

# Camberwell Junction Structure and Place Plan



March 2024  
Updated May 2024





## **Acknowledgement of Traditional Owners**

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



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# Introduction

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

## Purpose

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

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

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

## How to use this document

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

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

**Note:** concept plans, diagrams, and artist impressions in this document are indicative-only. While they aim to communicate Council’s future vision for the centre, they do not represent a final design solution. Further design refinement and development may result in significant changes to the original concept. Council will continue to inform community and stakeholders and conduct further community engagement where appropriate.



# Centre context

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

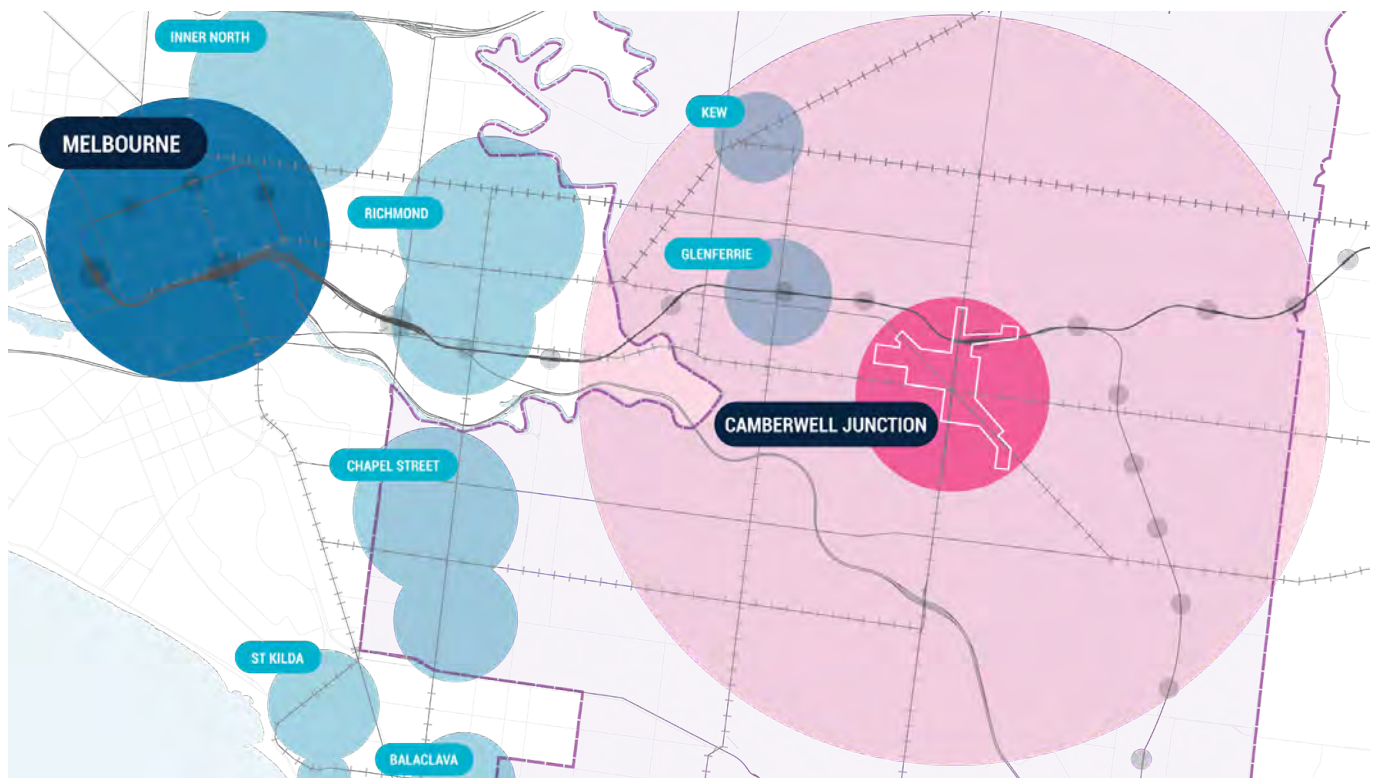


Figure 1 - Camberwell Junction Major Activity Centre in the wider metropolitan Melbourne context.

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

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

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

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

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



# Project area

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



Figure 2 - Camberwell Junction Activity Centre boundary.

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

The centre extends from the intersection of Burke Road and Victoria Road in the north to Inglesby Road and Camberwell Sports Ground in the south; Fritsch Holzer Park in the north-west, and Fairholm Grove and Read Gardens in the east and north-east.

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



# History and heritage

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

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

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

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

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



*Camberwell Civic Centre*



# Community

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

## A growing population

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

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

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

## 1,500 additional dwellings

In 2021 approximately 2,500 people lived in Camberwell Junction centre.

Population is expected to go up to 5,800 residents by 2051. To meet this increase, it is estimated 1,500 additional dwellings will be needed.

## A more diverse community

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

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

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

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

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



*A bustling Burke Road*



# Engagement summary

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

## Stage one - Imagine place

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

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

The following two blue sky questions were asked:

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

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

Key findings included:

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



## Stage two - Vision and Priorities

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

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

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

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

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

Engagement by the local community was strong with:

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

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

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

## Stage three - Draft Structure and Place Plan

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

Community engagement was widely advertised, including:

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

Undertaken engagement activities included:

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

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

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

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

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

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

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

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

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

- New planning and public realm actions
- Selected building heights changes have been introduced in response to community submissions
- Document legibility improvements, and
- Resolving document inconsistencies.



# Vision and Priorities

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



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# **Vision statement**

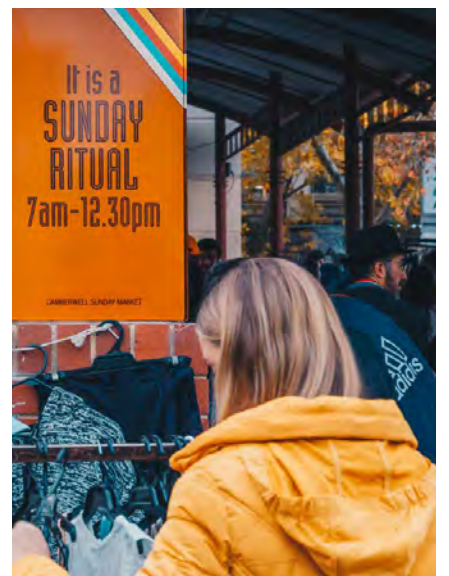
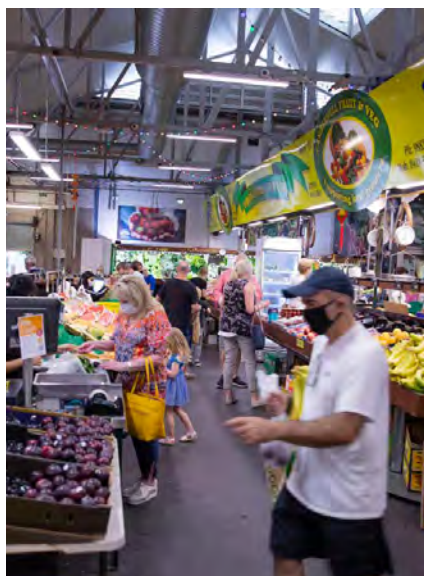
## **CAMBERWELL JUNCTION:**

# **A Metropolitan Destination**

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

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

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





# Strategic Priorities



## Thriving economy

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



## Sustainable living

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



## Built form

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



## Public realm

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



## Access and movement

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



## Community wellbeing

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



# Planning framework

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









# Strategic Priorities

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

## Centre-wide planning

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

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

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

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

### 1. Thriving economy



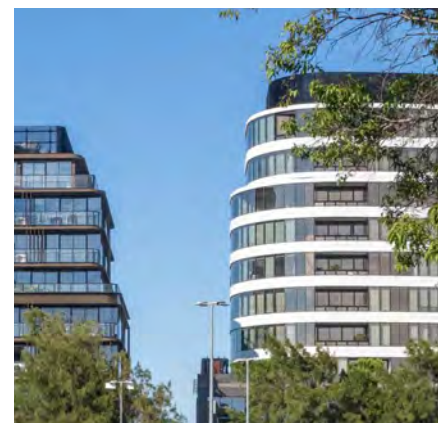
Camberwell Junction is a significant suburban office location and large sub-regional retail centre.

### 2. Sustainable living



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

### 3. Built form



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



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

#### 4. Public realm



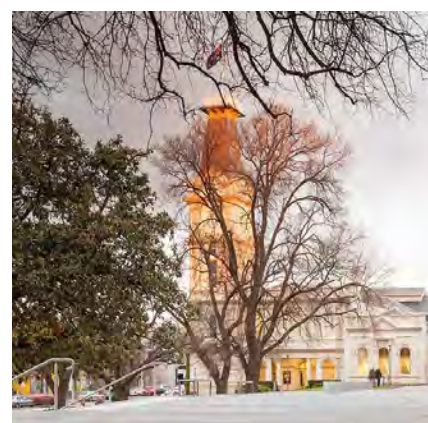
Great streets and public places are essential to creating a more inviting precinct where business can thrive, attracting visitors and locals alike.

#### 5. Access and movement



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

#### 6. Community wellbeing



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



# 1. Thriving economy

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

## Promoting economic diversity

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

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

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

## Future employment

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

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



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

## Objectives

These planning objectives identify key aspirations for the centre.

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

By 2051, approx.

# 4,000

additional jobs may be provided within the Camberwell Junction Centre



## Strategies

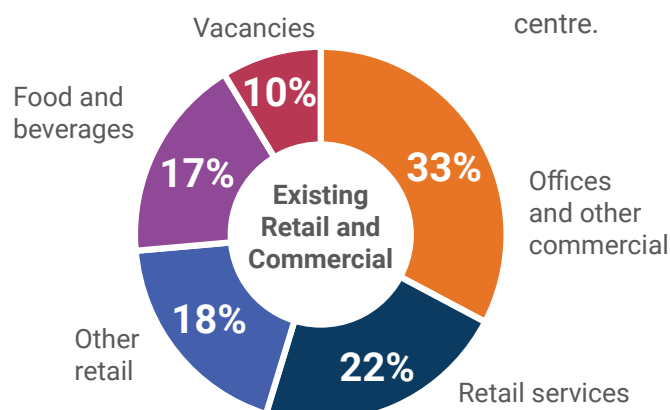
Planning strategies outline ways to achieve the objectives.

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

## Actions

Actions are specific steps to deliver the planning objectives.

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



Source: profilDeID



## 2. Sustainable living

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

### A place to live

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

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

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

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

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

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



*Evening view of Camberwell Road.*



*Hawthorn Park viewed from Camberwell Road.*

## Objectives

These planning objectives identify key aspirations for the centre.

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

## Strategies

Planning strategies outline ways to achieve the objectives.

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

## Actions

Actions are specific steps to deliver the planning objectives.

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



# 3. Built form

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

## Design Excellence in Camberwell Junction

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

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

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

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

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

## Future opportunities

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

## 1. Building quality

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

Building form and design greatly contributes to its final quality.

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

## 2. Local ecology

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

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

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

## 3. Liveable places

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

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

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



*View of 177 Auburn Road, Hawthorn by Splinter Society Architecture*

## 4. Considering context

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

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

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

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

## 5. Sustainable architecture

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

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

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

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



# 3. Built form

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

## Objectives

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

## Strategies

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

## Strategies (continued)

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

## Strategies (continued)

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

## Actions

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

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

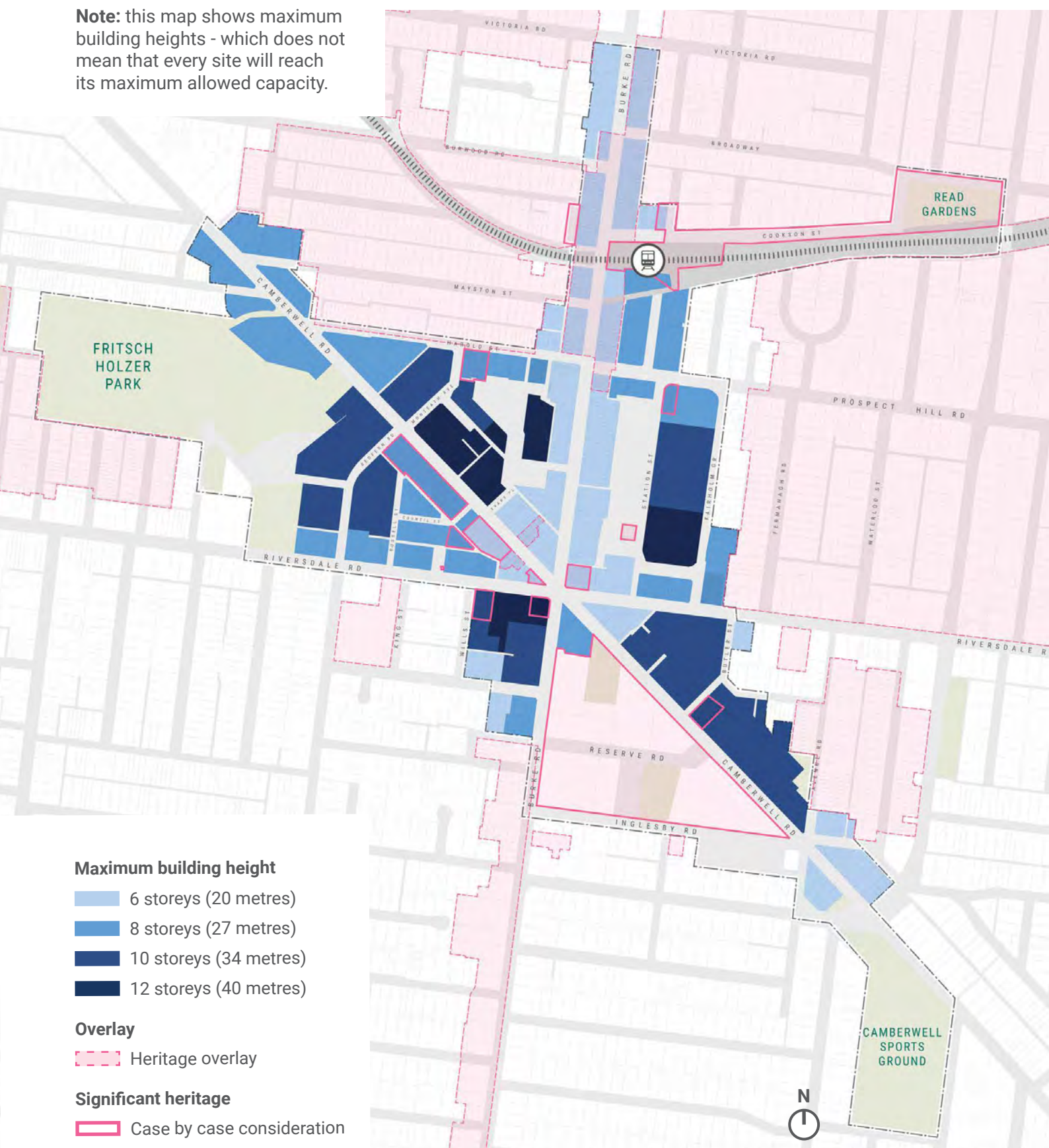


Figure 5 - Building height framework

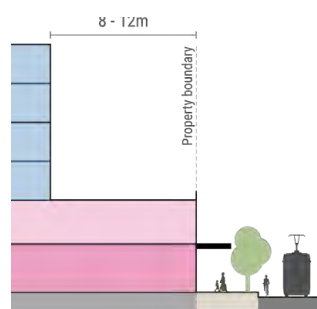


# 3. Built form

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

## Street walls

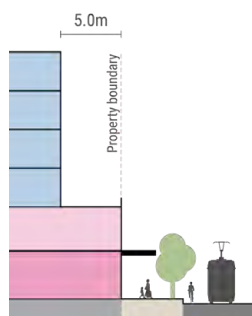
### Heritage



Street interface for development in heritage overlay:

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

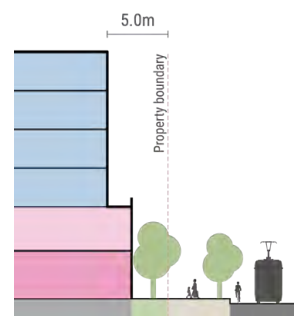
### 2 storey



Street interface:

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

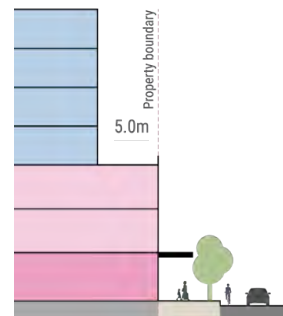
### Landscape setback



Street interface:

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

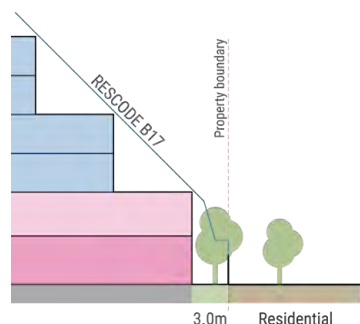
### 3 storey



Street interface:

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

## Residential interface

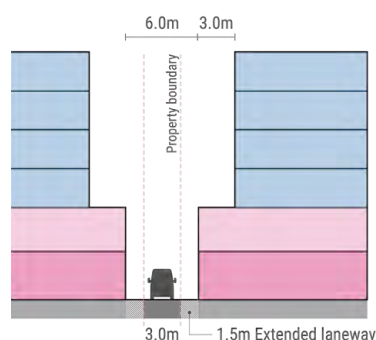


Activity Centre allotment directly abutting the rear or side boundary of land zoned residential

Boundary interface:

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

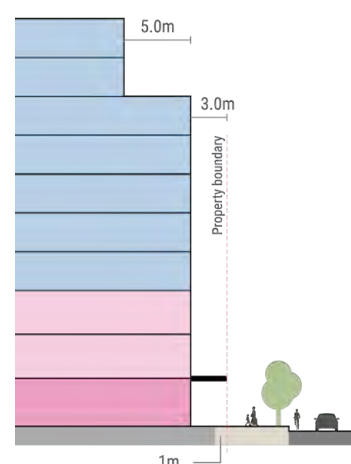
## Widened laneways



Street interface:

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

## Commercial street wall



Street interface:

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

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

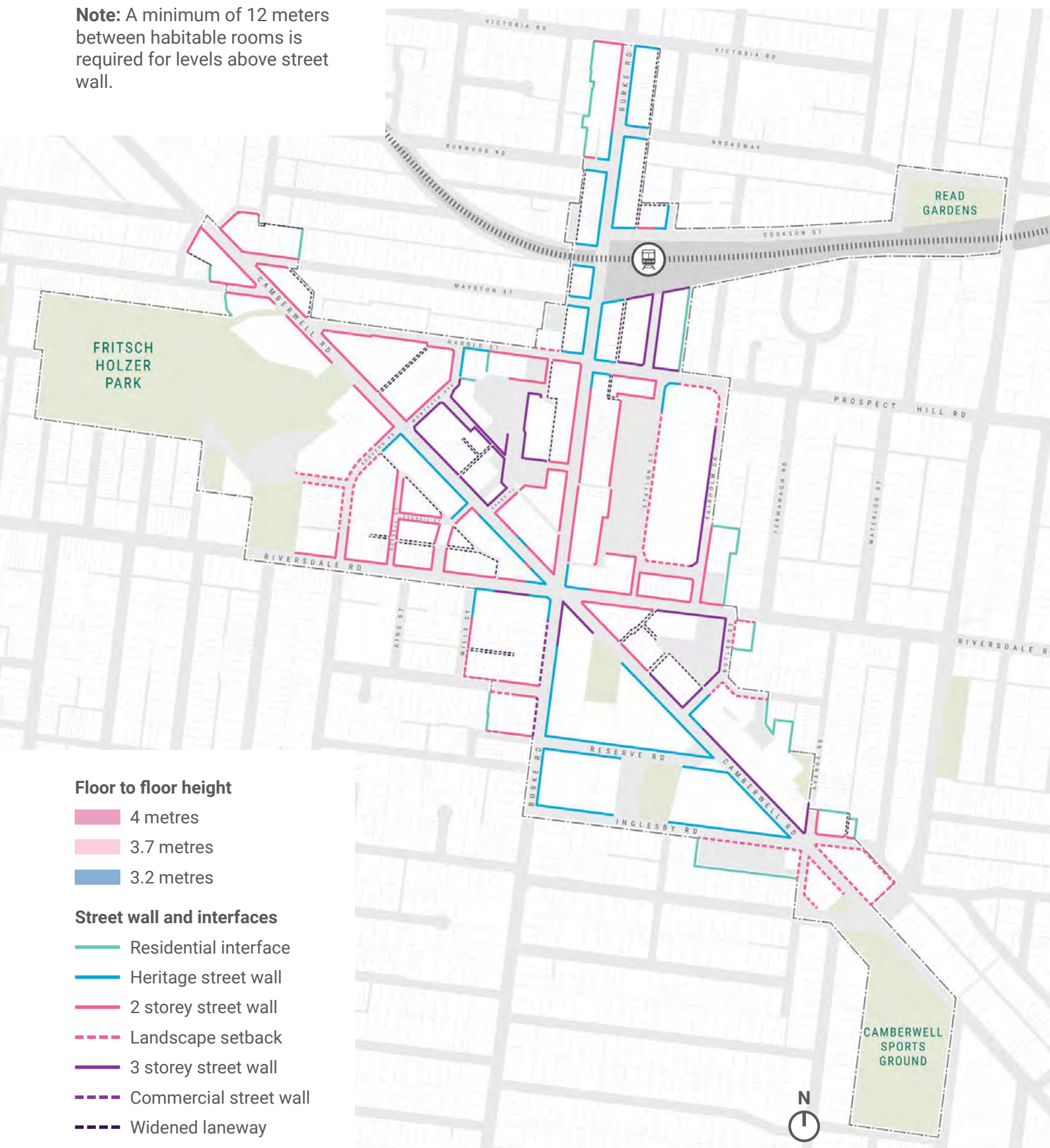


Figure 6 - Street and boundary interface framework



# 4. Public realm

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

## Strategic context

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

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

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

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

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

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

## Future opportunities

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

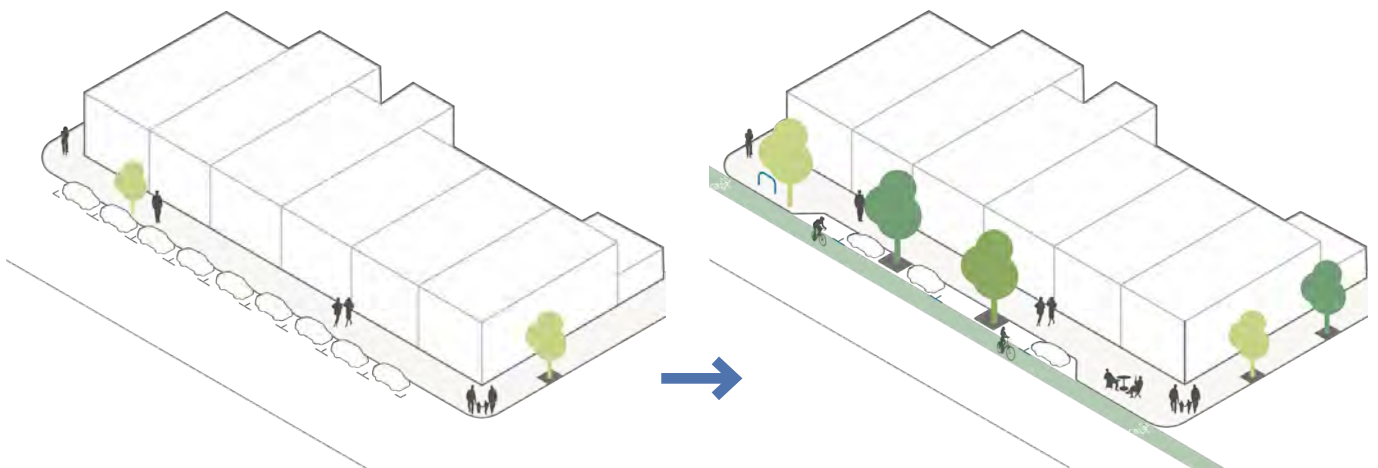


Figure 7 - Indicative diagrams showing typical street arrangement (left) and conceptual balanced streetscape (right) featuring expanded vegetation, adequate parking provision, widened footpaths, and cycling infrastructure.

## Creating places for people

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

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

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

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

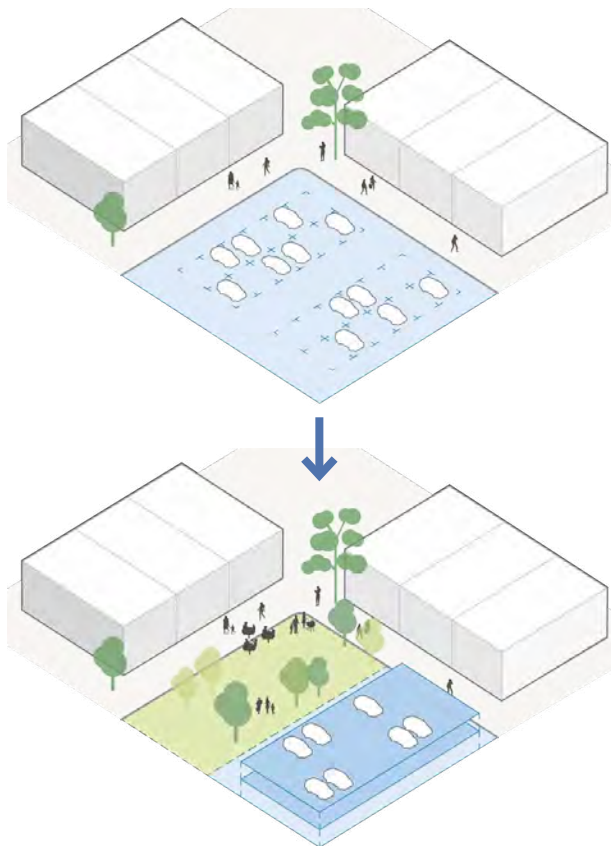


Figure 8 - Existing typical at-grade public parking limits public realm uses (indicative diagram only).

## Reclaiming the street

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

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

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

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

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



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



# 4. Public realm

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

## Objectives

These planning objectives identify key aspirations for the centre.

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

## Strategies

Planning strategies outline ways to achieve the objectives.

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

## Actions

Actions are specific steps to deliver the planning objectives.

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

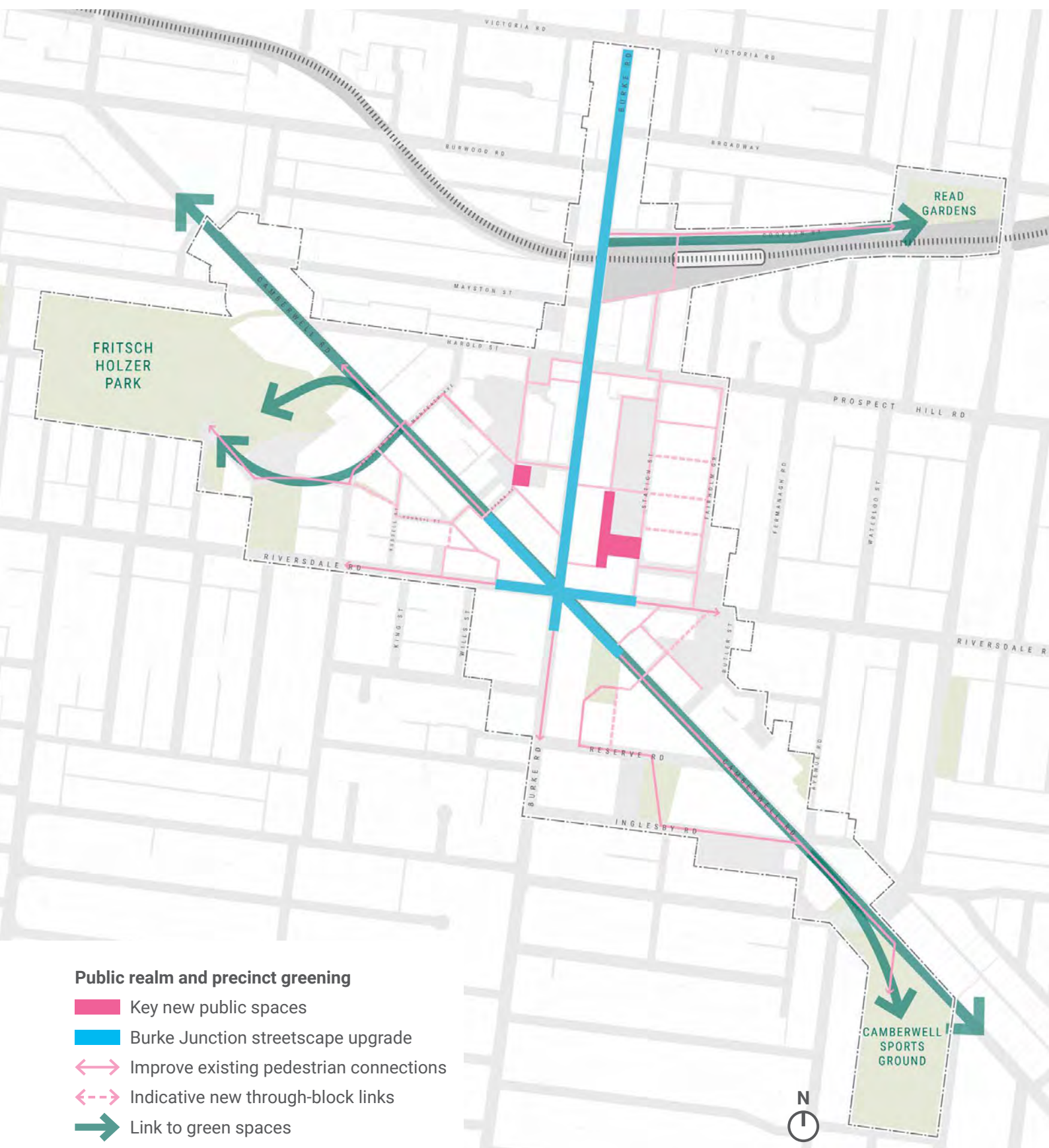


Figure 10 - Public realm framework



# 5. Access and movement

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

## Connecting Camberwell

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

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

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

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

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

### Future opportunities

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

## Parking in the centre

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

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

### Current public car parking supply

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

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

Of the total 3,428 spaces:

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

### Car parking occupancy survey

Centre-wide results of the parking survey show that:

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

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

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

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



Figure 11 - Existing public car parking and public transport



# 5. Access and movement

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

## Objectives

These planning objectives identify key aspirations for the centre.

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

## Strategies

Planning strategies outline ways to achieve the objectives.

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

## Strategies (continued)

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

## Actions

Actions are specific steps to deliver the planning objectives.

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

## Actions (continued)

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



Figure 12 - Future access and movement framework



# 6. Community wellbeing

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

## Community infrastructure

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

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

Camberwell Junction is a complex urban centre with a range of potentially suitable locations to improve existing community infrastructure and implement new community-centred initiatives, both on private developments and public places and spaces.

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

Given the projected growth of dwellings and population in the centre, there is justification for council to undertake further community infrastructure planning in future. Council will continue to work with all stakeholders and land owners to explore and pursue opportunities to develop publicly beneficial infrastructure in Camberwell Junction.

Community safety and attractive urban environments are the result of well-designed places (such as CPTED), good management and community involvement. Encouraging a more intense mix of uses along streets reduces opportunities for crime and improves safety in the community. Active streets often result in more 'eyes on the street' and provides a greater sense of safety for all users.

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

## Wellbeing and social connection

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

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

## Liveable communities

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

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

## Celebrate culture and history

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

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

## Creative destination

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

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



*View of Camberwell Town Hall and Offices*

## Future opportunities

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



# 6. Community wellbeing

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

## Objectives

These planning objectives identify key aspirations for the centre.

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

## Strategies

Planning strategies outline ways to achieve the objectives.

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

## Actions

Actions are specific steps to deliver the planning objectives.

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

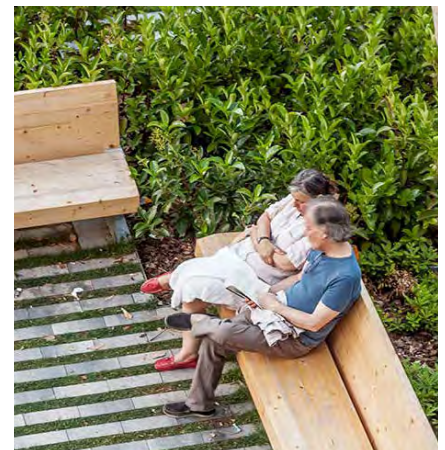




Figure 13 - Community wellbeing framework



# Precinct planning

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





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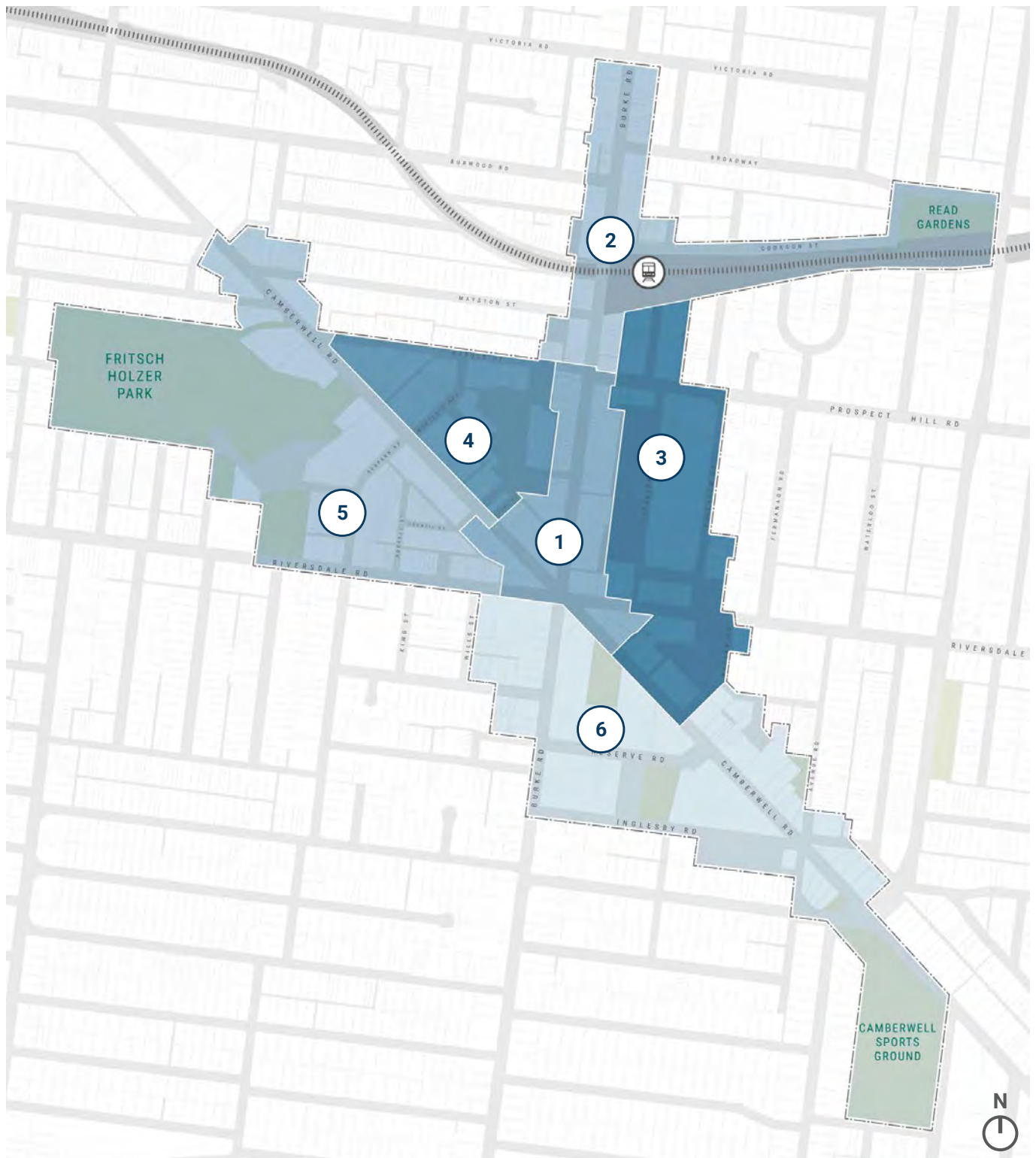
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# Place Precincts

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



## 1 Burke Junction



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

## 2 Station North



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

## 3 Junction East



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

## 4 Junction West



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

## 5 Fritsch Holzer



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

## 6 Civic



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



# Burke Junction

## Precinct overview

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

### Existing conditions

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

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

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

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

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

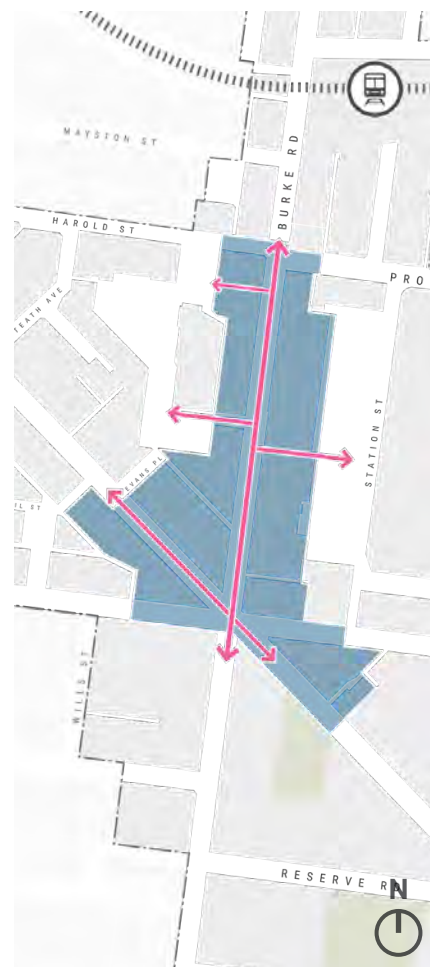


Figure 14 - Burke Junction precinct boundary.



View of the Junction intersection.

## Precinct objectives

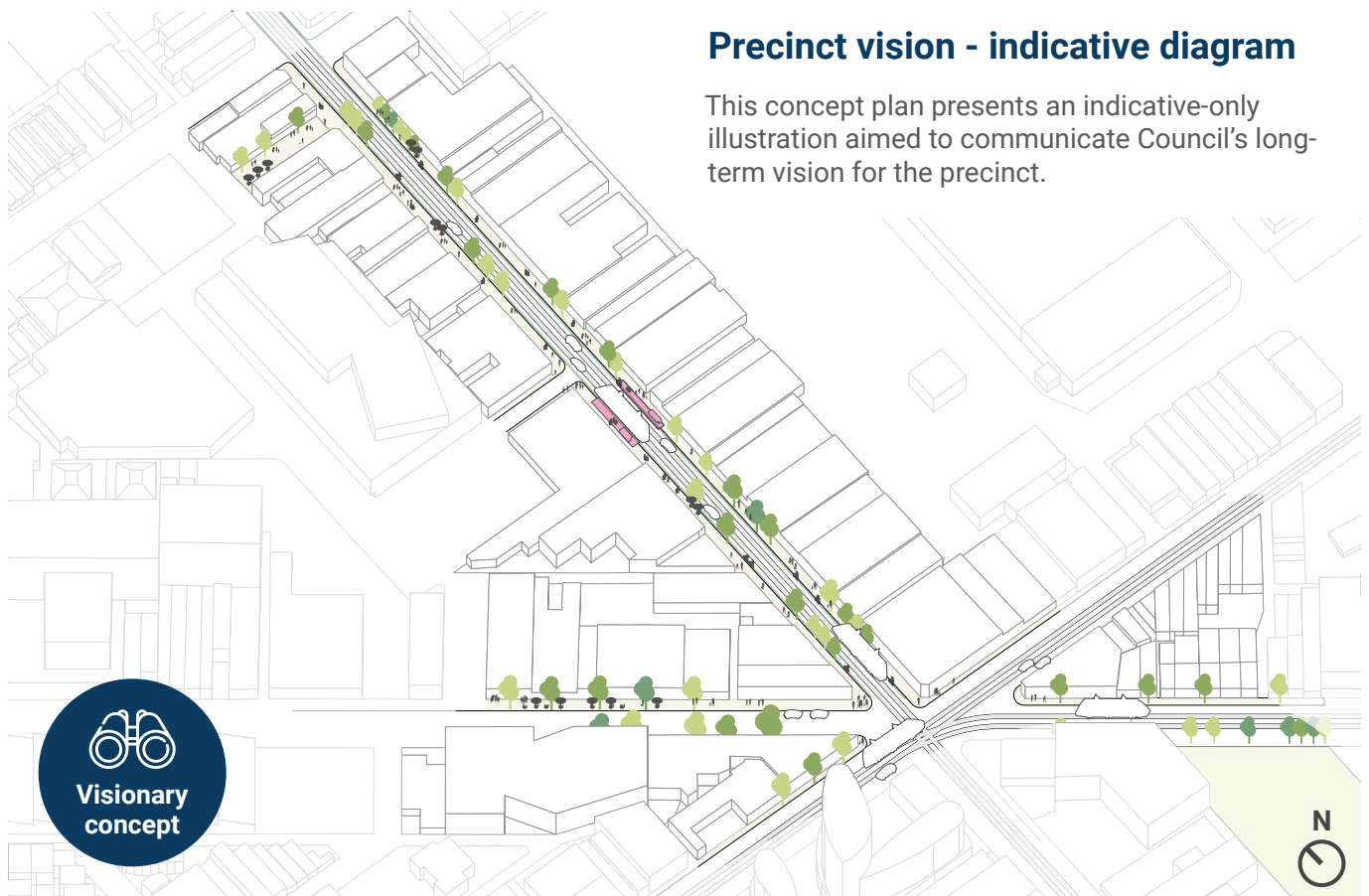
- Enhance the precinct as the primary retail destination.
- Provide an active street environment to support economic activity.
- Maintain the prevailing fine grain character of the precinct.
- Improve pedestrian, cycling and public transport access to and movement within the centre.
- Increase public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



*View of laneway connecting Burke Road and car park.*

## Precinct vision - indicative diagram

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



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



# Burke Junction

## Planning guidance



Figure 16 - Burke Junction precinct planning strategies plan

### Planning strategies

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

### Planning strategies (continued)

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

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

### Actions

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



Figure 17 - Burke Junction precinct public realm strategies plan

## Public realm strategies

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

## Actions

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



# Burke Junction

## Streetscape improvements

### Transforming the street

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

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

1

### Outdoor dining buzz

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

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

2

### A tree-lined streetscape

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

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

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



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





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

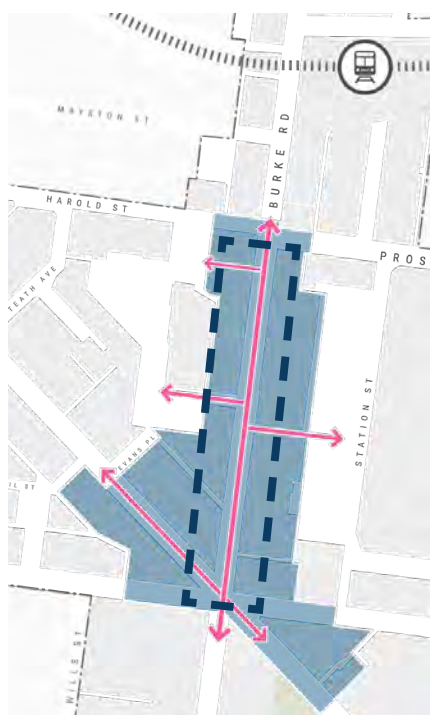
**Note:** The plan has been rotated





# Burke Junction

## Streetscape improvements



**Note:** the plan below has been rotated.



3

### Improved streetscape

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

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

4

### Pedestrian and cycle friendly

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

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

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

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

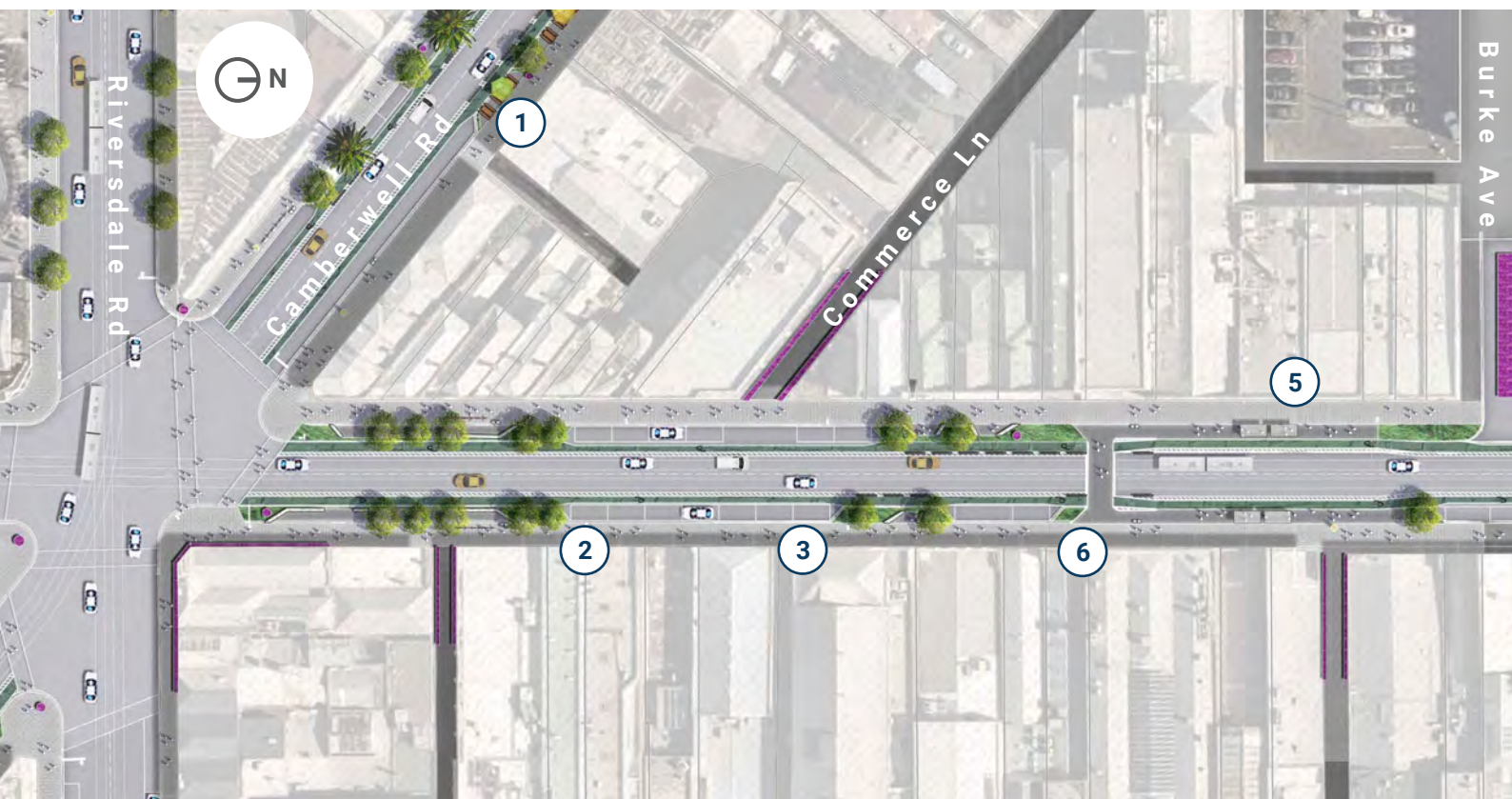


Figure 19 - Burke Junction streetscape concept plan (indicative only).

5

## Welcoming tram stops

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

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

Final locations will be subject to State authority approval.

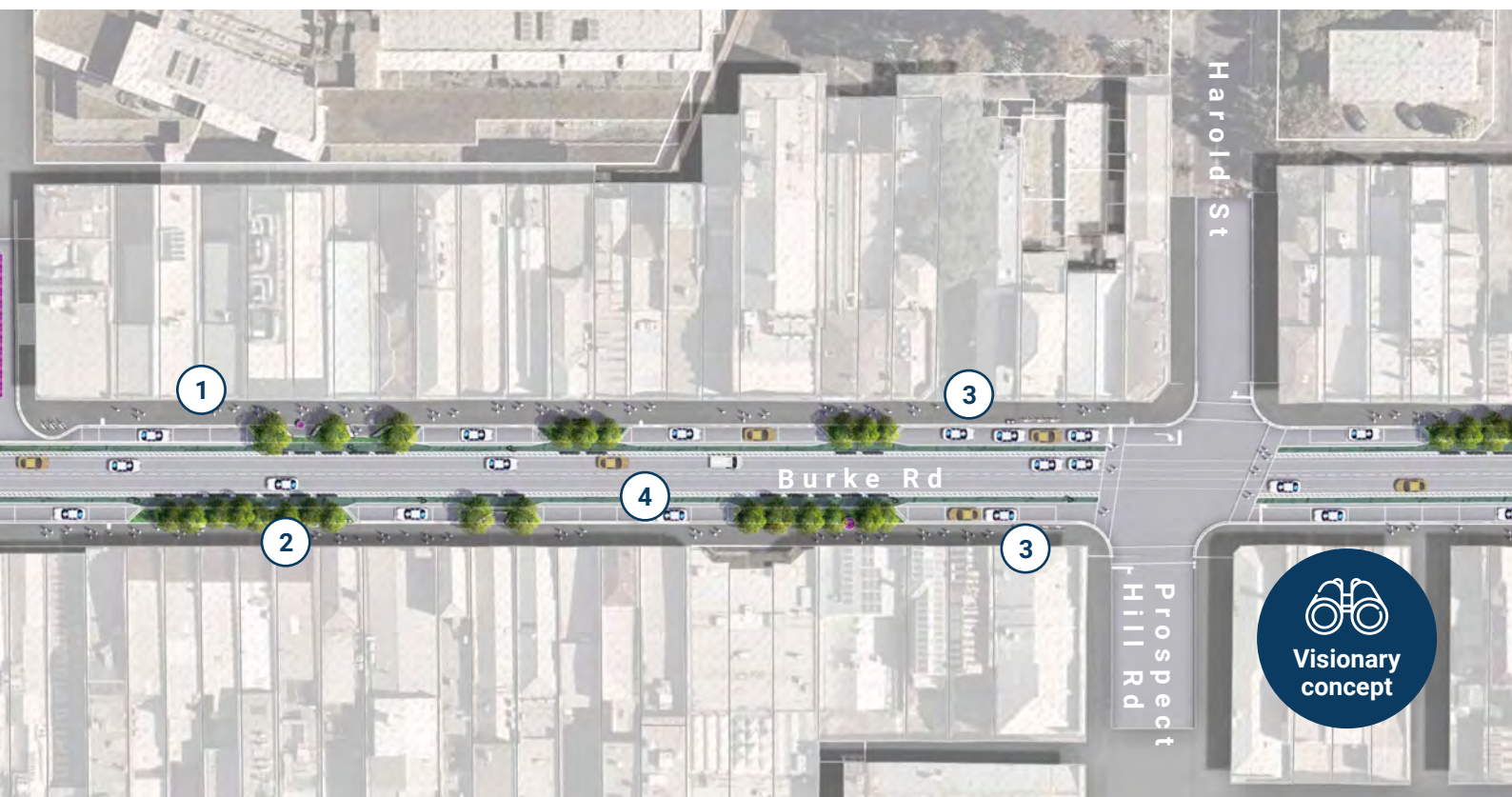
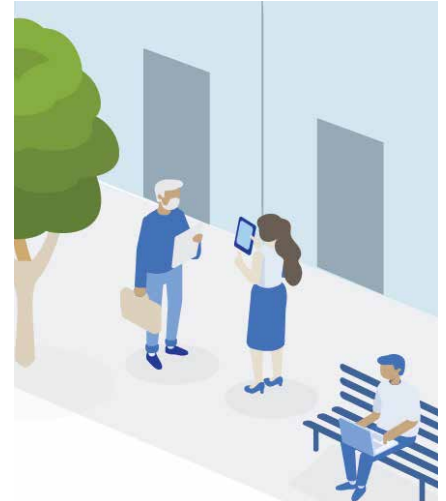
6

## Improved crossings

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

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

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



**Note:** The plan has been rotated





# Burke Junction

## Streetscape improvements



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







# Station North

## Precinct overview

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

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

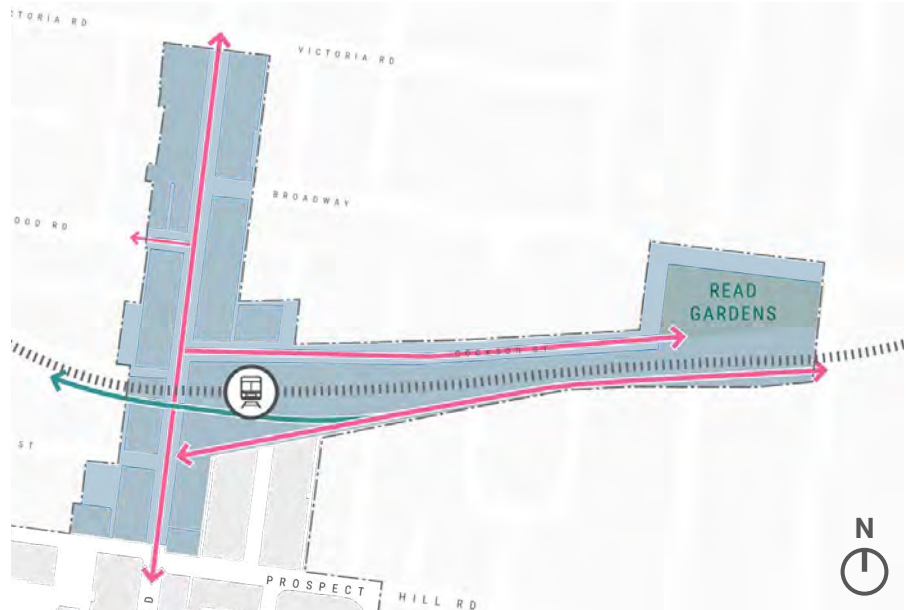


Figure 20 - Station North precinct boundary.

### Existing conditions

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

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

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



View of Burke Hill looking north

### Precinct objectives

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



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



# Station North

## Planning guidance



Figure 21 - Station North precinct planning strategies plan

### Planning strategies

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

### Actions

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



Figure 22 - Station North precinct public realm strategies plan

## Public realm strategies

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

## Actions

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

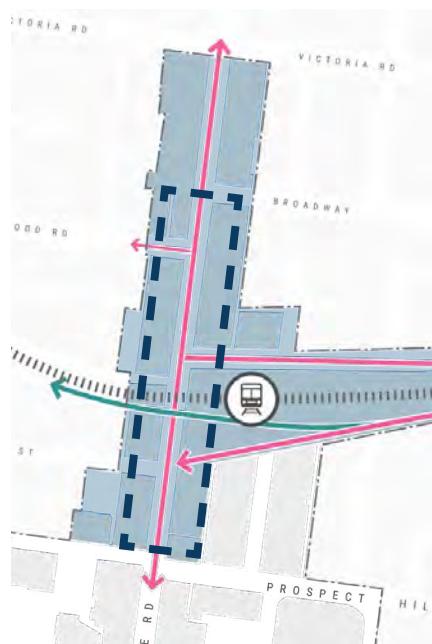
## Actions (continued)

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



# Station North

## Streetscape improvements



**Note:** the plan below has been rotated.



### 1 Welcoming tram stops

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

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

Final locations will be subject to State authority approval.

### 2 Station improvements

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

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



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

3

### Cycle friendly streets

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

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

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

4

### Retail and heritage

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

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

5

### A tree-lined streetscape

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

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



**Note:** The plan has been rotated



# Junction East

## Precinct overview

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

### Existing conditions

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

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

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



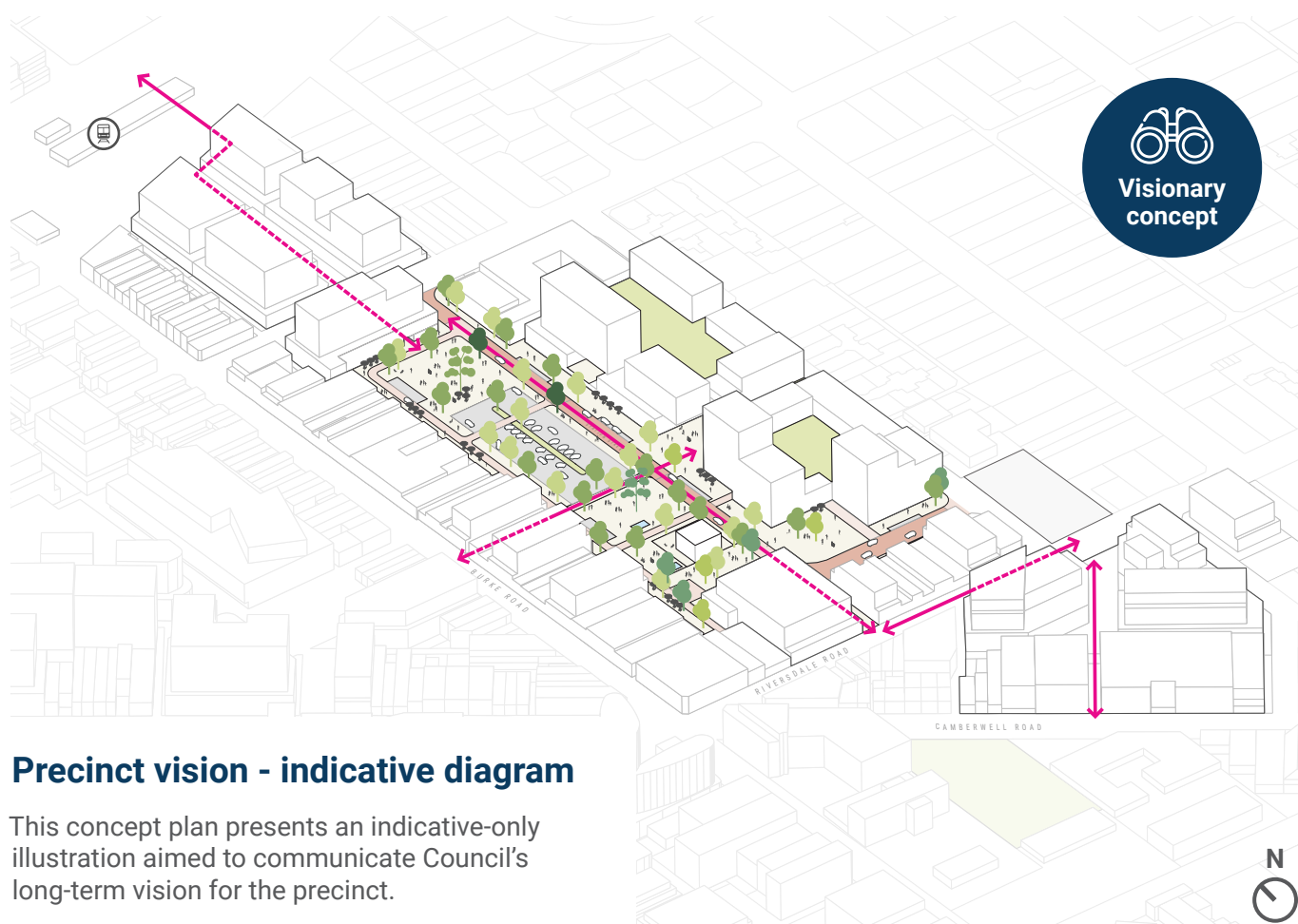
Figure 24 - Junction East precinct boundary



View of the seating area outside Fresh Food Market.

## Precinct objectives

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



## Precinct vision - indicative diagram

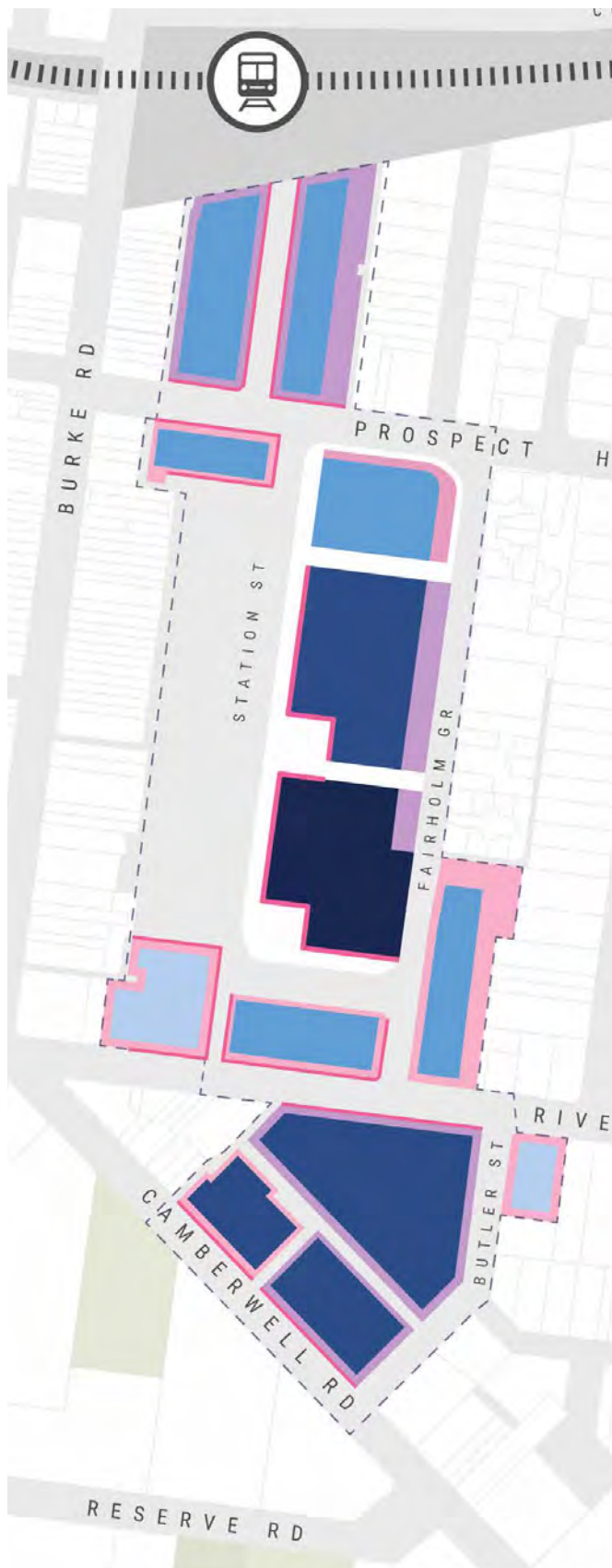
This concept plan presents an indicative-only illustration aimed to communicate Council's long-term vision for the precinct.

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



# Junction East

## Planning guidance



### Planning strategies

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

### Actions

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

#### Street wall height

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

#### Maximum building height

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

#### Interfaces

- Activated ground frontage

Figure 26 - Junction East precinct planning strategies plan



## Public realm strategies

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

## Actions

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

### Public space

- New key public space
- Upgraded streets and public space

### Pedestrian links

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

Figure 27 - Junction East precinct public realm strategies plan



# Junction East

## New public space

### Market Plaza

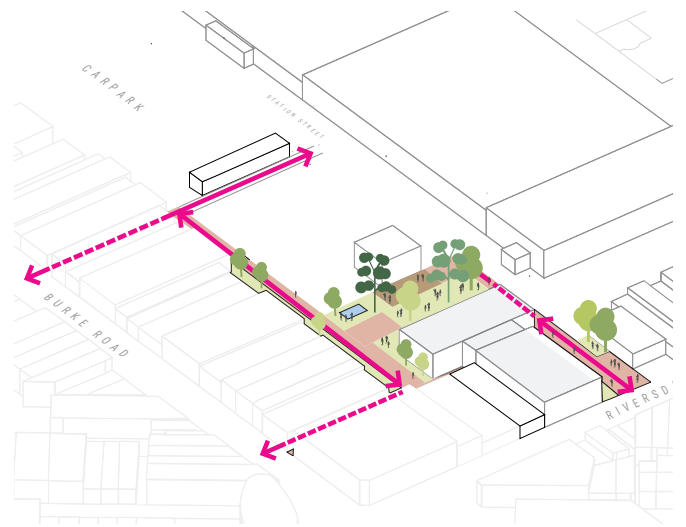
This proposal has great potential to create a new destination for Camberwell Junction, attracting new visitors and capitalising on the Sunday Market ongoing success to attract people from Melbourne-wide.

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

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

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

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



**Market Plaza - concept diagram**

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

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



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



  
Visionary  
concept

## Camberwell Fresh Food Market

### Market Plaza - concept plan and legend

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

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



# Junction East

## New public space



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







# Junction East

## Long-term opportunities

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

### Strategic site redevelopment

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

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

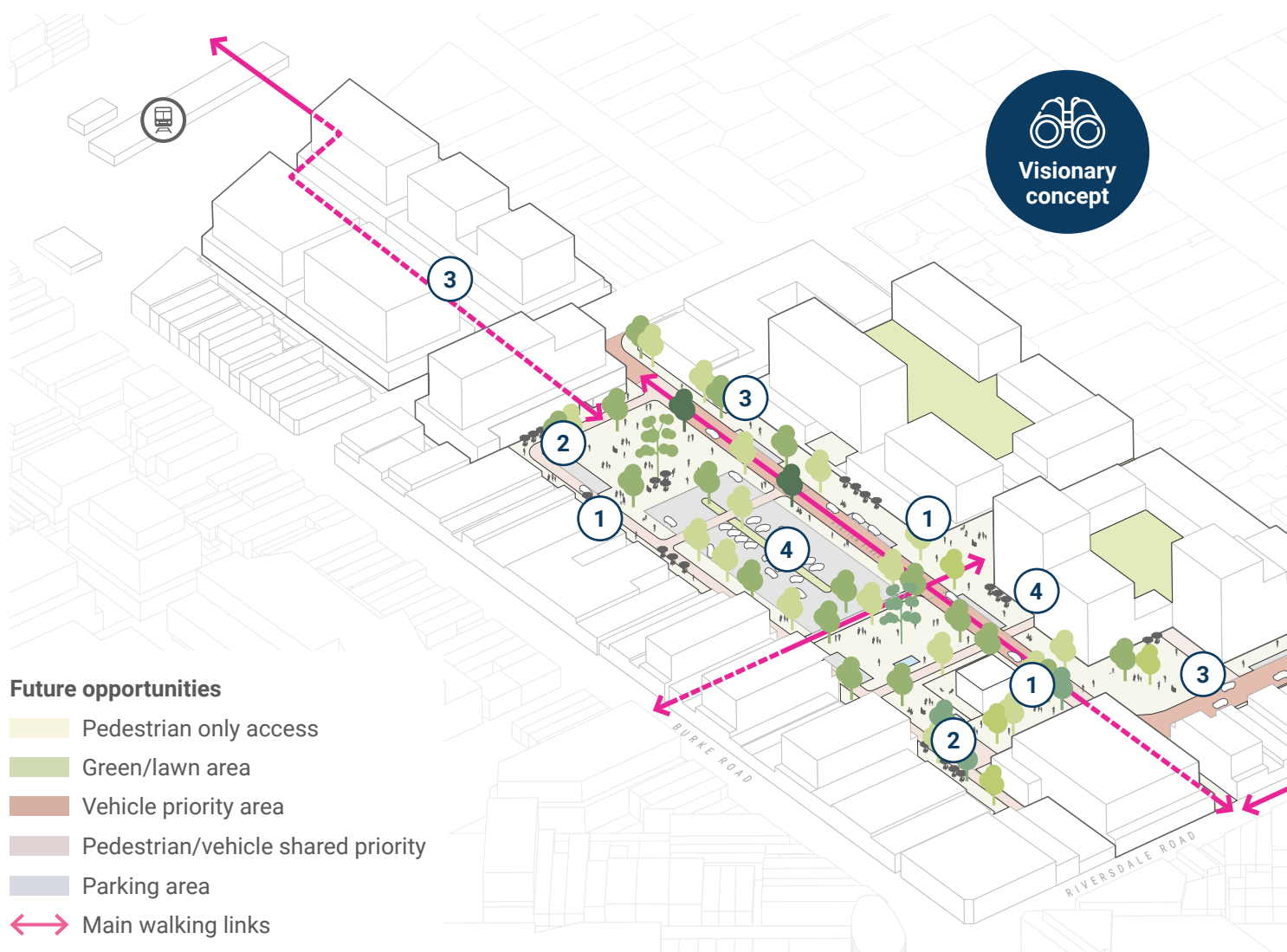


Figure 30 - Diagram showing long term vision and future opportunities of the precinct.

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

## Future opportunities



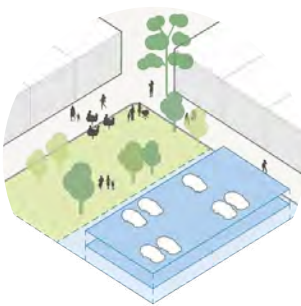
- 1** More public space, wider footpaths.



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



- 3** Improved business opportunities and additional retail.



- 4** Reconfiguring parking in the precinct.

## New public spaces

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

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

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

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

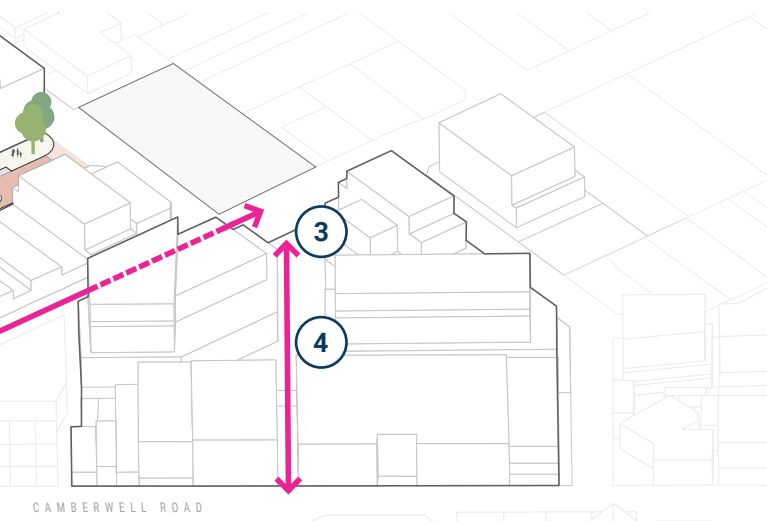
New public realm upgrades will be flexible and allow for integration of temporary cultural initiatives, events and infrastructure.

## Better connections

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

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

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





# Junction East

## Long-term opportunities

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

### Connecting it all

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

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

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



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

### Butler Street

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

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

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



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



## Railway Parade

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

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

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



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



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



# Junction West

## Precinct overview

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



View of Harold Street car park looking south west.

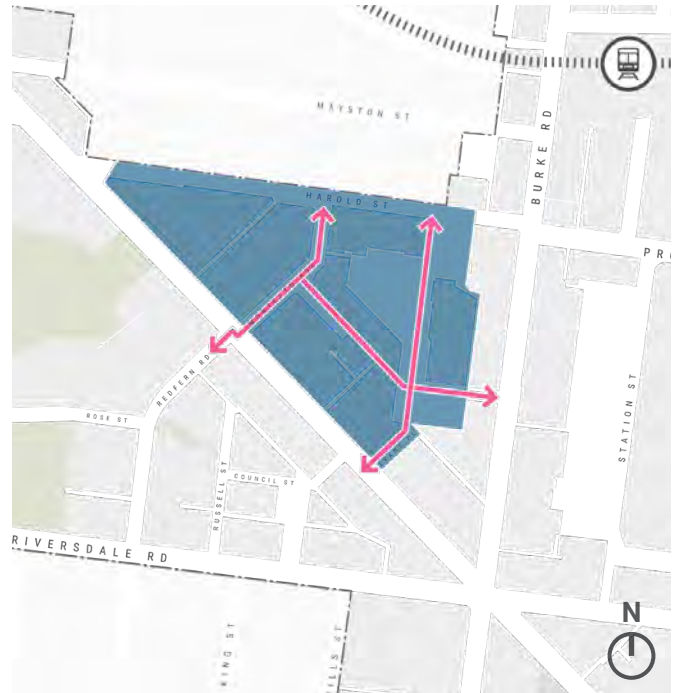


Figure 34 - Junction West precinct boundary.

### Existing conditions

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

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

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

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

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

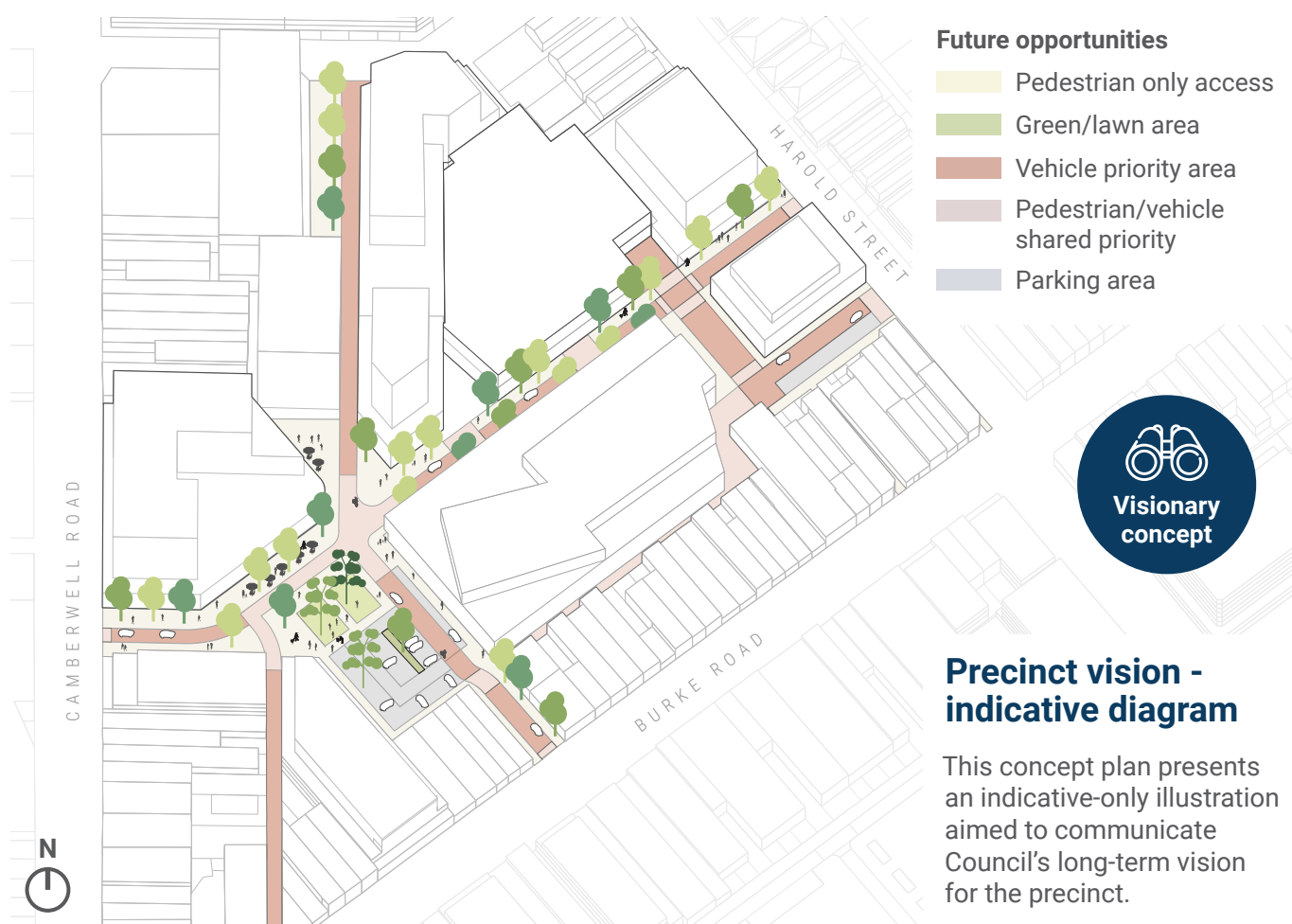


Figure 35 - Precinct vision diagram for Junction West precinct.

## Precinct objectives

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



# Junction West

## Planning guidance

### Planning strategies

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

### Actions

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



Figure 36 - Junction West precinct planning strategies plan

## Public realm strategies

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

## Actions

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



Figure 37 - Junction West precinct public realm strategies plan



# Junction West

## Public realm opportunities

### Public-private partnership

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

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

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

### Precinct opportunities - concept plan and legend

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

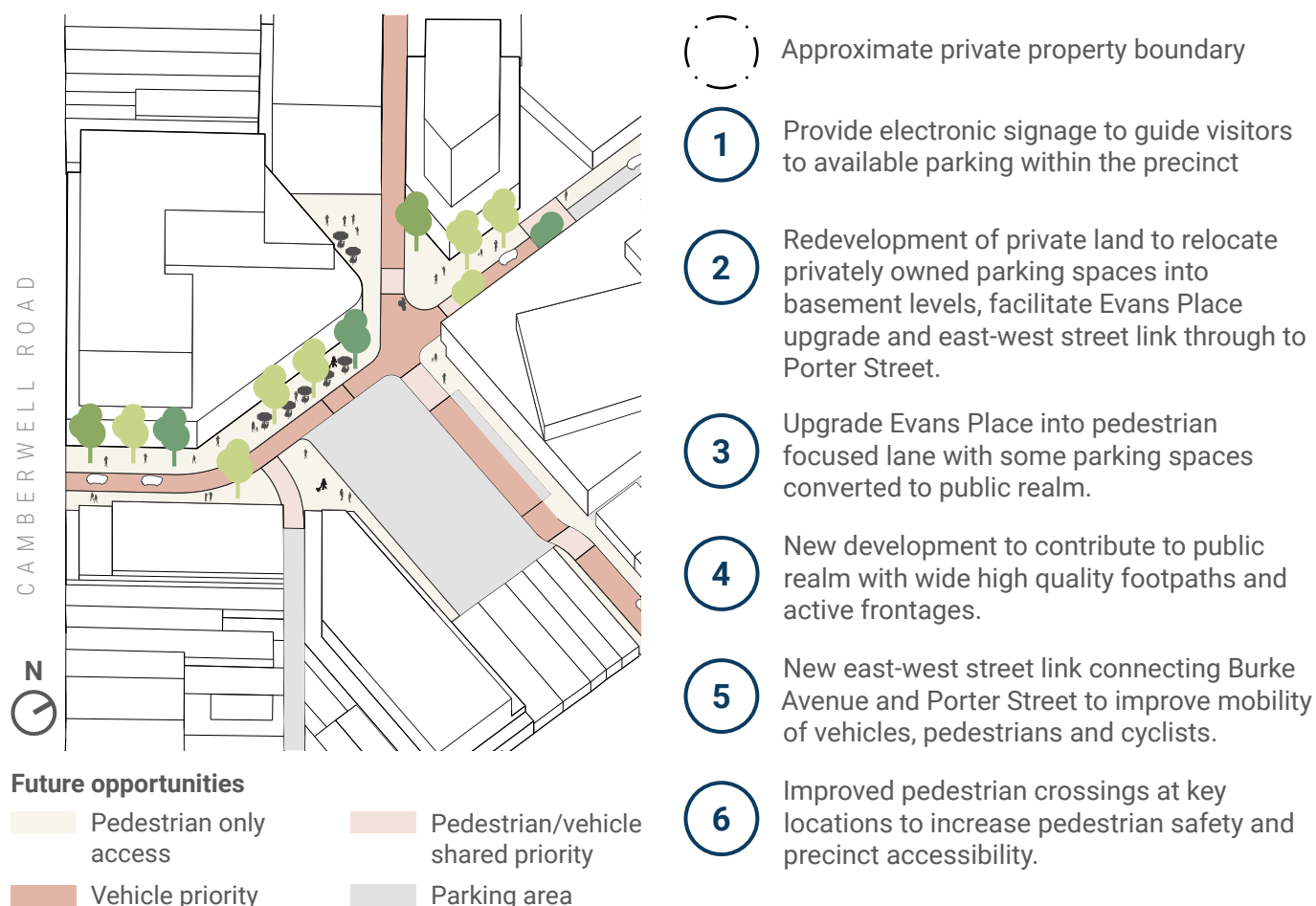


Figure 38 - Diagram showing indicative-only vision.

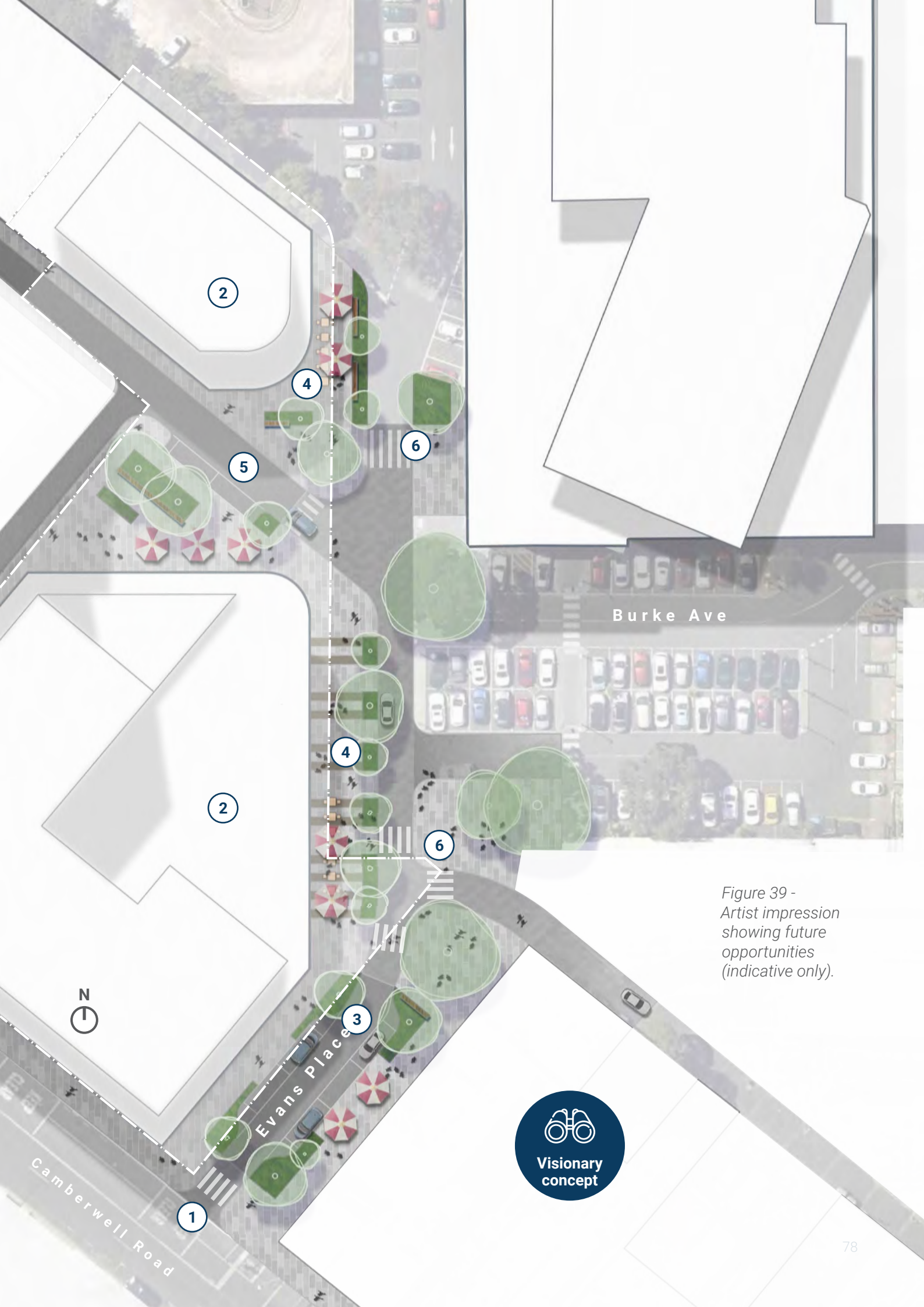


Figure 39 -  
Artist impression  
showing future  
opportunities  
(indicative only).



# Junction West

## Long-term opportunities

### A long term vision

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

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

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

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

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



### Precinct vision - green streets

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

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



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



# Fritsch Holzer

## Precinct overview

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

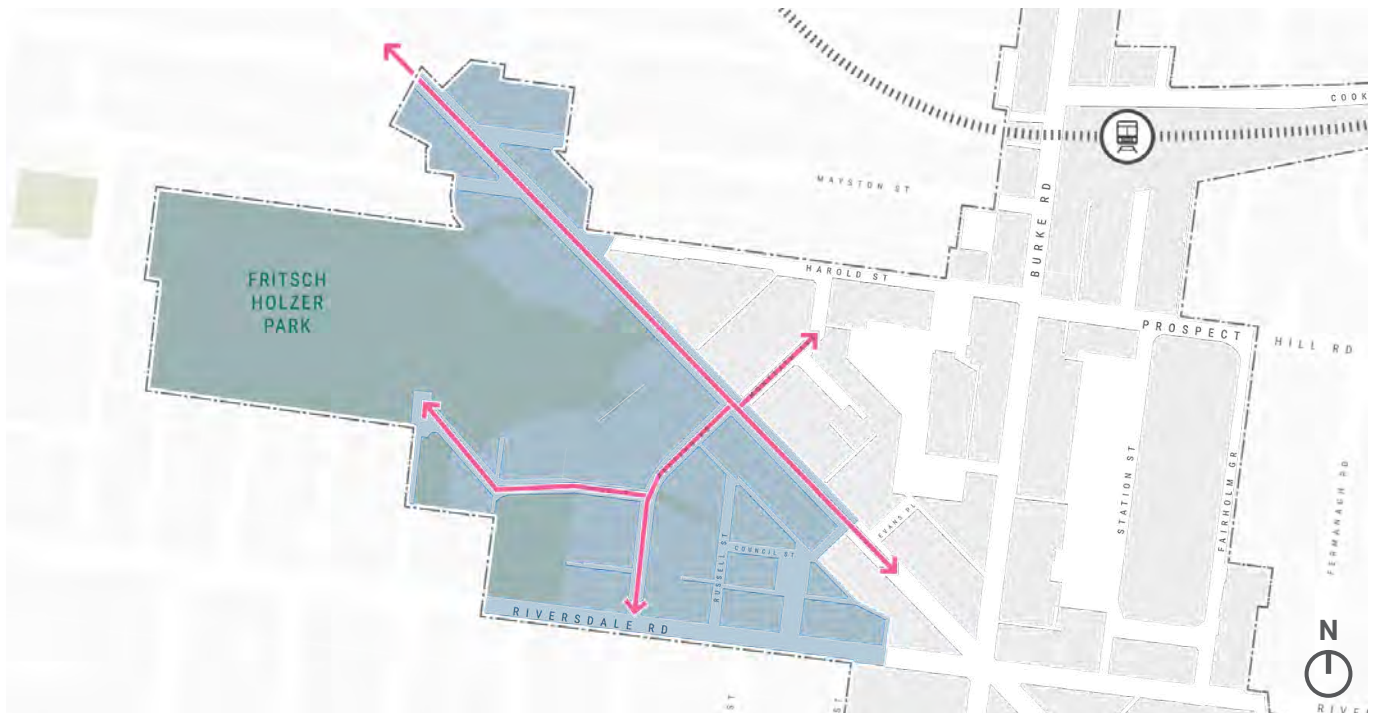


Figure 41 - Fritsch Holzer precinct boundary.

### Existing conditions

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

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

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

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

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

## Precinct objectives

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



*View of existing building typologies on Russell Street.*



*View of Fritsch Holzer Park.*



# Fritsch Holzer

## Planning guidance

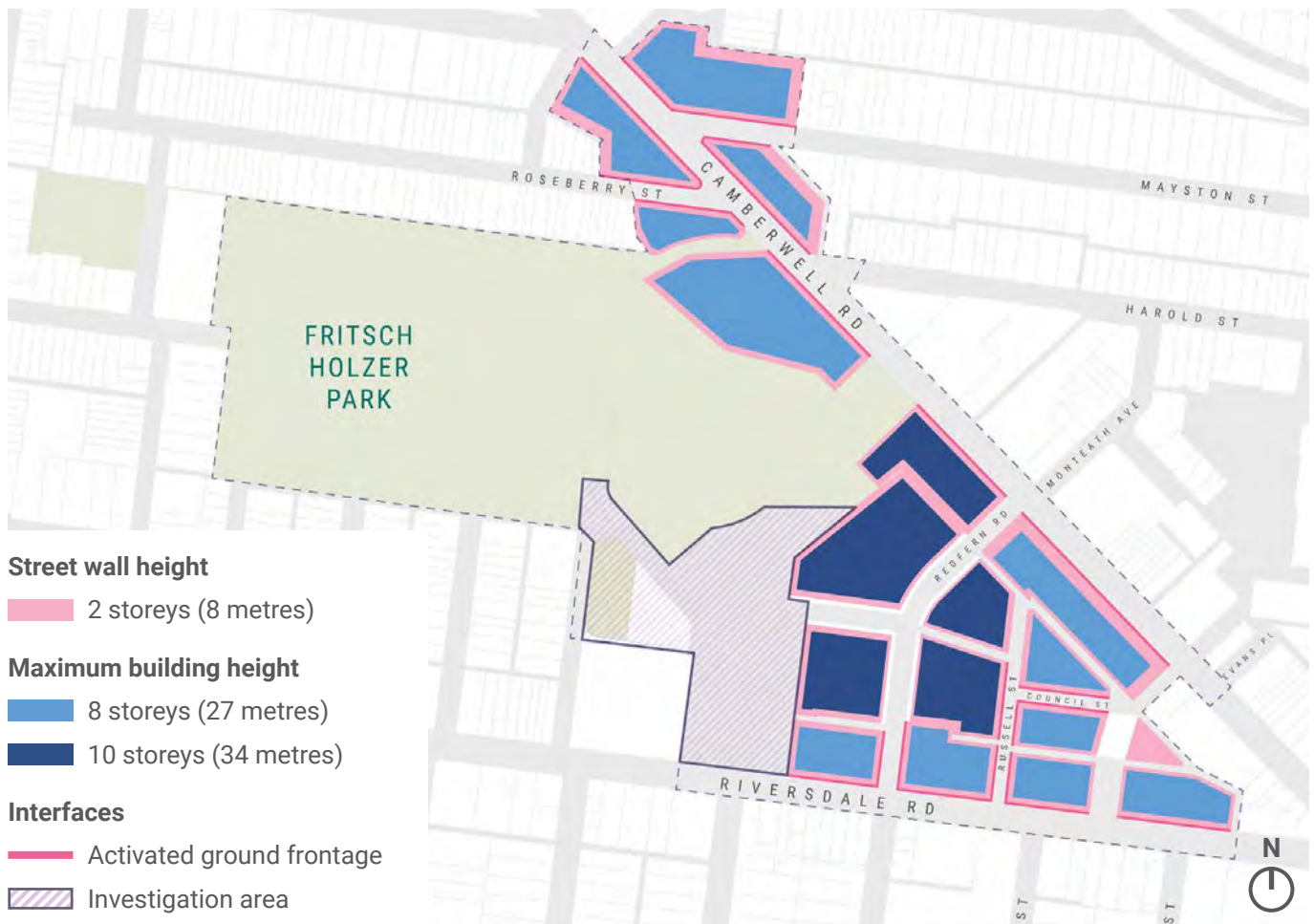


Figure 42 - Fritsch Holzer precinct planning strategies plan

### Planning strategies

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

### Planning strategies (continued)

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

### Actions

- Prepare a masterplan to guide the future use and development of the Council owned land in Rose Street and other sites as identified in the above map (see Figure 42).
- Rezone 15 Mayston Street from Neighbourhood Residential Zone to Commercial 1 Zone.

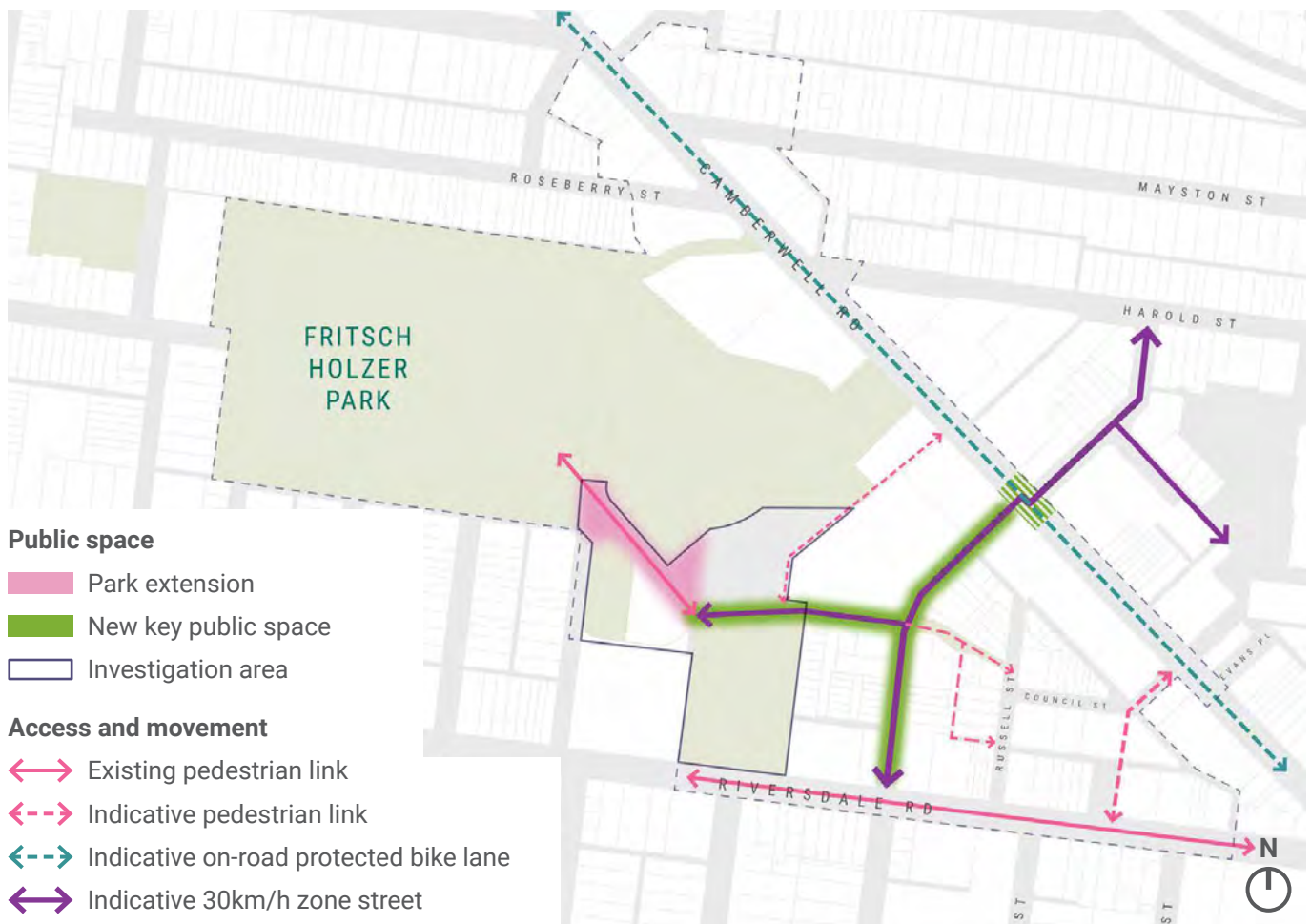


Figure 43 - Fritsch Holzer precinct public realm strategies plan

## Public realm strategies

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

## Actions

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

## Actions (continued)

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



# Fritsch Holzer

## Precinct planning and opportunities

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



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

### Precinct vision and opportunities - indicative concept plan

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

#### 1 Investigation Area

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

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

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

#### 2 Improved park access

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

#### 3 Slow streets

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

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

## Expanding Camberwell Junction

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

### Rose Street

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

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



Artist impression of Rose Street upgrades (indicative only).



### Redfern Street

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

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



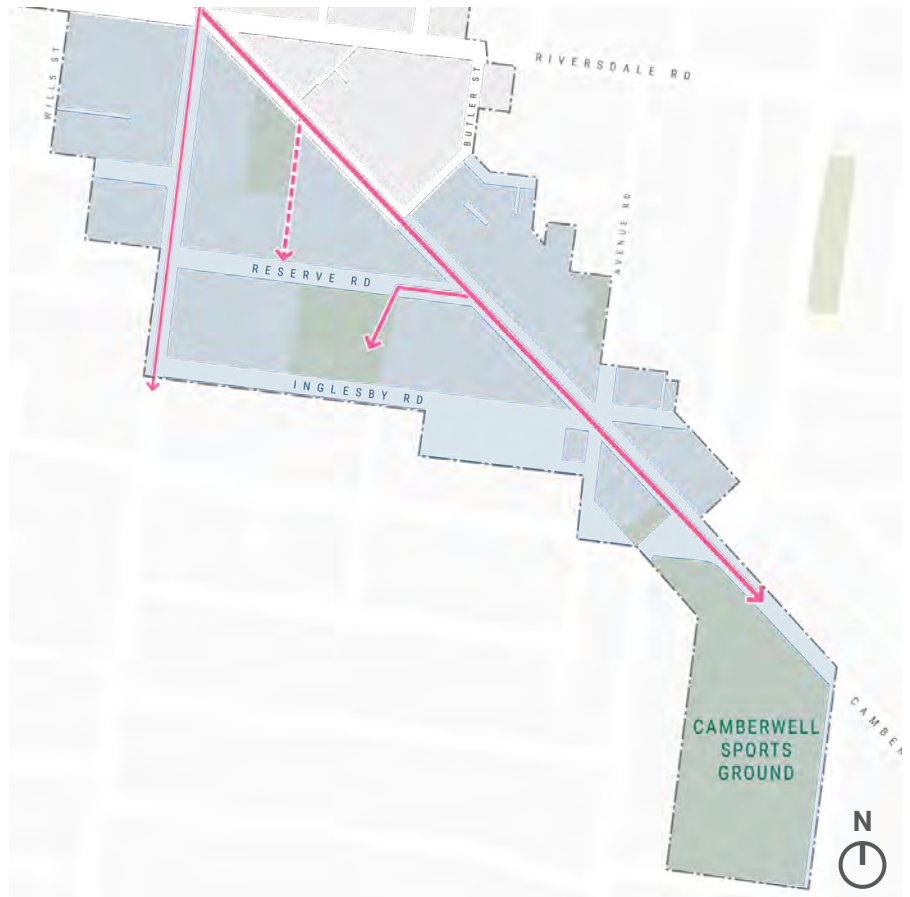
# Civic

## Precinct overview

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



*Civic precinct wayfinding*



*Figure 45 - Civic precinct boundary.*

### Existing conditions

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

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

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

## Precinct objectives

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



*Camberwell library forecourt designed by MDG Landscape Architects.*



# Civic

## Planning guidance

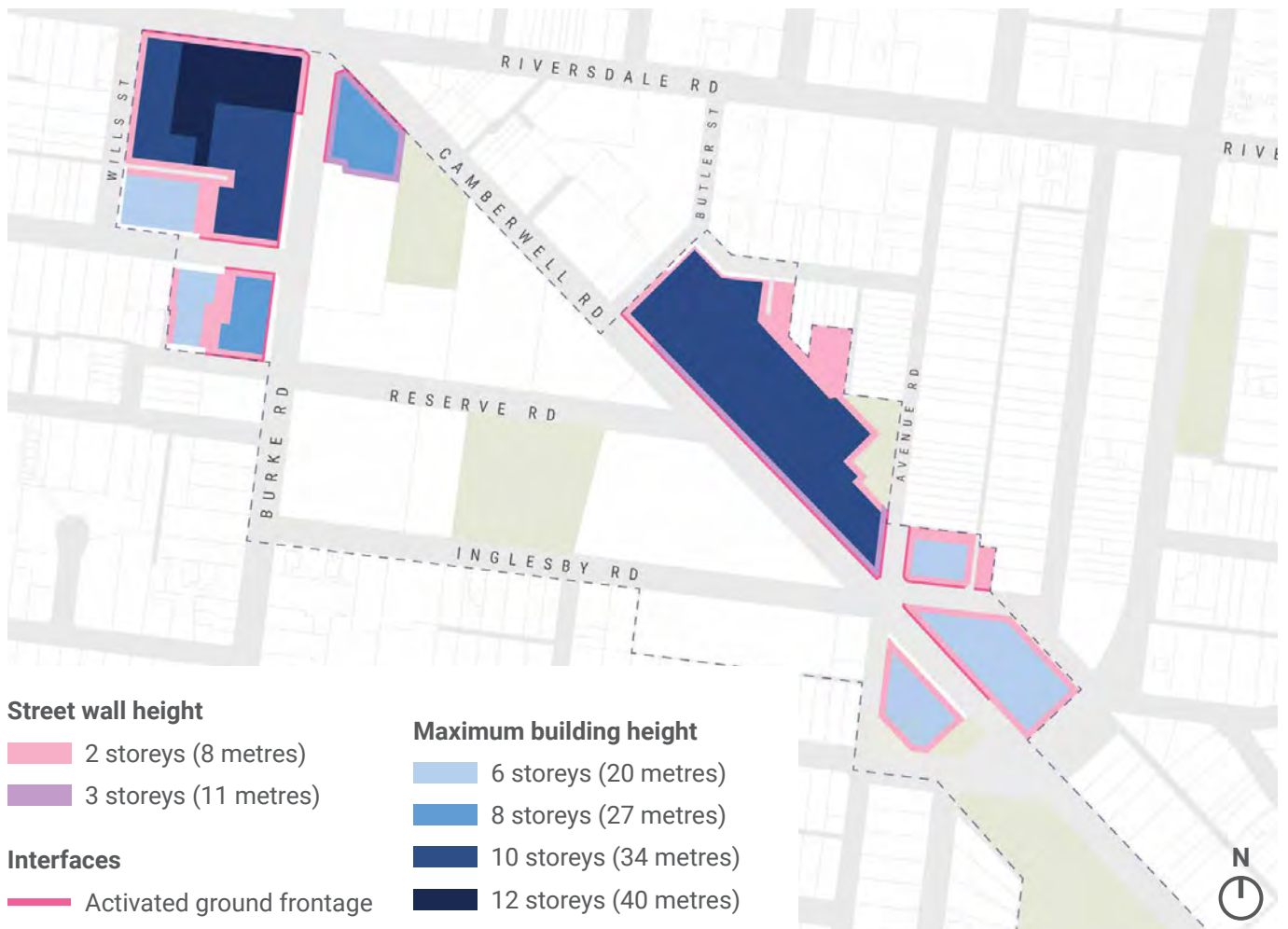


Figure 46 - Civic precinct planning strategies plan

### Planning strategies

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

### Actions

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



Figure 47 - Civic precinct public realm strategies plan

## Public realm strategies

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

## Actions

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

## Actions (continued)

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



# Civic

## Public realm opportunities

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

### Civic space

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

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

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

### Project objectives

Key possible project objectives include:

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



### Precinct opportunities - indicative concept design

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





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

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



# Next steps

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







Officeworks

ALDI

Access to ALDI

LITTLE POND COFFEE

LITTLE POND  
KEEP CALM AND DRINK COFFEE



# Implementation guide

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

## A long-term plan

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

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

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

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

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

## Funding

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

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

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

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

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

## Planning guidance

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

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

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

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

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

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



## Public realm

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

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

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

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



## Partnering with state and the private sector

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

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

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

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

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



*Public space outside Camberwell Fresh Food Market*



# Long-term planning

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

## Planning implementation

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

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

## Long-term centre transformation

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

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

### Key partners

Council      Victorian Government      Private partner



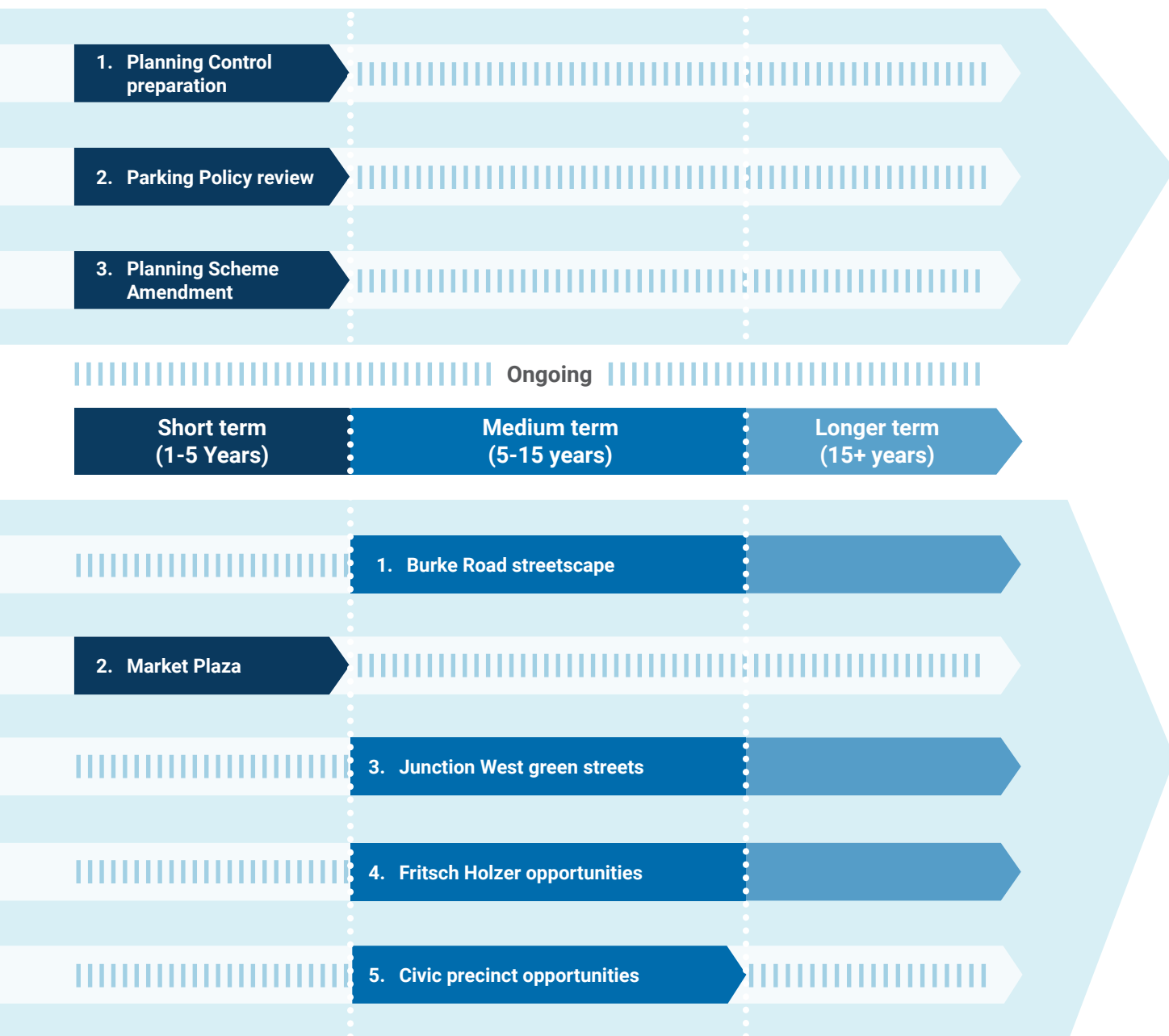
## Planning Framework

1. Planning Control preparation			
2. Parking Policy review			
3. Planning Scheme Amendment			

## Public benefit projects

1. Burke Road streetscape			
2. Market Plaza			
3. Junction West green streets			
4. Fritsch Holzer opportunities			
5. Civic precinct opportunities			

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





# Glossary and abbreviations

## Active edges / frontages

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

## Active transport

Transport requiring physical activity, typically walking and cycling.

## Activity Centres

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

## Amenity

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

## Building mass

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

## Boroondara Bicycle Strategy 2022

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

## Boroondara Open Space Strategy 2013 (BOSS)

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

## Built form

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

## Climate change

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

## Department of Transport and Planning (DTP)

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

## Fine grain

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

## Green infrastructure

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

## Heritage value

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

## Legibility / legible (place)

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

## **Major Activity Centres**

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

## **Mid-block connection**

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

## **Mixed use**

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

## **Landscape buffer**

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

## **Open space**

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

## **Permeable places**

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

## **Public spaces / public realm**

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

## **Resilient / resilience**

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

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

## **Setback**

The minimum distance from any allotment boundary to a building.

## **Shore lining**

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

## **Sleeving**

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

## **Walkability**

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

## **Water Sensitive Urban Design (WSUD)**

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

## **Wayfinding**

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



