

Precinct Plans

6

6.1 Overview

The precinct plans contain objectives and guidelines towards achieving the vision for each of Box Hill's neighbourhoods. They should be read in conjunction with the *Box Hill Metropolitan Activity Centre to 2036 Urban Design Framework (2020)*.

Precinct Guidelines and Precinct Map

A Precinct Map illustrates particular directions for each neighbourhood relating to built form, transport and movement, public realm and open space. In addition, the map identifies strategic areas for investigation for development and open space. This is accompanied by detailed Precinct Guidelines that provide guidance towards achieving the vision for each neighbourhood. These guidelines are addressed to all, however, it is proposed that relevant statutory guidelines for applicants will be incorporated as Precinct Provisions in the ACZ.

Precinct Key Requirements

These key requirements relate to building heights, activation of street frontages and preferred locations for vehicular access. These are reproduced from the BHMAL UDF with the purpose of supplementing the Precinct Map with key built form and design requirements. It should be noted that all requirements contained in the BHMAL UDF and the proposed ACZ apply.

Precinct Landscape

Future statements on landscape character are provided for each neighbourhood to support **Strategy 19.3** and **Strategy 20.1**. In addition, this includes guidance on preferred types of landscaping on private land. This ensures that development positively contributes to the character of each neighbourhood in a manner that is consistent with BHURTG.

6.2 Neighbourhoods of Box Hill

Box Hill is comprised of neighbourhoods with distinctive future roles, qualities and characteristics. The vision for each neighbourhood collectively and cumulatively provides guidance for the overall future form of the centre.

The urban character of each neighbourhood is defined by the interaction between preferred land use, public space, access and built form outcomes. These statements are intended to guide planning outcomes for each neighbourhood in this plan. Importantly, the vision statement for each neighbourhood gathered a broad level of support during community and stakeholder engagement.

Precinct 1: Central Neighbourhood

The centre of Box Hill – a vibrant and diverse destination that is welcoming to all

LAND USE AND DEVELOPMENT

The Central Neighbourhood is the mixed use heart of the activity centre. It is anchored by an intensified retail and transport core supported by a diverse range of uses including employment, residential, hospitality, entertainment, accommodation, community and other uses. It has significant levels of street life and activity across extended hours of the day.

BUILT FORM AND DESIGN

The historical rhythm and scale of the traditional town centre will be retained while the built form of the existing larger shopping centres will be comprehensively renewed. Taller built form will be encouraged where the off-site impacts to important parts of the public realm are managed or minimised. Individual towers should be well spaced to provide shared outlook and amenity, set within a diverse mid-rise streetscape. The activation of all interfaces to the public realm will be critically important to the delivery of intense and inviting places.

TRANSPORT AND MOVEMENT

The centre's streets and laneways will be safe, accessible, and amenable, and enjoyable places in their own right. They will also provide effective walking and cycling connections and experiences, while maintaining efficient public transport connections. Vehicular access and parking will be managed and through-traffic discouraged to ensure priority is appropriately balanced for core areas.

PUBLIC REALM AND OPEN SPACE

Whitehorse Road will evolve into a major boulevard and public space that brings people together and provides a hub of improved pedestrian and cycle pathways that connect Box Hill's neighbourhoods. Market Street, Main Street and the Box Hill Mall will be enlarged spaces of high amenity, configured to provide the primary public space for festivals and public events. Together this will create a network of public places offering a rich variety of opportunities for people to gather, linger and socialise within the centre.

Precinct 2: Health & Education Neighbourhood

A metropolitan-significant health and education precinct integrated within a growing neighbourhood

Precinct 3: Prospect Neighbourhood

A lively and attractive employment precinct with diverse complementary uses within a leafy streetscape

LAND USE AND DEVELOPMENT	The Health & Education Neighbourhood will be strengthened as a precinct of metropolitan importance by supporting significant growth in health, education and complementary knowledge-intensive jobs. The key role of existing major institutions (both public and private) will be prioritised. Growth in other supporting uses including student accommodation and key worker housing will be encouraged whilst always remain secondary to the core focus of the neighbourhood.	LAND USE AND DEVELOPMENT	The Prospect Neighbourhood is a dense office and commercial precinct organised along the leafy Prospect Street spine offering premium office spaces, particularly at podium levels with diverse complementary uses potentially incorporated at street level and above the podium. Where residential uses are provided these will be secondary to the employment focus but will add life to its streets across extended hours of activity.
BUILT FORM AND DESIGN	The neighbourhood will primarily be characterised by mid-rise campus-scale built-form that meets the needs of the institutional anchors. Greater diversity in form, including taller built form may be possible in locations where it does not detract from the neighbourhood's strategic land use role. Locations along Whitehorse Road may support greater height but will progressively transition down in scale towards campus scale buildings, particularly north of the Whitehorse Road interface and west of Elgar Road.	BUILT FORM AND DESIGN	The built form character of the neighbourhood will be diverse, as not all sites will have the same potential for development scale as others. The existing low-rise office buildings will progressively be renewed and replaced with taller contemporary office buildings or mixed use developments. All built form will present higher quality, activated interfaces to the street with concealed vehicle access and servicing areas.
TRANSPORT AND MOVEMENT	The role of streets for vehicle access and parking will be managed and moderated in order to provide new and improved public places for students, workers and visitors. New north-south pedestrian crossings on Whitehorse Road will tightly integrate the neighbourhood with the Central and Prospect Neighbourhoods.	TRANSPORT AND MOVEMENT	Given the neighbourhood's constrained nature, vehicular arrangements will need to be moderated and carefully managed to prioritise amenity for pedestrians and bicycle riders. Fairbank Lane will become a primary vehicle access and servicing opportunity for lots facing Prospect Street and Whitehorse Road.
PUBLIC REALM AND OPEN SPACE	The existing pattern of suburban streets will be transformed into a permeable network of walkable, leafy spaces and new and enlarged laneway connections providing improved pedestrian and bicycle access throughout the neighbourhood.	PUBLIC REALM AND OPEN SPACE	The primary role of Prospect Street itself will be to provide the landscape setting for the future built form and an improved pedestrian and cycle experience for the increased population in the neighbourhood. Improved pedestrian and bicycle links to the Central Neighbourhood as well as new north-south links across Whitehorse Road and across the rail corridor will reduce the sense of an enclave and improve access to a more diverse range of open space opportunities.

Precinct 4: Garden Neighbourhood

A green inner-city neighbourhood providing a great place to live with an abundance of public open space

Precinct 5: Civic & Cultural Neighbourhood

The civic heart of Box Hill – a well-connected community and cultural precinct serving the needs of the whole centre

LAND USE AND DEVELOPMENT	With Box Hill Gardens at its centre, the Garden Neighbourhood enjoys excellent access to open space and recreation, enabling healthy and active living for all. While residential uses remain the dominant use, over time an increase in the range of uses, particularly at street level including small office, and supporting retail and community services, will add to the vibrancy of the neighbourhood's streets.	LAND USE AND DEVELOPMENT	The Civic and Cultural Neighbourhood will remain the civic and cultural centre of Box Hill, extending on the existing concentration of community uses and facilities while supporting the continued mix of complementary employment and other uses.
BUILT FORM AND DESIGN	The emerging scale and character of medium-rise built form has largely been defined through the development that has already occurred. The neighbourhood will continue this trend as remaining development opportunities are realised.	BUILT FORM AND DESIGN	The neighbourhood will celebrate the important character and heritage of Box Hill's Town Hall and civic buildings by ensuring a low-to-mid-rise scale for new developments directly adjacent to the building. Elsewhere, mid-rise built form may be appropriate where the off-site impacts are mitigated. The fine grain rhythm of existing frontages to Station Street is valuable and improves the activation of the public realm.
TRANSPORT AND MOVEMENT	The neighbourhood's streets, laneways and places will be enhanced to provide new and improved connections throughout the area to reduce reliance on car travel and private car parking. Connections that turn dead end streets into a permeable network for pedestrians and bicycle riders will be encouraged.	TRANSPORT AND MOVEMENT	A previously disengaged neighbourhood will become better integrated with the Central and Enterprise Neighbourhoods with improvements to the connections across Station Street. Significantly upgrading or replacing the Station Street underpass should be a priority. The eastern end of Bank Street provides a potential consolidated parking node that reduces the need for cars to park in more central areas.
PUBLIC REALM AND OPEN SPACE	New developments will improve the sense of safety in the public realm (both in existing streets and new linkages) through inhabited interfaces with outlooks oriented to provide passive surveillance. Inactive interfaces to the public realm and privacy screening to provide internal amenity for dwellings should be avoided.	PUBLIC REALM AND OPEN SPACE	The creation of a public space spine along Whitehorse Road will be anchored by a larger space at the forecourt of Box Hill Town Hall, creating a new public gathering place for civic and cultural uses at the eastern end of the centre. Improved pedestrian connections across Whitehorse Road will help connect the northern side of the road to the civic facilities.

Precinct 6: Enterprise Neighbourhood

A diverse and dynamic mixed-use neighbourhood providing opportunities for start-ups and enterprises close to the centre of Box Hill

Precinct 7: Transition Neighbourhood

An opportunity to live close to the core of the activity centre, providing medium-density housing in highly accessible neighbourhoods that provides a transition in scale between the centre and surrounding areas beyond.

LAND USE AND DEVELOPMENT

The Enterprise Neighbourhood will provide a diverse range of spaces prioritising creative and knowledge-intensive employment within a mixed-use neighbourhood. Mono-functional residential development should be discouraged but residential uses integrated into multi-functional developments should be permitted in order to help increase diversity. Lots fronting Harrow Street will provide a more residentially focussed transition to the solely residential areas further south.

LAND USE AND DEVELOPMENT

The Northern and Southern Residential Transition Neighbourhoods primarily provide opportunities for modest residential growth within close proximity to the more diverse land uses in adjacent neighbourhoods within the activity centre. Any non-residential uses should be located to benefit from access to similar nearby uses. For example, modestly scaled medical uses located in Thames Street might form a transition to the Health and Education Precinct. A small cluster of local retail and services should continue near the intersection of Station Street and Thames Street. Otherwise the area will remain predominately residential.

BUILT FORM AND DESIGN

The neighbourhood's built form will be characterised by a diverse mix of medium and low-rise built form with a street rhythm that reflects the relatively small existing lots in this neighbourhood. Lots fronting Station Street will reinforce the rhythm of narrow frontages of the existing form while areas along Rutland Road and Ellingworth Parade will be a mix of small and moderately larger built form.

BUILT FORM AND DESIGN

The neighbourhood's built form will be characterised by modestly scaled low-rise apartment and townhouse developments, compatible with the two-to-three storey scale of existing buildings in the area. The rhythm of development along the street will continue the balance of garden and built form.

TRANSPORT AND MOVEMENT

The existing laneways provide opportunities to manage vehicle access to new development without detracting from the streetscape of the local streets. In places the laneways may need to be widened to accommodate the increased vehicle role. The major new car park on Harrow Street provides a consolidated node of parking servicing the entire neighbourhood and adjacent areas. Improved access to this node from the Central and Civic neighbourhoods will ensure its integration into the wider centre. Improved interface with the railway corridor will include improved shared pedestrian and bicycle rider paths.

TRANSPORT AND MOVEMENT

Streets in this neighbourhood will largely be used for local vehicle access rather than major traffic routes. Thames Street will provide an important access function for emergency vehicles accessing the Box Hill Hospital. Mid-block connections such as Albion Road and Nelson Road provide a safer option for bicycles away from arterial roads with greater traffic volumes.

PUBLIC REALM AND OPEN SPACE

The neighbourhood will center on a new public space located mid-block spanning from Ellingworth Parade to Harrow Street, providing much needed green open space. Ellingworth Parade and Rutland Road will support greatly increased street landscape opportunities with substantially improved provision of space for pedestrian and bicycle riders. A new pedestrian crossing of Station Street will improve access to the southern part of the neighbourhood.

PUBLIC REALM AND OPEN SPACE

The neighbourhoods will allow easy access to nearby public open spaces rather than provide larger new open spaces in their own right. Chains of linear open spaces connecting to Surrey Park in the south, Glenmore Street to Victoria Rose Reserve in the southeast and Hagenauer Reserve to the north allow for access to these nearby park areas. Landscape opportunities are provided in the suburban street landscapes and garden opportunities within individual lots.

Precinct Guidelines: Central Neighbourhood

Built form and design

- 01 Undertake a masterplanned approach to decking and development of areas over the rail on sites identified as 'investigation area – development'.
- Development should respond to the proposed urban space along the south side of Whitehorse Road and public spaces in Station Street, Market Street and Main Street with development built to the boundary providing active street frontages and respond to heritage where relevant.
- Development in the traditional town centre should retain the rhythm of existing fine grain frontages (shown on Precinct Map). The preferred maximum building height in these locations is 3 storeys (11m) with the potential to provide additional height to 5 storeys (17.5m) incorporating a mandatory minimum setback above the street wall of 5m.
- All development should prioritise pedestrian and cyclist movement over vehicle access where active street frontages are specified (refer to Active Street Frontage requirements overleaf).

Transport and movement

- 02 Provide a pedestrian and cyclist connection between Nelson Road and Thurston Street.
- Provide enhanced and new through block links and active laneway links to implement the primary and local links as shown.
- Encourage development to contribute to the existing or preferred future signalised pedestrian crossing points in locations shown on the Precinct Map.
- Development of the Box Hill Central site should consolidate car parking and limit vehicular access points to locations shown on the Precinct Map.
- Support the introduction of new through block local links for pedestrians south of Whitehorse Road and South of Carrington Road.
- Support the establishment of Nelson Road as a primary bike and pedestrian connection.

Public realm and open space

- 03 Extend Market Street as part of a future redevelopment of the bus terminal. This extension should be open to the sky if possible, or if undercover should achieve a sense of openness and provide safe and convenient public 24 hour access. Opportunities for daylight penetration and natural ventilation are strongly encouraged.
- Ensure all urban realm treatments are consistent with BHURTG.
- Retain highly valued street trees where they exist, for example on Carrington Road, and add additional trees where possible over time.
- Provide a 6m landscape setback on the north side of Carrington Road to allow for footpath widening.
- Provide street greening and planting of canopy trees in all key streets and public spaces.

- Support the establishment of Whitehorse Road as a major boulevard through strong planting and consistent, high-quality public realm treatment. Introduce a substantial new urban space, integrated with the Boulevard as an extension of this high profile frontage. Ensure this space is publicly accessible, inviting and able to be programmed for a variety of impromptu activities and organised functions. Incorporate shared user path and use consistent public realm materials as visual cues.
- Introduce high-quality public realm materials throughout the Central Neighbourhood and a bespoke treatment to the Box Hill Mall. Ensure this space is publicly accessible, inviting and able to be programmed for a variety of impromptu activities and organised functions.
- Incorporate planting for environmental comfort.
- Extend Prospect Street and provide a public square, framed by activated building frontages.
- Provide adequate space to signalised pedestrian crossings (existing and proposed) on Whitehorse Road and Station Street, and ensure these are well integrated into the streetscape.
- Incorporate WSUD initiatives wherever possible including within the new urban space on Whitehorse Road. Consider locations within footpath and / or on road between parking bays.
- Maximise opportunities for new canopy trees to be planted within deep soil / structural soil zones to support horticultural performance and enhance environmental comfort of streets and spaces.
- Allow for an activated, vegetated transition space at the interface of the public and private realm wherever possible. On Whitehorse Road, provide intermittent plazas incorporating high-quality landscape with integrated seating and activated building entries.

Station Street (both sides)

- Provide 3-4m footpaths.
- Provide canopy street trees within bio-filtration pits or garden beds at footpath level.

Nelson Road / Thurston Street

- Integrate proposed shared path. Use consistent public realm materials as visual cues. Introduce additional planting to increase environmental comfort for pedestrians and cyclists.

Carrington Road (south side)

- Provide canopy street trees within rain gardens at road level between carpark bays.

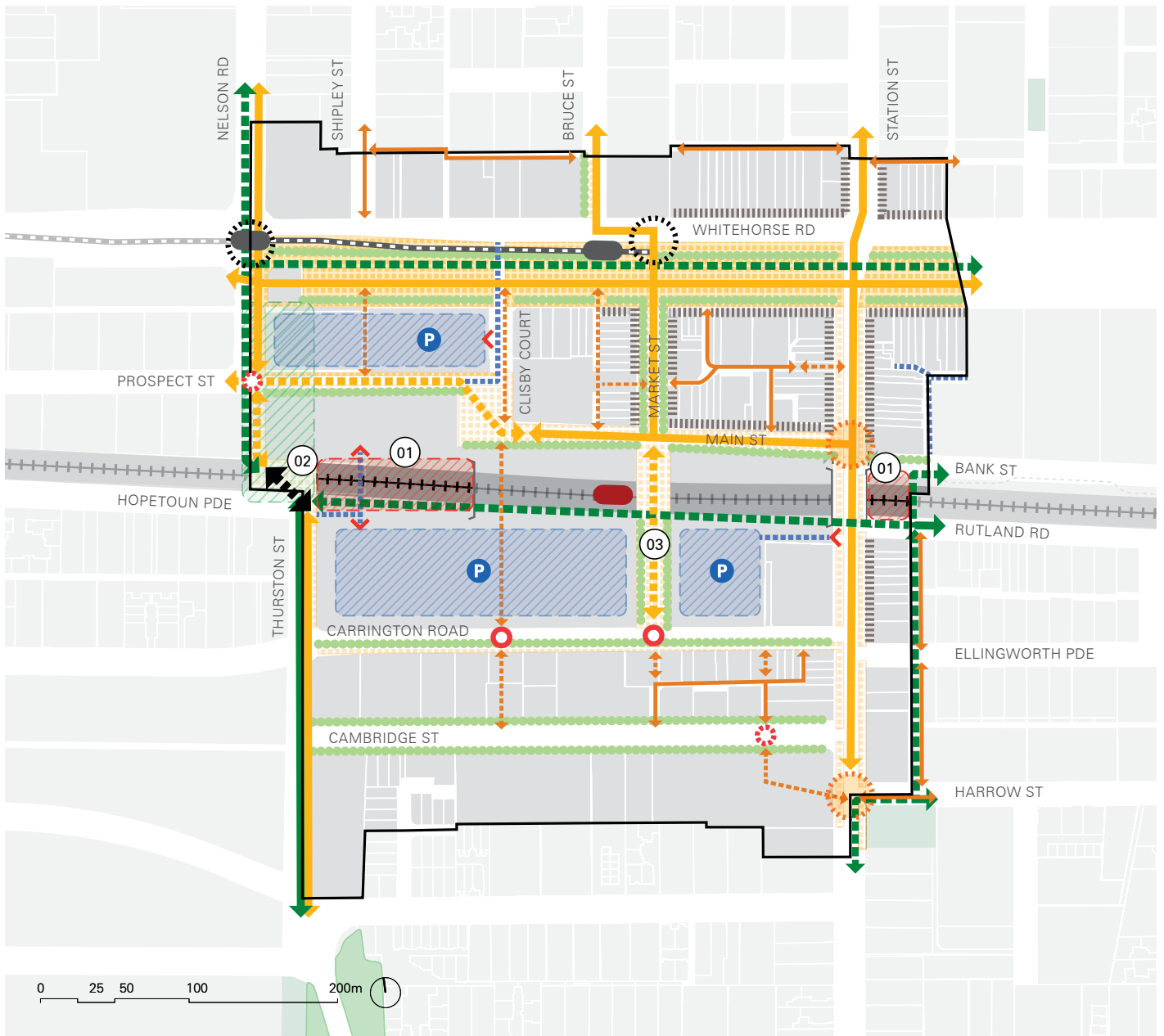
Service Laneways

- Provide climbers on frames to rear boundary walls where climatic conditions support growth.

New Laneways

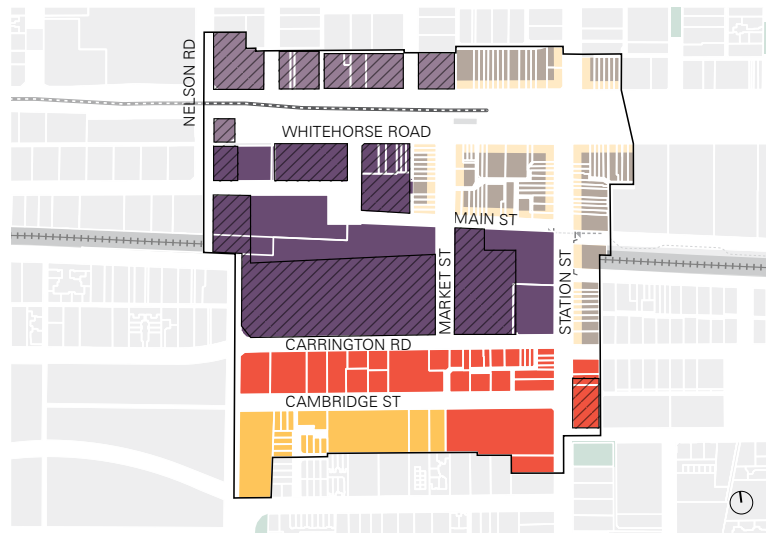
- High-quality public realm materials, integrated seating and planting to support activated frontages.

Precinct Map: Central Neighbourhood



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|--|--|---|
| Precinct Boundary | Walking & cycling | Vehicles |
| Belgrave/Lilydale railway line | New bridge crossing over rail – high priority | Service laneway |
| Train station | Primary link – existing (upgrade) | Car park access point |
| Tram line | Primary link – preferred (future) | Consolidated car parking – preferred (future) |
| Tram stop | Local link – existing (secure public access and upgrade) | Strategic opportunities |
| Public realm and open space | Local – preferred (future) | Investigation area – development |
| Urban space – Whitehorse Road reconfiguration | Bicycle route – existing (upgrade) | Investigation area – open space |
| Urban space – upgraded and preferred (future) | Bicycle route – preferred (future) | |
| Retain rhythm of existing fine grain frontages | Signalised pedestrian crossing – existing (upgrade) | |
| Open space – existing | Signalised pedestrian crossing – preferred (future) | |
| Increase canopy trees | Wombat or zebra crossing – existing (upgrade) | |
| | Wombat or zebra crossing – preferred (future) | |

Precinct Key Requirements: Central Neighbourhood

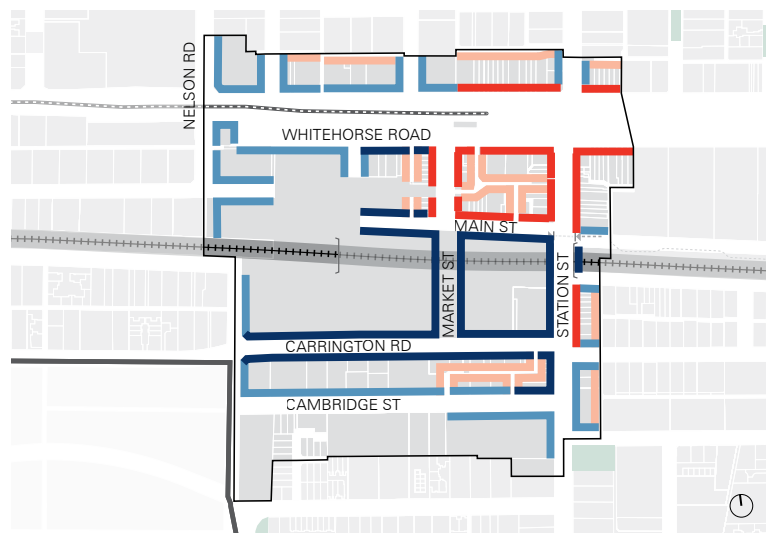


Preferred maximum building height

Locations where overshadowing controls will reduce allowed height below preferred height limits

120m	35 storeys
90m	25 storeys
52m	15 storeys
42m	12 storeys
28m	8 storeys
21m	6 storeys
18m	5 storeys
13.5m	4 storeys
11m	3 storeys

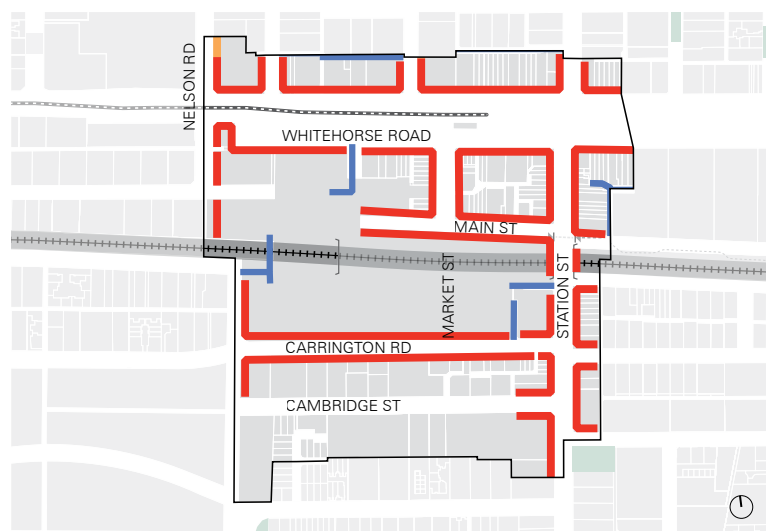
Note: The estimated maximum number of storeys are based on a minimum floor to floor height of 4 metres at ground level, 3.5 metres for commercial levels and 3.2 metres for residential levels. A greater floor to floor height than the minimum will reduce the overall number of storeys.



Active street frontages

- Type A | Urban Core Street
- Type B | Urban Activity Street
- Type C | Active Laneway
- Type A | Retain rhythm of existing fine-grain frontages

Note: The classification of active street frontage types are intended to be consistent with the urban realm terminology used in BHURTG. Only key frontages with design and development requirements are identified.



Vehicular access

- Service laneway | preferred access
- No crossovers permitted
- Crossovers strongly discouraged
- Shared crossovers strongly encouraged

Precinct Landscape: Central Neighbourhood

Preferred landscape character

The Central Neighbourhood is characterised by a continuous and consistent, public realm of interconnected pedestrian and shared streets and spaces of a variety of sizes.

Linked by a clear structure of shade trees, feature trees and smaller specimens the ground plane provides comfort to support vibrant pedestrian activity on a day to day basis as well as building in capacity to host public events. Texture and interest is delivered through the careful crafting of materials and details and opportunities for intensive insertions of garden beds is encouraged.

Spaces are designed to be inviting for public use and to support passive, incidental social interaction as well as a range of programmed events. A variety of formal and informal seating types in a range of configurations accommodates individuals as well as groups of different sizes. High amenity pedestrian spaces are provided to link key destinations throughout the neighbourhood.

A public lighting strategy reinforces the identity and public functions of the spaces, facilitates wayfinding and supports the after-hours activity expected in this neighbourhood. Service vehicle movements are carefully managed, and physical requirements are seamlessly integrated into the public realm and do not visually dominate.

The 'signature public open space' of Whitehorse Road forms part of this neighbourhood and interfaces are purposefully designed.

Private realm contribution to landscape character

- Provide paved forecourts and courtyards to extend the internal uses of buildings, form appropriate interfaces with the public realm and create welcoming public space gestures.
- Provide clear visual cues to building entrances.
- Provide vertical planting in the form of climbers on boundary walls and building façades are encouraged where micro-climatic conditions are suitable.
- Planting to balconies and rooftop spaces is encouraged where they are available for the use of retail customers, and to enhance their usability as communal / breakout spaces for employees.

Precinct Guidelines: Health and Education Neighbourhood

Built form and design

- 01 Masterplanned approach to expansion of health, education and complementary uses and facilities on sites identified as 'investigation area – development'.
 - Development should provide landscaped setbacks and planting of canopy trees along other key streets as shown.
 - Development along Wellington Road and Nelson Road should provide active street frontages and prioritise pedestrian and cyclist movement over vehicle access along those street frontages (refer to Active Street Frontage Plan overleaf).
 - Provide enhanced and new through block links to implement the primary and local links as shown on the Precinct Map.
- 02 Development in Poplar Street should provide a new local open space area within the 'investigation area' identified. Preferred height may be exceeded to facilitate this outcome, providing an appropriate transition continues to be achieved between the preferred heights for the 'core' area and the 12-15 storey scale of surrounding institutional and higher density residential areas.
 - Sites north of Thames Street should provide landscape setbacks between buildings.
 - Provide adequate spaces for formal pedestrian crossings (existing and proposed) on Whitehorse Road, Nelson Road and Kingsley Crescent and ensure these are well integrated into the streetscape. Make provisions within the public realm for pedestrians crossing Arnold Street at Wellington Road and Thames Street at Avon Street.
 - Maximise opportunities for canopy trees to be planted within deep soil / structural soil zones to support horticultural performance and enhance environmental comfort of streets and spaces. Focus on Wellington Road, and the intersection of Nelson Road and Thames Street, where pedestrian volumes are anticipated to increase most significantly as pedestrians move to / from Whitehorse Road.
 - Incorporate WSUD initiatives wherever possible. Consider locations within footpaths and / or on road between parking bays.
 - Reinforce the established rhythm of garden setbacks on Thames Street.
 - Aim for diverse, multi-storey plantings to increase biodiversity of the public realm, including on Wellington Road where it interfaces with a proposed small local open space upgrade of the existing road closure.

Transport and movement

- 03 Signalise the intersection at Elgar Road and Thames Street to create a priority emergency entry for the hospital precinct.
- 04 Support the provision of an 'airbridge' over Arnold Street to enable direct connection between of Epworth Eastern and Box Hill Hospital.
- 05 Provide new signalised pedestrian crossing at Whitehorse Road and Wellington Road.
 - Support the establishment of Nelson Road as a primary bike and pedestrian connection.
 - Support the establishment of Wellington Road as a primary link.

Public realm and open space

- 06 Investigate new local open space opportunities along Poplar Street.
 - Support the establishment of Whitehorse Road as a major boulevard through strong planting and consistent, high-quality public realm treatment.
 - Ensure all urban realm treatments are consistent with BHURTG.
 - Retain highly valued street trees where they exist, for example on Thames and Nelson Streets, and add additional trees where possible over time.
 - Provide generous public realm with clear visual cues to support an increase in pedestrian circulation, especially on Wellington Road where the most significant increase is anticipated, primarily moving to / from Whitehorse Road and the Central Neighbourhood.

Poplar Street

- Additional planting to increase environmental comfort for pedestrians and raise the profile of Poplar Street as potential public open space link.
- Planting to 'fringe' (min. 2m width) of the new local open space to provide high levels of streetscape integration.
- Redirect footpath to draw pedestrians into the proposed public open space.

Wellington Road

- Provide a minimum of 2.6m on both sides to accommodate high pedestrian numbers.
- Canopy street trees within bio-filtration pits and additional planting to increase environmental comfort for pedestrians.

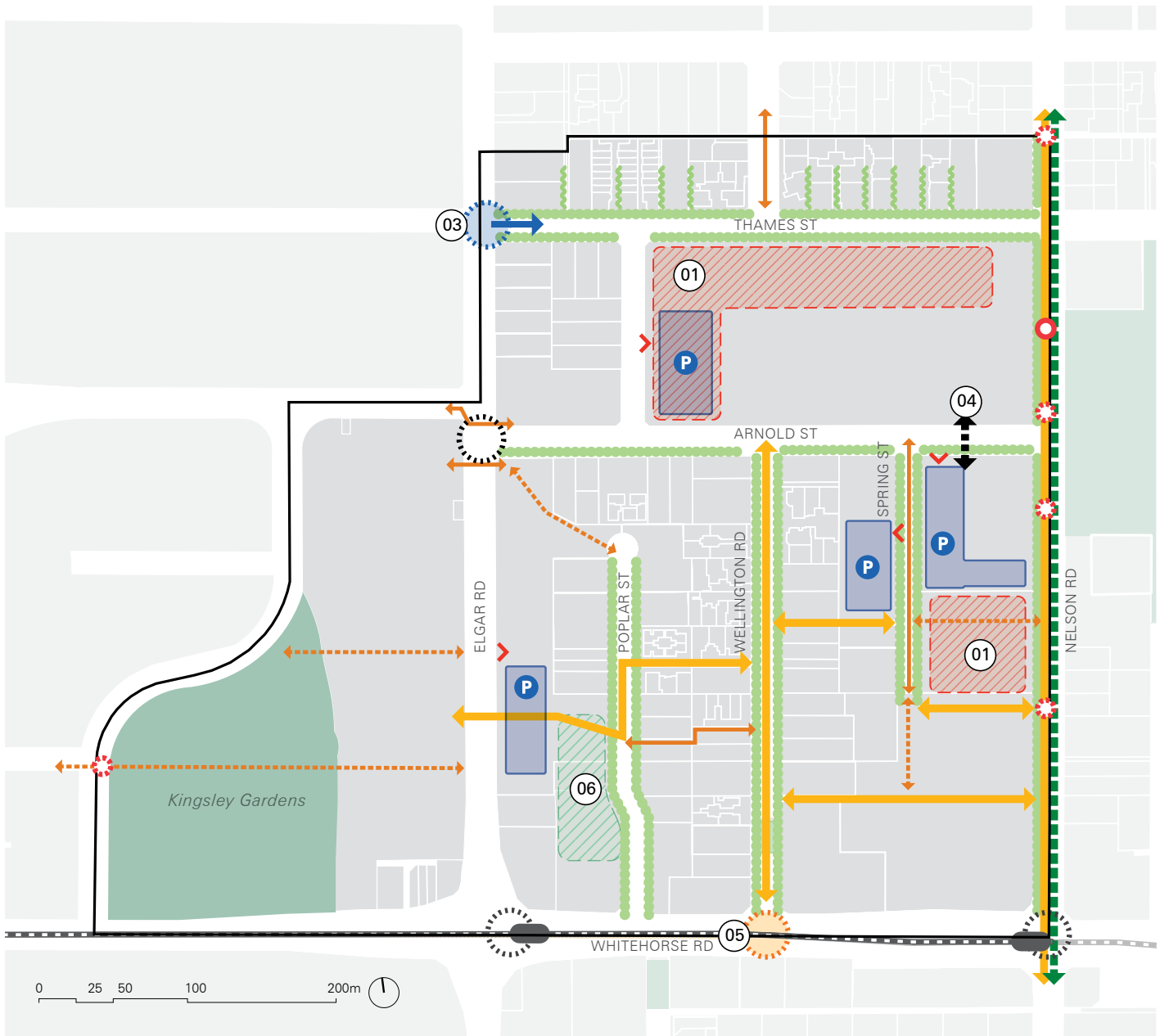
Thames Street (North Side)

- Add street tree planting wherever possible, and encourage planter beds within the existing nature strip zone to maintain amenity and comfort for pedestrians.
- Provide deep soil zones to 3-4m width garden setbacks from street frontages and (western) shared boundaries.
- Incorporate rain gardens where possible.

Nelson Road

- Use consistent public realm materials as visual cues. Increase environmental comfort for pedestrians and cyclists with plantings.
- Support upgraded East / West through-block links through the use of consistent, high-quality public realm materials and planting / climbers on boundary walls and building façades where climatic conditions support growth to provide high-quality and high amenity links.

Precinct Map: Health and Education Neighbourhood



Precinct Boundary

Tram line

Tram stop

Public realm and open space

Open space – existing

Increase canopy trees

Provide green breaks between buildings

Walking & cycling

Sky bridge crossing – preferred (future)

Primary link – existing (upgrade)

Primary link – preferred (future)

Local link – existing (secure public access and upgrade)

Local – preferred (future)

Bicycle route – existing (upgrade)

Bicycle route – preferred (future)

Signalised pedestrian crossing – existing (upgrade)

Signalised pedestrian crossing – preferred (future)

Wombat or zebra crossing – existing (upgrade)

Wombat or zebra crossing – preferred (future)

Vehicles

Service laneway

Car park access point

Consolidated car parking – existing

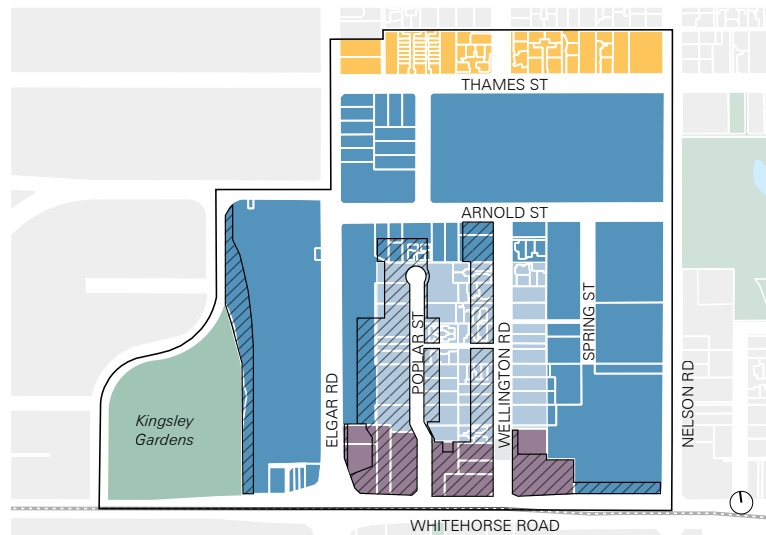
Signalised intersection – key access point

Strategic opportunities

Investigation area – development

Investigation area – open space

Precinct Key Requirements: Health and Education Neighbourhood

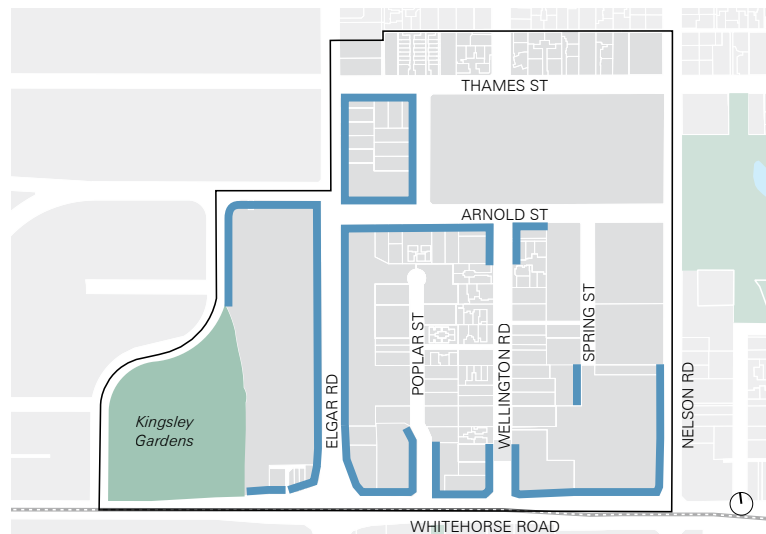


Preferred maximum building height

Locations where overshadowing controls will reduce allowed height below preferred height limits

120m	35 storeys
90m	25 storeys
52m	15 storeys
42m	12 storeys
28m	8 storeys
21m	6 storeys
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11m	3 storeys

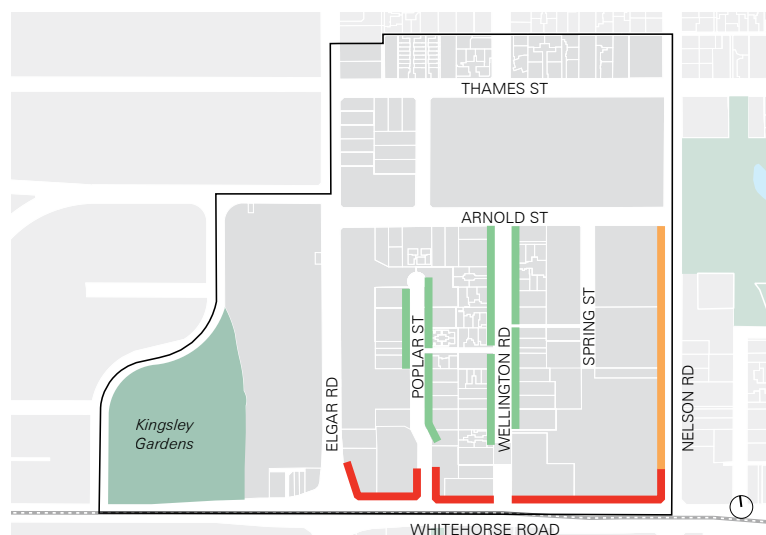
Note: The estimated maximum number of storeys are based on a minimum floor to floor height of 4 metres at ground level, 3.5 metres for commercial levels and 3.2 metres for residential levels. A greater floor to floor height than the minimum will reduce the overall number of storeys.



Active street frontages

- Type A | Urban Core Street
- Type B | Urban Activity Street
- Type C | Active Laneway
- Type A | Retain rhythm of existing fine-grain frontages

Note: The classification of active street frontage types are intended to be consistent with the urban realm terminology used in BHURTG. Only key frontages with design and development requirements are identified.



Vehicular access

- Service laneway | preferred access
- No crossovers permitted
- Crossovers strongly discouraged
- Shared crossovers strongly encouraged

Precinct Landscape: Health and Education Neighbourhood

Preferred landscape character

The landscape of the Health and Education Neighbourhood is characterised by planted forecourts and garden spaces interfacing with streetscapes, pedestrian links through campus style development and high activity streetscapes.

Tree species of suitable size and columnar form are planted within laneways and small paved spaces within the public realm. Kingsley Gardens provides a generous and highly valued public open space as does the potential Poplar Street site. Enhancements to Kingsley Gardens increase biodiversity and resilience, while continuing to provide expansive spaces for both active and passive uses. Additional shrub and tree planting visually reinforce public realm connections to Kingsley Gardens and provide appropriate transition at interfaces with private property. Avenue plantings of both native and exotic, climate resilient canopy tree species create high amenity streets with high levels of environmental comfort within the public realm. Generous footpaths accommodate high levels of pedestrian activity.

A public lighting strategy will reinforce connections to public open space and addresses wayfinding and safety throughout.

Private realm contribution to landscape character

- Paved forecourts and courtyards extend the internal uses of buildings, form appropriate interfaces with the public realm are welcoming public space gestures.
- The planting of clear trunked, mid-sized trees is encouraged in these spaces to provide an appropriate transition of scale and clear visual cues to building entrances.
- High amenity pedestrian spaces linking to the public realm are encouraged.
- Tree species of suitable size and columnar form are planted within laneways and small paved spaces.
- Where micro-climatic conditions are suitable, vertical planting in the form of climbers on boundary walls and building façades are encouraged.
- Planting is encouraged to balconies and rooftop spaces to enhance their usability as communal / breakout spaces for employees.
- The lighting strategy should reinforce the identity of uses located here, should facilitate wayfinding and support the 24hour nature of this neighbourhood.

Precinct Guidelines: Prospect Neighbourhood

Built form and design

- Development along Prospect Street, Young Street, and Nelson Road to make provision for landscaped setbacks and planting of canopy trees as shown on the Precinct Plan.
- Development on Whitehorse Road to be built to the boundary with active street frontages (refer to Active Street Frontage Plan overleaf).
- All development to provide activated street interfaces. Office and commercial activities should be located within podiums with retail and complementary entertainment activities activating street and lower levels. Residential uses, including residential hotel and other complementary accommodation uses are encouraged in upper levels of buildings.
- All development to prioritise pedestrian and cyclist movement over vehicle access along street frontages.
- Encourage consolidation of sites and for parking and vehicle access to be provided via rear laneways where possible.
- Vehicular access should be provided via rear laneways or Young Street for sites north of Prospect Street.
- Sites south of Prospect Street should minimise the impact of vehicular access on pedestrian amenity through the use of shared crossovers.

Transport and movement

- ① Provide new signalised pedestrian crossing at Whitehorse Road and Wellington Road.
- ② Provide adequate space at the Nelson Road and Whitehorse Road intersection and along Nelson Road for the future Strategic Cycling Corridor and north-south pedestrian flows.
- ③ Create a new mid-block pedestrian local link between Young Street and Nelson Road as part of future development.
- No crossovers permitted on development sites located on the northern side of Prospect Street and strongly encourage shared crossovers on development sites located on the southern side of Prospect Street.

Public realm and open space

- Ensure all urban realm treatments are consistent with BHURTG.
- Support the establishment of Whitehorse Road as a major boulevard through strong planting and consistent, high-quality public realm treatment.
- Provide generous public realm with clear visual cues to support an increase in pedestrian circulation, especially on Prospect Street, primarily moving towards the Central Neighbourhood. Provide adequate space for formal pedestrian crossings (existing and proposed) on Whitehorse Road and ensure these are well integrated into the streetscape. Make provisions within the public realm for pedestrians crossing Young Street and Prospect Street as they move towards the Central Neighbourhood (e.g. wombat crossings).
- Maximise opportunities for new canopy trees to be planted within deep soil / structural soil zones to support horticultural performance and enhance environmental comfort of streets and spaces. Focus on Prospect Street where pedestrian volumes are anticipated to increase most significantly, and on Whitehorse Road where an activated street frontage is desirable.
- Retain highly valued street trees where they exist, for example on Prospect Street, and add additional trees where possible over time.
- Incorporate WSUD initiatives wherever possible including on Prospect Street and Whitehorse Road. Consider locations within footpath and / or on road between parking bays.
- Aim for diverse, multi-storey plantings to increase biodiversity and resilience.
- Allow for an activated, vegetated transition space at the interface of the public and private realm wherever possible. On Whitehorse Road and Prospect Street, provide intermittent plazas incorporating high-quality landscape with integrated seating and activated building entries.

Prospect Street (north side)

- Provide 3–4m wide footpath uninterrupted by vehicle crossovers.
- Provide canopy street trees within pits or garden beds at footpath level.

Prospect Street (south side)

- Provide a minimum 2.6m width footpath
- Provide canopy street trees within rain gardens at road level between carpark bays

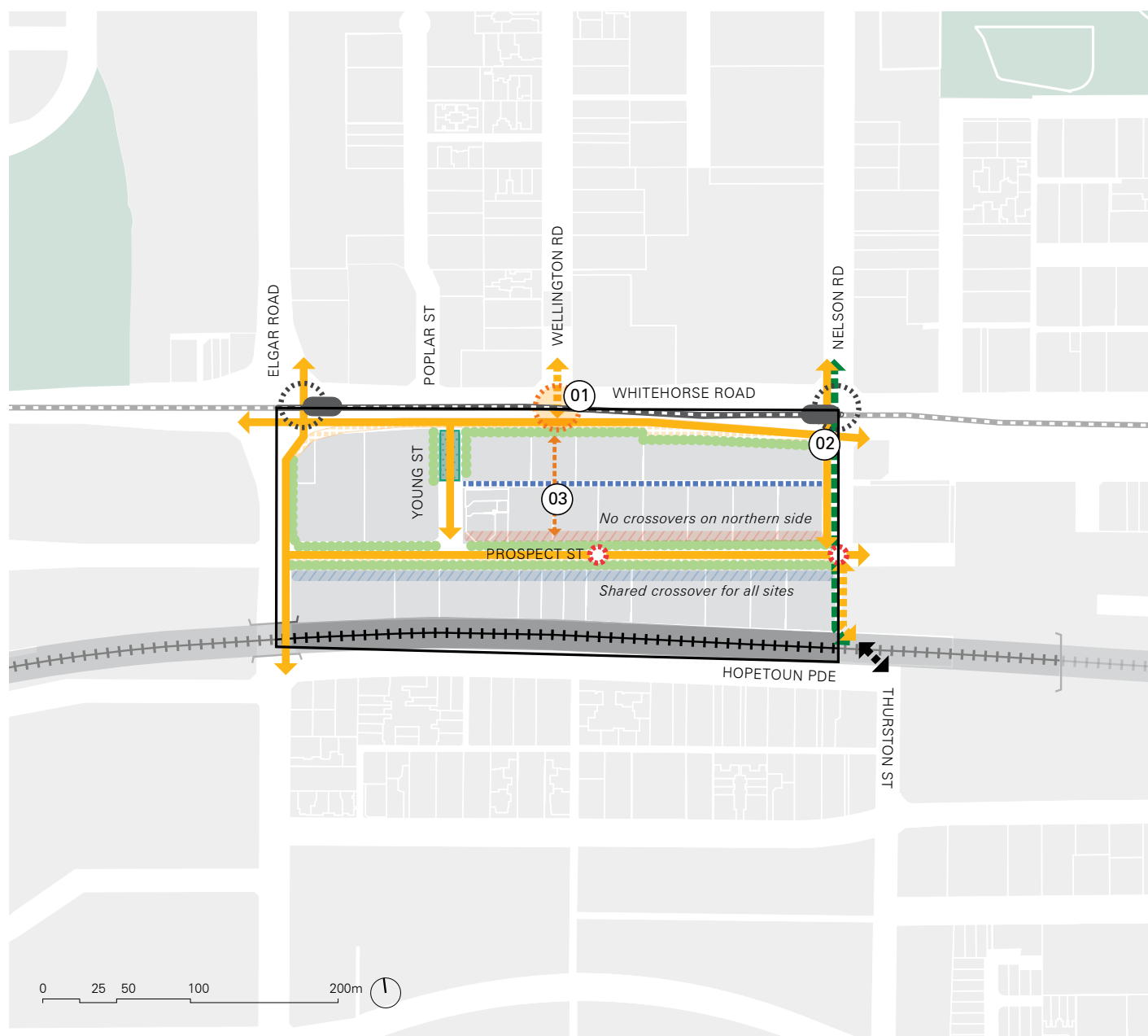
Nelson Road/Thurston Street

- Use consistent public realm materials as visual cues to highlight proposed shared user path on East side
- Incorporate planting where possible to increase environmental comfort for pedestrians and cyclists.

Service laneways

- Provide climbers on frames to rear boundary walls where climatic conditions support growth.

Precinct Map: Prospect Neighbourhood



Precinct Boundary

Tram line

Tram stop

Public realm and open space

Open space – upgrade to small local open space

Increase canopy trees

Walking & cycling

New bridge crossing over rail – high priority

Primary link – existing (upgrade)

Primary link – preferred (future)

Local link – existing (secure public access and upgrade)

Local – preferred (future)

Bicycle route – preferred (future)

Signalised pedestrian crossing – existing (upgrade)

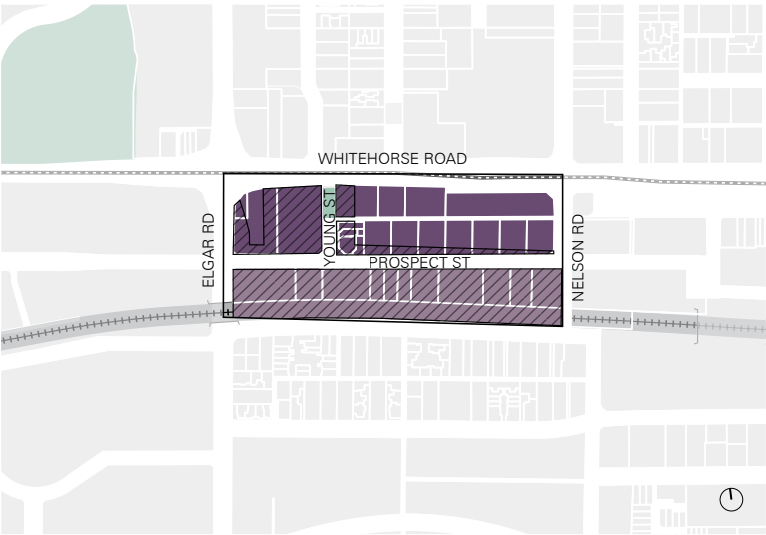
Signalised pedestrian crossing – preferred (future)

Wombat or zebra crossing – preferred (future)

Vehicles

Service laneway

Precinct Key Requirements: Prospect Neighbourhood

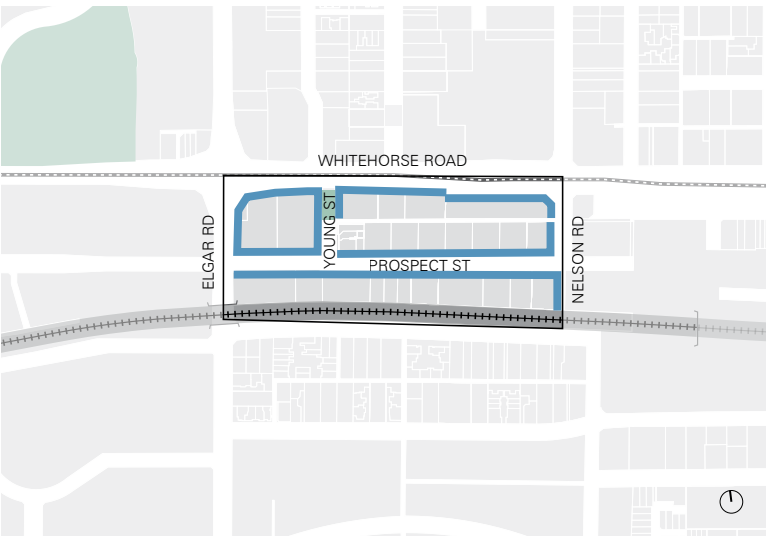


Preferred maximum building height

Locations where overshadowing controls will reduce allowed height below preferred height limits

120m	35 storeys
90m	25 storeys
52m	15 storeys
42m	12 storeys
28m	8 storeys
21m	6 storeys
18m	5 storeys
13.5m	4 storeys
11m	3 storeys

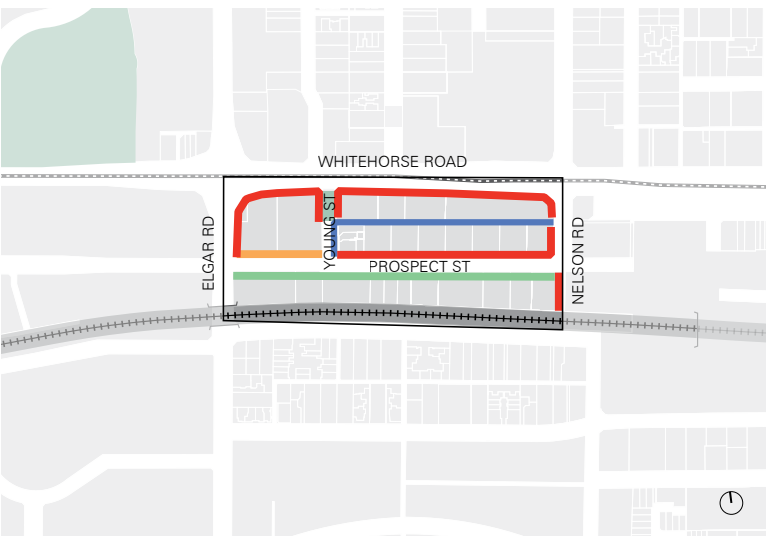
Note: The estimated maximum number of storeys are based on a minimum floor to floor height of 4 metres at ground level, 3.5 metres for commercial levels and 3.2 metres for residential levels. A greater floor to floor height than the minimum will reduce the overall number of storeys.



Active street frontages

- Type A | Urban Core Street
- Type B | Urban Activity Street
- Type C | Active Laneway
- Type A | Retain rhythm of existing fine-grain frontages

Note: The classification of active street frontage types are intended to be consistent with the urban realm terminology used in BHURTG. Only key frontages with design and development requirements are identified.



Vehicular access

- Service laneway | preferred access
- No crossovers permitted
- Crossovers strongly discouraged
- Shared crossovers strongly encouraged

Precinct Landscape Character: Prospect Neighbourhood

Preferred landscape character

A leafy, high-quality streetscape to Prospect Street is the centrepiece of this neighbourhood.

Providing the key pedestrian connection to the central activity area, this street is characterised by the existing street trees, forming a framework to be continued in the future, potentially supplemented by additional specimens / species. Generous footpaths accommodate high levels of pedestrian activity and vehicular access is managed to support this. Garden beds including WSUD planting provide additional opportunity for greening to improve comfort, biodiversity and resilience of landscape. High-quality public realm treatments within laneways improve amenity and safety.

The public lighting strategy addresses the long laneways characteristic of this neighbourhood as well as wayfinding and safety throughout.

Private realm contribution to landscape character

- Paved and planted forecourts extend the public realm on Whitehorse Road and Prospect Street, form appropriate street interfaces and are welcoming public space gestures.
- The provision of seating is encouraged in these spaces.
- Smaller trees and garden beds make these spaces comfortable for lingering, provide an appropriate transition of scale and clear visual cues to building entrances.
- In laneways, where micro-climatic conditions are suitable, vertical planting in the form of climbers on boundary walls is encouraged.
- Planting is encouraged to balconies and rooftop spaces to enhance their usability as communal / social spaces for employees and residents.

Precinct Guidelines: Garden Neighbourhood

Built form and design

- 01 Undertake a masterplanned approach to the redevelopment of sites identified as 'investigation area – development', including provision of a new mid-block link to implement the future local link as shown on the Precinct Map.
- Development abutting the Box Hill Gardens, identified as 'open space interfaces', should provide habitable rooms orientated towards the open space to maximise interaction and passive surveillance.
- Development along other key streets should provide 3m landscaped setbacks and planting of canopy trees and 1.5m setback for landscaping softening to rear service laneways.
- Sites north and south of Thames Street should provide landscape setbacks between buildings.
- Development along Nelson Road and Station Street should prioritise pedestrian and cyclist movement over vehicle access along those street frontages.

Transport and movement

- 02 Investigate opportunities for consolidated multi-deck car parking between Nelson Road and Shipley Street.
- 03 Complete footpaths and remove informal gravel car parking at Box Hill Gardens at the corner of Shipley Street and Irving Avenue and return to parkland.
- 04 Reduce on-street car parking on Station Street to prioritise bus movements.
- Provide enhanced and new through block links in preferred locations to implement the primary and local links as shown on the Precinct Map.
- Make provisions within the public realm for pedestrians crossing Irving Avenue to and from the Box Hill Gardens and on Station Street as they access bus services.
- Support the establishment of Nelson Road as a strategic bike and pedestrian connection.

Public realm and open space

- Ensure all urban realm treatments are consistent with BHURTG.
- Retain highly valued street trees where they exist, for example on Thames Street and Nelson Road, and add additional trees where possible over time.
- Maximise opportunities for new canopy trees to be planted within deep soil / structural soil zones to support horticultural performance and enhance environmental comfort of streets and spaces. Focus on improving the quality of public realm connections between Whitehorse Road and Box Hill Gardens on Bruce Street, Elland Avenue and Archibald Street where intensification of development is anticipated to increase pedestrian numbers.
- Reinforce the established rhythm of garden setbacks on Thames Street.
- Incorporate WSUD initiatives wherever possible. Consider locations within footpaths and / or on road between parking bays.
- Aim for diverse plantings to increase biodiversity of the public realm, including on Nelson Road, Station Street and Irving Avenue where they interface with Box Hill Gardens.

Box Hill Gardens interface

- Provide intermittent garden courtyards (min. 3x3m) with deep soil zone for canopy tree planting at interface between residential and aged care uses south of Thames Street.
- Provide planting to 'fringe' (minimum 2m width) to integrate public open space with streetscape and draw pedestrians into the Box Hill Gardens (on Nelson Street and Station Street north of Irving Avenue).

Irving Avenue (North side)

- Incorporate rain garden beds flanking generous paved pedestrian entry points (min. 5m width) to Box Hill Gardens at Shipley, Bruce and Station Streets.

Thames Street

- Provide deep soil zones to 3-4m width garden setbacks from street frontages and (western) shared boundaries.
- Incorporate rain gardens marking proposed pedestrian crossing to green link and other locations where possible.

Nelson Road

- Integrate proposed shared path (or separate bicycle lane) and mark pedestrian crossings connecting to the Health and Education Neighbourhood with additional planting. Use public realm materials consistent with BHURTG as visual cues. Increase environmental comfort for pedestrians and cyclists.

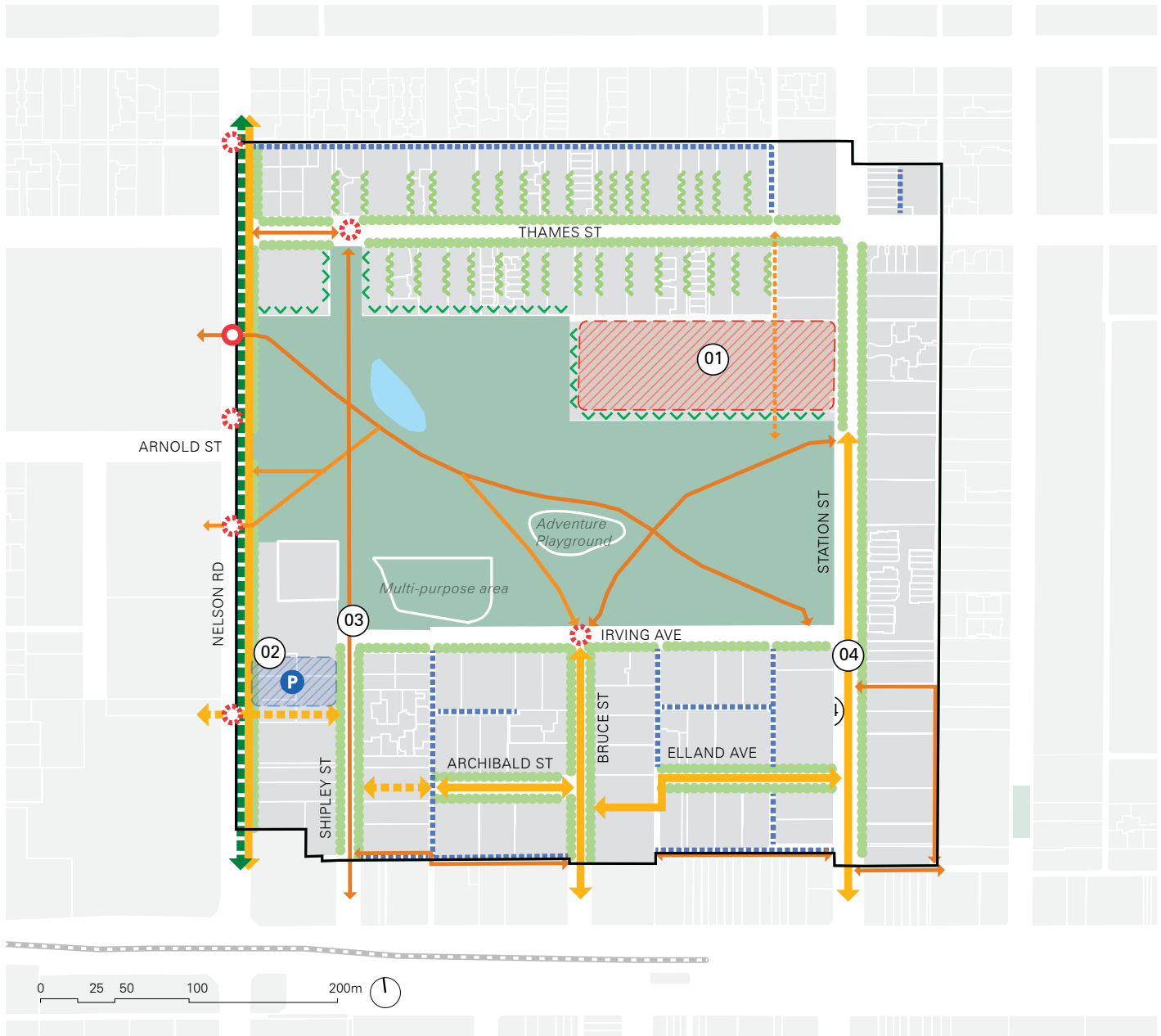
Station Street

- Provide trees in bio-retention pits on the west and southern edge of aged care facility to allow for uninterrupted bus passenger circulation through public realm.

Service laneways

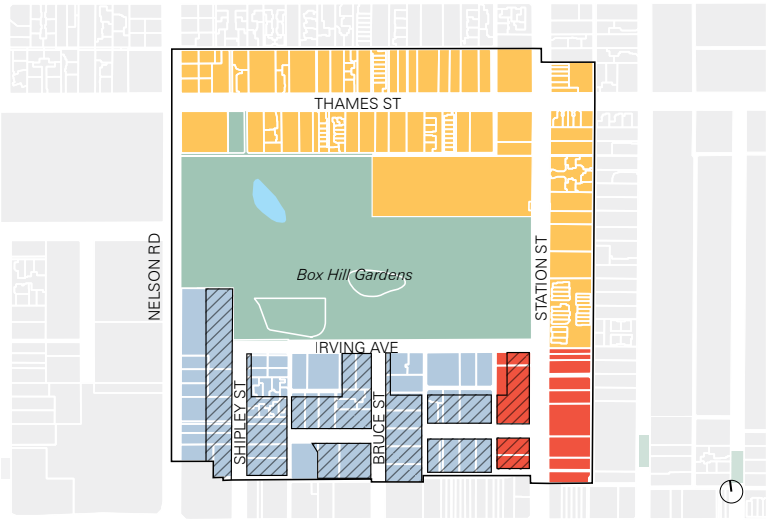
- Provide intermittent garden courtyards (min. 3x3m) with deep soil zone for canopy tree planting zones to rear boundaries.
- Provide climbers on frames to rear boundary walls where climatic conditions support growth and garden courtyards for more substantial planting are not possible.

Precinct Map: Garden Neighbourhood



Precinct Boundary	Walking & cycling	Vehicles
<i>Public realm and open space</i>	Primary link – existing (upgrade)	Service laneway
Open space – existing	Primary link – preferred (future)	Consolidated car parking – preferred (future)
Increase canopy trees	Local link – existing (secure public access and upgrade)	Strategic opportunities
Provide green breaks between buildings	Local – preferred (future)	Investigation area – development
<i>Built form</i>	Bicycle route – preferred (future)	
Open space interfaces	Wombat or zebra crossing – existing (upgrade)	
	Wombat or zebra crossing – preferred (future)	

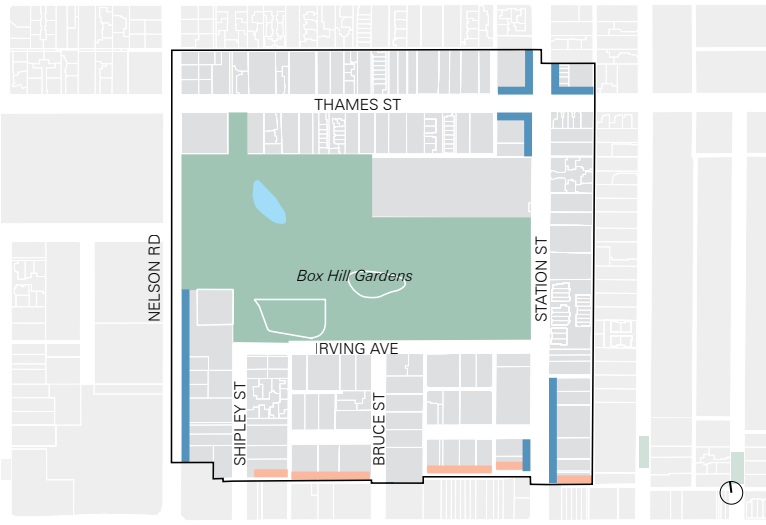
Precinct Key Requirements: Garden Neighbourhood



Preferred maximum building height

- Locations where overshadowing controls will reduce allowed height below preferred height limits
- | | |
|-------|------------|
| 120m | 35 storeys |
| 90m | 25 storeys |
| 52m | 15 storeys |
| 42m | 12 storeys |
| 28m | 8 storeys |
| 21m | 6 storeys |
| 18m | 5 storeys |
| 13.5m | 4 storeys |
| 11m | 3 storeys |

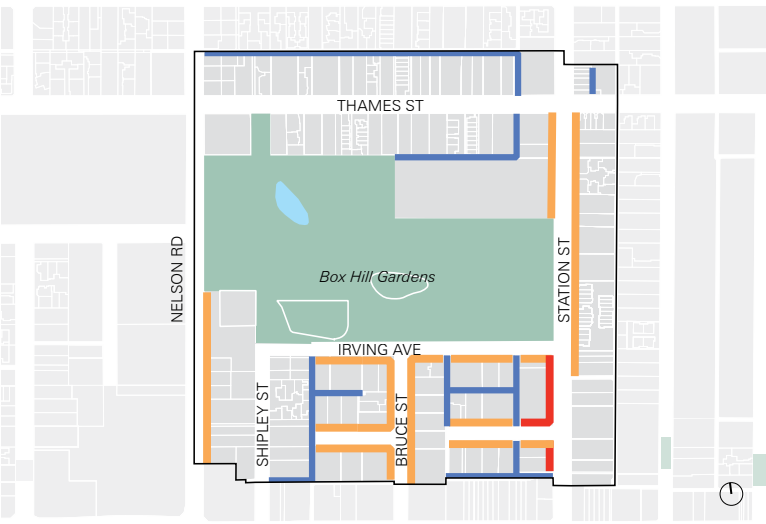
Note: The estimated maximum number of storeys are based on a minimum floor to floor height of 4 metres at ground level, 3.5 metres for commercial levels and 3.2 metres for residential levels. A greater floor to floor height than the minimum will reduce the overall number of storeys.



Active street frontages

- Type A | Urban Core Street
- Type B | Urban Activity Street
- Type C | Active Laneway
- Type A | Retain rhythm of existing fine-grain frontages

Note: The classification of active street frontage types are intended to be consistent with the urban realm terminology used in BHURTG. Only key frontages with design and development requirements are identified.



Vehicular access

- Service laneway | preferred access
- No crossovers permitted
- Crossovers strongly discouraged
- Shared crossovers strongly encouraged

Precinct Landscape: Garden Neighbourhood

Preferred landscape character

The Garden Neighbourhood is a high-density residential neighbourhood characterised by a generosity of public open space provided by Box Hill Gardens

Enhancements to the Gardens increase biodiversity and resilience, while continuing to provide expansive spaces for both active and passive uses. Additional shrub and tree planting visually reinforce public realm connections to the Gardens and provide appropriate transition at interfaces with private property. Avenue plantings of both native and exotic, climate resilient canopy tree species create high amenity streets with high levels of environmental comfort within the public realm. Generous footpaths accommodate high levels of pedestrian activity.

The public lighting strategy reinforces connections to public open space and addresses wayfinding and safety throughout.

Private realm contribution to landscape character

- Courtyard spaces to street frontages provide a rhythm to the built form. Green breaks between buildings should be provided on Thames Street.
- The planting of trees within these spaces is encouraged to provide an appropriate visual transition between the public realm and the higher density residential developments which feature in this neighbourhood.
- Planting is encouraged to balconies and rooftop spaces to enhance their usability as communal / social spaces for employees and residents.

Precinct Guidelines: Civic and Cultural Neighbourhood

Built form and design

- ① Subject to planning and feasibility, redevelop the rear of Town Hall, as part of renewal of the existing Community Hub, to provide a new urban space oriented to Bank Street.
- ② Undertake a masterplanned approach to decking and development of areas over the rail on sites identified as 'investigation area – development', with provision for cycling connection at rear of deck.
- ③ Redevelopment of the following existing Council owned facilities for community or cultural uses. Opportunities include:
 - At grade car park at rear of library opportunity for community or cultural uses, with active interface to Linsley Street Reserve
 - Court Street community facility opportunity for redevelopment with integrated community housing
- All development to provide active street frontages and active laneway interfaces and to prioritise pedestrian and cyclist movement over vehicle access along those street frontages (refer to Active Street Frontage Plan overleaf).
- Development should respond to the proposed urban space along the south side of Whitehorse Road (integrating with Town Hall forecourt).

Transport and movement

- Provision of enhanced and new through block links and activated laneway links to implement the primary and secondary local links as shown.
- Encourage development to contribute to upgraded existing or preferred future signalised pedestrian crossing points in location shown on the Precinct Map.
- Consolidation of car parking and limitation of vehicle access points to location shown on the Precinct Map.

Public realm and open space

- ④ Enhance existing road closures on existing Watt Street and Court Street to create small local open space that serve as passive, green spaces north of Whitehorse Road. Provide seating and consider environmental comfort to make these useable, comfortable spaces.
 - Ensure all urban realm treatments are consistent with BHURTG.
 - Retain highly valued street trees where they exist, for example on Whitehorse Road, and add additional trees where possible over time.
 - Support the establishment of Whitehorse Road as a major boulevard through strong planting and consistent, high-quality public realm treatment. Introduce a new urban space, integrated with existing public open space as an extension of this high profile frontage. Transition plant species, public realm materials and detailing across the two spaces to achieve this.
 - Support the establishment of Bank Street as a primary bike and pedestrian connection. Introduce consistent public realm treatment and incorporate a new urban space at the rear of the Town Hall to raise the profile and function of this street.
 - Provide generous public realm with clear visual cues. Provide adequate space to formal pedestrian crossings (existing and proposed) on Whitehorse Road and ensure these are well integrated into the streetscape
 - Ensure that the new urban spaces on Whitehorse Road and Bank Street are publicly accessible and inviting and are able to be programmed for a variety of impromptu activities and organised functions.
 - Maximise opportunities for new canopy trees to be planted within deep soil / structural soil zones to support horticultural performance and enhance environmental comfort of streets and spaces. Focus on Watts and Court Streets where new small local open spaces are proposed.
 - Incorporate WSUD initiatives wherever possible including within the new urban space on Whitehorse Road. Consider locations within footpath and / or on road between parking bays.
 - Aim for diverse, multi-storey plantings to increase biodiversity and resilience.

Bank Street (north side)

- Provide a minimum 2.6m width footpath.
- Provide canopy street trees within rain gardens at road level between carpark bays.
- Provide additional planting to increase environmental comfort for pedestrians and cyclists moving primarily towards the Central Neighbourhood.

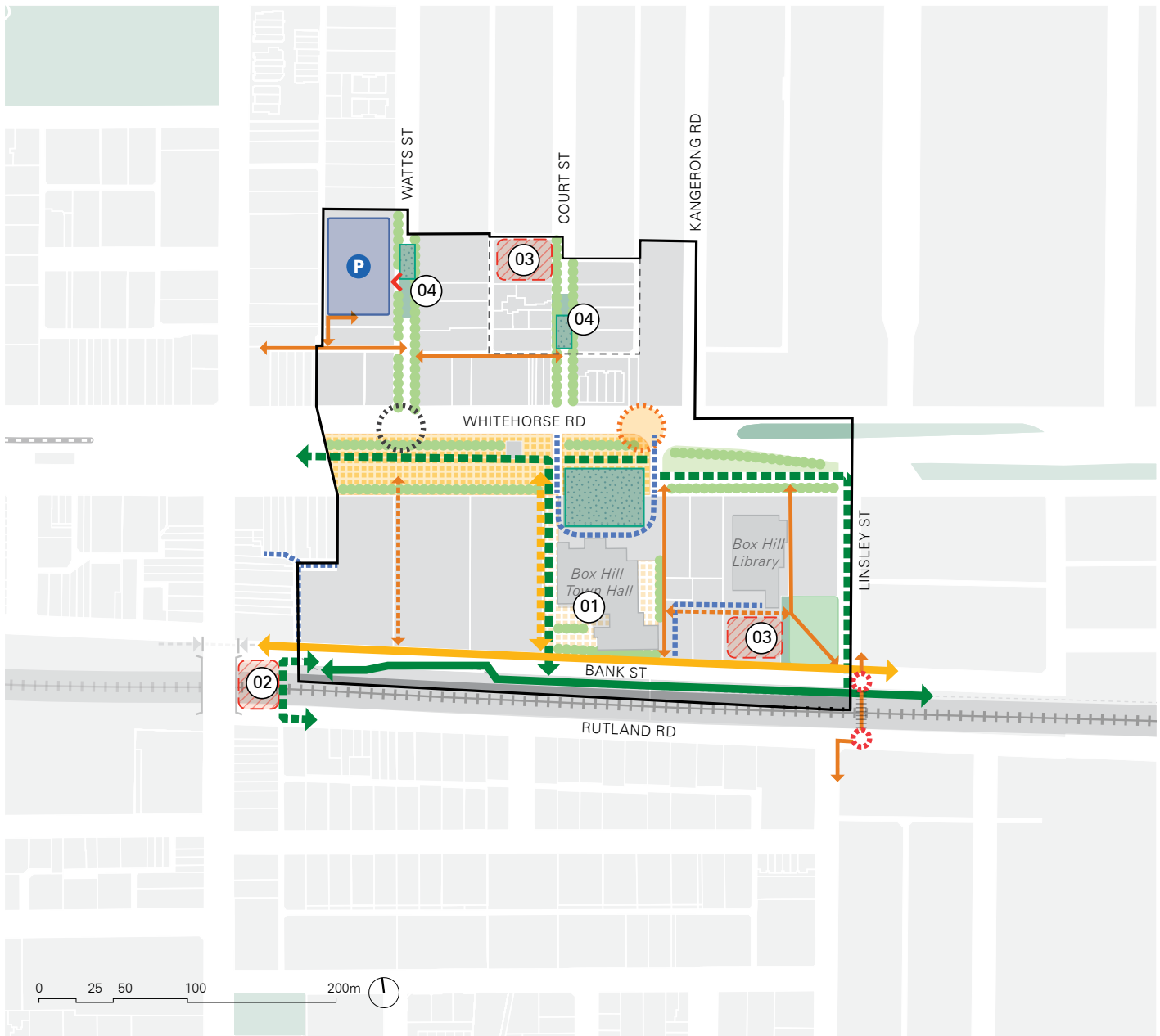
Bank Street (south side)

- Provide canopy street trees within rain gardens at road level between carpark bays.

Service Laneways

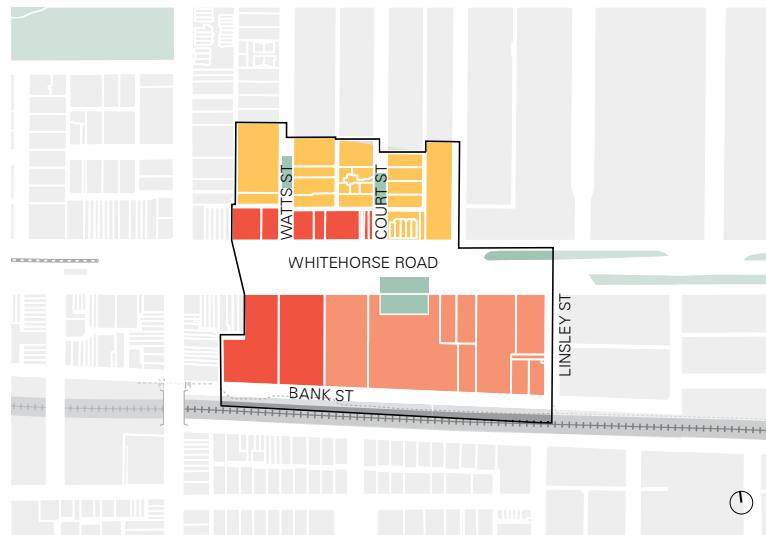
- Provide climbers on frames to rear boundary walls where climatic conditions support growth and garden courtyards for more substantial planting are not possible.

Precinct Map: Civic and Cultural Neighbourhood



- | | | |
|---|--|-------------------------------------|
| Precinct Boundary | Walking & cycling | Vehicles |
| Former Activity Centre Boundary | Primary link – existing (upgrade) | Service laneway |
| Belgrave/Lilydale railway line | Primary link – preferred (future) | Consolidated car parking – existing |
| Public realm and open space | Local link – existing (secure public access and upgrade) | Strategic opportunities |
| Urban space – Whitehorse Road reconfiguration | Local – preferred (future) | Investigation area – development |
| Urban space – upgraded and preferred (future) | Bicycle route – existing (upgrade) | |
| Open space – existing | Bicycle route – preferred (future) | |
| Open space – existing (upgrade) | Signalised pedestrian crossing – existing (upgrade) | |
| Increase canopy trees | Signalised pedestrian crossing – preferred (future) | |
| | Wombat or zebra crossing – preferred (future) | |

Precinct Key Requirements: Civic and Cultural Neighbourhood

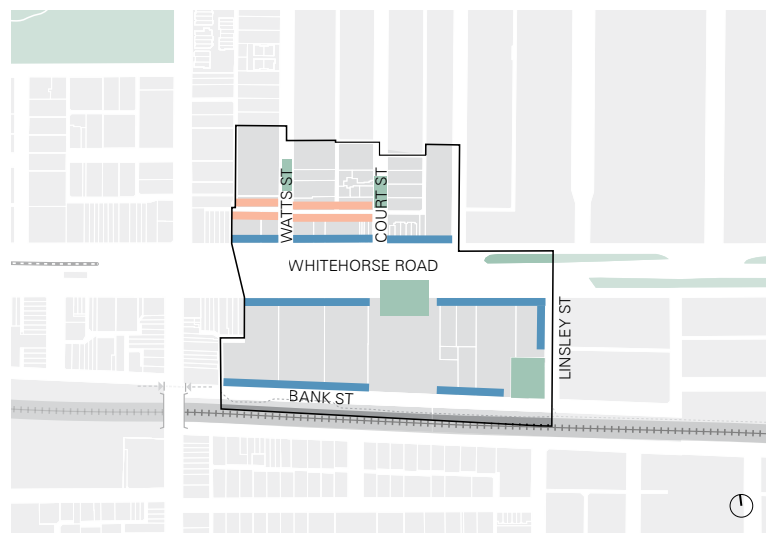


Preferred maximum building height

Locations where overshadowing controls will reduce allowed height below preferred height limits

120m	35 storeys
90m	25 storeys
52m	15 storeys
42m	12 storeys
28m	8 storeys
21m	6 storeys
18m	5 storeys
13.5m	4 storeys
11m	3 storeys

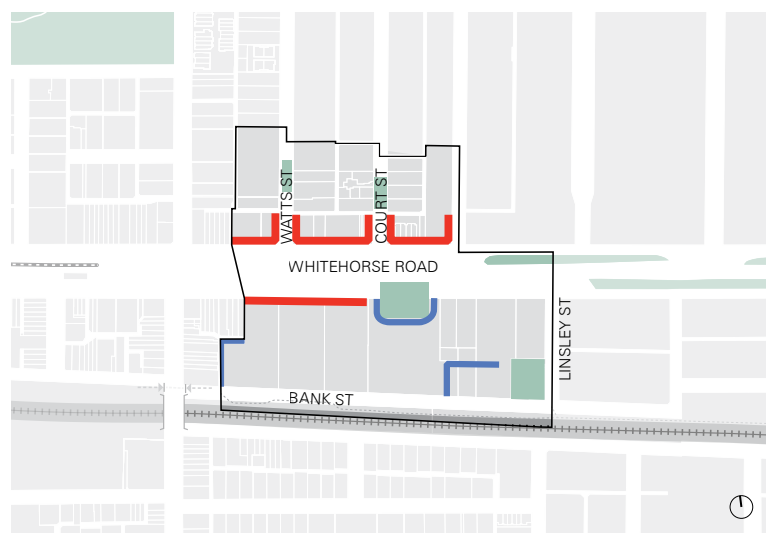
Note: The estimated maximum number of storeys are based on a minimum floor to floor height of 4 metres at ground level, 3.5 metres for commercial levels and 3.2 metres for residential levels. A greater floor to floor height than the minimum will reduce the overall number of storeys.



Active street frontages

- Type A | Urban Core Street
- Type B | Urban Activity Street
- Type C | Active Laneway
- Type A | Retain rhythm of existing fine-grain frontages

Note: The classification of active street frontage types are intended to be consistent with the urban realm terminology used in BHURTG. Only key frontages with design and development requirements are identified.



Vehicular access

- Service laneway | preferred access
- No crossovers permitted
- Crossovers strongly discouraged
- Shared crossovers strongly encouraged

Precinct Landscape Character: Civic and Cultural Neighbourhood

Preferred landscape character

A combination of landscape types reflects a range of uses and activities within the Civic and Cultural Neighbourhood. Spaces are designed to be inviting for public use and to support passive, incidental social interaction as well as a range of programmed events.

Public garden spaces feature large shade trees and lawn areas which offer choice and comfort to users at different times of the day and throughout the seasons. A variety of formal and informal seating types in a range of configurations accommodates individuals as well as groups of different sizes. Paved forecourts and courtyards extend the internal uses of buildings, form appropriate street interfaces and are welcoming public space gestures. Smaller trees and garden beds make these spaces comfortable for lingering, provide an appropriate transition of scale and clear visual cues to building entrances. High amenity pedestrian spaces are provided to link key destinations throughout the neighbourhood.

The public lighting strategy reinforces the identity and civic functions of the spaces and buildings, facilitates wayfinding and supports the after-hours activity expected in this neighbourhood.

A variety of green spaces includes small local open spaces such as 'pocket parks' within road closure sites and the Linsley Street Reserve provides further choice to residents, workers and visitors.

The 'signature public open space' of Whitehorse Road is forms part of this neighbourhood and interfaces are purposefully designed.

Private realm contribution to landscape character

- Planting is encouraged to balconies and rooftop spaces to enhance their usability as communal / social spaces for employees, residents and visitors.

Precinct Guidelines: Enterprise Neighbourhood

Built form and design

- 01 Undertake a masterplanned approach to decking and development of areas over the rail on sites identified as 'investigation area – development', with provision for cycling connection at rear of deck.
- Development to be built to the boundary, and to provide active street frontages and to prioritise pedestrian and cyclist movement over vehicle access along those street frontages (refer to Active Street Frontage Plan overleaf).

Transport and movement

- Encourage consolidation of sites and for vehicle access to be provided via rear laneways
- Support the establishment of Rutland Road and Pippard Street as primary bike and pedestrian connections. Introduce consistent, high-quality public realm treatment to raise the profile and function of these streets.
- Support the upgrade of service laneway parallel to Station Street as local pedestrian and bike link, consistent with BHURTG "Urban Laneway - Type 1".
- Support the establishment of Ellingworth Pde as a primary pedestrian link connecting to Station Street and the Central Neighbourhood.
- Support local link connecting Ashted Road, Glenmore Street, William Street and Victoria Rose Reserves by prioritising upgrade to high-quality public realm materials consistent with BHURTG.

Public realm and open space

- 02 Support proposed open space located between Ellingworth Pde and Harrow Street. Provide additional planting to increase environmental comfort for pedestrians and raise the profile of Pippard Street as link to proposed public open space.
- Ensure all urban realm treatments are consistent with BHURTG.
- Retain highly valued street trees and planting where they exist, for example on Harrow Street and Rutland Road, and add additional trees where possible over time.
- Maximise opportunities for new canopy trees to be planted within deep soil / structural soil zones to support horticultural performance and enhance environmental comfort of streets and spaces. Focus on Ellingworth Parade.
- Incorporate WSUD initiatives wherever possible. Consider locations within footpath and / or on road between parking bays.
- Aim for diverse, multi-storey plantings to increase biodiversity and resilience wherever possible.
- Integrate Pioneer Park with Harrow Street and Community Hub (and multi-deck carpark) frontage by extending under-storey planting and ensuring generous pedestrian access.

Rutland Road (North side)

- Supplement existing planting. Aim for diverse, multi-storey plantings to increase biodiversity and resilience.

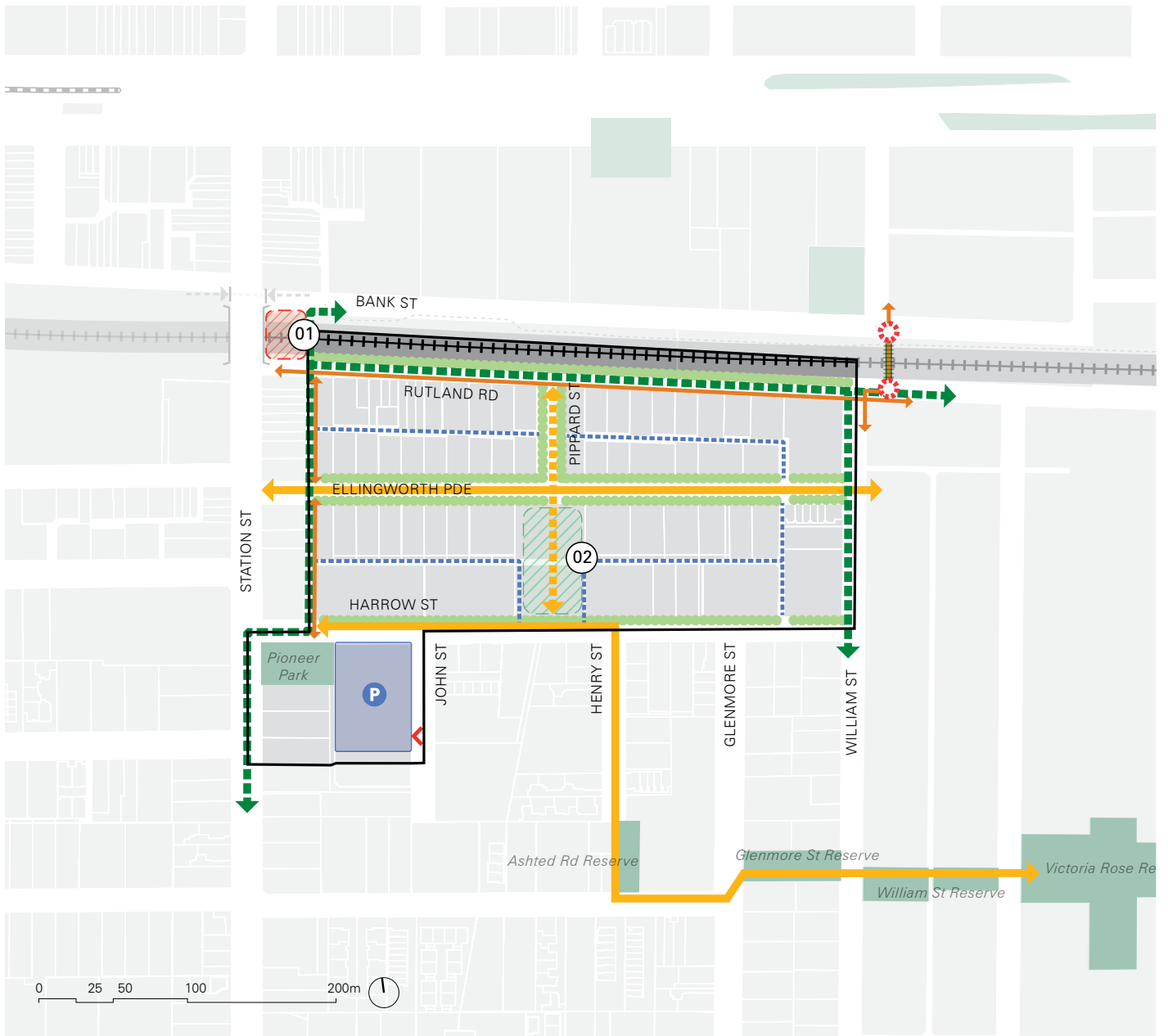
Rutland Road (South Side)

- Provide minimum 2.6m width footpath.
- Provide Canopy street trees within rain gardens at road level between carpark bays to improve environmental comfort.

Service Laneways

- Provide intermittent garden courtyards (min. 3x3m) with deep soil zone for canopy tree planting zones to rear boundaries.
- Provide climbers on frames to rear boundary walls where climatic conditions support growth.

Precinct Map: Enterprise Neighbourhood



Precinct Boundary

Public realm and open space

- Open space – existing
- Increase canopy trees

Walking & cycling

- Primary link – existing (upgrade)
- Primary link – preferred (future)
- Local link – existing (secure public access and upgrade)
- Local – preferred (future)
- Bicycle route – existing (upgrade)
- Bicycle route – preferred (future)
- Wombat or zebra crossing – preferred (future)

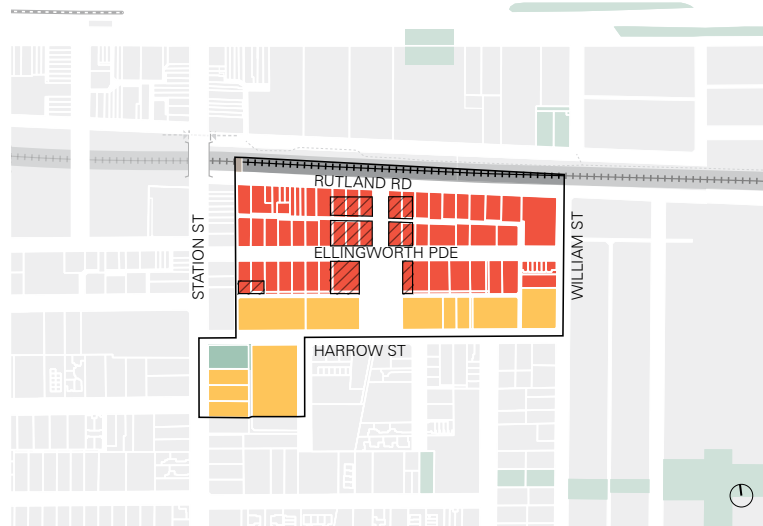
Vehicles

- Service laneway
- Car park access point
- Consolidated car parking – existing

Strategic opportunities

- Investigation area – development
- Investigation area – open space

Precinct Key Requirements: Enterprise Neighbourhood

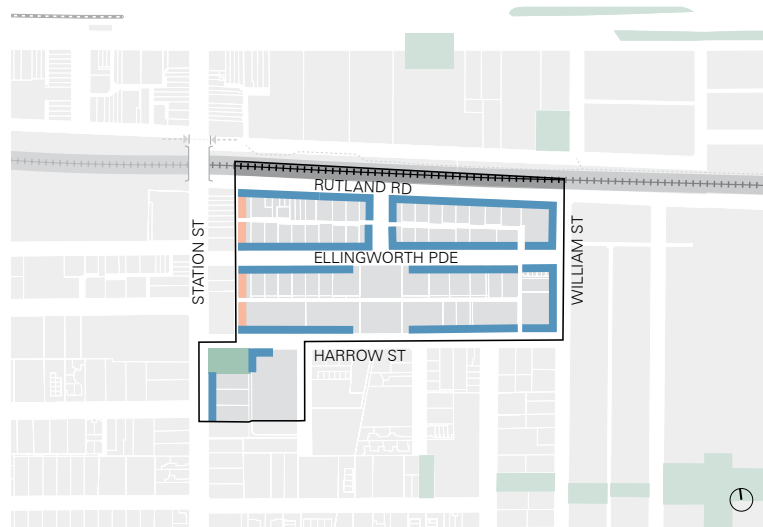


Preferred maximum building height

Locations where overshadowing controls will reduce allowed height below preferred height limits

120m	35 storeys
90m	25 storeys
52m	15 storeys
42m	12 storeys
28m	8 storeys
21m	6 storeys
18m	5 storeys
13.5m	4 storeys
11m	3 storeys

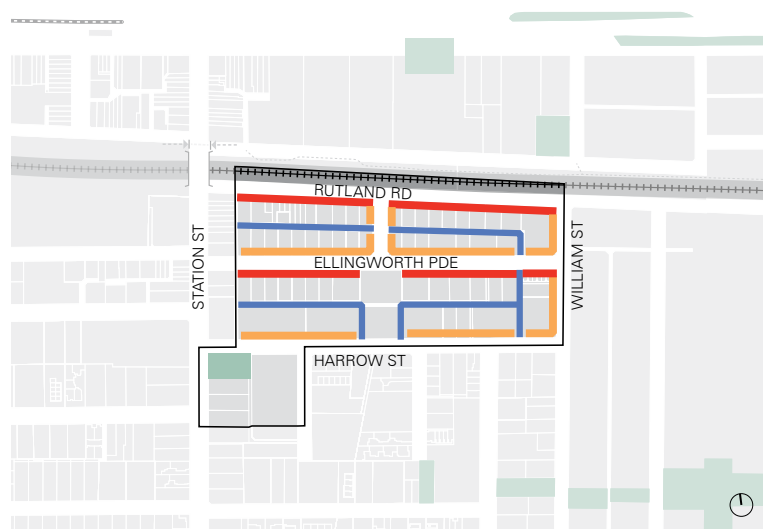
Note: The estimated maximum number of storeys are based on a minimum floor to floor height of 4 metres at ground level, 3.5 metres for commercial levels and 3.2 metres for residential levels. A greater floor to floor height than the minimum will reduce the overall number of storeys.



Active street frontages

- Type A | Urban Core Street
- Type B | Urban Activity Street
- Type C | Active Laneway
- Type A | Retain rhythm of existing fine-grain frontages

Note: The classification of active street frontage types are intended to be consistent with the urban realm terminology used in BHURTG. Only key frontages with design and development requirements are identified.



Vehicular access

- Service laneway | preferred access
- No crossovers permitted
- Crossovers strongly discouraged
- Shared crossovers strongly encouraged

Precinct Landscape Character: Enterprise Neighbourhood

Preferred landscape character

The Enterprise Neighbourhood is characterised by functional and comfortable urban streets with buildings to lot boundaries in some areas. Open space is limited and highly valued.

As a result, opportunities for greening are actively encouraged within the public and private realms. Canopy trees are provided wherever possible within streets and spaces and are supported by diverse multi-storey planting. This increases biodiversity and resilience of planting and enhances environmental comfort to the neighbourhood through the amelioration of heat island effect. Tree species of suitable size and columnar form are planted within laneways and small paved spaces.

New opportunities for shade trees and passive green spaces are provided in proposed street closures and within the Harrow Street redevelopment and adjacent Pioneer Park.

Private realm contribution to landscape character

- Where zero setbacks from lot boundaries exist, and micro-climatic conditions are suitable, vertical planting in the form of climbers on boundary walls and building façades are encouraged.

Precinct Guidelines: Transition Neighbourhood**Built form and design**

- 01 Any buildings or works constructed on a lot that abuts land which is in a General Residential Zone, Neighbourhood Residential Zone, must meet the requirements of the following clauses in the Whitehorse Planning Scheme:
- Clause 55.03-5 – Energy efficiency objectives
 - Clause 55.04-1 – Side and rear setbacks objective
 - Clause 55.04-2 – Walls on boundaries objective
 - Clause 55.04-3 – Daylight to existing windows objective
 - Clause 55.04-5 – Overshadowing open space objective
 - Clause 55.04-6 – Overlooking objective
- All developments within this precinct will be consistent with the requirements of the Residential Growth Zone, including preferred building heights of 3 or 4 storeys.

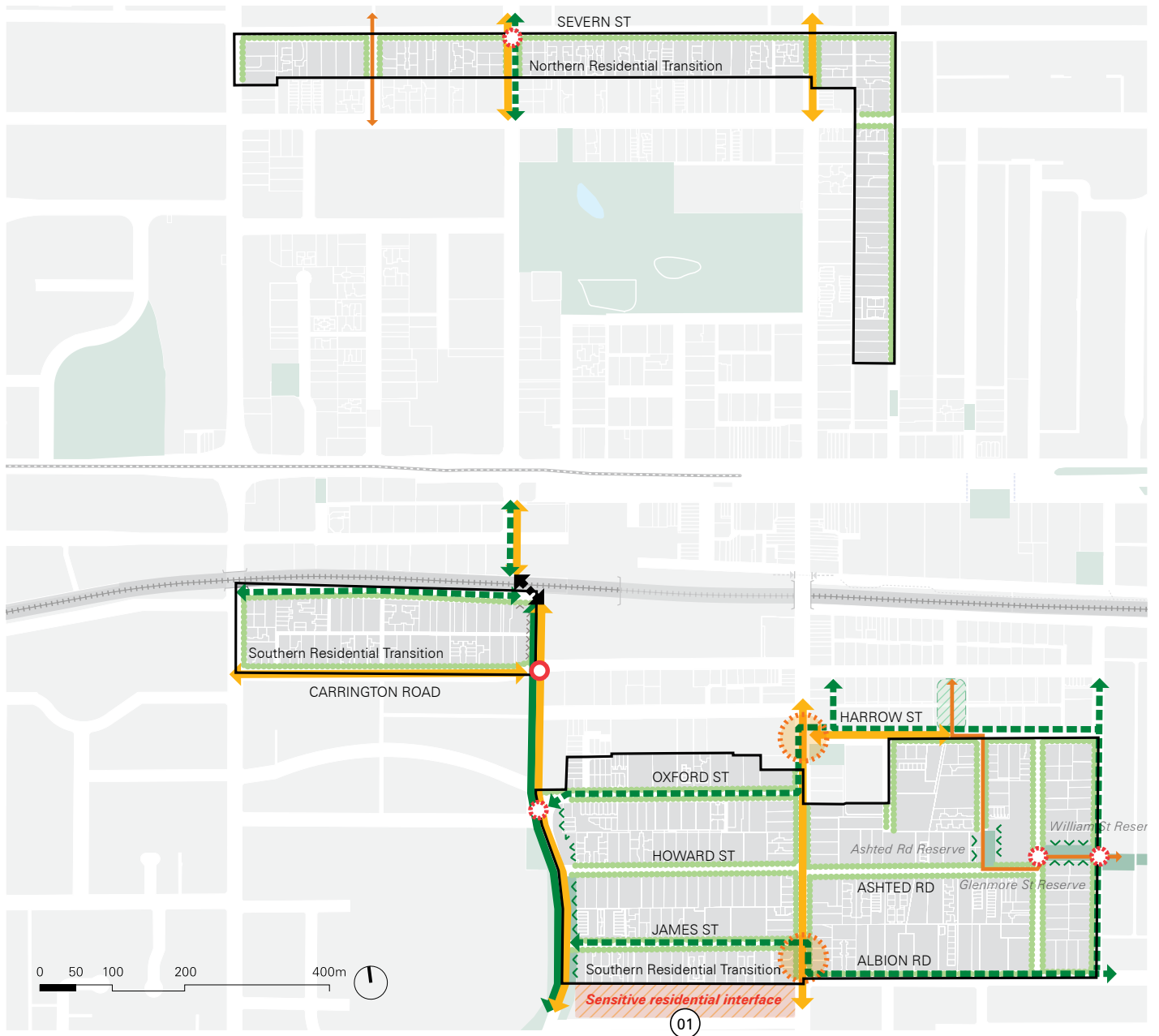
Transport and movement

- Encourage consolidation of sites and for vehicle access to be provided via rear laneways where possible.
- Support the establishment of Nelson Road, Thurston Street and Surrey Drive as a strategic bike and pedestrian connection.
- Support local link connecting Ashted Road, Glenmore Street, William Street and Victoria Rose Reserves by prioritising upgrade to high-quality public realm materials consistent with BHURTG.

Public realm and open space

- Retain highly valued street trees and planting where they exist and add additional trees where possible over time.
- Ensure all urban realm treatments are consistent with BHURTG.

Precinct Map: Transition Neighbourhood



Precinct Boundary

Public realm and open space

- Open space – existing
- Increase canopy trees
- Open space interface
- Sensitive residential interface

Walking & cycling

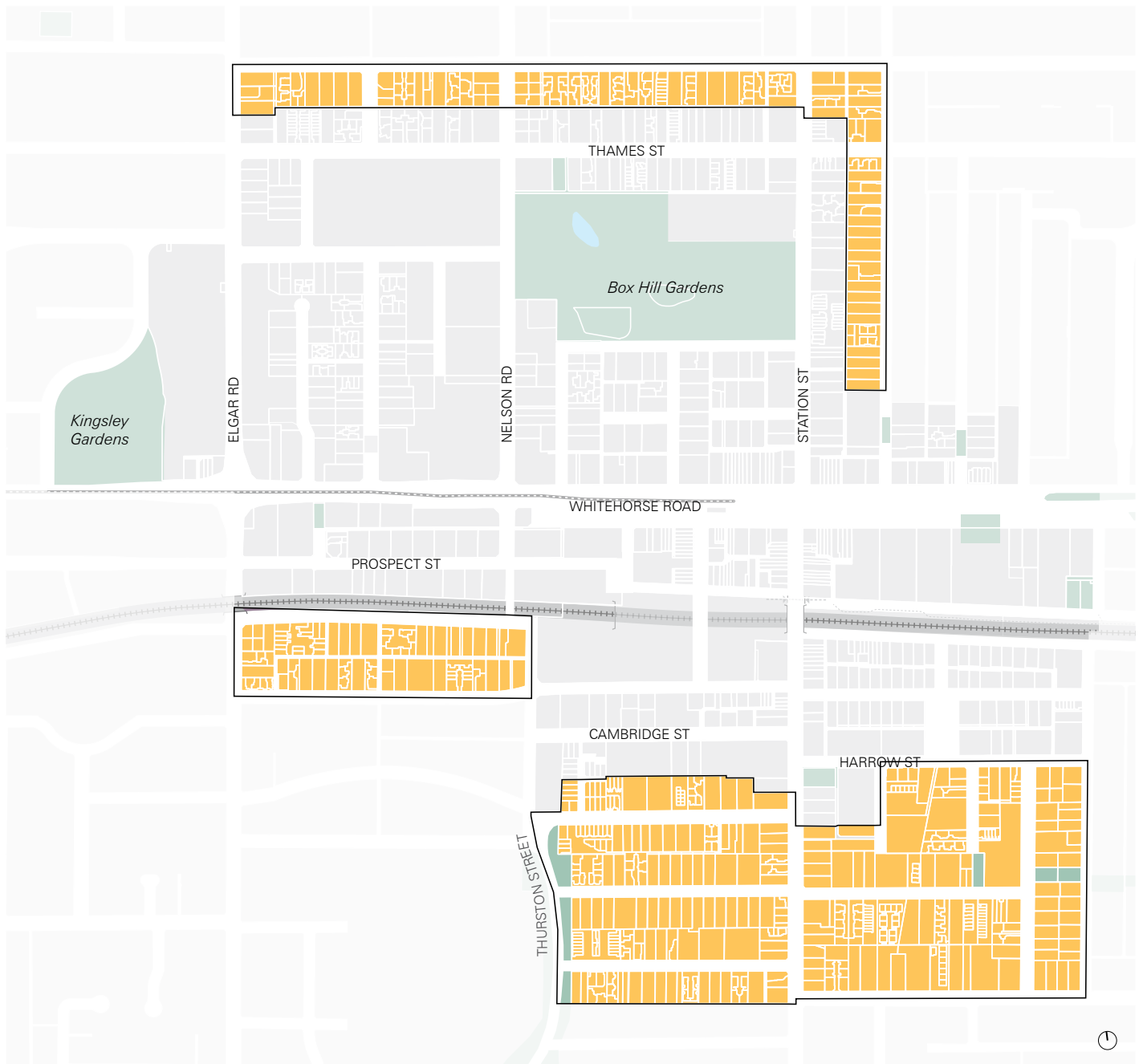
- Primary link – existing (upgrade)
- Local link – existing (secure public access and upgrade)
- Bicycle route – existing (upgrade)
- Bicycle route – preferred (future)
- Signalised pedestrian crossing – preferred (future)
- Wombat or zebra crossing – existing (upgrade)
- Wombat or zebra crossing – preferred (future)


Strategic opportunities

- Investigation area – open space

Precinct Heights: Transition Neighbourhood

Preferred maximum building height



 **Locations where overshadowing controls will reduce allowed height below preferred height limits**

	120m	35 storeys
	90m	25 storeys
	52m	15 storeys
	42m	12 storeys
	28m	8 storeys
	21m	6 storeys
	18m	5 storeys
	13.5m	4 storeys
	11m	3 storeys

Note: The estimated maximum number of storeys are based on a minimum floor to floor height of 4 metres at ground level, 3.5 metres for commercial levels and 3.2 metres for residential levels. A greater floor to floor height than the minimum will reduce the overall number of storeys.

Precinct Landscape Character: Transition Neighbourhood

Preferred landscape character

This landscape of this largely residential neighbourhood provides a transition between the intensity of use of the activity centre and the lower densities of the surrounding areas. Streets are characterised by avenue plantings of both native and exotic, climate resilient canopy tree species which provide high amenity, high comfort links.

Diverse multi-storey planting is encouraged wherever possible, including within 'nature strips' and verges. This further enhances comfort by ameliorating the heat island effect, increases biodiversity and resilience and reduces the resources required to sustain and maintain landscapes.

Private realm contribution to landscape character

- Generally, generous and consistent garden setbacks are provided to street frontages and green breaks exist between buildings.
- The planting of trees within these spaces is encouraged to provide an appropriate visual transition between medium and lower density developments, between neighbourhoods and surrounding development more broadly.