendment to include 508-510 Burke Road Camberwell in the Heritage Overlay on a permanent basis.

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

Boroondara Community Plan 2021-31

The Boroondara Community Plan 2021-31 sets out the 10-year vision for Boroondara's future based on values, aspirations and priorities important to the community, and includes the Council Plan 2021-25.

Amendment C405boro implements the Strategic Objective of the Theme 4 of the Plan, to "protect the heritage and respect the character of Boroondara, while facilitating appropriate, well-designed development".

Specifically, the proposal/amendment implements Strategy 4.1 - "Boroondara's heritage places are protected through ongoing implementation of heritage protection controls in the Boroondara Planning Scheme".

Planning and Environment Act 1987

The proposal/amendment is consistent with the objectives of planning in Victoria, in particular the objective detailed in Section 4(1)(d) of the *Planning and Environment Act 1987* (the Act), being:

> *'to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value*.'

This means that Council has a statutory obligation to continuously identify and protect places of heritage significance through the Heritage Overlay.

Plan Melbourne 2017-2050

The identification, assessment and protection of places of local heritage significance are supported by Outcome 4 of *Plan Melbourne 2017-2050*, which seeks to ensure that "Melbourne is a distinctive and liveable city with quality design and amenity".

Direction 4.4 recognises the contribution heritage makes to Melbourne's distinctiveness and liveability and advocates for the protection of Melbourne's heritage places.

Policy 4.4.1 recognises the need for “continuous identification and review of currently unprotected heritage sites and targeted assessments of heritage sites in areas identified as likely to be subject to substantial change”.

The amendment is consistent with these *Plan Melbourne* directions and initiatives.

Boroondara Planning Scheme
The amendment is consistent with the objectives of the Planning Policy Framework, addressing the following:

- Clause 2.03-4 Built environment and heritage of the Municipal Planning Strategy - which includes the strategic direction to “protect all individual places, objects and precincts of cultural, aboriginal, urban and landscape significance”.
- Clause 15.03-1S Heritage conservation - which seeks to “ensure the conservation of places of heritage significance’ and to ‘identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme”.
- Clause 15.03-1L – Heritage in Boroondara - which seeks to “preserve ‘significant’ heritage places, protecting all significant heritage fabric including elements that cannot be seen from the public realm”.

The Planning Policy Framework seeks to ensure the Heritage Overlay is applied to protect places of heritage significance in the City of Boroondara.

3. Background

Camberwell Heritage Gap Study - Amendment C274

In the Municipal-Wide Heritage Gap Study (Volume 2, Camberwell), *Barrabool* was recommended for inclusion in the Heritage Overlay as a significant heritage place in the proposed extension to the Burke Road Precinct Heritage Overlay (HO144).

In 2017 the Burke Road Precinct Extension formed part of Council’s planning scheme amendment C274 and *Barrabool* was afforded protection under an interim Heritage Overlay.

In 2018, Council abandoned the Burke Road Precinct Extension based on the findings of a planning Panel that ‘the threshold has not been met (for architectural and aesthetic significance (Criteria D & E)’.

Accordingly, *Barrabool* was no longer afforded protection under the interim Heritage Overlay.

Planning permit application and community heritage nomination

In April 2023, Council received a nomination from a community member in response to a two-lot subdivision application that would have required demolition of the building.

The community nomination was supported by new information identifying Christopher Cowper as the building’s architect which significantly strengthened the case for individual significance.

Accordingly, in May 2023, Council engaged GML Heritage Consultants to consider this new information and to assess whether *Barrabool* meets the threshold for inclusion in the Heritage Overlay as an individually significant heritage place.

The heritage assessment confirmed that the architect was Christoper Cowper and concluded that the place is:

- '...historically significant as an excellent example of the combined doctor's surgery and residence... Barrabool demonstrates this particularly well, with its two principal facades and entries addressing the two street frontages.' (Criterion A)
- '...of architectural significance as a very substantial, well-designed and early example of an interwar Arts & Crafts Bungalow. It builds upon the cross-gabled attic bungalows that became common in Boroondara's suburbs in the late 1910s.' (Criteria D)
- '...significant for its association with prominent Boroondara architect, Christopher Cowper. He is recognised as one of Victoria's foremost architects of the Federation Queen Anne style, and shaped the built form of the Grace Park Estate, as well as designing medium to large villas in the suburbs of Boroondara and other areas.' (Criteria H)

Accordingly, Council's heritage consultant recommended the inclusion of *Barrabool* as an individually significant place in the Heritage Overlay to the Boroondara Planning Scheme.

Section 29A application for partial demolition

On 5 September 2023, Council received a Section 29A request for Report and Consent for partial demolition. The demolition related to a later addition to the rear of the home and a garage facing Currajong Avenue.

Given that *Barrabool* was included in Council's watchlist for 'Sites Under Heritage Investigation', the Report and Consent application was referred internally to Heritage Planning for assessment.

In assessing the request, Council officers obtained specialist heritage advice from GML Heritage Consultants. The heritage advice concluded that the demolition proposed to the rear of the dwelling would not detrimentally impact the heritage significance of the place, as the works related to a more recent addition to the dwelling (that is, non-original fabric). Similarly, it was considered that the demolition of the garage would not undermine the heritage significance of *Barrabool.*

Accordingly, Council consented to the Section 29A request and the demolition works commenced shortly after.

Following the demolition works, and in response to concerns raised by members of the local community, Council officers contacted the builder for the demolition works and requested that, at completion of the demolition, the opening to the rear of the dwelling (resulting from the partial demolition) be boarded up, made watertight and the site secured.

In November 2023, subsequent to the approved demolition works, GML Heritage Consultants was enageged to prepare the revised heritage citation for *Barrabool* to accurately reflect the removal of the rear addition and garage (**Attachment 1**).

4. Outline of key issues

Preliminary consultation process

Preliminary consultation on the heritage citation for 508-510 Burke Road, Camberwell commenced 22 November 2023 until 2 February 2024; a period greater than the usual one month, to account for the holiday season.

Owners and occupiers of the affected property, as well as owners of the adjoining and adjacent properties, relevant community and historical groups and community members that had previous correspondence with Council officers regarding the potential heritage significance of *Barrabool* were notified in writing of the consultation period and invited to provide feedback.

A total of 31 submissions have been received. All submissions support the inclusion of the property in the Heritage Overlay. No opposing feedback was received.

Key issues raised

A few minor concerns and suggested changes were raised in the submissions. These are addressed in detail below. Feedback received during preliminary consultation is also tabled in full at **Attachment 2**.

Property previously included in the Heritage Overlay, but was removed

The property was previously subject to an interim Heritage Overlay based on the recommendations of the Camberwell Heritage Gap Study. However, as noted above, the precinct extension proposed through Amendment C274 was not supported by Panel and ultimately abandoned by Council. Accordingly, the Interim Heritage Overlay was removed from the land.

Approved demolition works to the rear of the property in 2023/24 have affected the original fabric of the home

Council's heritage consultants reviewed the demolition plans and advised that the proposed partial demolition affected a non-original, later addition to the dwelling, and its removal did not affect the heritage significance of the dwelling nor undermine its future inclusion in the Heritage Overlay.

Similarly, Council's heritage consultant advised that the removal of the freestanding garage to the rear would not undermine the integrity of the heritage place.

The rear opening created by the demolition of the non-original heritage fabric has been boarded-up to reduce the risk of damage to the remaining building.

Concerns that the home was overlooked/missed during the Camberwell Gap Study

Barrabool was not overlooked during the Camberwell Heritage Gap Study. At the time, the building's architect was unknown, and as such the property was considered to be of contributory significance to the proposed extension to the Burke Road Precinct Heritage Overlay (HO144).

Based on new information provided in 2023 following the community nomination, the architect was identified as Christopher Cowper and Council commissioned the

heritage citation and included the property in Council's heritage watchlist for 'Sites under heritage investigation' in preparation for the planning scheme amendment.

Suggestion to include both tree and paint controls as part of the citation

Tree controls were suggested to protect a large tree in the front garden, tentatively identified by the submitter as resembling a Chinese Elm.

Generally, Council does not pursue tree or paint controls on places to be included in the Heritage Overlay, unless specifically noted and recommended by the heritage consultant responsible for undertaking the assessment and developing the heritage citation.

In this instance, Council officers specifically sought advice on tree and paint controls for the property.

Council's heritage consultants did not identify any trees for heritage significance.

It should be noted that the absence of specific tree controls in a heritage citation does not equate to a lack of protection or consideration for trees on-site. Under Boroondara's Tree Protection Local Law (TPLL), canopy trees are determined as all trees with a trunk circumference over 110cm, measured 1.5m above ground level, or 150cm circumference at ground level.

The tree identified in the submission appears to exceed these minimums, and may be protected under the Local Law. Boroondara's TPLL protects canopy trees on private land, to ensure Boroondara's biodiversity, shade and privacy elements are maintained. The tree's health should be maintained with regular inspections by a qualified arborist, as well as checks for permits if a canopy tree is to be removed or have works undertaken nearby.

In relation to paint controls, Council's heritage consultants advised that, '*If this* [the original] *paint finish still existed we would activate paint controls. However, this is a lime wash with cement which would have appeared as unpainted rough cast render (effectively unpainted, it was more of a protective coating that would have evened up blemishes in the natural render). This finish could not be reproduced given the walls are now painted... the unpainted stucco would have been mid-dark grey.*'

Council officers do not recommend any changes to the draft heritage citation.

5. Consultation/communication

If the UPDC resolves to proceed with a planning scheme amendment to implement the recommendations of the heritage citation, community members will be able to lodge submissions as part of the amendment exhibition process and present their views at a future UPDC meeting.

This will include notification to all owners and occupiers of the subject land and adjacent properties, as required by Section 19 of the *Planning and Environment Act 1987*.

6. Financial and resource implications

Cost associated with the amendment will be funded through the City Futures Department operational budget for the 2023/24 financial year.

7. Governance issues

No officers involved in preparing this report have a general or material conflict of interest requiring disclosure under Chapter 5 of the Governance Rules of Boroondara City Council.

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.

8. Social and environmental issues

The inclusion of the nominated places in the Heritage Overlay would have positive social and environmental effects by contributing to the continual protection and management of the City's heritage.

Manager:	**David Cowan - Manager City Futures**
Report officer:	Emil Dickson - Senior Strategic Planner Heritage

‘Barrabool’ Heritage Citation (November 2023)

Prepared by: GML Heritage Victoria

Address: 508-510 Burke Road, Camberwell

Name: ‘Barrabool’	**Survey Date:** 1 May 2023
Place Type: Residential	**Architect:** Christopher Cowper
Grading: Significant	**Builder:** Gardner Constructions Pty Ltd
Extent of Overlay: To title boundaries	**Construction Date:** 1920

Figure 1: Burke Road (west) facade of 'Barrabool'

Source: GML, 2023

Figure 2: Currajong Avenue facade, now partially hidden by a fence

Source: Realestate.com.au, 2021

1

Historical Context

This place is associated with the following historic themes taken from the *Boroondara Thematic Environmental History* (2012):

6.7 Making homes for Victorians
6.7.2 Making homes for the middle classes

8.3 Providing health and welfare services
8.3.1 Providing public and private health care

9.3 Achieving distinction in the arts
9.3.2 Designing fine buildings

History

Locality: Camberwell

The suburb of Camberwell occupies the traditional Country of the Wurundjeri Woi-wurrung. It was a stopping place in the Parish of Boroondara, so-named by Robert Hoddle who adapted a Woi-wurrung word which is believed to mean ‘place of shade’ (Blake 1977:45).

The earliest local administrative authority for the Camberwell area was the Boroondara Road District, established in the 1850s. The City of Camberwell, declared in 1914, comprised the suburbs of Camberwell, Ashburton, Balwyn, Canterbury, Deepdene, and parts of Burwood, Glen Iris and Surrey Hills. The suburb of Camberwell is bounded by Riversdale, Warrigal, Toorak and Burke roads, with a small portion extending further north above Riversdale Road to Canterbury Road. Within its boundary is also the former village of Hartwell that developed ‘one mile past Camberwell’ from the 1850s, at the prominent junction where Camberwell Road met Gardiners Creek (now Toorak) Road (Built Heritage 2012:48). Camberwell now forms part of the City of Boroondara, which was created in 1994 through the amalgamation of the former cities of Camberwell, Hawthorn and Kew.

This area east of Melbourne was gentle hilly country with fine views from the higher ground. It bordered Gardiner’s Creek to the south and was well watered with various other minor streams. The first settlers in the area were pastoralists and farmers.

Following the arrival of the railway in 1881, Camberwell grew more appealing as a suburb — a place for the more affluent classes to build a comfortable retreat from the crowded central city. Elegant villas and the occasional mansion were built on large estates, and at the same time large properties were subdivided for residential development as part of the general property boom of the 1880s and early 1890s. Here, there was a high concentration of good quality homes, many of which were architect designed and represented the fashionable residential styles of the period. Nineteenth-century suburban development brought shops, churches, schools and other government

services, and the need for cultural fulfilment. Shops of this era were clustered around the Camberwell railway station, reaching south towards the retail centre at Camberwell Junction (Blainey 1980:57).

Notwithstanding a broader slowdown in building and suburban development during the First World War, Camberwell experienced significant growth from c1913 in response to the introduction of the electric tram along Burke Road, and then along Riversdale Road. The broader expansion in residential development in suburban Melbourne from c1918, accompanied by the electrification of the railway line, the beginnings of motor car ownership and a growing population, compounded Camberwell's growth. The number of houses in the City of Camberwell doubled between 1919 and 1933 to over 12 000 and it is argued that 'Camberwell owes its character more directly to the growth of the interwar years' (McConville 2008). Reflecting this growth, the smaller local shopping strips expanded during the twentieth century, often coinciding with new tram routes, including along Toorak Road west of the railway line, Burke Road south, and extending along Camberwell Road within the former village of Hartwell (Built Heritage 2012:98-100). Churches of many denominations were established to serve the religious needs of Camberwell's residents from its earliest years, and their halls provided a venue for community events, clubs and societies. Schools in the suburb, both public and private, date from the Victorian era though to the postwar period. Camberwell High School, one of the first government secondary schools in the eastern suburbs of Melbourne, was built in 1941.

With its strong appeal to professionals and white-collar workers, Camberwell developed a reputation as solidly middle class. With scarce industrial activity, there was a relatively small working-class population. As a result, the demographic was generally more Anglo and Scottish than it was Irish, and more Protestant than Catholic. The strong influence of the Protestant churches in Camberwell led to the implementation of the local option poll in 1920 and a reputation as conservative and wowser-ish, labels that persisted for many decades. The development of suburban Camberwell was strongly shaped by an aversion to what were considered the negative attributes of working-class suburbs, including the preponderance of hotels, small allotments and poor-quality housing. Instead, Camberwell City Council took pride in its tree-lined streets, its gardens, parks and playgrounds, and its municipal services.

Today, the suburb of Camberwell is almost exclusively residential, with commercial activity and public services largely confined to specific areas. It has retained its strip shopping. Its leafy green streets and largely intact garden settings are reminiscent of a skyline once framed by mature trees with views to the ranges and bay. The building stock is predominantly detached and has, in some areas, remained remarkably untouched by the passage of time, representing the entire range of domestic building types in the former City of Camberwell (Butler and McConville 1991:46). Together, both the intact and transformed tell a story of Camberwell's domestic life, through its

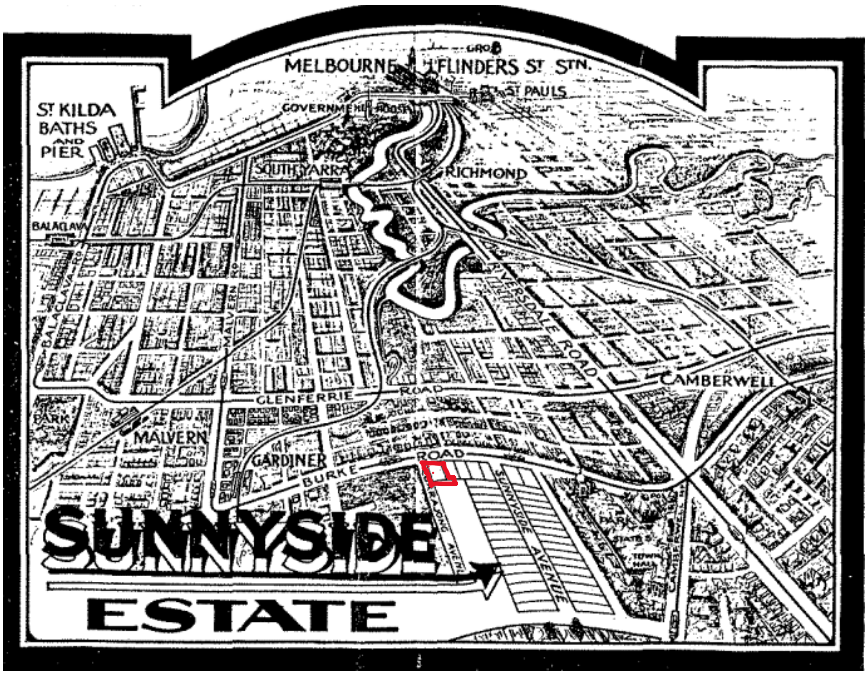
transition from farms and orchards to one of Melbourne's most affluent suburbs.

Place history

The property at 508-510 Burke Road, Camberwell, occupies part of Crown Allotment 112 in the Parish of Boroondara, County of Bourke, which was first purchased by Robert Gum in 1853 (Parish plan, PROV). This land was most likely used for farming or orchards up until the early 1900s. It lies within the South Ward of the former municipality of the City of Camberwell.

The property at 508–510 Burke Road (formerly numbers 625 and 627 Burke Road) was part of the Sunnyside Estate, which was developed from 1918 when Sunnyside Avenue and Currajong Avenue were laid out and the first blocks sold. Sunnyside Estate encompassed the newly formed Sunnyside Avenue and Currajong Avenue and a short length of Burke Road (see Figure 3). An advertisement for this development referred to the 'Beautiful Modern Homes surrounding Sunnyside' and touted the 'Glorious mountain views and high healthy environments' as well as the 'direct electric connections with the heart of the City of Melbourne' (McConville 1991: 15). Sunnyside Estate was one of a number of new estates that were developed in Camberwell during this period of suburban expansion. Following a slowdown in building activity during the First World War, there was a growing demand for housing in suburban Melbourne.

Figure 3: Advertiser's plan of the Sunnyside Estate, c1918 (not to scale), showing the original extent of the Forshaw property, 'Barrabool', looking west



Source: McConville, 1991, p.15, with GML overlay

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Three adjoining blocks on the corner of Burke Road and Currajong Avenue were purchased by William Joseph Forshaw, medical practitioner, in December 1919. Two blocks faced Burke Road and the third faced Currajong Avenue. These blocks were subject to a covenant that prohibited corrugated iron roofs and stipulated that new residences must cost no less than £750, exclusive of any architect's fees (CTs 4293/563, 4293/564 and 4248/504). Much of the Sunnyside Estate had been developed by that time. An MMBW detail plan of the area, dated 1919, shows extensive development along Sunnyside Avenue and Currajong Avenue and on the east side of Burke Road (MMBW 1919).

Forshaw had studied medicine at the University of Melbourne and qualified as a general practitioner in 1901 (*VGG*, 18 Dec 1901: 4905). He married Elizabeth Anthony of Stawell in 1908 and practised as a doctor for many years in Stawell, where he ran a private hospital. The family relocated to Melbourne in 1917 and Dr Forshaw enlisted for war service in 1918 (AIF 1918). In 1919, following his return from the war, Forshaw commissioned Melbourne architect Chris A. Cowper to design a large brick residence with an attached doctor's surgery on the land he had purchased in Camberwell. At this time and up until the c1950s, it was standard practice for medical practitioners to consult from home. In this case it was typical for the residence to have two entrances — one for the private residence and the other for the surgery. Such private medical practices were frequently located on main roads.

In December 1919 Chris Cowper called tenders for the construction of a brick house in Camberwell (*Herald*, 11 Dec 1919: 16; Cowper, c1919). Cowper was a significant figure in interwar architectural practice in Melbourne (Goad and Willis 2012: 179). He had society connections and designed a number of large villas for the professional middle class and other affluent clients in Toorak, Kew, and Camberwell.

The house included a grand entrance hall that fronted Burke Road, which had double doors and polished timber panelling. There was also timber panelling in the dining room. A wide circular drive with two entrances from Burke Road provided access to a central porte-cochère. Early aerial photographs show the driveway and front garden (Figure 4).

Figure 4: 1931 aerial image, with 'Barrabool' at centre (with a light roof and semi-circular drive)

Source: Landata

The three bedrooms on the first floor led from a central general-purpose area. The surgery was accessed from a smaller second entrance on the south side of the house, facing Currajong Avenue. The two southernmost rooms on the ground floor probably served as the doctor's consulting room and waiting room. Given that the house included a doctor's surgery, it is almost certain that the telephone would have been connected in 1920.

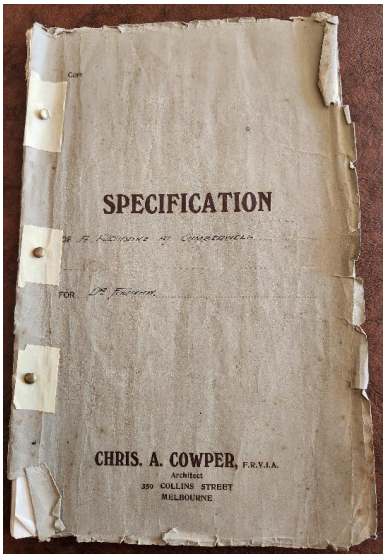
References in the building specifications to the positions of the various servant's bells, as well as newspaper advertisements for domestic help in the 1920s would suggest that a maid's bedroom was included in the original plan. The City of Camberwell rate books for 1921/22 record that there were five people residing at the address at that time, suggesting live-in help in addition to the three family members (RB 1921/22).

The changing social and economic climate after World War I heralded the new 'servant-less' house, which was made possible by labour-saving devices associated with cooking and washing. New homes built for wealthy clients, however, continued to include servants' rooms until at least the late 1930s. In June 1920 William Joseph Forshaw was rated for two allotments on Burke Road (comprising land only) and one block in Currajong Avenue. There is a note alongside that mentions 'Building'; this note is illegible but seems to suggest the house was under construction at that time (RB 1919/20). The following year, in June 1921, Forshaw was rated for a 9-room brick house (RB 1919/20, 1920/21). He was not rated for the property in mid-1919 (RB 1918/19). Taking into account the tender notice of mid-December 1919 and the rate book entries, it can be surmised that the house was built in 1920. The builder was Gardner Constructions Pty Ltd (Cowper, c1919-20). The Sands

and McDougall Post Office Directory for 1921 notes that a house was under construction on Burke Road between Currajong Avenue and Sunnyside Avenue (S&McD 1921: 186). The usual delay between recording the details of occupants and the publication of a directory, however, would concur with a 1920 construction date.

The original 'Specification of a residence at Camberwell for Dr Forshaw' from Cowper's office survives (Figure 5). It provides details of the elements, materials and finishes used to construct the house and its setting.

Figure 5: Specification of a residence at Camberwell for Dr Forshaw, Chris. A. Cowper



Source: Copy held by City of Boroondara

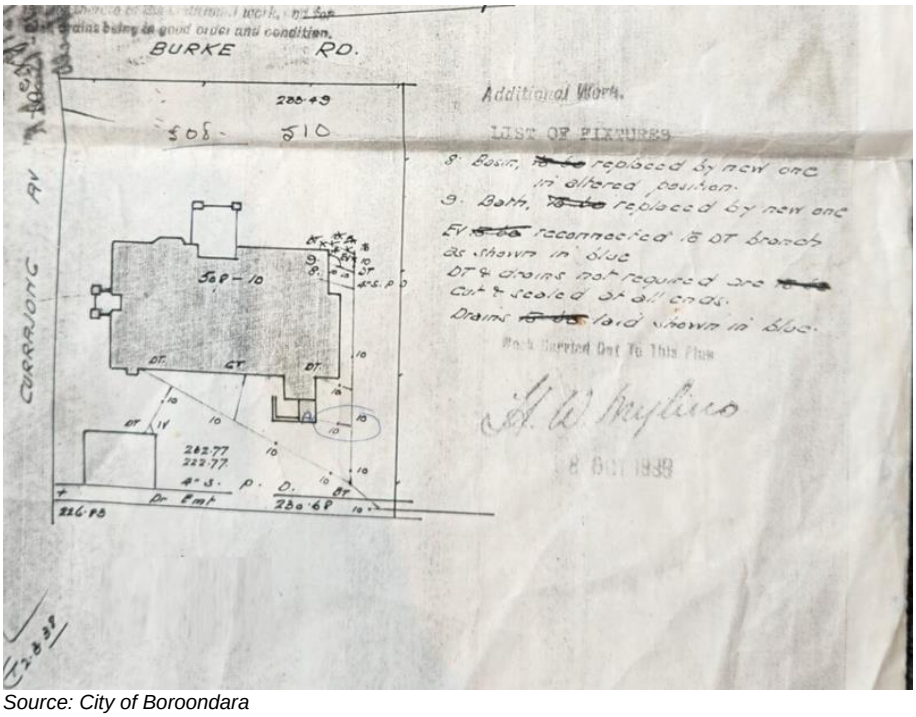
It notes that the original roof tiles were cement, as was common in the 1920s. The colour of the tiles is not mentioned in the specification, but they always had a painted finish. Rainwater goods included quadrant gutters and square-profile downpipes with distinctive gooseneck curves (which amazingly still survive). The face brickwork of the foundations was pointed with a struck joint, while the brick walls above that and the lathed gable ends are finished with cement roughcast render. The roughcast was not painted originally but given a colour wash of lime and a little cement to ensure an even tone across the building.

Internal timber joinery was of New Zealand Rimu finished with oil and wax and French polishing to the staircase, with floors of Tasmanian hardwood. External joinery, such as windows and doors, were specified as Californian Red Pine (Redwood), or Oregon (Douglas Fir). External porch floors were of Jarrah tongue-and-groove boards, with bluestone steps. The double front doors were built of Blackwood with leadlights at the top. They, and the other external doors, were fitted with cross-braced timber screen doors, which still survive on the front doors at least.

The fence along the two street frontages was originally a 6-foot-high Jarrah paling fence, with matching gates (double gates and a single pedestrian gate facing Burke Road, and a double gate facing Currajong Avenue). It was given a clear oil coating (probably raw linseed oil). This fence was replaced with a similar one in 1992 (BP 94165).

Also on the Currajong Avenue frontage was a double garage, with a nearly flat roof covered with Malthoid, wide eaves with exposed joist ends, and timber-framed walls finished in roughcast render to match the house. The garage originally had two double doors which swung outward. These were replaced with two sliding timber doors facing Currajong Avenue in 1948 (BP 2449), which themselves have since been replaced with a post-war metal lift door. This garage was demolished in 2023. A 1937 building permit was granted for a steel and fibro double garage with a gabled roof (BP 8260). This may have been on the rear part of the site, since subdivided off to form 1 Currajong Avenue.

Figure 6: Extract of 1938 MMBW Plan of Drainage showing the footprint of the house at that time



Source: City of Boroondara

Figure 7: 1945 aerial, with 'Barrabool' at bottom left. Note the semi-circular front drive, the dark roof of the original garage just behind the house, and later light-roofed outbuildings further east. This image shows the very large rear garden associated with 'Barrabool' prior to its subdivision in 1949.

Source: Landata

The house, occupied by Forshaw, his wife Elizabeth (née Anthony), and their son, was named 'Barrabool', which was possibly a connection to Forshaw's mother's family who had lived briefly in Geelong (Ancestry.com). Elizabeth Forshaw's unmarried sister Mary Anthony also lived at the Forshaw residence from at least 1928 (ER 1928-43) until her death in 1945.

Forshaw remained living at the residence and ran the medical practice until 1947 when Harry Vivian Francis took over (Argus, 17 Dec 1947:2). Shortly after, in 1948, the property was transferred to Francis, by which time it was numbered 508 Burke Road (CT 4293/564). Forshaw died in Orbost in 1949. In 1949 Dr Francis sold the block that had was occupied by the rear garden. In c1953, a new house was built on this block, which was addressed as 1 Currajong Avenue (CT 4248/504). Francis continued to run the surgery until at least 1954 (ER 1954). He died in 1961 and the property passed to his widow Eileen Constance Francis in 1965 (CT 4293/564).

There were additions in 1989 (BP 85258 & 88109). This included the conversion of the northern end hip of the roof to a gable supported by a rendered pier at its north-west corner, and the creation of a long dormer, containing three bedrooms and two bathrooms along the rear (east) slope of the roof. A tiny utility wing at the north-east corner was enlarged.

BOROONDARA

Christopher Alfred Cowper (1868-1954)

Christopher A. Cowper was a significant architect active in Boroondara in the 1890s and early twentieth century. Born in South Africa in 1869, Cowper migrated to Victoria in 1883 and set up practice in Melbourne in 1892. In 1906 he undertook a study tour overseas to examine domestic architecture. From around 1912 he moved into commercial work, notably with the construction of the Hawthorn Motor Garage, 735 Glenferrie Road (1912), which was the first purpose-built motor garage in Melbourne. Cowper was a resident of the City of Boroondara, residing in Linda Crescent, Hawthorn, and later in Studley Park Road, Kew.

Cowper was renowned for the Queen Anne houses he built in Melbourne's middle-ring suburbs of Brighton, Kew, Hawthorn, Camberwell and Canterbury. This style was typified by his own house at 14 Studley Avenue, Kew (c1907, in HO143[1]), and 'Constantia' at 9 Hilda Crescent, Hawthorn (1907-12, Significant in HO152) (Context 2005:20). He is best known for his extensive residential development of Queen Anne homes in the garden suburb environs of Grace Park, Hawthorn (1908-1912, HO152), where also he designed a house for his own use on Linda Crescent.

In his later residential work, Cowper favoured the attic bungalow. Examples of his extensive work includes an English vernacular influenced attic villa at 71 Broadway, Camberwell (c1915), several in Toorak, and the innovative shops and flats of 'Summerland Mansions', St Kilda (1919).

Cowper took his associates Gordon Murphy and Reginald Appleford as partners in 1921, forming the practice Chris A Cowper, Murphy & Appleford. A year later they moved into Chancery House, 440 Little Collins Street, a building owned by Cowper (since demolished), and which was also the head office of his own finance company (Logan 2012:179).

While the younger partners took on most of the design work at this time, Cowper is documented as designing at least some of the practice's output that decade, such as HO617 Vial House, 23-25 Canterbury Road, Canterbury, of 1923. Other work by the practice in the 1920s include the Spanish Mission 'Bryn' Flats in Orrong Road, Toorak (1927), and other flats in Brighton and East Camberwell. Other examples of their work in Canterbury and Kew have not been identified by address (*Argus*, 21 Mar 1925; 20 Mar 1926:2; 2 Apr 1930:3).

The partnership was dissolved in 1930 when Cowper retired from the practice, however, Murphy and Appleford were able to continue working under the same name until 1949 (*Argus*, 3 Jun 1932:1). In those later years, the practice designed the Sun Theatre, Yarraville (1938), St Moritz skating rink and cafe,

[1] The Hermes record for HO143 Barry Street Precinct records 14 Studley Avenue as Contributory. In contrast, an individual assessment of its significance states: *14 Studley Avenue is of significance as a fine and substantially intact example of Christopher Cowper's architecture. It is integral to the concentration of Edwardian houses in this area of Kew.*

on the Esplanade, St Kilda (1939), and remodelled the Dendy Theatre in Church Street, Brighton (1939) (Context 2005:20).

Description & Integrity

'Barrabool' is located on the north-east corner of Burke Road and Currajong Avenue, in Camberwell. Set on a wide double block, the house stands behind a deep front garden facing Burke Road. It is currently surrounded by a non-original high timber paling fence along its two frontages. Set into this fence are two sets of mild-steel gates whose positions correspond with the outlets of the semi-circular drive visible in historic aerial photos (1931 and 1945). While the original specifications describe a similar fence (6-foot Jarrah paling fence), the original gates were of a similar type. The current gates are of a type common in the 1930s and 1940s.

The principal roof is a transverse gable, running north–south, with a broad cross-gable at the southern end. Note that the north end of the roof was originally hipped but enlarged to create a gable as part of a 1989 extension. It is clad in dark glazed Marseille-pattern terracotta tiles. As noted in the history, the original tiles were of concrete, typically Marseille pattern, and the historic aerials indicate they were light in colour.

It appears that the original square downpipes with gooseneck bends survive, and the quadrant gutters on ovolo bed moulds are also as described in the original specification. The roof is punctuated by a number of slightly tapered, roughcast rendered chimneys. Attic rooms are lit by banks of windows in the end gables, as well as a flat-roofed dormer on the western slope of the main roof. This dormer is clearly influenced by early craftsman bungalows in California, and features decorative projecting rafters beneath the wide eaves, and three margin-glazed windows.The base of the house has face brickwork, now overpainted. Above that is roughcast render to walls and gables.

Windows are box-framed, projecting from the plane of the wall, and the sashes are margin glazed. Each is finished with a timber cornice at the top and most rest on quarter-round timber corbels. The shallow bay windows on the west (front) elevation sit just above a band of smooth render, which wraps around the building, visually resting on projecting beam ends with a pyramidal top.

The dual function of the building, as residence and doctor's surgery, is indicated by two entrances. The largest, and principal, entrance faces Burke Road and is to the residential part of the building. It sits at the edge of the cross-gable, and is sheltered beneath a large hipped-roof porte-cochere resting on two large rendered piers. The double front doors are slightly recessed. Each has three narrow horizontal panels at the bottom, and leadlights made of handwrought clear glass at the top. To either side is a sidelight of the same size and detail. The entrance retains its original timber screen doors with cross bracing to the lower half, as described in the original specification.

Figure 9: Front entrance with a cross-braced screen door. Note gooseneck downpipe.

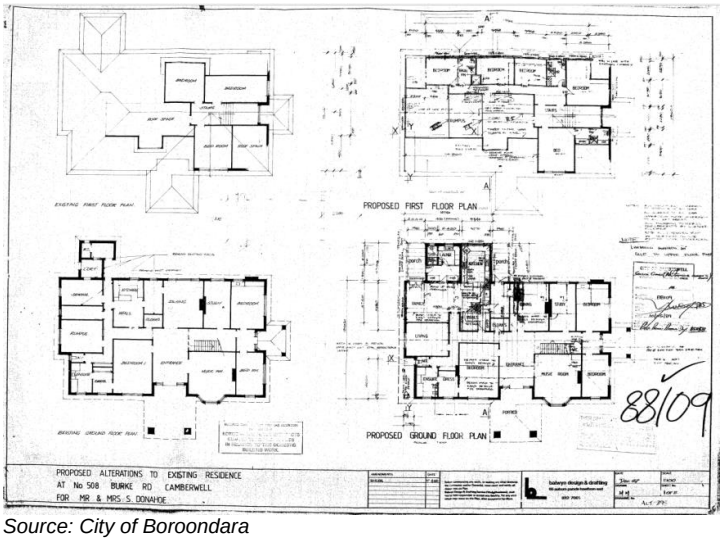
Source: Realestate.com.au, 2021

Figure 8: Front entrance, viewed from inside

Source: GML, 2023

The entrance to the former doctor's surgery is at the Currajong Avenue end of the house. It is a smaller version of the residence porch, with a hipped roof, roughcast rendered piers and solid balustrade, and a door and sidelights featuring handmade glass panes. As noted in the history, the attic storey was enlarged in 1989. This included the replacement of the north hip of the roof with a gable, imitating the details o/f the original. A rendered pier was introduced at the north-west corner, to support a small area where the new gable oversails the ground floor. On the rear slope of the roof, a central dormer was replaced by a longer dormer containing three bedrooms and two bathrooms along the rear (east) slope of the roof (Figure 10). At the ground floor, a small utility wing at the north end of the rear elevation was also enlarged in 1989 to include the kitchen and laundry (Figure 10). This utility wing was demolished in 2023.

Figure 10: Working drawing showing extent of works undertaken in 1989. Note the laundry and external WC at the back of the house were altered and extended to include a kitchen and laundry



Source: City of Boroondara

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Comparative Analysis

As discussed in the History, architect Christopher Cowper is well-known for his influence on Boroondara's suburbs during the Federation period. His key works in this period include 33 houses for the Grace Park Estate in Hawthorn (HO152), which George Tibbits described as 'a sanctuary of houses in the Melbourne Queen Anne manner'. He designed many other houses and several commercial buildings within Boroondara and other middle-class Melbourne suburbs such as Brighton, South Yarra and St Kilda (Logan 2012:179). His work included houses at 62 Riversdale Road, Hawthorn (HO112, c1910), 71 Broadway, Camberwell (HO159, 1909), 14 and 22 Studley Avenue, Kew (both Contributory to HO143), and 14 or 16 Stawell Street (corner Barry Street), Kew (both Contributory to HO143). Apart from houses, he was also responsible for innovative designs such as the Hawthorn Motor Garage at 735 Glenferrie Road (1912, VHR H2296).

While Cowper continued to design in the late 1910s and 1920s, this period of his work is less documented and understood. Known examples of Cowper's later designs, in Boroondara and other municipalities, are set out below in chronological order.

 19 Lisson Grove, Hawthorn. (Source: Boroondara, 2006)	Boroondara HO458 19 Lisson Grove, Hawthorn, of 1912 — a transitional design which combined elements of the Federation villa, such as red brick walls, timbered gabled slate roof and grouped casement sashes, with new bungalow elements, including a boldness of form, a very wide singular gable and projecting porch. In characteristic Cowper style, it features projecting bays flanking a central recessed porch. The broad single-ridged roofline, however, is less common for his work at the time, as is the symmetrical composition. It is of local historical and architectural significance.
 49 Lansell Rd, Toorak. (Source: Stonnington, 2003)	Stonnington HO160 49 Lansell Road, Toorak, of 1915 — a two-storey rendered house with a hipped roof and tapered chimneys. It is significant as an externally well-preserved representation of the turning point in Cowper's design vocabulary from the terracotta character of his Queen Anne revival style houses to the simpler creations that followed. This later work was a reflection of international trends away from the ornate architecture of the 19th century towards the simplicity of the Bungalow and Prairie styles that emanated from North America. It is of local historical and architectural significance

 45 Lansell Road, Toorak. (Source: City of Stonnington, 2018)	Stonnington HO630 45 Lansell Road, Toorak, of 1916 — A Federation Bungalow with a cross-gabled roof, it is significant both for its associations with Chris Cowper and as a well-considered and carefully detailed of what can broadly be defined as a Federation Bungalow house. The simple design, with square plan and broad gable roofs and distinctive broad window to the first-floor roof space, together with the restrained use of distinctive architectural elements, including latticework and simple leadlight glazing, presents a picturesque composition of this architectural style. It is locally significant in regard to Criteria D, E and H.
 Summerland Mansions, St Kilda. (Source: Heritage Victoria, 2008)	Port Phillip/VHR H1808 Summerland Mansions, 17-27 Fitzroy Street, St Kilda of 1920 – A three-storey building with shops on the ground floor and generously proportioned flats above. Its sophisticated mix of contemporary Mediterranean, stripped back Classicism and Arts & Crafts sets it apart from the Queen Anne style for which the architect Christopher Cowper is best known. It is architecturally and historically significant at a state level.
 23-25 Canterbury Road, Canterbury. (Source: Boroondara, 2014)	Boroondara HO617 23-25 Canterbury Road, Canterbury, of 1923 – A Mediterranean Revival house. While Cowper was by then in partnership with Murphy & Appleford, family history indicates that Cowper was the principal designer of this house. It is largely intact, though face brick accents at the base of the house and above windows have been overpainted, an entrance porch was added in a sympathetic manner c1950 at the left-hand corner of the front façade, and the original concrete roof tiles have been replaced with a dark glazed tile. It is locally significant in regard to Criteria D, E and H.
	Stonnington HO181 (Significant in precinct) 408-412 Glenferrie Road, Kooyong, of 1924 – a substantial two-storey Georgian Revival house. It has simple lines and a visual focus at the central entrance porch with Tuscan columns, echoed by pilasters to the first floor above. This was a design from the office of Chris A. Cowper, Murphy & Appleford, and the precise designer is

Original drawing of 608-612 Glenferrie Road. (Source: Stonnington Library Service)	not known. There is no statement of significance for this property, but the precinct is of architectural and historical significance.
 Emerald Country Club clubhouse, c1930. (Source: State Library Victoria)	Cardinia HO168 (Significant in precinct) 48 Lakeside Drive, Emerald, of 1929 – Chris A Cowper, Murphy & Appleford designed a series of buildings for the Emerald Country Club Estate. The building most comparable to 'Barrabool' is the clubhouse. It was designed in the rustic mountain style used commonly in the United States for country clubs, with use of natural timber, stone and brick. Its design follows the American Craftsman and English Arts & Crafts Bungalow precedents in its use of the low gabled form, local rubble freestone, and other natural finishes. The Country Club Estate as a whole meets Criteria A, B and D, the original buildings within it including the Clubhouse and some private dwellings meet Criterion F and H.
 White Swan Hotel, n.d. (Source: https://www.travelvictoria.com.au /swanhill/photos/)	Swan Hill HO118 White Swan Hotel, 182-188 Campbell Street, Swan Hill, of 1929 – A new two-storey front façade to an older hotel designed by Chris A Cowper, Murphy & Appleford. It is a restrained example of the Mediterranean or Spanish Mission style. The ground floor has been extensively altered. The hotel is of local historic, aesthetic and social significance.

In comparison to these other works by Cowper, and those by his joint practice after 1921, we can see similarities in the transition from Federation-era materials and decoration to more sober Arts & Crafts influences. For example, from red facebrick, half-timber gables, and delicate porch columns, to roughcast render to walls and gables, and heavy masonry piers supporting porches. As a group, they demonstrate the simplification of plan forms into simple square or rectangular plans, in contrast to Federation villas by Cowper and others with complex roof and plan forms, often with a diagonal axis.

'Barrabool' provides the 'missing link' in Cowper's work between late Federation-era attic bungalows, such as 45 Lansell Road of 1916, and full-fledged interwar bungalows, such as the Emerald Country Clubhouse of 1929. In part, this is a change in more vertical proportions – of roof pitch and overall massing – to the strong horizontal emphasis seen in interwar bungalows. It also provides an early example of the evolution of Cowper's use of the gabled roof form, building on the cross-gabled Federation bungalow form seen at 45

Lansell Road. Most of the other examples of this period have solely hipped roofs.

Considering Cowper's oeuvre within the City of Boroondara, there is nothing even closely comparable. While 'Barrabool' and its front garden are of a similar scale to those of 23-25 Canterbury Road, and both exhibit the long linear forms that became popular during the 1920s and have the same materiality (roughcast render with brick accents), they represent two very distinct architectural styles. Together they provide a more complex understanding of Cowper's post-Federation design work.

'Barrabool' can also be compared against other substantial Arts & Crafts bungalows in the Boroondara Heritage Overlay. Key examples are set out below in chronological order.

 13-15 Wellesley Rd, Hawthorn. (Source: Google Maps, 2008)	HO794 Eira, 13-15 Wellesley Road, Hawthorn, of 1918 – A double-storey symmetric Arts and Crafts dwelling situated centrally within substantial grounds with mature trees. The wall surfaces are a combination of smooth rendered surfaces and roughcast render, with details depicted in the use of roughcast render to signify elements such as columns, chimney shafts and the base. It is locally significant in regard to Criteria D and E.
 12 Grange Road, Kew. (Source: Realestate.com.au, 2023)	HO308 12 Grange Road, Kew, of 1920 — An attic house which sits between the Arts and Crafts attic types of the 1900s and 1910s, and the attic variant of bungalow design that became abundant in Kew and other wealthier suburbs during the 1920s. The arrangement of rooms under a simple attic roof looks forward into the 1920s. It is a conscious exercise in Arts and Crafts usage as an instrument of formal restraint. It is of local historical and architectural significance.

 12 Tower Place, Hawthorn East. (Source: Google Maps, 2013)	HO131 12 Tower Place, Hawthorn East, of 1924-25 – A fine attic-storey house with a cross-gabled roof. Walls are a mix of roughcast render, face brick and smooth render. The central porch is a distinctive feature with a swagged solid balustrade. The house is set on a large allotment and retains its original masonry front fence and mature trees. It is of local architectural significance.
 14 The Ridge, Canterbury. (Source: Boroondara, 2016)	HO694 14 The Ridge, Canterbury, of 1925 – Designed by architects Carleton & Carleton. A picturesque English Domestic Revival style dwelling with American overtones of the Californian / Craftsman's Bungalow. It is set on a 45-degree angle to the street within an established garden setting. The dwelling incorporates a single-ridged attic form. The roof is covered in concrete tiles with exposed rafter ends and the walls are of painted rough-cast render over a plinth of clinker bricks with clinker brick detailing to the corners. It is locally significant in regard to Criteria D and E.
 627 Whitehorse Road, Surrey Hills. (Source: Realestate.com.au, 2011)	HO631 627 Whitehorse Road, Surrey Hills, of 1925 – This was built as a combined doctor's residence and surgery, and it had two entrances on the two street frontages (one has been infilled). The house has a range of features typical of bungalows, such as a steep gabled roof form with Marseilles tile cladding; a shingled apron below the gable; chimneys, walls and porch piers covered with roughcast render; diamond pattern leadlights in upper windowpanes within box-frame windows; and a flat porch roof 'floating' above heavy piers It is locally significant in regard to Criteria A and E.

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 48 Narrak Road, Balwyn. (Source: Boroondara, 2016)	HO764 48 Narrak Road, Balwyn, of 1926 – A notably large example of a house in the English Bungalow style that became increasingly fashionable in the 1920s. It is not only notable for its sheer scale but also for its atypical angled orientation, its uncommon double-gabled dormer windows and its unusually substantial attached garage wing. Despite the partial subdivision of its original grounds, the house retains a sizeable curtilage that provides an appropriate setting. The house is intact apart from an additional garage bay added (matching the original) in 1980. It is locally significant in regard to Criteria A and E.
 8 Tower Road, Hawthorn East. (Source: Boroondara, 2017)	HO864 8 Tower Place, Hawthorn East, of 1927-28 — An interwar attic-storey bungalow dwelling with a terracotta tiled roof and stuccoed walls above a clinker brick plinth. The house is formed around a single-ridged roof form, with a secondary gable projecting to the south and dormer windows. A dormer window was added above the entrance porch after 1997, as well as a skillion-roof dormer to rear slope of roof and other rear additions. It is locally significant in regard to Criteria D and E.

Generally, in comparison to the above examples, ‘Barrabool’ is one of the most substantial dwellings, matched in scale and setting only by 48 Narrak Road. Its intactness is in keeping with the generally high level amongst these individually significant places, but most closely comparable to 8 Tower Place which also has a change to a visible part of its roof. Its quality of design and detail is in keeping with the other examples, and notably higher than 627 Whitehorse Road, though some of its definition is concealed by the overpainted brick plinth.

More importantly, together with 12 Grange Road, ‘Barrabool’ provides an excellent illustration of the transition from Federation-era attic bungalows to those of the interwar period. The house at 12 Grange Road illustrates the first step, with simplification of plan form beneath a simple attic roof, simplification of materiality, using only smooth and roughcast render above a facebrick plinth, and the transition from posted and fretworked verandahs to a small

corner porch supported on a masonry pier. It retains Federation-era details such as banks of vertically proportioned windows with highlights, and a swag-motif to the front balcony balustrade. 'Barrabool' takes this transition even further, introducing key characteristics later popularised in suburban Californian Bungalows, such as projecting porches, strong horizontality emphasised by the long transverse roof ridge and reflected in shorter and wider window proportions, and the shed-roof front dormer. These stylistic changes culminate in the form seen at the 1926 bungalow at 48 Narrak Road.

Assessment Against Criteria

Criteria referred to in *Planning Practice Note 1: Applying the Heritage Overlay* (DELWP, August 2018), modified for the local context.

Criterion A: Importance to the course, or pattern, of the City of Boroondara's cultural or natural history (historical significance).

'Barrabool' is historically significant as an excellent example of the combined doctor's surgery and residence. Up until the 1950s, it was standard practice for medical practitioners to consult from home, usually from locations on main roads, such as Burke Road. This dual use is indicated by two separate entrances, to the residence on Burke Road and to the surgery on Currajong Avenue. Doctor's surgery-residences were often larger than the average dwelling, to accommodate multiple uses. 'Barrabool' demonstrates this particularly well, with its two principal facades and entries addressing the two street frontages.

Criterion B: Possession of uncommon, rare or endangered aspects of the City of Boroondara's cultural or natural history (rarity).

While 'Barrabool' is an early example of an interwar Arts & Crafts Bungalow, it illustrates this transition together with a few other key examples, so this aspect of its significance is better expressed under Criterion D.

Criterion C: Potential to yield information that will contribute to an understanding of the City of Boroondara's cultural or natural history (research potential).

Not applicable.

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).

'Barrabool' is of architectural significance as a very substantial, well-designed and early example of an interwar Arts & Crafts Bungalow. It builds upon the cross-gabled attic bungalows that became common in Boroondara's suburbs in the late 1910s while transitioning toward the elongated form and horizontality of interwar bungalow, as well as using a very simple palette of highly textured, natural cladding materials in keeping with the Arts & Crafts movement. It also includes early examples of key characteristics that were popularised later in the

1920s by suburban Californian Bungalows, such as projecting porches, strong horizontality emphasised by the long transverse roof ridge and reflected in shorter and wider window proportions, and the shed-roof front dormer.

Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance).

Not applicable.

Criterion F: Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).

Not applicable.

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).

Not applicable.

Criterion H: Special association with the life or works of a person, or group of persons, of importance in the City of Boroondara's history (associative significance).

‘Barrabool’ is significant for its association with prominent Boroondara architect, Christopher Cowper. He is recognised as one of Victoria’s foremost architects of the Federation Queen Anne style, and shaped the built form of the Grace Park Estate, as well as designing medium to large villas in the suburbs of Boroondara and other areas. Designed shortly before he combined his practice in 1921 to form Chris A Cowper, Murphy & Appleford, the house illustrates the later part of Cowper’s oeuvre and provides the “missing link” in Cowper’s work between late Federation-era attic bungalows and full-fledged interwar bungalows of the late 1920s by his practice.

BOROONDARA

Statement of Significance

What is significant?

'Barrabool', 508-510 Burke Road, Camberwell, is significant. It was designed by architect Christopher Cowper as a surgery and residence for Dr William Forshaw, and constructed in 1920 by Gardner Constructions Pty Ltd.

Elements that contribute to the significance of the place include:

- The cross-gabled roof incorporating an attic storey, expressed by windows in the gable ends and a shed-roof dormer at the front
- The rendered chimneys
- The roughcast render finish, with smooth rendered accents
- The dual entrances, including the front porte-cochere with hipped roof and rendered piers, double doors, handblown glass lights and sidelights, and cross-braced screen doors, and the former surgery side entrance with simpler and smaller versions of these elements (and lacking screen door)
- The timber sash windows with margin glazing, many in box frames
- The rainwater goods, particularly the goosenecked, square-profile downpipes

The current fence including the metal gates and the 1989 additions - the north end gable, rear dormer, and rear kitchen wing - are not significant.

How is it significant?

'Barrabool' is of local historical, architectural and associational significance to the City of Boroondara.

Why is it significant?

'Barrabool' is historically significant as an excellent example of the combined doctor's surgery and residence. Up until the 1950s, it was standard practice for medical practitioners to consult from home, usually from locations on main roads, such as Burke Road. This dual use is indicated by two separate entrances, to the residence on Burke Road and to the surgery on Currajong Avenue. Doctor's surgery-residences were often larger than the average dwelling, to accommodate multiple uses. 'Barrabool' demonstrates this particularly well, with its two principal facades and entries addressing the two street frontages. (Criterion A)

'Barrabool' is of architectural significance as a very substantial, well-designed and early example of an interwar Arts & Crafts Bungalow. It builds upon the cross-gabled attic bungalows that became common in Boroondara's suburbs in the late 1910s. while transitioning toward the elongated form and horizontality of interwar bungalow, as well as using a very simple palette of highly textured, natural cladding materials in keeping with the Arts & Crafts movement. It also includes early examples of key characteristics that were popularised later in the 1920s by suburban Californian Bungalows, such as projecting porches, strong horizontality emphasised by the long transverse roof ridge and reflected in

shorter and wider window proportions, and the shed-roof front dormer. (Criterion D)

'Barrabool' is significant for its association with prominent Boroondara architect, Christopher Cowper. He is recognised as one of Victoria's foremost architects of the Federation Queen Anne style, and shaped the built form of the Grace Park Estate, as well as designing medium to large villas in the suburbs of Boroondara and other areas. Designed shortly before he combined his practice in 1921 to form Chris A Cowper, Murphy & Appleford, the house illustrates the later part of Cowper's oeuvre and provides the "missing link" in Cowper's work between late Federation-era attic bungalows and full-fledged interwar bungalows of the late 1920s by his practice. (Criterion H)

Grading and Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay of the Boroondara Planning Scheme as an individually Significant place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Boroondara Planning Scheme

Schedule element	Recommendation
Incorporated Plan Does an Incorporated Plan apply to the site?	No
External paint controls apply? Is a permit required to paint an already painted surface?	No
Internal alteration controls apply? Is a permit required for internal alterations?	No
Tree controls apply? Is a permit required to remove a tree?	No
Solar energy system controls apply? Is a permit required for Solar energy systems?	Yes
Outbuildings or fences not exempt under Clause 43.01-4 Are there outbuildings and fences which are not exempt from notice and review?	No
Included on the Victorian Heritage Register under the Heritage Act 2017? Is the place included on the Victorian Heritage Register?	No
Prohibited uses permitted Can a permit be granted to use the place for a use which would otherwise be prohibited?	No
Aboriginal heritage place? Is the place an Aboriginal heritage place which is subject to the requirements of the Aboriginal Heritage Act 2006?	No

Identified By

Context, Municipal-Wide Heritage Gap Study: Volume 2 – Camberwell, 2017.

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Attachment 2 - Preliminary Consultation - 508-510 Burke Road Camberwell Heritage Citation
Summary of feedback and officer responses

Feedback Submission No.	Summary of feedback	Officers' response to feedback	Officers' recommendation
1	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The place is a significant and historical and should be protected from demolition. 2. Christopher Cowper (architect of place) is a renown architect in Melbourne and the place is fine example of his work.	Officers note the supportive feedback.	**No change recommended to heritage study.**
2	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The place is of historical interest to Camberwell.	Officers note the supportive feedback.	**No change recommended to heritage study.**
3	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The architecture is representative of Camberwell in the interwar period. 2. The place has not significantly changed since it was built.	Officers note the supportive feedback.	**No change recommended to heritage study.**
4	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. Christopher Cowper's (architect of place) work should be preserved. 2. The home is over 100 years old. 3. The home was earlier in the Heritage Overlay. 4. The home is sound.	Officers note the supportive feedback. Regarding Point 3, the property was previously protected with an Interim Heritage Overlay until the proposed planning scheme amendment C274 to include an extension to the Burke Road Heritage Precinct (which included the property) was abandoned.	**No change recommended to heritage study.**

Attachment 2 - Preliminary Consultation - 508-510 Burke Road Camberwell Heritage Citation
Summary of feedback and officer responses

Feedback Submission No.	Summary of feedback	Officers' response to feedback	Officers' recommendation
5	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. Christopher Cowper's (architect of place) work should be preserved. 2. The place is locally and individually significant to Boroondara.	Officers note the supportive feedback.	**No change recommended to heritage study.**
6	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The place is part of the social fabric of the area.	Officers note the supportive feedback.	**No change recommended to heritage study.**
7	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. Boroondara is losing its history and character. 2. The place is an unusual property. 3. The place was designed by an important architect. 4. The place represents and significant part of Camberwell's history. 5. The place's former use as a doctor's practice is of note.	Officers note the supportive feedback.	**No change recommended to heritage study.**
8	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The place is individually significant. 2. The place is a rare and important house. 3. The architect is Christopher Cowper.	Officers note the supportive feedback.	**No change recommended to heritage study.**

Attachment 2 - Preliminary Consultation - 508-510 Burke Road Camberwell Heritage Citation
Summary of feedback and officer responses

Feedback Submission No.	Summary of feedback	Officers' response to feedback	Officers' recommendation
	4. The Arts and Crafts style is important to the community.		
9	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The architect is Christopher Cowper. 2. The former use as doctor's surgery makes it culturally significant for Boroondara. 3. The place shows a way of life from the 1920s to 1950s, with a practice on a main road and entry from a side street. 4. The place is an excellent example of Arts and Crafts style morphed with California Bungalow elements.	Officers note the supportive feedback.	**No change recommended to heritage study.**
10	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The place is historically significant, and impressive.	Officers note the supportive feedback.	**No change recommended to heritage study.**
11	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The former use as a doctor's surgery is important to the area. 2. The place is an excellent example of Arts and Crafts style morphed with California Bungalow elements.	Officers note the supportive feedback.	**No change recommended to heritage study.**
12	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons:	Officers note the supportive feedback.	**No change recommended to heritage study.**

Attachment 2 - Preliminary Consultation - 508-510 Burke Road Camberwell Heritage Citation
Summary of feedback and officer responses

Feedback Submission No.	Summary of feedback	Officers' response to feedback	Officers' recommendation
	1. The architect Christopher Cowper is significant to Melbourne. 2. The place shows how life was lived in the early 20th century. 3. More homes with large gardens should be retained in Camberwell to preserve the aesthetic of the area. 4. The home can contribute to the ongoing history, fabric and ambience of Boroondara.		
13	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The architect Christopher Cowper is significant. 2. The place is important to the community and should be preserved.	Officers note the supportive feedback.	**No change recommended to heritage study.**
14	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The architect Christopher Cowper is significant. 2. Many period features of the home are intact.	Officers note the supportive feedback.	**No change recommended to heritage study.**
15	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The property is individually significant. 2. The place records a change in style by an important architect (Christopher Cowper). 3. The place is part of a suite of similar significant buildings.	Officers note the supportive feedback.	**No change recommended to heritage study.**

Attachment 2 - Preliminary Consultation - 508-510 Burke Road Camberwell Heritage Citation
Summary of feedback and officer responses

Feedback Submission No.	Summary of feedback	Officers' response to feedback	Officers' recommendation
	4. The place is an important part of and an entry to the Sunnyside Estate, which is largely preserved.		
16	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The place is of significance to Boroondara. 2. It is a rare and important home. 3. The architect is Christopher Cowper.	Officers note the supportive feedback.	**No change recommended to heritage study.**
17	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The place is of architectural significance. 2. The place represents a particular era. 3. The place represents Christopher Cowper's work as an architect. 4. The place forms part of Boroondara's local tapestry.	Officers note the supportive feedback.	**No change recommended to heritage study.**
18	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The place is rare and important. 2. The architect is Christopher Cowper. 3. The place is important to the community.	Officers note the supportive feedback.	**No change recommended to heritage study.**
19	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The place is significant. 2. The architect is Christopher Cowper.	Officers note the supportive feedback.	**No change recommended to heritage study.**

Attachment 2 - Preliminary Consultation - 508-510 Burke Road Camberwell Heritage Citation
Summary of feedback and officer responses

Feedback Submission No.	Summary of feedback	Officers' response to feedback	Officers' recommendation
20	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The place is individually significant for historical, architectural and associational significance to Boroondara. 2. Tree controls should be applied to the large tree in the front garden (possibly a Chinese Elm). 3. Paint controls should be considered.	Officers note the supportive feedback. 1. Regarding tree controls, Council's heritage consultant has not recommended tree controls for the site (as detailed in Section 4 of the UPDC Report). Council officers do not recommend tree controls for the site. 2. Regarding paint controls, Council's heritage consultant has not recommended paint controls for the site (as detailed in Section 4 of the UPDC Report). Council officers do not recommend paint controls for the site.	**No change recommended to heritage study.**
21	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The place is individually significant. 2. The architect is Christopher Cowper. 3. Many homes of this style have already been demolished.	Officers note the supportive feedback.	**No change recommended to heritage study.**
22	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The place is grand and should be restored.	Officers note the supportive feedback.	**No change recommended to heritage study.**
23	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The place is significant and unique. 2. The place should be preserved for future generations.	Officers note the supportive feedback.	**No change recommended to heritage study.**

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Summary of feedback and officer responses

Feedback Submission No.	Summary of feedback	Officers' response to feedback	Officers' recommendation
24	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The place is significant to the architectural history of Camberwell and Melbourne.	Officers note the supportive feedback.	**No change recommended to heritage study.**
25	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The place should be protected as the built heritage of Boroondara and Melbourne is being eroded.	Officers note the supportive feedback.	**No change recommended to heritage study.**
26	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The architect Christopher Cowper is significant to Melbourne and Boroondara. 2. The place is rare in terms of design. 3. The place is rare in Camberwell, especially the specific area. 4. Streets in the immediate area have lost many homes already, and lost tree canopy also.	Officers note the supportive feedback.	**No change recommended to heritage study.**
27	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The architect Christopher Cowper is significant to Boroondara.	Officers note the supportive feedback. Regarding concerns surrounding the demolition to the rear of the property in 2023/24, Council's heritage consultant reviewed the proposed demolition plans (lodged as a section 29A Report and Consent request for demolition)	**No change recommended to heritage study.**

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Feedback Submission No.	Summary of feedback	Officers' response to feedback	Officers' recommendation
	2. The place should be considered as individually significant, despite panel rejecting the extension to the Burke Road Precinct in the Camberwell Gap Study. 3. There are concerns regarding the demolition to the rear of the property in 2023/24, and that there is evidence that that demolished fabric was original.	and advised that the proposed demolition affected non-original, later addition to the dwelling and would not detrimentally impact the heritage significance of the site nor undermine its inclusion in the Heritage Overlay. Accordingly, Council consented to the partial demolition.	
28	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. Many old homes in the area have been demolished.	Officers note the supportive feedback.	**No change recommended to heritage study.**
29	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The architect Christopher Cowper is significant. 2. Many historic homes in the area have been lost, these places need to be protected.	Officers note the supportive feedback.	**No change recommended to heritage study.**
30	The submitter supports the heritage citation for **508-510 Burke Road Camberwell** for the following reasons: 1. The place is of historical interest. 2. The place appears to have been overlooked in the Camberwell Gap Study.	Officers note the supportive feedback. 1. In 2017, the property was considered as part of an extension to the Burke Road Precinct. However, in 2018, the Panel found that the precinct extension did not meet the threshold for inclusion in the Heritage Overlay. 2. More recently, in April 2023, new information provided by the community identified the architect of the property as Christopher Cowper. This led to the reconsideration of the heritage significance of	**No change recommended to heritage study.**

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Feedback Submission No.	Summary of feedback	Officers' response to feedback	Officers' recommendation
		the property and Council's heritage consultant recommending the inclusion of the property in the Heritage Overlay as individually significant.	
31	The submitter supports the heritage citation for **508-510 Burke Road Camberwell**. No specific reason provided.	Officers note the supportive feedback.	**No change recommended to heritage study.**