

Planning for Future Box Hill

4

4.1 Strategic Response

The objectives, strategies and actions have been organised into four cohesive elements that support the vision for change put forth for BHMAL. The key elements are also illustrated in the Development Framework, included in Chapter 5.



Land use and development

As the focal point for economic and cultural activity for Melbourne's east, BHMAL is experiencing a significant growth in the scale and pace of development. Land use and development objectives collectively seek to support the continued development of Box Hill as the pre-eminent urban centre for Melbourne's east and its regionally significant focus for health, education and employment, alongside a growing diversity of uses and living opportunities. Strengthening support for these key platforms of future work, liveability, metropolitan significance and services are key underlying principles of the plan.



Built form and design

There was strong support from the community for clearer built form guidance for future development in Box Hill. In particular, the importance of protecting and improving the amenity of the public realm and the resilience of the centre in the context of climate change was emphasised. Built form and design objectives seek to ensure that the quality of the public realm is protected and enhanced by built form responses that are underpinned by design excellence.



Transport and movement

These strategic objectives are based on the key principle of introducing a hierarchy of transport modes, efficient use of precinct-based parking and ensuring priority is appropriately aligned with creating a people- friendly pedestrian and bicycle user environment within the mixed-use centre and major public transport hub. These objectives are aligned with the forthcoming Box Hill Integrated Transport Strategy (BHITS).



Public realm and open space

As BHMAL intensifies, the legacy of boulevard and parkland spaces will need complementary new and reimagined areas. It will become increasingly important to provide access to high- quality and useable open space, safe and inviting streets and public spaces for all. These objectives seek to support the delivery of people- friendly environments with open and welcoming public spaces and natural landscapes that support liveability, social interaction and wellbeing. These objectives are aligned with the forthcoming Box Hill Open Space Strategy (BHOSS).

4.2 Land use and development



Objective 1 Develop Box Hill as the pre-eminent urban centre for Melbourne's east with a wide range of uses and activities

Strategy 1.1 Protect and enhance opportunities for growth

Box Hill's role within the wider region will be reinforced by ensuring that future growth supports the collective strengths of the centre and protects the key land uses that sustain its metropolitan significance.

Strategy 1.2 Adopt a comprehensive planning instrument to apply appropriate zoning, development and land use controls

The application of the Activity Centre Zone (ACZ) will support the continued development of Box Hill as the central node in metropolitan Melbourne's eastern region. The ACZ is the preferred tool in Victoria to guide and facilitate the use and development of land in activity centres, refer to *Planning Practice Note 56 (DELWP)*. The ACZ provides a centre-wide planning tool that enables a streamlined implementation of a structure plan within the planning scheme without needing multiple zones and overlays to achieve desired outcomes. It should be noted that this plan contains many strategies and actions that sits outside the ACZ, such as those that require partnerships, collaboration and advocacy.

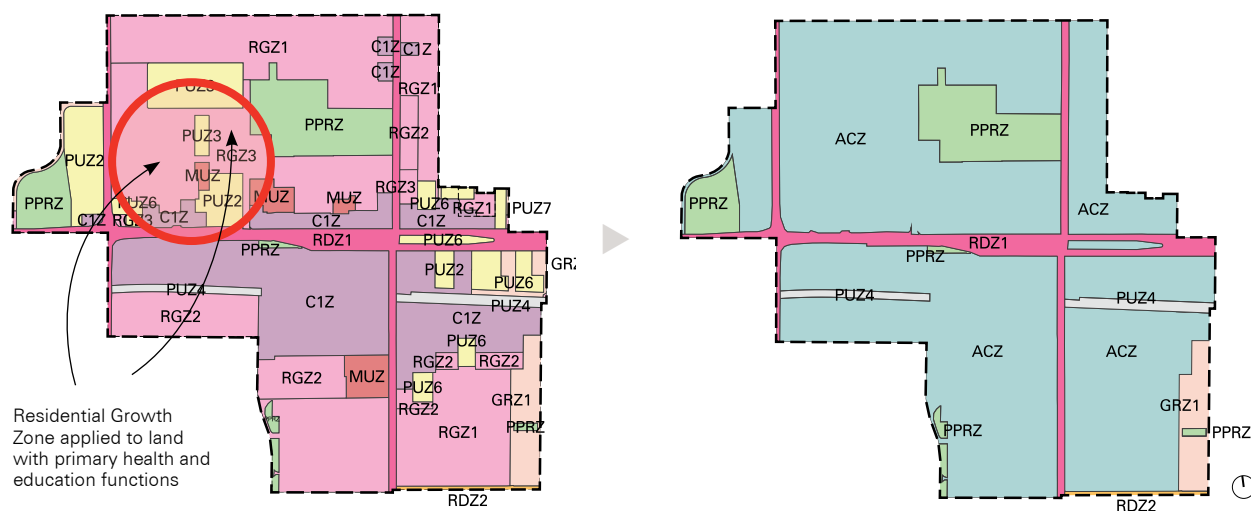
ACTIONS

DELIVER

Action 1 Prepare a Planning Scheme Amendment to:

- Apply the Activity Centre Zone (ACZ) to the majority of land within the centre (as shown below)
- Implement the vision and objectives and relevant statutory actions contained in this plan
- Implement the recommended built form framework contained in the *BHMAC UDF* as Centre-wide Design and Development provisions

Figure 3 Current zones and the application of the proposed Activity Centre Zone in Box Hill.





Objective 2 Provide for future employment growth and rebalance future residential growth in preferred locations

Strategy 2.1 Encourage the preferred development land use mix in each neighbourhood

Future growth in employment, residential, commercial and community activities will be encouraged and the land use mix aligned with the distinctive vision and role of each neighbourhood.

Strategy 2.2 Provide for a higher allocation of space for employment in the Health and Education, Prospect, Enterprise and Civic Neighbourhoods

The role and function of Box Hill as a regionally significant focus for health, education and employment will be maintained through planning mechanisms that prioritises the delivery of employment floorspace in neighbourhoods where employment is a primary focus.

Strategy 2.3 Ensure that future development provides opportunities for both employment and residential growth

Box Hill will remain a genuinely mixed-use centre through the application of Gross Floor Area allowances on residential uses within developments. This allows for opportunities for future development to provide for residential uses within mixed-use buildings.

ACTIONS

DELIVER

Included in Action 1

- Incorporate a tailored Table of Uses for each Neighbourhood in the ACZ to support growth of employment uses in preferred locations
- Incorporate a maximum allowable percentage of Gross Floor Area (GFA) for specified Accommodation uses

Figure 4 Maximum proportion of residential GFA for specified neighbourhoods, as a percentage of all floor area above ground level.

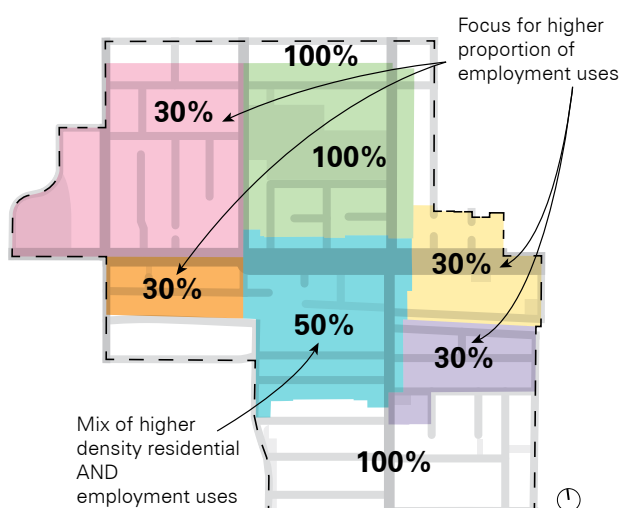
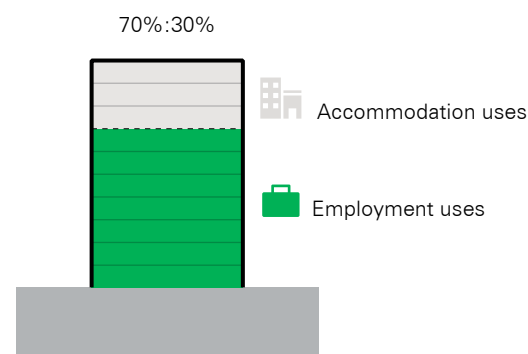


Figure 5 Each development site (except for sites located in Garden and Transition Neighbourhoods) should provide a contribution towards both employment and residential demand, in order to deliver a mixed use centre.





Objective 3 Encourage well-designed medium to high-density mixed-use development with a range of community, employment and accommodation uses, that provide diversity of housing choices and affordable housing

Strategy 3.1 Provide for community needs through encouraging diverse types and scale of development

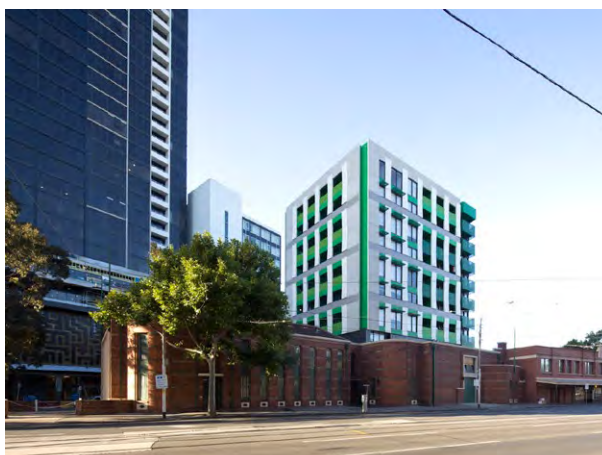
Mixed-use development will leverage Box Hill's transit-rich environment to deliver diverse housing typologies, new workplace and community facilities. This will contribute to places that are accessible, safe and diverse for people of all abilities, ages and cultures.

Strategy 3.2 Support the delivery of affordable housing and key worker housing

There is a need to deliver affordable housing for very low to moderate income households including key workers. There is also a need to increase the diversity of housing typologies and encourage collaborative partnerships between landholders and affordable housing providers to deliver this outcome.

Box Hill is ideally suited as a location for affordable housing due to numerous benefits arising from higher levels of access to jobs, public transport, education, health, retail services and reduced car dependency. This will be facilitated by an affordable housing contribution of 6% for new developments in Health & Education, Prospect, Central, Civic & Cultural and Enterprise Neighbourhoods. In addition, development proposals which seek to exceed the specified preferred maximum building height will be required to provide a contribution.

Figure 6 Affordable housing can be co-located with community facilities and health services at the lower levels of the building. | Drill Hall, Melbourne by MGS Architects



ACTIONS

DELIVER

Included in Action 1

- Incorporate an Affordable Housing contribution of at least 6% in the ACZ for Health & Education, Prospect, Central, Civic & Cultural and Enterprise Neighbourhoods
- Incorporate a Floor Area Uplift mechanism in the ACZ for applications exceeding the preferred maximum building height

Action 2 Monitor the number of affordable housing units delivered through planning permit applications and *Section 173 Agreements* against affordable housing targets

PARTNER

Action 3 Engage with landholders of Box Hill Central and sites identified as 'investigation area — development' in the Precinct Plans at all stages of planning, including pre-planning stages to facilitate development outcomes that deliver public benefits

Action 4 Engage with development industry and Affordable Housing providers to strengthen partnerships and opportunities for the delivery of affordable housing

Figure 7 A seven-storey residential development with curated commercial tenancies at ground floor, as well communal work and leisure areas for residents. | 393 Macaulay Road, Kensington by ASSEMBLE.





Objective 4 Support a regionally significant role as a focus for health, education, employment and enterprises

Strategy 4.1 Protect a regionally significant Health and Education precinct

The primary role and function of the Health and Education precinct will be reinforced through precinct objectives and provisions that prioritise health and institutional uses over residential uses.

Strategy 4.2 Encourage employment and enterprise in preferred locations

Employment uses will be prioritised in Health and Education, Prospect and Enterprise Neighbourhoods to leverage existing key competitive strengths, support emerging industries, and encourage partnerships and synergies that facilitate further growth in knowledge-intensive jobs and productivity.

ACTIONS

DELIVER

Included in Action 1

- Incorporate a tailored Table of Uses in the ACZ to support growth of employment uses in preferred locations
- Incorporate Precinct Provisions in the ACZ to support the vision and objectives for each Neighbourhood

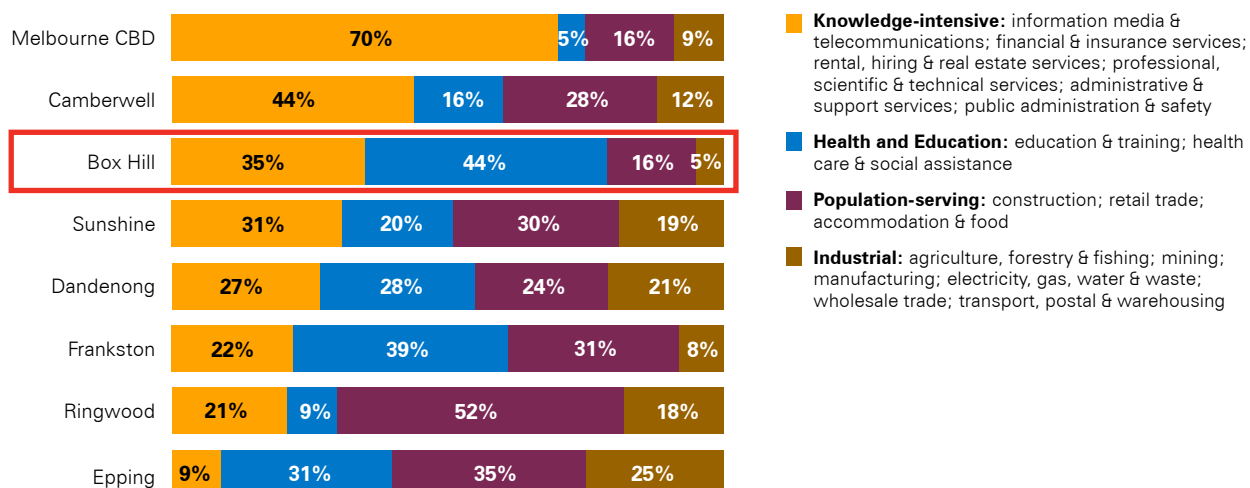
Action 5 Monitor employment floorspace and uses within each Neighbourhood against preferred land use outcomes

PARTNER

Action 6 Engage with education, health and community providers and stakeholders to facilitate research, training and knowledge-sharing partnerships

Action 7 Engage with start-ups, creative industries and enterprise to connect them with potential development sites and short-term tenancy opportunities

Figure 8 Box Hill has a high proportion of health, education and knowledge-intensive in its industry composition when compared with other Metropolitan Activity Centres (2016). | Source: SGS Economics & Planning





Objective 5 Encourage a diverse range of retail, entertainment, community and cultural services and facilities

Strategy 5.1 Protect the anchor role of Box Hill Central as a major regional destination for shopping and services

Box Hill Central will continue to be a regional shopping destination while allowing for growth and future development of this key site as an intensified transit-oriented and mixed-use core. The longer term direction for Box Hill Central will be guided through a detailed masterplanning process led by the landowners but involving Council and the wider community as key stakeholders in the centre.

Strategy 5.2 Support the ongoing vitality of traditional street-based shopping and entertainment

Box Hill's traditional core is defined by fine grain shopping streets that will continue to provide important retail and entertainment options for the centre. The planning approach for the centre will protect and enhance these streets by providing clear guidance on active street frontages and limit change where it might compromise the existing fine grain streetscape.

Strategy 5.3 Encourage the night time economy and the provision of entertainment options within the centre

Facilitate a greater diversity of retail, hospitality and entertainment options in the centre by encouraging the activation of urban streets and laneways across extended hours.

Strategy 5.4 Enhance and extend the provision of community facilities within the centre

Improve pedestrian and bicycle connections from key existing community and cultural anchors (i.e. Box Hill Town Hall and Box Hill Library) to the rest of the centre and identify locations for new or extended community facilities. For instance, there is a strategic Council landholding on Court Street that could provide opportunities for community facilities and/or integrated community housing.

ACTIONS

DELIVER

Included in Action 1

- Apply a Development Plan Overlay (DPO) to both Box Hill Central sites (north and south)
- Incorporate Design & Development provisions in the ACZ for street interface and activation
- Incorporate a tailored Table of Uses in the ACZ to encourage retail, hospitality, entertainment, community and cultural uses in preferred locations
- Amend the current Structure Plan Boundary to include the area between Watts Street and Court Street containing a strategic Council landholding

Action 8 Encourage retail, hospitality and entertainment uses in locations where active frontage types are identified in Precinct Key Requirements

Action 9 Prioritise streetscape improvements consistent with the *Box Hill Urban Realm Treatment Guidelines* (BHURTG) in locations where "Urban Core Street", "Urban Activity Street" and "Activity Laneway" is identified in Precinct Key Requirements to support street-based shopping and entertainment

Action 10 Undertake planning and feasibility studies for the Box Hill Town Hall and Box Hill Library (as shown in the Precinct Plan), including:

- Upgrades to existing forecourt to integrate with the proposed Whitehorse urban space
- Redevelopment of the rear of the Town Hall to renew the Community Hub and to provide a new urban and/or open space orientated to Bank Street
- Provision of a new pedestrian and cycle through block link
- New and upgraded primary and local links as identified in the Precinct Plan

PARTNER

Action 11 Investigate opportunities for partnerships and investment for the development and/or renewal of Council landholdings for the provision of community facilities



Objective 6 Encourage the development of an interconnected network of distinctive, accessible, and vibrant neighbourhoods and ensure development responds to the defined character of each neighbourhood

Strategy 6.1 Create a network of distinctive neighbourhoods with clear and consistent boundaries

The plan provides a new consistent set of precinct boundaries that enable precinct-specific provisions that responds to the particular vision and defined character of each neighbourhood. The overall Structure Plan boundary has been retained except for a minor inclusion in the Civic and Cultural Neighbourhood to include an area between Watts Street and Court Street containing a strategic Council landholding.

Strategy 6.2 Deliver design responses aligned to the land use mix and preferred scale, placemaking and built form quality sought for each neighbourhood

The ACZ will contain both Centre-wide and Precinct-specific design objectives, requirements and guidelines that respond to the conditions in each neighbourhood. The built form character is distinct from the preferred land use, but is influenced by the range of uses proposed in each area. For example, the built form character within Health and Education will primarily be consistent with the mid-rise height and relatively larger footprints of hospital and education buildings. In contrast, the emerging character in both Prospect and Central neighbourhoods supports taller towers of up to 35 storeys containing relatively more slender floorplates compared to the institutional uses.

ACTIONS

DELIVER

Included in Action 1

- Incorporate Precinct Provisions in the ACZ to support the vision and objectives for each Neighbourhood
 - Centre-wide Design and Development provisions
 - Precinct-specific Plan, Objectives and Guidelines



Objective 7 Protect the amenity of key public spaces from overshadowing and wind impacts

Strategy 7.1 Strengthen existing overshadowing controls to provide greater clarity where they apply

Extending solar control principles, contained in the *2007 Structure Plan*, will ensure that overshadowing of existing and future public spaces does not occur. This will identify where specific controls apply on a map and clarify where an equinox control applies and sensitive areas where a winter solstice control applies.

Importantly, this is a mandatory requirement. As a result, overshadowing controls is a key determinant of maximum building height in the centre and overrides the preferred maximum building heights on adjoining sites where these controls apply.

The planning applicant must demonstrate via modelling that the overall building height meets the overshadowing criteria specified. Areas affected by these controls are also identified in the Precinct Plans and the *BHMAC UDF*.

Strategy 7.2 Introduce controls to address wind impacts from taller built forms

Planning controls addressing wind impacts were not part of the *2007 Structure Plan* but are now a common component of planning for activity centres where taller built form is anticipated and where priority is given to active transport as a primary form of movement through the Centre. Controls addressing wind impacts will be introduced in the ACZ.

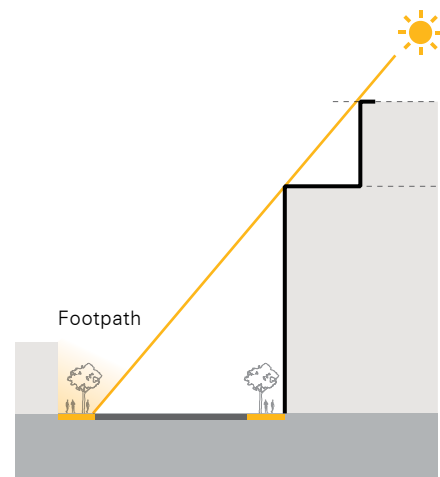
ACTIONS

DELIVER

Included in Action 1

- Incorporate Design & Development provisions in the ACZ for overshadowing and wind effects

Figure 9 Overshadowing controls ensure that highly valued public spaces, including highly pedestrianised footpaths, are protected from additional overshadowing.





Objective 8 Ensure a high-quality interface between buildings and the street at ground and lower levels, and reduce the impact of vehicle access and loading on footpaths and the public realm

Strategy 7.3 Introduce specific controls to ensure high-quality interfaces between buildings and the public realm

The new built form framework will help to prioritise activation and pedestrian use of streets, as well as provide locations for increased landscape opportunities within the streetscape.

ACTIONS

DELIVER

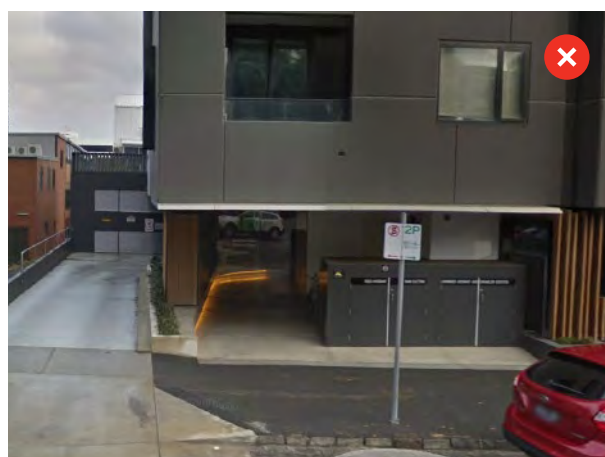
Included in Action 1

- Incorporate Design & Development provisions in the ACZ for:
 - Defining street wall setbacks
 - Desirable types of active frontages and public realm interface in particular locations
 - Design and location of building services
 - Locating vehicular access on service laneways away from pedestrian streets
 - Loading functions in 'back of house' area
 - Strict design controls on parking structures

Figure 10 High-quality interface to open space. | Balfe Park Lane, Brunswick East by Kerstin Thompson Architects



Figure 11 Poor interface at ground level in Box Hill, with deep undercroft entrance dominated by building services and vehicle access.





Objective 9 Provide for clear views to the sky from the street

Strategy 9.1 Ensure that setbacks from the street and between buildings allow for views to the sky

The built form framework will establish separation between buildings to ensure clear views to the sky are provided throughout the centre, contributing to a general sense of openness to the sky for pedestrians. This will be reinforced by street wall height controls and upper level setbacks that will increase viewing angles from the street.

The primary motivation for these setbacks is to address community concerns that viewlines from the street level are increasingly constrained as progressively larger buildings are built very close together. There is also a secondary benefit for occupants of these buildings when these setbacks are provided as they will increase the outlook from within buildings and reduce the need for privacy screening. Building separation also encourages buildings to be designed 'in the round', to address to all directions. This would mean avoiding blank walls and ensures that the building can be viewed from multiple directions.

ACTIONS

DELIVER

Included in Action 1

- Incorporate design and development requirements in the ACZ for:
 - Street wall height and upper level setbacks
 - Building separation; side and rear setbacks

Figure 12 Setting a maximum street wall height and upper level setbacks increases the extent of views to the sky.

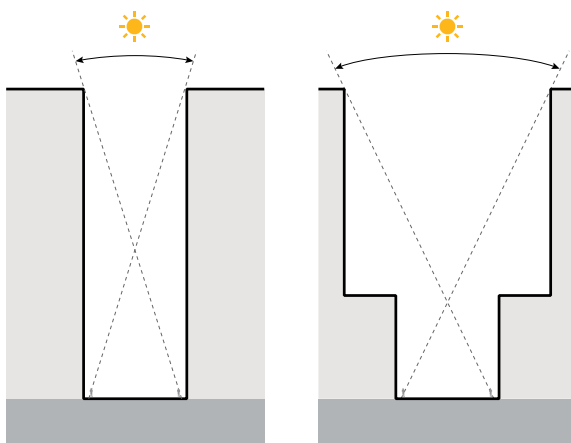


Figure 13 Building separation within sites provides views in between buildings below and above the street wall. | Photo: Verve Towers, Newcastle by Hills Thalís





Objective 10 Relate building height to the height of neighbouring buildings and site size, and to the preferred character and amenity of the neighbourhood

Strategy 10.1 Provide greater clarity on appropriate heights for all parts of the activity centre, derived from each site's local context, size and characteristics, and preferred neighbourhood character.

Preferred maximum overall building height limits will apply throughout the centre in order to effectively implement the vision for Box Hill and the preferred built form character of each neighbourhood (refer to pages 20-23 of this plan). Future preferred heights are in part also derived from the heights of existing built form within each individual neighbourhood. It is important to note that height controls are preferred maximum overall building height limits (i.e. discretionary) rather than mandatory limits.

- For taller areas this is because the actual height outcomes will be determined through reference to the preferred height and performance requirements for preferred land use mix, overshadowing and setbacks, amongst others. The combination of preferred height and performance measures provides a clear indication of appropriate planning outcomes.

- For lower areas, the preferred character statements and existing scale of development surrounding the site provide appropriate guidance on acceptable responses. In some locations, such as within the traditional town centre, the winter solstice shadow controls set a clear additional limit to building heights.
- Sites that contain heritage buildings or are located adjacent to a heritage overlay, will not automatically require lower height limits. However applicants will need to demonstrate how the design response for any new built form adjacent to heritage significant places responds to its context, through a combination of height, setbacks and design detailing.

ACTIONS

DELIVER

Included in Action 1

- Incorporate design and development requirements in the ACZ for:
 - Preferred maximum overall building heights
- Precinct-specific provisions outlining preferred character and building typologies

Figure 14 The height, massing and articulation responds to existing character of neighbouring buildings. | Photo: Curtain Road, London by Morris + Company





Objective 11 Ensure buildings demonstrate high levels of sustainability and architectural merit

Strategy 11.1 Provide guidance on preferred design outcomes beyond compliance with planning requirements

In order to deliver high-quality and engaging environments within Box Hill, the new built form framework provides guidance on appropriate materials, finishes and detailing for new development. The framework defines a baseline level of compliance for acceptability.

In order to extend on this approach, Council will prepare a “Design Excellence Policy” for substantial development proposals. This will seek to encourage more innovative development outcomes and establish a design review process to progressively improve planning approvals within Box Hill.

ACTIONS

DELIVER

Included in Action 1

- Incorporate design and development requirements for:
 - Architecture, articulation and materials & finishes

Action 12 Prepare a “Design Excellence Policy” and establish a City of Whitehorse Independent Design Review process for significant development proposals

Figure 16 ARC by Koichi Takada Architects

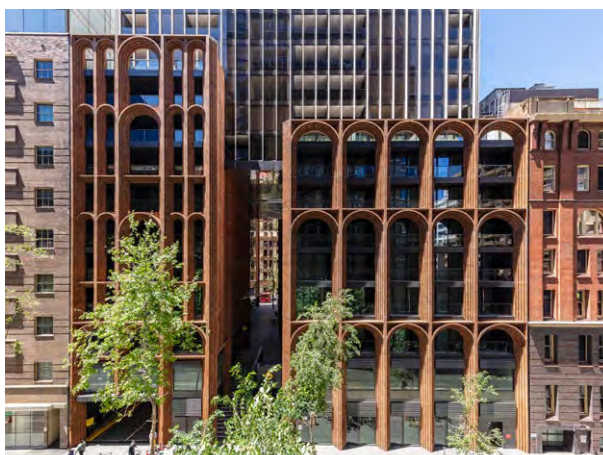


Figure 15 One Central Park by Jean Nouvel + PTW





4.4 Transport and movement



Objective 12 Improve Box Hill's role and function as a public transport hub of metropolitan significance

Strategy 12.1 Create a CBD, grid-like network of public transport routes and nodes with high arterial corridor frequency and seamless connections across the Box Hill network

Responding to Box Hill's anticipated growth in population and employment will require ongoing public transport delivery and advocacy. Coordinated action across all levels of government, including statutory authorities, is needed to ensure that the future prosperity, liveability and functionality of Box Hill (and Melbourne's east) is protected and enhanced.

Strategy 12.2 Simplify and rationalise the existing bus network

Realign and extend bus services through the activity centre to create a network that serves the needs of residents, workers and visitors.

Strategy 12.3 Enhance and extend existing tram 109

Trams serve a different catchment area and trip distances compared with buses and rail and provide options for shorter commutes to and through the centre.

ACTIONS

DELIVER

Action 13 Prioritise pedestrian realm improvements in areas that facilitate passenger transfers between services

ADVOCATE

Action 14 Advocate to Department of Transport for improvements to the Box Hill Transit Interchange (BHTI):

- Substantially upgraded public transport interchange facilities in Box Hill that is integrated to the proposed SRL station.
- Interim upgrades to the existing interchange to improve passenger comfort

Action 15 Advocate to Department of Transport for improvements to the public transport network:

- Adoption of a "CBD-like" approach to Box Hill's transport network to prioritise public and active transport modes
- Extension of the Tram Route 109 to Middleborough Road and potentially Blackburn
- Changes to the bus network, including:
 - Combining Routes 271 & 284 and Routes 765 & 766
 - Straighten Route 281 so that it operates direct along Elgar Road from Koonung Secondary College to Box Hill Institute and Deakin University
- Provide new on-street bus stops and upgrade existing bus stops on Whitehorse Road

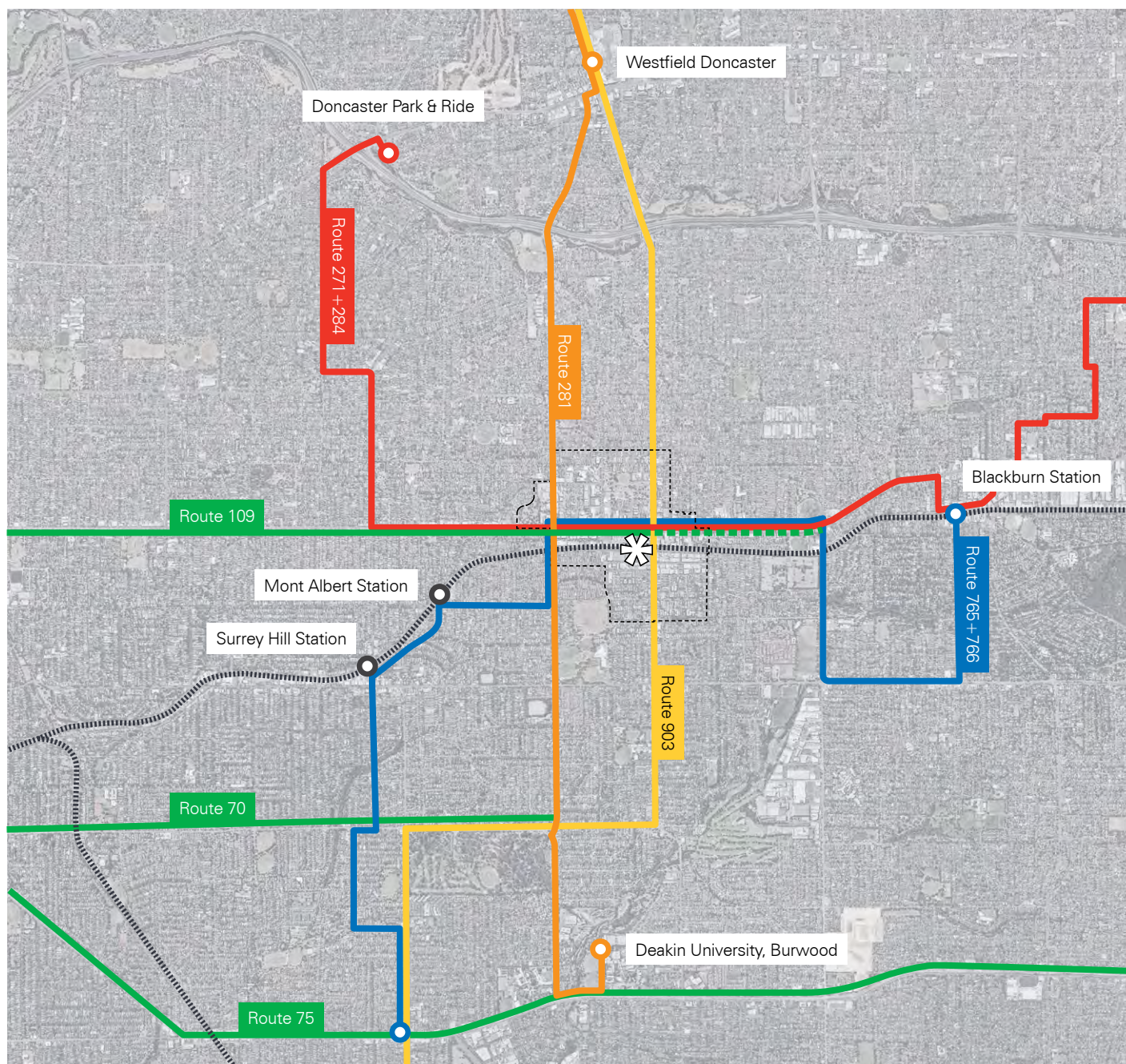


Figure 17 Key metropolitan strategic opportunities for the centre's public transport network



Legend

Bus

- Route 271 + 284 | Ringwood – Doncaster Park & Ride
- Route 281 | Templestowe – Deakin Uni
- Route 765 + 766 | Burwood – Mitcham
- Route 903 SMARTBUS | Altona – Mordialloc

Tram

- Tram | existing
- Tram | extension opportunity

Train

- Train | existing
- Train station | interchange
- Box Hill Transit Interchange and station



Objective 13 Prioritise and encourage walking, bicycle riding and use of public transport, including interchange between modes

Strategy 13.1 Define a Primary Pedestrian Network of primary and local streets and links

The Primary Pedestrian Network (PPN) is particularly important for maintaining and growing Box Hill's local economy and providing a wider range of goods and services across the Activity Centre. While many people may need to drive to the centre, no-one purchases goods or services in Box Hill without being a pedestrian. The clear identification of primary and local streets, including preferred locations for future links will reinforce the legibility of streets for walking and provide clarity on where future links will be provided.

Strategy 13.2 Create a new north-south primary corridor for pedestrians and bicycle riders

A new pedestrian and cycle priority crossing and link across the rail corridor from Nelson Road to Thurston Street is central to the completion of the Primary Pedestrian Network as it will provide a new north-south connection at the core of the centre. Council will strongly advocate to the Department of Transport (and landholders of the Box Hill Central sites) towards achieving this high priority outcome.

Strategy 13.3 Allocate more space and priority to pedestrians

Whitehorse Road will be reconfigured with more space allocated to pedestrians, public transport users and bicycle riders. Station Street is a key pedestrian space with long established restaurants and the widening of footpaths will support the viability of established and future businesses. Other general improvements include shared zones, new signalised intersections and wombat crossings, which are identified in Precinct Plans.

Strategy 13.4 Provide new bicycle routes and facilities

Bicycle riding is a key form of transport in Box Hill, faster than most other modes for trips of under 1km. This is highlighted by the focus on bicycles as the primary mode used by food delivery services. Each of these bicycles removes a car from the road and reduces local traffic congestion. Facilitating the bicycle rider trips safely will improve the transport network and provide options for the whole community to avoid increasing traffic congestion, while still getting to their destination quickly.

ACTIONS

DELIVER

Included in Action 1 Identify the Primary Pedestrian Network in the ACZ and include provisions to support the delivery of future primary and local links

Action 16 Provide new and upgraded bicycle routes as identified in the Transport and Movement Framework Plan, Precinct Plans, Box Hill Integrated Transport Strategy (BHITS)

Action 17 Provide wombat crossings in preferred locations where the PPN crosses minor streets, these are identified in Precinct Plans and in the BHITS

ADVOCATE

Action 18 Strongly advocate to the Department of Transport and other key stakeholders for the provision of a new pedestrian and bicycle rider link across the railway line connecting Nelson Road to Thurston Street

Action 19 Strongly advocate to the Department of Transport for the reconfiguration of Whitehorse Road to deliver new public space along the southern carriageway of Whitehorse Road

Action 20 Advocate to the Department of Transport for pedestrian and bicycle rider improvements:

- Reconfiguration of Station Street to widen footpaths
- Improvements to pedestrian priority across all State roads including Whitehorse Road, Elgar Road and Station Street
- Separated bicycle lanes on Whitehorse Road
- Additional signalised pedestrian crossings on Whitehorse Road and Station Streets as identified in the "Transport and Movement Framework Plan" on page 52

Figure 18 Indicative diagram of the reconfiguration of Whitehorse Road space allocation to provide new a public space on the southern side and streamline vehicular traffic to the northern side of the road.

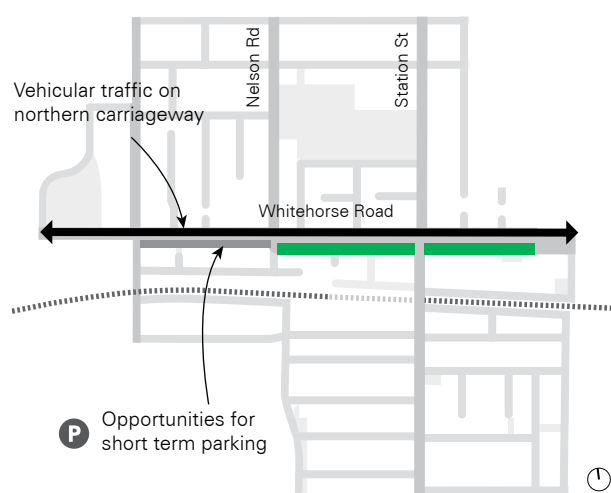


Figure 19 Indicative diagram of the reconfiguration of Nelson Road with a new crossing across the rail corridor.

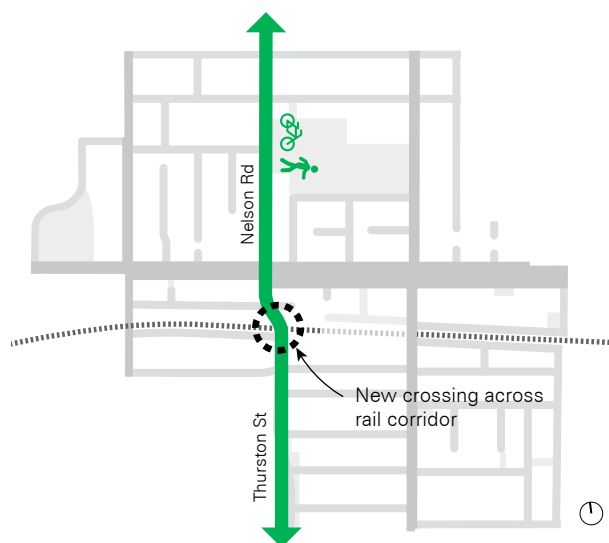
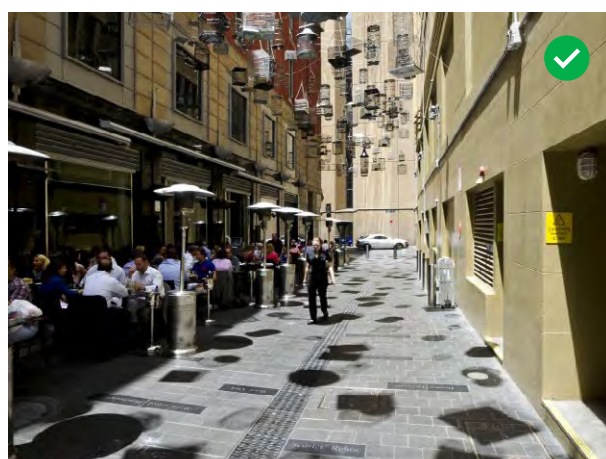


Figure 20 Wellington Street, Collingwood—Painted wombat crossings improve pedestrian priority and safety on minor streets.



Figure 21 Angel Place, Sydney—shared zones can be introduced to key laneways to increase the vibrancy and safety of these streets





Objective 14 Allow for through traffic movement in a manner that is controlled and managed, and ensure the function of Box Hill as a destination is not adversely impacted by through traffic

Strategy 14.1 Control and calm traffic movements to support the transformation of Whitehorse Road and Station Street

A range of small changes can help transform Whitehorse Road and Station Street into higher amenity places. These include reducing speed limits, reconfiguring road space to provide for footpath extensions, relocating right turns to more appropriate locations (where the impact on pedestrian realm are minimised), shortening traffic signal cycles and improving east-west car access on alternative roads around the centre.

ACTIONS

DELIVER

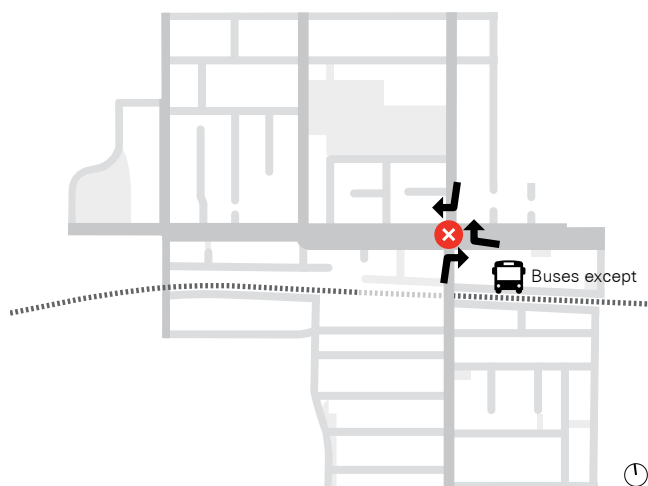
Action 21 Support BHITS in investigating opportunities for alternative routes for local through traffic to Whitehorse Road

ADVOCATE

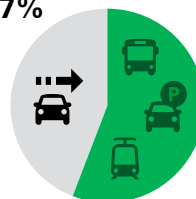
Action 22 Advocate to State government (Department of Transport) for changes to manage vehicles:

- Collection and provision of annual data on through traffic on aerial roads, Whitehorse Road, Station Street, Elgar Road and Nelson Road
- Modify signal timings to give greater priority to pedestrians, bicycles and public transport, including shorter overall cycle times, bus priority phasing and/or a higher allocation of green time for pedestrians
- Implement a 40km/h speed limit on Station Street and Whitehorse Road and Albion Road from 6am-12 midnight
- Ban right turns from Station Street into Whitehorse Road except for eastbound buses approaching from the south
- Ban right turns from westbound lanes of Whitehorse Road into Station Street (northbound)
- Install traffic signals at the intersection of Elgar Road and Thames Street and allow all turning movements at this location (subject to further investigation)
- Install pedestrian signals across Whitehorse Road around Court Street
- Install pedestrian signals across Whitehorse Road at Wellington Street

Figure 22 Through traffic should be encouraged to travel around the core of the centre and right turns banned from Station Street into Whitehorse Road (except for eastbound buses)



47%



Nearly half of vehicles on the road in Box Hill are through traffic*

* Note: This figure is a rough estimate due to lack of data availability. For instance, data is available for total traffic volume, however, no data is available from VicRoads on through traffic. An accurate figure would require further data collection and it is recommended that this exercise is undertaken as part of any current or future transport study. There is no robust data on which to make the statement stronger. Obtaining clarity on the amount of through traffic is a key outcome expected from the BHITS.



Objective 15 Encourage more efficient use of car parking spaces in and around the centre, including providing for consolidated and publicly accessible parking within buildings

Strategy 15.1 Provide clear guidance on consolidated car parking and vehicular access to car parking

A CBD-style approach to managing car parking will provide consolidated, flexible and accessible parking across the centre. This approach is determined by a set of principles:

- Parking in the activity centre should be available to anyone, no matter where it is located.
- Parking should be consolidated within each precinct.
- Parking should be shared by multiple users across different times of the day.
- Drivers should be able to easily access parking on the fringe and walk to their destination.

Strategy 15.2 Reduce the provision of private car parking in future developments

Car parking is abundant within the centre, however, many of these spaces are locked away for private use. This is a highly inefficient use of land in a Metropolitan Activity Centre. As a result, there is a need to review the parking rates to replace existing mechanisms governing the provision of private car parking. This will be reviewed as a priority action in the BHITS.

ACTIONS

DELIVER

Included in Action 1

- Incorporate requirements for vehicle access, car parking, loading and services in the ACZ
- Identify in the ACZ the preferred locations for vehicular access, service laneways and consolidated car parking for each Neighbourhood

Action 23 Review car parking rates in the Whitehorse Planning Scheme to replace minimum car parking rates with maximum car parking rates

Figure 23 Community facilities can be integrated into consolidated multi-deck car parks. | Harrow Street Carpark, Box Hill by MGS Architects



4.5 Public realm and open space



Objective 16 Deliver high-quality urban spaces that promote social interaction and are engaging, safe, open and welcoming spaces for all

Strategy 16.1 Undertake an ambitious transformation of Whitehorse Road into a boulevard for people

Reconfiguring arterial road lanes will provide a significantly enlarged urban space for public engagement and activation as well as improved access between public transport interchanges. This would consist of relocating westbound traffic lanes in Whitehorse Road to the northern side of the road reserve so that the median can be merged with the southern footpath into a wider high-quality urban space for the community.

Strategy 16.2 Upgrade Station Street into a high-quality urban space with widened footpaths for pedestrians

Widening the footpath and improving accessibility and connections will provide pedestrians with improved amenity. In addition to this, there is an opportunity to provide a public plaza deck above the railway corridor on Station Street between Bank Street and Rutland Road.

Strategy 16.3 Ensure that the redevelopment of Box Hill Central Sites provides placemaking and publicly accessible urban spaces

The renewal of Box Hill Central from a shopping centre to a diversified and intensified town centre will be supported by high-quality placemaking, including the provision of publicly accessible new primary and local links and urban spaces that are commensurate with the scale and scope of the redevelopment.

Figure 24 Generous pedestrian spine with high-quality public spaces and landscapes | North Terrace by TCL



ACTIONS

DELIVER

Action 24 Undertake planning and feasibility studies for a new and enlarged urban space on Whitehorse Road

Action 25 Undertake planning and feasibility studies to widen footpaths on Station Street between Bank Street and Main Street and Whitehorse Road. These are identified in the Precinct Plans as “urban space | upgrade”

Action 26 Upgrade Box Hill Mall in accordance with BHURTG

PARTNER

Action 27 Engage with landholders of Box Hill Central to provide new public space and placemaking opportunities, including enhancements to Box Hill Mall in a manner consistent with BHURTG

ADVOCATE

Action 28 Advocate to Department of Transport for the creation of a new public plaza deck above the railway line on Station Street between Bank Street and Rutland Road

Figure 25 Reconfiguration of arterial road to provide a pedestrian focussed urban space | Lonsdale Street, Dandenong by BKK and TCL



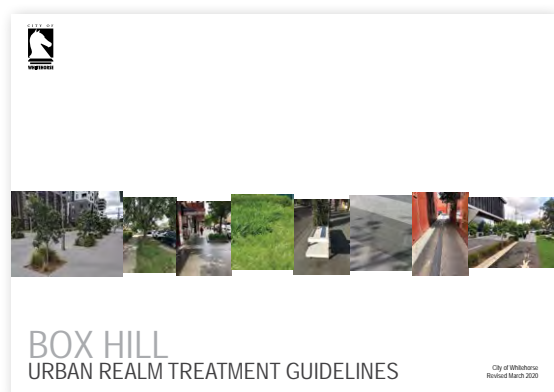


Objective 17 Create streets, laneways and widened footpaths that promote walking and footpath activity

Strategy 17.1 Design streets and laneways as public places first, locations for cars second

The design of streets and laneways will shift over time to prioritise opportunities to integrate landscape and to encourage walking and cycling, as well as providing locations for vehicle drop off and access. This will involve widening footpaths, planting street trees, removing overhead wires and in some locations, reducing the number of lanes and on-street car parking. A balanced approach is necessary, ensuring that valuable street and laneway space benefits the greatest number of local residents and visitors.

Figure 26 The *Box Hill Urban Realm Treatment Guidelines* (BHURTG) is a key reference document.



ACTIONS

DELIVER

Included in Action 1

- Incorporate requirements in the ACZ for:
 - Street wall setbacks
 - Active street frontages
 - Vehicle access, car parking and loading
 - Building services
 - Architecture, articulation and materials & finishes
 - Landscaping

Action 29 Create shared zones in laneways identified as Active Laneways in the Precinct Plans, consistent with BHURTG "Type D: Urban Lane 1"

PARTNER

Action 30 Work with planning permit applicants to ensure provision of streetscape and landscape design responses are consistent with the *Box Hill Urban Realm Treatment Guidelines* (BHURTG)

Action 31 Work with planning permit applicants to provide for widened footpaths and new pedestrian links



Objective 18 Provide ample, abundant public open spaces for people to gather that are designed for people first

Strategy 18.1 Link key destinations and public spaces

Different types of open spaces, from small reserves to larger open spaces such as Box Hill Gardens, will be connected together with a network of high-quality primary and local links extending across all neighbourhoods of the centre. These links should be supported by clear and consistent wayfinding and signage that provide legibility to the centre's open space network.

Strategy 18.2 Investigate and develop opportunities for new open spaces that are accessible from all neighbourhoods

The Box Hill Open Space Strategy (BHOSS) identifies areas where there is a need for new open space and upgrade to existing open space to ensure they meet the current and future open space and recreation needs of the community. This is reproduced in the *"Public Realm and Open Space Framework Plan"* on page 53.

Figure 27 Richmond Terrace Park, Melbourne by Hansen Partnership



ACTIONS

DELIVER

Action 32 Prepare a Development Contributions Plan (DCP) or equivalent as part of a Planning Scheme Amendment to contribute funding towards the delivery of new open space and public realm, transport and community infrastructure improvements outlined in this plan

Action 33 Investigate the Public Open Space Contribution Rate for BHMAL to ensure that the rate is appropriate for the future open space improvements

Action 34 Deliver a new local open space at the existing Council car park at Ellingworth Parade

Action 35 Enhance existing road closures to increase greening opportunities and deliver small local open spaces:

- Wellington Road
- Young Street
- Watts Street
- Court Street

Action 36 Undertake a strategic study for the provision of wayfinding and signage to strengthen linkages between open spaces, including (but not limited to):

- From the new open space on Ellingworth Parade to existing open spaces at Ashted Road Reserve, Glenmore Street Reserve, William Street Reserve and Victoria Rose Reserve
- From Box Hill Hospital to Hagenaur Reserve

PARTNER

Action 37 Work with landholders, including landholders of Box Hill Central, to support the delivery of a new Neighbourhood open space in the Central Neighbourhood as recommended in the BHOSS

Action 38 Work with landholders of sites along Poplar Street to support the delivery of a new Local open space in the Health and Education Neighbourhood as recommended in the BHOSS

Action 39 Engage with major landowners to investigate options for upgraded publicly accessible open spaces and links that benefit the full community. Consider land swap opportunities to maximise the usability and scale of new open spaces



Objective 19 Provide for trees, landscape and greening within the public realm which reflect the landscape character of each neighbourhood

Strategy 19.1 Adopt a target of 30 per cent tree canopy cover

Achieving a 30 per cent tree canopy cover is a target that will provide enough shade to assist in the reduction of the urban heat island effect. This includes trees and shrubs on public and private land such as streets, parks and front and backyards. This increase in tree canopy cover will be reflected in the improved thermal performance of buildings which will help reduce building operating costs.

Strategy 19.2 Improve planting and lighting design

Improved amenity and safety within the public and private realm, precipitated by good planting design and lighting strategies, will encourage pedestrian circulation and community engagement.

Strategy 19.3 Deliver and facilitate landscapes and public spaces that respond to the individual character of each neighbourhood

Guidance on the landscape character of each neighbourhood is provided in the "Precinct Plans" on page 50 onwards.

ACTIONS

DELIVER

Action 40 Adopt a minimum target of 30% tree canopy cover and investigate the adoption of a higher target of 40% (as adopted by the City of Melbourne)

Action 41 Establish a street tree planting program to support the achievement of the tree canopy cover target

Action 42 Prepare a public lighting strategy for the BHMAL

Action 43 Increase urban biodiversity and resilience through the selection of diverse combinations of multi-storey planting in all Neighbourhoods

Figure 28 St Andrews, Bromley-by-Bow, London by Townshend Landscape Architects



Figure 29 Oxford Street Park Collingwood by Urban Initiatives





Objective 20 Encourage the incorporation of landscape opportunities within private land which makes a contribution towards the landscape character of the area

Strategy 20.1 Provide guidance on landscaping on private land

Guidance on how private landholders can contribute to the preferred neighbourhood landscape will successfully enhance character and contribute to previous objectives. Landscaping guidance for each neighbourhood is provided in the “Precinct Plans” on page 50 onwards.

Applicable to all Neighbourhoods.

Strategy 20.2 Incorporate opportunities for urban food production

Urban food production opportunities will be integrated into individual private open space, or in communal areas and will be located on the ground, balcony spaces, podiums and rooftop terraces. As well as reducing the distance and fuel used to move food from paddock to plate, communal urban food production such as kitchen gardens also assists with community building, social health and placemaking.

Applicable to all Neighbourhoods.

Strategy 20.3 Enhance urban biodiversity

Diverse, multi-storey indigenous species planting will increase habitat for a broad range of native fauna including birds and insects required for pollination.

Applicable to all Neighbourhoods.

Strategy 20.4 Maximising opportunities for vertical gardens

Vertical gardens will take the form of integrated green walls and simple climbing structures for carefully selected planting. Exposure to plants will enhance resident well-being through a connection to nature and is a valuable characteristic of any home or workplace.

Applicable to all Neighbourhoods.

Strategy 20.5 Maximising opportunities for rooftop terrace and balcony gardens

Green rooftop and balcony spaces will act as sponges to collect water to sustain planting, to cool buildings and to provide important shared social spaces for users.

Applicable to all Neighbourhoods.

ACTIONS

DELIVER

Included in Action 1

- Encourage landscaping on private land by providing clear guidance on the preferred landscape character of each neighbourhood



Figure 30 Residential development with communal open space provided over a decked car park. | Stadstuinen by KCAP Architects & Planners