

22.07 BOX HILL METROPOLITAN ACTIVITY CENTRE14/07/2016
C177

This policy applies to land in the Box Hill Metropolitan Activity Centre as identified on the attached Precinct Plans.

22.07-1 Policy basis14/07/2016
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Clause 21.07 *Economic Development* identifies the Box Hill Activity Centre as a Metropolitan Activity Centre in the eastern metropolitan region. The vision for the Centre is that “Box Hill will be sustainable, safe and accessible to all. It will be a distinctive, vibrant, diverse, inclusive, participatory, caring and healthy community where you live, work and enjoy – day and night.” Box Hill provides retail, education, office, civic, medical, community service, entertainment, dining and recreational opportunities for the regional population, as well as a hub for local community activities. It is strategically located along the Melbourne to Lilydale and Belgrave rail line, Whitehorse Road and the 109 tram route, which jointly form the spine of an area of intensive economic activity that extends through Melbourne’s eastern suburbs. Box Hill has the scope to accommodate substantial growth, as well as the potential for improved amenity to support this growth.

To achieve this, eight activity precincts and seven built form precincts have been identified by the *Box Hill Transit City Activity Centre Structure Plan 2007*, supported by a public space framework and an access framework dealing with Box Hill’s public realm. The activity precincts are the Box Hill Transport and Retail Precinct, Prospect Street Precinct, Civic and Eastern TAFE Precinct, Hospital and Western TAFE Precinct, Box Hill Gardens Precinct, Southern and Eastern Precinct, Box Hill Gardens and Kingsley Gardens Precinct, and Residential Precincts. The built form precincts are the Peripheral Residential Precinct, Low-Rise Higher-density Residential Precincts, Traditional Town Centre Precinct, Mid-rise Commercial and Mixed Use Precincts, Town Hall Precinct, Major Development Precinct and Key Open Spaces Precinct. For Box Hill to realise its true potential, it is important that future land use and development in these precincts are consistent with these roles. The activity and built form precincts and the public space and access frameworks are identified on the maps that form part of this policy.

The City of Whitehorse Retail Strategy Review further recognises the role that the Box Hill Metropolitan Activity Centre has as a location for future retail and commercial development, and the key role of the centre in providing opportunities for employment growth to benefit the municipality.

22.07-2 Objectives14/07/2016
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- To ensure that the Box Hill Metropolitan Activity Centre can continue to expand in line with market demand.
- To ensure that future development within the Box Hill Metropolitan Activity Centre seeks to maximise employment growth for Whitehorse.
- To ensure that Box Hill provides accessible, lively and comfortable public spaces that offer diverse opportunities for recreation and social engagement.
- To support walking as the primary means of access in and around Box Hill and encourage most trips of 1km or less to be taken on foot.
- To encourage cycling as a sustainable and healthy means of travel within Box Hill and for trips of up to 5km between the Activity Centre and surrounding areas.
- To encourage significantly increased use of public transport and reduced rates in the use of private vehicular transport for travel to and from the Box Hill Activity Centre.
- To carefully manage vehicular traffic in Box Hill to support choice of travel mode and create transit supportive roads (as defined by the *Box Hill Transit City Activity Centre Structure Plan 2007*).

- To ensure that car parking in Box Hill balances access, sustainable transport and land use needs, consistent with the *Box Hill Central Activities Area Car Parking Strategy 2013*.
- To ensure that Box Hill accommodates a more intensive and diverse range of activities that increase choices and opportunities, support synergies between different uses, encourage use of sustainable transport and complement surrounding areas.
- To ensure that development and use in the Box Hill Transport and Retail Precinct are appropriate to its role and function as a regional transport interchange for rail, bus, tram and taxi services.

22.07-3**Policy**

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It is policy that use and development of land is consistent with the vision for the centre, ~~and~~ the activity and built form precincts in the *Box Hill Transit City Activity Centre Structure Plan (2007)* and the principles of the Box Hill Metropolitan Activity Centre Built Form Guidelines (2016).

Public Places

The responsible authority will encourage use and development that:

- Protects and improves access to existing public open spaces.
- Improves the design and management of public places.
- Creates new public spaces and facilities.
- Develops synergies between public spaces and uses at their edges.
- Explores the provision of alternative kinds of spaces (as defined by the *Box Hill Transit City Activity Centre Structure Plan 2007*).
- Encourages private sector provision of recreational facilities.

Pedestrian mobility and bicycle access

The responsible authority will encourage use and development that:

- Widens footpaths wherever possible.
- Improves pedestrian crossings of busy streets.
- Improves connectivity of the pedestrian network.
- Enhances streets as public spaces.
- Supports way-finding.
- Enhances personal and community safety.
- Provides secure parking and amenities for cyclists.
- Creates a local network of bicycle routes.
- Provides information to encourage cycling.

Public Transport

The responsible authority will encourage use and development that:

- Contributes to improvement of existing public transport infrastructure.
- Promotes integration of bus, train, tram and taxi services.
- Promotes public transport and reduced use of cars.

Road traffic management

The responsible authority will encourage use and development that:

- Increases the use of sustainable transport options for travel to and within the Activity Centre.
- Maintains flexible access for local traffic to support local uses including freight and services.
- Minimises the detrimental impacts of vehicular traffic on other activities.

- Maintains regional traffic functions of arterial roads such as Whitehorse Road and Station Street but discourages increased traffic volumes.
- Optimises safety on all roads.
- Improves connectivity of streets while deterring through traffic.

Car parking

The responsible authority will encourage use and development that:

- Encourages lower parking provision rates in new development.
- Supports sharing of parking spaces between multiple users.
- Uses local parking spaces to support local uses.
- Favours priority use of on-street kerbside parking space.
- Provides information to enable efficient access to available parking.
- Provides car parking in structures under new buildings instead of open air car parking.

Motorcycle parking

The responsible authority will encourage use and development that:

- Provides on-site motorcycle parking for occupiers and visitors.
- Provides an appropriate rate of motorcycle parking spaces to the satisfaction of the responsible authority.

Land use mix and economic and social activities

The responsible authority will encourage use and development that:

- Provides for the expansion of the Metropolitan Activity Centre in line with market need.
- Seeks to maximise growth in employment for the City of Whitehorse.
- Supports the continued development of key activity clusters.
- Fills strategic gaps in the local retail offer while being appropriate to a Metropolitan Activity Centre.
- Creates more and diverse opportunities for housing.
- Creates opportunities for affordable housing.
- Supports social and economic development and lifestyle aspirations.
- Encourages complementary mixed uses and links between activities.

Built Form

The responsible authority will encourage use and development that:

- Creates transitional heights around the core of the Activity Centre to protect amenity in surrounding residential neighbourhoods.
- Protects key open spaces from overshadowing.
- Creates street-orientated development.
- Provides for improved pedestrian access and circulation.
- Integrates new development with heritage buildings.
- Facilitates change in nominated areas while protecting areas of stability.
- Designs appropriately for a high density context.
- Promotes sustainable building design and construction.
- Promotes design excellence.
- Encourages development that contributes to Box Hill's sense of place.

General

- New use and development should have regard to the vision and principles of the *Box Hill Transit City Activity Centre Structure Plan 2007* and the *Box Hill Transport*

Interchange Concept Design March 2002, ~~and~~ the Site Development Framework – 545 Station Street, Box Hill, April 2011, ~~and the~~ [Box Hill Metropolitan Activity Centre Built Form Guidelines, 2016.](#)

22.07-4 Reference documents

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[Proposed](#)

[C175](#)

Box Hill Transit City Activity Centre Structure Plan, June 2007.

Box Hill Transport Interchange Concept Design, March 2002.

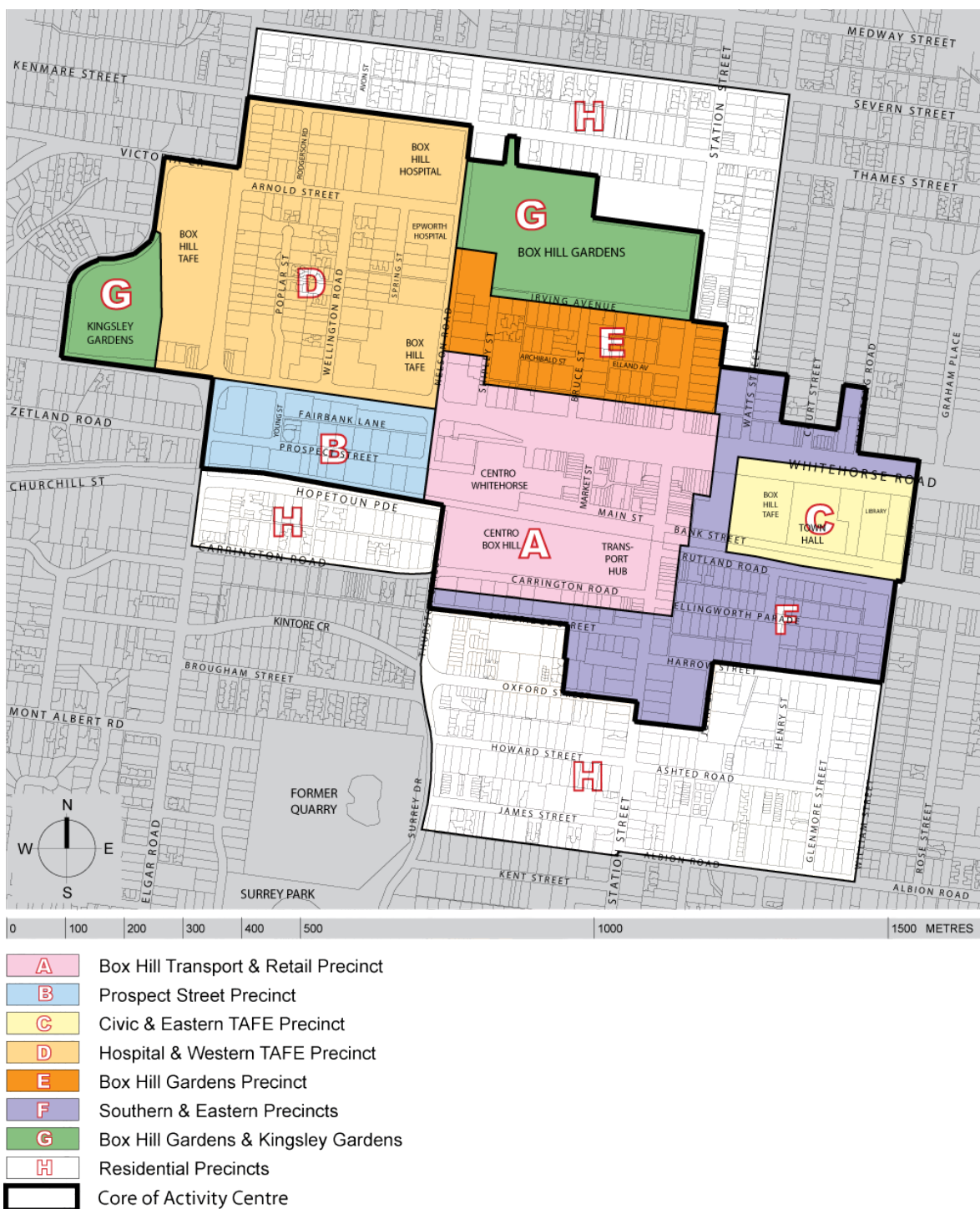
Site Development Framework – 545 Station Street, Box Hill, April 2011.

City of Whitehorse Retail Strategy Review, October 2010.

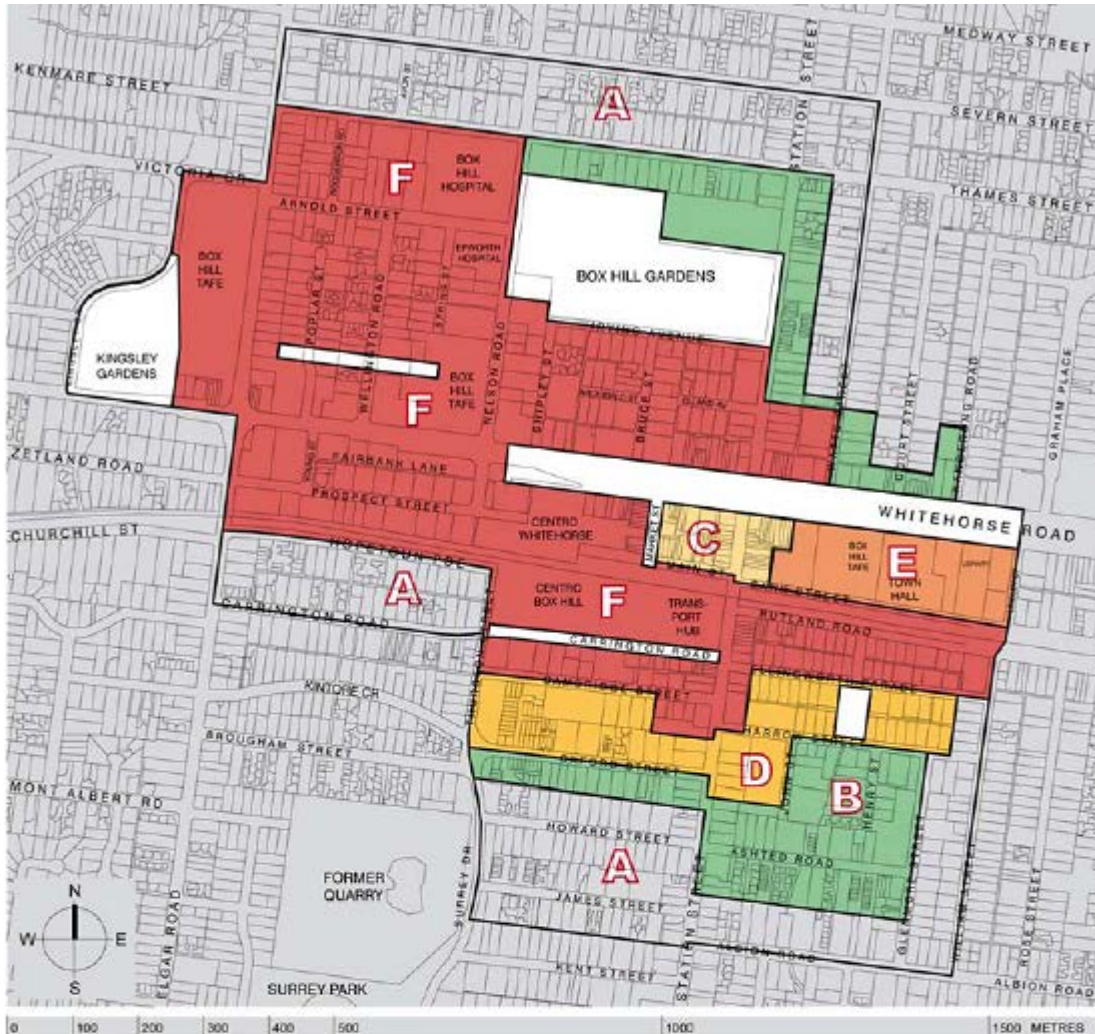
Box Hill Central Activities Area Car Parking Strategy 2013.

[Box Hill Metropolitan Activity Centre Built Form Guidelines, Hansen Partnership, 2016](#)

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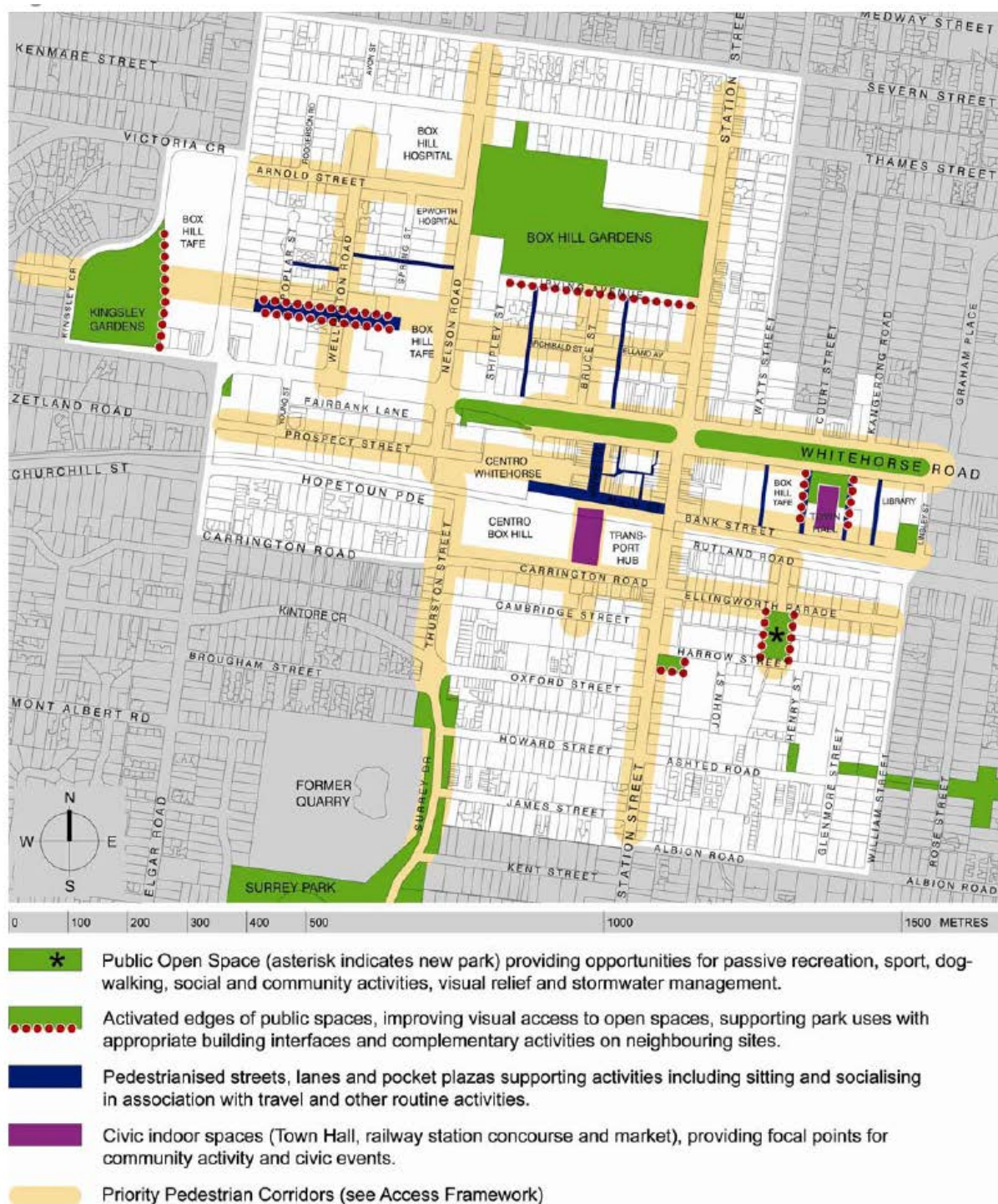


BOX HILL METROPOLITAN ACTIVITY CENTRE – BUILT FORM PRECINCT PLAN



- A** Peripheral Residential Precincts: New development supporting higher densities consistent with the areas built form character.
- B** Low-rise Higher-density Residential Precincts: 3-storey preferred height with reduced setback requirements enabling increased residential densities while maintaining a transitional building scale.
- C** Traditional Town Centre: The existing built form character and 2 to 3-storey scale of the precinct retained including listed heritage buildings as well as complementary buildings.
- D** Mid-rise Commercial and Mixed Use Precincts: 4-storey preferred height supporting increased density, with no (or minimal) front and side setbacks to create active frontages onto streets.
- E** Town Hall Precinct. Civic buildings given visual emphasis and the significance of heritage buildings and related space protected. Heights to be determined on a case-by-case basis and may vary across each site.
- F** Major Development Precinct: Taller buildings permitted, enabling increased density. Heights must not cause overshadowing of Key Open Spaces, Residential Precincts A or B or residential areas beyond the study area. Transitional heights to be provided at edges of the precinct to respect the scale of neighbouring precincts.
- Key Open Spaces:** Protect and enhance existing public and major private open spaces character and provide an effective increase in useable open space through removal of encumbrances and design improvements.

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