

Camberwell Civic Park Master Plan (draft)





Acknowledgement of Traditional Owners

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

Contents

Introduction	5
Vision	9
The master plan – stage 1	14
Master plan zones – stage 1	15
Lower Reserve – stage 1	16
Reserve Road – stage 1	20
Boroondara Civic Precinct – stage 1	24
Camberwell Road and Burke Road – stage 1	31
Inglesby Road – stage 1	32
Overarching plan – stage 1	33
Collaborative opportunities	34
Master plan zones – stage 2 and 3	37
Overarching plan – stage 2	38
Overarching plan – stage 3	39
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Appendix 1. Background and strategic context	46
Appendix 2. Site analysis and recommendations	62
Appendix 3. Heritage analysis and recommendations	84
Glossary and abbreviations	112



Figure 1 Camberwell Town Hall, aerial (drone) photograph, January 2025.

1 Introduction

Background, master plan extent and next steps

Introduction

What is a master plan?

A master plan is a long-term plan that guides how an area will develop and be managed over time. It sets a vision for change and considers things like land use, transport, sustainability and design. Master plans aim to balance natural and built environments, respond to community needs, protect heritage and create more liveable, resilient places.

Why is this master plan happening?

On 2 December 2024, the Services Delegated Committee resolved to proceed with the development of a master plan for the precinct bounded by Camberwell Road, Burke Road and Inglesby Road.

The master plan provides a coordinated approach to shaping the precinct's future. It aims to improve safety, accessibility and the quality of open space. Boroondara is expected to see up to 12,600 to 13,000 new dwellings by 2036, with Camberwell Junction identified as a key area for growth¹. This increase in housing makes access to well-designed, high-quality open space more important than ever. The master plan responds to these pressures by planning for more effective and sustainable use of the precinct's public spaces.

Lifespan of this master plan

The master plan is structured in stages. Stage 1 sets the foundation for the overall vision and includes priority initiatives to be delivered over the next 10 years.

Stages 2 and 3 contain longer-term ideas with no set timeframe. Their delivery depends on strong collaboration between Council, state agencies, local businesses and the community.



Figure 2 Boroondara Civic Precinct, aerial (drone) photograph, January 2025.

¹ Inner South East Metro Land Use Framework Plan - Plan Melbourne 2017–2050

Extent of master plan

The master plan area is centrally located in Camberwell, generally bounded by Burke Road, Camberwell Road and Inglesby Road. Anchored by civic institutions, commercial destinations and key public transport corridors, this area forms a vital focal point for the local community.

While Camberwell Civic Park is not currently the name of a designated place within the City of Boroondara, the broader vision of this master plan is to explore the potential amalgamation of several open spaces into a cohesive precinct that, in its totality, would be known as Camberwell Civic Park.



Figure 3 Context and extent of master plan.

How to use this document

The Camberwell Civic Park Master Plan has been structured into 5 chapters. Chapter 5 includes all background material that informed the master plan throughout its development.

1	Introduction	Provides an introduction to the master plan and context
2	Vision	Captures the aspirations and priorities for the master plan
3	Master Plan (stage 1)	Identifies recommendations throughout the precinct for the next 10 years
4	Master Plan (stage 2 & 3)	Identifies recommendations throughout the precinct beyond stage 1
5	Appendix 1	Background and strategic context
	Appendix 2	Site analysis and recommendations
	Appendix 3	Heritage analysis and recommendations
	Appendix 4	Glossary and abbreviations

Note: concept plans, diagrams and artist impressions in this document are indicative-only. While they aim to communicate Council’s future vision for the precinct, 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 the community and stakeholders and conduct further community engagement where appropriate.

Steps to creating the master plan



2 Vision

Aspirations and priorities for the master plan

Vision statement

CAMBERWELL CIVIC PARK

Camberwell Civic Park will be established as a vibrant urban heart where people of all backgrounds can connect with nature, culture, and each other. As the civic, religious, community, and education hub of Boroondara, the park will honour the precinct's rich heritage while embracing the future.

By championing innovative public realm design, abundant and connected parks and open spaces, civic and community facilities, seamless mobility, and holistic wellbeing, Camberwell Civic Park will foster a thriving community and inspire a resilient future for generations to come.



Figure 4 Town hall.



Figure 5 St. John's Anglican Church.



Figure 6 Basilica of Our Lady of Victories.

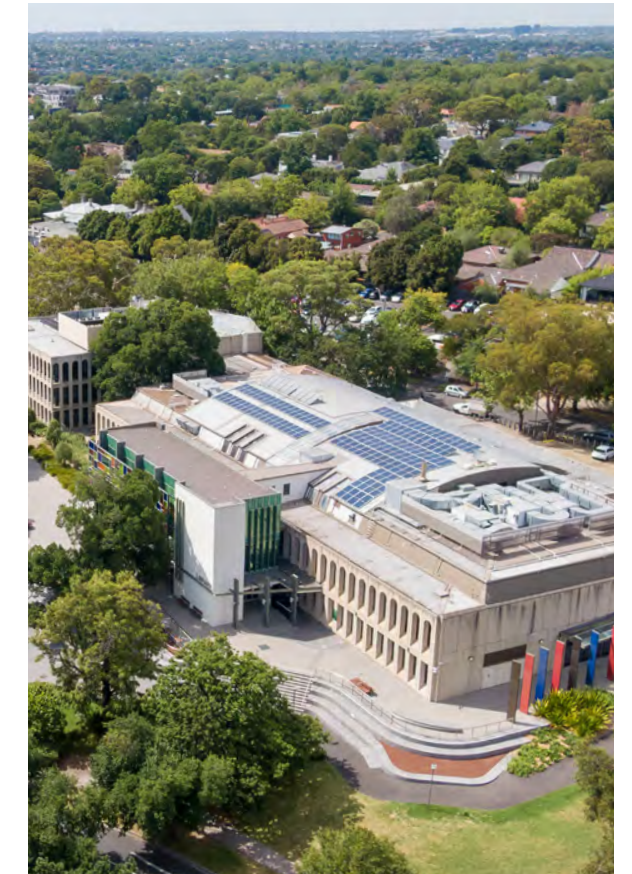


Figure 7 Camberwell Civic Centre.



Figure 8 Camberwell Primary School.



Figure 9 Uniting Church – manse building.

Long term vision



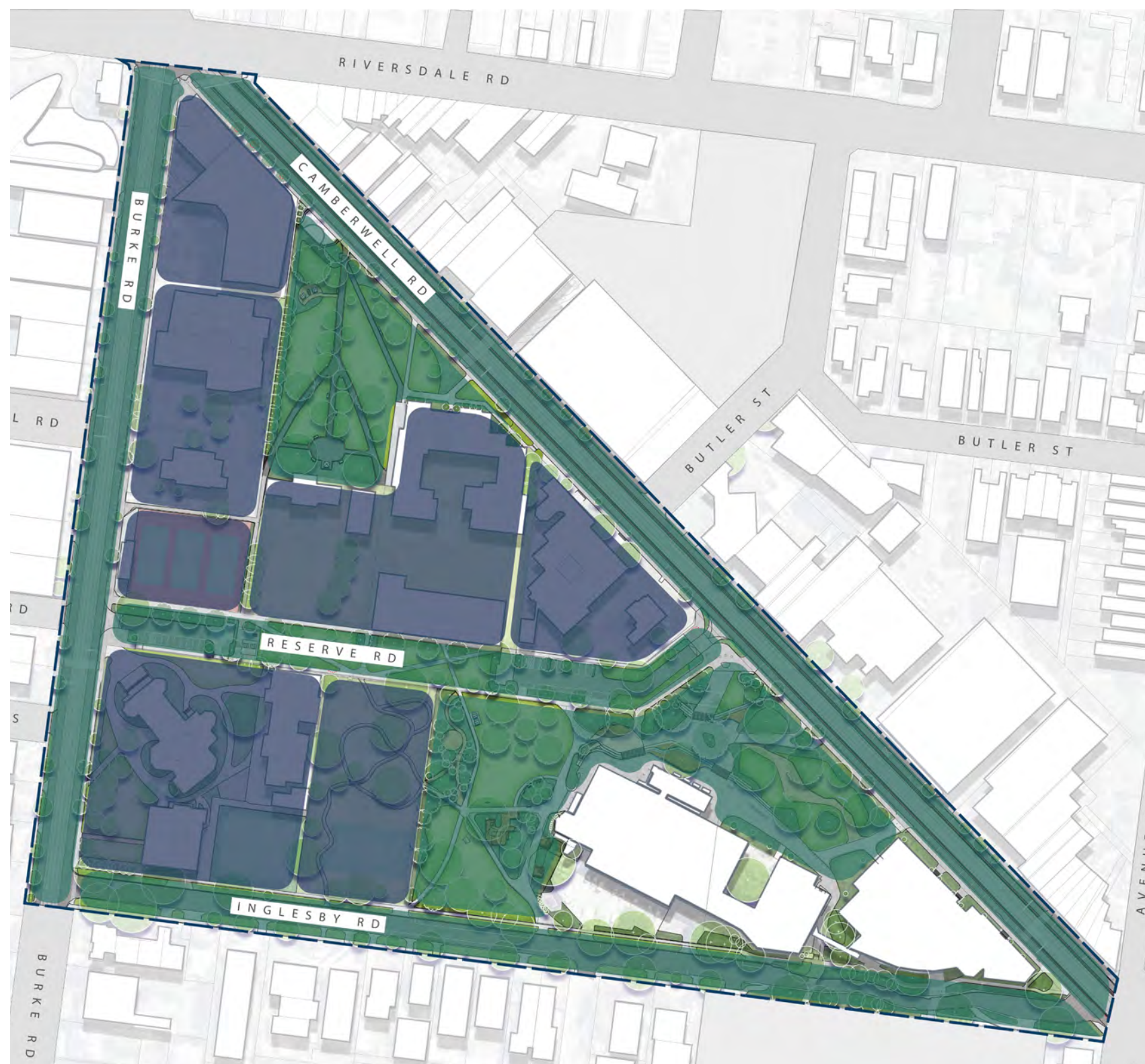
Figure 10 Long term vision artistic impression.

At the heart of this vision is a commitment to expanding and enhancing public open space, unlocking new opportunities for recreation, relaxation, and cultural activation. Through strategic land acquisition, thoughtful design, and partnerships with key stakeholders, the precinct will evolve into a premier destination.

The long-term vision illustrated in Figure 10 on page 10, offers a glimpse of the precinct's future potential. Realising this vision will require a staged approach, with each phase building on the last to create a vibrant, people-focused place.

Detailed design matters will be resolved through the development of precinct plans and concept designs following this master plan.

Long term vision



Stage 1: Laying the foundations (next 10 years)

The lifespan of this master plan is defined by Stage 1, setting the direction for the next decade. It focuses on revitalising existing spaces, improving public realm connectivity, and laying the groundwork for future transformation on land that is under Council's influence or direct control. This stage will ensure the foundations are in place for a precinct that prioritises people, sustainability, and community life.

Stage 2: Opening boundaries and increasing connections

The precinct will break down physical barriers such as fencing and underutilised spaces, reimagining how people move through and experience the civic heart of Camberwell. By reclaiming spaces and enhancing accessibility, the precinct will become more inviting, connected, and people-focused.

Stage 3: A legacy of green growth

Through strategic land acquisitions, the precinct will expand its public open space network, securing its place as a leading civic and cultural destination. This long-term growth will future-proof Camberwell's role as a vibrant, sustainable, and community-oriented hub.

The success of this vision depends on strong collaboration between Council, state agencies, local businesses, and community stakeholders. Together, we will shape a Camberwell Civic Park that not only meets today's needs but sets a bold precedent for the future of public spaces in Melbourne's inner east.

Figure 11 Long term vision zoning plan.



Figure 12 A glimpse into the future Camberwell Civic Park — a place for community, nature, culture, and connection.

3 The master plan

Stage 1

The master plan

The final master plan will incorporate inputs from:

- site investigations and conditions
- current recreational uses
- stakeholder engagement and community consultation
- heritage reports and advice
- Council strategies and policies.

Strategic priorities

The following strategic priorities form the framework for the master plan and underpin the recommendations for the Camberwell Civic Park.



Liveability and public realm

A thriving place is one where people feel welcome, safe and inspired. By designing public spaces and facilities that are inclusive, accessible, safe and visually appealing, we can foster social connection, provide opportunities for recreation and respite and create destinations that attract and engage the community. Examples of this theme include:

- create welcoming public spaces with seating, greenery, shade and opportunities for community events.
- design spaces that are accessible and safe for all ages and abilities.



Connectivity

Seamless connectivity is at the heart of a successful place. Enhancing safe access for pedestrians, cyclists, public transport users and drivers ensures the area is easy to navigate and better integrated with its surroundings. Examples of this theme include:

- build safer and more accessible walking and cycling routes.
- improve public transport stops and links between key areas.



Identity and culture

A strong sense of identity and culture transforms a place into a destination. By celebrating heritage, fostering creativity and embracing the unique character of the area, we can build a vibrant community that reflects its rich past and dynamic present. Examples of this theme include:

- celebrate local heritage through public art, design elements and storytelling features.
- incorporate cultural spaces for events and activities.



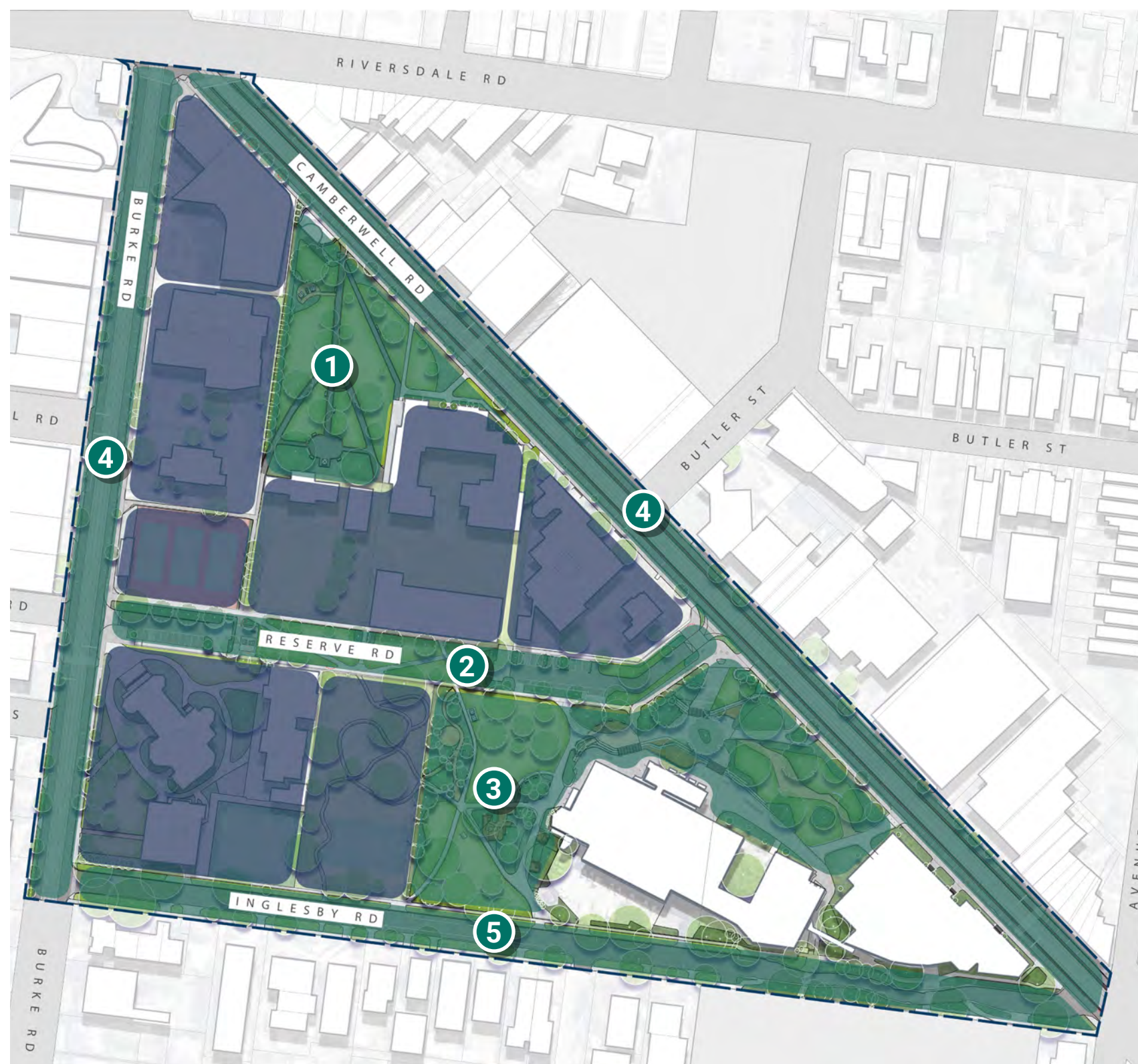
Environment

A sustainable future depends on greener, more resilient communities. By prioritising sustainability and enhancing biodiversity, we can create a place that is not only beautiful but also environmentally responsible and prepared for future challenges. Examples of this theme include:

- increase tree canopy cover and enhance biodiversity with native plants.
- implement sustainable features like rain gardens and permeable surfaces.

Master plan zones – stage 1

The overarching plan outlines the key zones that collectively form the Camberwell Civic Park.



Stage 1

Stage 1 focuses on zones currently under Council's influence or direct control, forming the foundation for early implementation and working towards the vision of the Camberwell Civic Park.

- 1 **Lower Reserve.** A vital green space with opportunities for enhanced recreational amenities and connectivity to adjacent areas.
- 2 **Reserve Road.** An important link with proposals to optimise traffic management, parking and public realm enhancements.
- 3 **Boroondara Civic Precinct.** The cultural, administrative, and library hub of the precinct, focused on improved accessibility and cohesive design.
- 4 **Camberwell Road, Burke Road.** Key commercial and transport corridors identified for streetscape upgrades and improved pedestrian experiences.
- 5 **Inglesby Road.** A quieter, residential interfaced transport corridor with minor streetscape upgrades.

All other zones shown in light blue are included in Stages 2 and 3. Refer to [Chapter 4 \(page 36\)](#) for more detail.

Figure 13 Overarching master plan – zoning plan.

Lower Reserve – stage 1

Lower Reserve is a hidden gem within the master plan extent, offering a unique opportunity to enhance an underutilised space into a welcoming green retreat for the community. This area is envisioned as a tranquil, multi-functional park that connects people with nature, with a focus on passive recreation.



Figure 14 Camberwell Road frontage to the Camberwell Primary School. (c.1952, Boroondara Archives, Heritage Collection, Reference No: LHCPH 39).



Figure 15 Photo from January 2025 reflecting the same angle as figure 14 above, showing a significant change in landscape character to the Camberwell Road frontage.

Existing condition

Lower Reserve, located on Camberwell Road beside Camberwell Primary School, was established in 1885 as a 'reserve for gardens'. The first trees in the area were planted in 1873, followed by street trees in 1874 and plantings at the town hall reserve in 1878. Flowers and shrubs were introduced from 1903, although many of the original garden beds no longer remain, apart from those along the western edge.

The reserve features a central path leading to an intersection with east-west pathways, connecting to nearby landmarks such as Camberwell Primary School and Basilica of Our Lady of Victories. An avenue of English elms (*Ulmus procera*) lines the main path, with Chinese star jasmine (*Trachelospermum jasminoides*) as ground cover and newer tulip trees (*Liriodendron tulipifera*) along the western boundary.

This sloping site includes lawn areas, seating and a fountain commemorating Henry J Rooks JP, a former Boroondara Shire President and local student. It functions as a pedestrian link for schools, offices and churches, and provides a shaded retreat for workers and an informal play space for schoolchildren. A public toilet is also available to the front of the reserve.

A mature native tree, recorded as either a River red gum (*Eucalyptus camaldulensis*) or Manna gum (*Eucalyptus viminalis*), existed on the site until its removal circa 1966. The trunk of this tree is visible at the end of the walkway in Figure 14 on page 16.

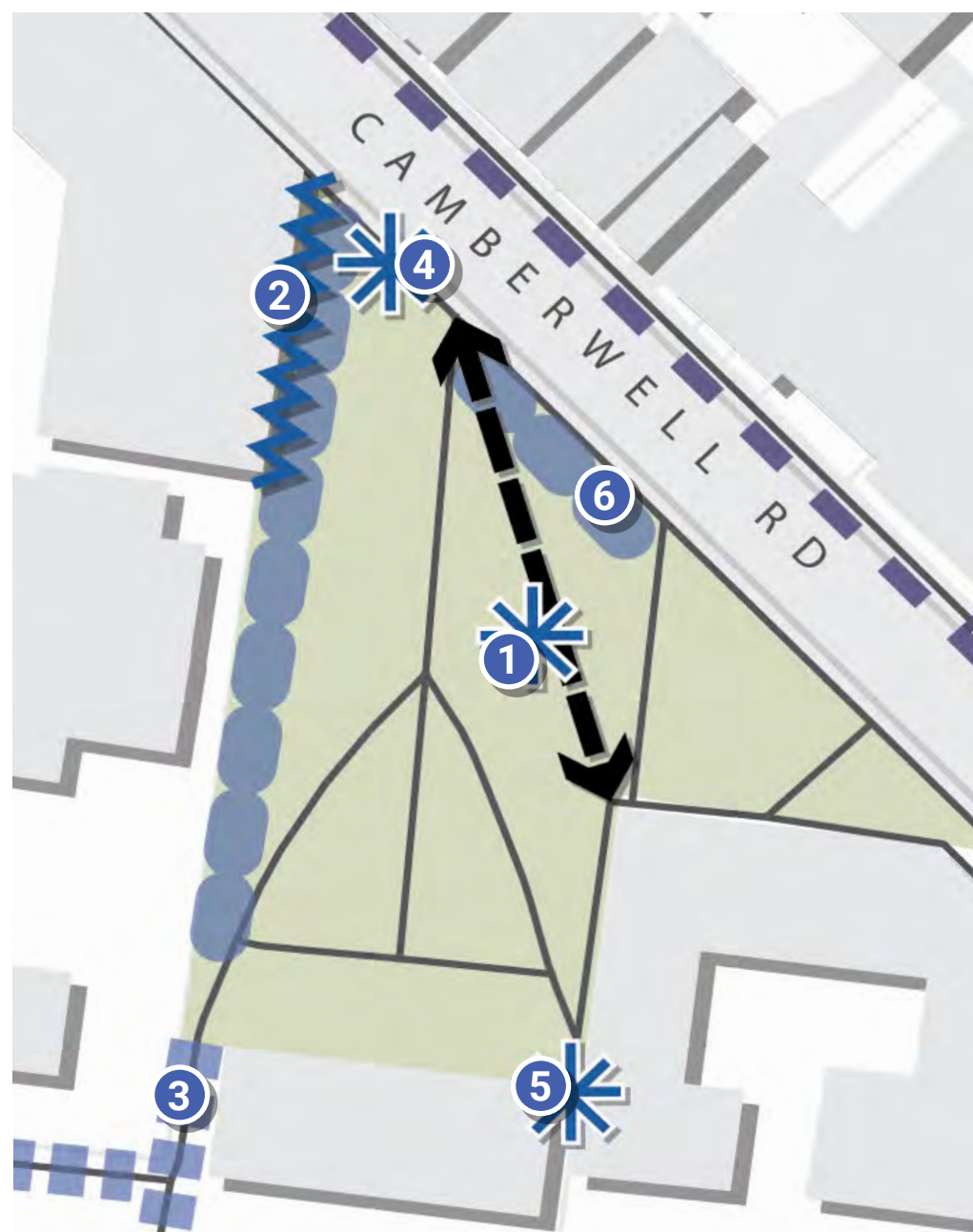


Figure 16 Lower reserve issues and opportunities diagram.

Issues

- 1 Furniture is located in areas not accessible via a connected footpath.
- 2 The wall adjacent to the public toilet is unsightly and creates an unpleasant interface with the park.
- 3 The laneway towards Burke and Reserve roads is narrow and feels unsafe.
- 4 The public toilet appears worn out, with patches in the paving and loss of plants in the surrounding planters.
- 5 The original north-south connection between Camberwell Primary School and the bowling green is no longer publicly accessible. [Refer to page 34](#) for collaborative opportunities.
- 6 The historic garden landscape is no longer present.

Opportunities

- An opportunity to consider returning the original reserve for gardens character to the park.
- Potential to strengthen the existing tree avenues through additional planting.
- A chance to explore reintroducing an original path connecting the park entrance to the school.
- An opportunity to consider activities that could enhance passive recreation.
- An opportunity to consult with representatives of the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation and collaborate with Aboriginal artists to celebrate cultural heritage and improve the park's visual appeal.
- An opportunity to explore the historical narrative surrounding the trees and identify respectful ways to acknowledge this cultural heritage within the park.

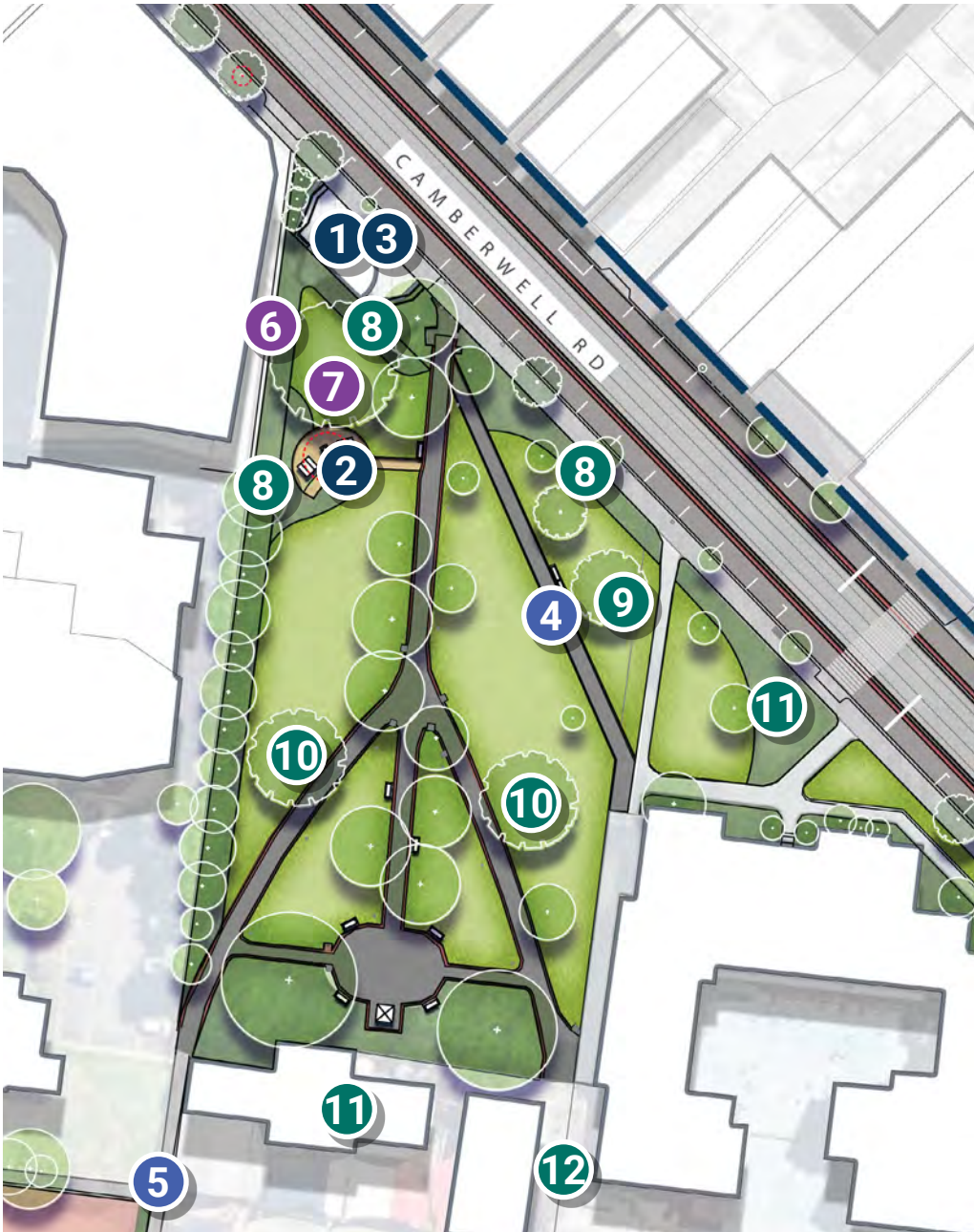


Figure 17 Master plan recommendations – Lower Reserve.

Recommendations – Lower Reserve

#	Recommendation
Liveability and public realm	
1	Refresh the paving around the public toilet to improve functionality while preserving its historical character. When the Lower Reserve toilet is renewed, consider whether additional cubicles can be accommodated within the existing footprint, ensuring that any changes do not impact the historical character of the building and are limited to internal works only.
2	Provide a barbecue and seating area to encourage social gatherings and enhance the functionality of the space.
3	Update signage at the public toilet to improve visibility and clearly convey the facility's purpose.
Connectivity	
4	Restore the original east–west pedestrian path, ensuring the design compliments the park's historical character, such as incorporating brick edging with asphalt.
5	Advocate for a wider path treatment along the existing laneway. Additionally, investigate improved public realm treatments such as lighting and paving treatments.
Identity and culture	
6	Explore the addition of a mural and enhanced screening for the blank wall, in consultation with representatives of the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation and working with Aboriginal artists, to celebrate cultural heritage and improve visual appeal.
7	Plant a Manna gum (<i>Eucalyptus viminalis</i>), to enhance biodiversity and re-introduce the types of trees that existed on the land previously.
Environment	
8	Reinstate low garden beds along the Camberwell Road frontage, as well as around and behind the public toilet, using robust, climate-resilient species that complement the original form and character of 19th-century horticultural styles.
9	Plant new native specimen trees to contribute to visual interest, species diversity and climate resilience.
10	Plant new trees to reinforce existing avenue planting, ensuring they are introduced in succession with species of similar character and form. This approach will help plan for the next generation of trees while maintaining the avenue's cohesive appearance and structure.
11	Engage with Camberwell Primary School to discuss potential alignment of landscape intent within their managed land.
12	Refer to page 34 (collaborative opportunities) for additional recommendations.



Figure 18 Artist's impression showing how Lower Reserve could look after the reintroduction of garden beds and additional tree planting.

Reserve Road – stage 1

Reserve Road is a vital corridor within the Camberwell precinct, presenting a unique opportunity to re-imagine an underutilised streetscape into a vibrant, green-lined thoroughfare that balances functionality with community-focused design. This area is envisioned as a key connection point, blending active and passive recreation while enhancing pedestrian and cyclist accessibility.



Figure 19 Reserve Road, facing west, showing works to realign the Camberwell Road end of Reserve Road (1970–1980).

Existing condition

Reserve Road has undergone significant changes since the 1950s, with the introduction of car parking on the north side disrupting the original avenue of street trees. Over time, additional tree removals, particularly at the eastern end, have further compromised the continuity of this once strong landscape feature. These removals are likely associated with road realignment works in the 1970s and 1980s.

By 1945, the avenue tree planting along Reserve Road was a defining element of the streetscape. Some original and early trees remain, including a large elm within the landscaped frontage of the Civic Precinct (refer Figure 19 on page 20), constructed between 1965 and 1968. However, the overall tree canopy and visual appeal have diminished due to the loss of many trees. The current streetscape is characterised by fragmented vegetation, a mix of uses and limited greenery, reducing the cohesive character that once defined the area.



Figure 20 Photo from 2025 reflecting the same angle as figure 19 above. The large elm in the foreground is an original tree from the former road alignment.

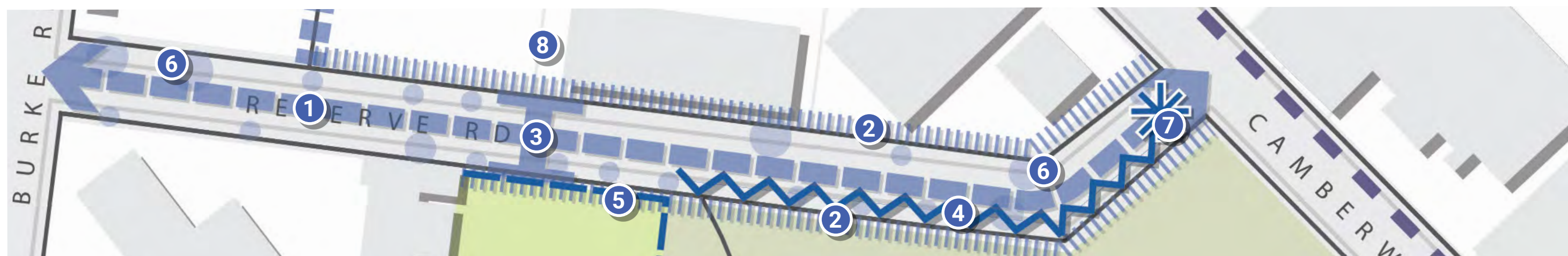


Figure 21 Issues and opportunities diagram – Reserve Road.

Issues

- 1 The current layout prioritises vehicle traffic over pedestrian and cyclist movement, reducing pedestrian-focused accessibility and liveability.
- 2 Lower Reserve, the Civic Precinct open spaces and the school grounds are segmented by Reserve Road, reducing connectivity.
- 3 Prior to the temporary road closure, safety risks existed for children crossing Reserve Road between the 2 campuses of Camberwell Primary School and the Camberwell Green playground.
- 4 Associated vehicular noise and parking areas reduce the amenity of the Civic Precinct open space.
- 5 The metal fencing around the Camberwell Green playground is visually unappealing and may give the impression that it is not open to the public outside school hours.
- 6 Sparse tree cover and limited space to plant new trees provide minimal shade, making the area less inviting and contributing to the urban heat island effect.
- 7 Drainage issues have been reported near the corner of Burke Road and Camberwell Road.
- 8 There is former path lighting infrastructure in Camberwell Primary School that requires decommissioning.

Opportunities

An opportunity to formally close Reserve Road to through traffic that will:

- enhance safety and connectivity across Reserve Road for all, including children crossing from Camberwell Primary School to the playground
- create additional and contiguous open space areas that connect with the Boroondara Civic Precinct and broader links, such as Lower Reserve
- re-purpose the roadway to introduce flexible open spaces for community events, markets, or outdoor performances
- provide additional tree and garden bed planting, with the capacity to accommodate large soil volumes for existing and future trees
- celebrate the historical Reserve Road subdivision through feature design and landscaping
- address drainage issues through rain gardens, permeable paving and other WSUD solutions to improve stormwater management and enhance biodiversity.



Figure 22 Master plan recommendations – Reserve Road.

Recommendations – Reserve Road

#	Recommendation
Liveability and public realm	
1	Widen gate treatments and adjusting fencing near entrances to the Camberwell Green playground to enhance permeability, in collaboration with Camberwell Primary School and the Victorian School Building Authority (VSBA).
2	Enhance the Burke Road and Camberwell Road frontage by reducing the prominence of Reserve Road through extended raised feature paving and a slight road narrowing, improving visual appeal and pedestrian focus.
3	Provide a gathering space equipped with a shelter, picnic settings and a barbecue to support community interaction and recreation.
Connectivity	
4	Provide 7 to 10 parking bays located to the west and east of Reserve Road to balance accessibility and functionality.
5	Additional to item 4 above, provide 2 accessible parking bays to the west and 3 accessible parking bays to the east of Reserve Road to support inclusive access for all users.
6	Maintain vehicular access to the Uniting Church and Camberwell Primary School to ensure continued functionality and support for these key community facilities.
7	In collaboration with the Basilica of Our Lady of Victories, explore a new vehicular entry and exit solution to better support the needs of church visitors, refer page 34 (Collaborative Opportunities) for additional recommendations.
8	Provide a new path layout for Reserve Road, drawing inspiration from Camberwell Green in London to enhance functionality, connection and character.
9	Advocate for a wider path treatment along the existing laneway. Additionally, investigate improved public realm treatments such as lighting and paving treatments.
Identity and culture	
10	Celebrate the original Reserve Road subdivision’s heritage layout by reinforcing a treed boulevard effect and highlight the former road width through subtle feature paving – such as a line crossing footpaths – to interpret the original kerb alignment.
Environment	
11	Soften the interfaces of the east and west parking areas by incorporating garden beds and tree planting with hoop edging, enhancing visual appeal and integrating greenery into the design.
12	Provide garden beds at the entrance of the original north–south path to create a welcoming sense of arrival into the new open space.
13	Provide WSUD initiatives such as permeable paving and rain gardens at the Reserve Road / Camberwell Road frontage (a natural low point in the landscape).
14	Introduce large, deciduous trees to create a boulevard avenue effect, ensuring they match the existing form and character (see item 10 above).
15	Decommission former path lighting within Camberwell Primary School. Refer page 34 (Collaborative Opportunities) for additional recommendations.



Figure 23 Artist's impression showing Reserve Road closed to traffic and transformed into public open space.

Boroondara Civic Precinct – stage 1

The Boroondara Civic Precinct is a key community and administrative hub within the Camberwell Junction Activity Centre, housing essential civic functions and the Camberwell Library, which welcomes 268,000 visitors annually. As a focal point for public engagement, the precinct offers spaces for community events, cultural activities, and municipal services. Beyond its administrative role, it fosters community interaction and enhances the vibrancy of the surrounding area.



Figure 24 Aerial views of Camberwell looking west and east, Airspy 1953 (State Library Victoria, Accession No: H2010.91/329).



Figure 25 Camberwell Town Hall and Gardens, Rose postcard, c1920–1954. The photo reflects 2 large native trees at the Camberwell Road entrance. (Source: State Library Victoria, ID 9917319543607636).

Existing condition

The Boroondara Civic Precinct contains key historical landmarks such as:

- Camberwell Town Hall
- Camberwell municipal offices (and library).

The broader town hall reserve once held public gardens thought to have been planted under the direction of Melbourne Botanic Gardens director William Guilfoyle. These gardens, as captured in 1960s aerial imagery (refer Figure 24 on page 24) showcased a diverse collection of mature trees, including exotic deciduous varieties, dark-foliaged conifers and eucalypts. Over time, much of this rich landscape character has been lost, yet the area retains its heritage significance, adding cultural depth to the precinct.

Historically, the site also featured significant native trees, including river red gums (*Eucalyptus camaldulensis*). These trees (refer Figure 25 on page 24) have long been part of local debate, with questions about whether one could have been a Corroboree Tree, a symbol of cultural and historical importance to the Wurundjeri Woi-wurrung people (refer to [page 81](#) for further details).

Although the Civic Precinct itself is a contemporary structure surrounded by a modified and modern landscape, it is situated within a precinct steeped in history and marked by diverse land uses. This unique blend of historical significance and modern functionality presents an opportunity to create a cohesive and vibrant space that respects the past while continuing to serve the needs of the present and future community.

Issues

- 1 The absence of adequate sheltered gathering spaces and flexible outdoor spaces limits opportunities for community engagement, library events and outdoor educational activities.
- 2 The interface between the Camberwell Green playground and adjacent park areas is visually abrupt, with fencing and a lack of soft landscaping diminishing the integration of these spaces.
- 3 Historical and cultural features of the precinct, such as the original Reserve Road subdivision and Wurundjeri Woi-Wurrung heritage, are underrepresented and not prominently celebrated.
- 4 The upper and lower sections of the Civic Precinct lack visual continuity in design, with disjointed paving treatments and minimal accessible integration between spaces.
- 5 Wheelchair access from Camberwell Road to the library is poor and indirect.
- 6 The site's landscape is missing a strong representation of climate-resilient vegetation, with limited native planting and tree cover to mitigate urban heat and improve sustainability.
- 7 There is former car park lighting infrastructure in the playground that requires decommissioning.

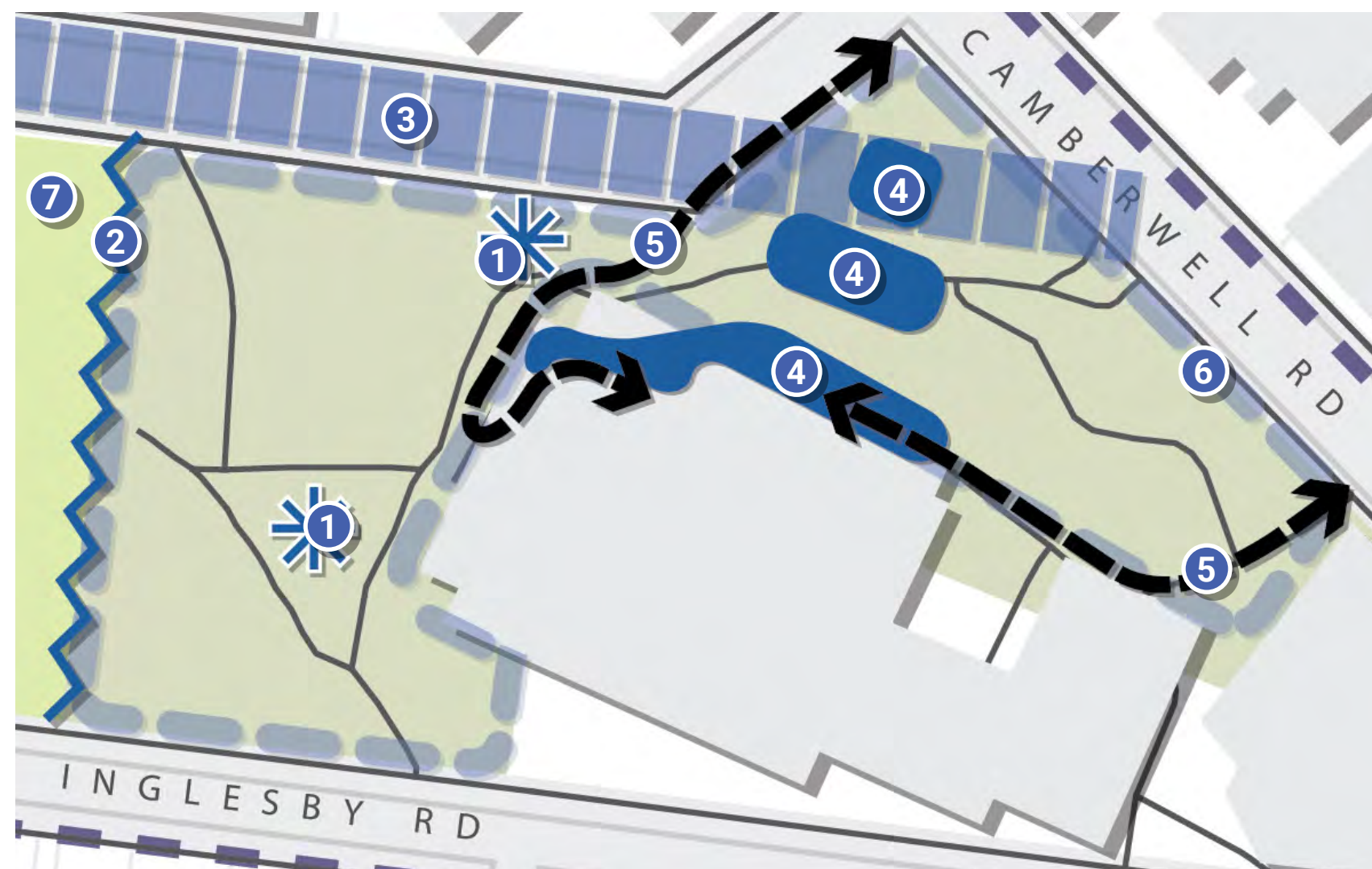


Figure 26 Issues and opportunities diagram – Boroondara Civic Precinct.

Opportunities

- Enhance connections and improve accessibility throughout the precinct to better link key spaces and create a more cohesive layout.
- Strengthen the functionality and appeal of outdoor spaces to support a broader range of community, recreational and educational activities.
- Incorporate design elements that celebrate and reflect the historical and cultural significance of the precinct.
- Introduce features that improve visitor comfort, such as shaded seating and more inviting green spaces.
- Support environmental sustainability by enhancing planting strategies to include climate-resilient species and sustainable design practices.

Recommendations – Boroondara Civic Precinct

#	Recommendation
Liveability and public realm	
1	Look into widening gate treatments and adjusting fencing near entrances to the Camberwell Green playground to enhance permeability and promote the area as open space available to the community after hours, working in collaboration with Camberwell Primary School and the Victorian School Building Authority (VSBA).
2	Install low-level ramped decking platforms or ‘pods’ (sensitively built) beneath existing trees to support functions, events and outdoor teaching activities, catering to individual use and small to medium group sizes.
3	Create a sheltered gathering space to support library and community events, accommodating small to large group activities and fostering community engagement.
4	Provide a buffer of garden bed areas at the interface of the Camberwell Green playground to visually soften and integrate both spaces.
5	Install feature paving to the upper section surrounding the building in the Civic Precinct to create a continuous and cohesive treatment with the lower sections.
6	Provide a new access ramp in a prominent location, ensuring a direct and seamless link to the library.
7	Provide seating situated in shade, oriented toward open lawn spaces to enhance comfort and enjoyment for users.
8	Investigate reducing (and recycling for re-use) the extent of feature paving at the corner of Camberwell and Reserve roads, considering the overall available plaza space. Introduce lawn and garden bed plantings in these areas to create a naturally cooler, more inviting space for visitors.
9	Undertake further community infrastructure planning to anticipate the future role of the library and community uses within the precinct
Connectivity	
10	Provide a new path connecting to the south-west corner of the Inglesby Road frontage to improve accessibility and connectivity.
11	Provide a new 2 to 3m wide path with feature paving from the corner of Reserve Road and Camberwell Road into the Civic Precinct, aiming to avoid any steps and connecting seamlessly to the proposed new ramp.

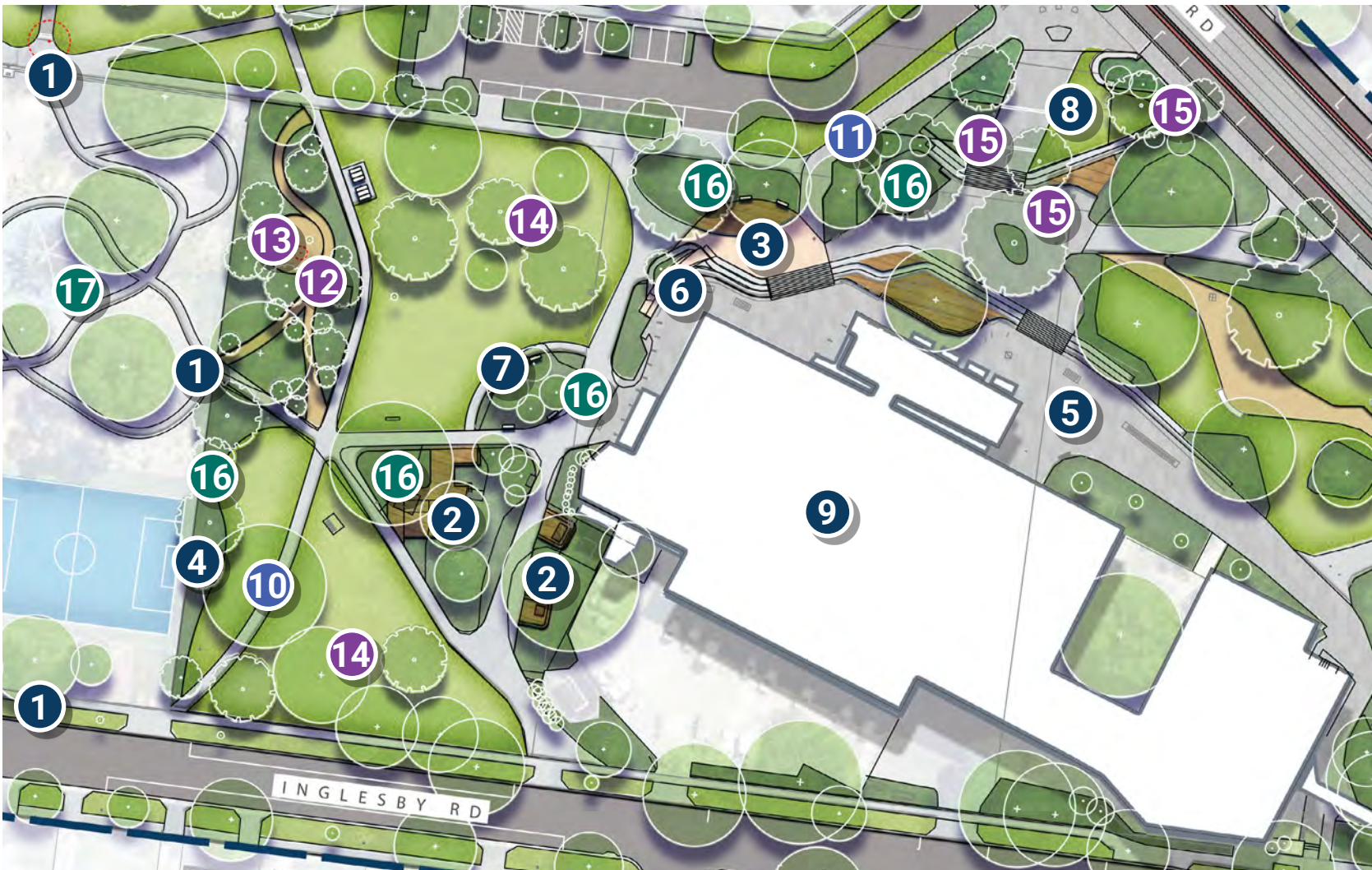


Figure 27 Master plan recommendations – Boroondara Civic Precinct.



Figure 28 An inviting open area designed for contemplation, connection, and outdoor learning.



Figure 29 Artist's impression visualising what the low-level ramped decking platforms or 'pods' (sensitively built) beneath existing trees could look like.

Recommendations – Boroondara Civic Precinct

#	Recommendation
Identity and culture	
12	Establish a Wurundjeri garden to celebrate local Aboriginal and Torres Strait Islander histories and cultures, ensuring a co-led collaboration with Wurundjeri Woi-wurrung Cultural Heritage Corporation and other key stakeholders throughout the process. The future space is required to support ceremonies and gathering activities.
13	Commission an artist to create a sculpture of Bunjil the eagle, in collaboration with the Wurundjeri Woi-wurrung Cultural Heritage Corporation. The sculpture should be appropriately scaled to integrate positively with the surrounding open space and provide shade and shelter beneath Bunjil's outstretched wings.
14	Provide new specimen tree planting in the lawn areas, preserving the historical lawn and tree landscape character of the park.
15	Celebrate the original Reserve Road subdivision heritage layout by continuing avenue tree planting through the corner of Camberwell Road and the Reserve Road plaza area, reinforcing the subtle historical character of the site.
Environment	
16	Increase climate-resilient native tree and shrub planting in garden bed areas, complemented by hoop fencing for protection and aesthetic appeal.
17	Decommission former car park lighting within Camberwell Green playground.



Figure 30 An inviting open area designed for contemplation, connection, and outdoor learning.



Figure 31 Image depicting a smoking ceremony, an anticipated experience at the new Wurundjeri Garden.



Figure 32 Artist's impression visualising what the Wurundjeri Garden at Camberwell Civic Precinct could look like.

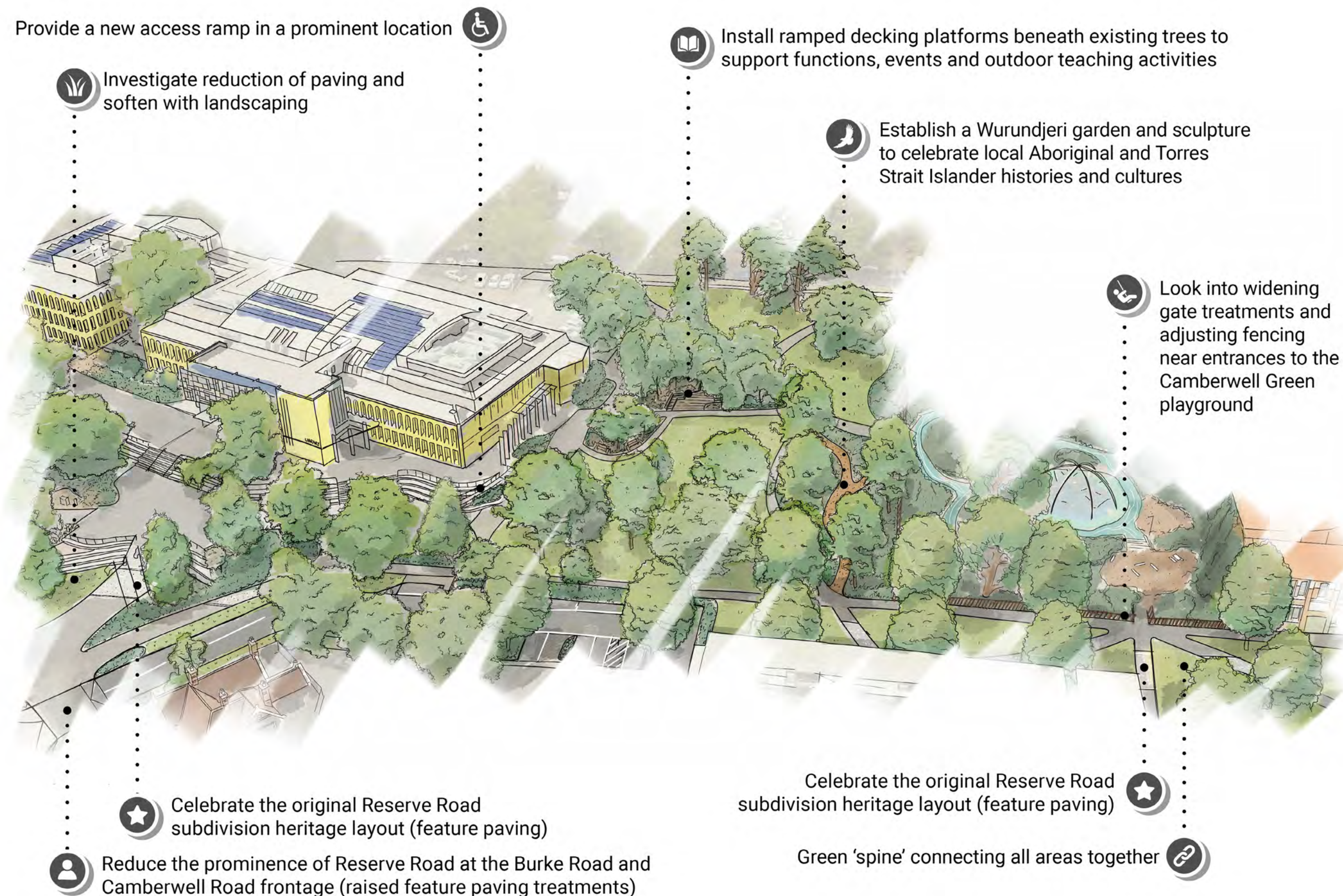


Figure 33 Boroondara Civic Precinct, Artist Impression

Camberwell Road and Burke Road – stage 1



Figure 34 Master plan recommendations – Burke Road (left), Camberwell Road (right).

Recommendations – Camberwell Road

#	Recommendation
Liveability and public realm	
1	Enhance pavement treatments along both sides of Camberwell Road, creating a more attractive streetscape that supports the economy and vitality of nearby shops.
2	Advocate to Department of Transport and Planning to deliver accessible tram stops on Camberwell Road.
Connectivity	
3	Advocate to Department of Transport and Planning to deliver cycling infrastructure upgrades along Camberwell Road.
4	Improve wayfinding and access to Camberwell Sports Ground.
Environment	
5	Enhance tree-planting conditions in streetscapes when replacing trees at the end of their life. This may include widening pavement cut-outs, using permeable paving solutions and increasing soil volume beneath pavements.
6	Increase tree planting density, subject to consultation with adjacent landowners/traders.

Recommendations – Burke Road

#	Recommendation
Liveability and public realm	
7	Enhance pavement treatments along both sides of Burke Road, extending from the junction to Reserve Road.
8	Advocate to Department of Transport and Planning to deliver accessible tram stops on Burke Road.
Environment	
9	Enhance tree-planting conditions in streetscapes when replacing trees at the end of their life. This may include widening pavement cut-outs, using permeable paving solutions or increasing soil volume beneath pavements.
10	Increase tree planting density, subject to consultation with adjacent landowners/traders.

Inglesby Road – stage 1



Figure 35 Master plan recommendations – Inglesby Road.

Recommendations – Inglesby Road

#	Recommendation
Connectivity	
1	Improve wayfinding and access to Camberwell Sports Ground.
Environment	
2	Increase tree planting density, subject to consultation with adjacent landowners/traders.
3	Investigate a shift in landscape character for the streetscape as existing trees reach end of life (a mixture of native and deciduous specimen trees), subject to consultation with adjacent landowners.

Overarching plan – stage 1



Figure 36 Master plan recommendations – overarching plan (stage 1)

Overarching recommendations

Recommendation	
Liveability and public realm	
Monitor population growth and align opportunities to create additional open space based on recommendations set by the Boroondara Open Space Strategy (subject to renewal during the life of this master plan), ensuring the provision of accessible green spaces that support the evolving needs of the Camberwell community.	
Continue to preserve and enhance views to all heritage sites and key destinations, including the Basilica of Our Lady of Victories, the Uniting Church, Camberwell Primary School, St John’s Church, the Camberwell Library and Town Hall, along with other heritage buildings associated with these uses (refer Appendix 3).	
Apply crime prevention through environmental design (CPTED) principles across all aspects of open space design, including the management and maintenance of vegetation, to enhance safety and visibility.	
Identity and culture	
Seek to protect the significant heritage elements of the area by updating the Statement of Significance to ensure all significant, contributory and non-contributory elements are accurately listed and recognised (refer appendix 3, page 83).	
The heritage recommendations such as retention of early subdivision patterns throughout the precinct and any new landscape design and plantings should ensure an appropriate setting and context is maintained and enhanced throughout the precinct. Refer Appendix 3 on page 104 for extended list of recommendations.	
Develop a heritage walking tour using interpretive signage or paving markers to educate visitors and celebrate the historical significance of the area.	
Embed opportunities to collaborate with Traditional Owners and Aboriginal and Torres Strait Islander stakeholders, including in the design and development of public spaces, with the aim of promoting awareness and celebration of local Aboriginal and Torres Strait Islander histories and cultures.	
Environment	
Investigate a number of existing trees situated in parks and determine if they should be added to the Significant Tree Register.	
Specify any new materials to ensure minimal impact on the environment, embodied energy and fit for purpose to promote longevity of the materials. Recycle existing materials where possible.	
Consider potential future EV charging sites such as at Butler Street car park, Fairholm Grove and/or Inglesby Road car park, subject to consultation and feasibility.	

Collaborative opportunities

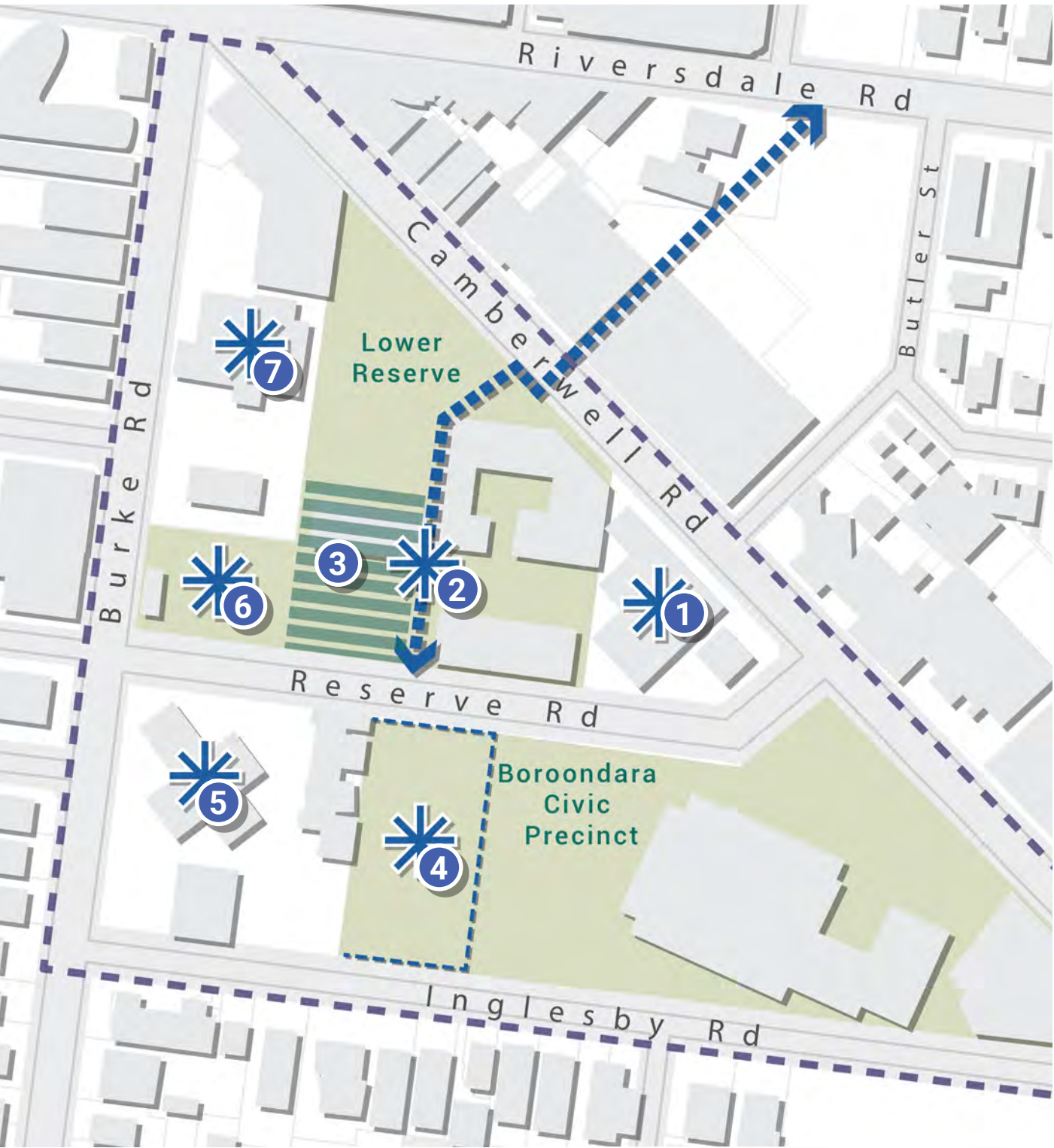
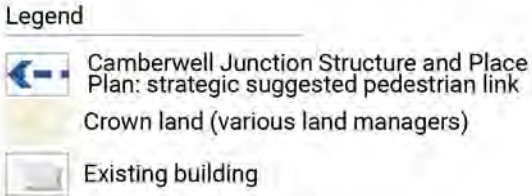


Figure 38 Collaborative opportunities diagram.



There is a strong presence of community groups and organisations in the precinct. Realising the long-term vision for Camberwell Civic Park will require strong partnerships with these local stakeholders. We are committed to collaborating with all parties to deliver the shared vision outlined in this master plan.

This page highlights opportunities for collaboration and marks the beginning of an ongoing, inclusive process to help shape the precinct’s future.

Collaborative opportunities

#	Recommendation
Liveability and public realm	
1	Engage with Uniting Church to explore opportunities to celebrate its historical significance within the precinct.
2	Engage with Camberwell Primary School to advocate for the restoration of the original north-south path connecting the former bowling green and the school.
3	Engage with Camberwell Primary School to advocate for a cohesive landscape character and a stronger sense of connection between Reserve Road and the Lower Reserve/Boroondara Civic Precinct.
4	Engage Camberwell Primary School and the Victorian School Building Authority (VSBA) to encourage widened gate treatments and adjusted fencing near entrances to the Camberwell Green playground, enhancing permeability and promoting the area as open space available to the community after hours.
5	Engage with the Basilica of Our Lady of Victories to explore ways to celebrate its historical significance within the precinct, and continue discussions on vehicular access requirements for their various properties.
6	Engage with Camberwell Junction Tennis Club to support the provision of tennis within the Camberwell Junction Activity Centre, while recognising the site’s potential to contribute to open space in the longer term.
7	Engage with St. John’s Anglican Church to explore opportunities to celebrate its historical significance within the precinct.

Precedent imagery



Figure 39 Burke Road underpass mural. An example of the Lower Reserve mural opportunity (photographer: Nathancpp)



Figure 41 Imagery reflecting the intended character of Reserve Road.



Figure 40 Safe open spaces to play and explore.



Figure 42 Camberwell Green (UK), path layout of Reserve Road inspiration.



Figure 43 Feature paving treatments.



Figure 44 Bike safety road improvements.

4 The master plan

Stage 2 and 3

Master plan zones – stage 2 and 3

The overarching plan outlines the key zones that collectively form the Camberwell Civic Park.



Stage 2 and 3

The zones identified for Stages 2 and 3 are typically owned or managed by other stakeholders. Collaboration with these stakeholders is key to achieving the long-term vision of the master plan.

- ⑥ Mixed commercial building (junction corner)
- ⑦ St John's Anglican Church and former Anglican Vicarage
- ⑧ Camberwell Junction Tennis Club
- ⑨ Camberwell Primary School
- ⑩ Camberwell Uniting Church and former Wesleyan Manse
- ⑪ Our Lady of Victories Catholic Church , presbytery and catholic school (Camberwell Primary School)
- ⑫ Camberwell Green playground

Please note, stages 1, 2 and 3 may overlap or be compressed due to the long-term nature of these actions and various influencing factors.

Figure 45 Overarching master plan – zoning plan

Overarching plan – stage 2

Stage 2: Opening boundaries and increasing connections

Following the completion of Stage 1 (this master plan), a new master plan is recommended to further develop the precinct in alignment with its long-term vision.



Figure 46 Master plan recommendations – overarching plan (stage 2)

Stage 2 should focus on removing physical barriers, such as fencing, and reimagining underutilised areas. This can be achieved through ongoing collaboration, community engagement, and the gradual building of relationships and expectations. These efforts will help create a seamless, welcoming environment that enhances movement and connectivity for all.

Key actions include:

Overarching recommendations

Recommendation
Zone 7 - St John's Anglican Church and former Anglican Vicarage
Enhance the park interface of St John's Anglican Church through measures such as greening along building edges, while maintaining safe, private, and secure areas.
Advocate for a wider path treatment along the existing laneway.
Collaborate with St John's Anglican Church to provide a new pedestrian link from Burke Road through to Lower Reserve.
Zone 9 - Camberwell Primary School
Enhance public access around the campus, improve connections to surrounding parklands, and support shared use of school facilities and open spaces after hours, through collaboration with Camberwell Primary School in the development of their master plan. Ensure safe and secure environments for students during school hours are maintained.
Advocate for a wider path treatment along the existing laneway.
Zone 11 - Our Lady of Victories Catholic Church
Improve both visual and physical connections to create a more integrated and welcoming open space, while maintaining safe, private, and secure areas around key buildings.
Zone 12 - Camberwell Green Playground
Improve visual and physical connections to create a more integrated and welcoming playground that encourages community interaction and use, while maintaining safe and secure environments for students during school hours.

Overarching plan – stage 3

Stage 3: Expanding public open space

Following Stage 2, Stage 3 will continue collaborative engagement with key stakeholders with the aim to strategically acquire land, expanding the precinct’s public open space network. This long-term approach will future-proof Camberwell as a vibrant, sustainable, and community-focused hub.



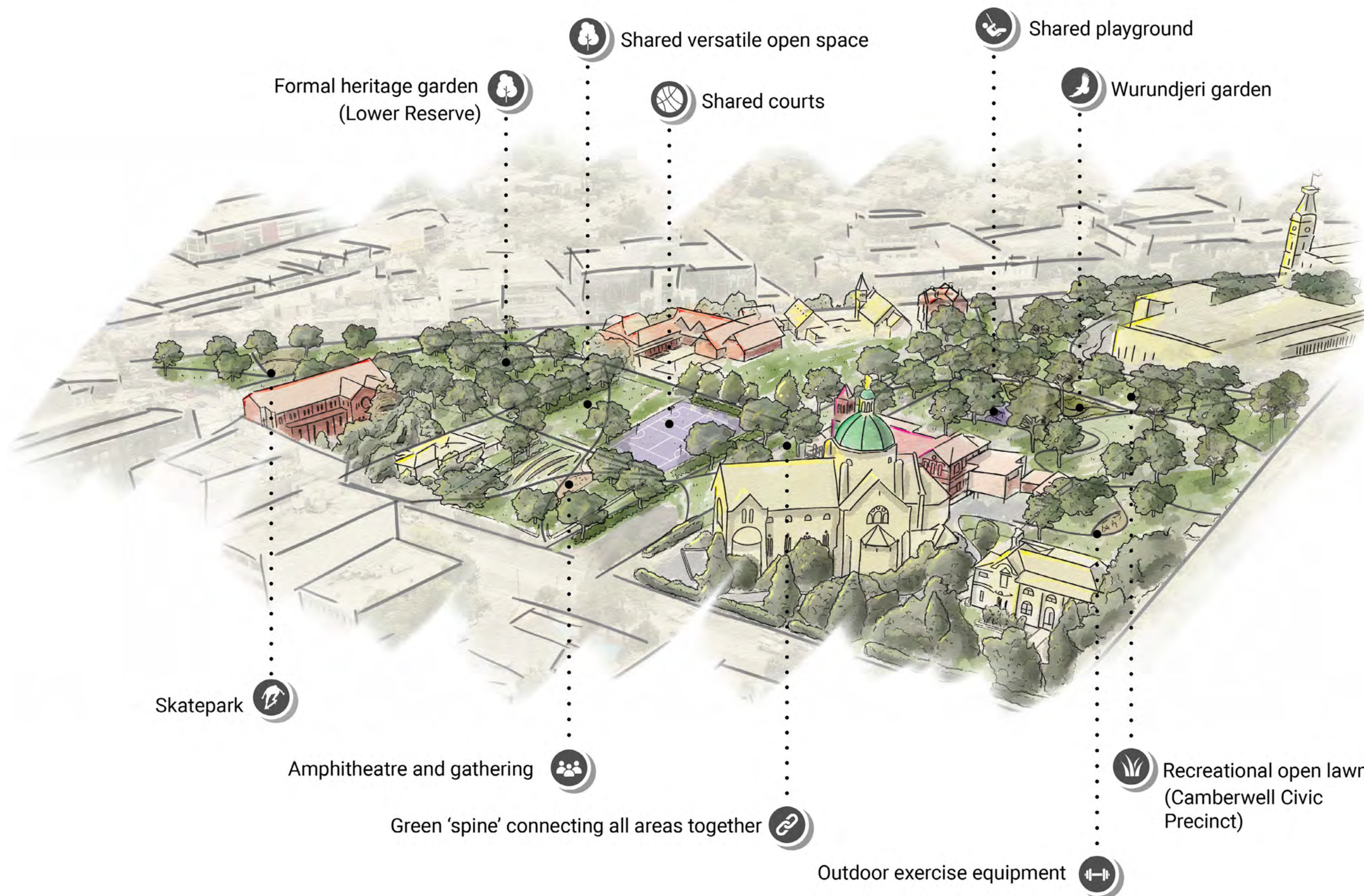
Figure 47 Master plan recommendations – overarching plan (stage 3)

Overarching recommendations

Recommendation
General As new open space is created, ensure it includes a diverse range of passive recreation opportunities, such as seating, outdoor exercise equipment, and flexible gathering spaces to support both informal use and programmed events of varying scales. Continue to preserve and enhance views to heritage sites and key destinations, including the Basilica of Our Lady of Victories, the Uniting Church, Camberwell Primary School, St John’s Church, the Camberwell Library and Town Hall, along with other heritage buildings associated with these uses (refer Appendix 3, page 83).
Zone 2 - Reserve Road Maximise open space by adjusting parking supply in response to evolving needs, updated standards, and surrounding land uses. Alternative parking solutions, such as drop-off and short-stay options should be explored.
Zone 8 - Camberwell Junction Tennis Club Relocation of tennis facilities could be considered if a suitable new location within the broader Camberwell Junction Activity Centre was identified. This would ensure that tennis continues to play an important role in the precinct while also allowing for improved open space within the civic core.
Zone 9 - Camberwell Primary School Enhance public open space opportunities between the Boroondara Civic Precinct, Reserve Road, and Lower Reserve, while maintaining safe and secure environments for students during school hours.
Zone 11 - Our Lady of Victories Catholic Church Collaborate with Our Lady of Victories Catholic Church to explore opportunities for public open space, including the existing Inglesby Road courts, while ensuring safe, private and secure areas are maintained around key buildings.
Zone 6, 7, 10, 11 - New open space expansion opportunities Monitor population growth and align opportunities to create additional open space based on recommendations set by the Boroondara Open Space Strategy (subject to renewal during the life of this master plan), ensuring the provision of accessible green spaces that support the evolving needs of the Camberwell community.



Figure 48 Artist's impression showing a long-term potential future for the tennis court site, contingent on relocating the tennis facilities to a suitable location within the broader Camberwell Junction Activity Centre. This would repurpose the area to expand open space within the civic core.



This page features an artist impression that conveys the overall vision of the master plan and the potential open space activations that could be realised across the park.

Detailed design matters will be addressed through future precinct plans and concept designs. Realising this vision will require strong collaboration between Council, state agencies, local businesses, and community stakeholders, with further consultation, coordination, and negotiation needed to explore the opportunities illustrated here.

Precedent imagery



Figure 49 View from Camberwell Town Hall looking west showing Our Lady of Victories Church, 1960's. Source: Boroondara LHSL 629.

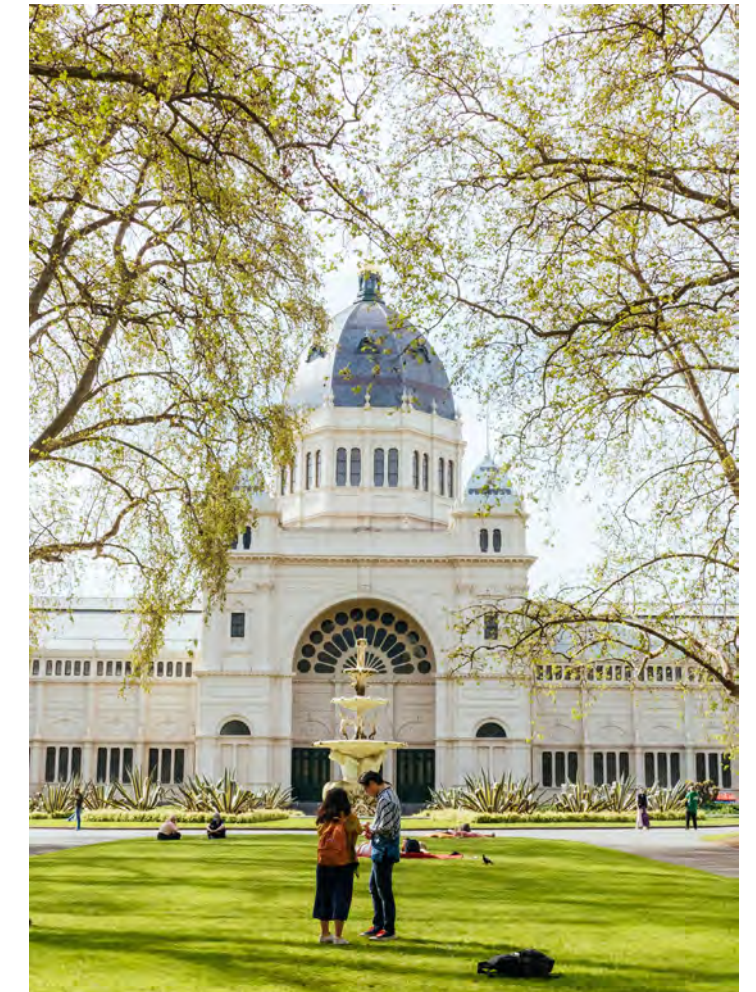


Figure 50 Grand open spaces, heritage buildings as key destinations.

Precedent imagery



Figure 51 Grand open spaces, built form framing the backdrop.



Figure 52 Informal walking and exercise paths throughout the park.



Figure 53 Chapel Off Chapel framed by adjacent open space (Source: Vicscreen)



Figure 54 Open space to gather.



Figure 55 A variety of outdoor opportunities for health and fitness.

5

Appendix 1

Background and strategic context

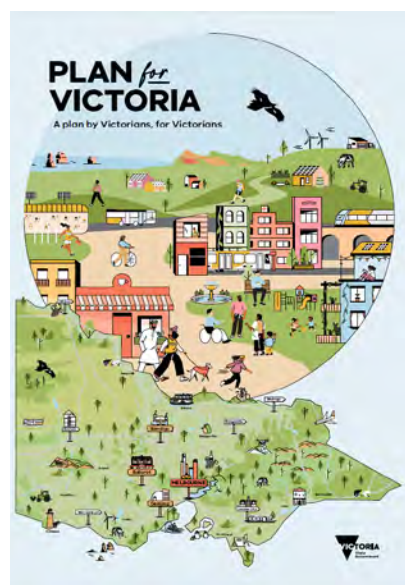
Strategic context

A range of strategies and action plans have played a key role in shaping this master plan. The diagram below illustrates the interconnected nature of these documents, showing how they work together.



Appendix 1. Background and strategic context

Policy context



Plan for Victoria

Plan for Victoria (released 28 February 2025) sets the state-wide vision for how Victoria will grow over time. The Plan replaces the existing metropolitan strategy Plan Melbourne 2017-2050 and regional growth plans.

The stated aim of the plan is to deliver more homes, more jobs and great communities. To achieve this the plan sets out 22 actions including specific actions to increase the supply of housing in established areas, such as:

- Setting housing targets for every local council that will be included in the local planning scheme. For Boroondara the 2051 target is 65,500 additional dwellings (we currently have about 70,000). The Plan also states that the Victorian Government will step in to create housing capacity, should council fail to do so.
- Implement new planning controls to streamline planning in activity centres

Council provided feedback on the draft housing targets in August 2024. The officer report and Boroondara Submission to Plan for Victoria and Draft Housing Target, is located at <https://www.boroondara.vic.gov.au/media/101171/download?inline>

Camberwell Junction is one of 60 activity centres the Plan for Victoria identifies.



South East Metro Land Use Framework Plan

The Inner South East Metro Land Use Framework Plan expands on Plan Melbourne, guiding growth in Boroondara, Glen Eira, Stonnington and Bayside. By 2051, the region's population is expected to grow by 38 per cent to 784,000, with key growth areas including major activity centres, urban renewal zones and health and education precincts.

Projected housing growth in Boroondara includes 12,600 to 13,000 new dwellings by 2036, prioritising centres like Camberwell Junction.

The following outcomes and directions are relevant to this master plan:

- Recognise Camberwell Junction's role as a high-profile office location in the eastern suburbs.
- Encourage a complementary range of social, cultural, entertainment, recreational and other community-related facilities, set around a vibrant and active public realm.
- Retain the traditional strip shopping centre character.

View Inner South East Metro Land Use Framework Plan at https://www.planning.vic.gov.au/_data/assets/pdf_file/0034/637927/innerse_introduction_chapter03.pdf



Boroondara Community Plan

The Boroondara Community Plan (City of Boroondara, 2017–27) sets out the community’s vision for the municipality to be ‘a vibrant and inclusive city, meeting the needs and aspirations of its community’.

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

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

View the Boroondara Community Plan online at <https://www.boroondara.vic.gov.au/your-council/policies-plans-and-strategies/boroondara-community-plan-2021-2031>



Boroondara Reconciliation Strategy

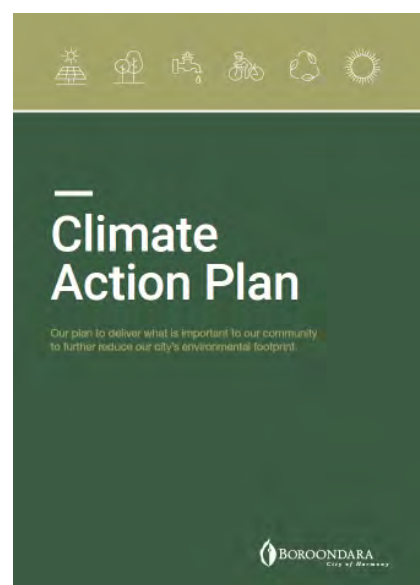
Reconciliation is an ongoing journey, which aims to bring together and strengthen relationships built on trust and respect between Aboriginal and Torres Strait Islander peoples and the wider Australian community.

This strategy acknowledges that to progress reconciliation, we need to work in collaboration with the Traditional Owners, the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation and local

Aboriginal and Torres Strait Islander organisations. It also recognises the diversity of Aboriginal and Torres Strait Islander peoples and the distinct communities, cultures, histories and experiences present within Boroondara today and the importance of working in partnership with all Aboriginal and Torres Strait Islander peoples and the broader community to progress reconciliation locally.

The Strategy communicates our collective vision for reconciliation, which is ‘to create a welcoming community where the histories, cultures, knowledges, achievements and aspirations of Aboriginal and Torres Strait Islander peoples are acknowledged, respected, considered and celebrated’. It outlines a clear, four-year roadmap for implementing reconciliation initiatives and contains a number of actions that will be undertaken.

View the Boroondara Reconciliation Strategy at <https://www.boroondara.vic.gov.au/your-council/policies-plans-and-strategies/boroondara-reconciliation-strategy-2022-2026>



Climate Action Plan

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

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

Relevant initiatives in this plan include:

- Action 4.7, Partnership actions: 'Support installation of electric vehicle and bicycle charging infrastructure.'
- Action 4.8, Partnership actions: 'Support improved off-road shared or separated bicycle and pedestrian infrastructure.'
- Action 4.9, Partnership actions: 'Connect the off-road cycling network through new links (on and off-road) including improved crossing facilities on main and local roads.'
- Action 4.10, Partnership actions: 'Investigate and support more on-road bike lane facilities.'
- Action 4.11, Partnership actions: 'Create and enhance walking routes to transport hubs.'

View the Boroondara Climate Action Plan at <https://www.boroondara.vic.gov.au/services/environment-and-sustainability/climate-action/climate-action-plan>



Open Space Strategy

The Boroondara Open Space Strategy (BOSS) provides the strategic direction for the future planning, provision, design and management of open space in Boroondara from 2013 through to 2026.

This master plan project area falls within sub-precinct CJ8. BOSS notes:

- There is adequate provision of open space in this sub-precinct.

- Forecast population would create additional demand for access to open space facilities and therefore upgrades to facilities such as seating, picnic areas and potentially play facilities may be required.

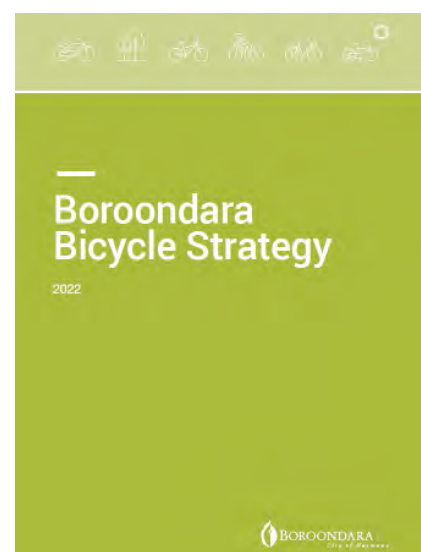
Subject to future population change in Boroondara Civic Precinct, BOSS states:

- If the proposed redevelopment site identified in the Urban Development Program nearby this open space occurs, prepare an appropriate design plan to guide the future upgrade to this open space, including informal recreation facilities.

Subject to future population change in Lower Reserve, BOSS states:

- Prepare and implement a conservation management plan for this open space to guide ongoing management of heritage values and provision of additional informal facilities as required to cater to the forecast population.

View the Boroondara Open Space Strategy online at <https://www.boroondara.vic.gov.au/planning-building/planning-and-heritage/planning/planning-controls-and-strategies/open-space-strategy>



Bicycle Strategy

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

The 2022 Boroondara Bicycle Strategy will deliver an integrated bicycle network which is safe, connected, protected, efficient and appealing to users of all

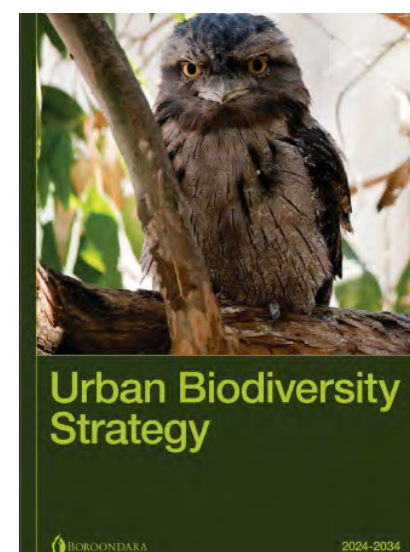
ages and abilities. The bicycle network will include off-road paths and on-road links providing access to a range of destinations and making bicycle riding a feasible and attractive option for all residents, workers and visitors.

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

Relevant initiatives in the strategy are:

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

View the Boroondara Bicycle Strategy at <https://www.boroondara.vic.gov.au/recreation-arts/cycling-and-walking/boroondara-bicycle-strategy-2022>



Urban Biodiversity Strategy

Council remains dedicated to its mission to protect and enhance biodiversity in Boroondara and has developed this newest version of the strategy to guide our approach over the next 10 years. Boroondara's native biodiversity faces multiple challenges, including climate change, development, weed proliferation, invasive fauna, light pollution and domestic pets.

In response to these concerns, this strategy outlines not only the threats but also identifies opportunities to enhance biodiversity. Council will deliver on these opportunities under 4 strategic objectives:

- Protect and enhance biodiversity on public land.
- Improve biodiversity on private land through community engagement.
- Reduce land use and development impacts on biodiversity.
- Ensure decision-making is based on sound knowledge and up-to-date evidence.

Although there are no significant sites or habitat corridors within the subject area, a holistic approach to biodiversity should be prioritised, ensuring all open spaces across the City of Boroondara contribute to enhancing urban biodiversity and ecological resilience.

View the Urban Biodiversity Strategy at <https://yoursay.boroondara.vic.gov.au/urban-biodiversity-strategy>



Integrated Water Management Strategy

The aim of the Boroondara Integrated Water Management Strategy (IWMS) is to set the strategic direction and implementation approach for improving water cycle management across the municipality.

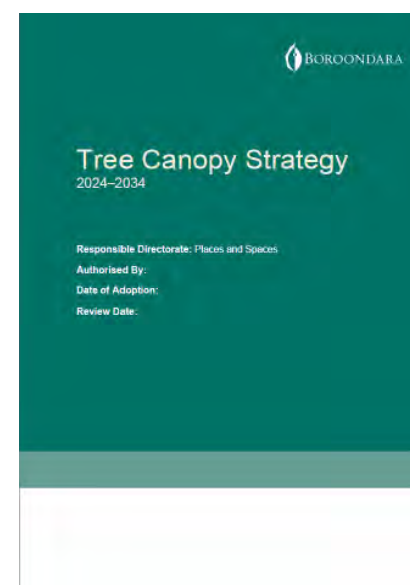
The strategy draws on contemporary theory and practice in integrated water management and contributes to the shared ambition for greater Melbourne to become a 'water sensitive city' over

time. It considers Boroondara's unique urban context together with the risks posed by climate change and focuses on the role Council can play in effectively managing water resources for the ongoing liveability, amenity and resilience of our built and natural environments.

A set of 6 guiding principles have also informed the strategy's broader objectives and key strategies, being:

- valuing water
- leadership by Council within the community
- balance competing objectives and pursue multiple benefits
- partnership approach
- action prioritised by impact
- consider the impacts of climate change.

View the Boroondara Integrated Water Management Strategy at <https://www.boroondara.vic.gov.au/services/environment-and-sustainability/water-and-waterways/how-we-approach-water-management>



Tree Canopy Strategy

The Boroondara Tree Canopy Strategy will guide Council and our community to protect and enhance our tree canopy from 2024 to 2034.

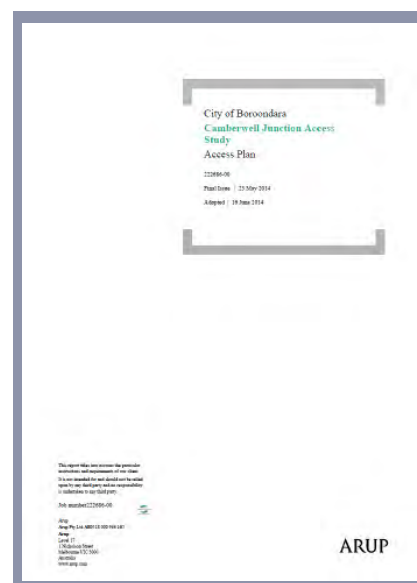
It will provide clear guidance about protecting the trees we have and ensure we create new opportunities to plant more trees on both Council and private land. It sets out the City of Boroondara's vision for our tree canopy and provides a clear strategic framework for investment and action.

In 2022 a detailed canopy cover assessment assessed the overall tree canopy cover in Boroondara was 25.7 per cent. This will decrease as the North East Link Project progresses. To increase the canopy cover Council needs to:

- increase tree numbers to grow our tree canopy
- retain existing trees to protect our tree canopy
- improve tree health and growing environment to Maximise our Tree Canopy.

Delivering upon these strategic objectives will enable us to increase canopy cover by 2 per cent by 2040. This target is ambitious and will ensure Boroondara remains one of the most treed inner urban municipalities in Australia.

View the Boroondara Tree Canopy Strategy at <https://yoursay.boroondara.vic.gov.au/tree-canopy-strategy>



Camberwell Junction Access Plan

The aim of Camberwell Junction Access Plan (2014) is to maximise access through supporting greater transport choice and balancing mobility networks with amenity considerations. The access plan is based on health and wellbeing and community travel behaviour considerations.

The plan considers the following 4 transport modes:

- pedestrian access
- bicycle access
- public transport and
- private vehicles.

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

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

View the Camberwell Junction Access Plan at <https://www.boroondara.vic.gov.au/media/file/camberwell-junction-access-plan-2014.pdf>

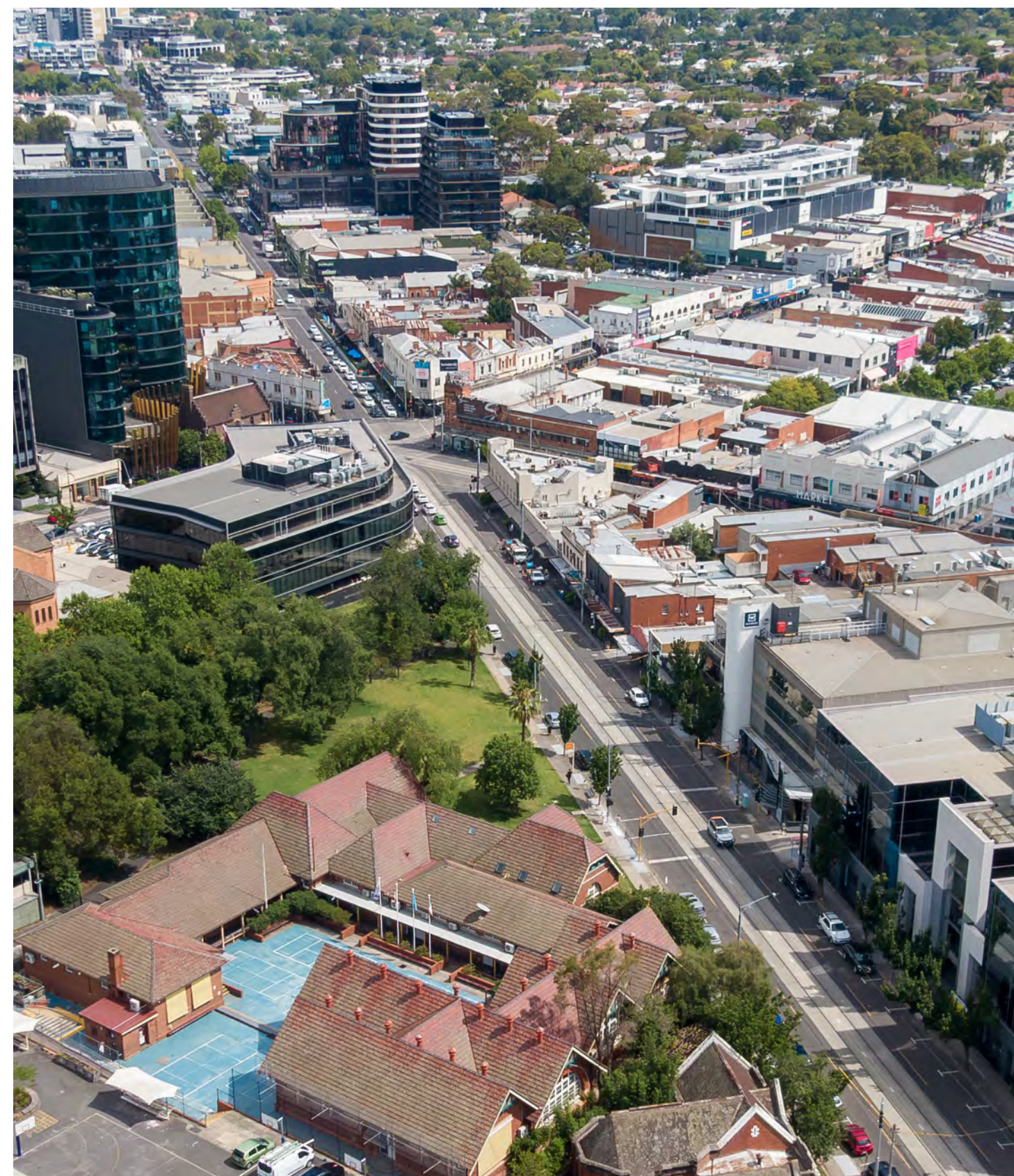


Figure 56 Camberwell Junction, aerial (drone) photograph, January 2025.



Boroondara Library Services Plan 2020-25

The purpose of this plan is to provide a strategic framework to take the Boroondara Library Service forward. The plan builds on Council's past commitment to positioning the Library Service in the community as a centre of reading, discovery and lifelong learning, and facilitates a future that responds to any short or long term impacts on Council's Library Service due to the COVID-19 pandemic.

The vision of the Boroondara Library Service is: *An inspirational Library Service where the community is central and everyone feels welcome.*

There are six Strategic Objectives within the plan, stated as follows:

- Community Engagement and Participation
- Collections
- Buildings, Facilities and Spaces
- Innovation and Technology
- Local and Family History and
- Programs, Events and Services.

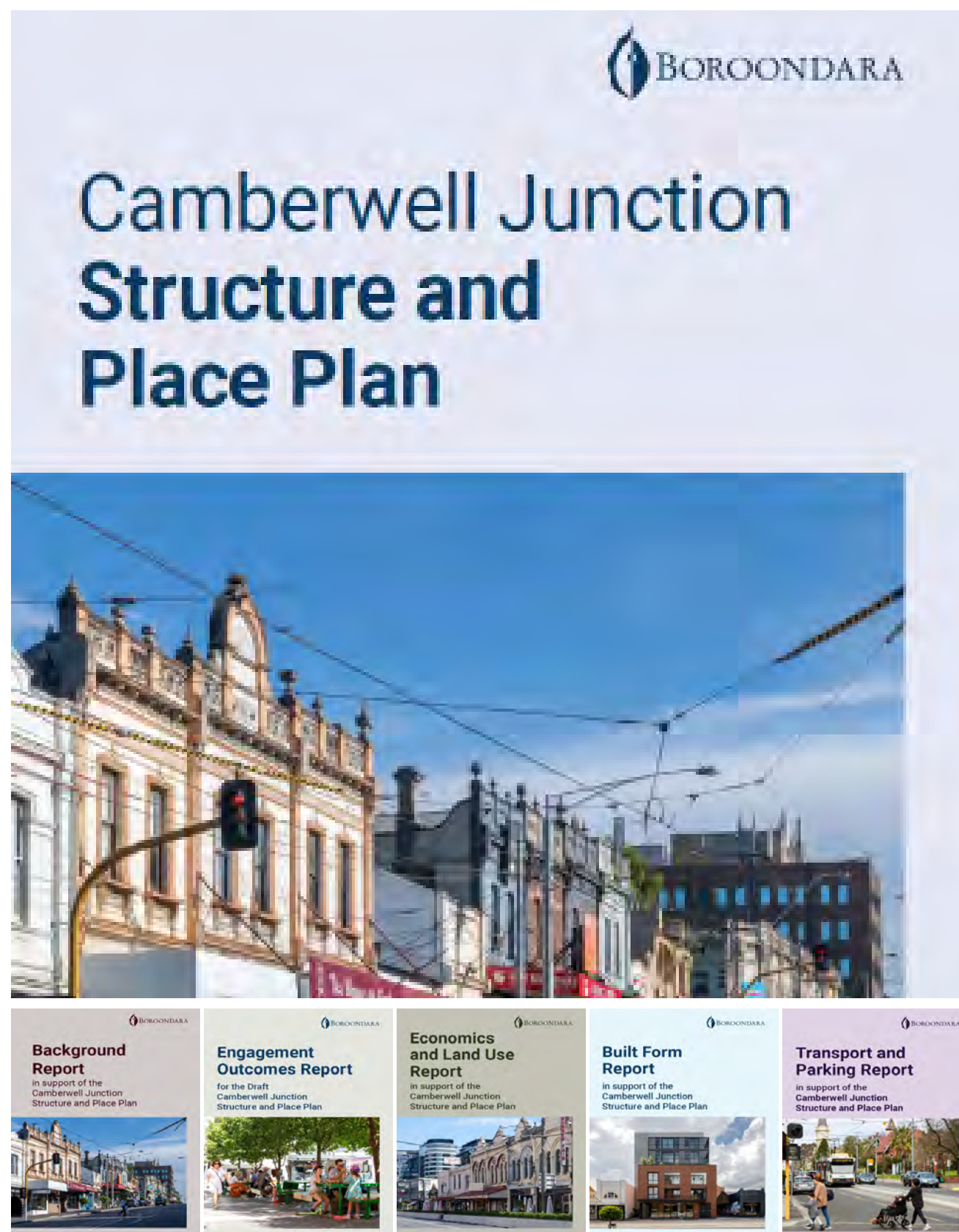
Under these six Strategic Objectives, priorities are identified for work to be undertaken by the Library Service over the next five years in order to deliver on the Boroondara Library Service vision.

View the Boroondara Library Services Plan at <https://www.boroondara.vic.gov.au/libraries/contact-library/boroondara-library-service-plan>.



Figure 57 Camberwell Library, aerial (drone) photograph, January 2025.

Camberwell Junction Structure and Place Plan



The Camberwell Junction Structure and Place Plan and the suite of supporting reports outline 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 place 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.

The aspects of the place plan relevant to this master plan are informed by the following supporting reports:

- Transport and Parking Report
- Built Form Report
- Economics and Land Use Report
- Engagement Outcomes Report.

The place plan and the above supporting reports are summarised on the following pages.

View the Camberwell Junction Structure and Place Plan at <https://yoursay.boroondara.vic.gov.au/camberwell-junction-draft-plan>

Figure 58 Camberwell Junction Structure and Place Plan and associated reports.

Camberwell Junction Structure and Place Plan extent

The Camberwell Junction Structure and Place Plan identifies several precincts, including the Civic Precinct. While this master plan falls within the designated Civic Precinct, its boundary differs from that of the place plan, which extends beyond the scope of this master plan.

The Civic Precinct, as noted in the place plan, is regarded as a well-balanced urban area, hosting 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.

The place plan identifies the following objectives for the Civic Precinct:

- 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 civic and community uses to support precinct activation.
- Improve cycling infrastructure and safety along Camberwell Road.
- Maintain and protect the existing heritage character.



Figure 59 The Camberwell Junction Structure and Place Plan extent (diagonal line) and the Civic Park Master Plan boundary (red line).



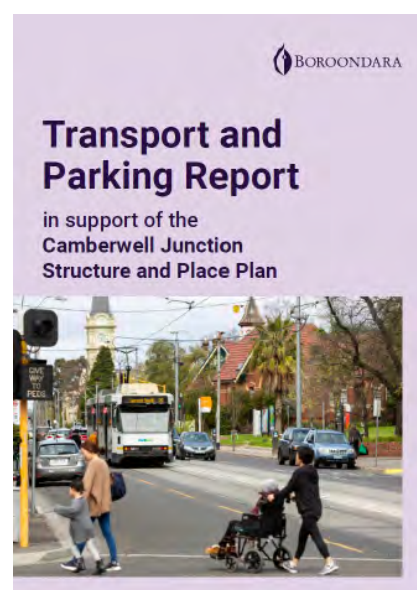
Figure 60 Precinct opportunities – indicative concept design.
Source: Camberwell Junction Structure and Place Plan.

Place plan Civic Precinct objectives

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

Indicative concept design actions in the place plan (refer Figure 60)

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



Traffic and Parking Report

The Transport and Parking Report supports the wider Camberwell Junction Structure and Place Plan

This document provides a background analysis of traffic and parking in Camberwell Junction and justification for the plan's transport and parking related strategies, actions and proposals.

It has been informed by surveys and studies undertaken by both external consultants and Council

officers. One of the plan's core strategies is to improve the accessibility of the Camberwell Junction activity centre (the centre) for the benefit of visitors, shoppers and workers.

The plan focuses on the following 2 aspects:

- public realm revitalisation and place enhancement projects and initiatives leading to economic development and uplifts in community and place activation
- land use and built form framework for development on private land within the Camberwell Junction Activity Centre.

The plan proposes the following key principles to consider alongside other forms of data:

1. Continue providing parking to visitors for the centre

Replace or relocate existing car parking spaces that are impacted by projects (such as Burke Junction streetscape upgrades) where they are used by visitors and shoppers and cannot be accommodated through spare capacity in nearby car parks.

2. Better manage existing car parking

Making efficient use of valuable land and giving priority to users that benefit the economic performance of the centre. Short-term parking used by visitors and shoppers should be given highest priority. Parking for local workers is a medium priority to be provided at fringe locations. Longer-term public parking for train commuters is not a priority for public parking in the centre.

3. Ensure movement network can absorb additional population growth

New developments will introduce additional movement and parking requirements to the network. Council will work with stakeholders and developers to ensure necessary street and network upgrades are delivered.

4. Improve accessibility to the centre

To enable the centre to grow and attract more visitors in the future, improvements will be made to public transport, walking and cycling infrastructure. New private developments will provide additional car parking as required in the centre's future planning provisions.

Relevant centre-wide opportunities

- Advocate to state government to upgrade tram stops and associated street infrastructure
- 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 raised pedestrian crossings across low traffic volume roads at key locations
- Provide signalised pedestrian crossings across busy roads in the Junction precinct
- Upgrade Burke Road and Camberwell Road streetscapes to increase the footpath width and greenery
- Consider opportunities to deliver connected and safe bike routes and end-of-trip facilities for cyclists



Figure 61 Camberwell Road / Reserve Road, aerial (drone) photograph, January 2025.

Relevant Civic Precinct opportunities

- Advocate to Department of Transport (DTP) to deliver cycling infrastructure upgrades along Camberwell Road, in line with Boroondara's Bicycle Strategy 2022.
- Advocate to DTP to deliver accessible tram stops upgrades on Camberwell Road
- Explore opportunities to improve pedestrian safety and amenity on Reserve Road
- Activate public open space next to Camberwell Library and Council offices
- Carry out public open space improvements to the Boroondara Civic Precinct
- Explore future opportunities for municipal buildings within the Camberwell Civic Precinct to enhance the quality of life for community

Relevant Butler Street car park opportunities

- 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
- This strategic site could contribute to resolving the missing pedestrian link between the Civic Precinct and Camberwell Station
- New developments could deliver green space and pedestrian amenity across the area while maintaining parking supply within the precinct

View the Traffic and Parking Report at <https://yoursay.boroondara.vic.gov.au/camberwell-junction-draft-plan>

Boroondara strategic context



Built Form Report

The report summarises existing built form conditions and provides a detailed analysis and testing of built form outcomes to justify future development controls.

Specifically the report summarises background research, analysis and recommendations that inform land use decisions supporting the centre's primary economic role. It also outlines the rationale

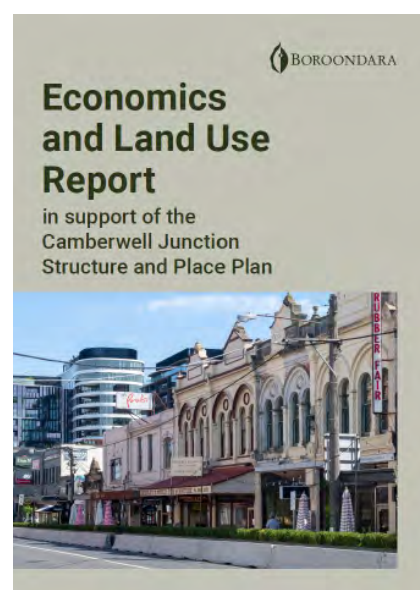
for proposed floorspace and preferred developments, supporting a planning scheme amendment to implement relevant policies and controls.

While the Camberwell Civic Park Master Plan focuses on the public realm and parks, the Built Form Report is limited to testing built form outcomes to justify future controls, making further summarisation unnecessary.

View the Built Form Report at <https://yoursay.boroondara.vic.gov.au/camberwell-junction-draft-plan>



Figure 62 Boroondara Civic Precinct (library and town hall), aerial (drone) photograph, January 2025.



Economics and Land Use Report

The purpose of this report is to:

- summarise background research, analysis and recommendations that inform land uses supporting the centre's primary economic role
- outline the rationale for proposed floorspace and preferred development in support of a planning scheme amendment to implement relevant policy and controls.

Camberwell Junction accommodated approximately 10,500 jobs at the time of the 2021 ABS Census. The centre's total jobs grew by 2.4 per cent per annum over the period from 2011 to 2021. The largest industries present in the centre at this time were:

- healthcare and social assistance (1,565 jobs)
- professional, scientific and technical services (1,507 jobs)
- retail trade (1,388)
- financial and insurance services (1,152 jobs)
- public administration and safety (787 jobs)
- accommodation and food services (755 jobs)
- education and training (755 jobs).

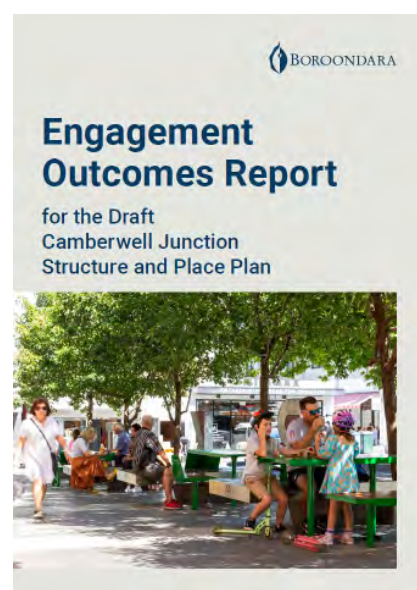
The following outcomes and directions are relevant to this master plan:

- A primary recommendation is to support and grow the retail sector, focused along and around the core retail spine of Burke Road. This could include investments to upgrade consumer experiences and amenity.
- One of the key ways to facilitate this investment through placemaking initiatives is to improve the overall amenity of the centres. This would improve the overall consumer experience and attractiveness of the centre.

View the Economics and Land Use Report at <https://yoursay.boroondara.vic.gov.au/camberwell-junction-draft-plan>



Figure 63 Camberwell Road, aerial (drone) photograph, January 2025.



Engagement Outcomes Report

The Engagement Outcomes Report presents the findings from community consultations on the Camberwell Junction Structure and Place Plan, reflecting local perspectives to guide the plan's development and priorities.

The plan has been informed by three stages of community engagement:

Imagining place engagement (September to October 2021)

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

Vision and priorities engagement (August to September 2022)

- Stage 2 tested the vision and priorities with the community through a 4-week engagement process in September and October 2022.
- Engagement by the local community was strong with 1,326 views and 156 survey contributions.

Draft Structure and Place Plan (October to December 2023)

- The draft plan was shared with the community over an extended 6-week period from 30 October to 11 December 2023.
- 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 was a total of 6,953 distinct visitors, with 340 contributors representing 4.8 per cent of total visitors.

The following consultation findings are relevant to this master plan:

- interest to see a greater provision of tree canopy cover
- interest to see greater provision of safe passage for pedestrians and cyclists
- interest to see a greater provision of public toilets.

Consultation findings specific to the Civic Precinct included mixed views on the closure of Reserve Road.

View the Engagement Outcomes Report at <https://yoursay.boroondara.vic.gov.au/camberwell-junction-draft-plan>

5

Appendix 2

Site analysis and recommendations

Appendix 2. Site analysis and recommendations

Through a comprehensive site analysis, the existing conditions, local context and character have been thoroughly examined. This analysis was undertaken through the following lenses:

- **Built form and land use.** Analysing current zoning, development patterns and land use of parks and open spaces.
- **Access and movement.** Evaluating connectivity, accessibility and transport integration within the master plan area.
- **Landscape and environment.** Assessing the existing landscape character, including trees, lawn areas and garden beds throughout the master plan area.
- **Heritage (Appendix 3).** Prepared by GML Heritage Consultants, this section assesses the heritage values and timeline to provide opportunities and recommendations for this master plan.

The following chapter explores these findings in detail, setting out key considerations that will inform strategic decisions for the master plan.



Figure 64 Context and extent of master plan.

BUILT FORM & LAND-USE

Legend

Specific buildings which contribute to the significance of the precinct (heritage)

Parks and open space

Other points of interest

Active frontage (i.e., commercial)

Active frontage (i.e., frontage of a park/open space)

Poor public realm frontage (blank wall / fence)

Existing building

Zones and Overlays Legend

Public Park & Recreation Zone

Public Use Zone (varies)

Residential Zone (varies)

Commercial Zone (varies)

Heritage Overlay (varies)

N



Built form and landuse

The Camberwell Civic Park is home to a range of historically and architecturally significant buildings (refer [appendix 3](#)) that highlight its heritage and civic importance, along with various points of interest that reinforce its role as a key civic hub.

Camberwell Library

The Camberwell Library aims to be an inspirational Library Service where the community is central and everyone feels welcome. It plays a significant role in providing spaces for education, learning, and community connection.

The library offers a range of physical and virtual services, including five branches, a Library Lounge, hard copy and digital collections, study and meeting spaces, public computers, printing, and free WiFi. It also delivers in-house and off-site programs that support literacy, lifelong learning, and community engagement, along with virtual resources such as e-books, streaming services, online courses, and databases. Phone and online support further enhance accessibility.

Other points of interest

The Camberwell Junction Tennis Club offers coaching, social competitions and casual play. It uses the Book-A-Court system, allowing easy online bookings and gate access, making tennis more accessible for casual and occasional players.

Camberwell Green Playground enhance recreational offerings. The playground serves Camberwell Primary School during school hours and is open to the public thereafter.

Car parks like the Butler Street car park and Inglesby Road car park support the precinct's accessibility and usability.

Landscape and open space

The precinct benefits from mature plantings and open landscapes that act as a vital setting for its built form. These spaces contribute to a cohesive urban character and provide essential green areas for the community.

- Lower Reserve: A vital community park providing green space for passive recreation.
- Parkland surrounding the library (Civic Precinct): Enhances the functionality and aesthetic of the precinct with its mature plantings and accessibility for public use.

These green spaces not only offer places for relaxation but also contribute to the precinct's environmental sustainability and community cohesion. Refer to Landscape and Environment on [page 79](#) for additional details on landscape character.

Activity spine

Camberwell Road serves as the precinct's retail and activity spine, forming the central hub for commerce, dining and public interaction. It is integral to the economic vibrancy of the area.

This bustling activity spine is characterised by fine-grained shopfronts and active street-level uses, contributing to the vitality of the precinct. It also forms an important link for pedestrian and vehicular movement through the area.

Land management and status

Land within the extent of the master plan is owned and managed by a range of stakeholders, including but not limited to:

- Victorian and/or Australian governments (Crown land)
- Department of Transport (arterial roads)
- private property owners
- local businesses.

The map shown identifies key land owners, land managers and responsible authorities.

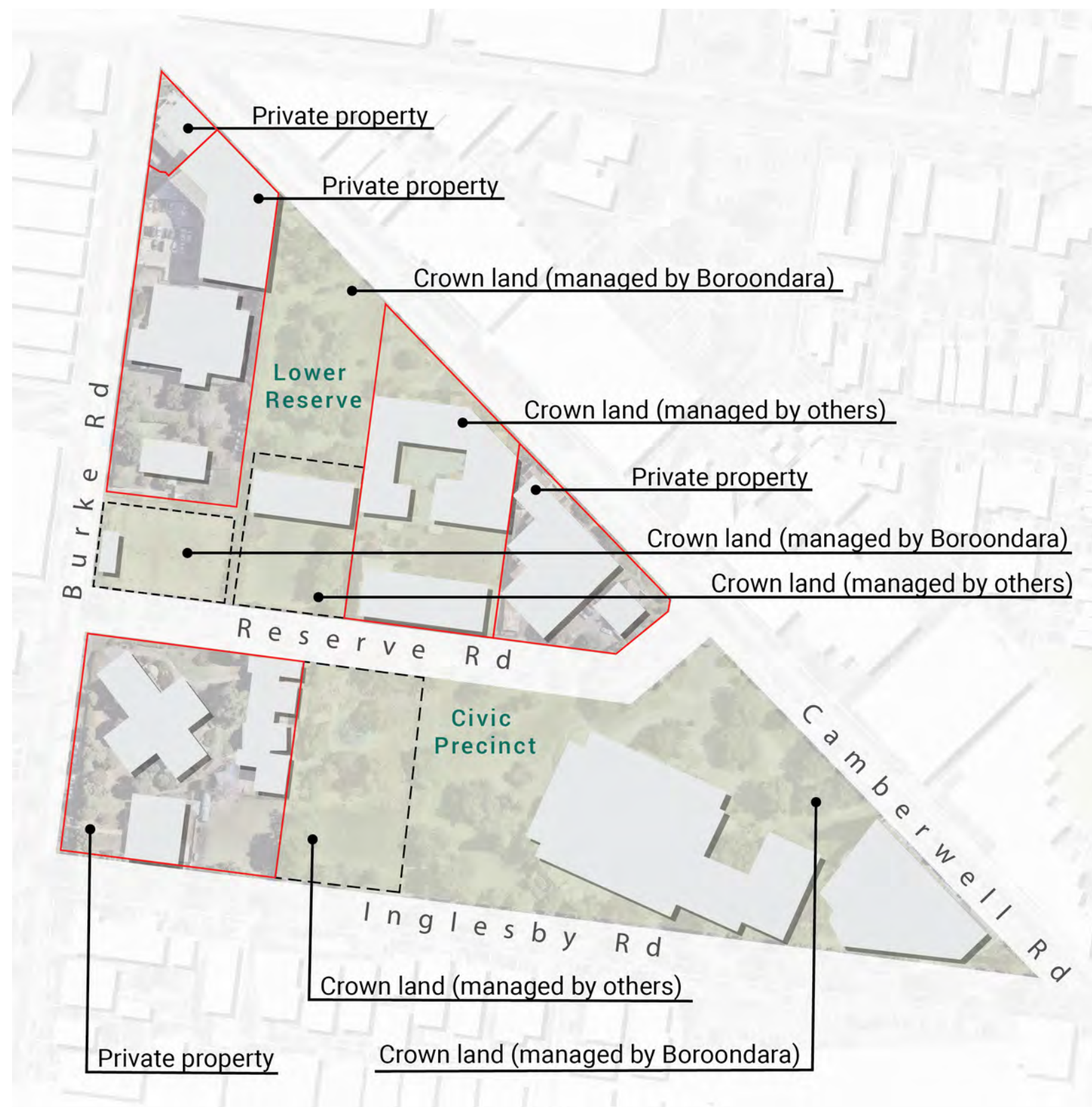


Figure 65 Land management and status plan.

Built form and land use summary

The below general recommendations are based on analysis of current zoning, development patterns and land use of parks and open spaces.

General recommendations


- Preserve and integrate significant heritage buildings to maintain the precinct's historical and civic character.
- Support land use needs for civic, community, religious and educational functions.
- Coordinate planning across multiple stakeholders, including government bodies, private owners and businesses, for cohesive precinct development.
- Enhance Camberwell Road as the key activity hub, supporting active street-level uses and pedestrian-friendly environments.
- Maintain and continue to support tennis as a valued recreational facility within Camberwell Junction Activity Centre.
- Enhance civic and community spaces to support connection and social engagement, particularly in precincts with a growing number of lone-person households and higher-density dwellings. This includes optimising spaces within libraries, sporting facilities, and churches.





Figure 66 Camberwell Town Hall, aerial (drone) photograph, January 2025.


ACCESS & MOVEMENT


Legend


 Tram route and stops


 Bus route and stops


 Pedestrian footpaths


 Formal pedestrian crossing

 Existing building

 Park / open space

 Playground (public access after school hours)

 Existing carpark





Access and movement

Public transport network

The master plan extent is well connected through public transport, including:

- Main tram lines along Burke Road and Camberwell Road, pass directly through Camberwell Junction. Route 72 (along Burke Road) and Route 75 (along Riversdale Road) turns south-east at the junction into Camberwell Road.
- Bus routes 285 and 612 connect to Camberwell Shopping Centre in the core of the Junction precinct. These bus routes provide access to suburbs within the eastern half of the City of Boroondara and also to metropolitan activity hubs of Box Hill and Chadstone.

Walking and cycling

Camberwell Activity Centre experiences high volumes of pedestrian movement due to the numerous points of interest within the centre.

Currently there is limited cycling infrastructure throughout the centre, leading to a disjointed, unsafe network.

Vehicle movement

The Camberwell Junction Activity Centre is well serviced by public transport, active transport links and over 3,400 public car park spaces, used by visitors, shoppers, university staff and students, rail commuters, local workers and residents.

Drivers are afforded relatively direct access into and through the centre. High volumes of vehicles travel along the centre's 3 main arterial roads that are also shared with tram infrastructure. This creates traffic congestion, particularly surrounding the complex 6-leg intersection at Camberwell Junction.

Butler Street car park

The road network is managed by both Council and VicRoads, with the former responsible for local roads and the latter arterial roads.

The Butler Street car park is a key parking location currently providing 158 car spaces in both ticketed and non-ticketed options. This car park is centrally located within 250 metres of the Fresh Food Market and Burke Road, making it an excellent option for visitors and shoppers.

The car park is part of a north–south pedestrian route to bypass the junction, connecting the train station in the north with Camberwell Primary School, Camberwell Library and Council offices. Currently, children use the link extensively to and from school, and utilise signalised crossings on both Camberwell Road and Riversdale Road.

Laneway pedestrian counts (Lower Reserve to Burke Road / Reserve Road)

Since 23 December 2024, temporary pedestrian counters have been monitoring foot traffic in the laneways east and north of the Camberwell Junction Tennis Club.

From that time to July 2025, about 39,339 people used the walkway behind the tennis courts.

Each month, more people entered or exited via the Burke Road laneway entrance (to the north) than the Reserve Road laneway entrance (to the east), where the sensors are located. For example:

- In January, 2,540 people used the Burke Road laneway and 1,249 used the Reserve Road laneway.
- In March, 4,114 used Burke Road and 1,717 used Reserve Road.
- In June, 3,238 used Burke Road and 973 used Reserve Road.

Overall, the Burke Road laneway entrance consistently sees higher use, especially during peak times, while the Reserve Road laneway entrance has steadier but lower numbers.



Figure 67 Camberwell Junction Tennis Club, aerial (drone) photograph, January 2025.

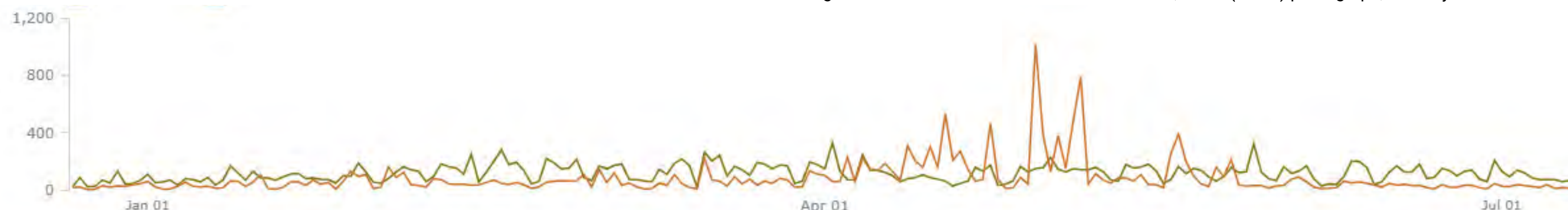


Figure 68 Walkway users by entrance (orange colour represents Reserve Road entrance, mustard colour represents Burke Road entrance). Spikes in users for Reserve Road entrance likely due to seasonal events such as the Camberwell Primary School Colour Run.

Access and movement summary

The below general recommendations are based on analysis of connectivity, accessibility and transport integration within the precinct.

General recommendations

- Maintain and enhance public transport connections, including tram and bus services, to support accessibility within the precinct.
- Improve cycling infrastructure to create a safer, more connected network for active transport users.
- Ensure effective management of road networks in coordination with Council and VicRoads.
- Retain and optimise the Butler Street car park as a key parking facility while improving pedestrian connections through the precinct.
- Enhance pedestrian access and safety, particularly for school children and those using key crossing points.
- Investigate wider path treatments and public realm enhancements in the laneways adjacent to the Camberwell Junction Tennis Club, including improved lighting and paving, to accommodate higher pedestrian volumes and enhance user safety and experience.
- Investigate improved path access from Burke Road through to Lower Reserve.
- Investigate wider path treatments to Camberwell and Burke roads.

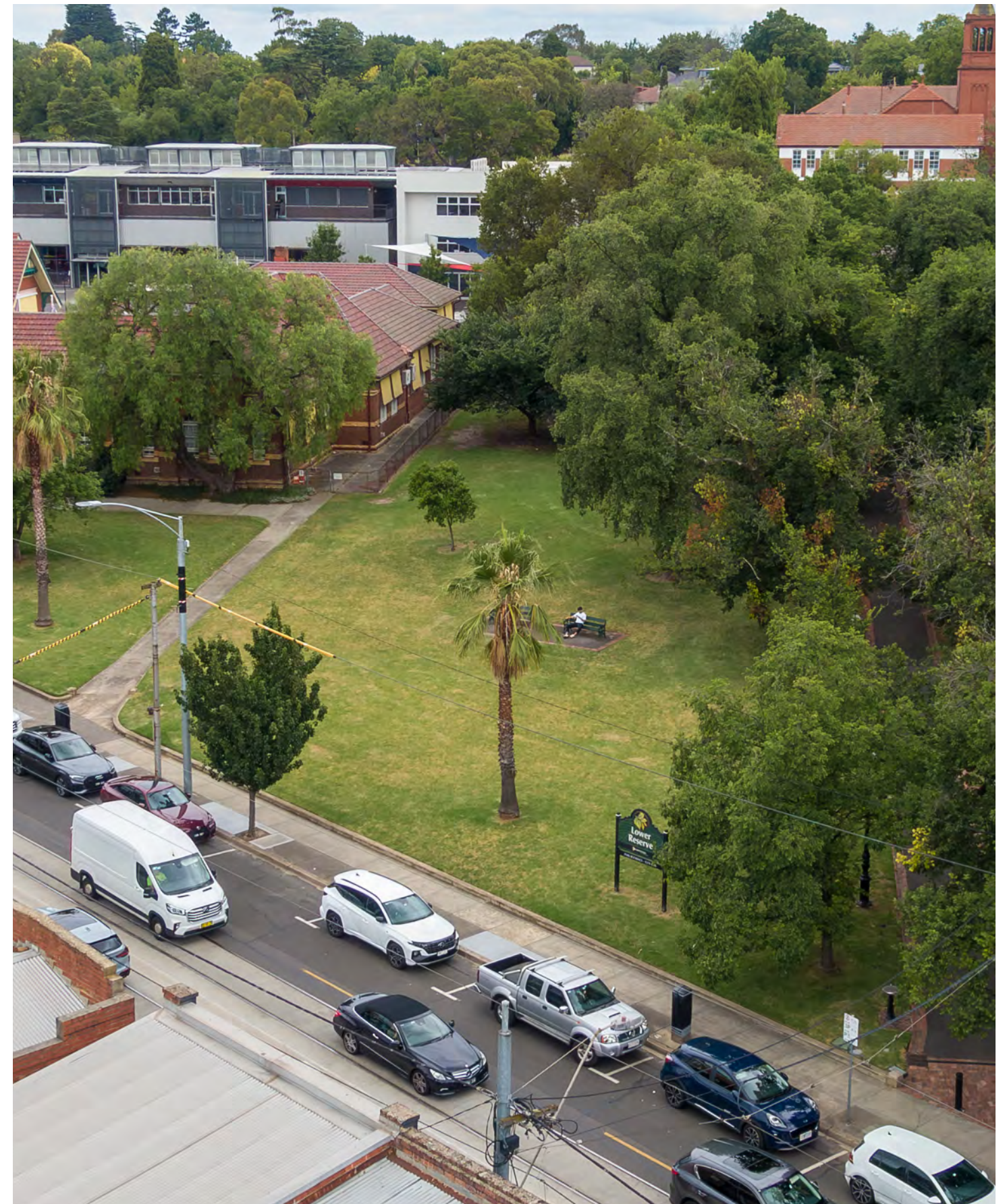


Figure 69 Lower Reserve, aerial (drone) photograph, January 2025.

Traffic studies (December 2024)

Reserve Road and traffic impacts from temporary closure

Reserve Road is classified as a local access road under Council's Register of Public Roads, and it connects to Camberwell Road at its eastern end and to Burke Road at its western end.

Council is responsible for the management of Reserve Road. Land uses along Reserve Road includes Camberwell Junction Tennis Club, Camberwell Primary School, Camberwell Uniting Church, Boroondara Civic Precinct and library, and Basilica of Our Lady of Victories.

Traffic volume surveys were undertaken in Reserve Road between 10 and 12 December 2024 (inclusive). In line with Council's Traffic Management Policy and Procedures, local access roads can carry traffic volumes of up to 3,000 vehicles per day. The traffic volume counts showed that Reserve Road carries 1,262 vehicles across a 3-day average (weekdays). The counts undertaken for Inglesby Road for the same duration indicated traffic volumes of 1,205 vehicles per day across a 3-day average (weekdays).

Reserve Road and parking impacts from temporary closure

Reserve Road, prior to the temporary road closure, catered for a total of 79 parking bays with 90-degree parking bays provided on the north side and parallel parking provided on the south side.

Independent parking surveys were undertaken for the study area bounded by Burke Road, Camberwell Road and Inglesby Road in December 2024. Parking surveys excluded nearby off-street car parks, including the Inglesby Road car park and the Butler Street car park. On-street parking surveys were undertaken on a Tuesday, 10 December 2024 and a Saturday, 14 December 2024 for a duration of 12 hours, starting at 7 am and concluding at 7 pm.

The study area for the parking occupancy survey is shown in Figure 70 on page 71.

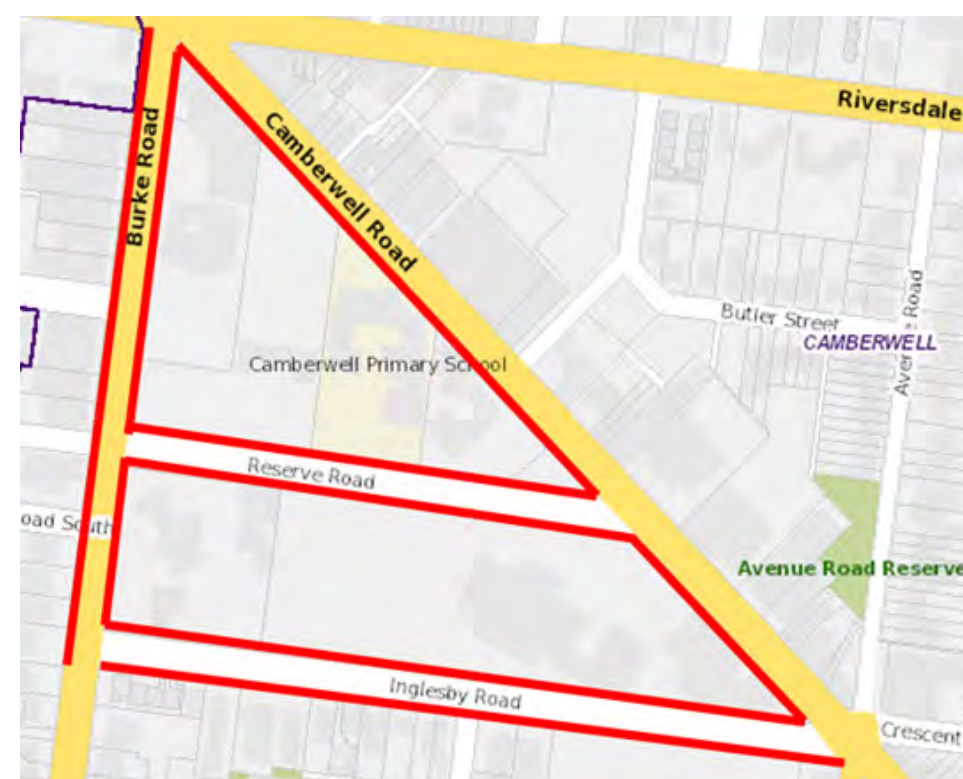


Figure 70 Study area (parking occupancy survey).

The results of the parking surveys including peak parking occupancy are summarised in the table below.

Parking survey results

Date	Location	Parking capacity	Peak occupancy
Tuesday, 10 Dec 2024	Reserve Road	79	74 (93.67 per cent)
	Inglesby Road	55	42 (76.36 per cent)
Saturday, 14 Dec 2024	Reserve Road	79	49 (62 per cent)
	Inglesby Road	45	21 (46.66 per cent)
	Burke Road	49	17 (34.69 per cent)
	Camberwell Road	47	21 (44.68 per cent)

Figure 71 Parking survey results table.

Parking occupancy surveys show that parking demand in Reserve Road during a weekday is at capacity, whereas opportunities are available in Inglesby Road.

Parking opportunities exist in all 3 roads surrounding Reserve Road during a Saturday. Essentially at peak occupancy on a Saturday, there are 82 free spaces across the lengths of Burke Road, Camberwell Road and Inglesby Road, highlighted in Figure 70 on page 71.

In line with the parking occupancy surveys undertaken in August 2022 for the Transport and Parking Report prepared in support of the Camberwell Junction Structure and Place Plan, the nearby Butler Street off-street car park also offers additional parking opportunities. Observations revealed that, during a Thursday peak occupancy, there were 50 free spaces available at the Butler Street car park (approximately 100 metres away), increasing to 113 free spaces during a Sunday peak. Camberwell Road was noted to have a peak weekday occupancy of 38 per cent, while Burke Road reached an occupancy of 61 per cent.

Traffic studies (June and July 2025)

Recent parking surveys undertaken in June and July 2025 indicate that there is spare parking capacity within the precinct.

Parking surveys included both on-street parking on Reserve Road, Camberwell Road, Burke Road and Inglesby Road; and off-street parking located within the two Camberwell Uniting Church car parks, Butler Street off-street car park and Inglesby Road off-street car park.

It should be noted that all available parking spaces with varying parking restrictions have been included in the parking analysis. This includes pickup / drop off, short term (1 hour and 2 hours), medium term (3 hours) and long term (all day) parking.

A summary of these parking survey results for the immediate area is provided in the table 67 below. Immediate area for the purpose of parking surveys includes on-street parking in close vicinity of the two churches, Reserve Road, Camberwell Road, Burke Road and Inglesby Road.

Parking survey results (immediate area)

Date	Total no. of unpaid parking spaces available	Spare capacity (unpaid parking) within immediate area at peak occupancy time	Total no. of paid parking spaces available	Spare capacity (paid parking) within immediate area at peak occupancy time
Tuesday, 1 July 2025	170	52 (3:30pm)	66	36 (3:30pm)
Wednesday, 2 July 2025	170	35 (3:30pm)	66	37 (3:30pm)
Saturday, 21 June 2025	170	73 (3:00pm)	66	34 (3:00pm)
Sunday, 22 June 2025	97*	30 (10:30am)	33*	32 (10:30am)

* The parking supply numbers associated with the Sunday survey are different from the other days because a different survey area was inadvertently used.

Figure 72 Parking survey results for the immediate area (includes on-street parking only)

A summary of the parking survey results for the wider area is provided in table 68 below. Wider area includes on-street parking in the immediate area as well as off-street car parks at the Camberwell Uniting Church, Butler Street and Inglesby Road.

Parking survey results (wider area)

Date	Total no. of unpaid parking spaces available	Spare capacity (unpaid parking) within immediate area at peak occupancy time	Total no. of paid parking spaces available	Spare capacity (paid parking) within immediate area at peak occupancy time
Tuesday, 1 July 2025	475	72 (3:30pm)	98	36 (3:30pm)
Wednesday, 2 July 2025	475	55 (3:30pm)	98	44 (3:30pm)
Saturday, 21 June 2025	475	283 (3:00pm)	98	55 (3:00pm)
Sunday, 22 June 2025	450*	235 (10:30am)	65*	39 (10:30am)

* The parking supply numbers associated with the Sunday survey are different from the other days because a different survey area was inadvertently used.

Figure 73 Parking survey results for the wider area (includes both on-street and off-street parking)

Traffic analysis

Traffic volume surveys were undertaken in Reserve Road between 10 and 12 December 2024 prior to the temporary road closure in Reserve Road.

The traffic volume counts showed that Reserve Road carried on average 1,262 vehicles per day (during the week). The counts undertaken for Inglesby Road for the same duration indicated traffic volumes of 1,205 vehicles per day.

Council policy thresholds for local access streets are up to 3,000 vehicles per day, and this would apply for both Inglesby Road and Reserve Road.

With the road closure and changes to car parking capacity, traffic levels in Reserve Road reduced to 315 vehicles per day near Burke Road (48 vehicles in the morning peak, between 8am and 9am) and 619 vehicles per day near Camberwell Road (77 vehicles during 8am to 9am), as per the surveys undertaken in Reserve Road between 17 and 19 June 2025.

All of these vehicles would be associated with use of the retained parking bays in Reserve Road as well as those accessing the 2 Uniting Church car parks, the Basilica and service vehicle access for the school.

Traffic levels in Inglesby Road have marginally reduced to 1,181 vehicles per day as recorded in the recent traffic survey undertaken in Inglesby Road between 17 and 19 June 2025.

A summary of the traffic volume surveys prior to and post temporary road closure of Reserve Road is provided in table 69 below.

Traffic volume summary and comparison

Location	Pre Closure Traffic Volume 10-12 Dec 2025 (vehicles per day)	Post Closure Traffic Volume 25-27 Feb 2025 (vehicles per day)	Modified Closure Traffic Volume 17-19 Jun 2025 (vehicles per day)
Reserve Rd near Camberwell Rd	1,262	795	619
Reserve Rd near Burke Rd	N/A	N/A	315
Inglesby Rd near Burke Rd	1,205	1,299	1,181

Figure 74 Traffic volume summary and comparison table

Parking restriction changes (completed)

In the short term, to assist with the temporary closure of Reserve Road and better manage parking for various stakeholders during the temporary closure, parking restrictions have been changed in Inglesby Road, Burke Road and Camberwell Road.

Parking changes implemented along specific streets are outlined as below.

Inglesby Road

- Introduced 2 disability parking bays on the school side of Inglesby Road at Burke Road.
- Incorporated 5-minute parking during morning and afternoon drop-off and pick-up periods in the 2-hour parking zone, again on the school side, from the playground to the Council offices (approximately 12 spaces).

Burke Road

- Removed the fees from the 2-hour zone on the east side of Burke Road between St. John's Anglican Church and Reserve Road (approximately 11 spaces) and introduced 3 10-minute parking bays at the Reserve Road end that would operate between 3 pm to 7 pm, Monday to Friday (approximately 2 spaces).
- Between Reserve Road and Inglesby Road, the all-day ticket parking on the east side of Burke Road along the church converted to 3-hour parking (approximately 8 spaces). Removed the fees that applied for this parking. An additional 4 spaces (3 x 3-hour and 1 x 10-minute space) introduced on the same side where the former tram stop was located.
- Reserve Road was widened at Burke Road allowing both entry and exit movements at the intersection and catering for 13 parking spaces in Reserve Road at Burke Road. This will provide an opportunity to reintroduce some ticket parking on Burke Road and reduce parking pressure on Burke Road.

Camberwell Road

Converted the one-hour ticket parking and the all-day ticket parking on the school side of Camberwell Road to 3-hour parking with 5 and 10-minute parking during school drop-off and pick-up periods (approximately 31 spaces). The fees that applied for the parking have also been removed.

Parking restriction changes (subject to Council decision)

In line with Council officers' observations and recent parking survey results, further parking restriction changes could be considered as outlined below.

- Change existing 5 minute pick up and drop off parking in Camberwell Road and Inglesby Road to 10 minute parking.
- Change existing 2 hour parking within Council's off-street car park in Inglesby Road to 3 hour parking.
- Change some of the existing 2 hour parking spaces within Butler Street off-street car park to 3 hour parking to suit the needs of the shoppers and community groups.

Parking recommendations for Reserve Road

Permanent closure is reflected in this master plan, based on traffic data, analysis, advice from the Traffic and Transport team, and the observed performance of the temporary road closure.

Should Council proceed with the permanent closure of Reserve Road, it must consider whether any formal change to the road's legal status is required. The section of road being considered for closure is Crown Land, which means Council does not have the power to discontinue the road under the Local Government Act. Any change to the status, use, or reservation of the Crown Land would instead require engagement with the Department of Energy, Environment and Climate Action (DEECA). This could involve seeking a change to the land's reservation under the Crown Land (Reserves) Act 1978, or requesting that the land be reserved for municipal purposes and managed by Council. This process must be undertaken before implementing any permanent changes to the road surface as suggested in this master plan.

The master plan explores a slight reduction in parking capacity, subject to community consultation. A total of 22 spaces are proposed, providing nearby parking for the Basilica of Our Lady of Victories, Camberwell Tennis Club, Camberwell Uniting Church, and Camberwell Library. It is also recommended that 3 accessible bays be included at the eastern end (Camberwell Road) and 2 at the western end (Burke Road) to ensure direct access for people with disabilities, consistent with Council's Parking Management Policy and Procedures.

The loss of the remaining 57 spaces (based on pre-temporary closure numbers) is expected to be absorbed by nearby parking in Camberwell Road, Burke Road, Inglesby Road, and Butler Street car park.



Figure 75 Camberwell Road, aerial (drone) photograph, January 2025.

Parking summary


- Reserve Road carries relatively low volumes of traffic for a local access road and the redistribution of traffic as a result of the road closure will be manageable.
- The area is well serviced with public transport opportunities available in both Burke Road and Camberwell Road in the form of trams and buses. Camberwell Railway Station is also located approximately 1 km away from Reserve Road.
- Parking is at premium in Camberwell and a finite resource. Council aims to continue the management of existing car parking to make the efficient use of the valuable land.
- Recent parking restriction changes implemented in Inglesby Road, Camberwell Road and Burke Road will assist in serving the various land uses in Reserve Road. These parking changes will continue to be monitored and altered as considered necessary.
- Some of the recent on-street parking changes may be made permanent subject to further monitoring and assessment.
- Permanent closure is reflected in this master plan, based on traffic data, analysis, advice from the Traffic and Transport team, and the observed performance of the temporary road closure.
- The plan proposes a slightly reduced 7-10 parking space allocation at each end of Reserve Road, and additionally a total of 5 accessible parking spaces (with 2 located on the west and 3 on the east).
- The loss of the remaining 57 parking spaces (based on pre-temporary closure numbers) is expected to be serviced by the surrounding Camberwell Road, Burke Road, Inglesby Road and Butler Street car park.





Figure 76 Boroondara Civic Precinct and Reserve Road, aerial (drone) photograph, January 2025.


LANDSCAPE & ENVIRONMENT


Legend


 Existing trees


 Existing public garden beds

 Parks and open space


 Playground (public access after school hours)


 High / low point (topography)


 Existing contours (0.5m intervals)


 Existing building

Landscape character (parks & open space)

 **Lower Reserve**
Formal tree-lined avenues, open lawn and exotic landscape character

 **Camberwell Green Playground**
Native landscape character, large native trees

 **Boroondara Civic Precinct**
Open lawn, mixed native and exotic landscape character

 **Boroondara Civic Precinct (Camberwell frontage)**
Low garden beds and exotic landscape character



Landscape and environment

Existing landscape character: Lower Reserve²

Lower Reserve was created in 1885 as a reserve for gardens.

The first trees were planted nearby in 1873 with street trees added in 1874. The town hall reserve was planted in 1878. Flowers and shrubs were added from 1903.

It is a sloping site with areas of lawn and seating throughout. The central path leading from Camberwell Road terminates at an axis with paths leading to the east and west that allow access to buildings behind the park, including St. John's church and Our Lady of Victories' school.

An avenue of English elms (*Ulmus procera*) leads to the axis of pathways through the park. There are also newer plantings of tulip trees (*Liriodendron tulipifera*) along the western fenceline.

Existing landscape character: Boroondara Civic Precinct

The public gardens at the Civic Precinct are believed to have been planted under the direction of William Guilfoyle, the former director of Melbourne Botanic Gardens.

Aerial imagery from the 1960s, before the gardens were reduced in size, reveals a rich and diverse collection of mature trees. This included a mix of exotic deciduous trees, dark-foliaged conifers and some eucalypts. While some eucalypts were likely planted, it is probable that at least 2 of the mature eucalypts were intentionally retained as part of the landscape.

Since the 1960s, much of the richness and diversity evident in historical photographs has diminished. The current landscape character presents distinct differences between the Camberwell Road frontage and the area behind the library and municipal offices, between Inglesby Road and Reserve Road.

The Camberwell Road frontage has a formal landscape character, dominated by English elms (*Ulmus procera*) with a mix of exotic and native understory plantings. In contrast, the parkland behind the library features an open lawn with specimen tree plantings, with garden beds primarily located at the periphery. The tree collection in this area still includes mixed exotic deciduous trees, dark-foliaged conifers and some eucalypts, reflecting elements of the original 1960s design.

² John Patrick, Major Heritage Gardens, 2007

Lost landscape elements

Historically, there were a number of large native trees in this area – 2 near the town hall (Camberwell Road frontage) and another near Camberwell Primary School (Lower Reserve). It has been much debated over time which, if either, of these trees might have been a Corroboree Tree, or whether such a tree existed at all. The term Corroboree Tree refers to a significant tree traditionally used as a gathering site by Aboriginal people for ceremonies, meetings or cultural practices. However, accounts of these trees and their significance are primarily drawn from colonial records, leaving room for misinterpretation.

Acknowledging the need for authentic perspectives, collaboration with representatives of the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWWCHC) is essential to ensure respectful and accurate recognition of cultural heritage. Boroondara officers met with Elders from the WWWCHC to discuss this matter. It was agreed that further research would be undertaken through the WWWCHC Research Unit during the development of this master plan.

The WWWCHC Research Unit has since investigated the matter and advised that there is limited verifiable research available to support a definitive understanding of the trees' cultural significance in this location. As such, there are no further updates to include in this master plan at this time.

Regardless of the outcome of these findings, it is important to highlight the collective vision from the Boroondara Reconciliation Strategy, which states: 'to create a welcoming community where the histories, cultures, knowledges, achievements and aspirations of Aboriginal and Torres Strait Islander peoples are acknowledged, respected, considered and celebrated'. Recommendations for the civic precinct have been, and will continue to be, resolved in collaboration with WWWCHC Elders to help realise this vision into the future.



Figure 77 Tree in Lower Reserve, Basilica of Our Lady of Victories in the background. Source: Naunton, George, "Eucalyptus tree", photograph, ca. 1927- ca. 1959, State Library Victoria, H90.49/28, <http://handle.slv.vic.gov.au/10381/15453>, viewed 1 September 2023.

Landscape and environment summary

The below general recommendations are based on analysis of the existing landscape character, including trees, lawn areas and garden beds throughout the precinct.

- Prioritise sustainable planting strategies that enhance biodiversity and resilience to climate conditions.
- Preserve and enhance the contributory landscape character of Lower Reserve and the Boroondara Civic Precinct parks.
- Restore lost landscape character by reintroducing species that reflect the original planting designs.
- Maintain and reinforce key tree avenues, such as the English elms in Lower Reserve, to retain the precinct's heritage character.
- Ensure landscape planning balances formal and informal green spaces, supporting both structured gardens and open lawns.
- Collaborate with the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation on ongoing decisions relating to their cultural heritage and connection to Country.
- There are no significant trees on our register situated within the project area. Our existing urban forest and any new trees worthy of this status should be considered.



Figure 78 Camberwell Civic Precinct photograph of parkland facing Inglesby Road, January 2025.

5

Appendix 3

Heritage analysis and recommendations

Appendix 3. Heritage analysis and recommendations

Place history

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

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

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

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

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

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

GML Heritage Victoria Pty Ltd (GML) was engaged by the City of Boroondara in December 2024 to provide preliminary heritage advice in relation to the Boroondara Civic Park, for the Camberwell Master Plan project.

Heritage overlay

A heritage overlay applies to land within the master plan extent. This overlay is listed in the Victorian Heritage Database as H0506 and is named the 'Civic and Community Precinct'. The following section outlines the findings from the Camberwell Junction Heritage Review – Heritage Precinct Citation (2008).

What is significant

The Civic and Community Precinct encompasses Camberwell Town Hall; Boroondara administration buildings (including the Camberwell Library); the Roman Catholic, Anglican and Methodist churches with their attendant housing and halls; Camberwell State School and Our Lady's Catholic parish school; and a block of public toilets.

These buildings are set in or associated with substantial landholdings including public gardens, school playing grounds, gardens around clerical housing, a public bowling green and tennis courts. The street boundaries are Burke Road (west side), Inglesby Road (south side) and Camberwell Road (north-east side); the area is bisected from east to west by Reserve Road.

Specific buildings that contribute to the significance of the precinct are:

- Our Lady of Victories Catholic Church (Basilica)
- Our Lady of Victories Catholic School
- Our Lady of Victories Presbytery
- St John's Anglican Church and Parish Centre
- Former St John's Vicarage
- public toilet
- Camberwell Primary School
- Camberwell Uniting Church
- Former Wesleyan Manse
- Camberwell Civic Centre (now known as Civic Precinct)
- Camberwell Town Hall
- Camberwell municipal offices (and library).

In addition to the buildings, the open landscape and mature plantings provide an appropriate and important setting.



Figure 79 Victorian Planning Scheme, heritage overlays.

How is it significant

The Civic and Community Precinct is historically, aesthetically and socially significant to the City of Boroondara.

Why is it significant

The Civic and Community Precinct is of major historical importance in the association of the original reserved land and related buildings with the early development and later growth of the former City of Camberwell. The precinct contains civic buildings, schools and churches, all of which have been important in the growth and development of Camberwell and continue to be so in the new City of Boroondara.

The precinct is of social significance as the focus of contemporary local governance and continues to play a significant role in the provision of places of education and worship for the local community. The civic precinct in particular has been and continues to be a place used by the community.

Aesthetically, the precinct contains buildings of a generally high level of individual significance, which both individually and as a group are of particular distinction within the local context. Their aesthetic significance is enhanced by their open setting and the associated landscape and mature plantings.³



Figure 80 Aerial views of Camberwell looking west and east, Airspy (Firm) photographer, 1953 (detail). (State Library Victoria, Accession No: H2010.91/329).



Figure 81 Camberwell Road, Burke Road, Inglesby Road triangle (project area). Aerial (drone) photograph, January 2025.

³ Lovell Chen, Camberwell Junction Heritage Review, Heritage Precinct Citation, 2008 (revised 2013).

Heritage analysis

How significance is embodied in the place

Defining heritage constraints and opportunities requires an understanding of how heritage significance is embodied in the present-day physical place.

In addition to the individual buildings listed in the Statement of Significance, the statement also recognises that the aesthetic significance of the buildings, individually and as a group, is ‘enhanced by their open setting and the associated landscape and mature plantings’. The statement of significance does not elaborate further on these aspects of the setting, landscape or plantings.

The site investigation of existing conditions and analysis of historic photographs undertaken for this project has identified a number of early and longstanding elements and attributes within the setting, including associated landscape and mature plantings that potentially contribute to the significance of the Camberwell Civic and Community Precinct.

The following section sets out the analysis through a series of annotated photographs and material sourced from the Statement of Significance.

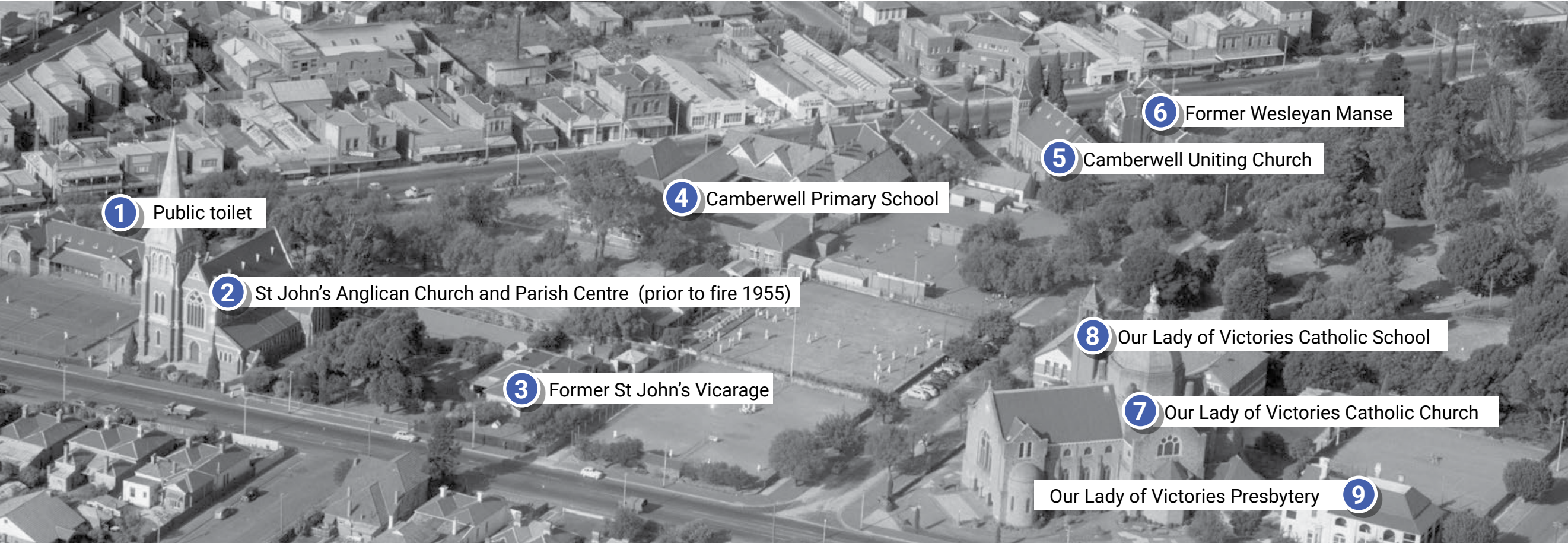







Figure 82 Aerial views of Camberwell looking west and east, Airspy (Firm) photographer, 1953 (detail). (State Library Victoria, Accession No: H2010.91/329).







Figure 83 Project area, aerial (drone) photograph, January 2025.



Heritage buildings in the precinct (Camberwell Junction Heritage Review, Heritage Precinct Citation - Lovell Chen 2013)

Reference	Information	Photograph
1	The Camberwell Road toilet block is dated from the 1950s. The toilet block, though altered, is an interesting design, being cylindrical with glass brick walling in clinker brick.	
2	St John's Anglican on Burke Road (1955-7) is a Louis Williams Design replacing the earlier 1925-6 church which was destroyed by fire. It approaches cathedral scale and rounds out the former Camberwell municipality's anglican churches, all in the Arts and Crafts-modern Gothic Tradition. The later annexe sustains Williams' brick coloration and usage and is set to one side immediately north of the church, so that it is legible as a separate building.	
3	The former Anglican Vicarage, 552 Burke Road, a typical mid-19th century house added to on its north and west side around 1925 to a design by G and J Askew. Its extensions consolidated St John's role as a major Anglican church in the region, and accompanied the enlargement of St John's Church in 1925-6 (now replaced).	
4	The State School in Camberwell Road was originally built as a Common School to a Crouch and Wilson design in 1868, and retains some of that fabric. Its later 1886 frontage has polychrome and jerkinheaded gabling characteristic of the Henry Bastow period in government school design. It also has a striking infant school addition of 1909, with flamboyant Art Nouveau signage and a curved bay, and contemporary with the Public Works' fine Canterbury Primary School of the same period. Later linkages and extensions, from the 1920s and following, run through to Reserve Road but do not interfere with the Camberwell Road elevations of 1909.	
5	the former Wesleyan at 310 Camberwell Road, now the Uniting Church, is original, completed in 1885, possibly to a John Beswicke design.7 It is a late example of High Victorian polychrome Gothic, with a hall addition of c1904 and a screen to Camberwell Road added in 1932-3.	

Heritage buildings in the precinct (Camberwell Junction Heritage Review, Heritage Precinct Citation - Lovell Chen 2013)

Reference	Information	Photograph
6	The former Wesleyan Parsonage, 316 Camberwell Road, a progressive design for its period (c1890) by John Beswicke, the noted Hawthorn architect. It includes skilled Queen Anne and Japanese references, comparable with current Hyndman and Bates houses in the Camberwell area.	
7	Our Lady of Victories Catholic Church at the Burke Road-Reserve Road corner replaced an earlier building of 1887 with an imposing and monumental free Romanesque church to a design by August Fritsch, then the leading Catholic Church architect in Melbourne who was about to embark on a series of large suburban churches through Melbourne suburbs. It is unusually rich in its use of stone and in its internal furnishings, and in its use of a dome, which linked free Romanesque with the other Catholic tradition of the Italian Renaissance. Its general approach and bearing continued with St Dominic's, Riversdale Road, East Camberwell, 1938-40, by Payne and Dale, and with Schreiber and Jorgenson's Xavier College Chapel in Barker's Road kew (1928).	
8	Our Lady's School, has some 1904 components but gained its current size and Reserve Road frontage in 1923, possibly to Fritsch designs. Later additions have been in broad sympathy but kept to the rear of the Reserve Road site.	
9	The Catholic Presbytery, 548 Burke Road. Its first component was completed in 1891,6 and included free Romanesque and Queen Anne detailing. It was a progressive and imposing design for its period. A later portion was added around 1915-20, in general sympathy with the original building. It provides an imposing entry building at the southwest corner of the precinct.	

Heritage buildings in the precinct (Camberwell Junction Heritage Review, Heritage Precinct Citation - Lovell Chen 2013)

Reference	Information	Photograph
10	Local Government buildings (all at 8 Inglesby Road) include the Town Hall by James Gall, completed in 1891. This is a major suburban town hall design from the period, comparable with Beswicke’s for Hawthorn, Crouch and Wilson’s for Malvern and George Johnson’s for Collingwood. Replacing an earlier Shire hall of 1871, this new design combined a rusticated Renaissance ground floor with an unusually stretched and mannerist upper level and a tower with modillions, deepened entablatures and a spectacularly stretched mansard roof. Later additions have been kept to the rear and sides of the building and have not been obtrusive in the general form facing Camberwell Road.	
11	Irwin and Stephenson’s Municipal Offices, of 1924, are an elegant classical and regency combination of a type also seen in Irwin and Stevenson houses. These compare with contemporary municipal offices in the same attenuated classical-regency style.	
12	The Civic Centre (1965-8), by the noted school and church architects Mockridge Stahle and Mitchell, was a temple-formed auditorium building similar in approach to the contemporary Dallas Brooks Hall in East Melbourne, and along with that building is the most impressive representative of the style in Melbourne. The Civic Centre was recently altered internally and externally to provide office and library facilities, including a large addition to the Camberwell Road elevation of the building.	

Above table of heritage buildings was not included in preliminary heritage study by GML Heritage

North of Reserve Road

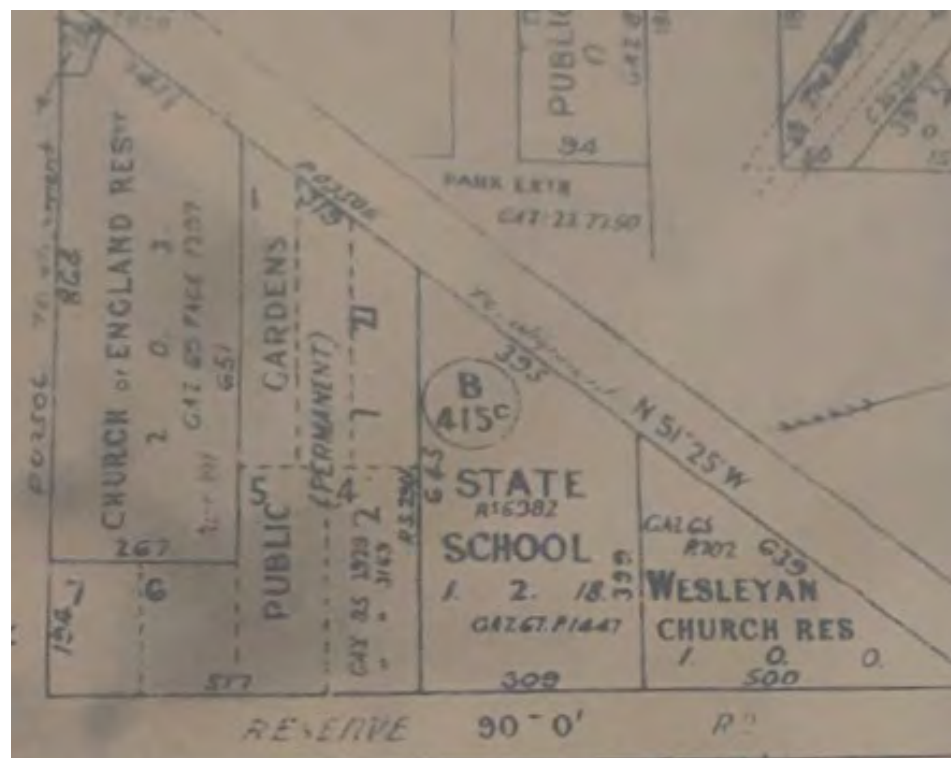


Figure 84 Area indicated was reserved as a Public Gardens (permanent), detail from the Boroondara Parish Plan, 1876. (Source: Boroondara LSLHC 1442E685).

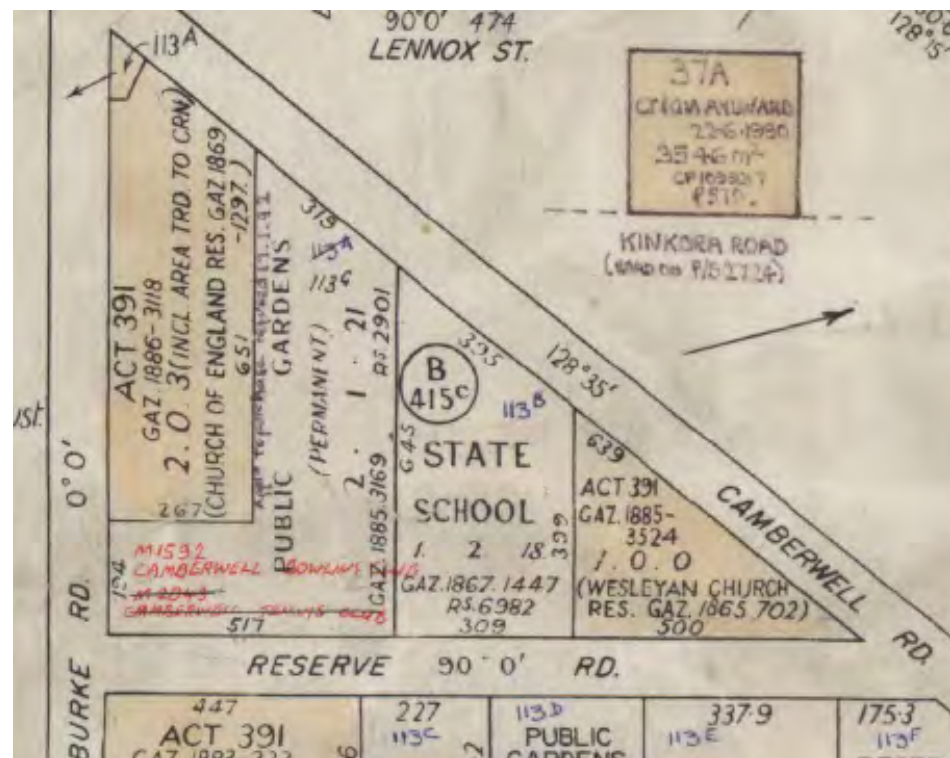


Figure 85 Detail from the Boroondara Parish Plan, n.d. (Source: Public Record Office Victoria, VPRS 16171/P0001/4).



Figure 86 MMBW Detail Plan No 1852, Shire of Camberwell and Boroondara, 1905. (Source: State Library Victoria).



Figure 87 By 1945. (Source: Melbourne 1945 aerial photograph).

Reserve Road

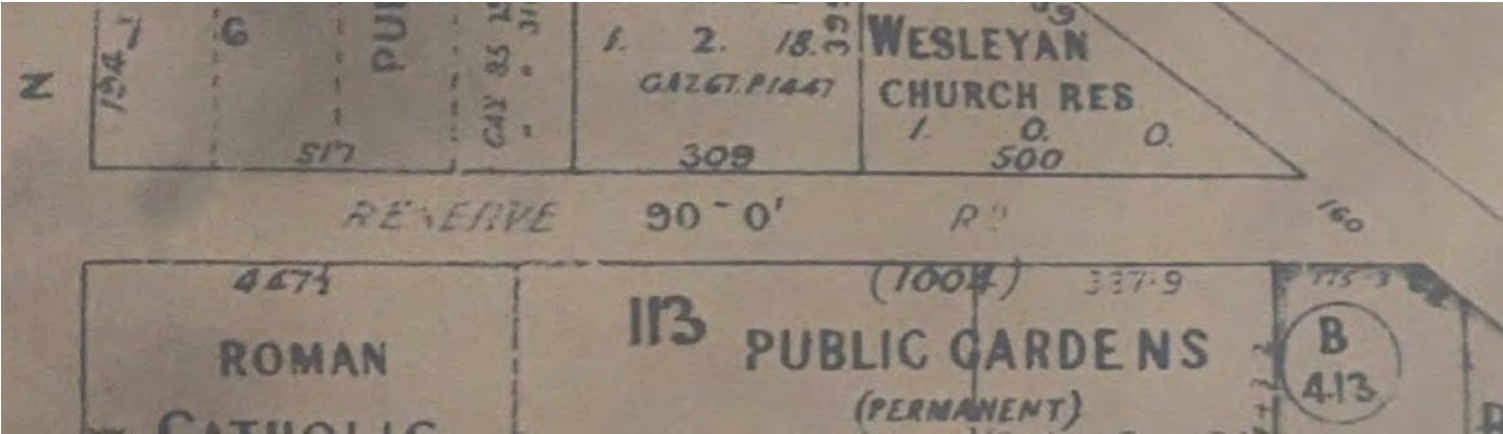


Figure 88 Area indicated was reserved as a Public Gardens (permanent), detail from Boroondara County of Bourke Parish Plan, 1876. (Source: Boroondara LSLHC 1442E685).

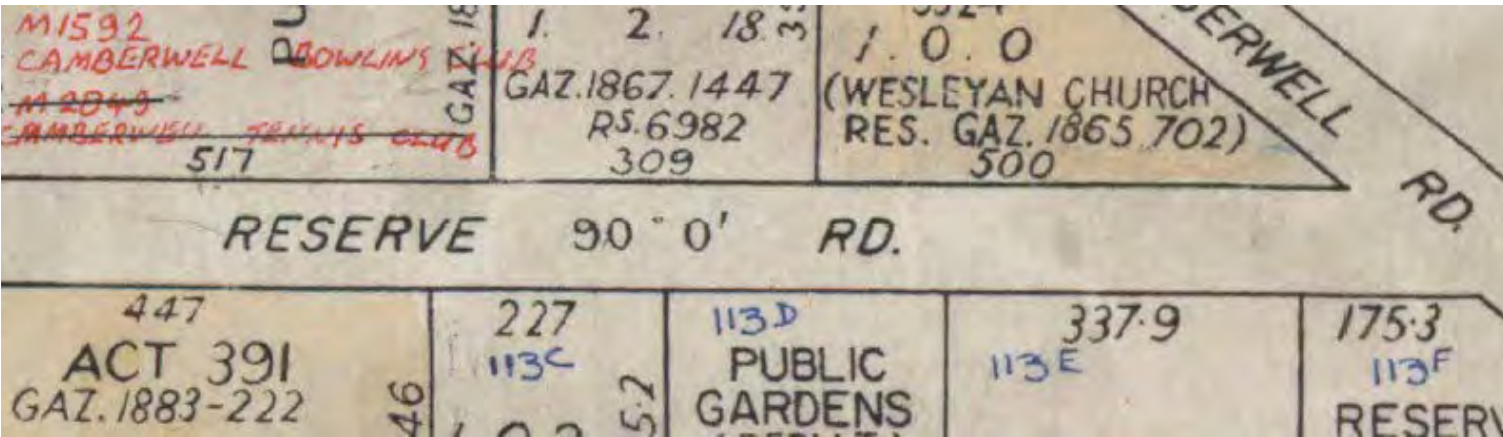


Figure 89 Detail from Boroondara County of Bourke Parish Plan (Source: Public Record Office Victoria, VPRS 16171/P0001/4).



Figure 90 MMBW Detail Plan No 1852, Shire of Camberwell and Boroondara, 1905. (Source: State Library Victoria).

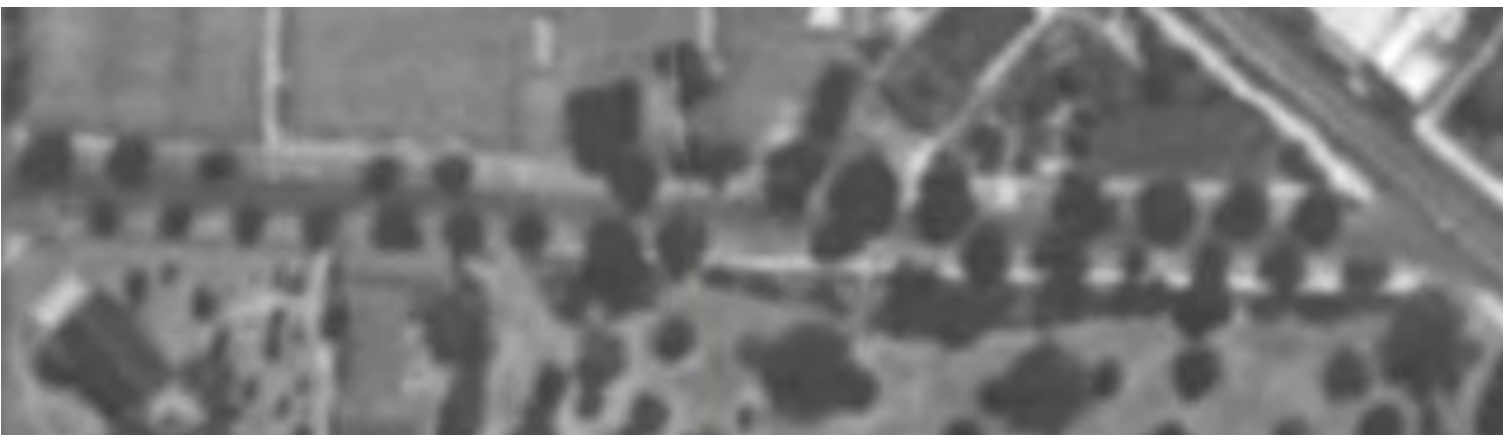


Figure 91 By 1945, the street trees along Reserve Road have matured and are starting to form a strong avenue form. (Source: Melbourne 1945 aerial photograph).

South of Reserve Road

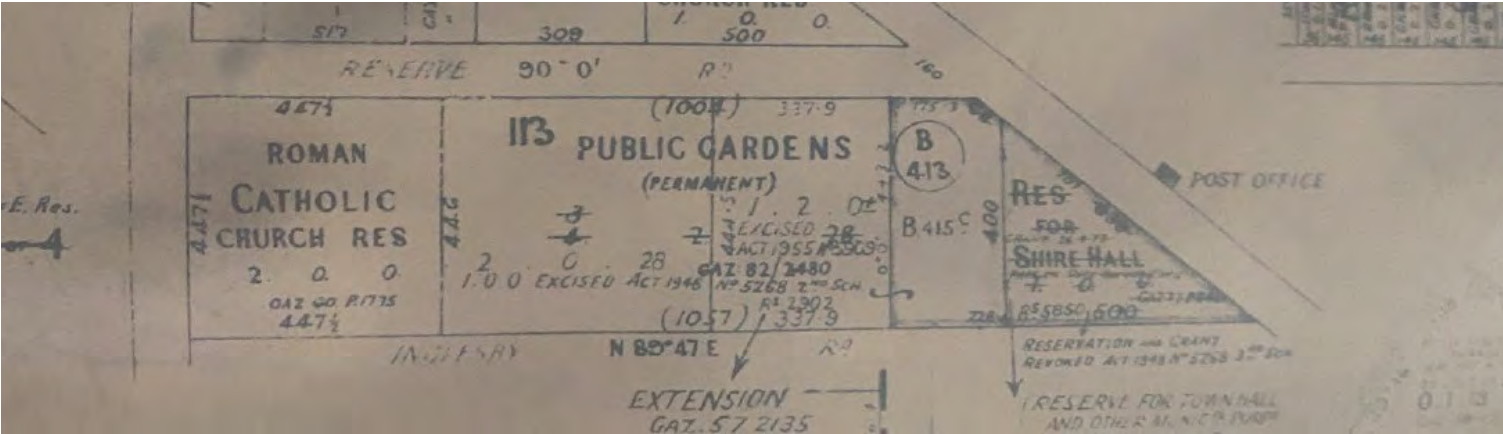


Figure 92 Detail from Boroondara County of Bourke Parish Plan, 1876. (Source: Boroondara LSLHC 1442E685).

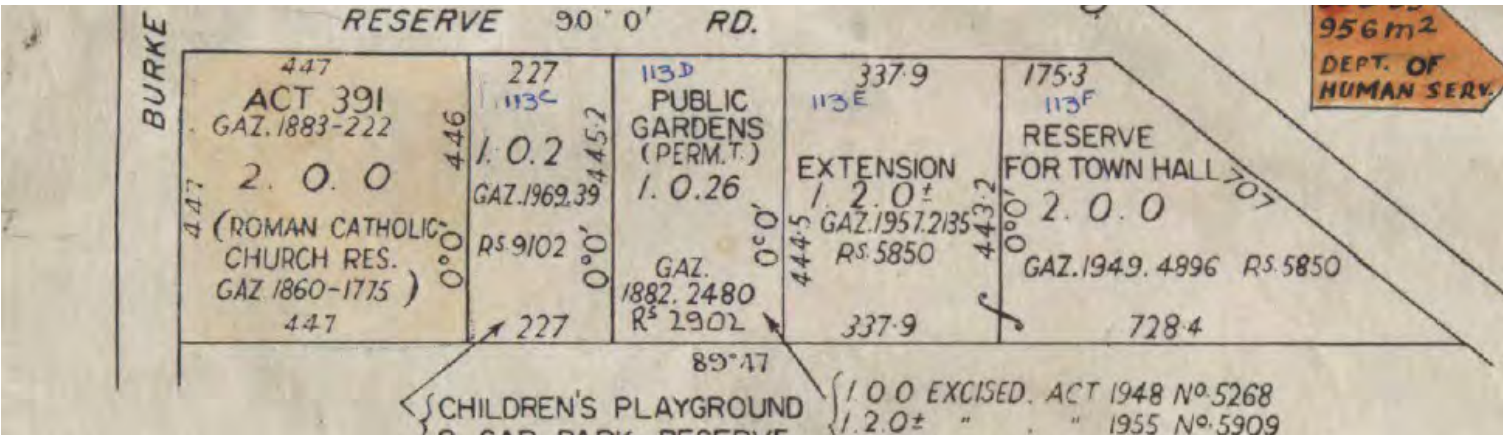


Figure 93 Detail from Boroondara County of Bourke Parish Plan (Source: Public Record Office Victoria, VPRS 16171/P0001/4).



Figure 94 MMBW Detail Plan No 1852, Shire of Camberwell and Boroondara, 1905. (Source: State Library Victoria).

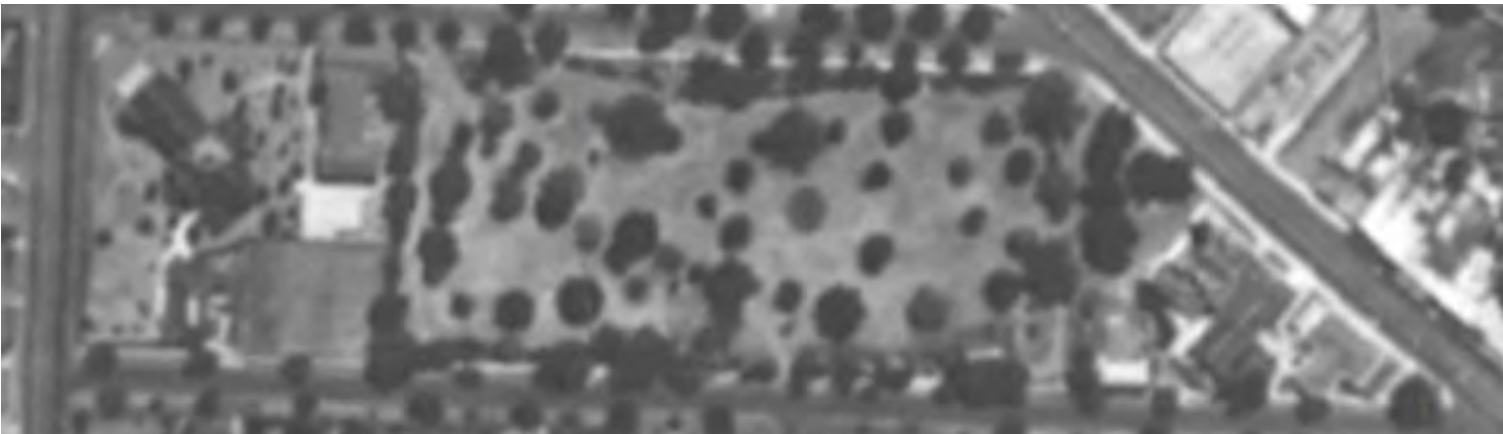


Figure 95 Detail from 1945 aerial photograph. (Source: Melbourne 1945 aerial photograph).

Analysis of imagery from 1945

- 1 Lower Reserve: dense planting of mixed shrubs (graduated low growing to high to large from the Camberwell Road side) screened Lower Reserve from Camberwell Road. Elsewhere is lawn.
- 2 Lower Reserve: planting in Lower Reserve consists of elm trees planted on either side of the inverted Y-shaped path (still extant) and 2 other specimen trees, one of which was a sizable eucalypt, either a River red gum or a Manna gum (*Eucalyptus camaldulensis* or *Eucalyptus viminalis*).
- 3 Reserve Road: mature street trees by 1945, based on their canopy size (larger at the Camberwell Road end), which reflects the layout shown on the 1905 MMBW plan.
- 4 A diagonal, gently curved pathway cut through the Public Gardens, which ran from the northwest corner to midway along Inglesby Road.
- 5 Mature eucalypt, probably either a River red gum or a Manna gum (*Eucalyptus camaldulensis* or *Eucalyptus viminalis*), referred to as the Corroboree tree in contemporary newspapers. The tree was lopped in 1963 and the stump removed in 1969.⁴
- 6 The Public Gardens south of Reserve Road is a large area between the town hall (east, the civic buildings were not constructed until 1965–68) and the Our Lady of Victories School (west), bounded by Reserve Road and Inglesby Road.

The Public Gardens are characterised by mature specimen trees in lawn, with denser planting (within garden beds) at the edges until at least 1963.

Municipal offices built on the east side of the town hall in 1924 to a design by architects Irwin & Stephenson.



Figure 96 1945 aerial photograph of Melbourne (detail). (Source: Melbourne 1945, <https://1945.melbourne>).

⁴ Lovell Chen, Camberwell Junction Heritage Review, Heritage Precinct Citation, 2008 (revised 2013).

Analysis of imagery from 1953



Figure 97 Aerial views of Camberwell looking west and east, Airspy (Firm) photographer, 1953 (detail). (Source: State Library Victoria, Accession No: H2010.91/329).

- ① Mature eucalypt in Lower Reserve.
- ② Two or more mature eucalypts in the Public Gardens.
- ③ Reserve Road entry off Burke Road. Avenue planting thinned at this end of the road, presumably associated with the introduction of car parking along boundaries of the tennis club and bowls club. Some evidence of tree pruning for powerline clearance on the north side of the road beside the south boundary of the tennis courts and bowling green.

Analysis of imagery from 1963

- 1 Reserve Road retains its original straight form and avenue planting (elm trees).
- 2 Italian Cypress trees along the Camberwell Road frontage of Camberwell Uniting Church (former Wesleyan) and the adjacent 1933 church hall (no longer extant).
- 3 Garden beds still extant along Camberwell Road frontage of Camberwell Primary School and Lower Reserve.
- 4 Paved apron to public toilets.
- 5 Network of curved pathways in the Public Gardens, planted with coniferous, mixed deciduous and some Australian native trees in lawn.
- 6 Reserve Road: Avenue of deciduous trees still extant. Some may have been removed to facilitate carparking alongside the tennis courts and Bowls Club.
- 7 Entrance to pathway on north side of tennis courts.
- 8 Pathway from Lower Reserve turns at right angles.



Figure 98 Aerial views of Camberwell Junction looking south, Airspy, 1963 (permission received 12/02/25). (Source: State Library Victoria, Accession No. H2010.91/332)

- 9 Through pathway between primary school and Bowls Club, links Lower Reserve to Reserve Road and the Public Gardens south of Reserve Road.
- 10 River red gum or Manna gum still extant in Lower Reserve.
- 11 Cricket nets behind toilets.

Analysis of imagery from 2024

- 1 Public toilet and matching retaining walls with integrated planters, constructed in the 1950s.
- 2 Lower Reserve: original pathway layout was an inverted Y-shape.
Layout of Lower Reserve pathways at bowls club end, altered after 1992.
- 3 Fountain relocated after 1992. Formerly at junction of top of stem of the Y.
- 4 c.1945 bowling club house that replaced earlier club house (constructed in same location by 1905).
- 5 Mature elms, possible remnants of early avenue planting (by 1905) along Reserve Road.
Movement patterns from Lower Reserve to Reserve Road changed:
 - 6 original route
 - 7 current route.
- 8 Landscaping to Boroondara Civic Precinct and around the town hall and municipal office buildings dates from c2010 works by MDG, including bluestone edging to front garden beds.
- 9 Concrete edging with low piers at intervals dates from the late 1920s to early 1930s.
- 10 Alignment at Camberwell Road end of Reserve Road adjusted in c.1970s–80s.
- 11 Street boundaries of Lower Reserve and Camberwell Primary School very open (open lawn, isolated specimen trees).



Figure 99 2024 aerial photograph of the study area. (Source: Nearmap).

Circulation

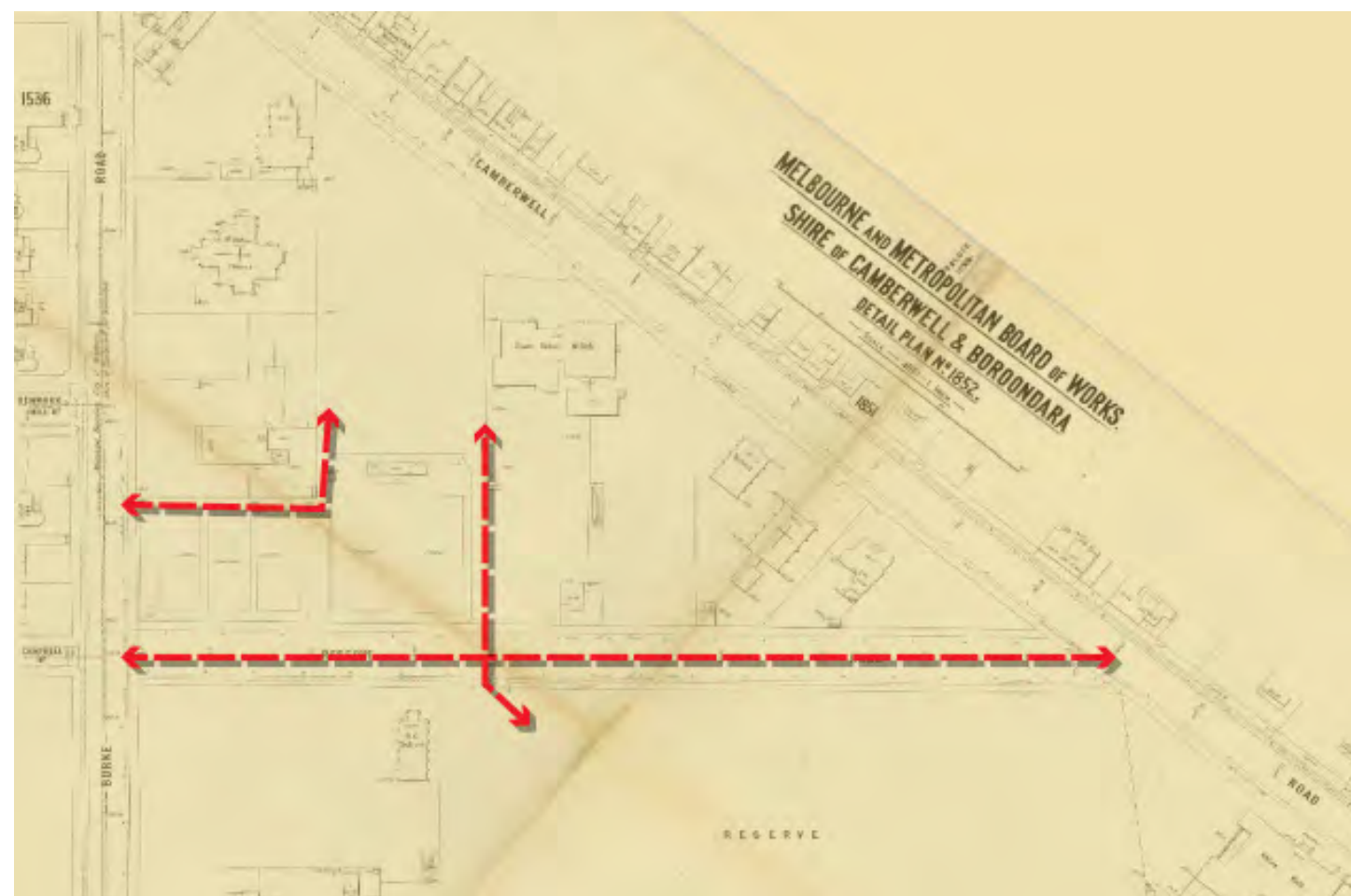


Figure 100 Movement through the reserve that is possible to discern from the 1905 MMBW Detail Plan No. 1852, Shire of Camberwell and Boroondara, 1905. (Source: State Library Victoria)

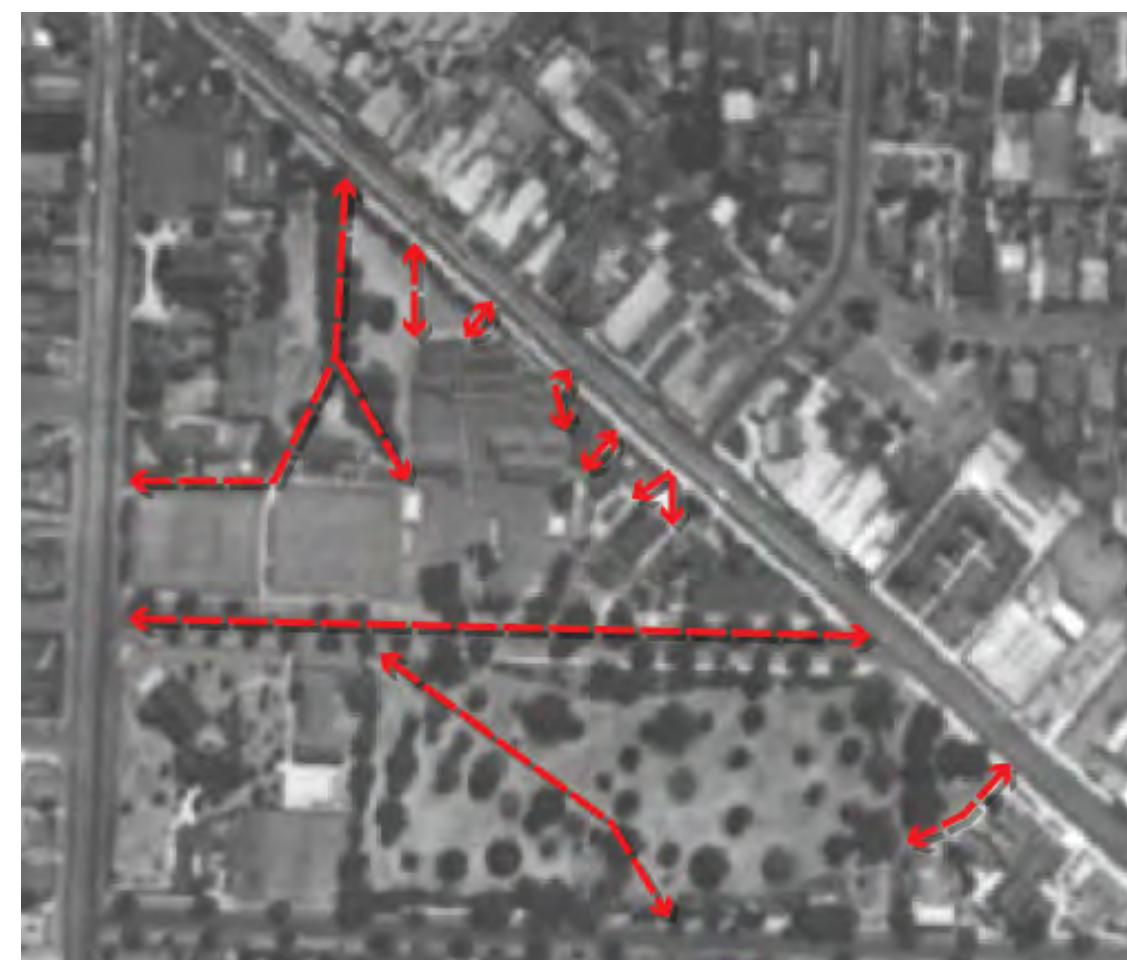


Figure 101 Movement pathways that are possible to discern from the 1945 aerial photograph. (Source: Melbourne 1945)

Historically, all the buildings within the precinct have been designed to be oriented to their respective street frontages to Camberwell Road and Burke Road. The exception is the Our Lady of Victories School, part of which may have been oriented to face the adjoining Public Gardens to its east.

Heritage considerations

Based on the analysis above, the following elements and attributes are considered to contribute to the significance of the Camberwell Civic and Community Precinct. Many are part of the open landscape, mature plantings and the setting that, in addition to specific buildings, are recognised in the Statement of Significance as contributing to 'What is significant' about the precinct:

Early and longstanding elements and attributes

- The original boundaries of each of the areas of land within the precinct and the road reserve (Reserve Road). The existing boundaries in the main still correlate with those laid out in the parish plan and remain legible on the ground and in aerial views.
- Use of the precinct as a whole for civic and community purposes.
- Public use of the gardens north of Reserve Road (Lower Reserve) and south of Reserve Road (public gardens), both of which were reserved as public gardens by the 1880s.
- The ability for the public/community to move freely north–south through the precinct:
 - from Camberwell Road to Inglesby Road via the public gardens and interconnecting pathways;
 - between Burke Road and Lower Reserve via the interconnecting pathways
 - east–west along the Reserve Road corridor.
- Reserve Road. This includes its historical width, layout and surviving trees from the early planting of street trees, which were of a single species (elms) and evenly spaced avenue planting. The celtis trees have been more recently planted as street trees along Reserve Road and are not significant.
- The orientation of the civic, school and church buildings to the main surrounding roads (Burke Road and Camberwell Road).
- The layout of Lower Reserve, namely the Y-shaped pathway in Lower Reserve and the brick spoon drains to the early sections of pathways.
- The pathway into Lower Reserve from Burke Road and brick spoon drains.
- The 1932 fountain in Lower Reserve, but not its location at the south end of Lower Reserve (it originally occupied a more central location in the gardens, at the junction of the Y-shaped pathway).
- The public toilets including the matching retaining wall with integrated planters. A date for the paved apron to the toilets and therefore the historical importance of this element has not been confirmed.
- The concrete edging and low piers along the Camberwell Road frontage.
- Mature introduced exotic trees including:
 - the avenue of elms in Lower Reserve that line the early Y-shaped pathway through this part of the reserve
 - surviving early elms along the original alignment of Reserve Road
 - other deciduous and coniferous trees and mature Australian native trees within the public gardens (original extent) south of Reserve Road
 - the prevailing landscape character of the public gardens of specimen trees in lawns.
- Retaining walls to tennis courts and former bowls club (internal and external).
- Remnant stone seat at the corner of the tennis courts (likely to be Depression era works).

Elements that are unlikely to be of heritage significance include:

- the current location of the granite fountain in Lower Reserve.
- the pathway and paving around the granite fountain which is a recent addition.
- the celtis trees along Reserve Road.

Lost elements include:

- Public access (north–south) between Lower Reserve and Reserve Road along the primary school and bowling club boundary, replaced by public access (north–south along the bowling club and tennis court boundary).
- Part of the Public Gardens (south of Reserve Road) for the construction of the new Boroondara Civic Centre in the 1960s and the recent enclosure of high, transparent fencing for the children’s playground.
- Part of the Public Gardens (north of Reserve Road), integrated into the primary school grounds (former bowling green).
- Two to three mature eucalypts (Manna gum or River red gum) that are visible in historic photographs of the study area in 1953 and 1963 and removed by 1969. One is in the Lower Reserve and 2 are in the Public Gardens to the east of the town hall.
- Garden beds along the Camberwell Road frontage of Lower Reserve and Camberwell Primary School.
- Italian cypress trees along the Camberwell Road frontage of the former Wesleyan Church (Camberwell Uniting Church) and adjoining the 1933 hall.
- The eastern end of Reserve Road, which originally continued straight to the intersection with Camberwell Road (kink introduced in the 1970s or 1980s).

- Some elm trees along Reserve Road, removed for parking by the c.1950s or replaced with celtis trees.
- Historical images from the 1930s show early paths through the Public Gardens to have been curved and with a gravel surface. Later aerial photographs suggest pathways followed desire lines.

Intrusive elements include:

- The high metal fencing around the new children’s playground.
- Flat roofed addition to the Camberwell Road frontage of the Camberwell Uniting Church.

Heritage conservation opportunities and constraints

Existing heritage protection

The existing Statement of Significance for H0506 is clear on the specific buildings that contribute to the importance of H0506, but does not elaborate on the contribution of elements and attributes of the setting, mature plantings and associated landscape. The previous section demonstrates that the precinct retains early and longstanding elements and attributes. These elements and attributes are considered likely to contribute to the significance of the Camberwell Civic and Community Precinct.

Because these elements are not discussed in the citation and are not included in the Statement of Significance (other than in very broad terms), the existing H0506 does not provide sufficient protection for these elements and attributes.

Further, there are no tree controls and no fence controls applied to the Camberwell Civic and Community Precinct in Schedule to Clause 43.01 Heritage Overlay. However, GML's preliminary analysis suggests there are trees, fences and overall landscape characteristics potentially worthy of protection due to historic and/or aesthetic significance.

Relatedly, it is noted that the 2013 heritage assessment recommended 'further work be carried out to investigate the significance of the trees and plantings in the Civic and Community Precinct and their contribution to the precinct'. It is understood that this work has not yet been undertaken.

Aboriginal cultural values of the civic and community precinct have not been formally assessed. Consultation with the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC) has taken place for this project, but outside the scope of this heritage advice.



Figure 102 Camberwell Town Hall and municipal offices, aerial (drone) photograph, January 2025.

Heritage opportunities and constraints

The following points summarise identified opportunities and constraints for conserving the heritage significance of the Camberwell Civic and Community Precinct (H0506) in the context of the draft master plan.

The master plan presents an opportunity to conserve and enhance the identified and potential significance of the precinct and should seek to balance heritage protection and conservation with other objectives for the master plan.

The current master plan project presents an opportunity to recognise the potential for additional elements and attributes to contribute to the significance of the Camberwell Civic and Community Precinct by adopting a cautious approach to change. This is consistent with the Burra Charter, which advocates a cautious approach to change:

Conservation is based on a respect for the existing fabric, use, associations and meanings. It requires a cautious approach of changing as much as necessary but as little as possible. (Article 3)

The significance and integrity of the early subdivision pattern demand that the master plan respects the surviving historic layout and boundary outlines of the precinct and its different areas of land.

The alignment and width of Reserve Road are important in demonstrating the early layout of the precinct and should also be respected.

The master plan presents an opportunity to reinforce the avenue planting on Reserve Road, by retaining the original and early elms and enhancing its historic landscape character through new planting. Consider a single species and regular spacing along the full length of Reserve Road and trees of similar aesthetic values as the original elms.

As land historically reserved as public gardens to the north and south of Reserve Road, it would be consistent with the historical significance of the precinct to retain these areas as publicly accessible gardens.

Historical photographs that show different planting schemes in the public gardens (such as the garden beds in Lower Reserve along Camberwell Road) could provide inspiration for future planting and landscape design.

The Public Gardens south of Reserve Road are thought to have been planted under the direction of Melbourne Botanic Gardens Director William Guilfoyle. The 1960s aerial images of these gardens, before they were reduced in size, show a rich and diverse collection of mature trees, combining mixed exotic deciduous trees, dark foliaged conifers and some eucalypts. The eucalypts may have been planted but it is quite likely, in the case of the 2 former mature eucalypts, that at least some were intentionally retained. Much of the richness and diversity of the tree collection evident in historical photographs has been diminished since the 1960s, but the keynotes of the mature planting scheme as evidenced by historical photographs might be used to inform future planting schemes in this location.

Heritage recommendations

- Engagement with the Traditional Owners, the Wurundjeri Woi-Wurrung, to inform the new master plan is encouraged.
- The identified significance of HO506 and the buildings and elements that contribute to the importance of the precinct should be retained.
- Additional elements and attributes of the landscape that have been identified in this report as potentially contributing to the importance of the precinct should also be retained. Some elements may warrant conservation. These elements include original and early landscape features, spaces, plantings and uses (refer to earlier in this Appendix).
- The early subdivision patterns throughout the precinct should be retained and remain legible.
- New landscape design and plantings should ensure an appropriate setting and context is maintained and enhanced throughout the precinct, within the 2 public gardens' areas and along Reserve Road.
- New plantings that seek to interpret historic landscape features and qualities would be appropriate, where based on appropriate evidence or sources.
- New landscape design and plantings that erase or diminish the ability to understand the original and early features and landscape qualities should be avoided.
- In Lower Reserve, additional pathways should be avoided unless based on historical evidence of a former pathway. The historic character of Lower Reserve as open green space, the early Y-shaped pathway and avenue planting of elms that lines this pathway, should be maintained and enhanced.
- In the Public Gardens south of Reserve Road, new pathways should be limited, so that opportunities to maintain and enhance the tree collection and an overall landscape character as open green space are maximised. As noted earlier in this Appendix, use of photographic evidence of the former rich and diverse tree collection (potentially supplemented by documentary evidence in Council's records) to inform future planting schemes in this location would be appropriate.

- The original alignment and width of Reserve Road should be retained and remain legible. The original layout of the road should be interpreted.
- Further work should be undertaken to investigate the significance of the layout, views, landmark qualities, trees and plantings and the Aboriginal cultural values of the precinct.



Figure 103 Aerial views of Camberwell looking west and east, Airspy (Firm) photographer, 1953 (detail). (State Library Victoria, Accession No: H2010.91/329).



Figure 104 Project area, aerial (drone) photograph, January 2025.

Historical developments of the precinct (timeline)

Historical developments of the precinct

Date	Historical developments
60,000BP	Part of the traditional Country of the Wurundjeri-willam for over 60,000 years (more than 2,000 generations), now represented by the Wurundjeri Woi-wurrung Traditional Owners.
1837	Parish of Boroondara surveyed by Robert Hoddle.
1840	Village at Camberwell declared (PPGG 1840).
1845	First land sales took place in the Parish of Boroondara (Sharples 2003).
1850	Camberwell Road was surveyed by 1850 (refer Figure 105 on page 105).
1853	A triangular parcel of land, Section 113, was purchased by GS Durie but reverted to the Crown after he was unable to pay the sale price. A portion of the land was granted to the Catholic Church in 1859 and the westerly tip of the wedge was granted to the Church of England (Lovell Chen 2013).
1854	Boroondara District Road Board is formed.
1855	Triangular parcel of land, Section 113 of the Parish of Boroondara, comprising 16 acres, is retained as Crown land in 1855 (refer to Figure 106 on page 105).
1860	Site for Catholic church purposes reserved in Section 113, Parish of Boroondara. (VGG, 21 September 1860, p. 1775).
c1860-65	Reserve Road exists in form if not in name by the 1860s, given the arrangement of various reserves set aside at this time.
1861	The Road Board applies to have the remainder of Section 113 otherwise unallocated, reserved as a town common. (Lovell Chen 2013).
1865	An area of 1 acre at the triangular corner of Camberwell Road and Reserve Road is reserved for the Wesleyan Church purposes. (VGG, 24 March 1865, p. 31).
1867	Reservation (1 acre, 2 roads, 21 perches) as a site for the Boroondara Common School on Section 113, Parish of Boroondara. (VGG, 6 August 1867, p. 1447). This land was north of Reserve Road, adjacent to the later state school site.
1868	Boroondara Common School opens. (Lovell Chen 2013).
1869	Land reserved for Anglican Church purposes, comprising 2 acres and 3 perches (VGG 1869, p. 1207).
1871	The remaining area of the Boroondara District Road Board [that did not become part of the Kew or Hawthorn municipalities] became the Boroondara Shire on 17 November 1871. (Sharples 2003).
1871	A brick hall was erected as a meeting place of the Boroondara Shire on the land comprising the remainder of Section 113 (unused). This would have been somewhere within the 3 parcels now defined as 113D, 113E and 113F. (Lovell Chen 2013).

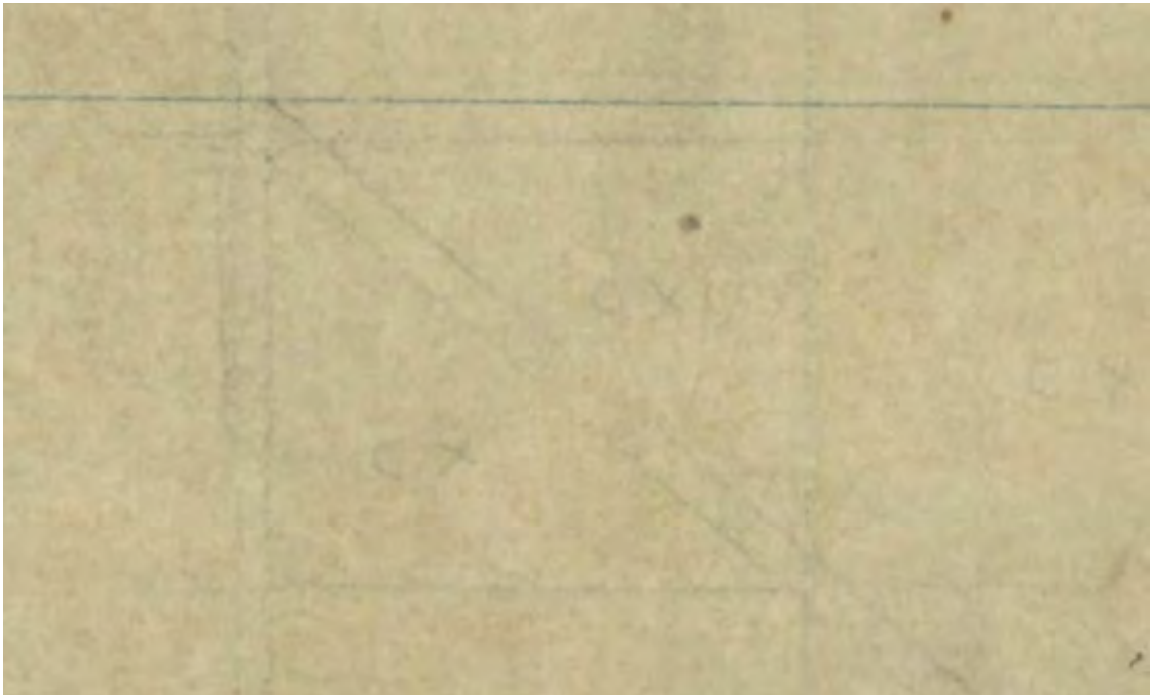


Figure 105 Parish of Boroondara, 1850. (Source: PROV, VPRS 8168).

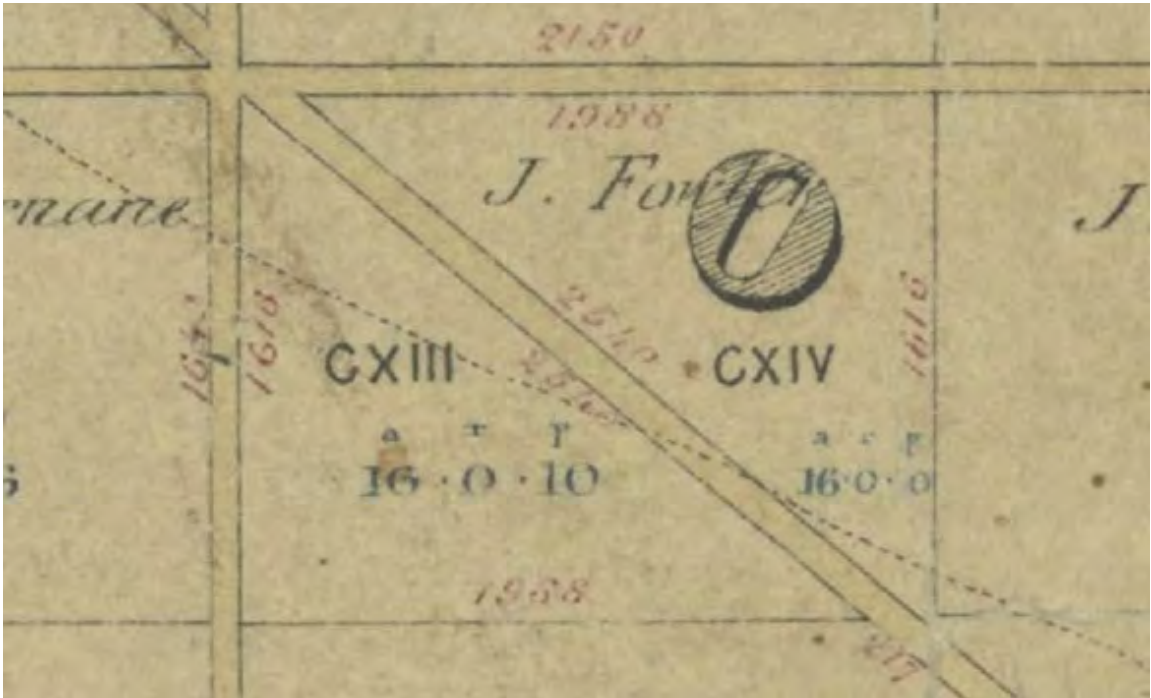


Figure 106 Parish of Boroondara, 1855. (Source: PROV, VPRS 8168).

Historical developments of the precinct (continued)

Date	Historical developments (continued)
1873	Camberwell State School was established, replacing the earlier Boroondara Common School. Additions to the building were made in 1886 and 1891.
1882	Reservation of a site for 'public purposes', Section 113, Parish of Boroondara, comprising 2 acres, 1 rood and 21 perches. (VGG, 15 September 1882, p. 2284). This is the area north of Reserve Road.
1882	Permanent reservation of an area for Public Gardens (VGG, 1882, 2480). This is the area now defined as allotment 113D, south of Reserve Road. It is likely that Reserve Road is laid out around this time, or earlier.
1882	The two allotments reserved for Public Gardens south of Reserve Road made a total area of 3 acres, 2 roods and 28 perches. The parish plan above indicates that the section of land between the town hall reserve and the Public Gardens reserve was also absorbed as part of the Public Gardens reservation (refer to Figure 107 on page 106).
1885	Permanent reservation of a site for 'Public Gardens', comprising 2 acres, 1 rood and 21 perches, corresponding to the site previously reserved in 1882 as a site for 'Public purposes' (VGG, 23 October 1885, p. 2929). This is the L-shaped area to the north of Reserve Road.
1890	Plans for a new shire hall for Boroondara Shire prepared by James Gall. (Argus, 18 July 1890, p. 10)
1891	The Boroondara Shire Hall is built to a design by James Gall. The town hall was built on allotment 113F. This was a 2-acre site that was not formerly reserved for town hall purposes until 1948, but nevertheless used as such from 1891. (PROV n.d.)
c1891	The Boroondara Shire Hall at Camberwell, photographed by Charles Rudd (refer Figure 108 on page 106).
1893	A Committee of Management is appointed to manage the Public Gardens at Camberwell, as reserved in 1882. The Committee of Management included the eminent landscape gardener William Guilfoyle, suggesting that he most likely had role in the design of the gardens and the selection of species. (VGG, 10 March 1893, p. 1297). Guilfoyle served 2 years on the committee, resigning in 1895. (VGG, 18 October 1895, p. 3582)
1901	Regulations for the Public Gardens reserve at Camberwell are gazetted. (VGG, 12 April 1901, p. 1290)
1902	Camberwell and Boroondara Shire is established.
1903	The Council is appointed Committee of Management of the Public Gardens reserve at Camberwell. (VGG, 7 October 1903, p. 3243)
1904	MMBW Detail Plan No. 1852 shows the area behind the town hall, set out as Public Gardens and bounded between Reserve Road and Ingelsby Road as 'Reserve'. There is a small cottage near the Inglesby Road boundary, which may be a caretaker's cottage.

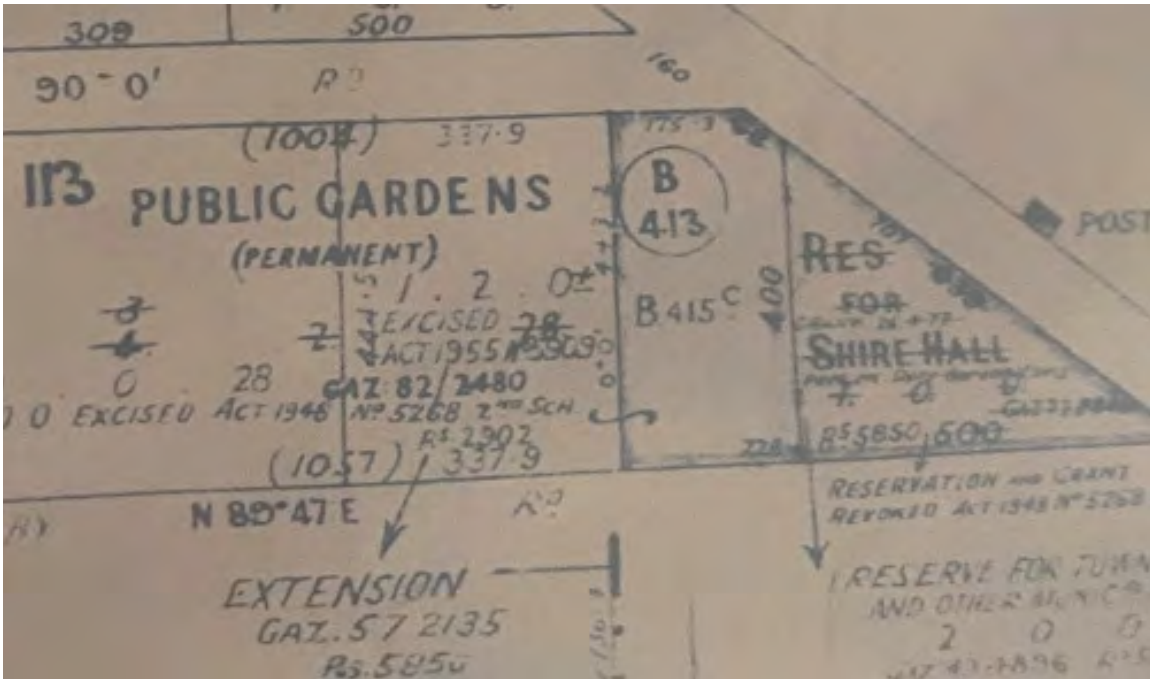


Figure 107 2 allotments reserved for Public Gardens
Source: Boroondara LSLHC 1442E685).



Figure 108 The Boroondara Shire Hall at Camberwell, photographed by Charles Rudd. (Source: State Library Victoria, Accession No. H39357/229).

Historical developments of the precinct (continued)

Date	Historical developments (continued)
by 1905	Retaining wall (embankment) on north side of tennis courts (refer Figure 109 on page 107).
1906	Town of Camberwell established.
1914	City of Camberwell established.
1924	New municipal offices are erected on the east side of the town hall to a design by Melbourne architects Irwin & Stephenson.
c1920-1954	Camberwell Town Hall and Gardens, Rose postcard, c1920–1954. (Source: State Library Victoria, ID 9917319543607636). This image shows a serpentine pathway through the gardens, smooth lawns, young specimen trees of different species, and two mature eucalypts (refer Figure 110 on page 107)
c1927-59	Camberwell Town Hall, Naunton, George photographer (refer Figure 111 on page 108)
c1927-59	Camberwell Road frontage to Lower Reserve and Camberwell Primary School (refer Figure 112 on page 108). The image shows a garden bed, densely planted with mixed shrubs, along the Camberwell Road frontage of the primary school and Lower Reserve, set behind a low wall (concrete edging, still extant).
1932	Drinking fountain erected in the Lower Reserve on 23 October 1932 (refer Figure 113 on page 108). The inscription on the north face states the following: 'Erected by Citizens of Camberwell as a tribute to the memory of Cr Henry Rooks MP A former scholar of this school, President of Shire Year 1900. Mayor of City Years 1910-1913-1926. Unveiled 23 10-1932'
1933	Image of the town hall from <i>Souvenir of Camberwell, Melbourne's Most Beautiful Garden Suburb</i> , 1933 (Figure 114 on page 108).
1933	Photo of winding path and Camberwell Town Hall Gardens, from <i>Souvenir of Camberwell, Melbourne's Most Beautiful Garden Suburb</i> , 1933, p. 4 (refer Figure 115 on page 108).
1933	'Gardens and town hall' are marked south of Reserve Road (<i>Souvenir of Camberwell, Melbourne's Most Beautiful Garden Suburb</i> , 1933). Refer Figure 116 on page 108.
c1930s	Retaining walls between tennis courts and former bowls club (bluestone, rubble). Refer Figure 117 on page 109.
c1930s	Remnant stone seat at corner of tennis courts (Burke and Reserve roads). Refer Figure 118 on page 109.
c1952	Camberwell Road frontage to the Camberwell Primary School. (Camberwell Central School No. 888, Camberwell Road. Boroondara Archives, Heritage Collection, Reference No: LHCPH 39). Refer Figure 119 on page 109.
By 1953	Retaining walls to Bowls Club and tennis courts (refer Figure 120 on page 109).



Figure 109 Retaining wall on north side of tennis courts.



Figure 110 Camberwell Town Hall and Gardens, Rose postcard, c1920-1954. (Source: State Library Victoria, ID 9917319543607636).



Figure 111 Camberwell Town Hall, Naunton, George photographer (1912–1989) [c.1927–1959] (Source: SLV Accession No: H90.49/17).



Figure 113 Drinking fountain erected in the Lower Reserve on 23 October 1932.



Figure 115 Photo of winding path and Camberwell Town Hall Gardens–Souvenir of Camberwell, Melbourne's Most Beautiful Garden Suburb, 1933, p. 4.



Figure 112 Camberwell Road looking towards town hall, Naunton, George photographer (1912–1989) [c.1927–1959] Source: State Library Victoria, Accession No. H90.49/36).



Figure 114 Image of the town hall from Souvenir of Camberwell, Melbourne's Most Beautiful Garden Suburb, 1933.

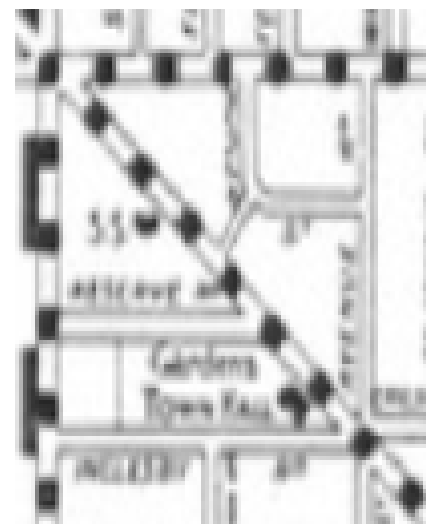


Figure 116 'Gardens and town hall' are marked south of Reserve Road (Souvenir of Camberwell, Melbourne's Most Beautiful Garden Suburb, 1933).



Figure 117 Retaining walls between tennis courts and former bowls club.



Figure 118 Remnant stone seat at corner of tennis courts (Burke and Reserve roads).



Figure 119 Camberwell Central School No. 888, Camberwell Road. (Source: Boroondara Archives, Heritage Collection, Reference No: LHCPH 39).



Figure 120 Retaining walls to bowls club along the south and west boundaries.



Historical developments of the precinct (continued)

Date	Historical developments (continued)
1953	Australian citizenship and naturalisation ceremony held at the Camberwell Town Hall. (Source: NAA, item ID 8278306). Refer Figure 121 on page 110.
1957	Extension of the reservation for town hall purposes to allotment 113E, comprising 1 acre, 1 rood (PROV, n.d.). Refer Figure 122 on page 110.
1961	The former town hall is converted for use as the local municipal Library (Carroll 1978, p. 6).
1963	Mature eucalypt, referred to at that time by the <i>Camberwell News Pictorial</i> as ‘the Corroboree Tree’, is lopped. (<i>Camberwell News Pictorial</i> , 3 July 1963, p. 9)
1960s	The new Boroondara Civic Centre is opened, constructed to a design by architect John Mockridge (Carroll 1969, p. 6).
1969	Stump of the Corroboree Tree removed. (<i>Camberwell Free Press</i> , 12 March 1969, p. 3)
1969	An adjoining area, defined as allotment 113 and comprising 1 acre and 2 perches, was reserved for children’s playground and car park. This area was formerly part of the Public Gardens reserve, reserved in 1882, comprised 2 acres, 28 perches (PROV n.d.).
1970s–80s	‘[Camberwell Road, Camberwell, roadworks on Reserve Road], [197–?]’ (Boroondara Archives, Heritage Collection, Reference No: LHCPH 1172) Showing works to realign the Camberwell Road end of Reserve Road. Refer Figure 123 on page 111 to Figure 125 on page 111.
1992	1932 fountain, located in centre of Lower Reserve at the junction of the Y-shaped pathway, moved closer to the bowling clubhouse after 1992. New pathways and paving added in association with this relocation.
2010	New landscaping around the Boroondara Civic Centre by MDG Landscape Architects. (This design is reflected in the current layout).



Figure 121 Australian citizenship and naturalisation ceremony held at the Camberwell Town Hall. (Source: NAA, item ID 8278306).

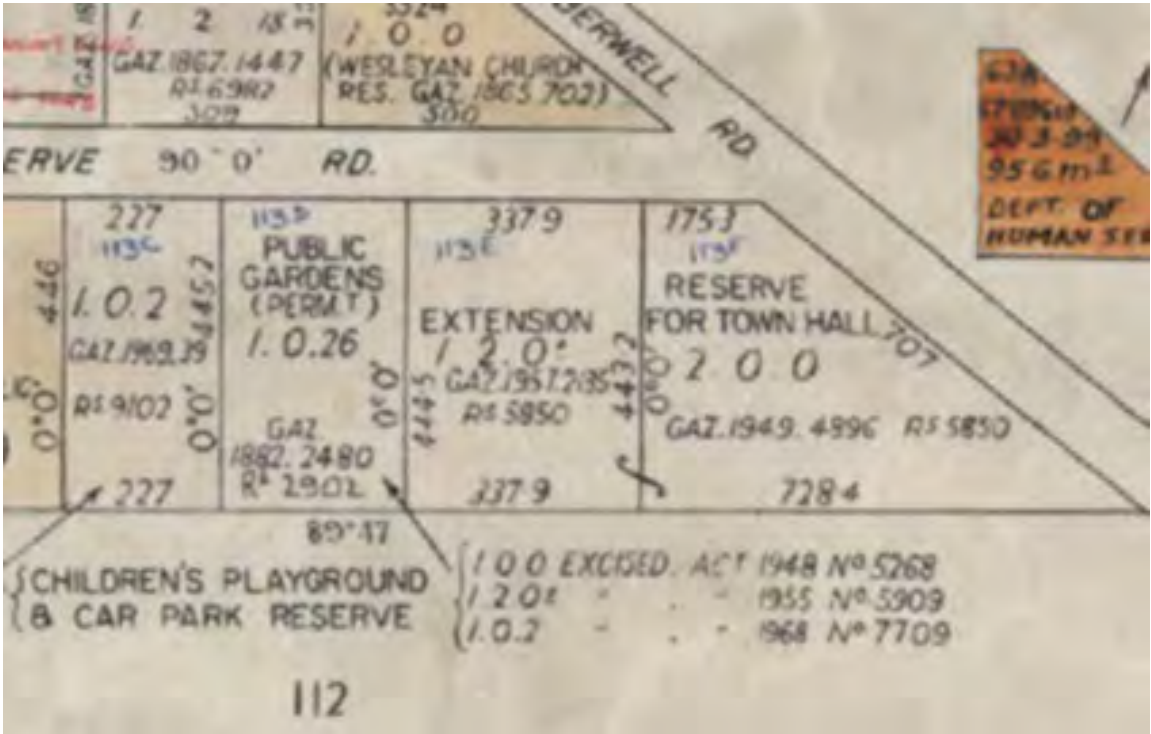


Figure 122 Extension of the reservation for town hall purposes to allotment 113E, comprising 1 acre, 1 rood (PROV, n.d.).



Figure 123 Showing works to realign the Camberwell Road end of Reserve Road. (Boroondara Archives, Heritage Collection, Reference No: LHCPH 1172).



Figure 125 Showing works to realign the Camberwell Road end of Reserve Road. (Boroondara Archives, Heritage Collection, Reference No: LHCPH 1174).



Figure 124 Showing works to realign the Camberwell Road end of Reserve Road. Boroondara Archives, Heritage Collection, Reference No: LHCPH 1173).

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 that contributes to its overall character and the enjoyment of residents or visitors. May include access to services and well-designed public spaces.

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 State 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.

heritage value

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

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.

open space

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

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.

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.

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.

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