



# Eltham Major Activity Centre / Structure Plan

Adopted by Nillumbik Shire Council on 28 July 2020





Woolworths

# TABLE OF CONTENTS

1.	INTRODUCTION.....	1
2.	STRATEGIC CONTEXT AND KEY INFLUENCES.....	5
3.	AN OVERVIEW OF THE PLANNING FRAMEWORK.....	12
4.	THE VISION & STRUCTURE PLAN FRAMEWORK.....	18
5.	PRECINCTS - OBJECTIVES, STRATEGIES AND DESIGN GUIDELINES.....	46
6.	GENERAL DESIGN GUIDELINES (PRECINCTS 1-5).....	88
7.	BRIDGE STREET BUSINESS AREA DESIGN GUIDELINES (PRECINCTS 10-12)	90
8.	IMPLEMENTATION OF THE STRUCTURE PLAN .....	93
	APPENDIX A: EXISTING AND PROPOSED HEIGHT DIFFERENCES .....	95
	APPENDIX B: GLOSSARY .....	97

# 1. INTRODUCTION

## 1.1 INTRODUCING ELTHAM

Eltham Major Activity Centre (Activity Centre) is widely known for its distinctive hilly landscape, experimental architecture, community events and artistic heritage. The Activity Centre is predominantly located on Main Road, a regionally-significant arterial road running north-south that connects Eltham with suburban Melbourne to the south and to the Shire's Green Wedge and rural townships to the north.

The retail core of the Activity Centre lies generally to the east and west of Main Road with the Eltham Train Station, the Eltham Library and a tranche of community uses to the west.

Alistair Knox Park, Central Park and the Diamond Creek Trail form the green spine of the centre splitting the main town centre and commercial activity from the Bridge Street Business Area (BSBA), which consists of light industrial and commercial uses.

## 1.2 WHAT IS A STRUCTURE PLAN?

A Structure Plan sets the vision for an area for the next 10 years to manage change and growth. Structure Plans are strongly focused on sustainability and planning for change that is environmentally, socially and economically sound.

A Structure Plan brings together the inputs of a wide range of stakeholders, state agencies and service authorities to articulate a vision and future direction that provide both Council and community certainty moving forward.

## 1.3 AIM AND PURPOSE

The Eltham Major Activity Centre Structure Plan (Structure Plan) has culminated from a review of the *Eltham Major Activity Centre Structure Plan* (August 2004). The context for the Activity Centre has changed since the adoption of the Structure Plan in 2004. The review was required to meet the current and future needs of Eltham.

The Structure Plan aims to guide future planning and development of the activity centre.

The purpose of the Structure Plan is to set an overall vision for the centre and objectives, strategies and design guidelines focused on:

- land use activities and development;
- built form character;
- landscape and place activation;
- movement and access; and
- community and leisure.

## 1.4 STUDY AREA

The study area was defined by Council when the original structure plan was prepared in 2004. It has remained largely the same due to the continued sufficient capacity for development and change. Minor changes made to the boundaries include adding Andrew Park (27 Youth Road) and the site of St Vincent's Care Services (43 Diamond Street) as additional precincts and important sporting and community facilities in the Activity Centre.

This Structure Plan divides the Activity Centre into 12 distinct precincts which include:

- The Eltham Town Centre: which consists of Precincts 1-5 and contains the commercial and community core of the Activity Centre, including the public transport hub.

- The Eltham Town Park: which consists of Precincts 6-9 and includes those areas of public open space within the Activity Centre, as well as a number of recreational facilities.
- The Bridge Street Business Area: which consists of Precincts 10-12 and comprises those industrial and commercial areas generally bounded by the railway line and Bolton, Susan and Brougham streets.

Refer to Figure 1.

## 1.5 READING THIS DOCUMENT

Nillumbik Shire Council has prepared the Structure Plan for the Eltham Major Activity Centre (Activity Centre).

The Structure Plan has been shaped by a number of inputs that include, but are not limited to, rigorous background research and analysis, review of the Planning and Local Policy Frameworks, site visits and observations within the study area and discussions and feedback from community engagement forums and meetings with other relevant agencies and stakeholders.

The Structure Plan outlines the Vision for the Activity Centre and identifies Objectives and Strategies that outline how the Vision will be achieved. The Structure Plan is structured as follows:

**Sections 1 - 3** of the document outline the study area and provide existing context and key influences facing the area.

**Section 4** identifies a Vision, Objectives, Strategies and framework for the Activity Centre. The strategies and framework are articulated through five themes:

- Land Use Activities and Development
- Built Form Character
- Landscape and Place Activation
- Movement and Access
- Community and Leisure

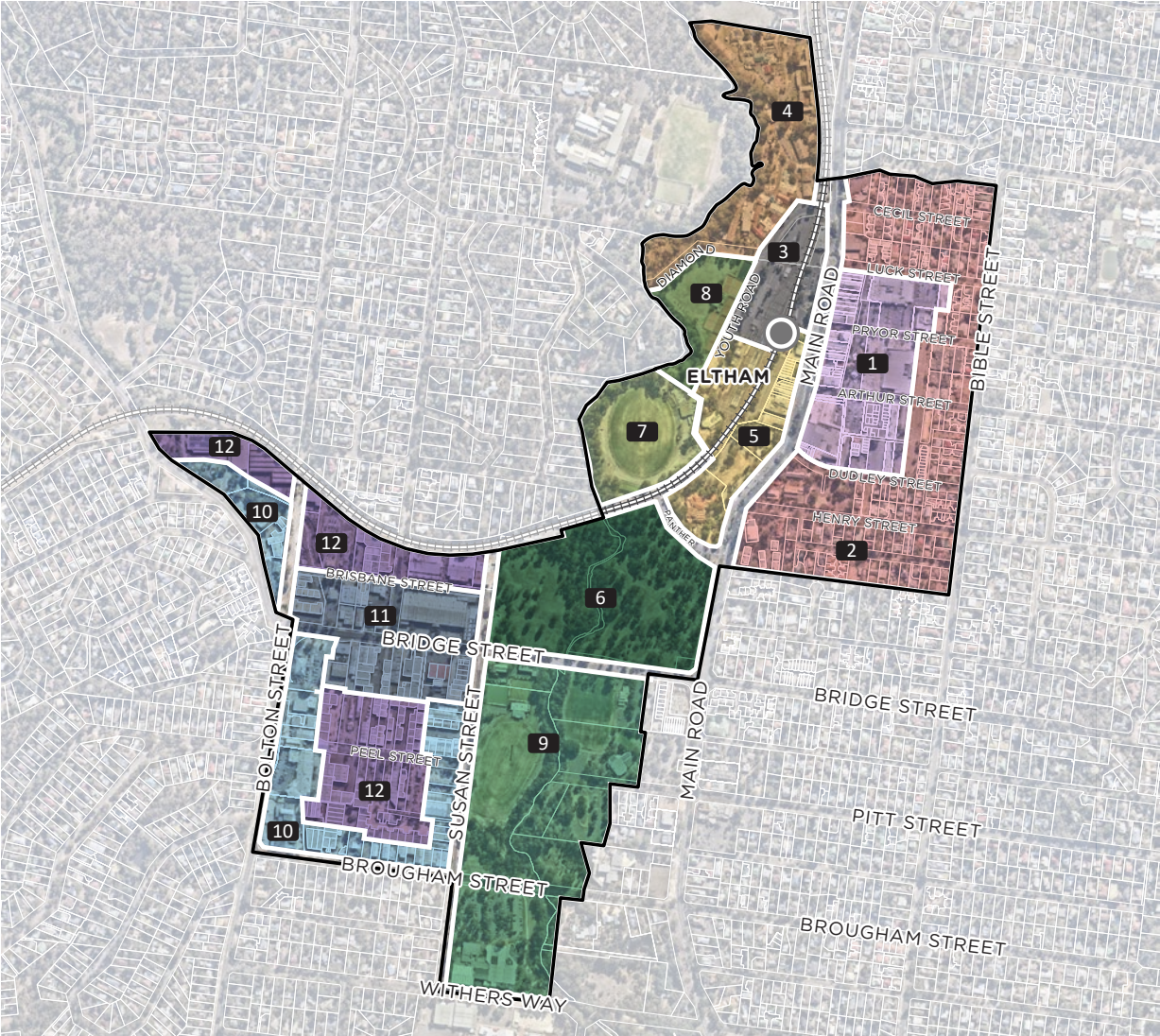
**Section 5** identifies specific precincts within the Structure Plan study area and objectives and strategies required to achieve the preferred character.

**Section 6** provides design guidelines to be applied to development proposals in Precincts 1-5.

**Section 7** provides industrial/ commercial design guidelines to be applied to development proposals in Precincts 10, 11 and 12.

**Section 8** provides a broad explanation of the implementation process for the Structure Plan.

4



**LEGEND**

- STUDY AREA
- TRAIN STATION AND RAIL LINE

**ELTHAM MAJOR ACTIVITY CENTRE PRECINCTS**

- 1 COMMERCIAL CORE
- 2 RESIDENTIAL INTERFACE
- 3 TRANSPORT
- 4 COMMUNITY AGED CARE
- 5 COMMUNITY
- 6 TOWN PARK
- 7 SPORTING OVAL
- 8 ANDREW PARK
- 9 CULTURAL
- 10 PERIPHERAL MIXED USE
- 11 RESTRICTED RETAIL
- 12 INDUSTRIAL/ EMERGENT

Figure 1. Study area and sub-precincts

## 2. STRATEGIC CONTEXT AND KEY INFLUENCES

### 2.1 STRATEGIC CONTEXT

Eltham Major Activity Centre is located on the fringe of Melbourne's outer north eastern suburbs within the Shire of Nillumbik, which is known as the "Green Wedge Shire".

The Activity Centre is located on a spine of open space that follows the Diamond Creek and meanders south from the township of Diamond Creek through the Eltham Activity Centre connecting to the Yarra River at Eltham Lower Park.

Directly south of the Activity Centre is the Eltham Gateway, located on Main Road between the retail centre and Fitzsimons Lane. The Eltham Gateway, distinct from the Activity Centre, consists of a windy section of Main Road edged with extensive indigenous and exotic vegetation.

The Gateway reminds the visitor that Eltham is a transition area between metropolitan Melbourne and its rural hinterland. Further, it reflects both Eltham's environmental heritage and its distinctive cultural heritage, post-

European settlement, as a village separate to Melbourne.

The Gateway provides a range of modest sized uses, including commercial, community and residential. The preferred strategic direction for the Gateway is to encourage a mix of residential, small-scale office and community uses north of Mount Pleasant Road and predominantly residential use south of that road.

Identified in Plan Melbourne as a Major Activity Centre (MAC), Eltham Town Centre is one of the primary community and commercial focal points within the Shire of Nillumbik.

From a regional perspective, the Eltham Activity Centre is located 20km north east of the Melbourne CBD and 5km from Diamond Creek and Greensborough Major Activity Centres.

It is accessible via the Hurstbridge rail line, and connected to Greensborough, Diamond Creek and Hurstbridge via bus services (Figure 2).

### 2.2 BRIEF HISTORY OF ELTHAM

The area of the Shire of Nillumbik was for centuries home to the Wurundjeri-willam clan of the Woi wurrung speaking people. This is evidenced in a number of archaeological sites across the Shire.

The first European contact within Nillumbik Shire was estimated to be approximately 1836. The discovery of gold saw the establishment of townships such as Panton Hill, Research, Queenstown (now St Andrews) and Diamond Creek in the late 1850s and 1860s.

The development of the fruit industry in the northern parts of the Shire also brought the arrival of the railway to Eltham.

Due to its beauty, artists began to settle in Nillumbik Shire, but in particular Eltham, which has been home and inspiration for many of Australia's great artists and intellectuals. Alistair Knox, for example, designed and built many of Eltham's houses in mudbrick which became an iconic and cherished building style in Eltham.



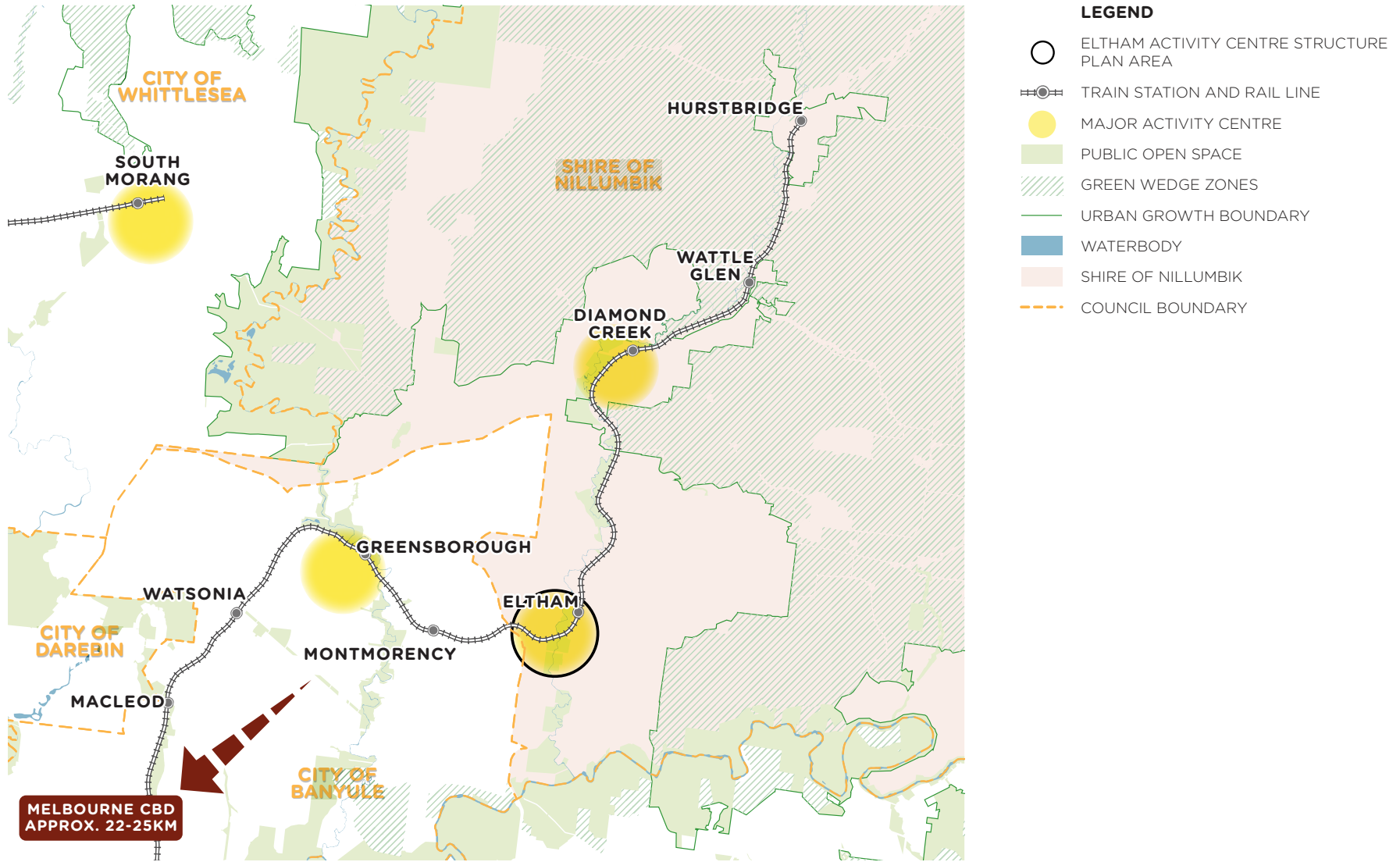


Figure 2. Strategic context map

## 2.3 WHAT MAKES ELTHAM DISTINCT?

Eltham's unique style can be described as follows:

- *A rare and distinctive style where the natural environment and built form are interwoven.*
- *Buildings are designed with consideration of the local vegetation and topography. Buildings complement the natural landscape instead of overwhelming it.*
- *Architecture is designed to be sympathetic to the landscape and artistic heritage of Eltham by careful use of materials such as wood, stone, mud-brick, steel and glass.*
- *There is not one single architectural style. Experimentation and integration with nature unites the built form.*

## 2.4 KEY INFLUENCES

The main population, demographic and economic projections are based on the report *Nillumbik Activity Centres Land Use & Economic Analysis* (Geografia) and the 2016 Census Results.

The key influences, issues and projections can be summarised as follows:

### Fringe Location

- Eltham's catchment is less densely developed (particularly in the green wedge) and is growing slowly as compared to Melbourne's average.
- The importance of maintaining the activity centre's attractive setting, therefore limiting development potential.

### The Eltham catchment

- Dominated by a skilled professional resident labour force, although the local jobs are predominantly in retail.
- A large working from home population.
- Robust spending on specialised food retailing.
- Aging and affluent population with fewer

family (with children households) and it is growing slowly.

- Population growth rate is 20% over the 10 years to 2016, which lags notably behind Greater Melbourne's total of 25% (Geografia, 2019).

### Land Use Mix and Supply

- Eltham's size and scope as a MAC is considerably smaller than other centres within the region such as Doncaster and Greensborough.
- Significant under-utilisation of land within the Activity Centre, demonstrated by the large areas of at-grade car parking and the predominance of 1-2 storey buildings heights.
- Limited office space and local employment opportunities that respond to the high number of professional workers living in the area.
- Lack of an employment anchor in the town centre.
- Lack of available vacant land, therefore necessitating additional floorspace is accommodated through redevelopment of

8

existing sites.

- The current zoning provisions, particularly within the Bridge Street Business Area (BSBA), may not be providing the optimum diversity of uses or sufficient protection of preferred uses (such as light industry) within the industrial park.
- Commonwealth employment projections suggest the job count in Eltham and Diamond Creek is expected to increase by around 600 over the next 5 years.
- Key industry opportunities are in Dining & Entertainment, Professional Services, Specialised Food Retailing and Transport.
- The limited supply of industrial and commercial land/ property, physical constraints and relatively low demand (due to the significant outflow of spending to larger centres, that is, the escape spend) combine to create both supply and demand factors that mean the commercial and industrial property markets in the Activity Centre are small and with little activity.
- Eltham’s median house price is \$975,000, keeping pace with Metropolitan Melbourne.

- From 2007-2017 median unit prices in Eltham went from \$340,00 to \$689,000, which is a slightly faster rate of change than the rest of Metropolitan Melbourne.
- The housing market needs to provide a diversity of housing stock to meet housing trends. For example, to provide for downsizers and investors.
- The residential market is steady, prices are relatively high and unit sales are growing suggesting increasing demand for medium density living in activity centres.
- Small commercial and industrial property market.
- Industrial rents in Eltham are relatively low, i.e. lower than Greensborough.
- Commercial rents are reportedly high.
- Since 2009, building applications for retail are on trend with Banyule and Manningham.

**Built Form and Structure**

- There is growing demand for increased density living in the Activity Centre.
- Eltham has a rare and distinctive development style where the natural

environment and built form are interwoven.

- Buildings complement the natural landscape instead of overwhelming it.
- Aside from certain development, such as the Eltham Library, much of the existing built form character of the Activity Centre does not meet the preferred character, which is to consist of buildings sympathetic to the landscape and artistic heritage of Eltham through careful use of materials such as wood, stone, mud-brick, steel and glass.
- Eltham’s urban structure is defined by distinct precincts which are poorly connected. Main Road divides Precinct 1 and 2 from the balance of the precincts and creates a hostile environment for pedestrians.
- Aside from the Town Square and Commercial Place, Precinct 1 is internalised in large format shopping centres with at ground car parking, creating a less legible or walkable urban environment and resulting in underutilised land.
- The significant extent of at-ground car parking within the activity centre,

particularly within key areas of the Eltham Town Centre.

- Buildings are generally 1 to 2 storeys with Precinct 2 experiencing the most development activity, with some new developments varying in height from 3-4 storeys.
- The Eltham Library and the other activities in Precinct 5 are poorly connected to the balance of the Activity Centre.
- The railway line divides Precincts 3 and 5, creating limited connectivity between the eastern and western sides.
- The train station and bus interchange have limited activated edges and are poorly designed for pedestrians.
- The existing town square lacks critical mass in relation to built form density and people.
- The centre has elements of a semi-rural 'mudbrick character, relative to other Activity Centres, which is a competitive advantage.

#### **Access and Movement**

- High rates of car use (and poor public

transport access).

- Lack of pedestrian and cyclist infrastructure.
- The functional inefficiencies which include challenging terrain, low density, traffic congestion and low public transport use.
- Transport enhancements are required to improve accessibility to the centre and therefore increase developer interest.

#### **Aging Population**

- Eltham has an aging population, with a greater number of older workers and pre-retirees than the greater Melbourne average (16% versus 12%).
- Emerging older population (pre-retirees, retirees and seniors) and smaller households (1-3 persons).
- Increased demand for health and other services.
- Changes in lifestyles, leisure and recreation.

#### **Landscape and Topography**

- The functional inefficiencies of the challenging terrain which makes path

connectivity even more essential for access and movement.

- The importance of maintaining the attractive setting and landscape character, which limits the ability to create meaningful density.
- The high amenity setting is attractive for artisanal foods and other goods, hospitality and luxury goods.

#### **Educational Facilities**

- Eltham has a diverse array of educational facilities for all ages, both in and in proximity to the centre.
- Examples include Eltham Catholic Ladies College, Our Lady Help of Christians Primary School, Eltham High School, Eltham College in Research, Eltham Pre-school and Eltham Child-care Co-operative.
- There are also adult education facilities and institutions such as the Eltham Living and Learning Centre and the University of the Third Age (U3A).

## 2.5 COMMUNITY ENGAGEMENT

Between June and August 2018, an extensive community engagement program was undertaken to inform the Structure Plan.

Over 1,700 ideas were gathered throughout the community engagement process via online and hard copy surveys. Over 200 additional opinions, thoughts and ideas were gathered via other engagement tools including online mapping tool, voting pod, chat boards and big idea drawings.

Overall respondents felt that there are many things they love about the Activity Centre including the sense of community, friendly people, town feel, the Town Square, the quality shops and services, cafes and restaurants, the library, the environment and the festivals and events. Of the 333 respondents:

- 65.2% live in or near Eltham or Eltham North.
- 46.5% visited the Activity Centre daily.

- Most people visit the Activity Centre to shop (86.7%), visit cafes and restaurants (75.9%) and to use services (75%).
- Most people visit on weekdays and weekend mornings and afternoons, with less visiting the Activity Centre during the evening.
- 68.4% drive to the Activity Centre, 23.5% walk, 4.95% catch public transport and 2.16% ride.

The community were asked to rate their level of agreement with statements about the Activity Centre. The collated responses from the survey and pop-up consultations are given below.

- 81% strongly agreed or agreed that the centre has a good range of quality shops and services.
- 75% strongly agreed or agreed that the centre has a sense of community.
- 66% strongly agreed or agreed that the centre has a great atmosphere and environment.

- 56% strongly agreed or agreed that it was easy to get around the Activity Centre.
- 54% strongly agreed or agreed that they like the look and feel of the centre.

Of the 262 respondents who shared their 'hidden gem,' 30.9% said the library, followed by the 'unique and boutique shops' including the bookshop (25.5%), the café and dining options (25.5%), the natural environment including trees, greenery, landscape and wildlife (21.7%), nature trails and walking tracks (17.9%) and the atmosphere, friendly people, sense of community and activities and festivals (16.4%).

Of the 46 respondents who provided details about why they feel unsafe in the evening:

- 20 respondents made specific comments referring to lighting including lack of lighting and areas being too dark and unsafe;
- 6 comments were made regarding aggressive or unsavoury behaviour;

- 6 comments were received about feeling unsafe around the station precinct; and
- 5 comments about areas feeling isolated due to there not being people around and some were intimidated by groups of young people.

Some suggestions for general improvements to the Activity Centre include:

- Improvements to traffic flow, congestion and parking;
- Increase the greenery and improve the streetscapes;
- Stop or control over development;
- Improve the station/bus interchange precinct
- More community festivals and events to bring people together; and
- More public art and retention of its unique identity.

## 3. AN OVERVIEW OF THE PLANNING FRAMEWORK

### 3.1 PLAN MELBOURNE REFRESH 2017-2050

Plan Melbourne 2017-2050 is the current metropolitan strategy for Melbourne that aims to support growth outside of the central city, developing a network of activity centres linked by transport as a means to improve access to jobs across Melbourne and to deliver more housing closer to jobs and public transport. It identifies Eltham as a Major Activity Centre.

Plan Melbourne directs new housing to activity centres that offer good access to jobs, services and public transport. Other relevant directions aim to maintain the distinct character through complementary future developments, and improve accessibility and movement for walking, cycling and public transport to encourage the creation of 20-minute neighbourhoods.

### 3.2 PLANNING POLICY FRAMEWORK (PPF)

The Planning Policy Framework (PPF), and in particular Clause 11.03-1R, aims to create highly accessible activity centres with diverse employment uses supported by medium density housing.

It refers to the importance of building up activity centres as a focus of high quality development, activity and living for the whole community by developing a network of activity centres. In particular it discusses undertaking strategic planning for the use and development of land in, and around activity centres, focusing on increasing housing diversity and affordability, improving access by walking, cycling, public transport, and encouraging economic activity and business synergies.

In relation to housing, the PPF requires consolidation of residential density within and around major activity centres. It sets a clear expectation that commercial, residential and community activity are to be concentrated within activity centres, and that development will be more consolidated and dense as compared to surrounding residential areas.

The PPF is binding on Councils and therefore, Councils are expected to support and plan for the development of a major activity centre in accordance with the policies listed.

Other relevant policies include:

- Clause 15.01-1S which seeks “*to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity*”;
- Clause 16.01-1S which seeks “*to promote a housing market that meets community needs*”;
- Clause 17.01-1S which seeks “*to strengthen and diversify the economy*”;
- Clause 17.01-1S - which seeks “*to ensure the availability of industrial land*”;
- Clause 18.01-1S which seeks “*to integrate land use and transport planning*”; and
- Clauses 13.02-1S and 13.03-1S which seek to protect the resilience of existing properties and communities to bushfire and flooding risks.

### **3.3 LOCAL PLANNING POLICY FRAMEWORK (LPPF)**

The MSS outlines a vision that conserves the natural environment, historical buildings and sites, while allowing for development within designated areas such as activity centres. Future land use and development will enhance the urban and natural environment, particularly the character defined by land form, landscapes and vegetation cover.

Clause 21.05-4 promotes both Eltham and Diamond Creek Major Activity Centres as the main commercial and community activity areas within the Shire. It seeks to concentrate the Shire’s retail activities in the centres, ensuring future development is at a scale that responds to the scale of the centre while enhancing the natural and built form.

Similarly, Clause 22.07 ‘Eltham Activity Centre Policy’, seeks to ensure that the Eltham Town Centre continues to be the focus of community life, and provides a wide range of residences, shopping and professional services, and places to meet and play. Further, that residents, workers and visitors will enjoy an attractive, distinctive, native, safe and highly accessible urban environment.

Clause 22.15 applies to the BSBA and encourages an improvement in the visual amenity and functionality of the area and a change in the range of land uses from being primarily industrial to include peripheral sales, light industry, commercial offices, health and fitness centres, indoor sports and recreation centres.



### 3.4 ZONES

The dominant four zones within the study area are as follows:

- The Activity Centre Zone Schedule 1 'Eltham Activity Centre' (ACZ1), which applies to land to on either side of Main Road to the north of Panther Place and includes existing building height controls between 3 and 5 storeys;
- The Public Park and Recreation Zone (PPRZ), which applies to the parks extending along the Diamond Creek;
- The Industrial 3 Zone (IN3Z), which applies to the Bridge Street Business Area (BSBA), located between the open space spine to the east and Bolton Street to the west; and
- The Road Zone Category 1 (RDZ1), which applies to Main Road, Bridge and Bolton Streets.

### 3.5 OVERLAYS

The study area is affected by various overlays. Site specific Heritage Overlays (HO) apply to the Fay Hat Factory (former) garden and landscape design (HO246), Alistair Knox Park (HO14), the Eltham Library (HO239), the railway timber trestle bridge (HO145) and Eltham Community Centre (HO11).

The Significant Landscape Overlay (SLO) Schedule 5 'Eltham Central Character' applies to Precincts 1, 2, 3 and 5, highlighting the need to retain and encourage the dominance of trees in keeping with the character of Nillumbik. Notably, a permit is required to remove, destroy or lop any substantial trees.

A Parking Overlay (PO) also applies to commercial uses within the study area. A Land Subject to Inundation Overlay (LSIO) applies to parts of the study area, which identifies land in a flood storage or flood fringe area affected by the 1 in 100 year flood or any other area determined by the floodplain management authority.

An Environmental Significance Overlay (ESO) applies to the Diamond Creek corridor predominantly and seeks to protect and enhance sites of faunal and habitat significance and strategic habitat links.

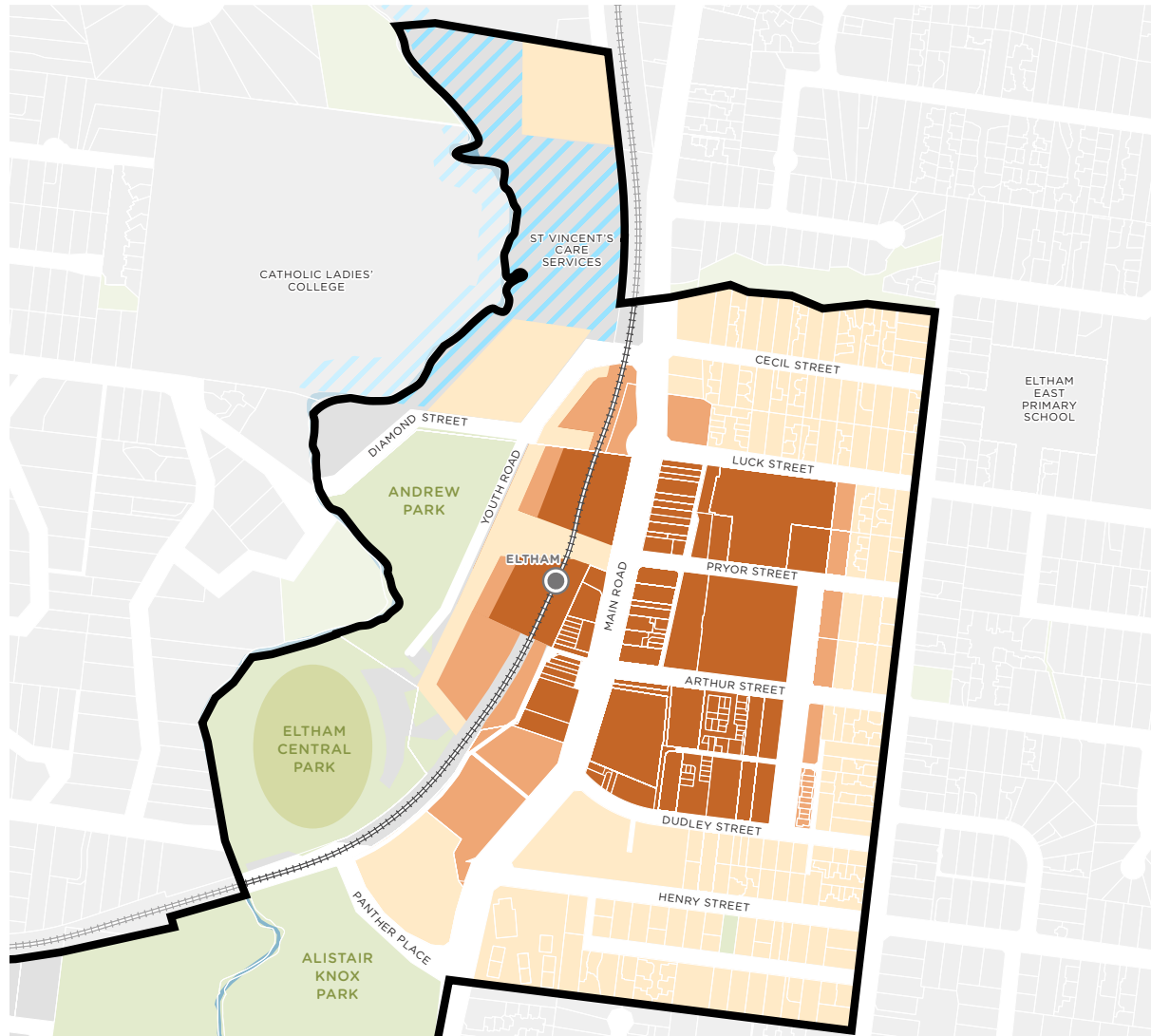
### 3.6 EXISTING BUILDING HEIGHT CONTROLS

A maximum building height range of 3-5 storeys has been applied to the Eltham Town Centre through Nillumbik Planning Scheme Amendment C51 in 2014.









The existing heights are a mixture of mandatory and discretionary height limits, with mandatory 3 storey height limits applied to areas of landscape sensitivity on elevated parts of the Activity Centre.

The 5 storey height limit is discretionary and its application is restricted to key development sites which are less visually sensitive, such as certain sites fronting Main Road and in proximity of the railway station.

The existing building height limits were approved only once the State Government accepted that the limits were not going to stifle growth and development of the centre.



**LEGEND**

-  Study Area
-  Eltham Railway Station and Rail Line
-  Existing Public Open Space and Ovals
-  Waterbody
-  Urban Floodway Zone (UFZ)
-  Existing Maximum Height of 3 Storeys
-  Existing Maximum Height of 4 Storeys
-  Existing Maximum Height of 5 Storeys

*See Appendix A of the draft Eltham Structure Plan for proposed changes to existing height limits.*

Figure 3. ACZ1 - Maximum building heights map

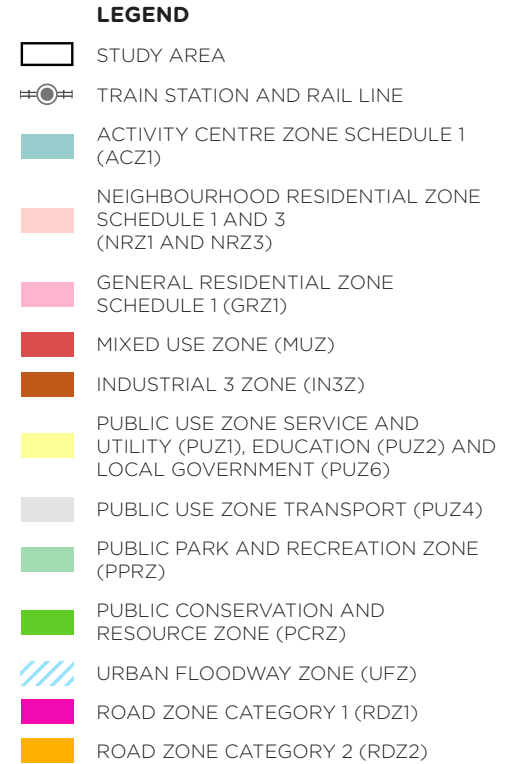
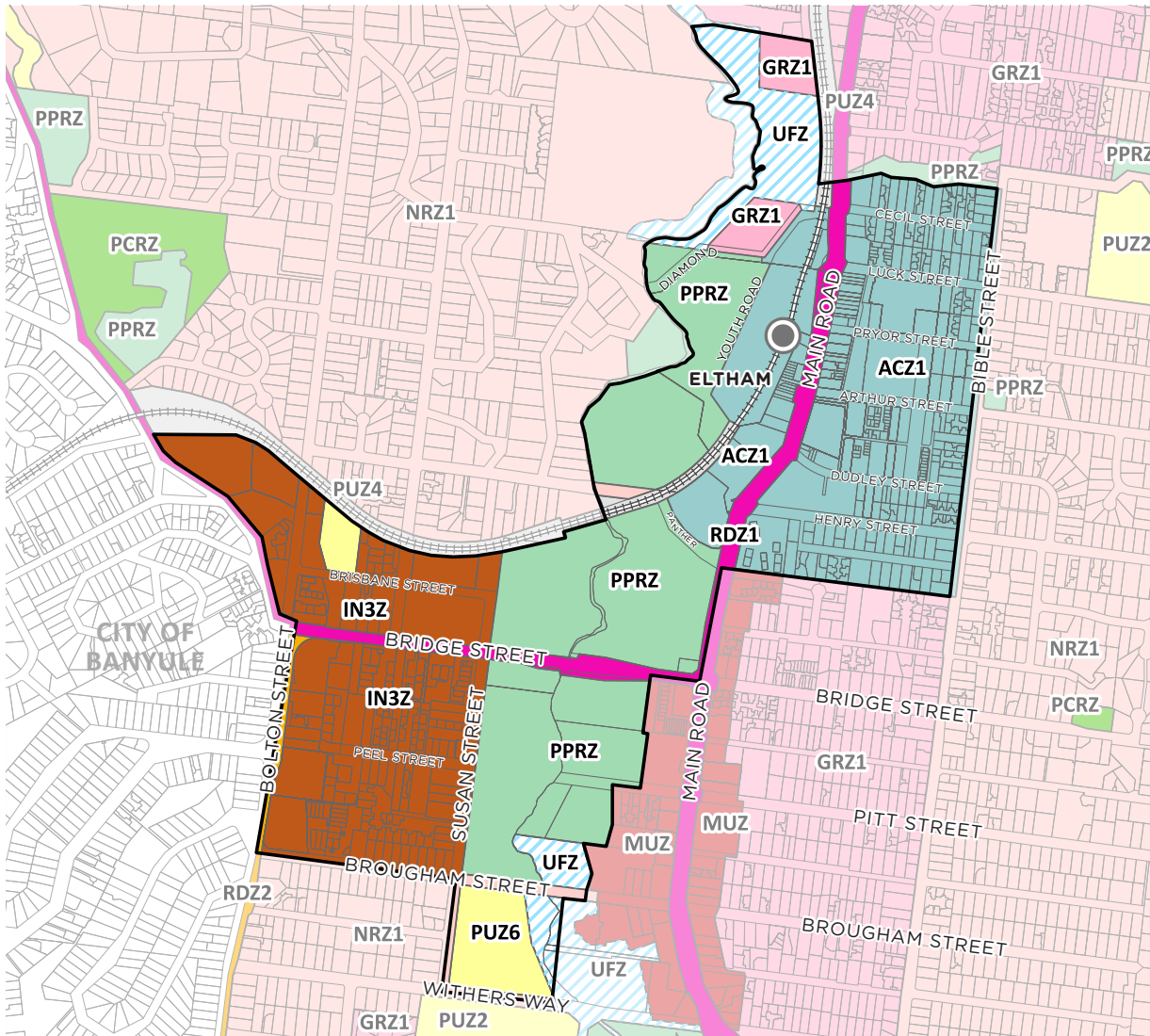


Figure 4. Zones

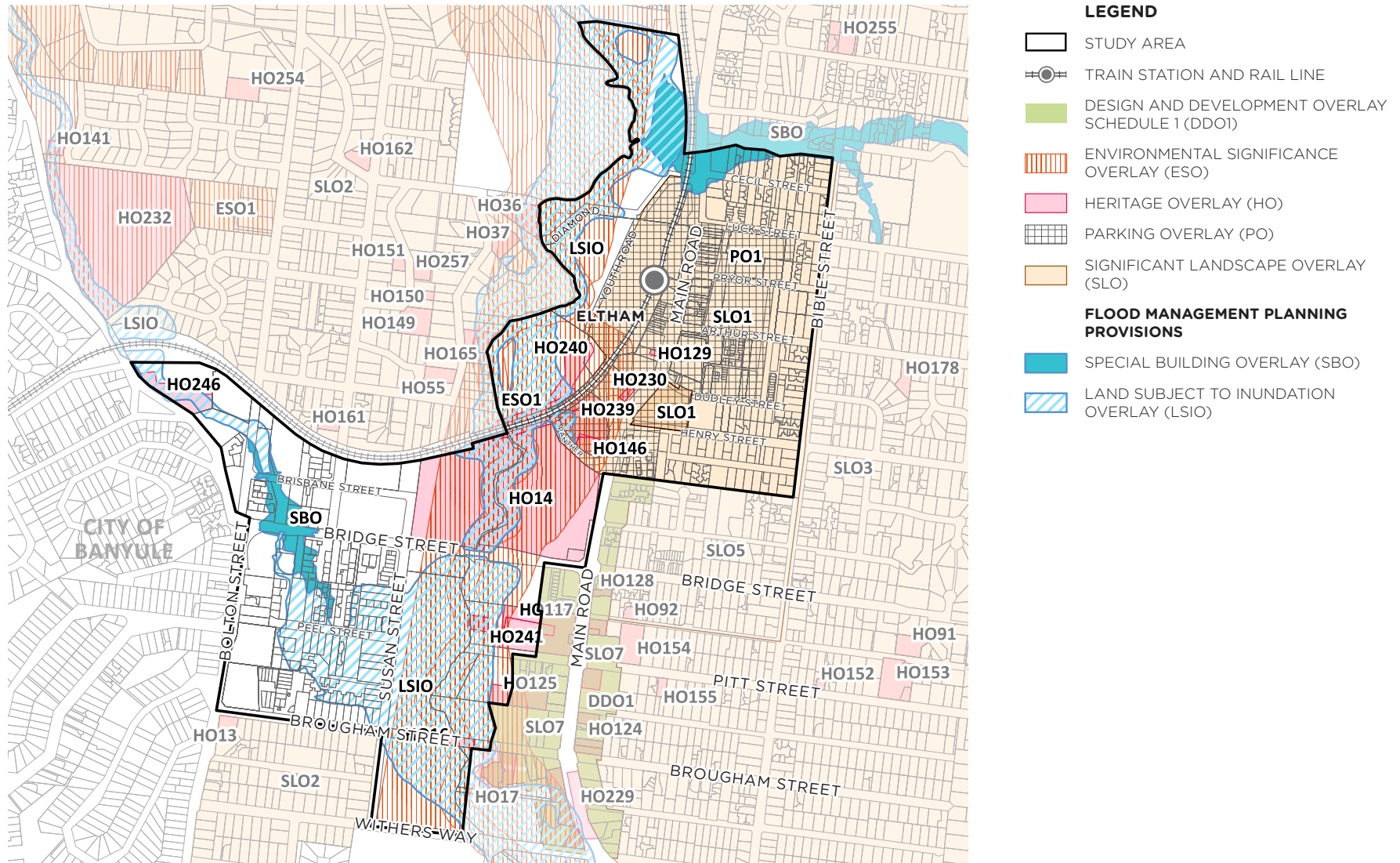


Figure 5. Overlays

## 4. THE VISION & STRUCTURE PLAN FRAMEWORK

This section takes the reader from the Vision to the Objectives and Strategies grouped under five themes underpinning this Structure Plan. This is a four-step process as identified below.

- **Vision** – What the Eltham Activity Centre will be in 10 years.
- **Theme** – Planning, transport, economics and urban design themes as they relate to this Structure Plan.
- **Objective** – Statements about what we want to achieve.
- **Strategies** – Ways of achieving the objectives.

### 4.1 VISION

The Vision statement underpinning the Structure Plan is as follows:

*The Eltham Activity Centre will be a focus for community life. In achieving this, the Centre will be highly accessible to residents and provide for a breadth of local services, retail, diverse employment opportunities and community facilities. Community activation will be fostered by well-designed places to meet and recreate, including for community events.*

*The centre will cherish and respond positively to Eltham's unique picturesque setting and its artistic heritage. Consistent with this, buildings will be designed to be sympathetic to the local vegetated landscape and there will be a continuation of Eltham's ethos of experimentation with light, space, materiality and form.*

*The centre's significant areas of open space, such as the Diamond Creek and adjacent parkland, will be held in high regard for their environmental, visual and recreational attributes and for their special contribution to Eltham's unique setting.*

*The centre will be inclusive, safe and highly accessible for all with a particular focus on supporting safe and easy use of sustainable forms of travel, such as walking, cycling and public transport.*

## 4.2 THEMES OBJECTIVES AND STRATEGIES

The Vision for the Activity Centre is achieved by the realisation of Objectives and Strategies grouped under the five themes of the Structure Plan, which are explained in the following sections.

When brought together they provide the key ingredients of a uniquely artistic, leafy and economically viable activity centre on the fringe of metropolitan Melbourne.

## 4.3 LAND USE ACTIVITIES AND DEVELOPMENT

### DISCUSSION

Eltham Activity Centre experiences high escape expenditure, with unrealised night time and weekend economic capacity. This, combined with low population growth, low density, traffic congestion, disconnected urban structure, poor pedestrian realm and low public transport use, further exacerbate the continued loss of patronage to other large centres outside the municipality.

The Structure Plan proposes a land use mix that generally aligns with the provisions of the ACZ1, with additional direction regarding the need for a major employment anchor, and potential locations through the Activity Centre.

The Structure Plan also includes some additional land use variation in the Bridge Street Business Area (BSBA) which is currently not included in the ACZ1. It builds upon and diversifies the use mix outlined at Clause 22.15 'Bridge Street Business Area Policy'. The main aim of the variations to the land use mix is to better service local

residents, support local businesses, while attracting ongoing investments to the centre.

The BSBA will continue to be complementary to the balance of Eltham Town Centre.

The following sections provide an explanation of the key land use changes forecast for the Activity Centre.

### ***Retail***

Retail development should continue to be focused in Pryor Street, Commercial Place, Arthur Street and Dudley Street. Future retailing opportunities in experiential retail, dining and entertainment and night time economy would be highly complementary to future residential development and the age and socio-economic profile of the local population.

Niche restaurants and active uses should be focused around the Town Square and along Commercial Place between Luck and Arthur Streets. Commercial Place has the opportunity to become a 'Food Precinct' whereby the local artisanal food products are on show to residents and visitors visiting the centre. Increased residential density will help to support the viability of the niche cafes

and restaurants. The above uses would also be further supported by a large employment anchor within the Activity Centre.

Retail development that forms part of a transit-oriented development (TOD) is also supported in Precinct 3, which would improve the safety and vitality of the train station and surrounds.

Retail development is also supported in parts of Precinct 5. For example, on the precinct's Main Road frontage north of 903 Main Road.

Limited additional retail and food and drink premises will be supported in the BSBA, such as night clubs, music venues, breweries and artisanal food production (e.g. bakeries and coffee roasting). To limit the extent of retail or other uses within the BSBA an ACZ with a varied list of uses should be applied.

### **Office and Mixed Use**

There is little demand or provision of office space in the Activity Centre. Although, this is not to suggest there won't be demand for it in the future. The Structure Plan advocates for additional office space in both the Eltham Town Centre and the BSBA.

A key issue will be to manage the amount and location of new residential development in the Activity Centre to ensure it does not diminish future opportunities for office space in core areas.

With the intensification of sites within the Activity Centre, there will be new opportunities for office space at ground or first floors of mixed-use development. As there is a high proportion of sole traders and people working from home, the provision of small, flexible office spaces will be important to attract tenancy.

Office development will be encouraged in Precincts 1, 3, 5 and 10 predominantly. The land use and economic analysis completed by Geografia suggest a key strategy may be to investigate potential rezoning of the BSBA to provide for a range of industrial, commercial, office and other employment generating uses which support the mixed-use function of the area. Rezoning this precinct would create an economic stimulus to the Activity Centre, particularly with its low rents. It would create the opportunity for collaborative and high-quality working environments which support the area through good urban design and

high amenity, accessible and well-connected places.

The collaborative spaces will be supported by retail and food premises allowable in a modified ACZ. However, any diversification of uses will need to be carefully managed, through application of the ACZ, to ensure that:

- the BSBA complements rather than competes with the balance of the activity centre, particularly that it doesn't compete with the primacy of the Eltham Town Centre as the commercial, social and cultural heart of the activity centre.
- within the preferred area for light industry (i.e. Precinct 12), light industry is suitably protected from competition and impacts from other uses.
- sensitive interfaces of the BSBA, such as its interface to residential areas and parkland, are protected.

The ACZ is recommended as the planning provision to manage these matters given the scope it provides to tailor the provisions.

A major employment anchor is needed to energise the Activity Centre. In response to the demographics of the area, an education, health or public administration anchor is encouraged. An employment anchor would significantly improve the viability of the existing shops, bringing higher footfall and vitality to the centre.

There are very few vacant sites within the Activity Centre large enough to house an employment anchor of 1,000 square metres or greater. However, the former Shire office site at 895 Main Road in Precinct 5 could accommodate an employment anchor.

Otherwise, the existing large format shopping centres to the east of Commercial Place between Luck Street and Pryor Street in Precinct 1 could be redeveloped to include a large employment anchor. This would provide a local market for traders and increase daytime footfall and the viability of shops and public plazas.

### **Housing**

More dwellings in and around the Activity Centre will support a lively and functioning centre. Precinct 2 has experienced the

most development activity, with some new apartment and townhouse developments varying in height from 3 to 4 storeys.

Future medium density housing in mixed use developments within Precinct 1 will energise the centre, support the viability of the traders and improve the vitality of the public realm. The challenge will be accommodating more intensive development whilst responding to the preferred character.

The land use and economic analysis prepared by Geografia demonstrated that the land within the ACZ1 has significant capacity to accommodate residential densification. A strategy is included that encourages redevelopment at increased residential densities to get more people living in the Activity Centre.

Precinct 2 (Residential Interface) should predominantly provide residential development, but residential development can also be accommodated in other precincts such as Precincts 1, 3 and 5.



## OBJECTIVES

- To expand employment floor-space, particularly for emergent industries, to meet an increased proportion of projected demand and reduce 'escape expenditure'.
- To encourage a land use mix that services local residents, supports local businesses, while attracting ongoing investment to the centre.
- To establish a major employment anchor to support local non-tradeable activity (health, education or public administration).
- To promote an increase in the amount and diversity of housing by providing medium density housing, to energise the centre.
- To provide more employment opportunities by intensifying and expanding the range of commercial and community activities in the centre, particularly the amount of office development.
- To optimise the development potential of the Activity Centre by ensuring that individual sites are developed to their highest and best use in accordance with the intent of the Structure Plan..
- To encourage more landscaping in the public realm.
- To focus retail activity in a compact core east of the Main Road.
- To encourage the redevelopment of land to the west of Main Road for a public transport hub and complementary office, retail and housing uses.
- To support the expansion of experiential retail, dining and entertainment, growing the night time economy.
- To support a wider range of uses in the Activity Centre, particularly in parts of the BSBA, while:
  - complementing and not competing with the Eltham Town Centre remaining as the commercial, social and cultural heart of the activity centre.
  - protecting a designated area for light industrial uses.
  - protecting the amenity of the BSBA's interface with parkland and residential areas, such as the interface with residential land in Brougham Street
- To improve access to and integrate commercial and housing development with the railway station and its surrounds.
- To promote the provision of convenient access to daily and weekly shopping, as well as a modest amount of comparison shopping.
- To encourage the development of leisure and social opportunities which operate day and night, and at weekends.
- To encourage mixed-use developments through-out much of the Activity Centre particularly mixed use residential and office buildings.
- To reimagine and reconnect community uses.
- To create a lively and people-based centre with civic and community spaces that enhance community interaction

and general health and well-being, accommodating a wide variety of community functions, including the display of community art and artefacts which reflect the artistic and cultural aspirations of the community.

- To ensure development and land use in the activity centre properly considers and adequately responds to flooding constraints, which are identified by application of the relevant planning provisions.

## STRATEGIES

- Support the niche restaurants and active uses around the Town Square and along Commercial Place between Luck and Arthur Streets.
- Develop land use provisions that support a diversity of employment opportunities.
- Encourage uses that extend the hours of activity of the Activity Centre, develop a night time economy and strengthen its function as a place for living and working at the street level.
- Investigate potential sites for an education, health or public administration anchor, potentially in Precincts 1, 3 or 5.
- Strongly advocate for a transit-oriented development (TOD) on land in Precinct 3 including uses such as commercial and residential.
- Encourage redevelopment at increased residential densities in dwellings within walking distance of the Activity Centre.
- Deliver a vertical mix of land uses through facilitating the use of shop tops for office,

residential and other commercial uses within the main streets of the Activity Centre.

- Focus on experiential retail, dining and entertainment and night time economy and activity that will tap into existing strengths and opportunities.
- Encourage office floorspace at the first floor of mixed use developments (instead of residential).
- Consider the potential application of the ACZ1 to the BSBA to enable some diversification of uses such as creative industries, small manufacturers, start-up business offices and limited food and drink premises, whilst also:
  - protecting the primacy of the Eltham Town Centre as the commercial, social and cultural heart of the activity centre.
  - protecting a designated area for light industrial uses.
  - minimising impacts on the BSBA's sensitive interfaces, such as its interface with residential land in Brougham Street.

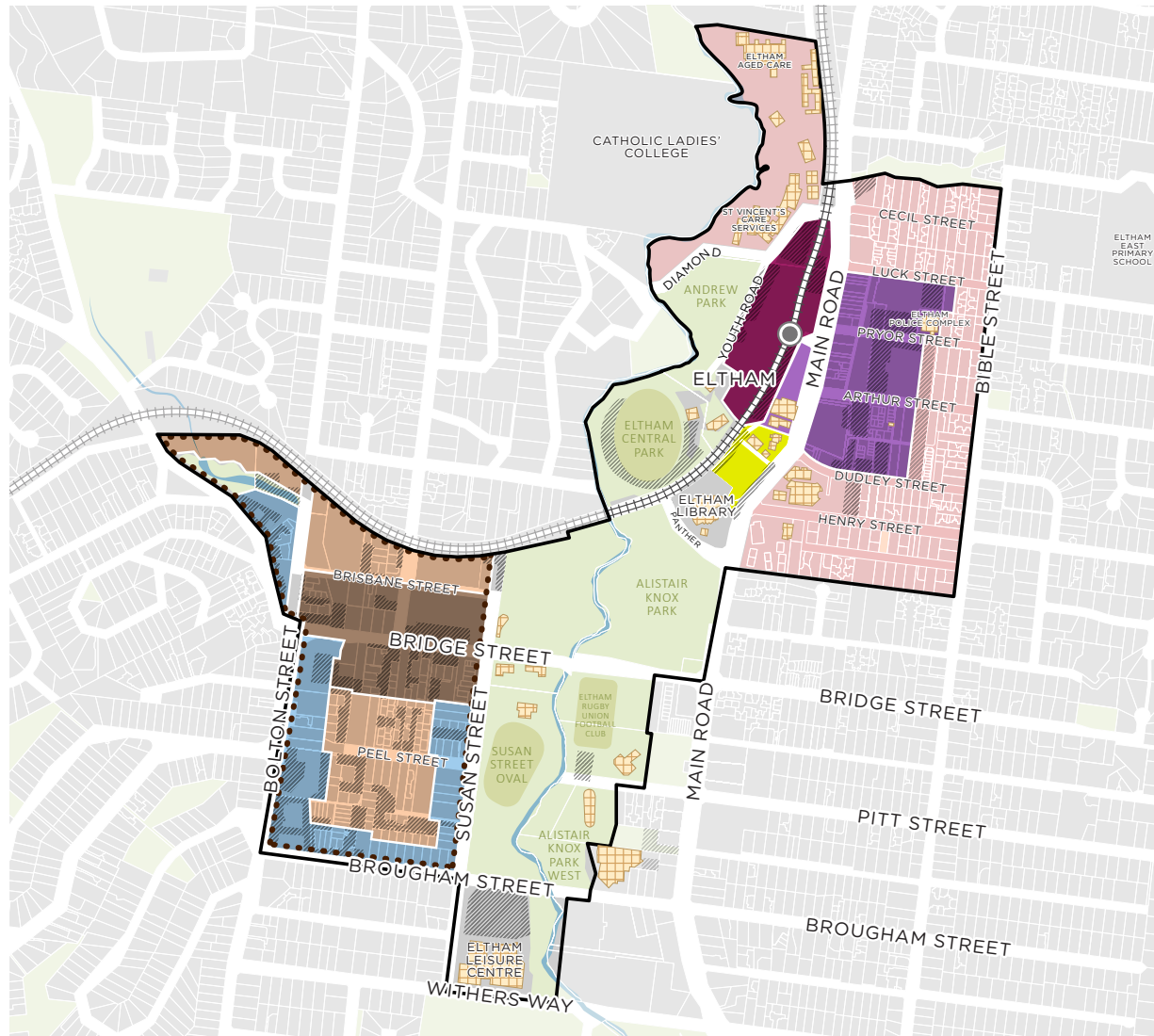


Figure 6. Land use activities and development framework plan

## 4.4 BUILT FORM CHARACTER

### DISCUSSION

Eltham is described as having a rare and distinctive style where the natural environment and built form are interwoven. Buildings complement the natural landscape instead of overwhelming it. Architecture is designed to be sympathetic to the landscape and artistic heritage of Eltham. This is particularly evident in the residential hinterland.

The built form guidance within this Structure Plan seeks to reinforce the distinctive architectural qualities evident in Eltham, whilst carefully managing change within the Activity Centre.

To accommodate the anticipated population growth, development will be accommodated through smaller infill projects along with more concentrated areas of growth in Precinct 1 on the large development sites and Precinct 3 adjacent to the train station.

The scale of built form proposed varies between precincts and is in line with the centre's characteristics, topography and

interfaces. The Structure Plan proposes built form of scales that generally align with the urban design provisions within the ACZ1. Only minor changes are proposed to future building heights and setbacks which include:

- Increased application of 4 and 5 storeys in Precinct 3 and 5 adjacent to the Train Station;
- Increased application of 0-metre setbacks in Precincts 1, 3, 5, 10, 11 and 12;
- Removal of the requirement for a top storey to be located in the roof space only and consideration of how to better achieve a roof form, through the ACZ1, which supports the preferred character. Consideration should be given to such matters as roof style (pitch), materiality and other features such as green roofs.
- Revisions to the front setback requirement to be measured from the property boundary, not the kerb.

The tallest building height limits (5 storeys) are predominantly located within Precinct 1 to emphasise the entrance to the town centre

and energise the commercial core, and in Precinct 3 and the northern end of Precinct 5 to capitalise on the high accessibility to public transport. The allocation of 5-storey built form along Main Road will not intrude on the landscape due to the lower terrain of the road.

Future development in Precinct 1 will need to ensure it transitions appropriately to Precinct 2, the residential interface. Buildings in Precinct 2 are predominantly 1-2 storeys in height, but some recent developments are 3-4 storeys in height. A significant part of the Eltham Town Centre should not have development exceeding 3 storeys.

Precincts 10 - 12, known as the BSBA, will predominantly have buildings of 3 storeys, with 4 storeys proposed along Bridge Street to frame the entrance to the Activity Centre.

New built form within Precincts 1, 3, the Main Road frontage of Precinct 5 to 909 Main Road and parts of the BSBA should have a 0-metre setback and provide a consistent street wall, with a setback only to accommodate existing landscaping in the public realm.

Street wall heights should be designed to respect and respond to the existing built form, creating a continuous built form scale with recessive upper levels. Street walls should be no greater than 2 storeys, with upper levels (above the 2nd storey) recessed by 3 metres.

The existing built form along Main Road is predominantly 1-2 storey, fine grain in style (closely spaced, narrow buildings) and built to express a continuous street wall to the public realm. Future built form should respond to the grain, scale and style of the existing character.

Precinct 2 consists predominantly of low-scale residential dwellings with generous side and rear setbacks and 1-2 storeys in height. In accordance with current height controls, recent developments are 3-4 storeys in scale with reduced side and rear setbacks. Future development will need to respond to both the existing and emerging character, with an overall scale of 3-4 storeys and responsive front, side and rear setbacks.

The Built Form Character Framework Plan

depicts maximum building heights within each precinct and articulates where an individual design approach is required.

Maintaining reasonable amenity for residential properties adjoining and adjacent to the Activity Centre is also a key consideration. Taller development can adversely affect the amenity of adjacent residential properties through visual bulk, overlooking and overshadowing.

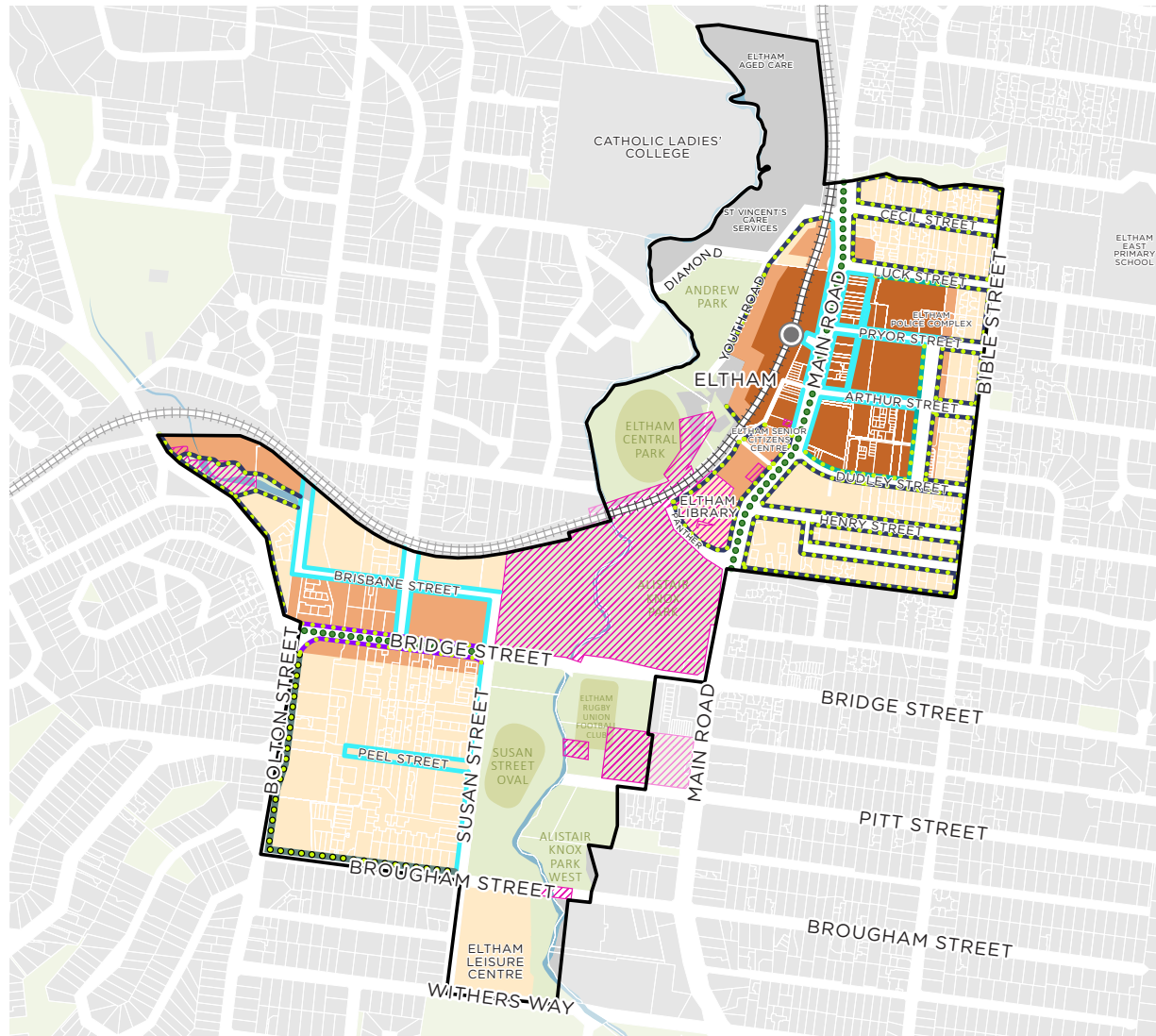
Such impacts are to be reduced by setting back upper levels at the residential interface. Refer to the General Guidelines at Section 6.0 for interface setback requirements

## OBJECTIVES

- To encourage more intensive development in a variety of high quality forms and design responses that respond to the Eltham form and character and create a safe, stimulating and enjoyable experience for people in the Activity Centre.
- To ensure that elements that contribute to the form and character of Eltham such as timber in buildings, simple, robust design elements, verandahs with timber colonnades on the outer edge and art on the façade of buildings is incorporated in developments.
- To ensure that the built form of the town centre responds to, enhances and links to the Eltham Activity Centre's 'green spine' of Alistair Knox Park and other parkland along the Diamond Creek.
- To positively contribute to the visual amenity of the area through new development and redevelopment within the Activity Centre.
- To ensure building heights, setbacks and form have regard to the surrounding development and the character of the locality in which the development is situated.
- To ensure the exterior of buildings fit the character of the area by utilising earthy toned colours and materials such as stone, wood, render and mud brick.
- To ensure that building setbacks achieve spatial proportion to the street and define the street edge, providing a high amenity for uses of the street.
- To maintain appropriate levels of solar access to existing and proposed public spaces.
- To avoid underdevelopment of land within the Activity Centre.
- To ensure development manages off-site amenity.
- To create a transition in uses and built form scale between the town centre and adjacent residential areas (outside the activity centre).
- To increase activity and passive surveillance in the main retail and mixed-use areas.
- To reduce the visual dominance of car parking and ensure the design of parking and access areas is safe, practical and attractive.
- To ensure that pedestrian routes, streets, footpaths and open spaces interact with and are overlooked by buildings.
- To provide continuously accessible pathways within the Activity Centre and connecting to surrounding suburbs.
- To ensure that development sites with front, side or rear setbacks are extensively landscaped so as to contribute to the Eltham form and character, and to enhance local habitat corridors.
- To ensure buildings are of a high quality design and construction and include the use of materials and colours of muted tones that blend in with the surrounding environment.
- To ensure that any basements do not extend into landscaped areas which would prevent the planting of vegetation.

## STRATEGIES

- Building heights across the Activity Centre should be no greater than 5 storeys, with 3 storeys adjacent to existing residential hinterland.
- Tallest buildings (5 storeys) are within Precinct 1 and 5 to emphasise the entrance to the town centre and energise the commercial core, and Precinct 3 adjacent to the train station, away from sensitive low-scale residential interfaces.
- Redevelopment of parts of Main Road in Precincts 1, 3 and 5, and 10 and 12 in the BSBA, should be built to the front boundary with car parking either provided in basements or behind the building.
- Main Road and its width and location next to Eltham Train Station make it opportune to provide higher density mixed-use buildings, maintaining commercial uses at the ground floor and providing office or residential uses above.
- Redevelopment along Main Road between Arthur Street and Luck street will require basement access from the side streets, rather than Commercial Lane.
- Encourage redevelopment of Main Road properties backing onto Commercial Place to optimise any potential to provide active frontages to Commercial Place.
- Development on large, amalgamated lots should respond to the existing streetscape rhythm and character, through providing building articulation that reflects the existing lot grain and patterns.
- The street wall height should respond to the existing built form, creating a continuous built form scale with recessive upper levels.
- Redevelopment should respond to the architectural style and materials that complement the natural surroundings, vegetation and topography.
- Redevelopment should respond to the distinct fine grain character along Main Road.
- Additional active frontages and passive surveillance will contribute to the vibrancy of the Activity Centre.
- Consider as part of streetscape upgrades opportunities to minimise the impact of rubbish disposal infrastructure (e.g. bins and storage) and services (e.g. waste removal servicing) upon the amenity of the Activity Centre.



**LEGEND**

- STUDY AREA
- TRAIN STATION AND RAIL LINE
- EXISTING PUBLIC OPEN SPACE AND OVALS
- WATERBODY
- MAXIMUM HEIGHT OF 3 STOREYS
- MAXIMUM HEIGHT OF 4 STOREYS
- MAXIMUM HEIGHT OF 5 STOREYS
- 2 STOREY STREET WALL WITH 0M FRONT SETBACK
- 2 STOREY STREET WALL WITH 3M FRONT SETBACK
- 2 STOREY STREET WALL WITH 4M FRONT SETBACK
- 2 STOREY STREET WALL WITH 5.5M FRONT SETBACK
- 3 STOREY STREET WALL WITH 22M FRONT SETBACK
- LANDSCAPE SETBACK
- LANDSCAPE IN PUBLIC REALM
- HERITAGE OVERLAY

Figure 7. Built form character framework plan



## 4.5 MOVEMENT AND ACCESS

### DISCUSSION

The Activity Centre is relatively well serviced by public transport, with frequent train services operating from Eltham Train Station, and bus services along Main Road, Bridge Street, Susan Street and Brougham Street.

However, due to the relatively low density nature of the Shire and its hilly topography, there is a high reliance on private transport.

In summary, the key access and movement issues are:

- Poor connectivity between the train station and the balance of the Activity Centre;
- Poor pedestrian infrastructure, particularly along Main Road which acts as a barrier to movement due to the high traffic volumes;
- Limited pedestrian connectivity across Main Road, causing accessibility issues to and from the train station;
- Poor provision of bike paths into and through the commercial areas of the centre.

- Conflict between pedestrian, cyclists and heavy, fast moving traffic, particularly where the Diamond Creek Trail extends onto the Main Road footpath;
- The level crossing, which disrupts vehicular and pedestrian movement along Diamond Street, and limits redevelopment opportunities to the west of the railway line due to poor accessibility;
- Lack of pedestrian connection to the train station from the west side;
- The underpass to access the station platforms is unsafe, unwelcoming and requires significant upgrades to improve user levels;
- The commuter car park at the train station is beyond capacity placing pressure on surrounding streets;
- The functionality and capacity of the bus interchange requires upgrades;
- Poor pedestrian infrastructure from the Eltham Library to the train station; and
- East of Commercial Place has poor pedestrian legibility, largely because of the blocking or disruptive impact of extensive car parking.

The Structure Plan must strike a balance between maintaining traffic flow, avoiding congestion, whilst creating a pedestrian friendly Activity Centre, with connectivity with the eastern and western sides of Main Road a key objective.

As part of this, a program should be developed to improve pedestrian movement and adequately maintain traffic flow on Main Road between Bridge and Cecil Streets. Amongst other matters, development of this program should consider the flow, locations and types of intersections used along this section of Main Road.

The program should also consider opportunities to improve the pedestrian environment on the local side streets (e.g. Arthur and Pryor Streets) and to minimise use of Bible Street as a “rat run” for vehicles around the Eltham Town Centre.

The Activity Centre has a distinct lack of cycle lanes and bike parking. To enable more sustainable modes of transport, the implementation of cycle lanes on key streets should be investigated.

Consideration should also be given to the suitability of the Diamond Creek Trail in providing this function, which forms part of the State Government's Strategic Cycle Corridors.

To incentivise public transport use, significant upgrades will be required to the bus interchange and the entrance and underpass to the train station. Particularly in light of the proposed duplication of the Hurstbridge Line, which is expected to increase peak hour train service to every 10 minutes (currently 20 minutes) in the morning peak. This is a key strategy of the Structure Plan.

The train stabling yards to the west of the train station take up a significant amount of space within Precinct 3. Relocating the train stabling yards would create more developable land adjacent to the train station and should be investigated.

Precinct 3 has the potential to become a development precinct, which could include an integrated residential and office development with ancillary retail and a multi-level commuter car park.

A transit-oriented development (TOD) on the Vic Track land, connecting both sides of the rail line would create a vibrant and pedestrian friendly precinct in the Activity Centre.

Development on the west side of the train station in Precincts 3 and 4 would need to be contingent on the removal of the level crossing at Diamond Street.

Removal of the level crossing would also create the opportunity to create a new road connection over the railway line at Luck Street, connecting the residential catchment and recreational facilities to the west to the balance of the Activity Centre to the east.

This would significantly improve the centres walkable catchment.

To improve connectivity and walkability within the Activity Centre, other key transport initiatives include:

- A pedestrian/ cycling path between the library and the train station;
- Improved pedestrian/ cycling connection east west under the rail line on Panther Place (footpath currently not formalised);

- A pedestrian/ cycling path connecting Diamond Street and Youth Road to the Diamond Creek Trail; and
- Public realm improvements broadly within the Activity Centre but in particular, improved cycling facilities and footpaths to key roads within the BSBA.

Overall, the Structure Plan provides the framework to advocate for key infrastructure items, whilst also directing upgrades to footpaths and cycle networks to improve pedestrian and cyclist amenity within the Activity Centre.

## OBJECTIVES

- To enhance access to public transport services and to accommodate the ongoing maintenance and progressive updates to Eltham Station and the Hurstbridge Line in accordance with the anticipated growth in demand for public transport services, including providing adequate commuter parking.
- To facilitate the development of a new public transport hub (railway station and bus interchange).
- To connect the eastern and western sides of the rail line and improve the Centre's walkable catchment, including by removing the rail crossing.
- To better facilitate the design of parking and access areas which are safe, practical and attractive.
- To improve car park management and design including designated accessible bays.
- To establish the commercial and retail precincts of the centre as 'pedestrian priority areas'.

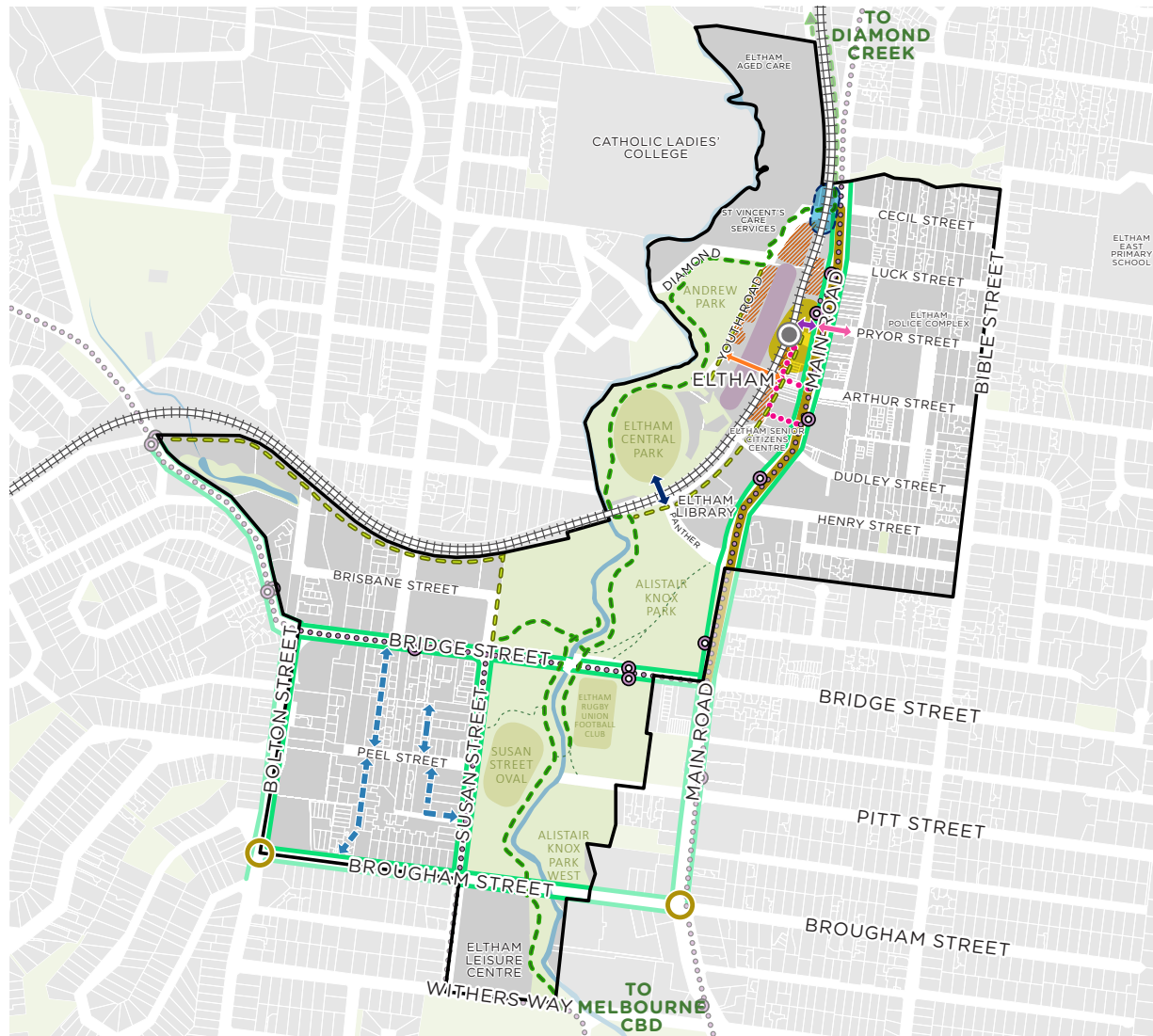
- To provide for and strengthen circulation networks and linkages between the Eltham Town Centre (Precincts 1-5) and the BSBA and other destinations in and around the Activity Centre.
- To improve visual and physical connections (including wayfinding signage) between the Diamond Creek Trail and key destinations within the Activity Centre.
- To create a network that encourages people to walk and cycle safely to, and within the centre.
- To create new and improved pedestrian and cyclist connectivity across the railway line.
- To create better pedestrian connectivity between the eastern and western sides of Main Road.
- To encourage traffic calming measures on Main Road to improve conditions for pedestrians and cyclists, whilst adequately maintaining traffic flow.
- To minimise the extent and adverse impact of Bible Street being used as a "rat run" around the Eltham Town Centre.

## STRATEGIES

- Investigate a program to improve pedestrian movement and adequately maintain traffic flow on Main Road between Bridge and Cecil Streets. Investigation should consider an optimum treatment for all the relevant intersections in coordination with redevelopment of the bus interchange.
- Advocate to the State Government for construction of a new public transport hub.
- Liaise with the Department of Transport (DoT) to advocate for the removal of the level crossing.
- Investigate options to relocate the train stabling yards to enable the development of Precinct 3.
- Investigate implementation of an additional 200 commuter car spaces in the vicinity of the railway station, as part of the joint State and Federal Park and Ride Project. Car parking should be decked into the building or sleeved with other uses that provides active frontages, or passive surveillance at a minimum.

- Liaise with DoT to advocate for the implementation of on-road cycle lanes on Main Road, Brougham Street, Bridge Street, Susan Street and Bolton Street.
- Liaise with VicTrack and DoT to investigate providing better pedestrian linkages between both sides of the railway line to improve connectivity and legibility between the eastern and western sides of the Activity Centre and beyond.
- Investigate and progress a behaviour change program in support of sustainable modes of access for commuters to and from the public transport hub (e.g. walking, cycling, bus, car pooling).
- Investigate improvements to the bus interchange to cater for bus demand as well as improving the internal patronage circulation.
- Investigate improvements to the entrance and underpass to the train station including lighting.
- Implement a 3 metre wide shared path (pedestrian and cycling) connecting from the Eltham Library to the train station, adjacent to the rail reserve.
- Investigate shared path connection along Youth Road connecting to the Diamond Creek Trail.
- Investigate creating a pedestrian environment along St Laurence Lane.
- Implement lighting, paving and landscaping through existing at grade car parks and across the rail line, ensuring they are safe and inviting spaces.
- Investigate improved pedestrian/ cycling connection east west under the rail line on Panther Place (footpath currently not formalised).
- Provide bike and mobility scooter parking at highly frequented facilities such as supermarkets and the train station. Consider the need for recharge points for electric bikes and mobility scooters.
- Investigate a shared path connection along rail line between Sherbourne Road and Alastair Knox Park.
- Investigate a program to minimise “rat running” along Bible Street. Investigation of the program should include, but not be limited to, consideration of the following:
  - Replace the school crossing on Bible Street, near Henry Street, with a raised pedestrian crossing;
  - Improve the intersection treatment at the intersection of Bible and Arthur Streets;
  - Improve the intersection treatment at Bible and Pryor Streets;
  - Use 2-hour parking restrictions on Bible Street; and
  - Improve the flow of vehicular traffic on Main Road between Cecil and Bridge Streets (whilst still protecting and enhancing pedestrian movement and safety). For example, by:
    - » Providing an optimum flow of intersections and pedestrian crossings; and
    - » Utilising any capacity to better coordinate traffic signals.

- Investigate a program to optimise the provision of pedestrian crossings on busy side streets in the Eltham Town Centre. Investigation of the program should include, but not be limited to, consideration of the following:
  - The optimum location for crossings;
  - The optimum design of crossings; and
  - The optimum use of other intersection treatments.



**LEGEND**

- STUDY AREA
- TRAIN STATION AND RAIL LINE
- EXISTING PUBLIC OPEN SPACE AND OVALS
- WATERBODY
- EXISTING BUS ROUTES AND STOPS
- POTENTIAL LEVEL CROSSING REMOVAL
- POTENTIAL TRAIN STATION AND BUS INTERCHANGE IMPROVEMENTS
- INVESTIGATE RELOCATION OF TRAIN STABLING YARDS
- DEVELOP A PROGRAM TO IMPROVE PEDESTRIAN MOVEMENT AND ADEQUATELY MAINTAIN TRAFFIC FLOW ON MAIN ROAD BETWEEN BRIDGE AND CECIL STREETS
- IMPROVE PEDESTRIAN ACCESS TO PLATFORM
- IMPROVE CONNECTION BETWEEN RAILWAY STATION AND ACTIVITY CENTRE
- IMPROVE PEDESTRIAN CONNECTION UNDER/OVER RAIL
- EXISTING CYCLING ROUTE (Diamond Creek Trail and Strategic Cycling Corridor)
- EXISTING PEDESTRIAN PATH
- PROPOSED SHARED PATH
- INVESTIGATE ON-ROAD CYCLING PATH
- INVESTIGATE POTENTIAL PROVISION OF ADDITIONAL 200 CAR SPACES
- UNDERTAKE INTERSECTION MODELLING TO CONFIRM IF SIGNALISED INTERSECTION IS REQUIRED
- INVESTIGATE PARTIAL OR FULL PEDESTRIANISATION OF LANEWAY
- PROVIDE GOOD PEDESTRIAN CONNECTIVITY
- POTENTIAL VEHICULAR AND PEDESTRIAN CONNECTIONS

Figure 8. Movement and access framework plan

## 4.6 LANDSCAPE AND PLACE ACTIVATION

### DISCUSSION

The Activity Centre is characterised by a low-scale, dispersed urban form nestled in a natural valley between two ridge lines. When the community was asked what would make the Activity Centre more welcoming, vibrant and alive, 25.7% of respondents suggested holding more community events, festivals and activities. 22.6% suggested increasing the greenery, planting more trees and improving the streetscape.

Precinct 1 is the commercial heart of the Activity Centre anchored by three supermarkets and a variety of specialty retailers. Buildings are generally 1 to 2 storeys in scale and built to the boundary with awnings over the footpath.

Behind Main Road is Commercial Place, which includes the Town Square, a meeting place within the Activity Centre. The Town Square is currently underutilised due to a lack of activities to draw people to the space.

This is further exacerbated by the large format shopping centres and at-grade car parking directly east of the Town Square, which create a less legible and walkable urban environment.

The reduced walkability incentivises shoppers to drive between destinations, even within Precinct 1.

Utilisation of the Town Square will be increased through improving the pedestrian experience via continuously accessible paths of travel throughout the Activity Centre and activating the public realm with medium density mixed use buildings with apartments at the upper levels and active frontages at the ground level.

Aside from the Town Square and Commercial Place, The eastern half of Precinct 1 consists of internalised large format shopping centres with at-grade car parking.

Future development of this pocket should be built to the street edges, with car parking decked into the building or sleeved with other uses that provide active frontages. Their eventual redevelopment will further activate Commercial Place, creating a lively laneway

atmosphere within Precinct 1.

The Eltham Library and cafe and the land surrounding offers further opportunities for place activation. Currently the Eltham Community Craft and Produce Market runs within the car park next to the Library every third Sunday. Relocating car parking along the rail line and improving pedestrian connections to the train station will create further opportunities for community based activities.

A key concern for the community is the retention of and provision of more greenery in the Activity Centre. A clear and strong presence of vegetation, particularly of indigenous vegetation, is an important element in the unique character of Eltham.

Further, providing vegetation in an urban environment is increasingly important to providing shade in response to the increasing incidence and severity of heat events and in response to the heat island effect associated with climate change. Providing shade is increasingly important in spots where outside activity is concentrated (such as in a town square).

It is proposed by this Structure Plan that indigenous vegetation remains, where appropriate, the preferred vegetation for the activity centre. However, it is also recognised that the ability of indigenous vegetation to provide shade and to flourish in a highly urbanised environment can be comprised in comparison to other native species and/or certain exotic vegetation. Therefore, whilst this structure has a preference for indigenous vegetation, it is appreciated that there are localities and situations within the activity centre where it may be more appropriate to use non-indigenous vegetation.

In Precinct 1 built form is typically built to the street edge, therefore trees and other landscaping measure are to be increased in the public realm.

In Precinct 2, front setbacks of 5.5m are required to enable the provision of landscaping in the private realm, responding to the existing residential character.

In Precinct 5, the established vegetation around the Library and the former Eltham Shire Office site should be retained. They are an important natural feature upon entering the Activity Centre.

In the BSBA, increased presence of vegetation in the private and public realm will help to improve the pedestrian experience, while also blending the built form into the landscape.

Across the Activity Centre, streets that would benefit from landscape improvements include Main Road, Bridge Street and Susan Street.

Parts of Main Road, Susan Street, Brougham Street and Panther Place lack public realm amenity, with limited signalised pedestrian crossing points, cycle lanes and footpaths. Key improvements along Susan Street, and Panther Place include the introduction of footpaths. Landscaping improvements for Susan Street should be investigated. On-road cycling lanes are proposed along Main Road.

Overall, the Structure Plan enables the provision of an improved public realm through additional footpath infrastructure, landscaping and opportunities for place activation.

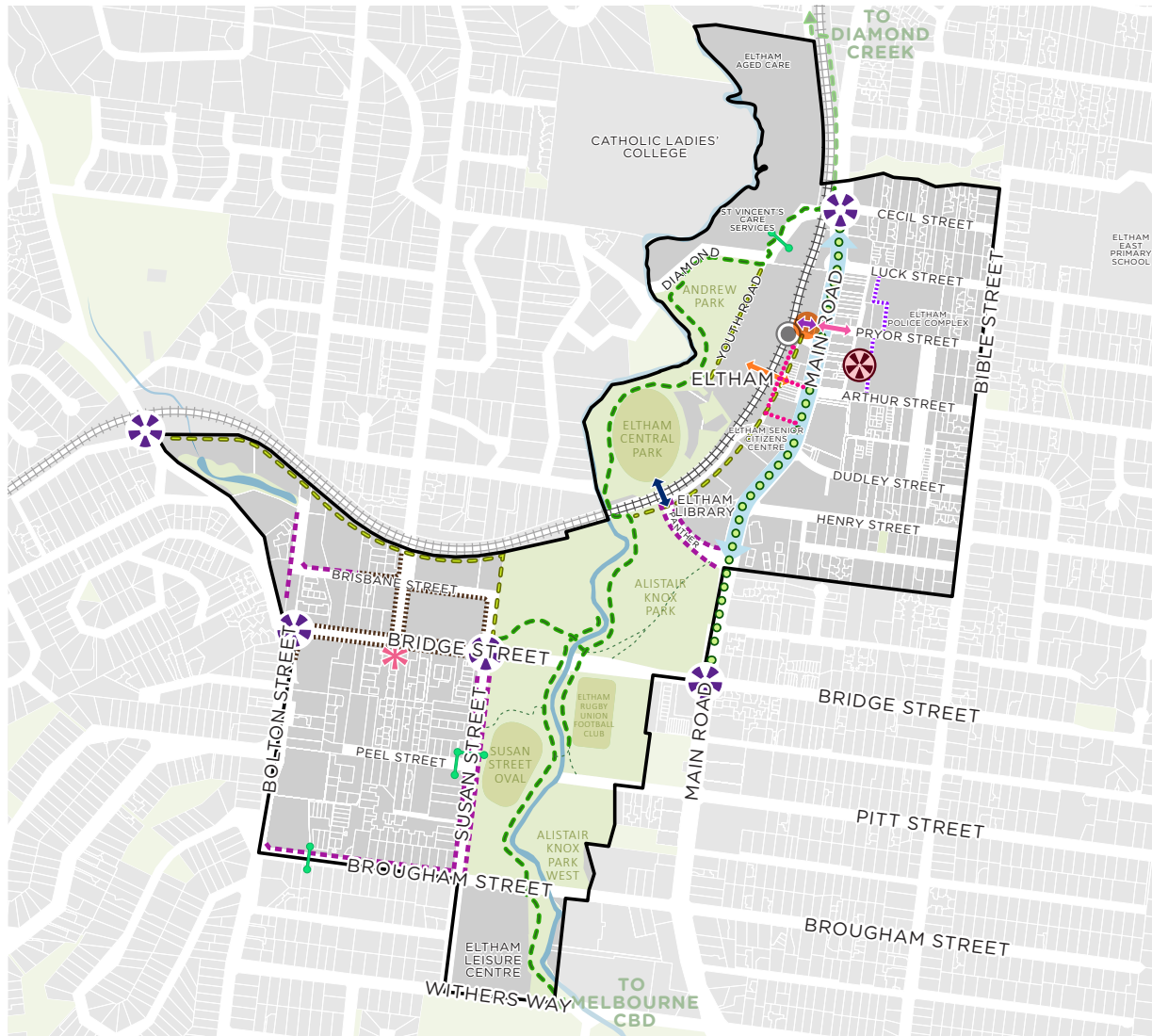


## OBJECTIVES

- To create a lively and people-based centre, accommodating a wide variety of place based activities, including pop up parks, playgrounds, markets, festivals and events.
- To encourage public artwork in suitable locations to contribute to the 'art character' of Eltham.
- To enhance the contribution of canopy trees and other vegetation, particularly (where suitable) indigenous vegetation, to the preferred character of Eltham.
- To use vegetation to enhance the provision of quality shade where required and to mitigate against the heat-island effect.
- To ensure that the health of existing canopy trees is not unnecessarily jeopardised by buildings and works.
- To ensure that new development contributes to the achievement of the preferred character through additional landscaping, particularly canopy trees.
- To ensure new car parking areas are provided with landscaping with canopy trees where appropriate.
- To develop more attractive public spaces to enhance social interaction and the image of the centre.
- To retain and increase vegetation in the public realm, minimising potential urban heat island effect.
- To celebrate Eltham's art, cultural and historic heritage.
- To create safe, highly permeable and convenient connections between precincts.
- To deliver an extensively landscaped public realm and integrated street furniture.
- To ensure that development sites with front, side or rear setbacks are extensively landscaped with vegetation.
- To visually connect to the surrounding ridges and tree lines surrounding the town centre.
- To improve visual and physical connections (including wayfinding signage) between the Diamond Creek Trail and key destinations within the Activity Centre.

## STRATEGIES

- Strengthen the landscape character along Main Road, Bridge Street and Susan Street through the provision of mature trees and planting within the streetscape and public realm.
- Investigate providing additional landscaping in Main Road in consultation with key stakeholders, such as DoT and local businesses.
- Enhance the public realm with seating, shade trees and space for outdoor eating.
- Implement footpaths (1.8 metre minimum width) along Panther Place, Susan Street and the northern side of Brougham Street, edging the BSBA.
- Implement improvements to the existing train station entrance and underpass.
- Investigate an improved public realm and pedestrian infrastructure along Main Road adjacent to the train station and adjacent to the bus interchange. As part of this, investigate creating a pedestrian zone along St Laurence Lane.
- Advocate to the State Government for construction of a new public transport hub (railway station and bus interchange) which is safe and easily accessible, well integrated with the rest of the activity centre and contributes visually to the activity centre.
- Investigate the optimum design option to provide pedestrian connectivity between Main and Youth Roads, including to the railway station.
- Undertake a major upgrade to the public toilet facilities available in Alistair Knox park, including to consider a better location for these facilities.
- Investigate improved pedestrian/ cycling connection east west under the rail line on Panther Place (footpath currently not formalised).
- Development should respond to the distinct landscape character in Precinct 2 through maintaining front setbacks and landscaping. The front setback should be a minimum of 5.5m measured from the front property boundary.
- Investigate public realm improvements in the BSBA, including implementation of seating, footpaths and upgrades to existing footpaths and pedestrian crossings.



- LEGEND**
- STUDY AREA
  - TRAIN STATION AND RAIL LINE
  - EXISTING PUBLIC OPEN SPACE AND OVALS
  - WATERBODY
  - EXISTING PUBLIC PLAZA
  - PARTIAL OR FULL PEDESTRIANISATION OF LANEWAY
  - ACTIVE FRONTAGES ONTO COMMERCIAL PLACE AND PUBLIC PLAZA
  - IMPROVE PEDESTRIAN ACCESS TO PLATFORM
  - IMPROVE CONNECTION BETWEEN RAILWAY STATION AND ACTIVITY CENTRE
  - POTENTIAL PEDESTRIAN CROSSING
  - IMPROVE PEDESTRIAN CONNECTION UNDER/OVER RAIL
  - INTRODUCE PEDESTRIAN/ CYCLIST LINK
  - IMPROVE LIGHTING TO UNDERPASS
  - EXISTING CYCLING ROUTE
  - EXISTING PEDESTRIAN PATH
  - PROPOSED SHARED PATH
  - PROVIDE FOOTPATHS
  - IMPROVE FOOTPATH SURFACE TREATMENT
  - IMPROVE PEDESTRIAN AND CYCLIST AMENITY WITH LANDSCAPE SEATING AND SHADE
  - LANDSCAPE BOULEVARD
  - GATEWAY
  - CIVIC FOCAL POINT

Figure 9. Landscape and place activation framework plan

## 4.7 COMMUNITY AND LEISURE

### DISCUSSION

The Activity Centre comprises of three separate sections. At a conceptual level, the two “urban” areas are connected by the central green spine of Alistair Knox Park and Central Park with the Diamond Creek Trail meandering through the entire length.

Either within or adjacent to the green spine along Main Road are an extensive range of community, health and recreation facilities. The demand for community and recreation spaces, social support and health services will grow with an ageing population. This Structure Plan recommends improvements and rationalisation of the existing community and recreation facilities, along with the introduction of a community hub in Precinct 5, to better meet the community’s needs.

### Passive and Active Recreation

Alistair Knox Park and Central Park cater for a diverse range of passive and active recreation activities, including the Alistair Knox play space, and walking and cycling along the Diamond Creek Trail, which

creates a north south linear link through the Activity Centre and a link to the regional trail to central Melbourne. It is highly valued by the community, with 76% of residents using the trail to walk, cycle or run for exercise. However, there are issues with the trail in terms of legibility along its length and particularly at key points, such as the intersection of Youth Road and Diamond Street. There are also poor and unclear links from the trail into certain key destinations such as the Eltham Railway Station and the BSBA.

There is also a significant and unsafe detour between Andrew Park and railway parade, where the trail is pushed onto Main Road. Council Officers are currently investigating options to re-align the trail off Main Road. Options are as follows:

- Along the east side of the creek between Andrew Park and Railway Parade.
- Along the west side of the railway line – there is a significant pinch point between a major building and the railway line which likely makes this option unworkable.

- Along the west side of the creek making optimum use of existing and proposed Council reserves between Andrew Park and Gum Glade - appears highly costly and problematic due to steep vegetated terrain, proximity of dwellings and the requirement for a bridge.

The Structure Plan advocates for improvements to the legibility of the Diamond Creek Trail, including realignment off Main Road to another alternative route.

A sizeable area of the activity centre, particularly sections of the centre’s corridor of public open space in vicinity of the Diamond Creek, is available for certain sports and recreation. Examples of structured sport providers operating in the activity centre include the Eltham Tennis Club, the Eltham Rugby Club and the Eltham Football and Cricket Club.

Significant benefits will be realised by the activity centre by continuing to provide for structured sport (e.g. football, cricket, tennis etc.) and also opportunities for informal, alternative and emerging sporting and

recreation activities (such as kite flying, tai chi and futsal). Examples of these benefits include:

- To promote activity and vibrancy within the Eltham Activity Centre.
- To provide flow on benefits to surrounding areas of the activity centre e.g. to provide additional patronage to café and restaurants in the Eltham Town Centre and other commercial areas.
- To provide additional public safety, amenity and community well-being by having a clear and regular public presence within sports and recreation spaces.
- To promote a healthy lifestyle for the community.
- To provide highly centralised sports and recreation space for the community, including for the planned increase in the number and density of residents within the activity centre.
- To enhance the inclusivity and broad appeal of the activity centre e.g. by providing for a wide and flexible palette of recreation and sport activities, across age, gender etc.

- To reduce car dependence by having a concentration of recreation and sports facilities in close proximity to the Eltham Public Transport hub and in an area which is well serviced by the Diamond Creek Regional Trail (discussed above).
- To enhance the public profile of the activity centre as a key destination.

The Eltham Leisure Centre is a major sport and leisure facility that includes a gym, group fitness, indoor sports stadium and recently upgraded aquatic facility. In proximity to the Eltham Leisure Centre are a number of sporting facilities either completed or currently underway which include:

- Eltham Skate Park.
- Basketball stadium at Eltham High School (EHS).
- New sports oval at EHS.
- New tennis facilities at EHS.
- Indoor sporting facilities along Susan Street (e.g. indoor skating).
- Susan Street oval (football, fitness groups, cricket).

- Rugby oval on the opposite side of the creek.
- BMX track to the south of the rugby oval – only such facility in Nillumbik.
- Significant open space at Bell Street, adjacent to EHS.
- Lawn bowls at the intersection of Susan and Bridge Streets.

Based on the confluence of sporting facilities, there is a case for a sporting and leisure precinct approach at the Eltham Leisure Centre, Eltham High School and surrounding businesses and facilities.

### **Community and Health Facilities**

Existing community facilities have been assessed as single purpose and underutilised and some shared spaces are in demand while others are not.

Single-use facilities include preschools, Maternal and Child Health services, and sporting pavilions. These buildings are mostly under-utilised. Although designed for their purpose at the time, changes in

approach or legislation mean upgrades are needed. Some of these changes include the use of Universal Design (accessible to people of all ages, genders, sizes and abilities/disabilities), new childsafe standards, the need for UV protection, and tobacco and alcohol regulations.

As part of improving service delivery, Council is considering relocating the Eltham Pre-school and Eltham Maternal Child Health Care Service into a consolidated facility with one or more other complimentary service.

There is an opportunity to investigate introduction of a Community Hub that combines services and spaces for a variety of activities for all ages and abilities.

The Structure Plan advocates for the implementation of a Community Hub, potentially in Precinct 5.

Community infrastructure for aged people and people with disabilities is offered in the form of social support groups funded by Commonwealth Home Support Program (CHSP) and buildings provided for retirees to organise their own activities.

The majority of social support groups are provided in the meeting rooms of the existing Level 2 Community Health Service (currently known as healthAbility). This program is at capacity, and the health service is undertaking planning to address the forecast increase in demand for the service.

Social support programs are under-resourced and lack visibility as they are conducted in healthAbility's premises rather than in a community-based centre. Demand is likely to increase but service delivery is at capacity.

The Structure Plan supports the upgrade of the level 2 community health service (healthAbility) to a level 3 community-based healthcare precinct.

Affordable, flexible community meeting spaces are in short supply and demand is likely to increase. Community meeting spaces currently provided in Eltham include the Eltham Library Multi-purpose Room, Living and Learning, the rooms at Edendale Farm, the Eltham North Community Hall and the Eltham Community and Reception Centre. The meeting rooms at Edendale Farm, Eltham Living and Learning, and healthAbility are heavily utilised.

In relation to social infrastructure, a community hub for all ages groups with a focus on cultural development, learning and social support should be considered in Precinct 5.

It is understood that the State Government has elected Eltham as one of the 10 locations for a Community Hospital. Given the existing and future land use mix within Precinct 5 and its central location within the Activity Centre, it is considered to be the most appropriate location for a Community Hospital.

Examples of other key facilities that should be considered in Precinct 5 are an auditorium, regional art gallery, community cinema, community kitchen, office and activity spaces for visiting agencies and community service/customer information centre.

In addition, a suitably equipped and located Eltham Senior Citizens Facility has to be retained in Precinct 5, or in a similarly suitable location.

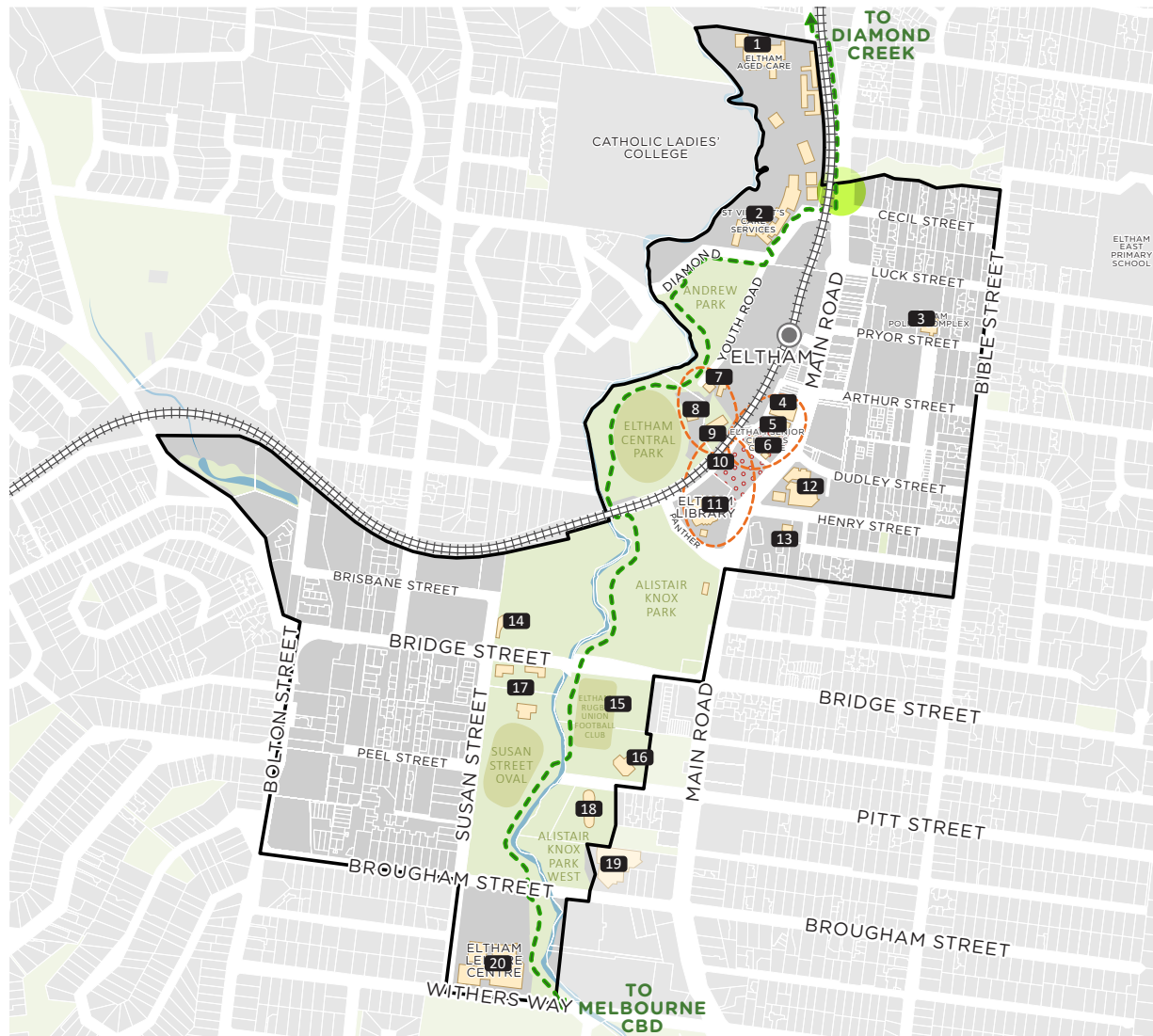
## OBJECTIVES

- To provide for a network of spaces and facilities as required for leisure and recreation to meet projected community needs.
- To provide more unstructured recreational spaces.
- To encourage better connectivity between community uses.
- To provide a multi-purpose community hub in the Activity Centre.
- To encourage the implementation of a Community Hospital.
- To encourage community art.

## STRATEGIES

- Investigate the potential to implement a community hub in Precinct 5 that combines services and spaces for a variety of activities for all ages, including maternal child health services, flexible meeting spaces, cultural development and learning and social support.
- Advocate to the State Government to locate the Community Hospital in the Activity Centre, preferably in Precinct 5.
- Implement improvements to the legibility of the Diamond Creek Trail, including realignment off Main Road to another alternative.
- Investigate locations for unstructured recreational spaces for people to connect and gather, designed with flexibility for a range of activities including temporary rock climbing wall, kite flying, futsal, performance arts and music.

- Investigate the opportunity for a sporting and leisure precinct approach to Eltham Leisure Centre, Eltham High school and surrounding business and facilities.
- Consider the introduction of community uses such as an auditorium (which includes assisted listening systems and closed caption integration), regional art gallery, community cinema, community kitchen, office and activity spaces for visiting agencies and community service/customer information centre.



**LEGEND**

- STUDY AREA
- TRAIN STATION AND RAIL LINE
- EXISTING PUBLIC OPEN SPACE AND OVALS
- WATERBODY
- COMMUNITY FACILITIES
- EXISTING CYCLING ROUTE (DIAMOND CREEK TRAIL)
- IMPROVEMENTS TO DIAMOND CREEK TRAIL
- REIMAGINED AND CONNECTED COMMUNITY CLUSTER
- POTENTIAL FOR COMMUNITY HUB, ARTS/ CULTURAL FACILITY OR EMPLOYMENT ANCHOR
- 1** ELTHAM AGED CARE
- 2** ST VINCENT'S CARE SERVICES
- 3** ELTHAM POLICE COMPLEX
- 4** HEALTH ABILITY COMMUNITY HEALTH CENTRE
- 5** CFA
- 6** ELTHAM WAR MEMORIAL HALL, ELTHAM MATERNAL CHILD HEALTH CENTRE, ELTHAM PRESCHOOL, ELTHAM SENIOR CITIZENS CENTRE
- 7** ELTHAM SCOUT HALL AND ELTHAM GIRL GUIDE HALL (ADJACENT TO EACH OTHER)
- 8** ELTHAM JUNIOR FOOTBALL CLUB
- 9** ELTHAM CHILD CARE COOPERATIVE
- 10** ELTHAM COMMUNITY CRAFT AND PRODUCE MARKET
- 11** ELTHAM LIBRARY AND CAFE
- 12** OUR LADY HELP OF CHRISTIANS PRIMARY SCHOOL
- 13** OUR LADY HELP OF CHRISTIANS CATHOLIC CHURCH
- 14** ELTHAM SKATE PARK
- 15** ELTHAM RUGBY UNION FOOTBALL CLUB
- 16** ELTHAM COMMUNITY AND RECEPTION CENTRE
- 17** ELTHAM BOWLING CLUB AND STATE EMERGENCY SERVICES FACILITY (ADJACENT TO EACH OTHER)
- 18** ELTHAM BMX JUMPS
- 19** ELTHAM LIVING AND LEARNING CENTRE
- 20** ELTHAM LEISURE CENTRE

Figure 10. Community and leisure framework plan



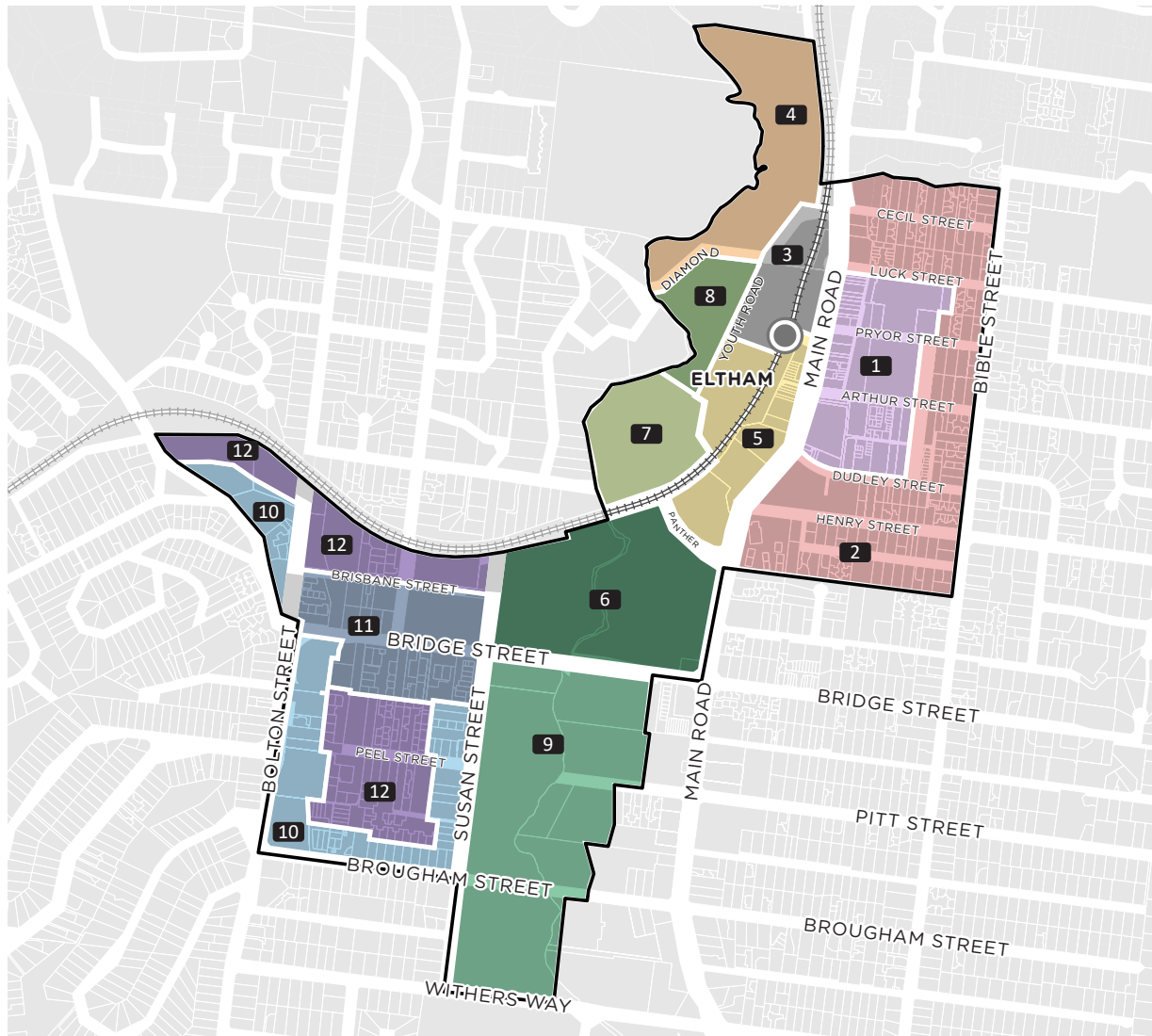
## 5. PRECINCTS - OBJECTIVES, STRATEGIES AND DESIGN GUIDELINES

The Activity Centre comprises twelve precincts as shown at Figure 11. These precincts are each envisaged to have a unique future character that is distinctive yet complementary to one another. Articulated in the following sections is the preferred character, objectives and strategies as they relate to each precinct.

Each section is further supported by design guidelines that relate to specific design responses needed within each precinct.

For general design guidelines in relation to built form heights and setbacks in relation to Precincts 1-5, refer to Section 6.0.

A separate set of industrial/ commercial design guidelines for Precincts 10, 11 and 12 are provided at Section 7.0.



**LEGEND**

-  STUDY AREA
-  TRAIN STATION AND RAIL LINE

**ELTHAM MAJOR ACTIVITY CENTRE PRECINCTS**

-  1 COMMERCIAL CORE
-  2 RESIDENTIAL INTERFACE
-  3 TRANSPORT
-  4 COMMUNITY AGED CARE
-  5 COMMUNITY
-  6 TOWN PARK
-  7 SPORTING OVAL
-  8 ANDREW PARK
-  9 CULTURAL
-  10 PERIPHERAL MIXED USE
-  11 RESTRICTED RETAIL
-  12 INDUSTRIAL/ EMERGENT

Figure 11. Precinct plan

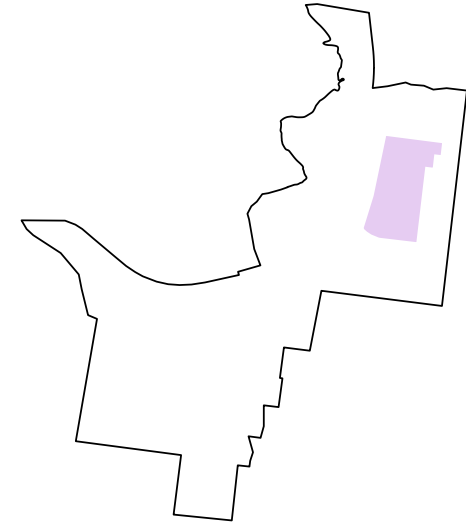
## 5.1 PRECINCT 1 - COMMERCIAL CORE

### PREFERRED CHARACTER STATEMENT

*This precinct is the commercial core of the Activity Centre and the preferred location for convenience and comparison shopping, and some professional services. Through the introduction of an employment anchor, it will hum with people creating higher footfall and improving the viability of the shops. The Town Square and Commercial Place will form a 'Food Precinct', a place to meet, rest, eat and play. The existing dispersed car parking will be decked into mixed use buildings with active frontages at the ground floor and residents above. Space will be retained in the commercial core to continue the Eltham Farmer's Market. Main Road creates an opportunity for increased density development that marks the entry to the town centre.*

### OBJECTIVES

- To encourage retail activity.
- To support the expansion of experiential retail, dining and entertainment, growing the night time economy.
- To encourage mixed use developments with office and residential uses at the upper levels.
- To establish a major employment anchor.
- To provide more employment opportunities by intensifying and expanding the range of commercial activities, particularly of office development.
- To promote active and accessible street frontages.
- To encourage a lively and people-based centre, accommodating a wide variety of place based activities.
- To provide a safe, attractive, accessible and convenient town centre.



- To encourage buildings that present a cohesive appearance which relates to the current modest scale of the precinct, emphasises key entrances to the town centre and reflects the Eltham form and character.
- To ensure that streets throughout the area will be a focus for pedestrian activity and the buildings will relate positively to the public realm.
- To create a transition in uses and built form scale between the town centre and the nearby residential precinct.

- To maintain appropriate levels of solar access to existing and proposed public spaces.
- To ensure that new development does not unreasonably interrupt the canopy ridge line of Eltham.
- To provide pedestrian links between the Town Square and Main Road.
- To establish the commercial core as a 'pedestrian priority area' where various accessible seating options are also incorporated.
- To create better pedestrian connectivity between the eastern and western sides of the Main Road and onwards to the train station.
- To encourage traffic calming measures to Main Road to improve conditions for pedestrians and cyclists.

### STRATEGIES

- Encourage retail development in Pryor Street, Commercial Place, Arthur Street and Dudley Street.
- Encourage niche restaurants and active uses around the Town Square and along

Commercial Place between Luck and Arthur Streets.

- Encourage through development active frontages onto Commercial Place between Pryor and Luck Streets.
- Encourage uses that extend the hours of activity of the Activity Centre, develop a night economy and strengthen its function as a place for living and working at street level.
- Deliver a vertical mix of land uses through facilitating the use of shop tops for office, residential and other commercial uses.
- Encourage the development of offices throughout the precinct, particularly on sites abutting the west side of the Circulatory Road.
- Encourage small shops and other retail activities at ground level.
- Investigate potential sites for an anchor employer, such as an education, health or public administration anchor.
- Encourage the redevelopment of large shopping centres and car parks to the east with buildings built to the street edges,

with car parking decked into the building or sleeved with other uses that provide active frontages.

- Enhance the public realm with seating, shade trees and space for outdoor eating.
- Encourage active frontages on the west side of Commercial Place between Luck and Pryor Streets through redevelopment of the premises that currently front on to Main Road.
- Investigate varying and improving the landscaping in Main Road in consultation with key stakeholders such as DoT and the local business community.
- Provide bike and mobility scooter parking at highly frequented facilities such as supermarkets.
- Liaise with DoT to investigate the need for on-road cycle lanes on Main Road.
- Investigate a program to improve pedestrian movement and adequately maintain traffic flow on Main Road between Bridge and Cecil Streets. Investigation should consider an optimum treatment for all the relevant intersections in coordination with redevelopment of the bus interchange.

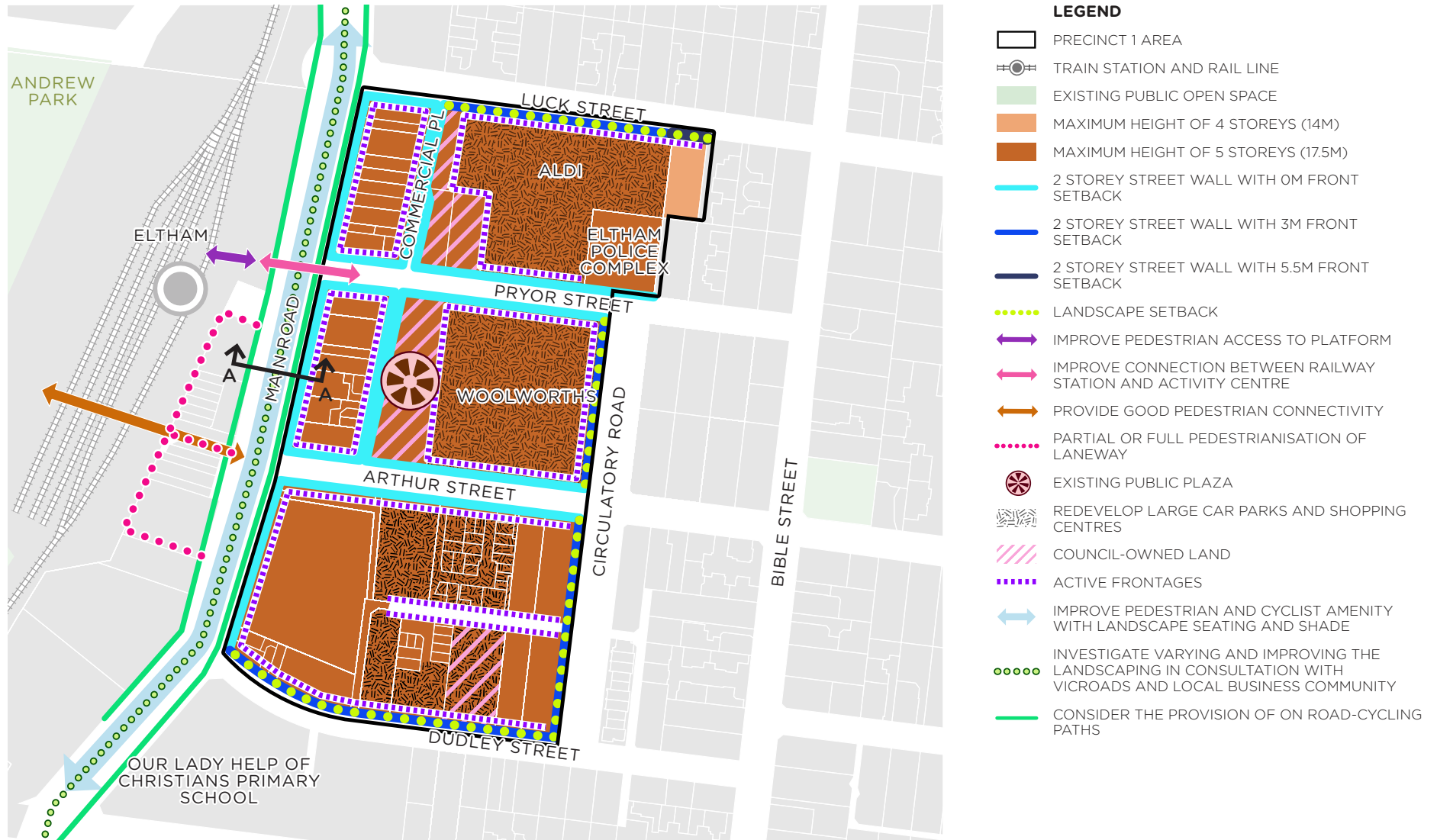
## DESIGN GUIDELINES

- Buildings fronting Main Road, Pryor Street, Arthur Street and Commercial Place should:
  - Be designed with active frontages to the street at ground level including facade articulation, inclusions of windows and entries.
  - Provide 65-80% clear glazing (non-reflective) between a height of 0.5m and 2.4m above the footpath offering unobstructed views into the building.
  - Provide pedestrian entries at least every 15m.
  - Utilise the front wall to provide informal bench seating (can be low window sills).
  - Provide continuous weather protection (such as cantilevered canopies/ verandahs) over footpaths, subject to protecting existing tree canopies.
  - Include a street wall that includes both a fine grain and strong vertical articulation to deliver visual interest.

- Provide upper levels that are articulated with building recesses and balcony treatments.
- Buildings on the corners of Dudley Street and Main Road and Luck Street and Main Road should be of high architectural quality with expressed corner building forms to create a sense of entry into this precinct.
- Medium density mixed use developments should provide basement or podium car parking sleeved with other uses that provide active frontages.
- Blank walls are to be avoided.
- Buildings on corner allotments should address both street frontages with shop front windows at street level.
- Design new buildings with the ground floor located responding to the natural ground level (NGL) to promote a strong connection with the public street space and ensure access to all.
- The scale of built form in Commercial Place should respond to the narrowness of the street ensuring upper levels are sufficiently setback.

- Redevelopment of properties fronting Main Road between Arthur Street and Luck Street will require basement access from the side street, rather than Commercial Place.
- The building materiality should consist of a mix of timber, stone, mudbrick (or textured render), steel, glass and other natural materials and colours that blend in with the natural environment/ vegetation. The palette of materials may also include recycled, recyclable and/ or renewable materials and elements.

Refer to the Design Guidelines at Section 6.0 for interface setback requirements.



**LEGEND**





















-  PRECINCT 1 AREA
-  TRAIN STATION AND RAIL LINE
-  EXISTING PUBLIC OPEN SPACE
-  MAXIMUM HEIGHT OF 4 STOREYS (14M)
-  MAXIMUM HEIGHT OF 5 STOREYS (17.5M)
-  2 STOREY STREET WALL WITH 0M FRONT SETBACK
-  2 STOREY STREET WALL WITH 3M FRONT SETBACK
-  2 STOREY STREET WALL WITH 5.5M FRONT SETBACK
-  LANDSCAPE SETBACK
-  IMPROVE PEDESTRIAN ACCESS TO PLATFORM
-  IMPROVE CONNECTION BETWEEN RAILWAY STATION AND ACTIVITY CENTRE
-  PROVIDE GOOD PEDESTRIAN CONNECTIVITY
-  PARTIAL OR FULL PEDESTRIANISATION OF LANEWAY
-  EXISTING PUBLIC PLAZA
-  REDEVELOP LARGE CAR PARKS AND SHOPPING CENTRES
-  COUNCIL-OWNED LAND
-  ACTIVE FRONTAGES
-  IMPROVE PEDESTRIAN AND CYCLIST AMENITY WITH LANDSCAPE SEATING AND SHADE
-  INVESTIGATE VARYING AND IMPROVING THE LANDSCAPING IN CONSULTATION WITH VICROADS AND LOCAL BUSINESS COMMUNITY
-  CONSIDER THE PROVISION OF ON ROAD-CYCLING PATHS

Figure 12. Precinct 1 plan

The section diagram below demonstrates the preferred built form character for Precinct 1, which includes a 2 storey street wall, with levels above setback to reduce their visibility from the public realm.

52

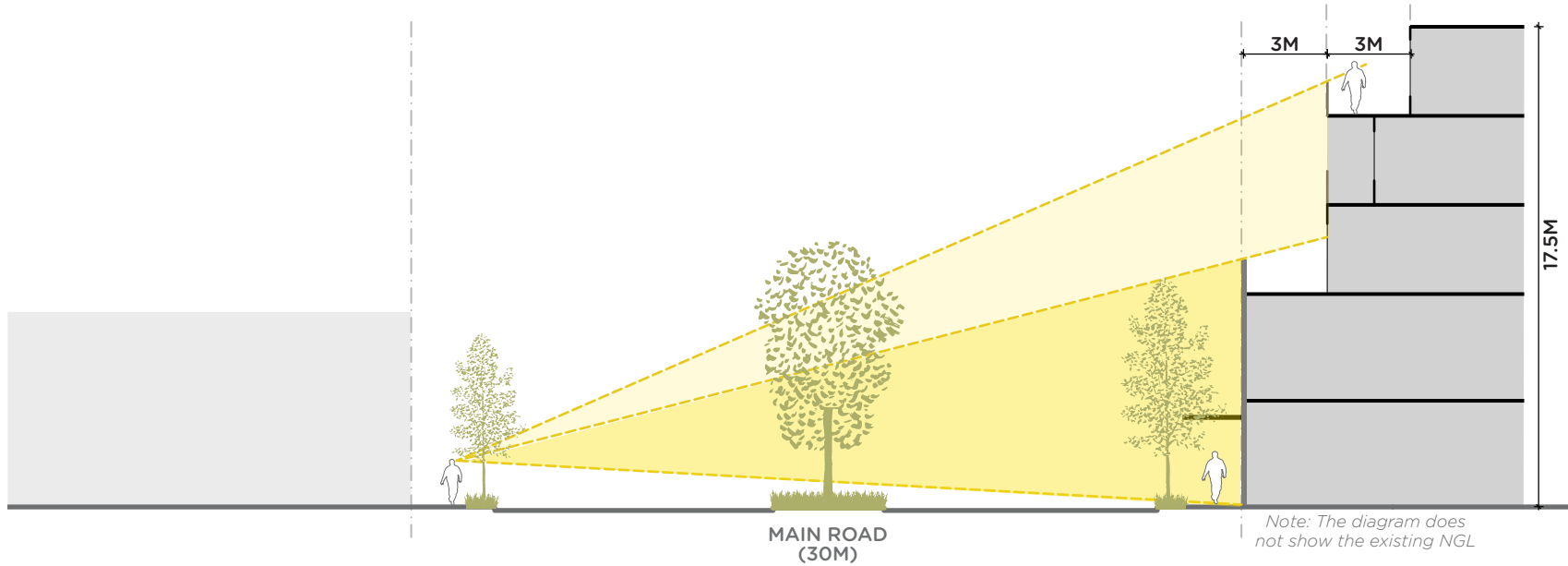


Figure 13. Indicative minimum setbacks along Main Road in precinct 1 (Section A-A)

## 5.2 PRECINCT 2: RESIDENTIAL INTERFACE

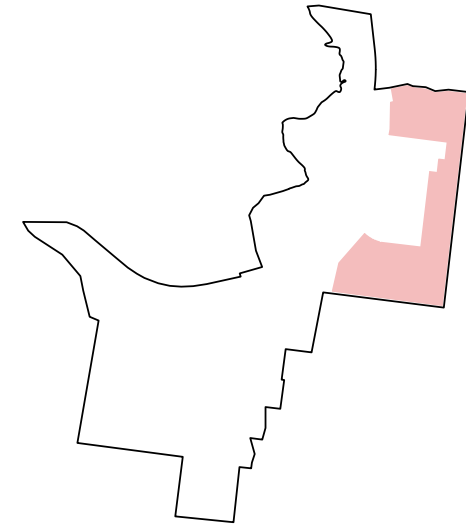
### PREFERRED CHARACTER STATEMENT

*This is a transition area between the retail core and the residential areas to the east, south and north of the centre. The precinct should provide opportunities for more medium density housing, both town houses and apartments and include some opportunities for small to medium scale office use. Non-*

*residential development should maintain a residential appearance with generous landscaped front setbacks.*

### OBJECTIVES

- To encourage medium density housing, while also providing some small to medium scale office use.
- To provide a transition in built form scale between the core commercial area and adjoining residential areas.
- To ensure non-residential development maintains a residential appearance.
- To encourage landscaping in the front, side and rear setbacks.
- To protect and enhance the amenity within the activity centre and surrounding established residential neighbourhoods.
- To minimise the extent and adverse impact of Bible Street being used as a “rat run” by traffic around the Eltham Town Centre.
- To ensure development adequately responds to flooding constraints at the northern end of the precinct (identified by application of the Special Building Overlay)



### STRATEGIES

- Use and development of non residential uses should:
  - be compatible with surrounding residential use, scale and intensity;
  - generally serve local community needs; and
  - reflect the pattern of existing building siting and massing within the precinct.
- Consideration will be given to increased density on consolidated development sites of 1500 square metres or greater (east of Commercial Place).



- Develop and implement a program to minimise the extent and impact of “rat running” by vehicles along Bible Street.
- Investigate a program to improve pedestrian movement and adequately maintain traffic flow on Main Road between Bridge and Cecil Streets. Investigation should consider an optimum treatment for all the relevant intersections in coordination with redevelopment of the bus interchange.
- Use and development in the north of the precinct must be compatible with and adequately respond to flooding constraints present in that section of the precinct (identified by application of the Special Building Overlay).

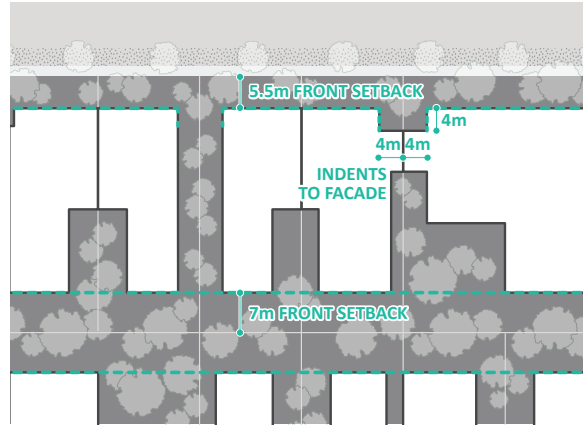
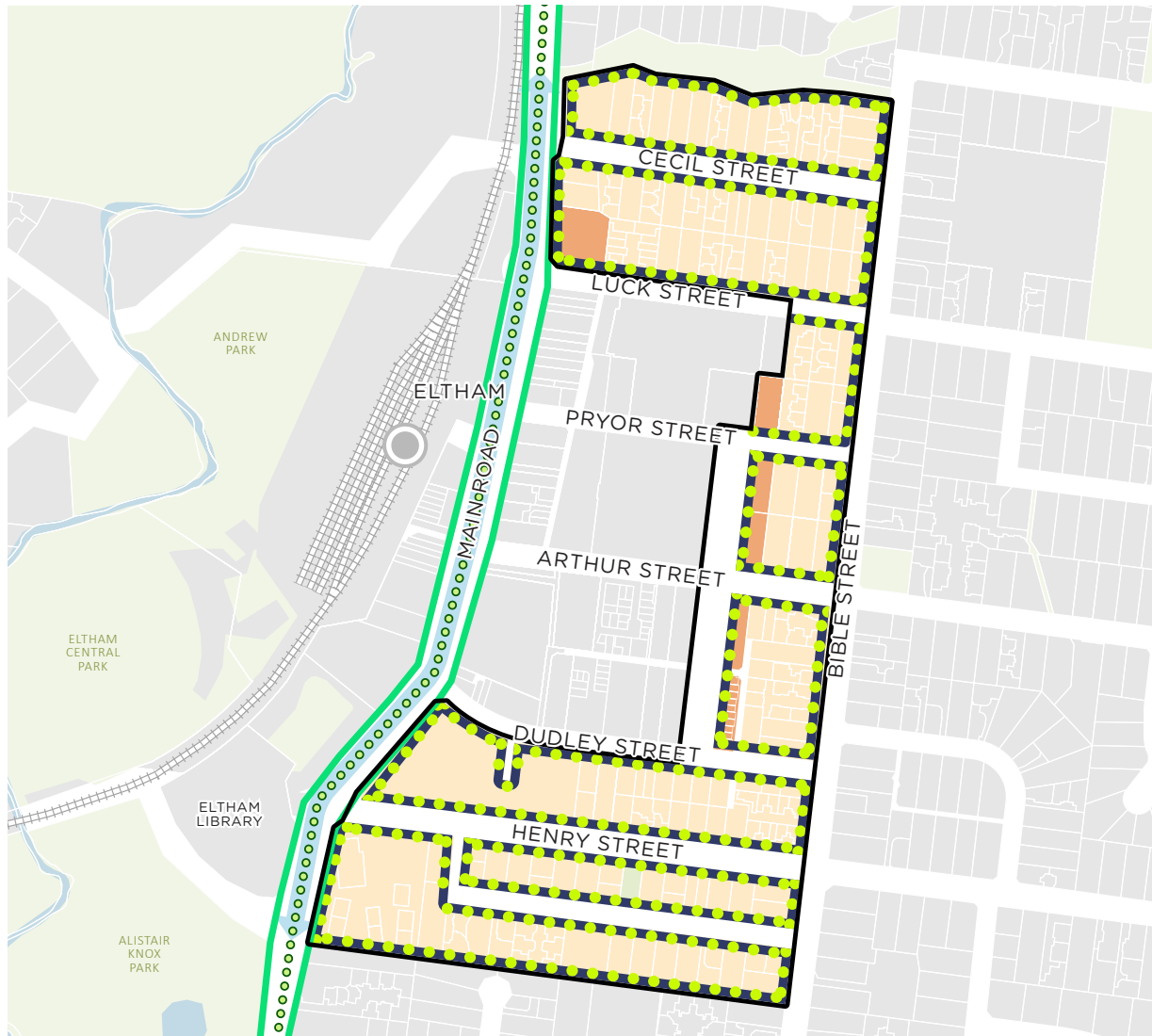


Figure 14. Diagram illustrating front, side and rear setbacks

#### DESIGN GUIDELINES

- Developments should incorporate:
  - A minimum 5.5m landscaped front setback from the property boundary.
  - A minimum 4.0m side setbacks to allow for small, more slender trees that contribute to the landscape character.
  - A minimum 7.0m rear setback to respond to the existing backyard character.
- Crossovers and driveways to access carparking/ garages from the front should be limited.

- New development should avoid high solid fencing.
- Buildings should be designed to preserve views from adjoining residential properties to the treed hilltops to the west.
- Buildings with larger footprints should be designed with split levels to respond to the natural topography.
- Main pedestrian entrances should be clearly legible from the street and demarcated with strong architectural and landscape features including wayfinding signage.
- New development should appear to have domestic quality and respond to the residential character of the area.
- Building materiality should consist of a mix of timber, stone, mudbrick, galvanised corrugated sheet metal and other natural materials and colours that blend in with the natural environment/ vegetation. The palette of materials may also include recycled, recyclable and/ or renewable materials and elements.



**LEGEND**

-  PRECINCT 2 AREA
-  TRAIN STATION AND RAIL LINE
-  EXISTING PUBLIC OPEN SPACE
-  WATERBODY
-  MAXIMUM HEIGHT OF 3 STOREYS (10.5M)
-  MAXIMUM HEIGHT OF 4 STOREYS (14M)
-  2 STOREY STREET WALL WITH 5.5M FRONT SETBACK
-  LANDSCAPED SETBACK
-  IMPROVE PEDESTRIAN AND CYCLIST AMENITY WITH LANDSCAPE SEATING AND SHADE
-  INVESTIGATE VARYING AND IMPROVING THE LANDSCAPING IN CONSULTATION WITH VICROADS AND LOCAL BUSINESS COMMUNITY
-  PROVIDE ON-ROAD CYCLING PATH

Figure 15. Precinct 2 plan

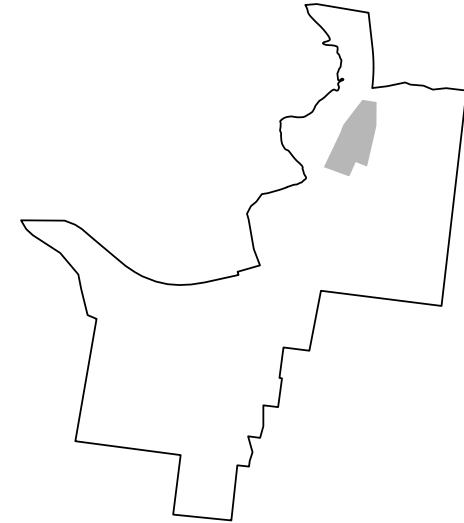
### 5.3 PRECINCT 3: TRANSPORT

#### PREFERRED CHARACTER STATEMENT

*The precinct will develop into a medium density, mixed use and public transport oriented precinct that is highly accessible to the balance of the Activity Centre. Improvements to the train station, bus interchange and public realm will increase public transport use. Accommodating more people close to the train station will activate the precinct. Better connections across the rail line will improve connectivity between the eastern and western precincts of the Activity Centre.*

#### OBJECTIVES

- To encourage improved public transport services through progressive upgrades of Eltham Station and the Hurstbridge line, and provide adequate commuter parking.
- To facilitate the development of a new public transport hub (railway station and bus interchange).
- To encourage the creation of active edges fronting Main Road and on key edges of the public transport interchange.
- To provide safe, accessible and convenient paths of travel between public transport facilities and surrounding key destinations, such as Main Road, the community facilities to the south and nearby sporting facilities.
- To ensure the strong presence of canopy trees will be maintained through careful siting and design of development.
- To promote the role of the station as a sustainable transport hub, to provide for improved pedestrian, cycle and public transport connections.
- To advocate for removal of the level crossing to better connect the eastern and



western sides of the rail line and improve the centres walkable catchment.

- To create better pedestrian and cyclist connectivity across the rail line and Main Road.
- To encourage traffic calming measures on Main Road to improve conditions for pedestrians and cyclists.
- To improve car park management and design.
- To encourage transit oriented development (TOD) including integrated residential, retail and office.

## STRATEGIES

- Ensure that future use and development maintains and enhances the functionality of the precinct as a commuter hub, and accommodates the anticipated growth in demand for public transport services and the corresponding need to upgrade the Eltham Station and Hurstbridge line.
- Advocate to the State Government for construction of a new public transport hub.
- Subject to the use and anticipated further development of Precinct 3 for public transport infrastructure and provision of adequate commuter car parking:
  - Encourage mixed-use developments (any combination of retail, office and car parking) on land between Main Road and the railway line, including land in front of the railway station and bus interchange.
  - Encourage a mix of residential, office and car parking uses on land between the railway line and Youth Road.
- Development should promote safe and convenient public access between Main Road, Eltham Station, nearby sporting (west and south) and community facilities (south).
- Development should incorporate existing large native trees where possible.
- Development should incorporate architectural or landscape features at exposed locations as viewed from Main Road and axial views available from east-west running streets, namely Luck Street, Pryor Street and Diamond Street.
- Future development at the northern end of the precinct should properly consider and adequately respond to flooding constraints, which are identified within the relevant zones and overlays.
- Liaise with the Department of Transport (DoT) to advocate for the removal of the level crossing.
- Investigate options to relocate the train stabling yards to enable further development.
- Investigate implementation of an additional 200 commuter car spaces adjacent to the train station.
- Liaise with Vic Track and DoT to investigate additional pedestrian/ cyclist connection across the rail line.
- Investigate improvements to the bus interchange to cater for bus demand as well as improving the internal patronage circulation.
- Investigate improvements to the entrance and underpass to the train station including lighting.
- Investigate a program to improve pedestrian movement and adequately maintain traffic flow on Main Road between Bridge and Cecil Streets. Investigation should consider an optimum treatment for all the relevant intersections in coordination with redevelopment of the bus interchange.

## DESIGN GUIDELINES

- Built form should present an attractive and articulated façade to provide visual interest.
- Buildings should be designed with active frontages (greater than 60% non-reflective glazing) at ground level to provide a safe and lively environment.
- Promote active frontages between the railway line and Main Road locating retail activities on the ground floor and provide convenient public access between Main Road, Eltham Station, sporting facilities (to south and west) and community facilities (to south).
- Development fronting Youth Road and Diamond Street should have landscaped front setbacks.
- Development should incorporate existing large native trees where possible.
- Development fronting Main Road and key edges of the public transport interchange should provide active uses and frontages at ground level.

- Developments to the western side of the railway line should provide a transition with community uses along Diamond Street and Youth Road.
- The design of any buildings backing onto the railway line and the train station car park should present interesting façade treatments, allow for passive surveillance and incorporate vegetative or architectural screening devices.
- Where relevant, new development should incorporate acoustic treatments responding to the railway environment to minimise adverse amenity impacts.
- Car parking entryways should be located to the edge of sites, clustered with other car parking entries.
- Additional commuter car parking should be decked into the building or sleeved with other uses that provides active frontages, or passive surveillance at a minimum.
- Excessive use of roller shutters should be avoided.

Refer to the Design Guidelines at Section 6.0 for interface setback requirements.

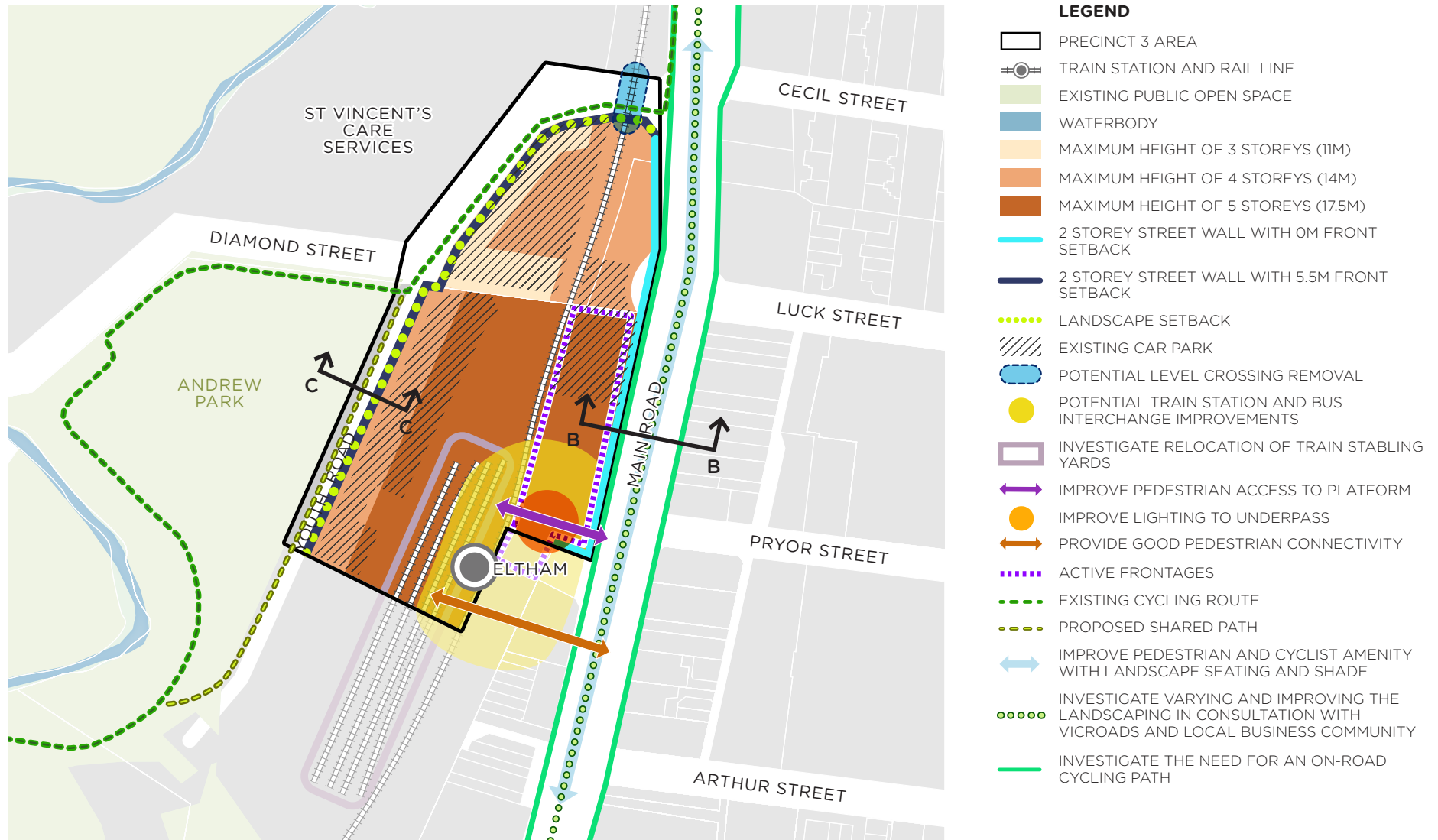


Figure 16. Precinct 3 plan

The section diagrams below demonstrates the preferred built form character for Precinct 3, which includes a 2 storey street wall, with levels above setback to reduce their visibility from the public realm.

60

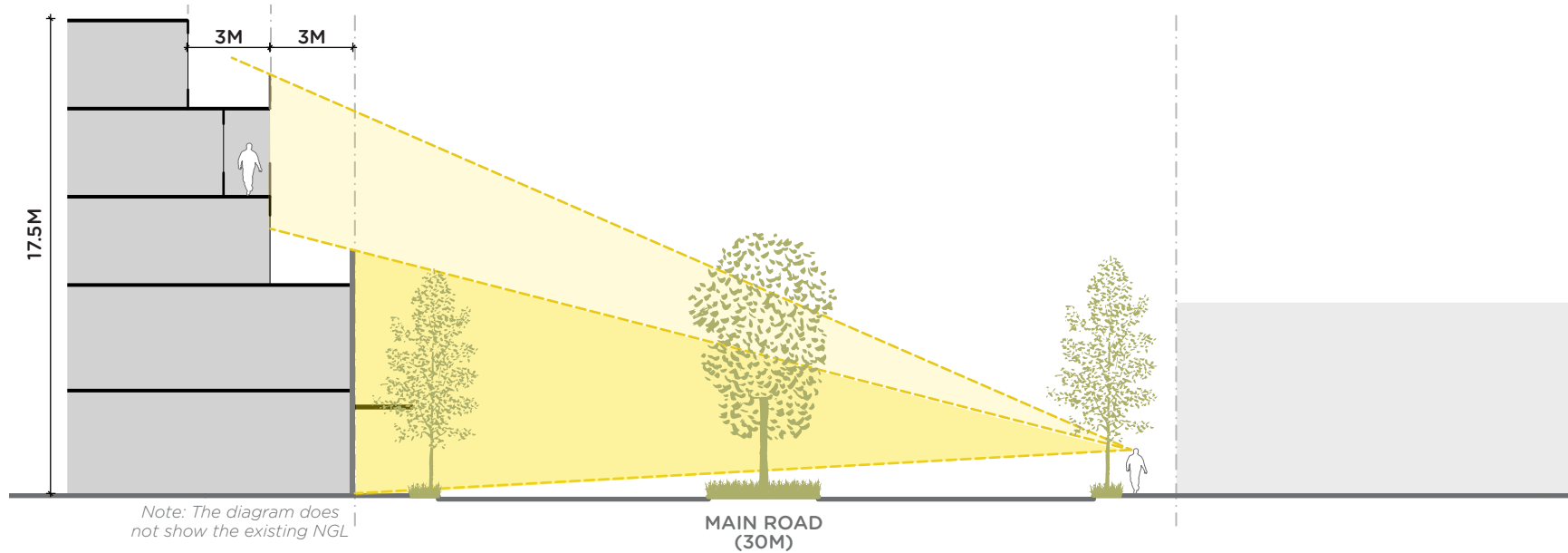


Figure 17. Indicative minimum setbacks at Main Road in precinct 3 (Section B-B)

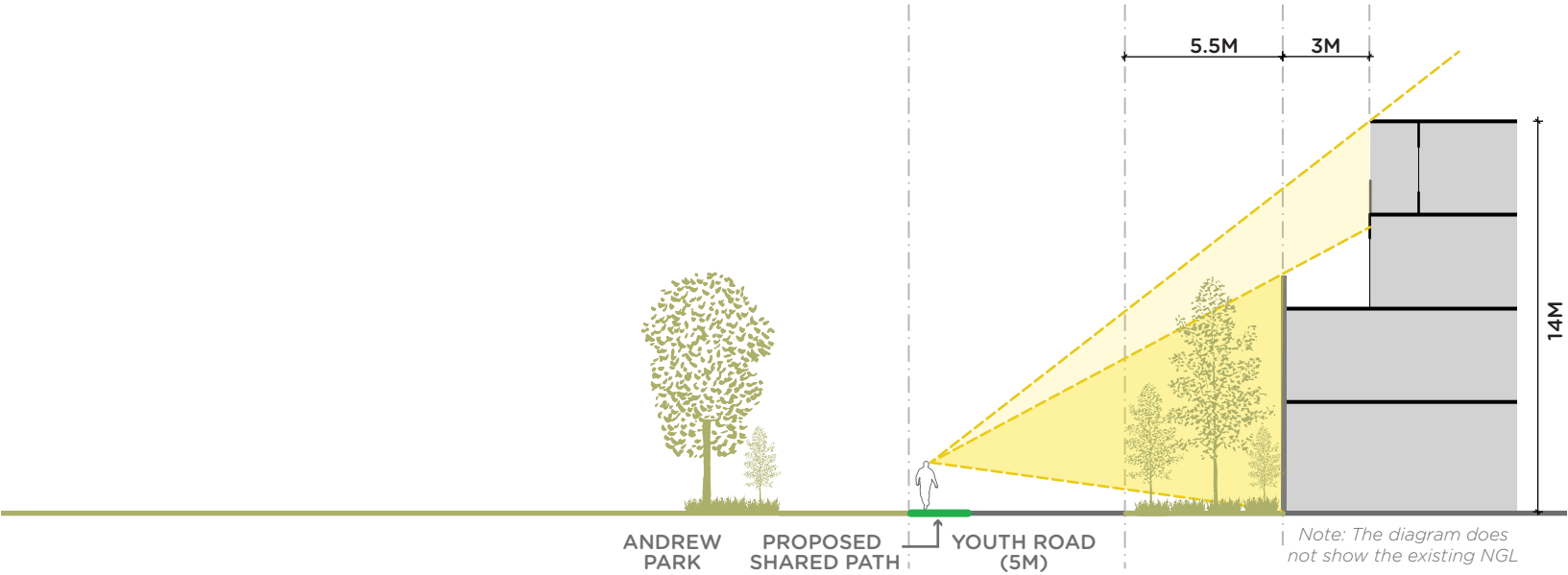


Figure 18. Indicative minimum setbacks at Youth Road in precinct 3 (Section C-C)



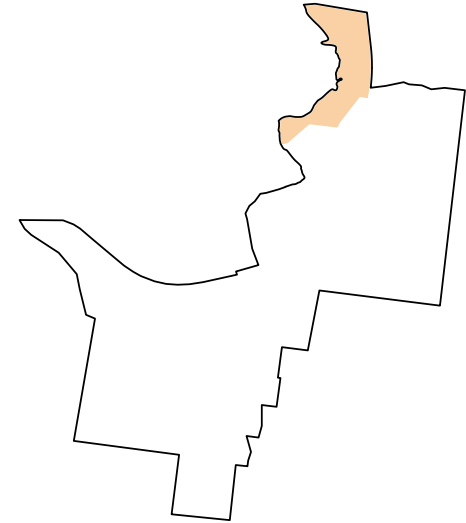
## 5.4 PRECINCT 4: COMMUNITY AGED CARE

### PREFERRED CHARACTER STATEMENT

*This area will retain its aged care function and, subject to flooding constraints being adequately managed, will densify to respond to the aging population and needs within the community. Buildings will front the creek corridor and offer a pleasant aspect to enjoy this natural setting.*

### OBJECTIVES

- To retain and enhance the aged care function, whilst ensuring redevelopment:
  - adequately responds to flooding constraints.
  - respects the environmental and visual attributes of the creek corridor, including by sensitive orientation to the corridor.
  - supports the site to be well-connected to the balance of the Activity Centre, particularly for pedestrians.
  - contributes positively to the visual character of the Activity Centre, including the northern gateway into the Centre.
  - optimises any opportunity to provide a better alignment of the Diamond Creek Trail in vicinity of the site.
- To improve the alignment of the Diamond Creek Trail in vicinity of the precinct, particularly to move the alignment off the busy road network and preferably, where appropriate, onto a creek alignment.



## STRATEGIES

- Encourage use of the site at 43 Diamond Street (currently St Vincent's Care Services) for aged care services and appropriate complementary uses.
- Investigate and liaise with the owners/ managers of the site at 43 Diamond Street and relevant authorities (e.g. Melbourne Water and the Department of Transport) to identify and promote opportunities for redevelopment of the site which:
  - adequately responds to flooding constraints.
  - respects the environmental and visual attributes of the creek corridor, including by sensitive orientation to the corridor.
  - effectively supports the site to be well-connected to the balance of the Activity Centre, particularly for pedestrians.
  - positively contributes to the visual character of the Activity Centre, including the northern gateway to the Centre.

- optimises any realistic opportunity to provide a better alignment of the Diamond Creek Trail in vicinity of the site.

These investigations should consider and make recommendations regarding such design matters as the appropriate height, location, orientation, setback and footprint of development.

- Investigate and progress a preferred option to align the Diamond Creek Trail off busy roads (e.g. Main Road) and where appropriate, in closer proximity to the creek.

## DESIGN GUIDELINES

Refer to Design Guidelines at Section 6.0 for interface setback requirements.

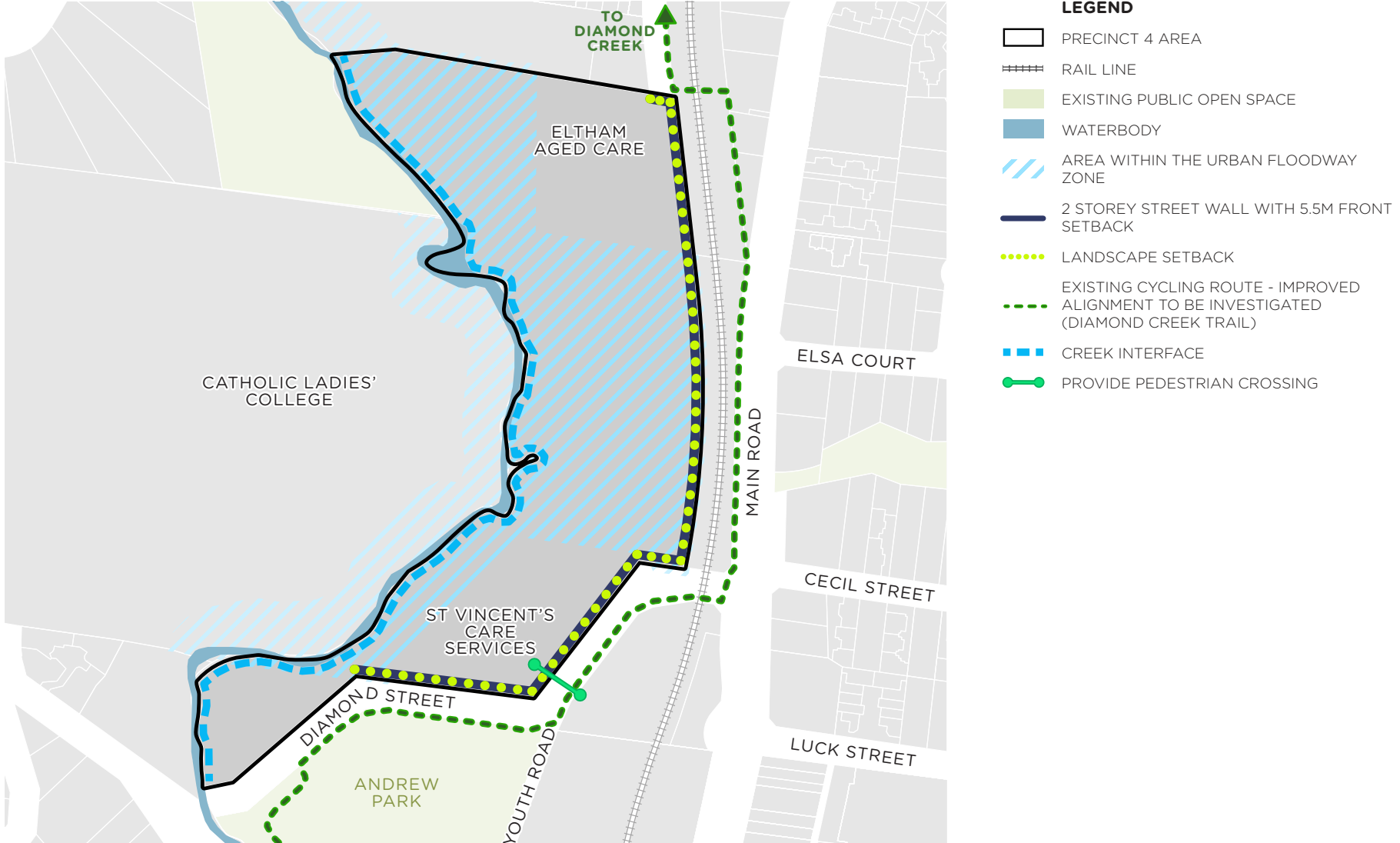


Figure 19. Precinct 4 plan

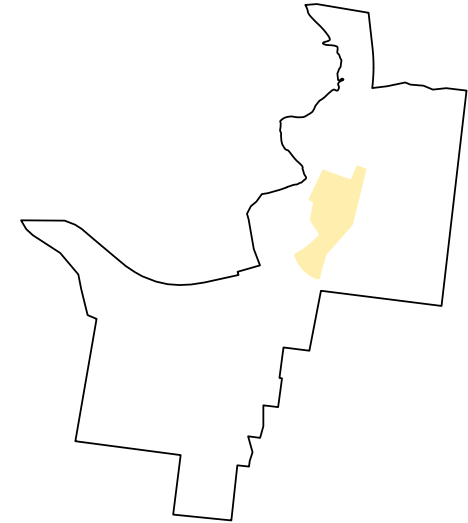
## 5.5 PRECINCT 5: COMMUNITY PRECINCT

### PREFERRED CHARACTER STATEMENT

*This precinct is the cultural heart of Eltham where people celebrate their local community and artistic spirit, and access a range of health and professional services. The Library and its associated facilities is the key iconic building. It is also the precinct that culturally and physically links the other parts of the Activity Centre. The precinct should comprise a range of community and commercial activities that will attract people and provide opportunities to access services and participate in events and activities. The precinct includes sites and buildings that are underused, and that provide opportunities to attract new facilities that can accommodate events and activities. Mixed use developments that incorporate residential at the upper levels will increase the vibrancy of the precinct.*

### OBJECTIVES

- To create an active, vibrant cultural heart for the Activity Centre by providing a range of civic, community, cultural, residential and professional services.
- To encourage an activated pedestrian environment to the rear of Main Road buildings to provide safe and convenient access between the community facilities to the south and the public transport facilities.
- To encourage a new landmark/iconic building at the former Eltham Shire Office site at 895 Main Road.
- To ensure buildings transition in height and scale from the north end of the precinct to the Eltham Library.
- To ensure buildings are of a high quality design, with a commitment to universal access for everyone.
- To establish a major employment anchor to support local non-tradeable activity (e.g. health, education or civic).
- To reimagine and reconnect community uses.



- To create a lively and people-based precinct with civic and community spaces that enhance community interaction and general health and well-being, accommodating a wide variety of community functions, including the display of community art and artefacts which reflect the artistic and cultural aspirations of the community.

- To create a lively and people-based centre, accommodating a wide variety of place based activities, including pop-up parks, playgrounds, markets, festivals and events.
- To encourage public artwork.
- To improve pedestrian and cycling amenity between the precinct and the train station.
- To provide a multi-purpose Community Hub.
- Advocate for the proposed Community Hospital to be located in Precinct 5.

### STRATEGIES

- Investigate the potential to implement a Community Hub.
- Investigate opportunities for an employment anchor, such as a community hospital or Shire offices.
- Investigate potential sites to establish a regional art gallery and complimentary community uses such as an auditorium, community cinema, community kitchen, office and activity spaces for visiting agencies and community service/customer information centre. In addition, retain a suitably equipped and located

Eltham Senior Citizens Facility in Precinct 5, or in a similarly suitable location.

- Implement footpaths along Panther Place.
- Investigate providing a clear and safe pedestrian/cycling connection from the Eltham Library to the train station, adjacent to the railway line.
- Investigate improved pedestrian/ cycling connection east west under the rail line on Panther Place (footpath currently not formalised).
- Investigate an improved public realm along Main Road, including by creating an engaging pedestrian zone in St Laurence Lane.

### DESIGN GUIDELINES

- Buildings fronting Main Road including and to the north of 909 Main Road should:
  - Include mixed use development (any combination of retail, office, medium density housing and community services).
  - Be designed with active frontages to the street at ground level including facade articulation, inclusions of windows and entries.
  - Provide 65-80% clear glazing (non-reflective) between a height of 0.5m and 2.4m above the footpath offering unobstructed views into the building.
  - Provide pedestrian entries at least every 15m.
  - Provide continuous weather protection (such as cantilevered canopies/verandahs) over footpaths.
  - Include a street wall that includes both a fine grain and strong vertical articulation to deliver visual interest.
  - Provide upper levels that are articulated with building recesses and balcony treatments.

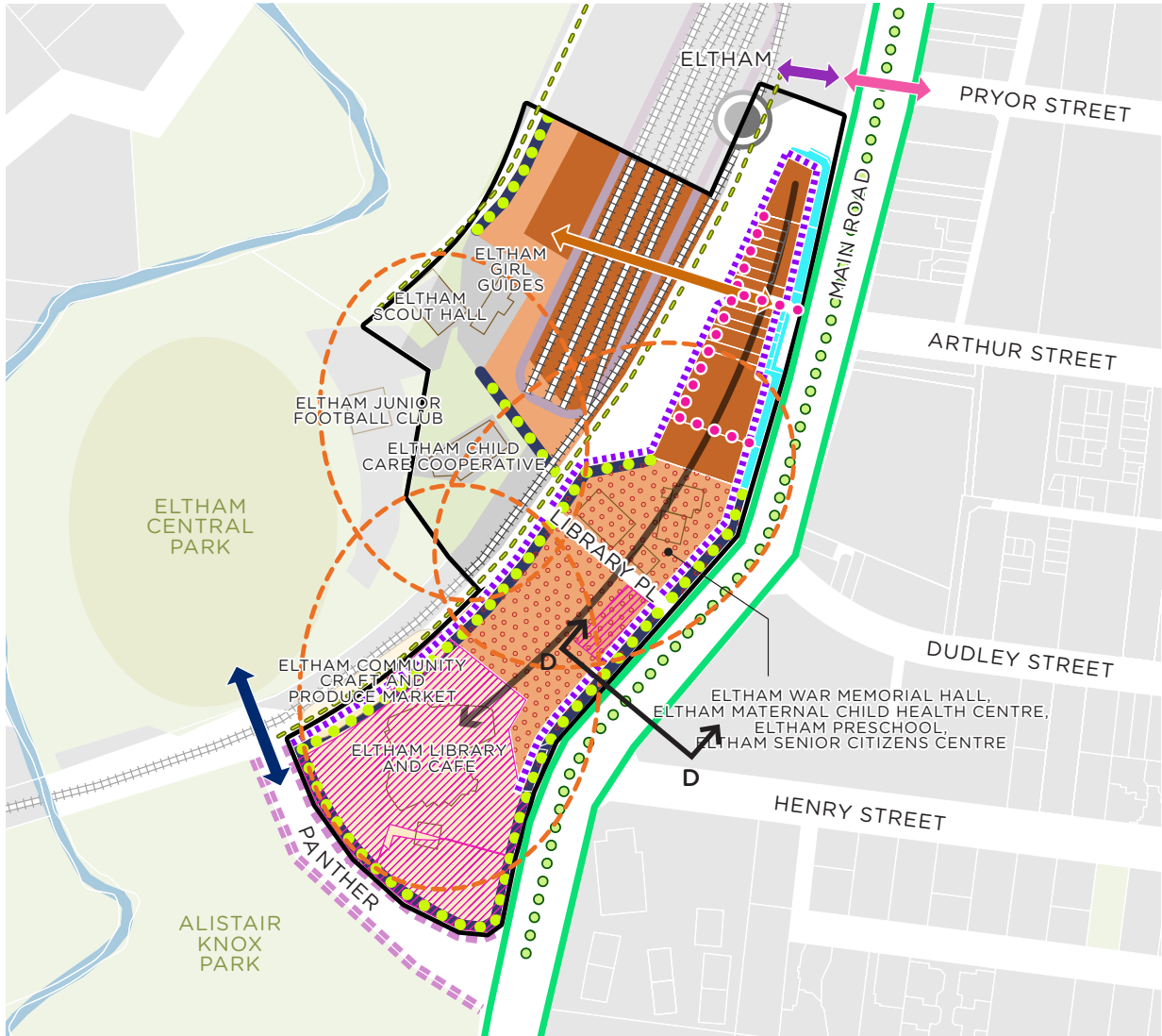
- Development fronting to Main Road and the railway line should provide active uses at ground level and safe and convenient access to the adjacent public transport facilities.
- Investigate opportunities north of 903-7 Main Road to:
  - redevelop indented car parking to support a more active and engaging pedestrian environment.
  - create an engaging pedestrian zone in St Laurence Lane.

The above investigations should particularly be conducted as part of any redevelopment of adjacent sites.

- Development to the south of 909 Main Road (including the former Eltham Shire Office site) should include landscaped front setbacks and retain established vegetation.
- Development on the former Eltham Shire Office site (895 Main Road) should provide a boundary treatment and interface with the Eltham Library site which is sympathetic and responsive to that site.

- Development should respect and respond to identified heritage values within the precinct.
- Development backing onto the railway car park should provide internal pedestrian connections through to Main Road.
- Development fronting Library Place and the car park should include active frontages.
- Development adjacent to the Eltham Girl Guide Hall (Youth Road) should manage the sensitive interface by:
  - Providing a minimum 4.0m side setback to allow for small, slender trees that contribute to the landscape character. Any part of the building above 2 storeys should setback beyond a 45 degree plane from the sides of the level below.
  - Complying with the rear setback requirements outlined in the General Design Guidelines (page 88).

- Development backing onto the railway line and station should provide for a variation and articulation in façade treatments and allow for passive surveillance by incorporating active frontages to the railway line and car park.
- Thick and robust building elements such as colonnades should be incorporated into the design of new buildings.
- Service areas and car parking should be located at the rear of buildings or serviced from laneways and concealed from the public realm.
- Where relevant, new development should incorporate acoustic treatments responding to the railway environment to minimise adverse amenity impacts.
- Built form should achieve a general stepping of the building in a westerly direction from the high point along Main Road.



- LEGEND**
- PRECINCT 5 AREA
  - TRAIN STATION AND RAIL LINE
  - EXISTING PUBLIC OPEN SPACE AND OVALS
  - WATERBODY
  - MAXIMUM HEIGHT OF 3 STOREYS (11M)
  - MAXIMUM HEIGHT OF 4 STOREYS (14M)
  - MAXIMUM HEIGHT OF 5 STOREYS (17.5M)
  - BUILT FORM TO TRANSITION DOWNWARDS IN HEIGHT AND SCALE TOWARDS ELTHAM LIBRARY
  - ACTIVE FRONTAGES
  - 2 STOREY STREET WALL WITH 0M FRONT SETBACK
  - 2 STOREY STREET WALL WITH 5.5M FRONT SETBACK
  - LANDSCAPE SETBACK
  - IMPROVE PEDESTRIAN ACCESS TO PLATFORM
  - IMPROVE CONNECTION BETWEEN RAILWAY STATION AND ACTIVITY CENTRE
  - PROVIDE GOOD PEDESTRIAN CONNECTIVITY
  - PARTIAL OR FULL PEDESTRIANISATION OF LANEWAY
  - IMPROVE PEDESTRIAN CONNECTION UNDER/OVER RAIL
  - INVESTIGATE VARYING AND IMPROVING THE LANDSCAPING IN CONSULTATION WITH VICROADS AND LOCAL BUSINESS COMMUNITY
  - INVESTIGATE RELOCATION OF TRAIN STABLING YARDS
  - PROVIDE FOOTPATHS
  - PROVIDE ON-ROAD CYCLING PATH
  - REIMAGINED AND CONNECTED COMMUNITY CLUSTER
  - POTENTIAL FOR COMMUNITY HUB, ARTS/ CULTURAL FACILITY OR EMPLOYMENT ANCHOR
  - HERITAGE OVERLAY
  - EXISTING COMMUNITY FACILITIES

Figure 20. Precinct 5 plan

The section diagram below demonstrates the preferred built form character for Precinct 5, which includes a 2 storey street wall, with levels above setback to reduce their visibility from the public realm.

The setbacks will be varied as required to respond to community assets and heritage values (e.g. heritage cypress trees and cenotaph precinct)



Figure 21. Indicative minimum setbacks at Main Road in precinct 5 (Section D-D)



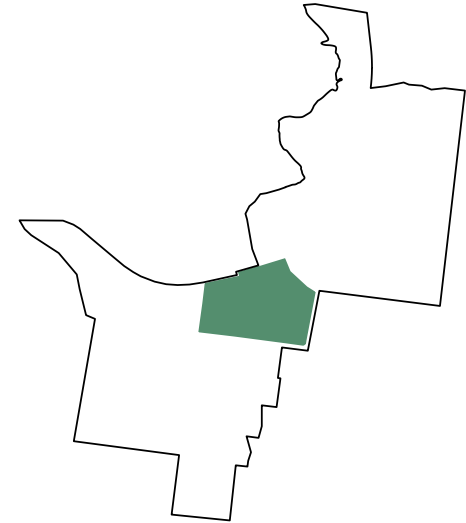
## 5.6 PRECINCT 6: TOWN PARK

### PREFERRED CHARACTER STATEMENT

*This precinct will continue to be used for a range of public open space activities. It will retain its extensive native and indigenous species of trees and bushes, and continue to be an important part of the Eltham Gateway on the edge of the Activity Centre. It is significant as a place for community events and gatherings as well as for connections to the station, retail area and Bridge Street.*

### OBJECTIVES

- To enhance the park and its facilities and support its role as an important feature of the Eltham Gateway at the edge of the Activity Centre.



## STRATEGIES

- Strengthen the links with the adjacent interface precinct.
- Design the park area adjacent to the Library to ensure that this area can be readily used for outdoor community events.
- Enhance public safety within the precinct.
- Support and provide for activities that complement the skateboard facility in Alistair Knox Park.
- Implement management regimes to minimise graffiti and enhance public safety through the town park precinct.
- Enhance the links between this precinct and the remainder of the Activity Centre.
- Upgrade and improve the pedestrian and cycling link along the Diamond Creek.
- Retain and enhance the quality of the park.
- Continue to enhance the quality of the Diamond Creek.
- Prepare an overarching landscape strategy that:
  - manages the existing mature canopy and encourages canopy renewal and replacement as trees age to increase canopy coverage;
  - manages planting and weed control along the railway line interface; and
  - establishes suitable artwork (e.g. murals) under the Bridge Street bridge.
- Prepare a signage and furniture strategy to create integrated themes.
- To advocate for improvements to the Bridge Street bridge.
- Develop and install public art responses into Alistair Knox Park and the surrounding area.
- Investigate opportunities to enhance the wetland precinct in Alistair Knox Park.
- Upgrade and improve the management of the creek.
- Undertake additional planting in the parkland adjacent to the Diamond Creek.
- Include additional seating and resting points to accommodate older people and those with a disability need.
- Investigate installing sensitive night lighting in Alistair Knox Park along key pathways.
- Investigate recreation and leisure improvements to the west side of Alistair Knox Park in relation to paths, seating etc.
- Investigate opportunities, in consultation with stakeholders, to improve landscaping in Brisbane Street in vicinity of the railway line.

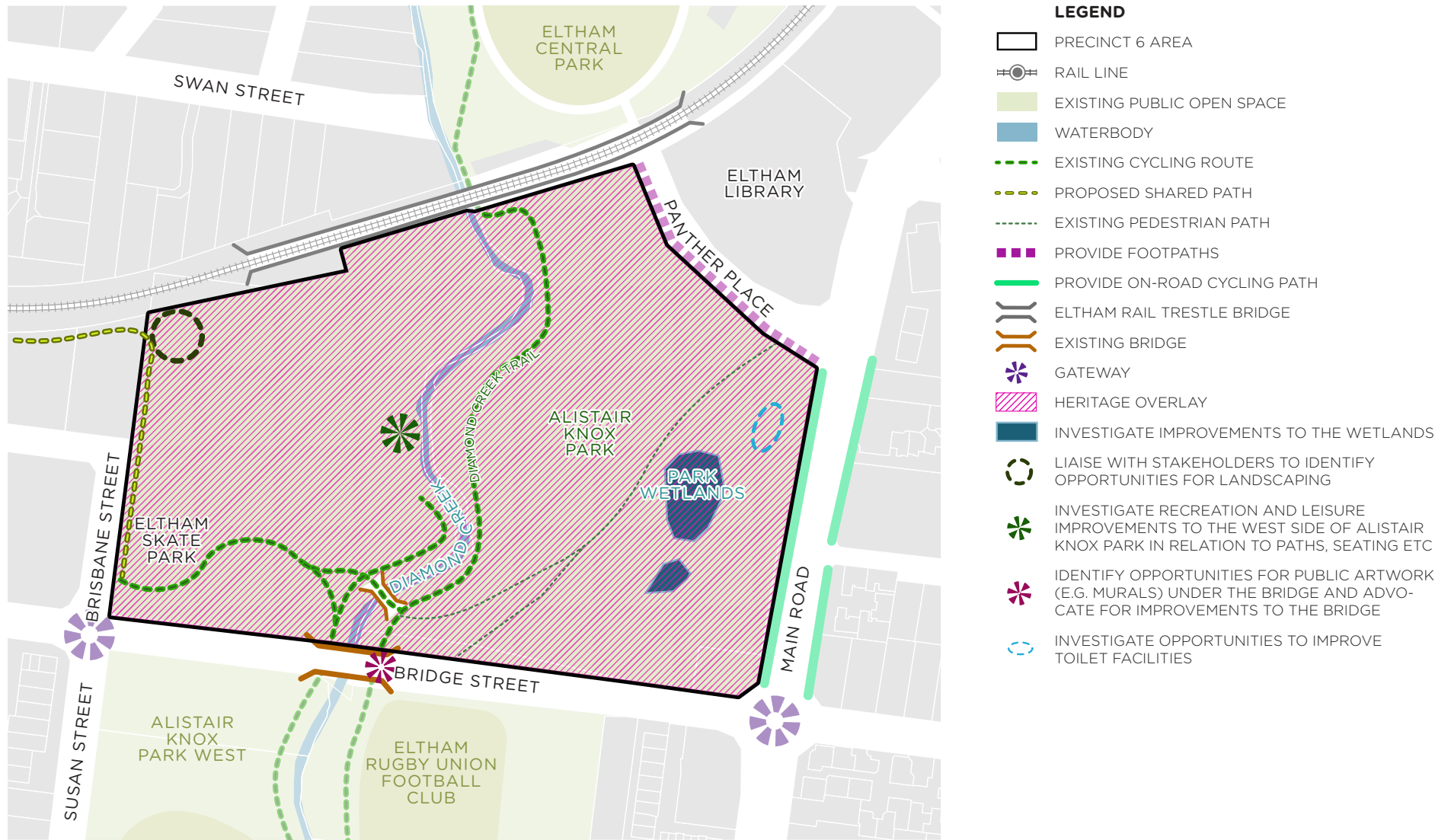


Figure 22. Precinct 6 plan

## 5.7 PRECINCT 7: SPORTING OVAL

### PREFERRED CHARACTER STATEMENT

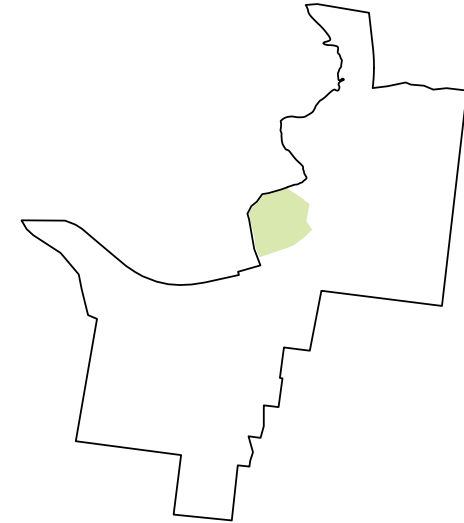
*The precinct will continue to be utilised as the main recreation sports oval in the Eltham Activity Centre.*

### OBJECTIVES

- To provide for sporting and recreation activities and some community festivals.

### STRATEGIES

- Continue to use as a sporting facility.
- Ensure that a range of community groups and clubs use the facilities.
- Upgrade and improve the pedestrian and cycling link along the Diamond Creek.
- Upgrade vehicle and pedestrian/cycling pathways through the precinct.
- Improve the vegetation in the precinct.
- Maintain the distant views from the oval.
- Progressively improve signage, furniture and fencing.
- Upgrade and improve the management of the Creek.
- Improve and upgrade the vegetation and planting of native species.
- Upgrade car parking around the oval.
- Facilitate use by the U3A of suitable buildings in the precinct for classroom purposes.
- Liaise with DoT and other stakeholders to improve landscaping at the oval's interface with the railway line.



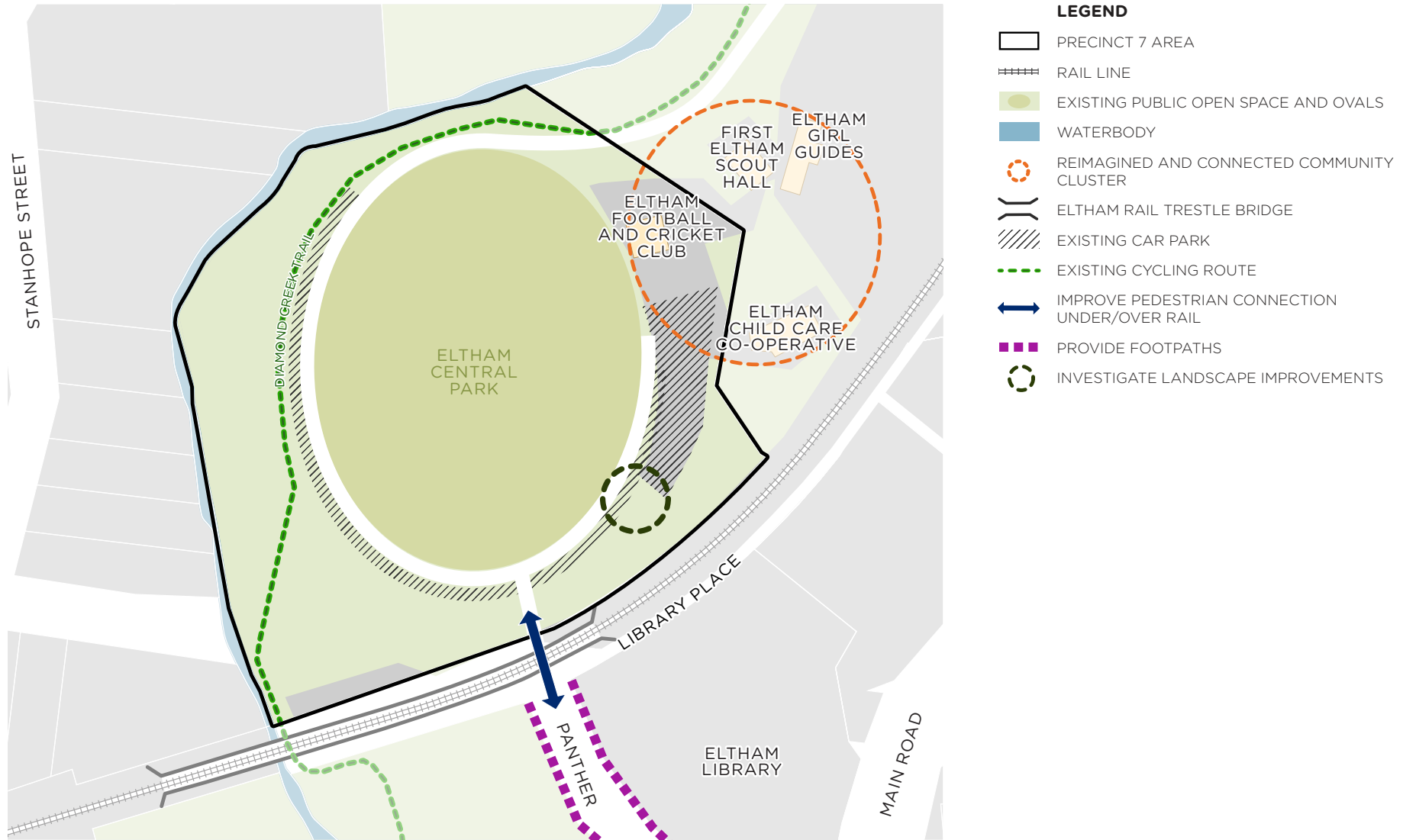


Figure 23. Precinct 7 plan

## 5.8 PRECINCT 8: ANDREW PARK

### PREFERRED CHARACTER STATEMENT

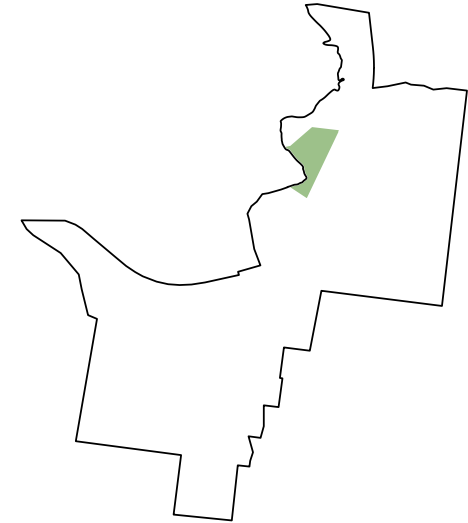
*Andrew Park will continue to be used predominantly to provide tennis courts with other active and unstructured activities. It will retain its extensive native and indigenous species of trees and bushes adjacent to the Diamond Creek Trail.*

### OBJECTIVES

- To provide for sporting and unstructured recreational activities.
- To protect and enhance the role Andrew Park plays in providing a green, amenable and sensitive interface between the Eltham Town Centre and the Diamond Creek and residential land beyond.

### STRATEGIES

- Continue to use as a sporting facility.
- Ensure that a range of community groups and clubs use the facilities.
- Upgrade and improve the pedestrian and cycling link along the Diamond Creek.
- To investigate implementation of a shared path and seating provision along Youth Road.
- Consider improvements to the park which will protect and enhance its ability to provide a green, amenable and sensitive interface to the Diamond Creek and residential land beyond. For example, additional landscaping and planting and by installing artwork and seating.



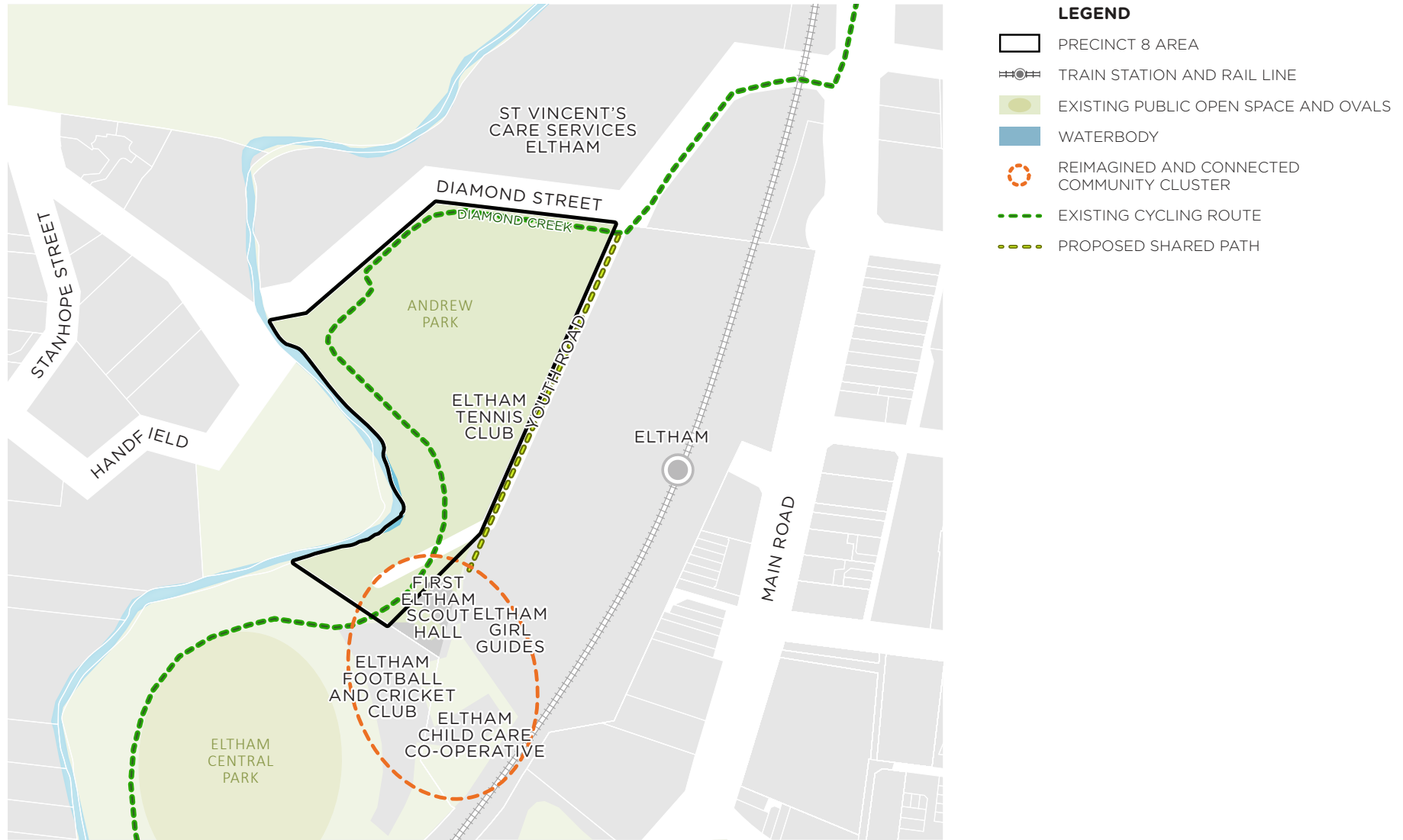


Figure 24. Precinct 8 plan

## 5.9 PRECINCT 9: CULTURAL PRECINCT

### PREFERRED CHARACTER STATEMENT

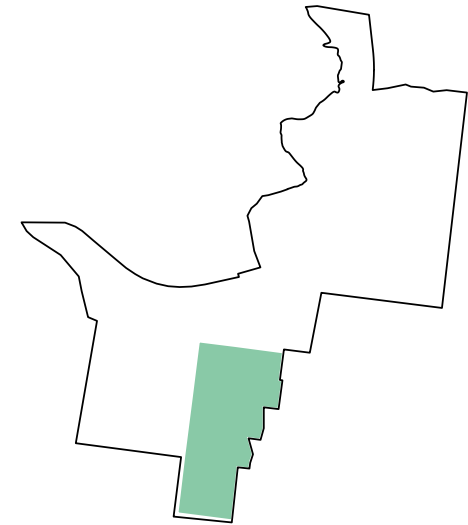
*This precinct features extensive indigenous vegetation, attractive walks and informal recreation opportunities. Its outdoor sporting facilities including the Pitt Street oval, BMX bike course, rugby field and associated facilities, and bowls club will be enhanced. The Eltham Community and Reception Centre, the Eltham Leisure Centre and Swimming Pool, and the Living and Learning Centre, will continue to be maintained.*

### OBJECTIVES

- To enhance individual well being and community life by supporting a range of activities.
- To create recreation opportunities and community events in high quality, accessible and safe spaces.
- Support the retention and enhancement of the quality of the Gateway landscape.

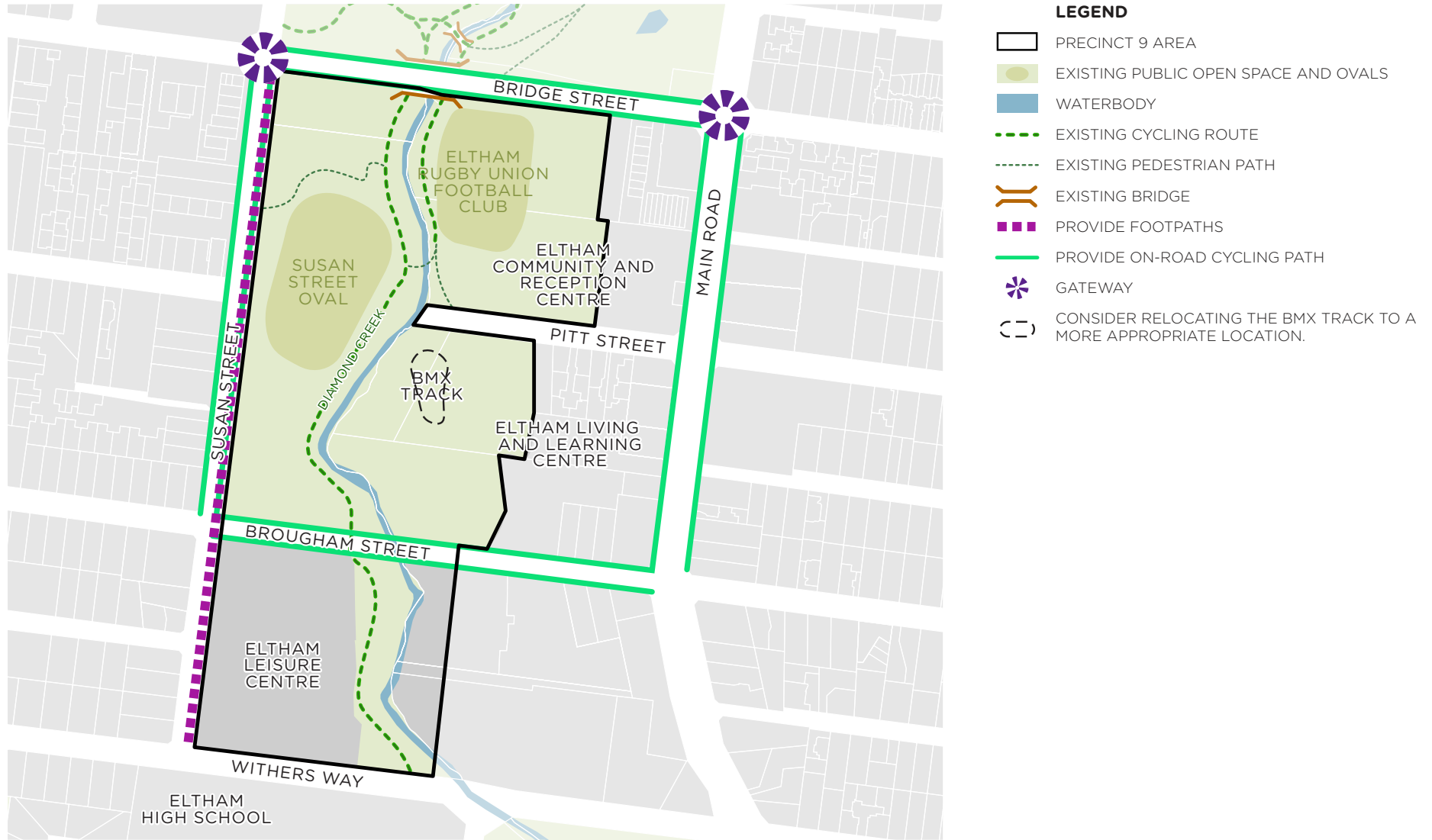
### STRATEGIES

- Support the enhancement of Main Road as an attractive entry to Eltham that reflects the environmental quality of Eltham.
- Continue to ensure the provision of high quality spaces and venues for community events, social interaction and individual learning.
- Upgrade and improve the pedestrian and cycling link along the Diamond Creek.
- Support the management and replenishment of vegetation throughout the Gateway.
- Upgrade and improve the management of the creek.



- Investigate relocating the BMX to a more appropriate location.
- Investigate the need to upgrade or remove public toilets in proximity of the Eltham Community and Reception Centre. Potentially move this in unison with relocating the BMX track.





78

Figure 25. Precinct 9 plan

## 5.10 PRECINCT 10: PERIPHERAL MIXED USE

### PREFERRED CHARACTER STATEMENT

*This precinct is the interface or transition area between the industrial precinct and surrounding land, such as the public open space on the opposite side of Susan Street and the residential area on the south side of Brougham Street. It also includes an area north of Bridge Street fronting Sherbourne Road.*

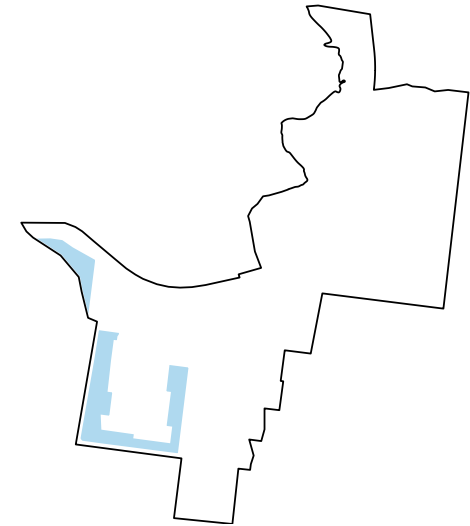
*The precinct should include predominantly commercial uses, such as medium and small scales offices on Brougham Street and indoor health and recreation facilities on Susan Street. In appropriate locations limited retail and food and drink premises, such as breweries and artisanal food production will add vitality. The long term role of the precinct is to provide employment opportunities in businesses that are compatible with the adjoining residential and open space land uses.*

### OBJECTIVES

- To support medium and small scale offices and indoor recreation/health facilities supported by limited retail and food premises.
- Provide a wide range of employment opportunities and services to local residents.
- To encourage visually interesting built form and promote a positive image for both the BSBA and the broader Activity Centre.
- To minimise off-site amenity impacts to sensitive residential interfaces.

### STRATEGIES

- Rezone the precinct to ACZ to:
  - encourage uses such as offices, health centres, recreation venues and limited retail and food premises at appropriate locations within the precinct.
  - Encourage and provide uses along Brougham Street which are appropriately sensitive to the street's close residential interface. For example, encourage offices on this interface.



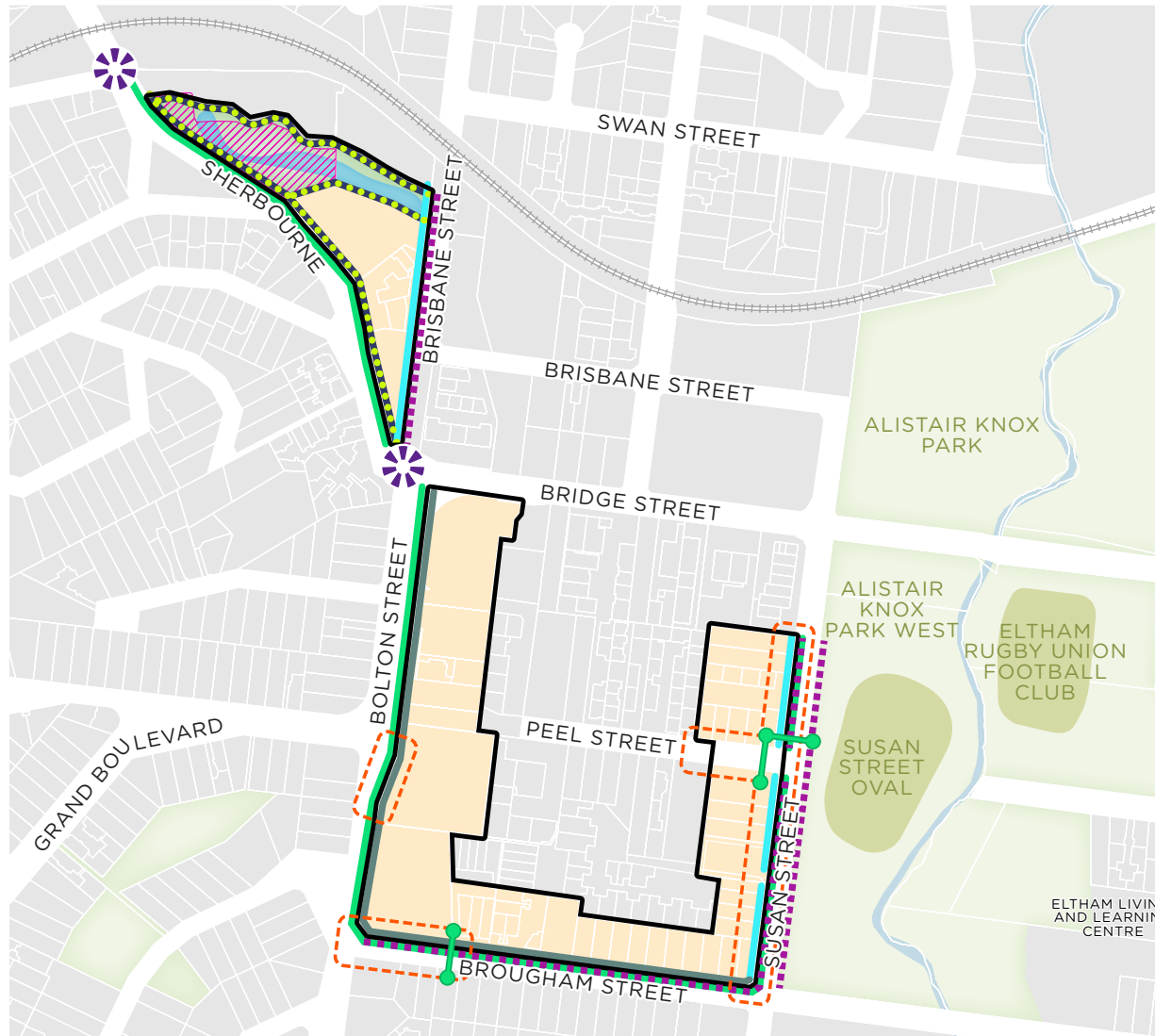
- Ensure development provides a transition in scale from the commercial areas to the adjoining low scale residential areas.
- Enable the area to function effectively.
- Investigate the opportunity to provide a shared path along the rail line.
- Investigate landscape improvements along Susan Street.
- Improve the appearance and amenity of the precinct.

- Implement measures to improve safety, accessibility and connectivity along Brougham, Peel and Susan Street.
- Implement footpath on the western side of Brisbane Street, northern side of Brougham Street and both sides of Susan Street.
- Investigate improving public amenities through street lighting, shade trees and other landscaping, furniture, footpaths and formalised car parking.
- Provide pedestrian crossings at the intersection of Susan Street and Peel Street and on Brougham Street towards the intersection with Bolton Street.
- Ensure development responds to sensitive interfaces by ensuring the overall scale and form of new development provides a suitable transition to low scale residential areas and protects these properties from an unreasonable loss of amenity through visual bulk and overshadowing.
- Future development and land use in the precinct should properly consider and adequately respond to flooding constraints, which are identified within the relevant zones and overlays.

### DESIGN GUIDELINES

- Buildings should be either at the street edge or have a shallow front setback (4.0m) to allow for some landscaping in response to adjacent residential character (refer to Figure 26).
- There should be minimal gaps between adjacent buildings.
- Development should respond to the sloping topography to minimise the need for cut and fill.
- Retail frontages should incorporate:
  - 65-80% clear-glazing between a height of 0.5m and 2.4m above the footpath offering unobstructed views into the building;
  - pedestrian entries at least every 15m; and

- footpath trading or outdoor dining where possible (taking care to avoid obstructing then footpath)
- continuous weather protection (such as cantilevered canopies/ verandahs) over footpaths.
- Office frontages should incorporate:
  - 50-80% clear glazing between a height of 1m and 2.4m above the footpath, offering unobstructed views into the building; and
  - Pedestrian entries at least every 30m.



**LEGEND**

-  PRECINCT 10 AREA
-  RAIL LINE
-  EXISTING PUBLIC OPEN SPACE AND OVALS
-  WATERBODY
-  MAXIMUM HEIGHT OF 3 STOREYS (12M)
-  2 STOREY STREET WALL WITH 0M FRONT SETBACK
-  2 STOREY STREET WALL WITH 4M FRONT SETBACK
-  2 STOREY STREET WALL WITH 5.5M FRONT SETBACK
-  LANDSCAPE SETBACK
-  HERITAGE OVERLAY
-  PROVIDE FOOTPATHS
-  PROVIDE ON-ROAD CYCLING PATH
-  GATEWAY
-  INVESTIGATE IMPROVING PUBLIC AMENITIES THROUGH STREET LIGHTING, SHADE TREES AND OTHER LANDSCAPING, FURNITURE, FOOTPATHS AND FORMALISED CAR PARKING
-  PROVIDE PEDESTRIAN CROSSING

*Note: Any changes to Bolton Street will need to be with the agreement of the Department of Transport.*

Figure 26. Precinct 10 plan

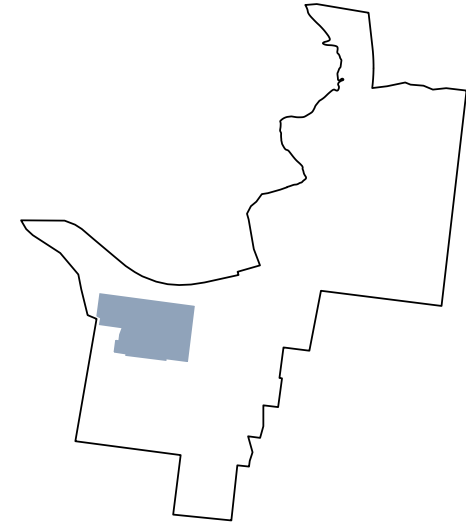
## 5.11 PRECINCT 11: RESTRICTED RETAIL

### PREFERRED CHARACTER STATEMENT

*The precinct should become the preferred location for restricted retailing and similar uses (e.g. home improvement centres). Bridge Street will present as a 'green' gateway to Eltham Town Centre with recessed built form and strengthened canopy landscaping. It will present as a high priority environment for pedestrians and cyclists, with a new civic focal point with town square demarcating the high quality employment precinct.*

### OBJECTIVES

- Encourage the precinct to be the preferred location for restricted retailing.
- Provide a small civic space that can link the precinct to the Activity Centre.
- Recognise and improve Bridge Street as a significant Gateway to Eltham.
- Encourage high quality contemporary forms which reflect the grain and quality of traditional 'shed' forms.
- Encourage buildings which are visually interesting, materially reflect the Eltham township's bush character and complement the landscape setting.
- Establish a civic focal point opposite the T-intersection of Bridge Street and Silver Street.
- Encourage the urban form to emphasise key entrances, the civic focal point and intersections in the Centre.



- Create a safe pedestrian and cycle environment with reconfiguration of vehicle access and car parking along Bridge Street in an organised and continuous manner.
- Encourage the use of environmentally sustainable design principles for the built form and surrounding land.

## STRATEGIES

- Enhance the pedestrian link between Peel Street to the recommended focal point at Bridge/ Diamond Street intersection
- Investigate the provision of a pedestrian crossing on Bridge Street.
- Ensure that the area has convenient car parking, including designated accessible bays for people with a disability.
- Future development and land use in the precinct should properly consider and adequately respond to flooding constraints, which are identified within the relevant zones and overlays.
- Investigate signalling the intersection of Susan and Bridge Streets and applying a different intersection treatment (e.g. roundabout) at Silver Street.
- Investigate applying the ACZ to achieve the intended land use and urban design outcomes.

## DESIGN GUIDELINES

- Buildings fronting Bridge Street should be setback no more than 22m which contains two facing rows of right-angle parking off a single access way, with landscaping separating the parking area and a pedestrian path on each side of the accessway.

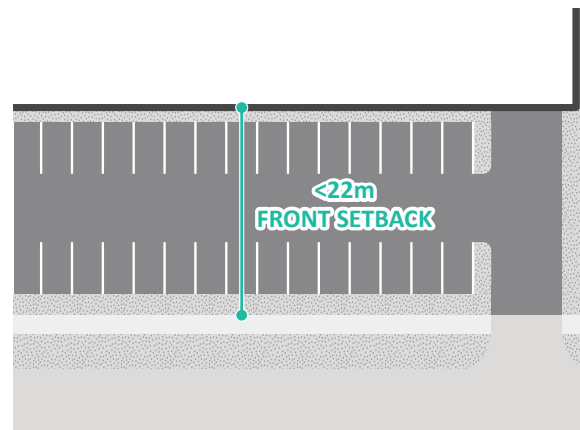
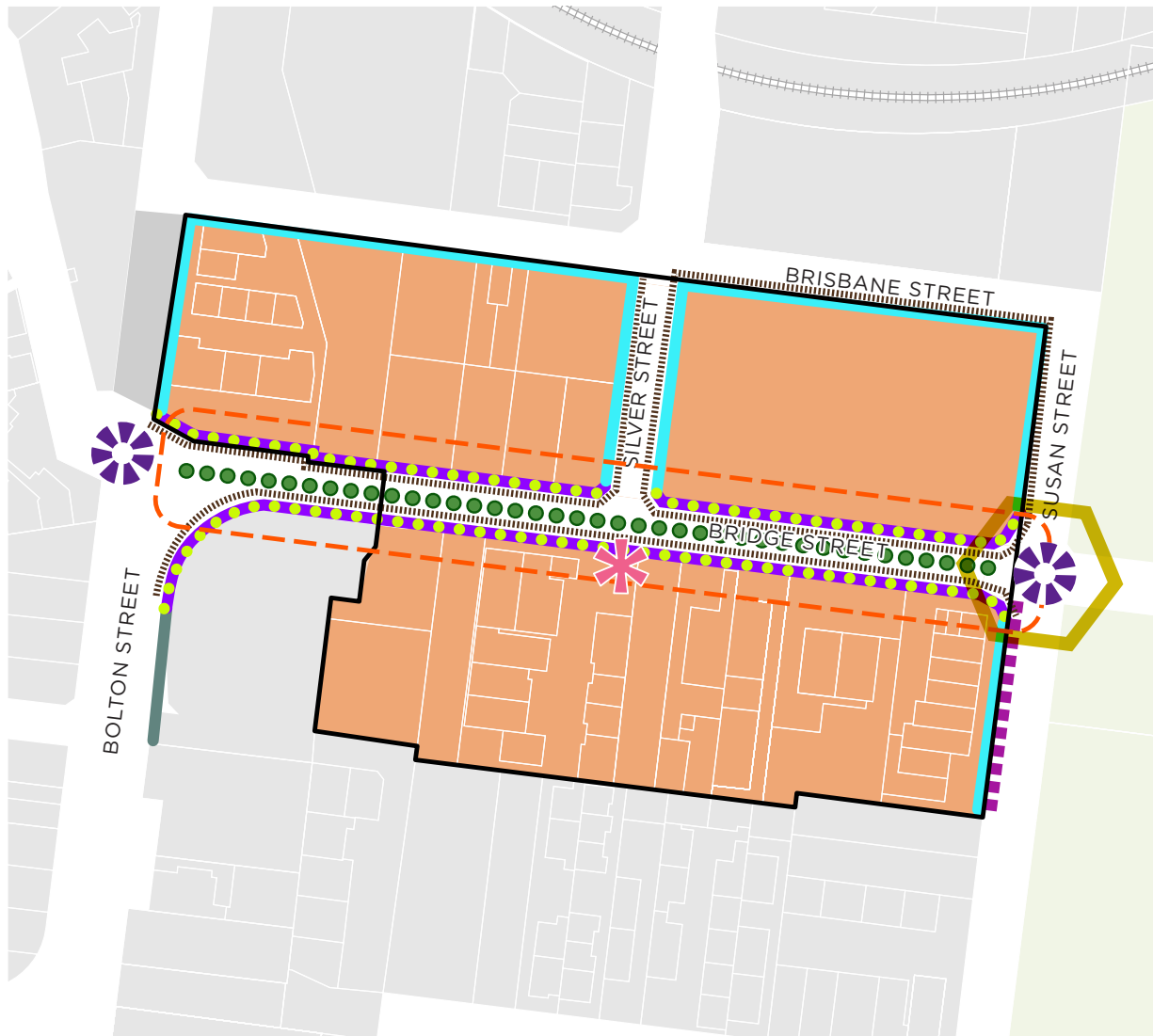


Figure 27. Bridge Street front setback design

- Frontages should incorporate:
  - 50-80% clear glazing between a height of 1m and 2.4m above the footpath, offering unobstructed views into the building;
  - Pedestrian entries at least every 30m; and
  - Provide continuous weather protection (such as cantilevered canopies/ verandahs) over footpaths.



**LEGEND**

-  PRECINCT 11 AREA
-  RAIL LINE
-  EXISTING PUBLIC OPEN SPACE
-  MAXIMUM HEIGHT OF 4 STOREYS (16M)
-  2 STOREY STREET WALL WITH 0M FRONT SETBACK
-  2 STOREY STREET WALL WITH 4M FRONT SETBACK
-  3 STOREY STREET WALL WITH 22M FRONT SETBACK
-  LANDSCAPE SETBACK
-  LANDSCAPE IN PUBLIC REALM
-  PROVIDE FOOTPATHS
-  GATEWAY
-  ESTABLISH CIVIC FOCAL POINT
-  IMPROVE FOOTPATH SURFACE TREATMENT
-  IMPROVE PUBLIC AMENITIES - STREET LIGHTING, TREES, SEATS AND FURNITURE
-  IMPROVE THE SAFETY OF THE CROSSING POINT FOR PEDESTRIANS, INCLUDING TO CONSIDER SIGNALISING THE INTERSECTION OF SUSAN AND BRIDGE STREETS AND APPLYING A DIFFERENT INTERSECTION TREATMENT AT SILVER STREET.

Figure 28. Precinct 11 plan

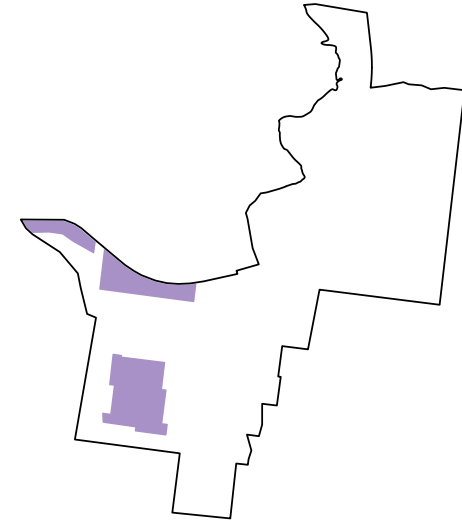
## 5.12 PRECINCT 12: INDUSTRIAL/ EMERGENT

### PREFERRED CHARACTER STATEMENT

*This precinct is to form a coherent mix of light industrial supported by emergent industries with an improved address to the public realm with active frontages and a good sense of address. All on-site car parking, service and loading areas will be concealed to the rear of sites. Additional linkages through the BSBA and an improved public realm will facilitate increased pedestrian movement. Improved canopy landscaping will soften the hard edge industrial built qualities.*

### OBJECTIVES

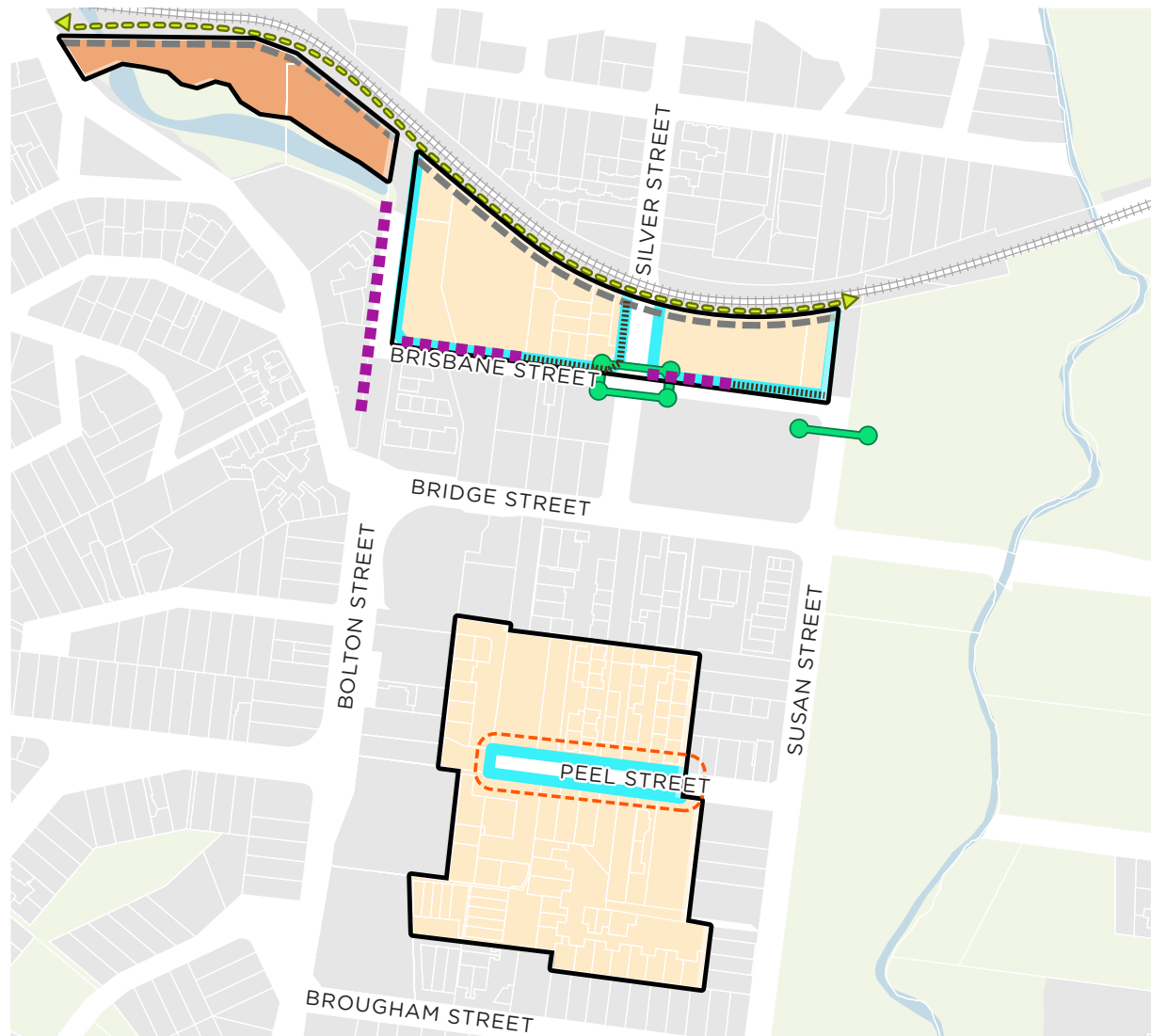
- To continue to support light industrial uses, supported by emergent industries.
- To encourage office appendages with active uses and passive surveillance opportunities to the front of industrial sheds and warehouses.
- To encourage design and façade treatment which demarcates building entries.
- To avoid pedestrian and vehicle conflict by separating access points.
- To encourage improvements to streets which create an attractive environment for pedestrians.
- To prioritise the provision of direct, connected and well maintained public footpaths.
- To ensure car parking does not impinge on or erode the quality of pedestrian areas.
- To encourage the use of environmentally sustainable design principles for the built form and surrounding land.





## STRATEGIES

- Encourage light industrial uses with some provision of emergent industries in the form of food and drink premises such as night clubs, music venues, breweries and artisanal food production.
- Investigate the provision of pedestrian crossings at the intersection of Silver Street and Brisbane Street and on Susan Street, connecting to Alistair Knox Park.
- Improve footpath surface treatments along Brisbane Street and Silver Street.
- Provide footpaths on parts of the northern and western sides of Brisbane Street.
- Investigate the opportunity to provide shared path adjacent to the rail line.
- Future development and land use in the precinct should properly consider and adequately respond to flooding constraints, which are identified within the relevant zones and overlays.
- Investigate improving public amenities in Peel Street through street lighting, shade trees and other landscaping, furniture, footpaths and formalised car parking.
- Investigate application of the ACZ to support the intended urban design and land use outcomes, including by protecting light industry as the preferred land use within the precinct.



**LEGEND**

- PRECINCT 12 AREA
- RAIL LINE
- EXISTING PUBLIC OPEN SPACE
- WATERBODY
- MAXIMUM HEIGHT OF 3 STOREYS (12M)
- MAXIMUM HEIGHT OF 4 STOREYS (16M)
- 2 STOREY STREET WALL WITH 0M FRONT SETBACK
- RAIL LINE INTERFACE
- PROVIDE PEDESTRIAN CROSSING
- PROVIDE FOOTPATHS
- IMPROVE FOOTPATH SURFACE TREATMENT
- PROPOSED SHARED PATH
- INVESTIGATE IMPROVING PUBLIC AMENITIES THROUGH STREET LIGHTING, SHADE TREES AND OTHER LANDSCAPING, FURNITURE, FOOTPATHS AND FORMALISED CAR PARKING

Figure 29. Precinct 12 plan

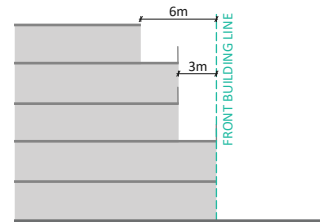
## 6. GENERAL DESIGN GUIDELINES (PRECINCTS 1-5)

The following built form guidelines provide the design parameters to achieve the Vision for the Structure Plan, whilst also responding to design constraints associated with the public realm, residential interfaces, overshadowing and amenity.

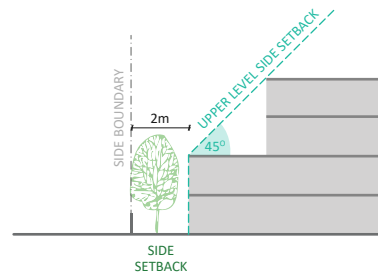
Apply the following design guidelines to development within the Activity Centre:

1. Building heights should not exceed the height specified in the precinct plans.
2. Development should include a front setback as specified in the precinct plans.

3. Any part of the building above 2 storeys should be:
  - Setback at least 3 metres from the front building line. Above 4 storeys the building should be setback a further 3 metres.



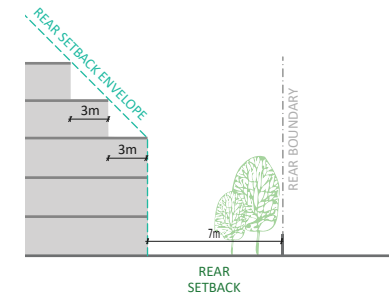
- Setback beyond a 45 degree plane from the sides of the level below (Precinct 2 properties only).



- Roof lines should reflect existing character. To this end, roof lines can vary and can employ some pitch (NB: A proposal of this structure plan is to investigate how to better achieve a roof form which supports the preferred character).

4. Rear setbacks to direct residential zones should be designed to manage visual bulk and overshadowing impacts to adjacent residential properties by:

- Applying a 7m rear landscape setback; and
- Apply a 1m setback for every metre of height over 10.9m.

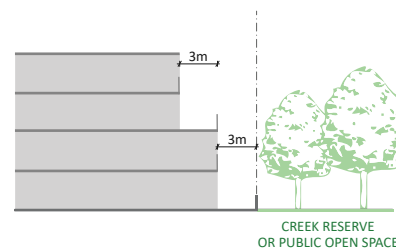


5. Rear setbacks to other zones above the street wall should be:

- 4.5m from the common boundary, where a habitable room window or balcony is proposed; or
- 3.0m from the common boundary where a commercial or non-habitable window is proposed.

6. Development on lots directly interfacing with public open space should:

- Be designed to address the creek reserve with entries, windows and balconies.
- Provide a 4 metre upper level setback above the street wall to the creek/open space.
- Include a 3 metre landscaped setback from the property boundary facing the creek.
- Incorporate a low, visually permeable fence to clearly define the public realm while retaining the potential for visual interaction.



## 7. BRIDGE STREET BUSINESS AREA DESIGN GUIDELINES (PRECINCTS 10-12)

The following built form guidelines provide design guidance for the future development of land within the Bridge Street Business Area. They build upon the findings and recommendations of the Activity Centre Structure Plan, August 2004 and October 2007, and the draft BSBA General Design Guidelines 2014.

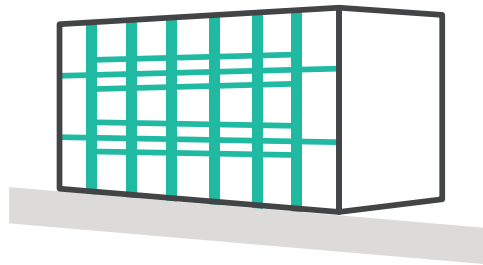
The below built form guidelines have been drafted to be either introduced as revisions to the ACZ1, or implemented via a new Design and Development Overlay (DDO).

Apply the following design guidelines to development within the Bridge Street Business Area:

1. Building heights should not exceed the height specified in the precinct plans.
2. Building setbacks should be applied as

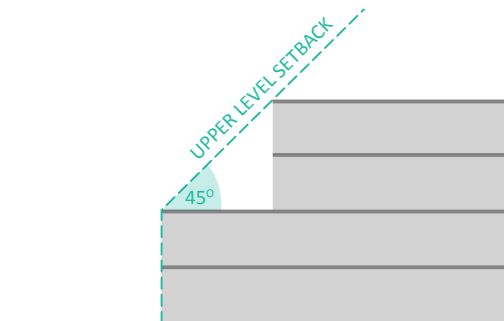
per the precinct plans.

3. Building envelopes should be proportionate in scale to surrounding buildings.
4. Buildings should incorporate modulated

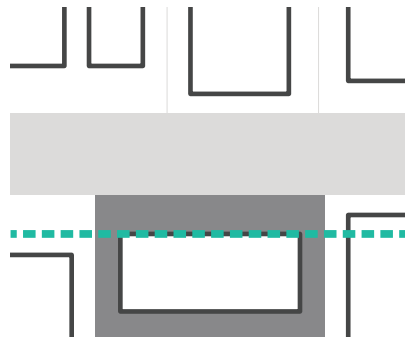


and articulated facades to provide visual interest to the overall development.

5. Locate office/ display in front of industrial shed or warehouse. Include windows with displays and doors to the street frontage. The building entrance must be located on street frontage to ensure it is visible and easily recognised.
6. Any part of the building above 2 storeys should be:
  - Setback at least at a 1:1 ratio from the second storey wall.
  - Well-articulated to provide visual interest.

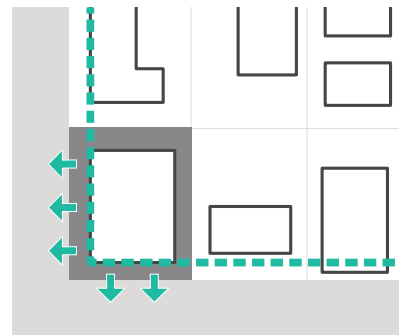


- Development should include a front setback that follows the prevailing building frontage line of neighbouring buildings and the streetscape, or the front setback specified in the precinct plans, whichever is lesser.



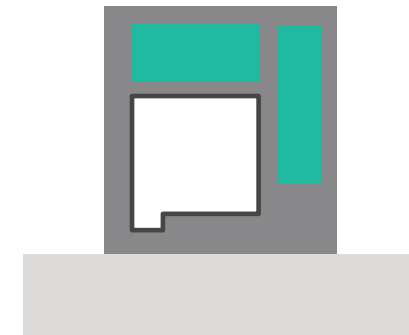
- Where buildings are setback, entry features should extend to street edges and quality landscaping should be provided.

- Development located on street corners should address both frontages and have regard to prevailing setback distances to both streets.

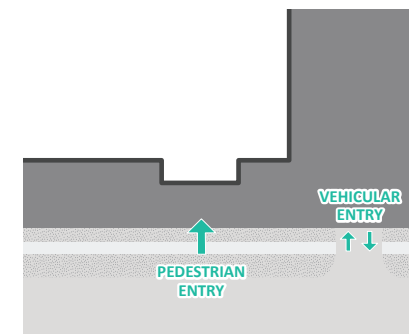


- Buildings should include flat, low pitch or skillion roof forms and incorporate water harvesting features.
- Building materials and colour palette should reflect the existing character through lightweight cladding, timber, render, on-masonry sheeting, glazing, brick, mud-brick and iron roofing.

- Site development should respect major view lines from public vantage points.
- Service areas, storage yards, loading docks and site car parking should be located at the side or the rear to reduce their visual prominence.



- Clearly delineate pedestrian and vehicular entries to the site.



15. Incorporate water efficient, energy sensitive and water sensitive urban design into the development.
16. Retain canopy trees wherever possible, in both the private and public realm.
17. Provide landscaping in the front and side setbacks with plants/species that are drought tolerant and indigenous to the local area.
18. Provide canopy trees in the front setback and car parking areas to soften the built form and provide shading opportunities.
19. Front fencing along the street boundary is discouraged. If required, fencing should be permeable and have a maximum height of 1.8.
20. Extensive chain and wire cyclone mesh fencing is discouraged within areas that are visible from the street.
21. Side and rear fences should not exceed 1.8m in height.

## 8. IMPLEMENTATION OF THE STRUCTURE PLAN

From the objectives and strategies identified within this Structure Plan, a series of implementation tasks will be identified to deliver them.

The implementation tasks will be delivered by Council and State agencies over the short, medium and long term.

The implementation process is explained further at Figure 30.



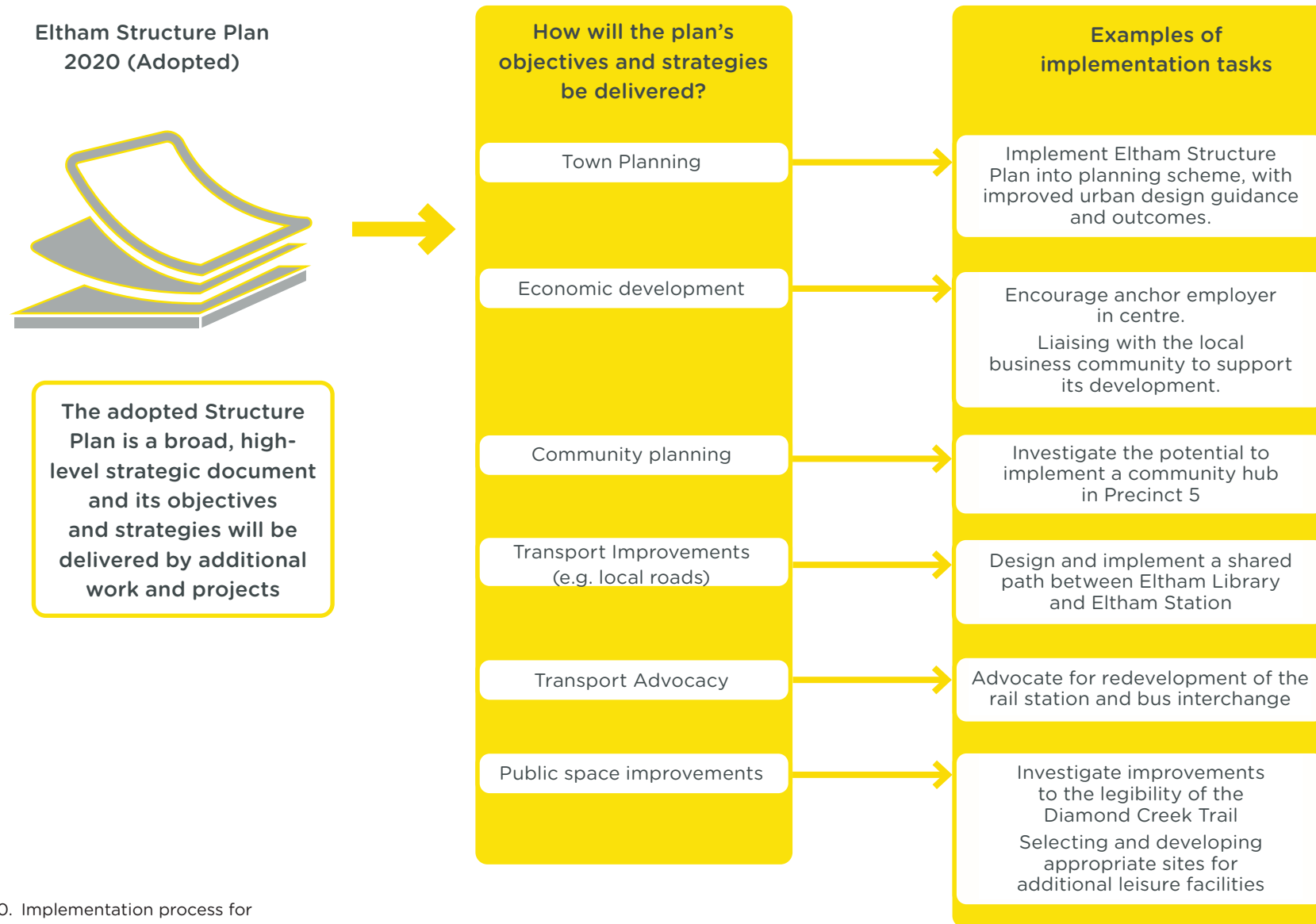


Figure 30. Implementation process for Eltham Structure Plan

# APPENDIX A: EXISTING AND PROPOSED HEIGHT DIFFERENCES

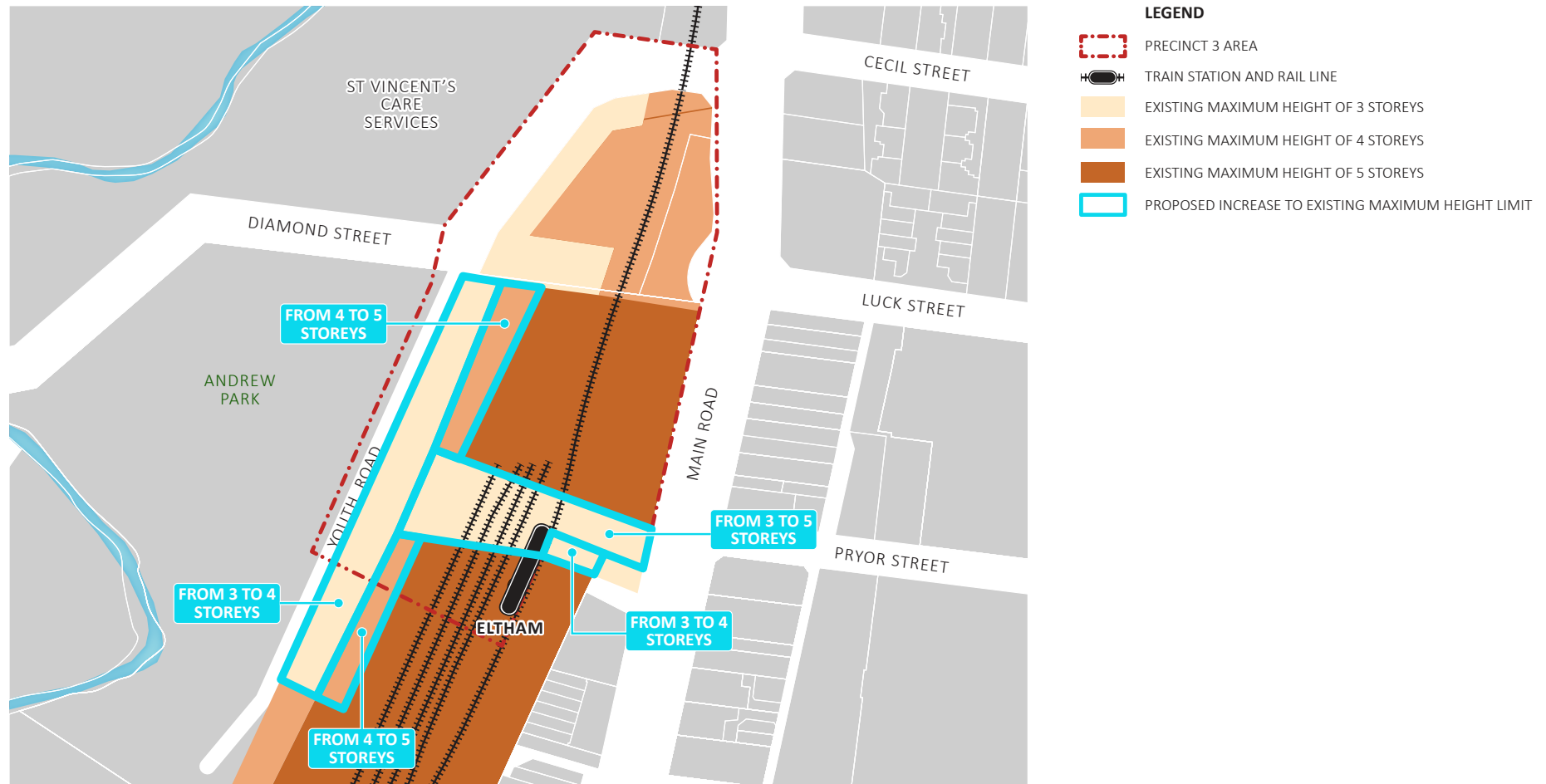


Figure 31. Existing and proposed height differences: precinct 3 (Transport)

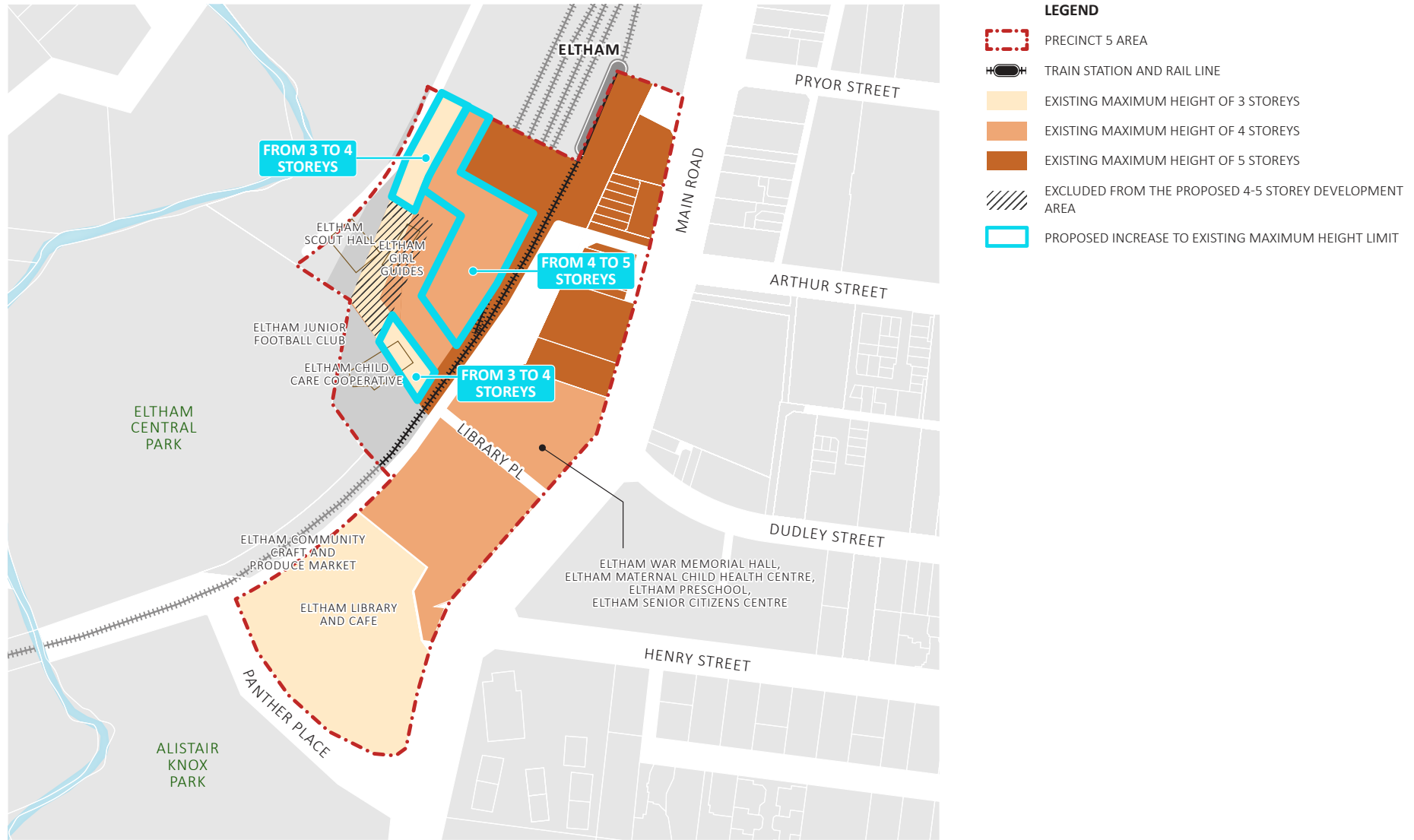


Figure 32. Existing and proposed height differences: precinct 5 (Cultural Centre)

## APPENDIX B: GLOSSARY

- **ACTIVE FRONTAGE:** Building facade facing the public realm that facilitates visual and/ or social interaction between people outside and people and goods inside, through proximity to the public realm, ground-floor windows and doors, rooms behind that are occupied for extended periods of time, and/or activities that spill out onto the footpath (Sheppard, 2015)
- **GRAIN:** The rhythm created by a repeated urban element. Can apply to building widths and spacings along a street, building facade elements or street spacings. Closely spaced buildings, elements or streets are often referred to as fine-grain. (Sheppard, 2015)
- **PASSIVE SURVEILLANCE:** The potential for people in the public realm to be informally observed by others in adjoining buildings or passing by on foot, cycle or in a vehicle. This enhances safety by discouraging criminal and anti-social behaviour. Sometimes referred to as casual and natural surveillance, or eyes on the street. (Sheppard, 2015)
- **STREET WALL:** The facade of a building facing (and closest to) the street. This term is usually used where buildings are built on or close to the street boundary, so that they define the public realm. The street wall makes the most important contribution of a building to the experience of the public realm. (Sheppard, 2015)
- **ICONIC BUILDING:** A building that is “ground breaking” and that sets new standards in its field. It also stands up to the test of time, and can be admired as a good design despite the passing of years, decades and even centuries (Raouf, 2014)
- **NIGHT TIME ECONOMY:** Social, cultural and business activities that take place between 6pm and 6am. These can include restaurants, cafes, bars and pubs but would be subject to conditions of planning permit that restrict operating hours and number of patrons.
- **MANDATORY HEIGHT LIMITS:** A requirement or control that must be met and provide for no opportunity to vary the requirement (DWELP, 2019)
- **DISCRETIONARY HEIGHT LIMITS:** Provides for flexibility in the approaches or variation in the measures to achieve the required outcome (DWELP, 2019)
- **HIGHEST AND BEST USE:** The use that would produce the highest value for a property

### References:

Sheppard, M (2015), Essentials of Urban Design, CSIRO Publishing

<https://aecom.com/blog/what-makes-a-building-iconic/>

<https://www.nsw.gov.au/projects/night-time-economy>

[https://www.planning.vic.gov.au/\\_\\_data/assets/pdf\\_file/0020/13457/PPN59-Role-of-mandatory-provisions-in-planning-schemes\\_June-2015.pdf](https://www.planning.vic.gov.au/__data/assets/pdf_file/0020/13457/PPN59-Role-of-mandatory-provisions-in-planning-schemes_June-2015.pdf)



Level 25 / 500 Collins Street  
Melbourne / 3000 / VIC / Australia  
03 9109 9400 / [kinetica.net.au](http://kinetica.net.au)

