



BOROONDARA
City of Harmony

Boroondara Neighbourhood Centres and Commercial Corridors Guidelines, 2014

Responsible Directorate: City Planning
Authorised by: Council
Date of adoption: 23 June 2014

Table of contents

1	Introduction	3
2	Land Use Activity	4
2.1	Objectives	4
2.2	Strategies	4
3	Out of Centre Development Proposals	5
3.1	Objective	5
3.2	Locational Framework	5
3.3	Accessibility Framework	5
3.4	Urban Design	6
3.5	Economic Justification	6
3.6	Net Community Benefit	6
4	Urban Design Guidelines	7
4.1	Neighbourhood Centres - Streetscape Character	7
4.2	Commercial Corridors - Streetscape Character	8
4.3	Urban Design Policy	9
4.4	Objectives	9
4.5	Strategies	9
5	Neighbourhood Centres and Commercial Corridor Datasheets	15
5.1	Objectives	15
5.2	Strategies	15
5.2.1	Building and Street Wall Height	15
5.2.2	Setbacks	16
5.3	Decision Guidelines	17

1 Introduction

The Neighbourhood Centres and Commercial Corridors Guidelines have been prepared to preserve the prevailing streetscape character and scale of the 31 Neighbourhood Centres and three Commercial Corridors, and guide development that will maintain and enhance the established character.

The Guidelines replace the Boroondara Activity Centres Strategy, 2011 and the Balwyn Structure Plan, 2009 and:

- Encourage land use activities consistent with the Commercial Zones.
- Discourage retail and commercial activity that undermines the economic viability of the neighbourhood centres and commercial corridors.
- Preserve the prevailing commercial streetscape character and abutting residential amenity.
- Provide mandatory maximum height limits and setbacks that protect and enhance the prevailing streetscape rhythm and scale.
- Ensure development respects and enhances heritage buildings and precincts.
- Provide urban design guidelines that promote sustainability, improve functionality, accessibility and improved integration with the public realm.
- Incorporate environmental standards that explore new innovative ways to achieve ecologically sustainable outcomes.

In establishing the maximum building heights and setback requirements for the neighbourhood centres and commercial corridors, regard has been given to:

- DPCD Practice Note 59: The role of mandatory provisions in planning schemes (Sep. 2010);
- DPCD Practice Note 60: Height and setback controls for activity centres (April 2010);
- Planning Panel Victoria's Report for Amendment C69 - Schedule 12 to the Design and Development Overlay for the West Hawthorn Area.

The Neighbourhood Centres and Commercial Corridors Guidelines were adopted by Council on 23 June 2014 and informed the policy outcomes of Amendment C108 to the Boroondara Planning Scheme.

The Guidelines replace the interim planning provisions introduced by Amendment C107 to the Boroondara Planning Scheme, which implemented the policy directions of the Boroondara Activity Centres Strategy 2011 and the Balwyn Structure Plan 2009.

2 Land Use Activity

Neighbourhood centres and commercial corridors provide an important social, economic, environmental and infrastructure role in the municipality, and enhance the City's desirability as a great place to shop, work, meet, relax and live.

The land use objectives and strategies contained in this document encourage mixed use development that support the local community and ensure that the neighbourhood centres and commercial corridors remain vibrant, sustainable and multi-functional destinations.

2.1 Objectives

- To enhance the long term economic viability of the neighbourhood centres and commercial corridors.
- To strengthen the retail function of the neighbourhood centres, and encourage a wide range of uses within them.
- To strengthen the office, commercial, restricted retail, and industrial function (where appropriate) of the commercial corridors.
- To encourage higher density residential development, including social and affordable housing in appropriate locations.
- To support appropriate planning outcomes in the neighbourhood centres and commercial corridors that straddle municipal boundaries.

2.2 Strategies

- Encourage new retail, office/commercial land use activities that expand on the floor area currently devoted to these uses.
- Encourage mixed use development with retail, office and commercial activity on the ground floor and higher density residential uses on the upper levels in the Commercial 1 Zone.
- Encourage uses that facilitate day and evening activity.
- Discourage wholly residential development, and the location of residential uses at the ground level along the primary street frontage(s), in Commercial 1 and Mixed Use zones.
- Encourage non-retail activities (including community services) to locate on the periphery of the neighbourhood centres and/or upper levels of buildings.
- Encourage office, commercial, restricted retail premises and industrial uses (as appropriate) in the Commercial 2 Zone.
- Discourage retail and supermarket uses in the Commercial 2 Zone.
- Ensure that development which borders an adjoining municipality has regard to relevant strategic directions set by both responsible authorities.

Refer to the Neighbourhood Centre and Commercial Corridor Datasheets in Section 5 of this document for further information on the future role of the 31 neighbourhood centres and three commercial corridors.

3 Out of Centre Development Proposals

In order to maintain the economic viability of the established activity centres, neighbourhood centres, commercial corridors and shopping centres, all retail, office and commercial land use or development outside the existing commercial zones must be assessed against the Out of Centre Development Proposal Guidelines.

The Guidelines have been informed by the *Out-of-Centre Retail Assessment Criteria* report prepared for the Department of Transport, Planning and Local Infrastructure (formerly Department of Sustainability and Environment) by Ratio Consultants, January 2005.

3.1 Objective

To ensure that all out-of-centre retail and commercial development is accompanied by a written assessment that strategically justifies the proposal and addresses the following criteria.

3.2 Locational Framework

The applicant must demonstrate why the proposed out-of-centre location is being considered for retail development. This is to be achieved through the 'sequential approach' which comprehensively demonstrates why the proposal -

- cannot be accommodated in an existing activity centre or neighbourhood centre, or, failing that,
- cannot be accommodated in an edge-of-centre location which has a functional relationship with an activity centre or neighbourhood centre, or, failing that,
- cannot be accommodated in a commercial corridor.

The applicant must demonstrate that the proposed out-of-centre location is consistent with the urban context of the surrounding area, including potential impacts of the proposed development on local character and amenity.

The applicant must fund the necessary strategic planning and economic assessments and structure planning work involved in the above assessments.

3.3 Accessibility Framework

The proposal should promote equitable access by ensuring the provision of:

- contiguous pedestrian routes, linking components in the development with public transport and any other facilities,
- bicycle access and trip-end amenities on-site,
- convenient motor vehicle access and appropriate provision of parking.

3.4 Urban Design

The proponent must demonstrate that the proposal:

- provides active street frontages, and where possible avoids blank walls,
- provides a contiguous, sheltered and attractive street environment,
- provides a well lit and safe street and car park environment,
- provides the opportunity for casual surveillance of at-grade car parks,
- provides public toilets and, where possible, landscaped seating areas.

3.5 Economic Justification

Where an out-of-centre development is proposed, it must be supported by a detailed economic assessment (to Council's satisfaction) which includes:

- Analysis of the potential impact (in economic terms) on other activity centres and neighbourhood centres. For retail developments this can be expressed in terms of percentage impact on sales at the existing locations (particularly the impact on relevant retail in activity centres and neighbourhood centres).
- Analysis of the economic feasibility of the proposed use.

3.6 Net Community Benefit

The planning application must provide an indication of the development proposal's contribution to Net Community Benefit in terms of:

- employment generation (or loss) during construction and on-going operation,
- impact on retail and consumer choice,
- impact on overall levels of vibrancy and sustainability of the locality,
- contribution to levels of public transport use,
- contribution to liveability, social interaction, and other community-related goals.

4 Urban Design Guidelines

4.1 Neighbourhood Centres - Streetscape Character

Boroondara's neighbourhood centres generally consist of buildings that date from the 19th through to the mid-20th century. Buildings are generally located on both sides of a main road, and lined with low rise buildings that create a traditional low rise 'high street' character. Through observation it was concluded that the built form of these locations is typified by:

- No front or side set-backs resulting in a 'street wall' made up of many separate buildings aligned at the street edge.
- Narrow properties resulting in a varied 'fine grain' of facades.
- Total site coverage except for service areas at the rear.
- Solid, windowless walls on shared side boundaries allowing buildings to directly abut one another without overlooking or affecting daylight to side windows.
- Generous floor-to-ceiling heights and high front parapets that conceal pitched roof forms, which mean that one and two-storey buildings are commonly as tall as, or taller than, many modern two and three storey buildings.
- Simple box-like building shapes rising vertically from front and side boundaries with varying upper level setbacks, often with richly detailed facades or playfully shaped parapets.

Boroondara's Neighbourhood Centres - Built Form Character



4.2 Commercial Corridors - Streetscape Character

Sections of the commercial corridors, particularly in the established areas of Burwood / Camberwell Road and Canterbury Road, provide similar streetscape characteristics as the neighbourhood centres. However, unlike the neighbourhood centres, land holdings range from fine grain to much larger allotments that accommodate modern 2-4 storey purpose built offices, and ancillary service industries and warehouse facilities in the Commercial 2 Zone. Commercial streetscapes with larger and more recent streetscapes in Canterbury Road and Tooronga also feature landscaped setbacks at the front boundary line.

Some of the larger neighbourhood centres with more recent buildings such as Hartwell - east of the railway line, also feature landscaped setbacks along the street frontage. Although this type of approach might provide opportunities to 'green up' the commercial streetscape, it may also have negative implications in reducing potential interaction between buildings and the public realm. This can result in streets that are less interesting and inviting to pedestrians and lower levels of personal security due to reduced passive surveillance from adjoining buildings.

Boroondara's Commercial Corridors - Built Form Character



4.3 Urban Design Policy

Urban design policy has been developed for the neighbourhood centres and commercial corridors.

The design objectives and strategies promote sustainability, improve functionality, accessibility and improved integration with the public realm, and address scale and identity through site responsive design in the neighbourhood centres and commercial corridors. Key objectives and strategies include:

4.4 Objectives

- To achieve excellence in design and high quality, contemporary architecture that efficiently utilises the site, enhances the character of the centre or corridor and enhances the public realm.
- To ensure active ground level frontages and vibrant street level activity.
- To ensure building design embodies the highest environmental standards, adopts innovative ways to achieve ecologically sustainable outcomes, and achieves the highest level of durability, robustness and adaptability throughout the building life cycle.
- To ensure development is designed to protect the residential amenity of future residents of the development.
- To ensure development does not detrimentally impact on the amenity of residents of adjoining properties.
- To ensure that the amenity, character and sense of openness of service lanes is protected and enhanced.
- To ensure new development respects and enhances heritage buildings and precincts.
- To improve traffic management and car parking.

4.5 Strategies

Facade articulation and detailing

- Encourage a high level of facade articulation and design treatments that:
 - maintain the fine grain shop front patterns of existing retail and commercial premises;
 - distinguish recessed upper level built form from the main building façade;
 - provide variation to surface alignment and materials.
- Encourage the use of robust, high quality materials and detailing to ensure that buildings remain attractive throughout their life cycle.
- Encourage architectural detailing that accentuates prominent corners at key intersections or other places of community significance.
- Ensure that the combined effect of the height, setbacks and design treatment of new buildings does not dominate a heritage place on or adjoining the site.
- Encourage external lighting that enhances the architectural features of the building and complements lighting in the public domain without causing unreasonable off-site amenity impacts.
- Ensure that any art work that is proposed within private spaces is designed to function as part of the public realm, is of high quality and design standards, is engaging to the public, and is integrated with the design of the building and broader streetscape.
- Avoid blank side walls and ensure that visible faces of buildings are articulated and visually interesting with a mixture of materials, finishes and articulation.

Integration with the Primary and Side Street Frontage

- Allow the upper levels of buildings to cantilever over a ground floor setback if the projection extends no further than the property line, is cantilevered (with no columns), and maintains a minimum clearance of 3.5 metres above a footpath or 4.5 metres above a vehicle accessway (or otherwise agreed by Council engineers).
- Ensure that the ground floor of new buildings is level with the abutting footpath.
- Ensure that where ramps or steps are necessary that they are contained within the building or within the property boundary.
- Ensure ground floor dwelling entries are distinct and subordinate to the ground floor retail/commercial frontage.
- Encourage ground floor residential entries on corner sites to be located on the side street rather than the primary retail/commercial frontage.

Integration with the Public Realm

- Ensure that the minimum extent of transparent glazed windows or doors along ground floor frontages onto a street (calculated on a per building basis) is as follows:
 - In a Commercial 1 Zone: 75%
 - In a Commercial 2 Zone: 50%
- Encourage building entries to contribute to the animation of the street as appropriate to the context, as follows:
 - Encourage the primary pedestrian entry to be located within the front ground floor street facade at footpath level, and designed to be easily identifiable, provide shelter, a sense of personal address and a transitional space.
 - Avoid disrupting the retail/commercial frontage of key retail environments by encouraging secondary pedestrian access to upper level building spaces (e.g. to shop-top dwellings) to be provided from side streets or rear laneways.
 - Encourage multiple building entries in locations where active uses at ground level are limited, to activate the streetscape.
 - Encourage residential premises at the upper levels to address the street.
 - Encourage new buildings to provide direct pedestrian access from both the street and from on-site car parking areas.
- Ensure that on large sites, the length of any part of the ground floor frontage without windows is not greater than ten metres, and such walls are well articulated with high quality materials and finishes.
- Discourage service spaces (storerooms, toilets, lifts, garages) and windowless activities (e.g. cinemas) from being located at the ground floor along street frontages.
- Ensure that frontage setbacks of development complement the frontage setbacks of a heritage place on or adjoining the site.

Weather protection to footpaths

- Encourage the incorporation of weather protection for pedestrians along street frontages in the form of verandas, awnings or canopies over the footpath, maintaining a minimum clearance of 3.5m above the footpath level (or otherwise agreed by Council engineers).
- Encourage new verandas to achieve continuous unbroken pedestrian weather protection.
- Encourage verandas to be integrated with the design of the building and to provide architectural features and/or materials that complement the streetscape.
- Encourage verandas to be cantilevered to avoid obstructive post/columns or perceived privatisation of the public domain.
- Ensure that on sloping sites, verandas step down to follow the slope of the street and special consideration is given to the detailed design of the junction at the level changes.

Service Lanes and Laneways

• *Ground level setbacks*

- Discourage ground level setbacks along service lanes unless the same setback can be provided on adjoining properties to create a consistently wider, accessible and attractive service laneway.
- Encourage laneway surface materials and interface treatments to be used in the ground level setbacks of adjoining residential areas.
- Discourage unenclosed setbacks for rubbish and recycling bins, loading bays and service/utility areas from fronting onto a service laneway. Waste and recycling facilities should be concealed within secure dedicated enclosures that are integrated into the design of the building.

Abutting Residential Zones

- Ensure development contributes to an improved interface between the neighbourhood centres and commercial corridors and the established residential areas through providing for a recessed and articulated development and an appropriate scale.
- Maintain and enhance the intimate environment of service lanes by ensuring that higher built forms are set back from the service lane to ensure a sense of openness that reinforces a human scale.
- Ensure that windows and balconies do not unreasonably overlook private open space or habitable rooms on the opposite side of the service lane.
- Discourage buildings and works from encroaching into service lanes.

Vehicle and Pedestrian Movement and Parking

Vehicular access to sites

- Encourage sites with access from a service lane to provide all vehicular access to the site from the lane.
- Discourage the creation of driveway crossovers from other streets unless:
 - the service lane is too narrow for vehicular entry and cannot be widened as part of the development proposal; or
 - the traffic volume generated by the development would exceed the capacity of the service lane, as determined by a qualified independent traffic engineer and Council's engineers..
 - Encourage development to provide car parking in basements, where feasible, and to the rear of properties where laneway access is available.

Pedestrian entries from service lanes

- Discourage sole pedestrian access from service lanes unless no other access can be provided.
- Discourage primary pedestrian access to a property from a service lane when:
 - the pedestrian access interferes with the servicing functions of the lane for other properties.
 - bluestone pitches or other uneven pavements of the service lane prevent access to the entry by people with limited mobility.
 - there is no public lighting to the service lane between the street and the proposed entry, and the new development cannot provide for new lighting along this length.
- Encourage secondary pedestrian entries along service lanes where practical and appropriate, and where a service lane abuts car parking or public open space, to increase activity and connectivity.

Links and extensions of service lanes

- Encourage the creation of setbacks that remove laneway dead ends and facilitate vehicular through-links. The alignment, width and paving of the service lane should be continued through any such lane extensions.

Frontages onto Public Open Space and Public Car Parks

- Encourage development to be orientated to have an outlook towards any adjacent areas of public open space.
- Encourage development to use any lane or other public right-of-way located between the subject site and the adjoining public open space as a second street frontage.
- Only allow the use of an existing public open space pathway along the shared boundary for pedestrian access to entries of adjoining properties if:
 - Doors and gates do not swing open into the path.
 - Clear sightlines from the entry onto the path are provided for both pedestrians and oncoming cyclists.
 - The path width is able to accommodate the pedestrian and bicycle volumes that may be generated by the development.
- Encourage the upper levels of new buildings to be orientated to have an outlook towards any adjacent open air public car parks.

Shared Side and Rear Boundaries

- Encourage the following design outcomes when the subject site does not abut or adjoin a Residential Zone:
 - Zero lot lines along shared side and rear boundaries for walls without habitable room windows unless the adjacent property includes dwellings with their primary or secondary outlook orientated towards the subject site.
 - Where blank side walls will be visible from the public realm, visual interest should be provided through the use of varied materials or finishes.
 - Provision of a three (3) metre upper storey setback from laneways for the Burwood / Camberwell Road Commercial Corridor to ensure equitable access to daylight given the potential for large scale buildings in proximity to each other.

Overshadowing, Overlooking and Noise

- Encourage development that minimise the impacts of overshadowing and overlooking on the amenity of adjoining residential properties and habitable room windows.
- Ensure building layouts and design detailing retain the visual privacy of adjoining dwellings while ensuring the amenity of residents of the development, including access to natural light and ventilation, is not compromised through excessive screening.
- Ensure that between 9am and 3pm at the equinox, there is no additional overshadowing of photovoltaic panels or solar hot water collectors located on the roof top of adjoining dwellings within a Residential Zone.
- Design and arrange spaces and incorporate best practice sound proofing to minimise noise transmissions from internal and external sources. This includes appropriate acoustic treatment of communal or commercial roof top spaces to contain and dampen noise levels.

Sustainable Design

Energy

- Encourage building design that embodies passive solar design principles at the early stages of the site selection and development design process, including, but not limited to the following:
 - Maximising northern orientation to internal and external living spaces and windows.
 - Maximising access to natural light and ventilation through the use of atriums, open decks, highlight or clerestory windows and avoidance of double loaded corridors.
 - Encouraging the provision of open and semi-enclosed communal areas for residents and roof top gardens with integrated solar panel systems..
- Encourage innovative 'green' (i.e. vegetated) roofs and walls.
- Encourage the integration of active technological features into building design to maximise energy efficiency and provide energy-efficient lighting, heating, cooling and ventilation systems.

Water use and management

- Encourage grey water storage, treatment and re-use.
- Encourage drought-tolerant plant species that require minimal or no irrigation.
- Encourage stormwater harvesting for re-use in garden irrigation and toilet flushing.

Materials

- Retain existing building structures for adaptive re-use, where appropriate.
- Encourage the re-use and recycling of existing building materials, such as brick and timber.
- Encourage the use of recycled, recyclable, locally sourced and sustainable building material, fittings and fixtures.

Outdoor environment quality

- Encourage controlled light spill from building interiors onto public spaces to improve pedestrian safety in the public realm.
- Minimise light spill onto nearby residential properties and light pollution of the night sky.
- Discourage the creation of wind turbulence at street level, communal or private outdoor spaces within developments.

Indoor environment quality

- Encourage building designs that optimise access to natural light and cross ventilation and reduce reliance on mechanical systems by:
 - limiting the number of single aspect dwellings with a southerly aspect;
 - limiting the number of habitable rooms that rely on borrowed light; and
 - ensuring appropriately sized light wells and balconies.

Waste management

- Ensure appropriate storage and collection facilities are provided on-site for all types of waste streams.

Social sustainability

- Ensure that development accommodates a mix of dwelling sizes and configurations/layouts to accommodate people of different, ages, family structures, mobility levels and socio-economic groups.

Subdivision

- Ensure that subdivision of land does not result in the creation of lots of a size and/or dimension which compromise the built form outcomes sought by Schedule 16 to the Design and Development Overlay.

Application Requirements

Planning permit applications to develop land should include, as appropriate, the following information to the satisfaction of the responsible authority:

- An urban design report and response that demonstrates how the proposal:
 - achieves the design objectives and built form requirements of this policy and Schedule 16 to the Design and Development Overlay;
 - addresses overlooking and overshadowing impacts in accordance with the objectives and standards of Clause 55 of the Planning Scheme;
 - achieves the design objectives and built form requirements of the Clause 22.05 Heritage Policy; and
 - addresses the matters set out in Clause 52.35 of the Planning Scheme.
- Three dimensional drawings or photo montages depicting the proposed development in the context of nearby buildings, taken from multiple viewpoints including pedestrian eye-level, for buildings or extensions of three storeys or more.
- An Environmental Sustainable Design Statement for new buildings (excluding fences, walls, outbuildings and service installations) and building additions of one or more storeys;
- A Car Parking Demand Assessment and Traffic Impact Report, incorporating a Green Travel Plan, for buildings of three or more storeys, or greater than 1000m² in gross leasable floor area;
- A Waste Management Plan, detailing how waste management processes are integrated into all stages of the development for buildings three or more storeys, or greater than 500m² in gross leasable floor area;
- An acoustic report that demonstrates how the design of the development achieves suitable indoor noise levels and protects residential uses within the development from external or potential internal noise sources including , but not limited to, entertainment activities, roads, tram and railway lines.

5 Neighbourhood Centres and Commercial Corridor Datasheets

Beyond the general urban design policy outlined in Section 4, individual datasheets have been prepared for the 31 neighbourhood centres and three commercial corridors.

5.1 Objectives

- To ensure the height and setbacks of development maintain and enhance:
 - the established streetscape and traditional, low-rise, high street character of neighbourhood centres.
 - the established streetscape and commercial character of the commercial corridors.
- To achieve innovative, high quality architectural design that makes efficient use of land whilst enhancing the appearance and strengthening the identity of the neighbourhood centres and commercial corridors.
- To ensure appropriate development that is complementary to the existing neighbourhood character and has regard to adjoining residential amenity.
- To ensure development respects and enhances identified heritage buildings and precincts.

5.2 Strategies

5.2.1 Building and Street Wall Height

- Buildings and works must not exceed the maximum streetwall and overall building height provided in the attached datasheets, except:
 - To accommodate roof top services that are hidden and/or appropriately screened from view from any adjoining public space or designed as architectural roof top features. Roof top services include but are not limited to plant rooms, air conditioning, lift overruns, roof top gardens, decks and communal outdoor spaces and their ancillary facilities.
 - Where the slope of the natural ground level at any cross section wider than 8 metres of the site of the building is 2.5 degrees or more, in which case the maximum overall building height may be exceeded by one (1) metre.
 - Where an existing building on the subject land already exceeds the mandatory maximum height allowed under this Schedule. In this event, a permit can be granted to construct a building or carry out works to the same height as the existing building.

For the purposes of this requirement:

- The street wall is the front façade of a building along all street frontages.
- A frontage onto public open space or public car park is treated as a frontage onto a street and is subject to the maximum streetwall height.
- The overall vertical height is measured from the natural ground level to the peak of the roof or parapet.

5.2.2 Setbacks

Primary Street Frontage

- Upper storey setbacks must be setback a minimum of 1.6 metres from the primary street frontage measured from the face of the building.
- A permit cannot be granted to reduce this requirement, except for minor intrusions/projections that can be classified as architectural features with the aim to enhance the façade articulation and visual interest only.
- Development up to the street wall height should be built on or within 200mm of the site boundary along all street frontages. This may be varied, if the setback is:
 - designed as part of the public domain; and
 - fully accessible to the public.

For the purpose of this requirement, a frontage onto a public open space or public car park is treated as a frontage onto a street.

Development above the street wall height should comply with the preferred minimum upper storey setbacks provided in the datasheets that follow. The setback for development above the street wall height is measured from the face of the building along the primary street frontage,

Side Street Frontage

- Where a site is on a corner, development above the street wall height should provide the following setbacks along the side street frontage:
 - 1.6 metres up to a building height of 14.5 metres; and
 - 3 metres for building height in excess of 14.5 metres.
- The setback for development above the street wall height is measured from the face of the building along the side street frontage.
- An application to reduce the preferred upper storey setbacks must demonstrate how the relevant design objectives have been met.

From Residential Zones

- Where a rear boundary is shared with a property in a Residential Zone, any development must be set back:
 - a minimum of three (3) metres; and
 - in accordance with the provisions of Clause 55.04-1 of the Planning Scheme thereafter.

A permit cannot be granted to vary this requirement except where development:

- applies to alterations and/or additions to an existing building; or
- applies to a basement; or
- abuts a non-residential use.
- Where a service lane/laneway separates a rear boundary from a property in a Residential Zone, development should apply ResCode setbacks in accordance with the provisions of Clause 55.04-1 of the planning scheme measured from the rear property boundary.
- Where a side boundary is shared with a property in Residential Zone, a development should apply ResCode setbacks in accordance with the provisions of Clause 55.04-1 of the planning scheme measured from the shared side property boundary.
- An application to reduce the rear or side boundary setback requirements must demonstrate how the design objectives of this schedule and local planning policy at Clause 22.10 have been met.

Public Acquisition Overlay

- Where a property boundary abuts/adjoins a Public Acquisition Overlay (PAO), buildings and works must be setback in accordance with the existing Schedule to the PAO.

The responsible authority will only consider an application to encroach within a PAO where written consent can be provided from the acquiring authority for the land confirming that an encroachment into the PAO is appropriate.

5.3 Decision Guidelines

Before deciding an application, the responsible authority must consider the following, as appropriate:

- Whether the proposed development achieves the design objectives and requirements of the relevant schedules and local planning policy.
- Whether the design of the development can accommodate an integrated mix of uses including retail, office/commercial and residential.
- Whether the proposed development is appropriately recessed to reduce potential amenity impacts on adjoining residential properties.
- Whether the proposed development is appropriately recessed to reduce visual bulk on service lanes/laneways.
- Whether the combination of heights, setbacks and design treatment of new buildings is sympathetic to the heritage place or adjoining the site.
- Whether the design of the proposed development supports the provisions of this planning scheme and in particular:
 - Clause 22.05 Heritage Policy.
 - Clause 45.01 Public Acquisition Overlay.
 - Clause 55 objectives and standards.

Disclaimer

Site constraints or context may mean it may not be appropriate to develop to the full extent of the building envelope established by the building heights and setbacks in the neighbourhood centre and commercial corridor datasheets that follow.

Ashburton Neighbourhood Centre



Legend

- Neighbourhood Centre
- Railway line
- Railway Station
- Bus Route



South side of High Street



North side of High Street

Ashburton Neighbourhood Centre is located along High Street, Ashburton, between Johnston Street and Carool Road.

Centre Description

A strong, active local centre with a broad range of convenience goods, offices, business services and community facilities that service the local community and broader region. The Centre is confined to the retail strip on High Street. Two schools are located on the periphery of the Centre to the east.

Current Role

Convenience retail centre.

Future Role

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

- | | |
|---------------------------|-----|
| ▪ Retail Premises | 36% |
| ▪ Offices | 9% |
| ▪ Food and Drink Premises | 9% |
| ▪ Medical and Health | 5% |
| ▪ Accommodation | 5% |

Built Form Description

A long, dense strip centre comprised of one and two storey buildings (with parapet above). One and two storey buildings are mixed intermittently throughout the Centre.

Current Building Heights

Building heights range from 5 – 11 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Parking Overlay (PO1).

Available Public Transport/Car Parking

- Train service (Ashburton Station)
- Bus route 734
- Anniversary Trail – bicycle/pedestrian path
- On-street parking and public car parks.

Height and Setback Requirements and Built Form Areas

Table 1 Ashburton Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	8 metres	0 metres	8 metres
2	8 metres	5 metres	11 metres
3	9 metres	5 metres	11 metres
4	11 metres	0 metres	11 metres



Map 1 Ashburton Neighbourhood Centre - Built Form Areas

Ashwood Neighbourhood Centre



Looking south/west along High Street



Looking north/east along High Street

Ashwood Neighbourhood Centre is located on the west side of Warrigal Road, Ashburton, between High Street and Fakenham Road.

Warrigal Road marks the eastern boundary of the City of Boroondara with the City of Monash.

Centre Description

Ashwood provides a small range of convenience goods to the local community. The Centre has access to only a limited range of public transport.

The remainder of the Centre, including a large supermarket, is situated on the opposite side of Warrigal Road within the City of Monash.

Current Role

Convenience retail centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

- | | |
|---------------------------|-----|
| ▪ Retail Premises | 44% |
| ▪ Offices | 13% |
| ▪ Food and Drink Premises | 4% |
| ▪ Medical and Health | 4% |

Built Form Description

The core of the retail area (south of Poulter Street) is made of narrow land holdings occupied in most instances by single storey buildings.

Existing Building Heights

Building heights range from 5 – 10 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16).

Available Public Transport / Car Parking

- Bus routes 734 and 903
- On-street parking and public car parks.

Height and Setback Requirements and Built Form Areas

Table 2 Ashwood Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	8 metres	3 metres	11 metres



Map 2 Ashwood Neighbourhood Centre - Built Form Areas

Auburn Village Neighbourhood Centre



West side of Auburn Road



East side of Auburn Road

Auburn Village Neighbourhood Centre is located along Auburn Road between Burwood Road and Barnett Place, Hawthorn East.

Centre Description

Auburn Village is a historic neighbourhood centre that services the local community with limited convenience retail premises, specialist antique outlets, offices, eateries and hotels.

The Centre forms two distinct nodes. To the north, the Centre provides a limited range of local business services and office activities, while to the south of the railway line the Centre consists predominantly of retail outlets, cafes and restaurants.

Current Role

Convenience retail centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

▪ Retail Premises	40%
▪ Food and Drink Premises	10%
▪ Offices	9%
▪ Accommodation	4%
▪ Medical and Health	4%

Built Form Description

Auburn Village consists mainly of narrow, fine-grain buildings with distinctive architectural character and a number of significant heritage buildings.

Existing building heights are to a maximum of three storeys with parapet.

Existing Building Heights

Building heights range from 6 – 16 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Environmental Audit Overlay (EAO)
- Heritage Overlay (HO132)
- Parking Overlay (PO1)
- Special Building Overlay (SBO).

Available Public Transport / Car Parking

- Train service (Auburn Station)
- Bus route 624
- On-street parking.

Height and Setback Requirements and Built Form Areas

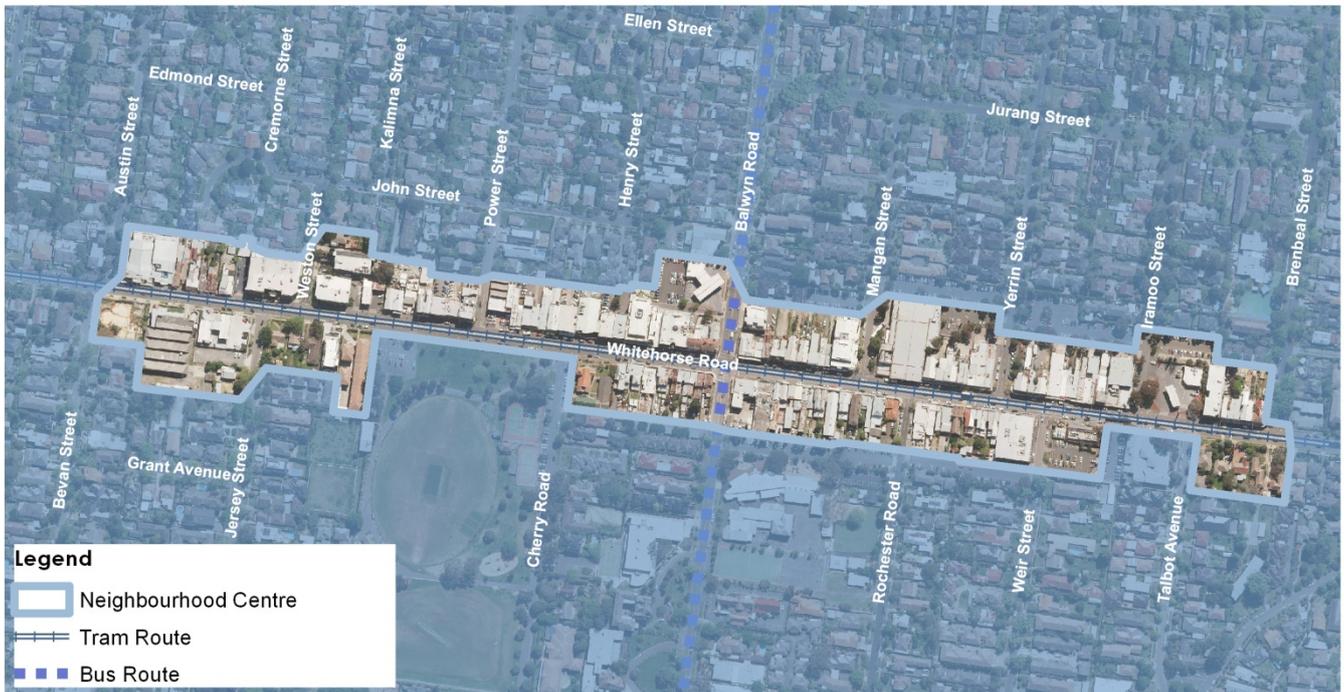
Table 3 Auburn Village Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	11 metres	0 metres	11 metres
2	11 metres	5 metres	14.5 metres



Map 3 Auburn Village Neighbourhood Centre - Built Form Areas

Balwyn Neighbourhood Centre



Looking east down Whitehorse Road



North side of Whitehorse Road

Balwyn Neighbourhood Centre is located along Whitehorse Road, Balwyn, between Bevan and Brenbeal streets.

Centre Description

Balwyn is the largest Neighbourhood Centre in the City of Boroondara, and displays a wide range of uses and developments. The Centre includes uses such as a supermarket, a cinema, convenience and specialist retail, offices and accommodation.

Current Role

Convenience retail and office centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Purpose built office and commercial showrooms
- Office uses and/or residential on upper levels
- Leisure activities (Balwyn Cinema).

Top Land Uses

▪ Retail Premises	34%
▪ Offices	20%
▪ Property and Business	11%
▪ Accommodation	9%
▪ Food and Drink Premises	9%
▪ Medical and Health	8%

Built Form Description

A long, varied centre comprised of predominantly one and two storey buildings. Recent development permits for larger scale developments have been granted within the centre, for developments of up to seven storeys.

Existing Building Heights

Building heights range from 6 – 14 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Environmental Audit Overlay (EAO)
- Parking Overlay (PO1).

Available Public Transport / Car Parking

- Tram Route 109
- Bus route
- On-street parking and public car parks.

Height and Setback Requirements and Built Form Areas

Table 4 Balwyn Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	13 metres	6 metres	16 metres
2	9 metres	5 metres	11 metres
3	9 metres	0 metres	9 metres
4	11 metres	0 metres	11 metres



Map 4 Balwyn Neighbourhood Centre - Built Form Areas

Balwyn East Neighbourhood Centre



South side of Belmore Road



North side of Belmore Road

Balwyn East Neighbourhood Centre is located on Belmore Road, Balwyn to the east of the intersection with Union Road.

Centre Description

An active local centre with a large supermarket as well as a good range of other retail and services. The Centre has two large land holdings to the south of Belmore Road, with smaller, fine grain lots located to the north.

Current Role

Convenience retail centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

▪ Retail Premises	26%
▪ Offices	13%
▪ Food and Drink Premises	10%
▪ Medical and Health	4%
▪ Accommodation	4%

Built Form Description

A short strip centre comprised of predominantly single storey buildings and some double storey buildings (with parapet above).

Existing Building Heights

Building heights range from 5 – 10 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16).

Available Public Transport / Car Parking

- Bus route 302.
- Bus routes 284 and 315 operate in Union Road.
- On-street parking.

Height and Setback Requirements and Built Form Areas

Table 5 Balwyn East Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	8 metres	5 metres	14.5 metres
2	8 metres	5 metres	11 metres



Map 5 Balwyn East Neighbourhood Activity Centre - Built Form Areas

Bellevue Neighbourhood Centre



Streetscape of the southern end of the neighbourhood centre



Bulleen Road looking north

Bellevue Neighbourhood Centre is located along Bulleen Road, Balwyn. The Centre is bisected by Dorado Avenue.

Centre Description

Bellevue has a number of take away food outlets, and provides a small range of convenience goods and offices. The Centre has access to only a limited range of public transport.

Current Role

Convenience retail, specialty retail and offices.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

▪ Offices	36%
▪ Retail Premises	31%
▪ Food and Drink Premises	11%
▪ Medical and Health	8%
▪ Accommodation	6%

Built Form Description

Land holdings across the Centre are generally narrow, fine-grain buildings, to a maximum of two storeys plus parapet.

Existing Building Heights

Building heights range from 5 – 10 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Significant Landscape Overlay (SLO2).

Available Public Transport / Car Parking

- Bus routes 200, 203 and 205
- On-street parking.

Height and Setback Requirements and Built Form Areas

Table 6 Bellevue Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	8 metres	3 metres	11 metres



Map 6 Bellevue Neighbourhood Centre - Built Form Areas

Belmore Heights Neighbourhood Centre



Belmore Road looking east



Belmore Road looking north

Belmore Heights Neighbourhood Centre is located at the intersection of Belmore Road and Balwyn Road, Balwyn.

Centre Description

Belmore Heights has a limited range of convenience goods, including basic grocery shopping, as well as restaurants, cafes, and local services.

Current Role

Convenience retail centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

- | | |
|---------------------------|-----|
| ▪ Retail Premises | 37% |
| ▪ Food and Drink Premises | 19% |
| ▪ Accommodation | 14% |
| ▪ Offices | 12% |
| ▪ Medical and Health | 2% |

Built Form Description

Land holdings are diverse in size, ranging from narrow, fine-grain lots, to larger lots, and a range of architectural styles are displayed. Frontages have generally preserved the fine grain facades.

Existing Building Heights

Building heights range from 5 – 14 metres to the top of the parapet.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16).

Available Public Transport / Car Parking

- Bus routes 201, 202, 285 and 302
- On-street parking.

Height and Setback Requirements and Built Form Areas

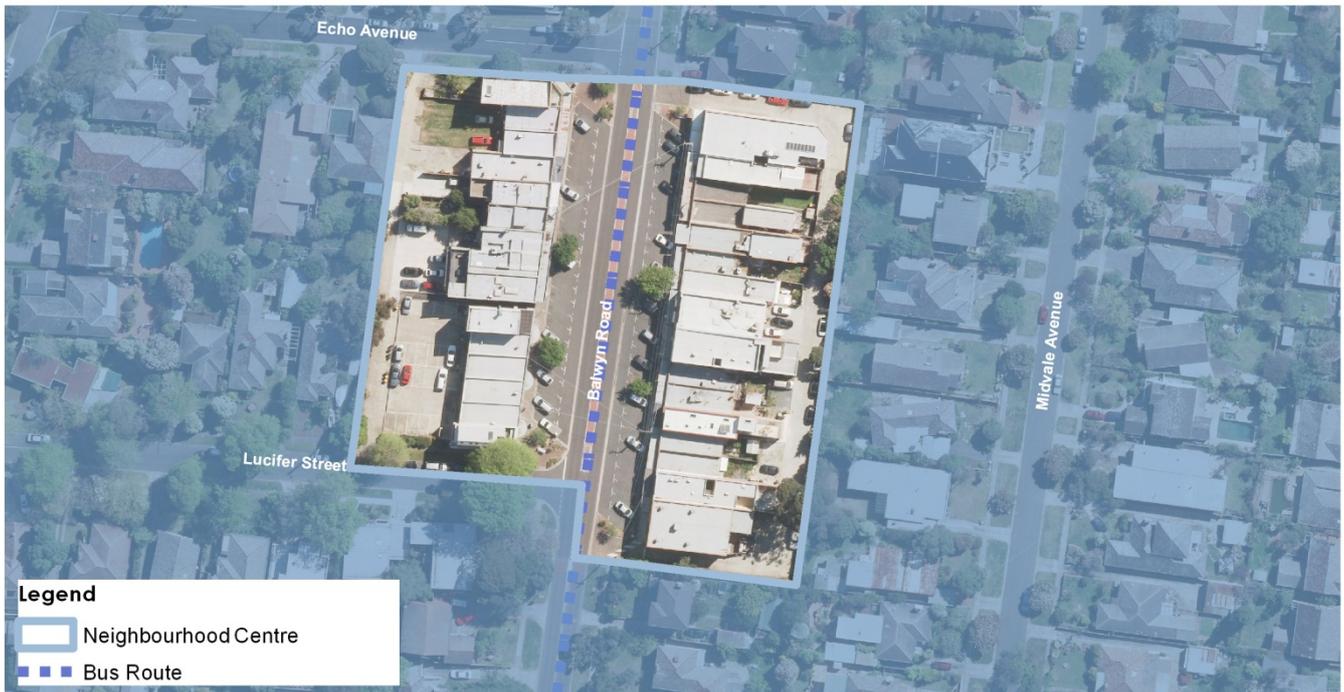
Table 7 Belmore Heights Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	8 metres	3 metres	11 metres
2	8 metres	3 metres	14.5 metres



Map 7 Belmore Heights Neighbourhood Centre - Built Form Areas

Boroondara Neighbourhood Centre



Streetscape of the west side of Balwyn Road



Streetscape of the east side of Balwyn Road

Boroondara Neighbourhood Centre is located along Balwyn Road, between Lucifer Street and Echo Avenue in Balwyn North.

Centre Description

Boroondara Neighbourhood Centre has a limited range of convenience retailers including take-away food, a milk bar and a small number of local office uses.

Current Role

Convenience retail centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

- | | |
|---------------------------|-----|
| ▪ Retail Premises | 37% |
| ▪ Offices | 17% |
| ▪ Food and Drink Premises | 12% |
| ▪ Medical and Health | 10% |

Built Form Description

Land holdings across the Centre are generally narrow fine grain buildings to a maximum height of two storeys plus parapet.

Existing Building Heights

Building heights range from 6 – 11 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16).

Available Public Transport / Car Parking

- Bus route 285
- On-street parking.

Table 8 **Boroondara Neighbourhood Centre - Height and Setback Requirements**

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	8 metres	0 metres	8 metres
2	8 metres	3 metres	11 metre



Map 8 **Boroondara Neighbourhood Centre - Built Form Areas**

Burwood Village Neighbourhood Centre



Streetscape of the south side of Toorak Road



Streetscape of the north side of Toorak Road

Burwood Village Neighbourhood Centre is located on Toorak Road, Camberwell, between Charles Street and Warrigal Road.

Centre Description

Burwood Village provides a broad range of local convenience retail, including two small supermarkets and specialty shops as well as some local commercial activity such as banks and small offices.

Current Role

Convenience retail and local services centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

- | | |
|---------------------------|-----|
| ▪ Retail Premises | 35% |
| ▪ Offices | 19% |
| ▪ Food and Drink Premises | 9% |
| ▪ Medical and Health | 8% |
| ▪ Accommodation | 8% |

Built Form Description

A long, dense strip centre comprised of one and two storey buildings (with parapet above). One and two storey buildings are mixed intermittently throughout the Centre.

Existing Building Heights

Building heights range from 5 – 10 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Parking Overlay (PO1).

Available Public Transport / Car Parking

- Tram Route 75
- Bus Route 766 and Smart Bus Route 700
- On-street parking and public car parks.

Height and Setback Requirements and Built Form Areas

Table 9 Burwood Village Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	8 metres	5 metres	11 metres
2	9 metres	5 metres	11 metres



Map 9 Burwood Village Neighbourhood Centre - Built Form Areas

Canterbury Village Neighbourhood Centre



North side of Canterbury Road



Looking west along Canterbury Road

Canterbury Village Neighbourhood Centre is located along Canterbury Road between Balwyn Road and the railway line, Canterbury.

The Centre is located in close proximity to the Maling Road commercial precinct, the Canterbury Road Commercial Corridor and Canterbury Train Station.

Centre Description

Canterbury Village serves a specialist retail role to the City. There are a number of specialist retail shops, including antique shops and period home improvement goods. The Centre has only a limited convenience retail role.

Current Role

Specialty retail centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

▪ Retail Premises	29%
▪ Offices	17%
▪ Accommodation	14%
▪ Food and Drink Premises	8%
▪ Medical and Health	8%

Built Form Description

Built forms in the Centre consist mainly of narrow, fine grain buildings with distinctive architectural character. Existing buildings are generally a maximum of two storeys plus parapet.

Current Building Heights

Building heights range from 6 – 11 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Heritage Overlay (HO145)
- Parking Overlay (PO1)
- Public Acquisition Overlay (PAO5)
- Special Building Overlay (SBO).

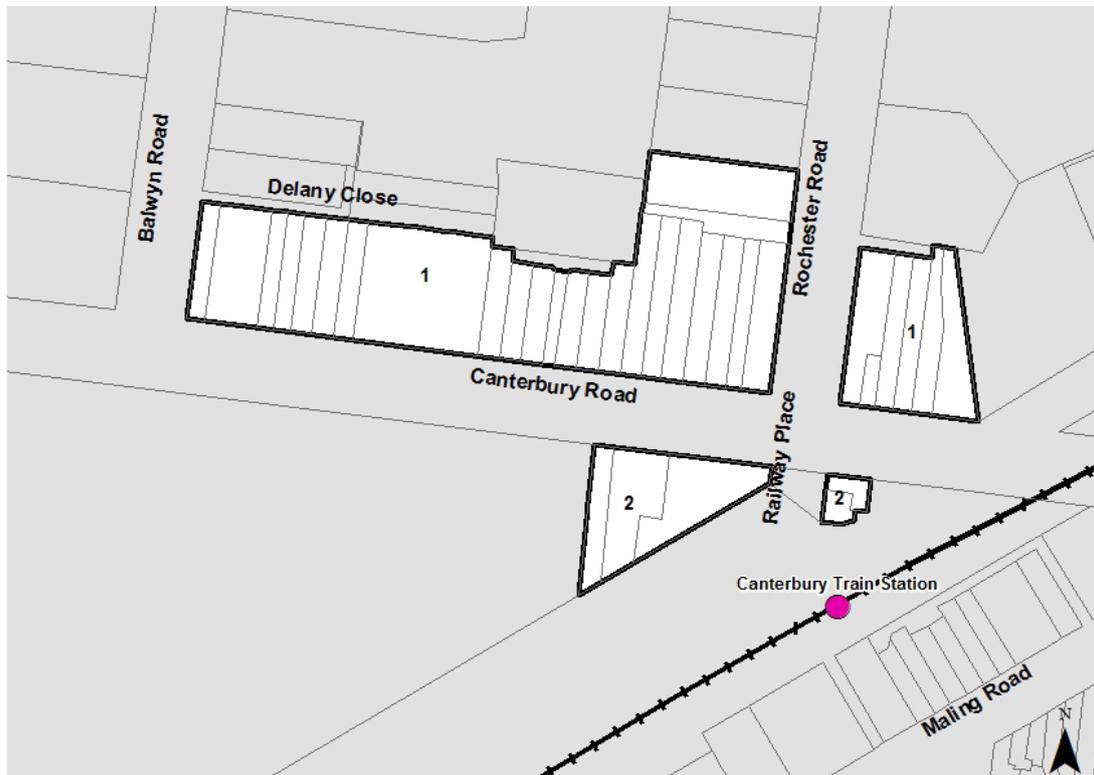
Available Public Transport / Car Parking

- Train service (Canterbury Station)
- Bus route 285
- On-street parking and public car parks.

Height and Setback Requirements and Built Form Areas

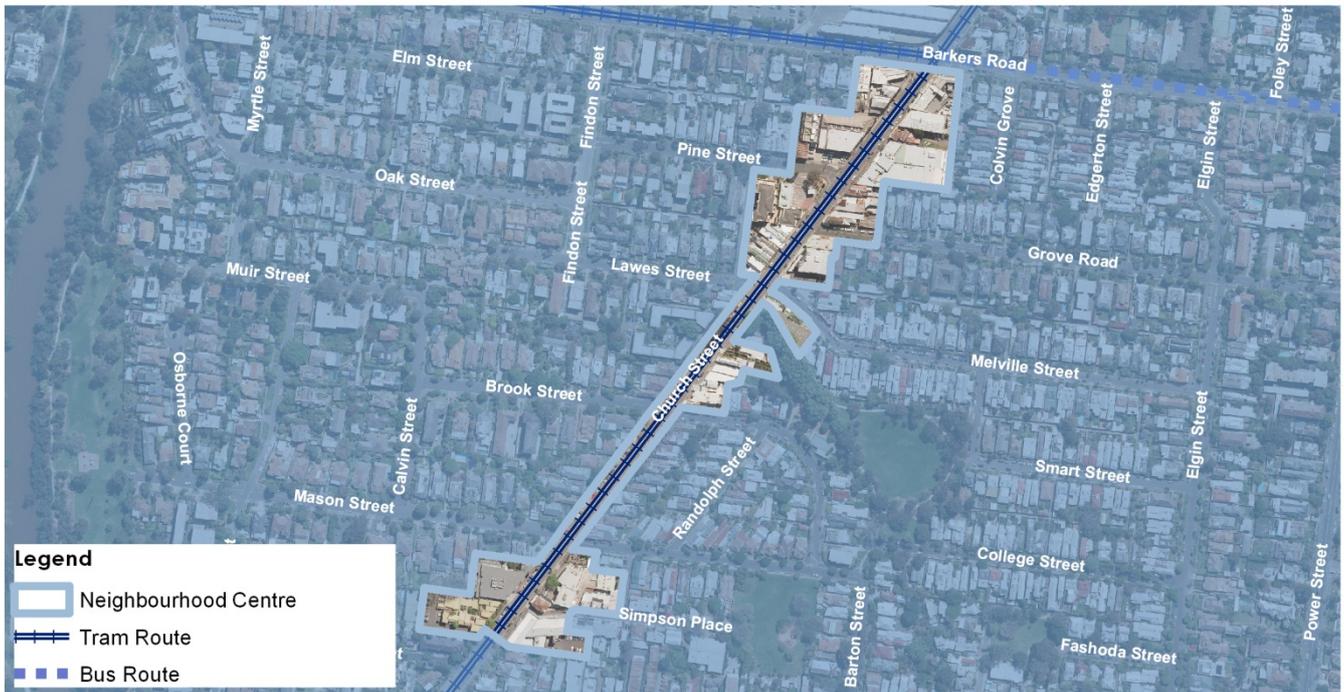
Table 10 Canterbury Village Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	9 metres	5 metres	11 metres
2	8 metres	0 metres	8 metres



Map 10 Canterbury Village Neighbourhood Centre - Built Form Areas

Church Street Neighbourhood Centre



West side of Church Street



East side of Church Street

Church Street Neighbourhood Centre is located generally along Church Street between Barkers Road and Grattan Street, Hawthorn.

Centre Description

Church Street Neighbourhood Centre is based predominantly around office uses and offers a limited convenience retail function.

Retail uses are predominantly located in the northern part of the Centre with single tenancy office uses located in the southern section, particularly in the isolated section beyond Mason Street.

Current Role

Office and convenience retail centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

- | | |
|---------------------------|-----|
| ▪ Offices | 46% |
| ▪ Accommodation | 21% |
| ▪ Retail Premises | 14% |
| ▪ Food and Drink Premises | 4% |
| ▪ Medical and Health | 1% |

Built Form Description

Land holdings are diverse in size and accommodate diverse architectural styles.

Existing building heights are to a maximum of four storeys, with the majority of the building stock being of two storeys plus parapet.

Existing Building Heights

Building heights range from 5 – 15 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Environmental Audit Overlay (EAO)
- Heritage Overlay (HO220)
- Special Building Overlay (SBO)
- Parking Overlay (PO1).

Available Public Transport / Car Parking

- Tram Routes 24, 48 and 109
- Bus route 684
- Anniversary Trail – bicycle/pedestrian path
- On-street parking.

Height and Setback Requirements and Built Form Areas

Table 11 Church Street Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	8 metres	0 metres	8 metres
2	11 metres	0 metres	11 metres
3	11 metres	5 metres	14.5 metres



Map 11 Church Street Neighbourhood Centre - Built Form Areas

Cotham Village Neighbourhood Centre



North side of Cotham Road



South side of Cotham Road

Cotham Village Neighbourhood Centre is located on Cotham Road, between Mary Street and Kent Street, Kew.

Centre Description

Cotham Village has a limited range of convenience retail activities and business services. The Centre is in close proximity to the Kew Junction Major Activity Centre where a broader range of services and facilities are available.

Current Role

Convenience retail centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

- | | |
|---------------------------|-----|
| ▪ Retail Premises | 27% |
| ▪ Accommodation | 20% |
| ▪ Food and Drink Premises | 14% |
| ▪ Offices | 11% |
| ▪ Medical and Health | 5% |

Built Form Description

Land holdings within the Centre are diverse in size and represent the current land use activities.

Building heights across the Centre are generally one to two storeys plus parapet, although a four storey development was recently added to the Centre.

Existing Building Heights

Building heights range from 6 – 14 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Parking Overlay (PO1).

Available Public Transport / Car Parking

- Tram Routes 16, 42 and 109
- Bus route 609
- On-street parking.

Height and Setback Requirements and Built Form Areas

Table 12 Cotham Village Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	11 metres	0 metres	11 metres
2	11 metres	5 metres	14.5 metres
3	8 metres	3 metres	11 metres



Map 12 Cotham Village Neighbourhood Centre - Built Form Areas

Deepdene Neighbourhood Centre



North side of Whitehorse Road



South side of Whitehorse Road

Deepdene Neighbourhood Centre is located along Whitehorse Road, Deepdene.

The Centre is bounded by the Anniversary Trail (shared pedestrian/bicycle path) to the west and Terry Street to the east.

Centre Description

Deepdene provides a broad range of commercial premises, offices, medical and health and community services. It also includes specialist outlets such as garden supplies, building trade supplies, carwash and tyre services. Convenience retail premises are in limited supply.

A significant number of properties are currently in transition from service industries to office and commercial premises.

Current Role

Convenience retail centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

▪ Retail Premises	25%
▪ Offices	24%
▪ Medical and Health	12%
▪ Food and Drink Premises	5%
▪ Accommodation	2%

Built Form Description

Building heights are generally two storeys across the length of the Centre. This applies to both the narrow fine grain sites and the larger modern purpose built commercial premises.

Existing Building Heights

Building heights range from 5 – 11 metres to the top of the parapet.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Environmental Audit Overlay (EAO)
- Parking Overlay (PO1).

Available Public Transport / Car Parking

- Tram Routes 42 and 109
- Bus route 584
- On-street parking.

Height and Setback Requirements and Built Form Areas

Table 13 Deepdene Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	8 metres	3 metres	11 metres



Map 13 Deepdene Neighbourhood Centre - Built Form Areas

Dickens Corner Neighbourhood Centre



South side of High Street



Looking across High Street to Burke Road

Dickens Corner Neighbourhood Centre is located at the intersection of Burke Road, High Street, Kilby Road and Doncaster Road, Balwyn North/Kew East.

Centre Description

Dickens Corner consists of two distinct precincts. Land east of Burke Road accommodates a major stand-alone supermarket on the north side of Doncaster Road and limited convenience retail facilities south of Doncaster Road.

Land south-west of Kilby and Burke roads provides a variety of office and commercial activities and modern, purpose built office buildings.

Current Role

Convenience retail and office park.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels
- Purpose built office / commercial uses.

Top Land Uses

- | | |
|---------------------------|-----|
| ▪ Offices | 70% |
| ▪ Retail Premises | 10% |
| ▪ Accommodation | 4% |
| ▪ Food and Drink Premises | 3% |
| ▪ Medical and Health | 3% |

Built Form Description

Dickens Corner displays differing built form in each of its precincts. The retail precinct displays fine grain, two-storey with parapet development, while the office precinct contains large footprint modern office developments.

Existing Building Heights

Building heights range from 5 – 14 metres to the top of the parapet.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Parking Overlay (PO1).

Available Public Transport / Car Parking

- Tram Routes 24 and 48
- Bus routes 203, 205, 207, 313, 315 and 548
- On-street parking.

Height and Setback Requirements and Built Form Areas

Table 14 Dickens Corner Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	8 metres	5 metres	14.5 metres
2	9 metres	5 metres	11 metres
3	8 metres	5 metres	19 metres
4	8 metres	5 metres	14.5 metres



Map 14 Dickens Corner Neighbourhood Centre - Built Form Areas

East Camberwell Neighbourhood Centre



South side of Canterbury Road



Looking east down Canterbury Road

East Camberwell Neighbourhood Centre is located along Canterbury Road, between Beaumont Street and Chaucer Crescent, Canterbury.

Centre Description

East Camberwell provides a range of small specialist retail and office activities in addition to a small number of convenience retail facilities.

The Centre provides ready access to Anniversary Trail and Boroondara Park, which are located immediately to the west.

Current Role

Convenience retail centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

- | | |
|---------------------------|-----|
| ▪ Retail Premises | 40% |
| ▪ Offices | 24% |
| ▪ Accommodation | 12% |
| ▪ Food and Drink Premises | 5% |
| ▪ Medical and Health | 5% |

Built Form Description

Land holdings across the Centre are diverse in size, ranging from fine grain lots south of Canterbury Road to larger lots north of Canterbury Road.

Building heights across the Centre are generally two storeys plus parapet.

Existing Building Heights

Building heights range from 5 – 11 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Parking Overlay (PO1)
- Public Acquisition Overlay Schedule 5 (PAO5).

Available Public Transport / Car Parking

- Bus route 734
- Anniversary Trail – bicycle/pedestrian path
- On-street parking and public car parks.

Height and Setback Requirements and Built Form Areas

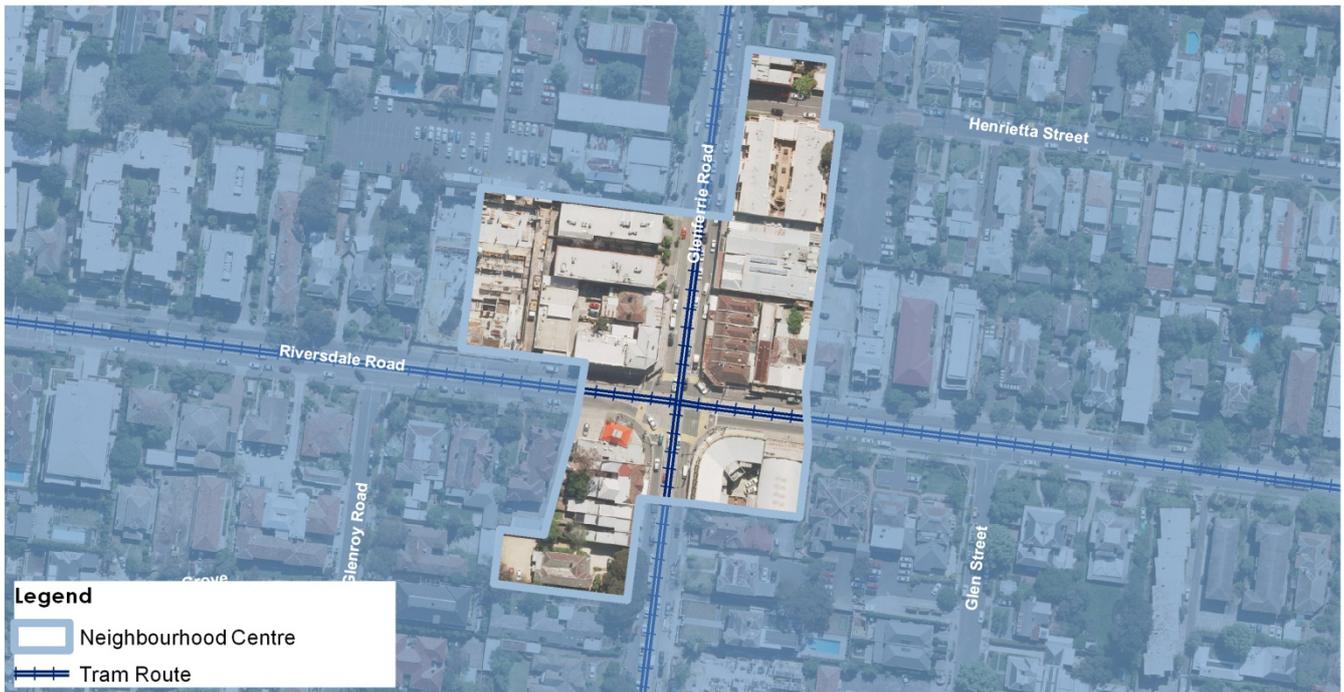
Table 15 East Camberwell Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	8 metres	3 metres	11 metres
2	8 metres	0 metres	8 metres



Map 15 East Camberwell Neighbourhood Centre - Built Form Areas

Glenferrie Hill Neighbourhood Centre



Riversdale Road Streetscape



Glenferrie Road Streetscape

Glenferrie Hill Neighbourhood Centre is located at intersection of Riversdale Road and Glenferrie Road, Hawthorn.

Centre Description

Glenferrie Hill is an active centre with a small supermarket, a good range of convenience retailing, specialty fashion outlets and eateries in addition to business services and specialised retail. Significant office development is also present in the Centre.

Current Role

Convenience retail centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

▪ Retail Premises	25%
▪ Food and Drink Premises	15%
▪ Medical and Health	12%
▪ Offices	15%
▪ Accommodation	2%

Built Form Description

Land holdings across the Centre are diverse in size and range from fine grain lots to very large lots. Building heights vary from one storey with parapet up to three and four storeys.

Existing Building Heights

Building heights range from 5 – 12 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Heritage Overlay (HO149)
- Parking Overlay (PO1).

Available Public Transport / Car Parking

- Tram Routes 16, 70 and 75
- On-street parking and public car parks.

Height and Setback Requirements and Built Form Areas

Table 16 Glenferrie Hill Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	11 metres	0 metres	11 metres
2	11 metres	3 metres	14.5 metres



Map 16 Glenferrie Hill Neighbourhood Activity Centre - Built Form Areas

Golf Links Village Neighbourhood Centre



Streetscape of the north side of Camberwell Road



Streetscape of the south side of Camberwell Road

Golf Links Village Neighbourhood Centre is located on Camberwell Road between Orrong Crescent and Glen Iris Road, Camberwell.

Centre Description

Golf Links Village is an active centre with a range of convenience retail stores, including a butcher, a newsagency and a delicatessen.

Camberwell Junction Principal Activity Centre and Hartwell Neighbourhood Centre are each located within one kilometre. Tram services provide direct connection to both centres.

Current Role

Convenience retail centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

▪ Retail Premises	42%
▪ Offices	15%
▪ Food and Drink Premises	4%
▪ Medical and Health	4%
▪ Accommodation	8%

Built Form Description

The Centre consists of mainly narrow, fine grain buildings. Existing building heights are to a maximum of two storeys plus parapet.

The Centre has a number of significant heritage buildings located on the north-eastern side of Camberwell Road.

Existing Building Heights

Building heights range from 5 – 11 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Heritage Overlay (HO1)
- Parking Overlay (PO1).

Available Public Transport / Car Parking

- Tram Route 75
- On-street parking.

Height and Setback Requirements and Built Form Areas

Table 17 Golf Links Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	8 metres	3 metres	11 metres



Map 17 Golf Links Neighbourhood Centre - Built Form Areas

Greythorn Neighbourhood Centre



Streetscape of south side of Doncaster Road



Streetscape of the north side of Doncaster Road

Greythorn Neighbourhood Centre is located on Doncaster Road in Balwyn North, between Harrington Avenue/ Sylvander Street and Trentwood Avenue.

Centre Description

Greythorn is a busy local centre with a small supermarket, a broad range of convenience goods, and a good selection of specialty shops and eateries. Professional offices are located above many of the retail premises.

Current Role

Convenience and specialty retail centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

▪ Retail Premises	38%
▪ Offices	20%
▪ Food and Drink Premises	17%
▪ Medical and Health	9%
▪ Accommodation	2%

Built Form Description

Greythorn displays a wide range of lot sizes, reflecting the range of uses. Sites are generally located with public car parking in front and range from one to two storeys in height plus parapet.

Existing Building Heights

Building heights range from 5 – 11metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Special Building Overlay (SBO).

Available Public Transport / Car Parking

- Bus Routes 207, 285, 313 and 315
- On-street parking.

Height and Setback Requirements and Built Form Areas

Table 18 Greythorn Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	8 metres	5 metres	14.5 metres
2	8 metres	5 metres	11 metres



Map 18 Greythorn Neighbourhood Centre - Built Form Areas

Harp Village Neighbourhood Centre



Looking south/west along High Street



Looking north/east along High Street

Harp Village Neighbourhood Centre straddles the Valerie Street / Harp Road and High Street, Kew intersection, and extends along High Street.

Centre Description

A long strip centre, running along High Street, Kew. Harp Village displays a wide range of uses, including convenience and specialty retail, a hotel, medical and office facilities.

Retail uses are generally located to the south west of the centre, with the north eastern portion offering larger scale office and specialty services.

Current Role

Convenience retail, specialty retail and offices.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels
- Purpose built office.

Top Land Uses

- | | |
|---------------------------|-----|
| ▪ Offices | 34% |
| ▪ Retail Premises | 23% |
| ▪ Food and Drink Premises | 7% |
| ▪ Medical and Health | 6% |
| ▪ Accommodation | 6% |

Built Form Description

A long, diverse strip centre displaying a wide range of building forms. Buildings to the south west are generally fine-grain one to two storeys with parapet built to the front of the lot.

Buildings to the north east are on larger lots, built up to three storeys in height and are generally set back from the street.

Existing Building Heights

Building heights range from 5 – 13 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Environmental Audit Overlay (EAO)
- Parking Overlay (PO1)
- Public Acquisition Overlay (PAO3)

Available Public Transport / Car Parking

- Tram Routes 24 and 48
- Bus Routes 201, 202, 207, 302 and 624
- On-street parking.

Height and Setback Requirements and Built Form Areas

Table 19 Harp Village Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	11 metres	5 metres	19 metres
2	11 metres	5 metres	14.5 metres
3	9 metres	5 metres	11 metres
4	9 metres	0 metres	9 metres
5	11 metres	0 metres	11 metres



Map 19 Harp Village Neighbourhood Centre - Built Form Areas

Hartwell Neighbourhood Centre



Toorak Road east of the railway line



Toorak Road looking towards the intersection of Camberwell Road and Toorak Road

Hartwell Neighbourhood Centre extends along Camberwell Road and Toorak Road, Camberwell.

Centre Description

Hartwell forms two distinct precincts and is bisected by the Alamein Railway Line.

The western precinct is centred on the junction of Camberwell and Toorak roads and specialises in local convenience retail. A small supermarket complements the retail activity at the centre.

To the east of the railway bridge, buildings consist predominately of purpose built offices and business services.

Current Role:

Convenience retail centre and office park.

Future Role:

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels
- Purpose built office.

Top Land Uses

- | | |
|---------------------------|-----|
| ▪ Retail Premises | 26% |
| ▪ Offices | 29% |
| ▪ Food and Drink Premises | 6% |
| ▪ Medical and Health | 5% |
| ▪ Accommodation | 2% |

Built Form Description

Hartwell consists of a low-rise one- to three- storey built form.

In the western precinct, buildings are of fine grain to a maximum of two storeys with parapet.

The eastern precinct features larger land holdings with office buildings generally set back from the street behind landscaping and built to a maximum of three storeys.

Existing Building Heights

Building heights range from 5 – 12 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO11 and DDO16)
- Environmental Audit Overlay
- Parking Overlay (PO1)
- Special Building Overlay.

Available Public Transport / Car Parking

- Train service (Burwood and Hartwell Stations)
- Tram Route 75
- On-street parking and public car parks.

Height and Setback Requirements and Built Form Areas

Table 20 Hartwell Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	11 metres	5 metres	22 metres
2	8 metres	5 metres	14.5 metres
3	8 metres	5 metres	11 metres
4	11 metres	0 metres	11 metres
5	8 metres	0 metres	8 metres
6	11 metres	5 metres	14.5 metres



Map 20 Hartwell Neighbourhood Centre - Built Form Areas

Middle Camberwell Neighbourhood Centre



South side of Riversdale Road looking west



South side of Riversdale Road, east of Safeway

Middle Camberwell Neighbourhood Centre extends along Riversdale Road, with the bulk of activity located between Cooolongatta Road and Hassett Avenue, Camberwell.

Centre Description

Middle Camberwell is a compact centre with a broad range of convenience retail services, a supermarket and a number of eateries and small retail facilities.

Current Role

Convenience retail centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

- | | |
|---------------------------|-----|
| ▪ Retail Premises | 51% |
| ▪ Medical and Health | 13% |
| ▪ Food and Drink Premises | 7% |
| ▪ Offices | 6% |
| ▪ Accommodation | 4% |

Available Public Transport / Car Parking

- Tram Route 70
- On-street parking and public car parks.

Built Form Description

Land holdings to the south of Riversdale Road are generally fine grain one or two storey buildings with the exception of the supermarket and a warehouse store.

To the north of Riversdale Road, lots are larger, though remain a maximum of two storeys.

Existing Building Heights

Building heights range from 5 – 10 metres to the top of the parapet.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Heritage Overlay (HO191) (761-763 Riversdale Road is the only property that forms part of HO191)
- Parking Overlay (PO1).

Height and Setback Requirements and Built Form Areas

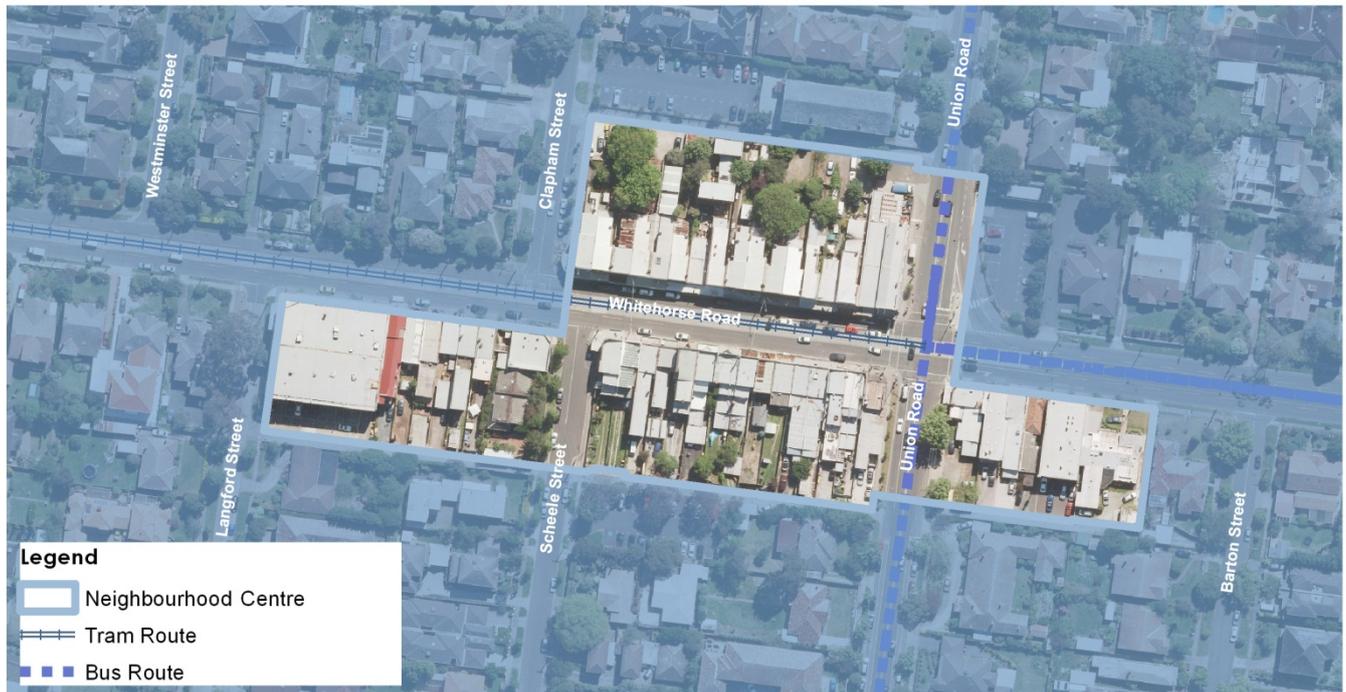
Table 21 Middle Camberwell Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	8 metres	5 metres	14.5 metres
2	8 metres	0 metres	8 metres
3	8 metres	5 metres	11 metres



Map 21 Middle Camberwell Neighbourhood Centre - Built Form Areas

Mont Albert Tram Terminus Neighbourhood Centre



North side of Whitehorse Road



South-east corner of Whitehorse Road and Langford Street

Mont Albert Tram Terminus Neighbourhood Centre is located along Whitehorse Road, between Langford and Barton streets, Surrey Hills.

Centre Description

Mont Albert Tram Terminus offers a basic range of convenience retail facilities, professional offices and a growing number of eateries.

Current Role

Convenience retail centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

- | | |
|---------------------------|-----|
| ▪ Retail Premises | 27% |
| ▪ Offices | 20% |
| ▪ Accommodation | 11% |
| ▪ Food and Drink Premises | 10% |
| ▪ Medical and Health | 8% |

Built Form Description

Land holdings are generally narrow and accommodate fine grain buildings to a maximum height of two storeys plus parapet.

Existing Building Heights

Building heights range from 5 – 11 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Parking Overlay (PO1).

Available Public Transport / Car Parking

- Tram Routes 42 and 109
- Bus routes 284, 315, 612 and 684
- On-street parking and public car parks.

Height and Setback Requirements and Built Form Areas

Table 22 Mont Albert Tram Terminus Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	8 metres	5 metres	11 metres
2	9 metres	5 metres	11 metres



Map 22 Mont Albert Tram Terminus Neighbourhood Centre - Built Form Areas

Mount Street Neighbourhood Centre



Corner Burke Road and Dean Street



West side of Burke Road

Mount Street Neighbourhood Centre is located along Burke Road between Dean Street and Barkers Road, Kew.

Centre Description

Mount Street Neighbourhood Centre features specialist retail and business services such as an antique furniture shop, real estate offices and a service centre and petrol station.

Current Role

Specialist retail centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

▪ Offices	26%
▪ Retail Premises	15%
▪ Medical and Health	8%
▪ Food and Drink Premises	5%
▪ Accommodation	3%

Built Form Description

The Centre consists of mainly narrow, fine grain buildings. Existing building heights are to a maximum of two storeys plus parapet.

Existing Building Heights

Building heights range from 5 – 11 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Parking Overlay (PO1)

Available Public Transport / Car Parking

- Tram Route 72
- Bus route 684
- On-street parking.

Table 23 Mount Street Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	8 metres	5 metres	11 metres



Map 23 Mount Street Neighbourhood Centre - Built Form Areas

North Balwyn Neighbourhood Centre



North side of Doncaster Road



South side of Doncaster Road

North Balwyn Neighbourhood Centre is located along Doncaster Road, to the east of Bulleen Road, Balwyn North.

Centre Description

North Balwyn is a compact centre that is host to a range of convenience retail services and offices. Clothing and footwear shops and eateries complement the limited range of convenience goods available within the Centre.

Current Role

Convenience retail centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

▪ Offices	37%
▪ Retail Premises	30%
▪ Accommodation	9%
▪ Food and Drink Premises	6%
▪ Medical and Health	3%

Built Form Description

Land holdings across the Centre are generally narrow, fine-grain buildings to a maximum height of two storeys plus parapet, and are generally set back from the street.

Existing Building Heights

Building heights range from 6 – 14 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Parking Overlay (PO1).

Available Public Transport / Car Parking

- Tram Route 48
- Bus routes 200, 203, 205, 207, 313 and 315
- On-street parking and public car parks.

Height and Setback Requirements and Built Form Areas

Table 24 North Balwyn Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	9 metres	3 metres	14.5 metres
2	9 metres	3 metres	11 metres



Map 24 North Balwyn Neighbourhood Centre - Built Form Areas

Riversdale Village Neighbourhood Centre



South side of Riversdale Road looking west



North side of Riversdale Road looking west

Riversdale Village Neighbourhood Centre is located at the intersection of Riversdale Road and Auburn Road, Hawthorn.

Centre Description

Riversdale Village has specialist retail outlets, a hotel, and a number of eateries, in addition to a limited range of convenience goods. Office development is also present in the Centre.

Current Role

Specialist and convenience retail and office centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

▪ Offices	42%
▪ Retail Premises	19%
▪ Food and Drink Premises	7%
▪ Medical and Health	5%
▪ Accommodation	5%

Built Form Description

Land holdings across the Centre are diverse in size and represent the current land use activities. Buildings are generally two storeys with parapet, although some three and four storey buildings are present within the Centre.

Existing Building Heights

Building heights range from 8 – 11 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Environmental Audit Overlay (EAO)
- Parking Overlay (PO1)
- Special Building Overlay (SBO).

Available Public Transport / Car Parking

- Tram Routes 70 and 75
- Bus route 624
- On-street parking.

Height and Setback Requirements and Built Form Areas

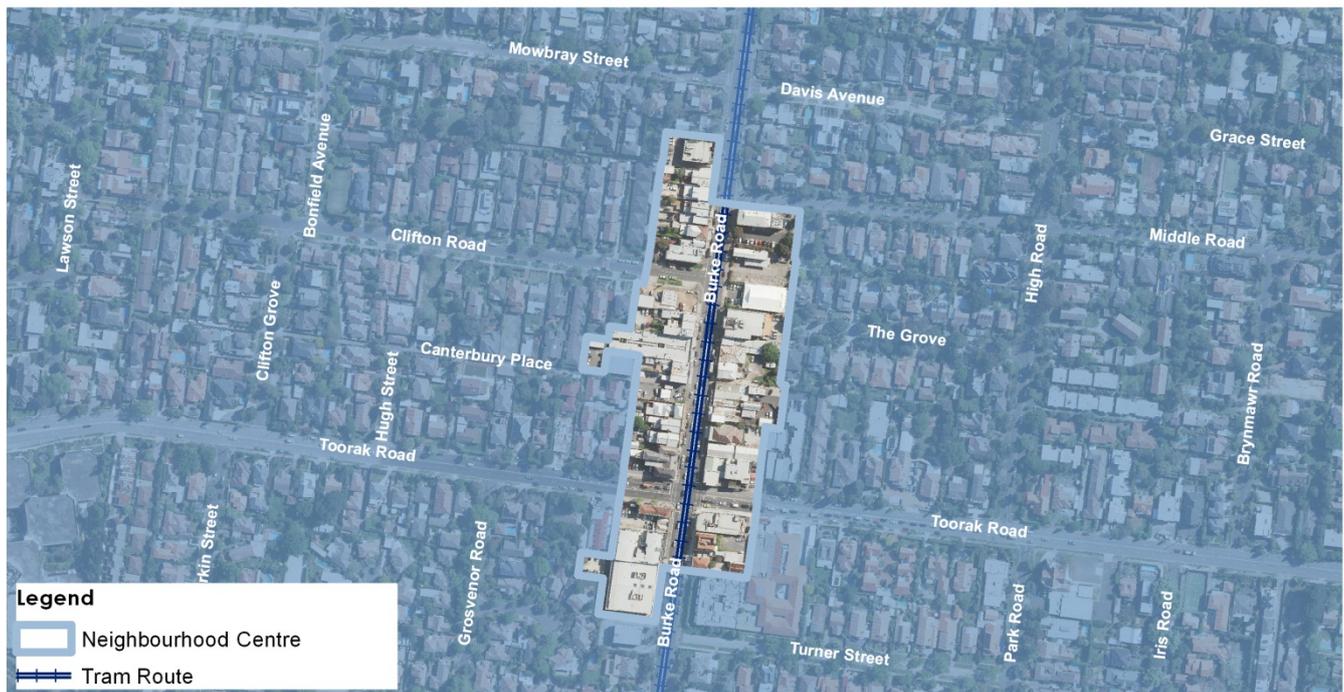
Table 25 Riversdale Village Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	9 metres	0 metres	9 metres
2	9 metres	5 metres	11 metres
3	8 metres	5 metres	11 metres



Map 25 Riversdale Village Neighbourhood Centre - Built Form Areas

South Camberwell Neighbourhood Centre



East side of Burke Road looking towards Toorak Road



West side of Burke Road

South Camberwell Neighbourhood Centre is located at the intersection of Burke Road and Toorak Road. The Centre extends along Burke Road between Middle Road and Turner Street, Camberwell.

Centre Description

South Camberwell operates as a specialist antique and home decor centre and business centre with limited convenience facilities.

There is an Epworth Hospital Rehabilitation Clinic located at the corner of Burke and Toorak roads, on the boundary of the Centre.

Current Role

Specialty retail centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

- | | |
|---------------------------|-----|
| ▪ Offices | 38% |
| ▪ Retail Premises | 16% |
| ▪ Medical and Health | 5% |
| ▪ Food and Drink Premises | 3% |
| ▪ Accommodation | 1% |

Built Form Description

Land holdings are diverse in size ranging from fine grain lots to large lots. Building heights vary from single storey plus parapet, to two storey plus parapet and up to three storeys.

Existing Building Heights

Building heights range from 5 – 12 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Environmental Audit Overlay (EAO)
- Parking Overlay (PO1)
- Special Building Overlay (SBO).

Available Public Transport / Car Parking

- Tram Route 72
- On-street parking.

Height and Setback Requirements and Built Form Areas

Table 26 South Camberwell Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	11 metres	0 metres	11 metres
2	11 metres	3 metres	14.5 metres



Map 26 South Camberwell Village Neighbourhood Centre - Built Form Areas

Stradbroke Village Neighbourhood Centre



Stradbroke Village Neighbourhood Centre is located along Burke Road, between Harp/ Belmore roads and First Avenue/Head Street, Balwyn.



Streetscape of the east side of Burke Road



Streetscape of the west side of Burke Road

Centre Description

Stradbroke Village is a strong, active centre with a range of convenience retail facilities, offices, medical and health centres and a supermarket.

The Centre also provides specialty shops such as a baby goods, interior design, music equipment, and hobby toys to the local community and broader region.

Current Role

Convenience and specialty retail centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

- | | |
|---------------------------|-----|
| ▪ Retail Premises | 29% |
| ▪ Accommodation | 17% |
| ▪ Medical and Health | 12% |
| ▪ Food and Drink Premises | 10% |
| ▪ Offices | 4% |

Built Form Description

Land holdings across the Centre are generally narrow, fine-grain buildings to a maximum height of two storeys plus parapet.

Existing Building Heights

Building heights range from 5 – 11 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16).

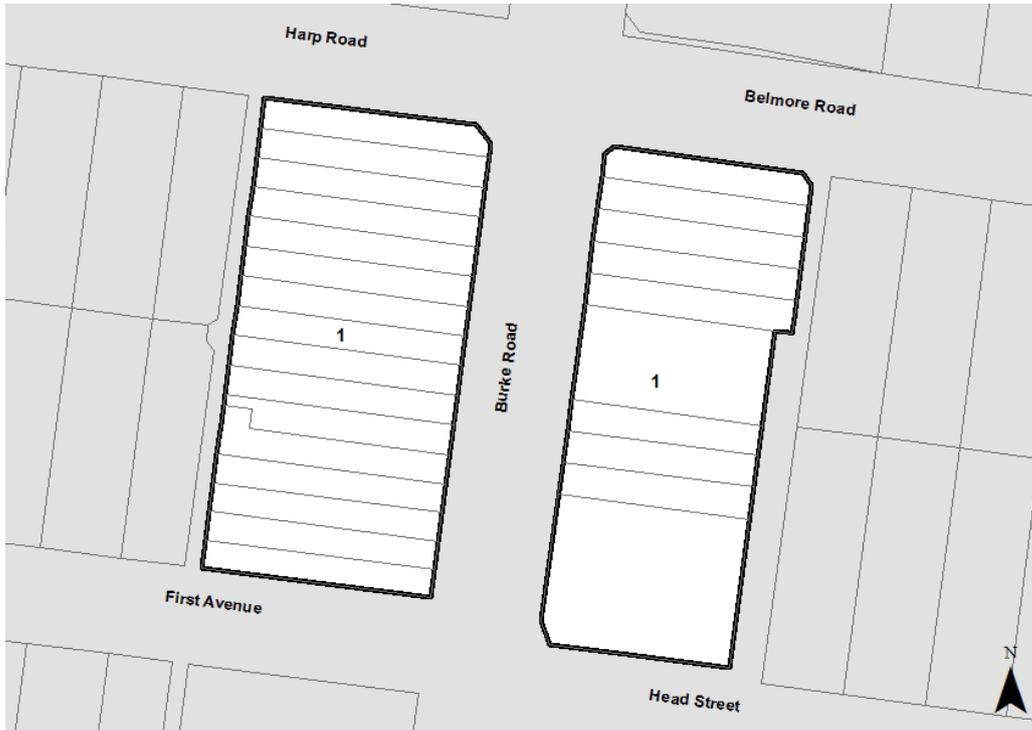
Available Public Transport / Car Parking

- Bus routes 201, 202, 302 and 548
- Anniversary Trail – bicycle/pedestrian path
- On-street parking and public car parks.

Height and Setback Requirements and Built Form Areas

Table 27 Stradbroke Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	11 metres	0 metres	11 metres



Map 27 Stradbroke Neighbourhood Centre - Built Form Areas

Surrey Hills Neighbourhood Centre



East side of Union Road looking towards Windsor Cr



East side of Union Road, north of the railway line

Surrey Hills Neighbourhood Centre is located along Union Road, between Canterbury Road and Montrose Street, Surrey Hills.

Centre Description

Surrey Hills operates primarily as a specialist food and small-scale homewares centre.

The Centre also provides a limited convenience retail role and a range of local business services and office activities.

Current Role

Specialty and convenience retail centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

▪ Retail Premises	36%
▪ Offices	18%
▪ Food and Drink Premises	9%
▪ Medical and Health	7%
▪ Accommodation	6%

Built Form Description

Land holdings throughout the Centre are generally fine grain lots to a maximum of two storeys plus parapet.

Existing Building Heights

Building heights range from 5 – 11 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Environmental Audit Overlay (EAO)
- Heritage Overlay (HO532)
- Parking Overlay (PO1)
- Special Building Overlay (SBO).

Available Public Transport / Car Parking

- Train service (Surrey Hills Station)
- Bus routes 612 and 700
- On-street parking and public car parks.

Height and Setback Requirements and Built Form Areas

Table 28 Surrey Hills Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	8 metres	5 metres	11 metres
2	8 metres	0 metres	8 metres



Map 28 Surrey Hills Neighbourhood Centre - Built Form Areas

Through Road Neighbourhood Centre



Riversdale Road looking west



East side of Through Road looking south

Through Road Neighbourhood Centre is located along Riversdale Road between Essex Road and Verdun Street, Surrey Hills/Camberwell.

Centre Description

Through Road offers a range of convenience facilities, medical services, eateries and cafes and displays a strong village atmosphere.

The Centre is split into two sections with the main retail core located along Through Road.

Current Role

Specialty and convenience retail and service centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

- | | |
|----------------------|-----|
| ▪ Retail Premises | 31% |
| ▪ Offices | 17% |
| ▪ Medical and Health | 13% |
| ▪ Accommodation | 2% |

Built Form Description

Land holdings range from fine grain lots to large lots. Building heights range from single storey plus parapet, up to three storeys. A five-storey aged care facility has recently been constructed on the edge of the centre.

Existing Building Heights

Building heights range from 5 – 11 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Environmental Audit Overlay (EAO)
- Parking Overlay (PO1).

Available Public Transport / Car Parking

- Tram Route 70
- Bus Route 766
- On-street parking.

Height and Setback Requirements and Built Form Areas

Table 29 Through Road Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	8 metres	3 metres	11 metres
2	11 metres	0 metres	11 metres



Map 29 Through Road Neighbourhood Centre - Built Form Areas

Upper Glen Iris Neighbourhood Centre



North side of High Street



South side of High Street

Upper Glen Iris Neighbourhood Centre is located along High Street, between Albion Road and Barina Road, Glen Iris.

Centre Description

Upper Glen Iris has a limited range of convenience retail facilities with a small number of specialist retail and offices.

Current Role

Specialty and convenience retail centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

- | | |
|---------------------------|-----|
| ▪ Retail Premises | 16% |
| ▪ Offices | 19% |
| ▪ Food and Drink Premises | 7% |
| ▪ Medical and Health | 4% |
| ▪ Accommodation | 4% |

Built Form Description

Land holdings are diverse in size, and range from fine grain to large lots. Existing building heights are to a maximum of two storeys plus parapet.

Existing Building Heights

Building heights range from 5 – 11 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16).

Available Public Transport / Car Parking

- Bus routes 612 and 734
- On-street parking and public car parks.

Height and Setback Requirements and Built Form Areas

Table 30 Upper Glen Iris Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	9 metres	3 metres	11 metres
2	11 metres	3 metres	14.5 metres



Map 30 Upper Glen Iris Neighbourhood Centre - Built Form Areas

Willsmere Village Neighbourhood Centre



Pakington Street streetscape



West side of Willsmere Road

Willsmere Village Neighbourhood Centre is located along Willsmere Road between Earl Street and Peel Street, Kew.

Centre Description

Willsmere Village has a village atmosphere and offers a limited range of convenience facilities, services and eateries.

The Centre includes facilities such as a small supermarket, art gallery, medical facilities, cafes and take-away food. A small reserve is located behind the Centre and is easily accessed through a laneway.

Current Role

Convenience retail centre.

Future Role

Ensure preservation of current role by providing for:

- Retail and/or office uses at ground level
- Office uses and/or residential on upper levels.

Top Land Uses

- | | |
|---------------------------|-----|
| ▪ Retail Premises | 36% |
| ▪ Food and Drink Premises | 16% |
| ▪ Accommodation | 13% |
| ▪ Offices | 13% |
| ▪ Medical and Health | 6% |

Built Form Description

Land holdings are diverse in size and building heights vary between single storey and two storey plus parapet.

Existing Building Heights

Building heights range from 5 – 11 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16).

Available Public Transport / Car Parking

- Bus routes 200, 203, 205, 302, 313, 315 and 609
- On-street parking.

Height and Setback Requirements and Built Form Areas

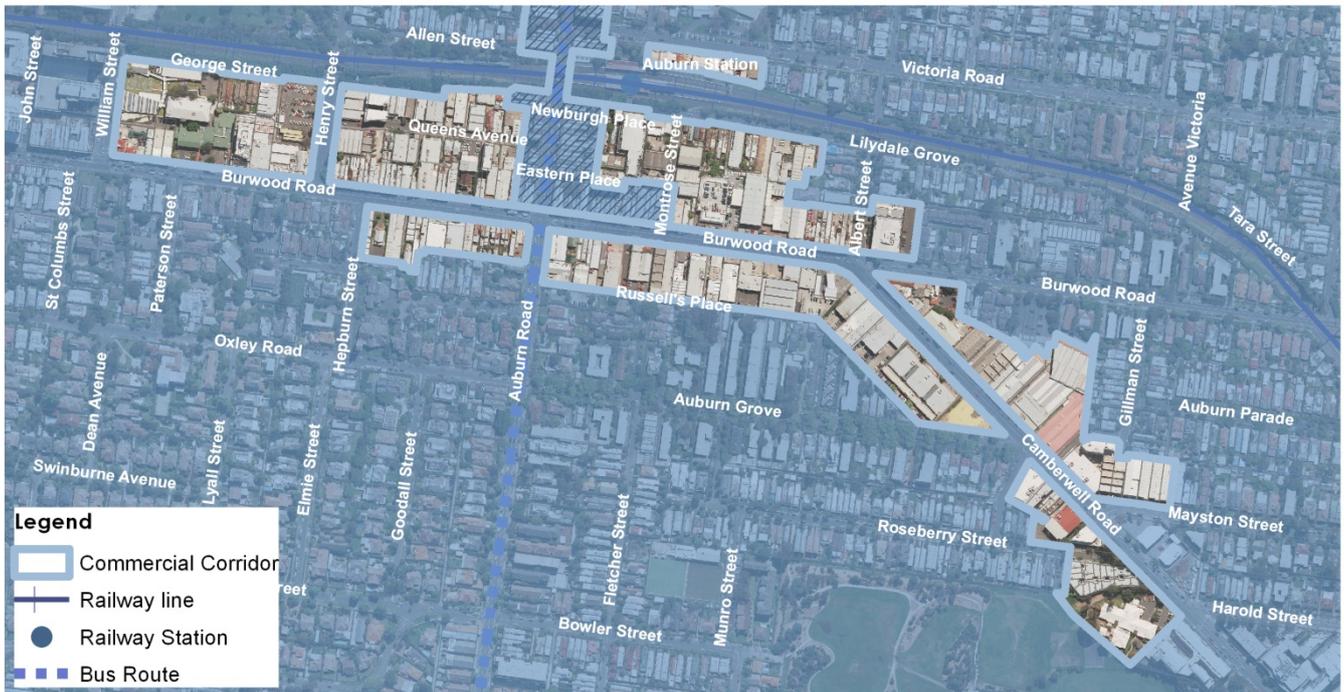
Table 31 Willsmere Village Neighbourhood Centre - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	8m	3m	11m



Map 31 Willsmere Neighbourhood Centre - Built Form Areas

Burwood/Camberwell Road Commercial Corridor



Typical streetscape of Burwood Road



Typical Streetscape looking along Burwood Road

The Burwood/Camberwell Road Commercial Corridor is located along Burwood and Camberwell Roads, extending from William Street to the west to Harold Street to the east

Centre Description

The Burwood/Camberwell Road Commercial Corridor extends 1.5 kilometres along Burwood and Camberwell roads and intersects with a number of activity centres. The Auburn Village Neighbourhood Centre is located in the middle of the commercial strip. The Corridor provides a mix of office, retail, shopfront commercial, service industries and residential land uses.

Current Role: Employment, commercial, retail and service corridor.

Future Role: Ensure preservation of current role by providing for:

- Retail, showroom, and/or office uses at ground level
- Corporate headquarters and regional offices
- Office uses and/or residential on upper levels
- Purpose built offices and commercial uses
- Research and development in association with Swinburne University.

Top Land Uses

▪ Offices	43%
▪ Retail Premises	15%
▪ Accommodation	9%
▪ Medical and Health	5%

Built Form Description:

Land holdings and built form vary in size, character and setback. They range from narrow, fine grain, period-style buildings to large-footprint, modern, mixed-use developments.

Existing Building Heights:

Building heights range from 5 – 20 metres to the top of the parapet.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Environmental Audit Overlay (EAO)
- Heritage Overlay (HO164 & HO260)
- Parking Overlay (PO1).

Available Public Transport / Car Parking

- Train service (Glenferrie and Auburn Stations)
- Bus route 624
- On-street parking.

Height and Setback Requirements and Built Form Areas

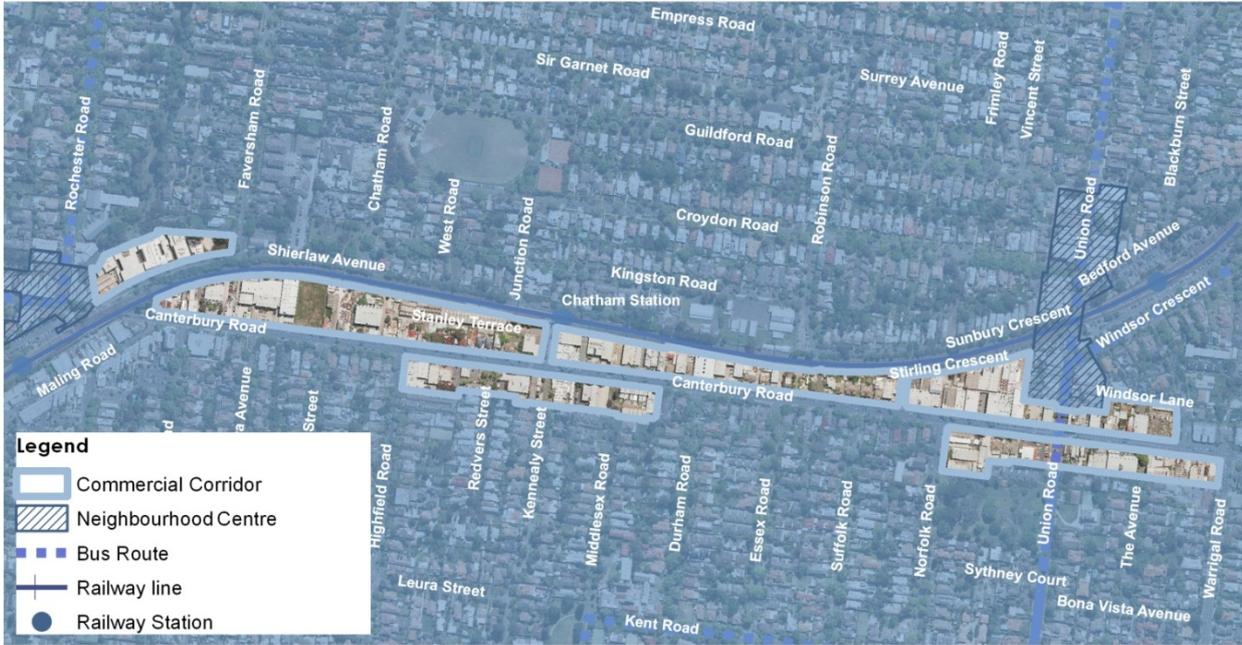
Table 32 Burwood / Camberwell Road Commercial Corridor - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height
1	8 metres	5 metres	11 metres
2	11 metres	5 metres 7 metres for the Tower Hotel site	17 metres
3	11 metres	5 metres	14.5 metres
4	11 metres	3 metres	19 metres
5	11 metres on Burwood Road, Lilydale Grove and Montrose Street.	3 metres	30 metres
6	8 metres	0 metres	8 metres
7	11 metres	5 metres	22 metres



Map 32 Burwood / Camberwell Road Commercial Corridor - Built Form Areas

Canterbury Road Commercial Corridor



North side of Canterbury Road looking west



North side of Canterbury Road

The Canterbury Road Commercial Corridor is located along Canterbury Road, between Shierlaw Avenue and Canterbury/Warrigal Roads, Surrey Hills.

Centre Description

Canterbury Road operates primarily as a business service centre and hosts an eclectic mix of office, retail, light industrial and medical uses.

Current Role

Employment, commercial and service corridor.

Future Role

Ensure preservation of current role by providing for:

- Retail, showroom, and/or office uses at ground level (Commercial 1 Zone)
- Office uses and/or residential on upper levels (Commercial 1 Zone)
- Purpose built office and commercial uses
- Ancillary service industries and warehouse facilities (north side of Canterbury Road).

Top Land Uses

- | | |
|----------------------|-----|
| ▪ Offices | 35% |
| ▪ Retail Premises | 17% |
| ▪ Medical and Health | 10% |
| ▪ Accommodation | 4% |

Available Public Transport / Car Parking

- Train service (Chatham, Canterbury and Surrey Hills Stations), Bus routes 612 and 700
- On-street parking.

Built Form Description

Land holdings throughout the Corridor range from fine grain to much larger allotments in a relatively scattered built form along both sides of Canterbury Road.

Period buildings are generally 1 to 2 storeys with a parapet above, and modern purpose built offices are 2 to 3 storeys in height.

Existing Building Heights

Building heights range from 5 – 14 metres.

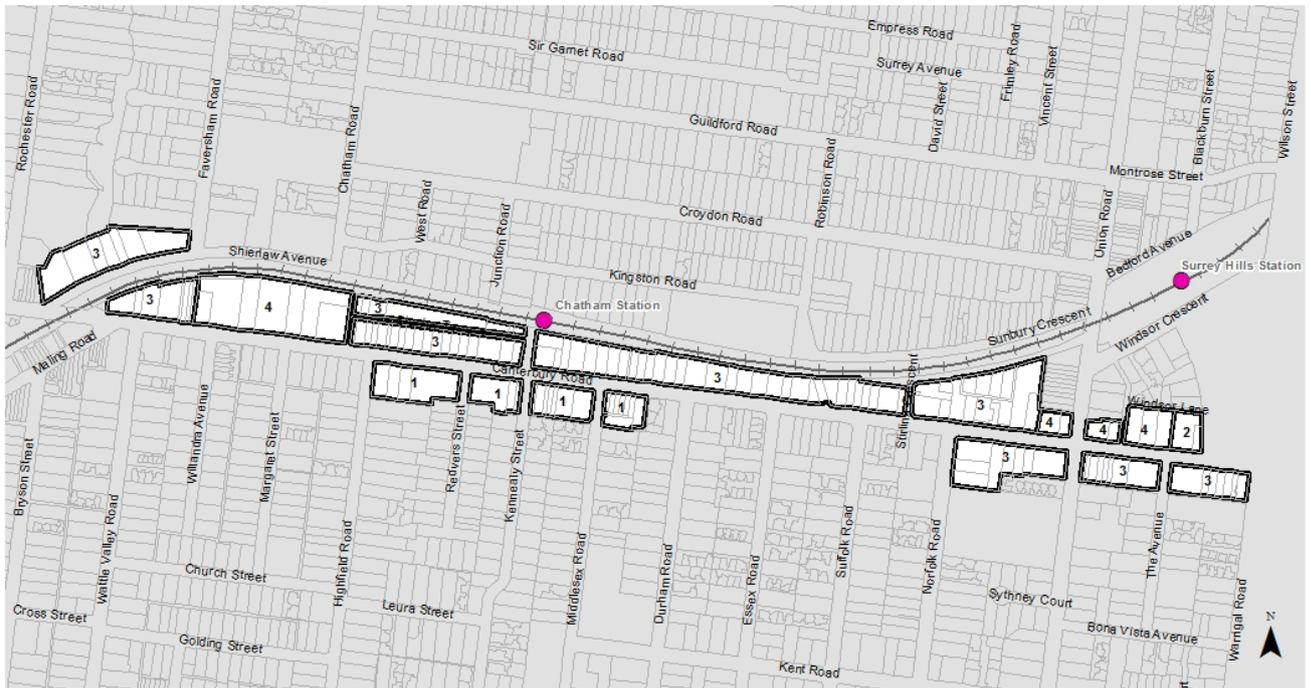
Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Environmental Audit Overlay (EAO)
- Heritage Overlay (HO145, HO532)
- Public Acquisition Overlay (PAO5)
- Parking Overlay (PO1)
- Special Building Overlay (SBO).

Height and Setback Requirements and Built Form Areas

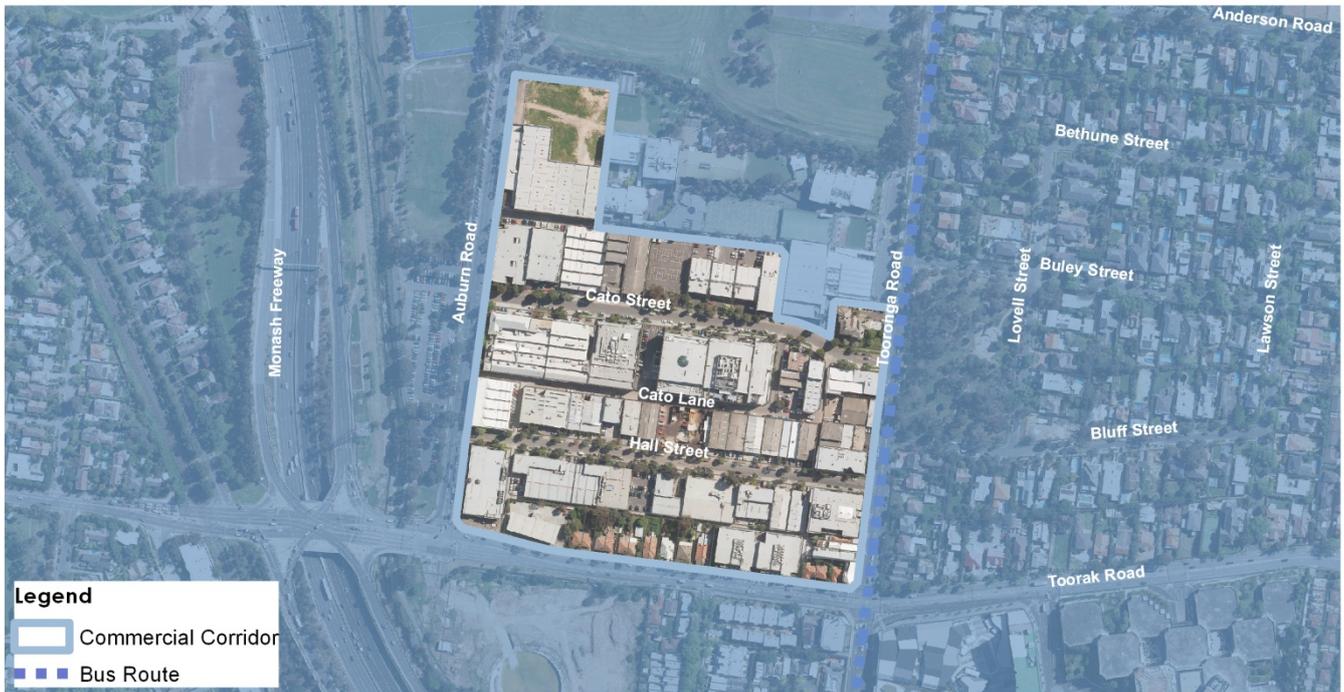
Table 33 Canterbury Road Commercial Corridor - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height	Other Requirements
1	9 metres	0 metres	9 metres	
2	9 metres	3 metres	11 metres	
3	11 metres on Canterbury Road	0 metres	11 metres	A 3 metre wide landscape buffer should be provided along the Shierlaw Avenue frontage.
4	11 metres	3 metres from Canterbury Road 5 metres from Union Road	14.5 metres	



Map 33 Canterbury Road Commercial Corridor - Built Form Areas

Tooronga Commercial Corridor



Typical Toorak Road streetscape



Tooronga Road streetscape

The Tooronga Commercial Corridor is located on Toorak Road, Hawthorn/Hawthorn East/Glen Iris at the south-west fringe of the municipality, adjacent to the Monash Freeway.

The Masters Home Improvement Store (former Gasworks site) and Tooronga Village do not form part of this commercial corridor.

Centre Description

The Tooronga Commercial Corridor is located north of Toorak Road, between Auburn Road and Tooronga Road. The Corridor provides business and employment activities with ancillary service industries and warehouse facilities.

Current Role

Employment, commercial, service and warehouse corridor.

Future Role

Ensure preservation of current role as a core commercial and industrial location by providing for:

- Purpose built office and commercial uses
- Ancillary service industries and warehouse facilities.
- Retail and/or office uses at ground level, with office uses and /or residential on upper levels (north side of Toorak Road in the Mixed Use Zone).

Top Land Uses

▪ Offices	34%
▪ Retail Premises	23%
▪ Food and Drink Premises	7%
▪ Medical and Health	6%
▪ Accommodation	6%

Built Form Description

Building are typically 2 to 3 storey, modern, purpose built office developments, which are supported by a Mixed Use Zone (fronting Toorak Road) which accommodates a combination of 2 storey residential dwellings and 3 storey office premises.

Existing Building Heights: Building heights range up to approximately 14 metres.

Policies and Overlays

- Clause 22.10 Neighbourhood Centres and Commercial Corridors Land Use and Urban Design Policy
- Design & Development Overlay (DDO16)
- Heritage Overlay (HO130)
- Land Subject to Inundation Overlay (LSIO)
- Public Acquisition Overlay (PAO3 and PAO4)

Available Public Transport / Car Parking

- Train service (Ashburton Station)
- Bus route 734
- On-street parking and public car parks.

Height and Setback Requirements and Built Form Areas

Table 34 Tooronga Commercial Corridor - Height and Setback Requirements

Area	Maximum Street Wall Height	Preferred Minimum Upper Storey Setback	Maximum Overall Building Height	Area
1	16 metres	3 metres	19 metres	A 3 metre wide landscape setback should be provided at ground level along the Hall Street, Cato Street and Auburn Road frontages.
2	16 metres	Subject to detailed design analysis	16 metres	A 3 metre wide landscape setback should be provided at ground level along the Auburn Road frontage.
3	8 metres	Subject to detailed design analysis	16 metres	Due to the slope of the land, the maximum streetwall height is equivalent to the maximum overall building height at the rear of the site.
4	8 metres	3 metres	16 metres	A 3 metre wide landscape setback should be provided at ground level along the Cato Street and Auburn Road frontages.



Map 34 Tooronga Commercial Corridor - Built Form Areas