



**SUBURBAN
RAIL LOOP
EAST**



Artist's impression

SRL East Structure Plan Box Hill



**More Homes
For Victorians**



VICTORIA
State
Government

Acknowledgement of Country

Suburban Rail Loop Authority acknowledges the Traditional Owners of the land, sky and waters across Victoria and pays respect to their Elders past and present. We proudly recognise the strength and enduring connection to Country as the world's longest living culture and the profound wisdom, resilience, and contributions of First Peoples and their communities. We are committed to the ongoing journey of reconciliation by embedding self-determined Aboriginal ways of knowing and doing across the lifespan of the Suburban Rail Loop project.



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Box Hill Structure Plan

Melbourne and Victoria's population is growing. By the 2050s, Melbourne will be home to almost 9 million people – a city the size of London today.

To accommodate this growth, the Victorian Government has launched its *Housing Statement* and a program of initiatives that will increase housing supply in new and established suburbs.

As Australia's biggest housing project, Suburban Rail Loop (SRL) will deliver more transport and more homes in Melbourne's middle suburbs where many people want to live – on the doorstep of world-class public transport, jobs, services and opportunities.

SRL will transform how people move around Melbourne and local areas. Coordinated and thoughtful planning in the neighbourhoods surrounding the SRL stations will support thriving and well-connected communities, fit for the future.

Box Hill is already experiencing significant change and this will continue with the delivery of SRL. The resident and worker populations surrounding the new station at Box Hill are forecast to more than double by 2041.

A greater supply of quality and diverse housing choices are needed, with more workspaces to attract and retain businesses, and diversify the local economy.

This Structure Plan sets objectives, strategies and actions to properly manage future growth so it is appropriate and sustainable.

Consultation with local residents, businesses, councils and others over several years guided the preparation of this Structure Plan. Additional community feedback as part of the planning process, via submissions and public hearings, informed the final Structure Plan and associated Planning Scheme Amendment.

The Structure Plan will pave the way for future development and investment in the right places, enhancing the liveability and amenity of local neighbourhoods, while maintaining Box Hill's distinctive character and making sure the full potential of SRL is realised.

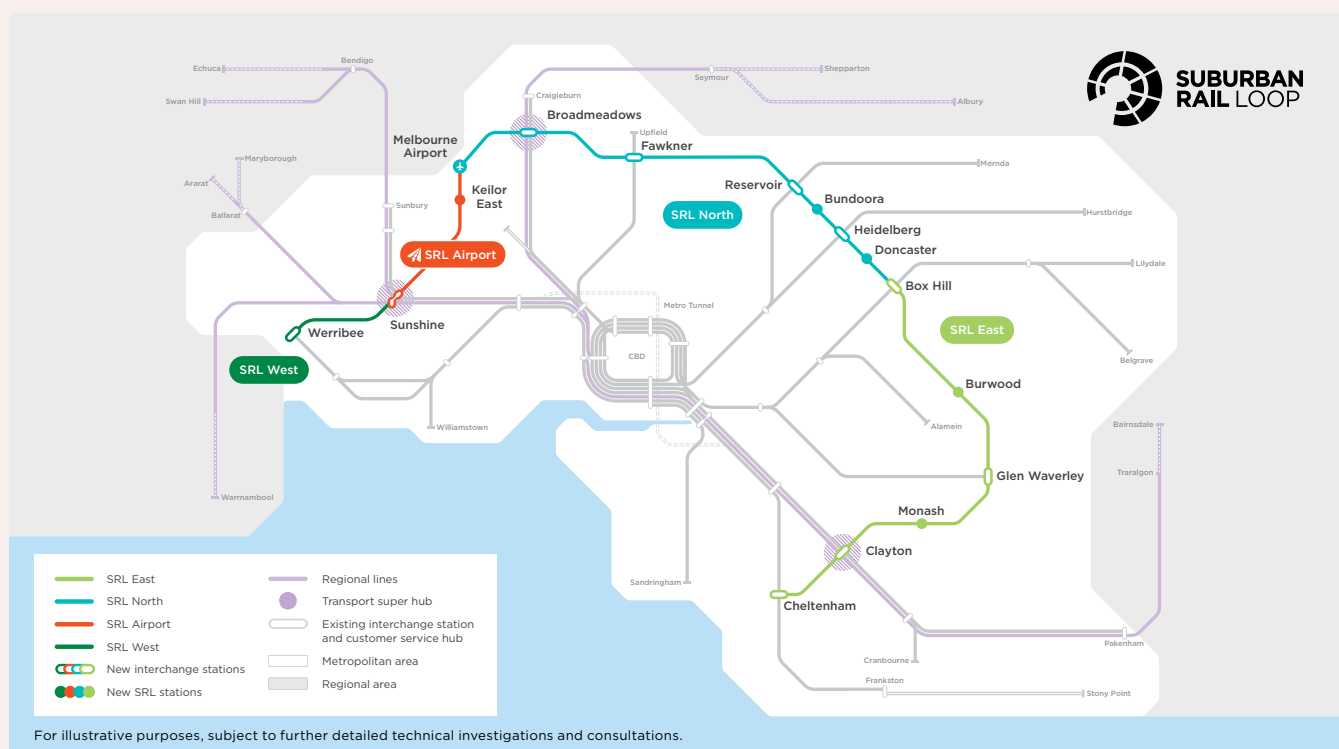


Figure 1: Suburban Rail Loop



Figure 2: Suburban Rail Loop SRL East

The Vision for Box Hill

A thriving, culturally dynamic and cosmopolitan place where global and local communities connect.

Box Hill will continue to be an exciting, culturally diverse destination - a connection between Melbourne's east and the rest of our city and state. Its exceptional transport accessibility will elevate its strategic importance as one of Melbourne's key economic and lifestyle centres, and it will play a unique role in the city's visitor economy.

The centre of Box Hill is already the community heart and will continue to be a place where people can share experiences and traditions. Celebrating diversity will strengthen the connection between the many residents that call Box Hill home.

The wider area will be a place of many neighbourhoods better connected to each other - each with its own character, identity and sense of place. High-quality design, greener streets and enhanced natural environments will support resilient

and sustainable living and increase local biodiversity. Whitehorse Road itself will be a better experience for people and pedestrians. Leafy streets and open spaces will make walking and cycling between new and well-loved places more comfortable and enjoyable.

Building on existing strengths, new economic opportunities at Box Hill will leverage established health, education, cultural and recreational services, as well as the vibrant local business community. There will be a need for new homes, high-quality offices, services and community amenities that strengthen both housing and employment choice and enhance quality of life for the growing Box Hill community.

SRL will unlock new opportunities to create a more sustainable, affordable and vibrant lifestyle in Box Hill that continues to celebrate cultural diversity.



The Vision for Box Hill was developed with local communities to set a clear aspiration for how Box Hill will look in the years ahead. The Vision comprises this vision statement, a Conceptual Plan and an outline of how the Vision will be realised under the five themes of Enriching Community, Boosting the Economy, Enhancing Place, Better Connections and Empowering Sustainability. The Vision for Box Hill was published in December 2024 and is available at suburbanrailloop.vic.gov.au/final-visions.

Conversations with the community

This Structure Plan reflects ongoing conversations with the community about how to make the most of SRL East and achieve the Vision for Box Hill.

Suburban Rail Loop Authority (SRLA) adopted an ‘inform and involve’ approach to SRL East’s development, seeking the views of residents, businesses, institutions, community organisations, local councils and others.

The engagement and consultations helped to identify specific economic and employment opportunities in Box Hill and to determine current and future community needs for housing, services and community infrastructure. It also helped determine where and when development should occur in the neighbourhoods surrounding the SRL station and in ways that respond to community expectations, values and needs as Box Hill grows and changes over time.



Overview of the Structure Plan

Structure Plan highlights

To achieve the Vision for Box Hill, the Structure Plan sets objectives and strategies to guide the future form and function of the neighbourhoods around the SRL station. The objectives are set out under five themes: Enriching Community, Boosting the Economy, Enhancing Place, Better Connections and Empowering Sustainability.



NEW HOMES AND MORE HOUSING CHOICES IN HIGH AMENITY LOCATIONS

More homes to support a growing population in well-designed, well-connected and high amenity urban neighbourhoods, closest to the SRL station, along Whitehorse Road and Station Street, and in places with good access to services and jobs

More housing types and sizes, including more social and affordable housing and homes for key workers

High-quality urban design to create vibrant, safe and welcoming public places

New and upgraded local community infrastructure to support a growing population and meet the daily needs of residents and workers

New and upgraded parks and improved pedestrian connections, giving people better access to public open space.



A DYNAMIC CENTRE WITH MORE HIGH VALUE JOBS

New office, commercial and health-related buildings, making Box Hill an attractive business destination outside inner Melbourne

A dynamic 24-hour economy in Central Box Hill with more people, more shops, dining and entertainment options

A more accessible and appealing centre, with a network of shady streets and improved access to open space

Strong and growing health and education sectors, with more jobs closer to where people live

Complementary lively neighbourhood centres in Box Hill South Shopping Centre and Laburnum Local Centre.



BETTER CONNECTIONS AND STREETS THAT SUPPORT WALKING, CYCLING AND LIVELY PLACES

Improved public transport connections, making it easier to move around Box Hill and reach other destinations across Melbourne

New high-quality walking and cycling routes providing safe, low stress and enjoyable travel options

Lively streets that encourage social and economic activity

Low-traffic neighbourhoods that are quieter, safer and more attractive places to live.



BUILDING CLIMATE RESILIENCE AND SUPPORTING A SUSTAINABLE COMMUNITY

Higher building design standards, including a 5-star Green Star Buildings rating for all non-residential buildings and large multi-unit residential buildings

Decarbonised energy supply strategy investigated for the Health and Education neighbourhood

Innovative Integrated Water Management (IWM) prioritised in new developments and the public realm to support greening, reducing urban heat, and enhancing liveability

A cooler, greener Box Hill with shadier local streets and green corridors supported by IWM, more canopy trees and building materials and green-blue infrastructure that support urban cooling.

Preparing the Structure Plan

This Structure Plan is based on a comprehensive program of research, engagement and consultation over several years.

This Structure Plan adopts a holistic approach to promote positive environmental, social, cultural and economic outcomes including consideration of transit oriented design, safer design, accessibility, sustainability and gender sensitive planning.

1.1 Purpose of SRL East Structure Plans

Structure Plans are an important part of Victoria's planning system.

A Structure Plan is a blueprint to guide how an area develops and changes over time. It sets out a vision, with objectives, strategies and actions to achieve the vision.

The vision considers community aspirations for a local area. This includes things the community would like to improve, as well as the characteristics people value and want to retain.

A Structure Plan describes how land use planning, growth and development will be managed in an appropriate and sustainable way. Matters covered include transport connections and car parking, housing and commercial development, community infrastructure, urban design, open space, water and energy management, climate resilience and sustainability.

A Structure Plan provides certainty for residents, businesses and developers by identifying the preferred locations and timing of future land uses, development and new infrastructure.

Statutory actions such as Planning Scheme Amendments are required to implement a Structure Plan. Planning Scheme Amendments will be needed to implement the Box Hill Structure Plan through the Whitehorse Planning Scheme.

Strategic actions such as partnerships with local councils and other authorities are also important for implementing a Structure Plan.

An integrated program

SRL is an integrated transport and land use program of works that will extend over 30 years. In addition to the rail line and stations, the SRL program includes planning guidance, new community infrastructure and partnerships across all levels of government and with the private sector to make sure the full benefits of SRL are realised. By integrating and staging transport, planning and infrastructure initiatives, SRL will support urban centres across Melbourne that offer high-quality lifestyles, housing and jobs close to public transport, services and other amenities. The Box Hill Structure Plan is one component in this multi-decade, integrated program of investment.

STRUCTURE PLAN PRIORITIES

While each Structure Plan for SRL East is tailored to its local area, the plans share three strategic priorities.

More homes and greater housing choice	Structure planning for SRL East has a core focus on increasing the supply of housing to accommodate projected population growth in areas surrounding the SRL East stations. Housing provisions in the SRL East Structure Plans will also support the <i>Victorian Housing Statement</i> and contribute to the Victorian Government's target of building 800,000 homes in Victoria over the next decade.
More jobs closer to where people live	Access to convenient, reliable and frequent transport links underpins investment and economic activity. Each centre with an SRL East station already has thriving businesses and institutions that will continue to flourish with SRL's increased accessibility. As these areas evolve, they will attract new kinds of businesses and jobs.
Liveable and sustainable communities	SRL will revitalise Melbourne's middle corridor, catalysing centres of activity outside of the central city. Structure planning for SRL East has a strong focus on making sure these areas remain liveable, sustainable and attractive places and that they are enriched and enlivened by the addition of SRL infrastructure. This includes providing opportunities to develop walkable neighbourhoods where people can access most of their daily needs locally.

1.2 Structure Plan Area

This Structure Plan covers a clearly defined area around the SRL station at Box Hill.

This is the area where most change and development will occur over the next decades.

The Structure Plan Area is within a wider Planning Area. The Planning Area was declared by the Minister for the SRL under the *Suburban Rail Loop Act 2021* (Vic).

Suburban Rail Loop Authority (SRLA) is a planning authority under the *Planning and Environment Act 1987* (Vic) in the Planning Area. SRLA can make Planning Scheme Amendments in the Planning Area, including in the Structure Plan Area.

The Planning Area and the Structure Plan Area are shown in Figure 3.

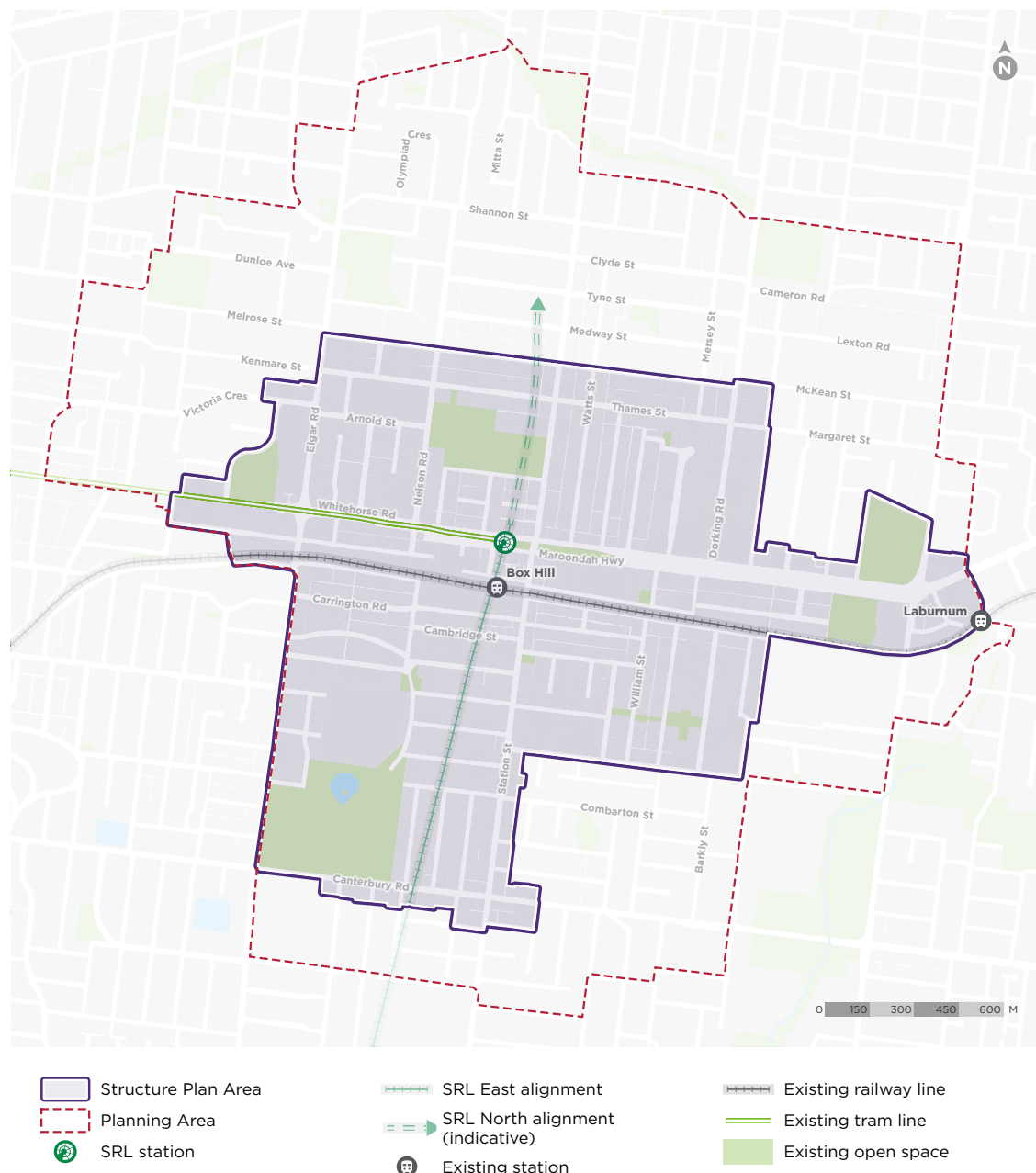


Figure 3: Box Hill Structure Plan Area and Planning Area

1.3 Guide to Structure Plan documents

This Structure Plan provides the framework to guide growth and change in Box Hill for the next 15 years, and establish a pattern for longer-term change.

The **Structure Plan** sets objectives, strategies and actions to achieve the Vision for Box Hill. It is supported by an Implementation Plan and a Planning Scheme Amendment.

The **Implementation Plan** provides the timing, pathways and responsibilities for delivering the actions in the Structure Plan. This includes key projects planned for the Structure Plan Area.

The **Planning Scheme Amendment** to the Whitehorse Planning Scheme is required to allow the actions set in the Structure Plan.

The **Box Hill Background Report** summarises a suite of expert technical assessments that informed the preparation of the Structure Plan. The technical assessments cover matters including but not limited to housing, open space and community facilities, transport networks, water and energy management, and climate resilience.

Technical Reports set out the detailed findings of the expert technical assessments summarised in the Box Hill Background Report.

This Structure Plan provides a framework for land use planning and development in Box Hill:

Section 1	Describes the process for preparing the Box Hill Structure Plan.
Section 2	Describes the context and existing conditions of Box Hill.
Section 3	Describes the opportunities and challenges for Box Hill.
Section 4	Provides the Vision for Box Hill developed with community input.
Section 5	Sets objectives, strategies and actions under five key themes to achieve the Vision for Box Hill.
Section 6	Defines the neighbourhoods in Box Hill and their roles in achieving the Vision for Box Hill.
Section 7	Sets out the steps to finalise and implement the Box Hill Structure Plan.

1.4 Involving the community

Extensive engagement to inform SRL East structure planning has been underway since 2019.

Engagement occurred with the community and businesses, local councils and others on how to make the most of the opportunities that SRL East will generate. Engagement sought to reach a broad range of people, with a specific effort to seek out diverse views

Activities included community information sessions, online surveys and submissions, community panels and face-to-face discussions. Events were held at a variety of times to make them as accessible as possible.

Traditional Owners

SRL East is located on the traditional lands of the Wurundjeri Woi Wurrung people to the north and the Bunurong people to the south.

The Wurundjeri Woi Wurrung people of the Kulin Nation are the Traditional Owners and custodians of the Country covered by the Box Hill Structure Plan Area, and we acknowledge their deep spiritual connection to the land, waterways and stories of this Country.

The Wurundjeri Woi Wurrung people are significant stakeholders in the planning of SRL East and preparation of the Box Hill Structure Plan.

Opportunities will be sought to represent Aboriginal cultural values, heritage and language in the Structure Plan Area. This includes in the design of public spaces, new walking and cycling infrastructure, community facilities, creative works, wayfinding, landscaped areas and streetscapes.

There will be ongoing engagement with the Aboriginal community living, working and learning in Box Hill, and Traditional Owner knowledge and insights will continue to be embedded into all aspects of the design and delivery of SRL.



Box Hill information session

✓	SRL BUSINESS AND INVESTMENT CASE	2021
	The SRL Business and Investment Case set broad ambitions for each SRL station and its surrounding area. The Business and Investment Case provided a platform for early community discussions on how SRL East could generate positive change and development in local communities.	
✓	SRL EAST ENVIRONMENT EFFECTS STATEMENT	2022
	The SRL East Environment Effects Statement (EES) identified potential benefits and impacts during the construction and operation of SRL East rail infrastructure and proposed ways to avoid, minimise, offset or manage any significant effects. Community views were sought during preparation of the EES and formal submissions were received as part of the EES public exhibition and public hearings.	
✓	SRL PRECINCTS: DISCUSSION PAPER	August 2023
	The <i>SRL Precincts: Discussion Paper</i> sought community views on the aspirations for the areas surrounding the SRL East stations. Feedback was sought on the ambitions and priority outcomes set in the SRL Business and Investment Case.	
✓	DRAFT VISION	December 2023
	Community feedback on the <i>SRL Precincts: Discussion Paper</i> informed the development of a Draft Vision for Box Hill. The Draft Vision identified what the community would like to improve in the local area and the characteristics people value and want to protect and maintain.	
✓	KEY DIRECTIONS	April to May 2024
	Key Directions for the area surrounding the SRL East station at Box Hill were developed. These were based on the Draft Vision and were tested with community groups, local councils and other stakeholders.	
✓	FINAL VISION	December 2024
	The Final Vision for Box Hill was prepared. The Final Vision incorporates feedback from the community, local councils and others during preparation of the Draft Vision, Key Directions, Background Report and Technical Reports.	
✓	DRAFT STRUCTURE PLAN	March to December 2025
	The Draft Structure Plan, accompanied by the Draft Implementation Plan, Draft Planning Scheme Amendment and associated background and technical reports, was released for public exhibition. Public submissions were invited in respect of these documents, with further opportunities for local councils, community groups and others to present submissions on referred matters at public hearings.	
✓	STRUCTURE PLAN	February to June 2026
	Community and stakeholder input provided through the planning process informed preparation of the final Structure Plan and associated documents.	

Introducing Box Hill

The Wurundjeri Woi Wurrung people of the Kulin Nation are the Traditional Owners of the Country the Box Hill Structure Plan covers.

The Box Hill Structure Plan Area is within the City of Whitehorse, about 14 kilometres east of Melbourne's CBD.

The SRL station at Box Hill will connect to the future SRL North.

2.1 Historical context

The Wurundjeri Woi Wurrung people of the Kulin Nation occupied Country the Box Hill Structure Plan Area is located on for more than 65,000 years before contact with Europeans.

The Wurundjeri Woi Wurrung way of life in this area saw family groups travelling through Country for ceremonial gatherings, marriage, trade and the settling of disputes. Natural landscape features served an important function as markers of clan boundaries and locations for gatherings and ceremonies. Movement of Aboriginal peoples through Country also occurred seasonally in response to the availability of resources.

Following European settlement, farms, market gardens and orchards were established in Box Hill, generally to the north of Whitehorse Road. The opening of the Melbourne to Lilydale railway and Box Hill Railway Station in 1882 led to a boom in land sales and a shift away from agriculture. Early development was centred around the railway station and Whitehorse Road and by the early 1890s, areas north and south of Whitehorse Road near Station

Street were developed with houses, shops and other businesses. A quarry operated on the Surrey Park until 1892 and a brickmaking plant operated on the Box Hill Brickworks site until the 1980s.

In the 1920s and '30s, electrification of the rail line and tram extension to service Elgar Road encouraged further subdivision of land. Major civic improvements included the Kingsley and Box Hill Gardens, Box Hill Town Hall and the Box Hill swimming pool.

Northern parts of Box Hill were slower to develop, with Box Hill Gardens forming the northern edge of the built-up area until the 1950s.

In recent times, significant densification and growth has centred around the Box Hill Shopping Centre and Box Hill Railway Station. SRL is the next chapter in Box Hill's development as a major urban centre in Melbourne's east.

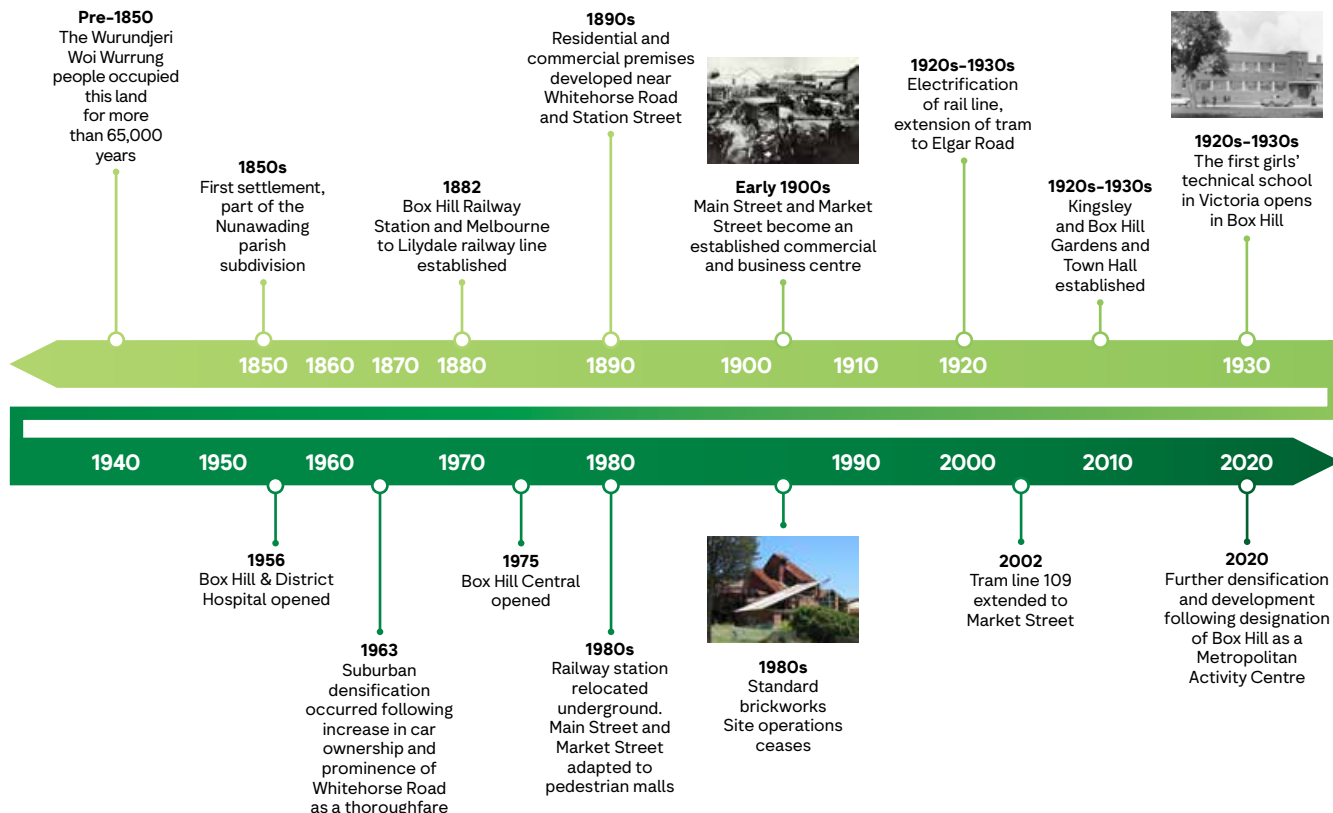


Figure 4: Historical development of Box Hill

Image sources: Photo of Market Street and Main Street in the early 1900s. Photo of the first Girls' Technical School. Whitehorse heritage interactive Map, WCC. Photo of Box Hill Former Standard Brickworks. Heritage Council Victoria, 2008.

2.2 Context

Box Hill is a metropolitan activity centre (MAC) and significant employment area in Melbourne's east.

An established health and education precinct is home to Box Hill Hospital, Epworth Eastern Hospital and Box Hill Institute, and provides health, education, community and government services to the broader eastern region.

Central Box Hill's unique high-rise, high density environment supports residents, students and workers, and a diverse mix of shops, cafes, restaurants, entertainment options and cultural activities. Box Hill's location at the intersection of train, tram and bus networks makes it an accessible retail, dining and entertainment destination for visitors from across Melbourne's east, the CBD and further afield.

Box Hill is serviced by the Belgrave and Lilydale metro rail lines, providing access to the CBD and connecting to activity centres further east - including Ringwood. Maroondah Highway runs east-west through the area, and Station Street and Elgar Road connect Box Hill to Burwood (and Deakin University) to the south and the Eastern Freeway to the north.

Figure 5 shows the location of the Box Hill Structure Plan Area and the SRL East alignment.

Figure 6 shows key transport routes, land uses and community facilities in the Structure Plan Area.

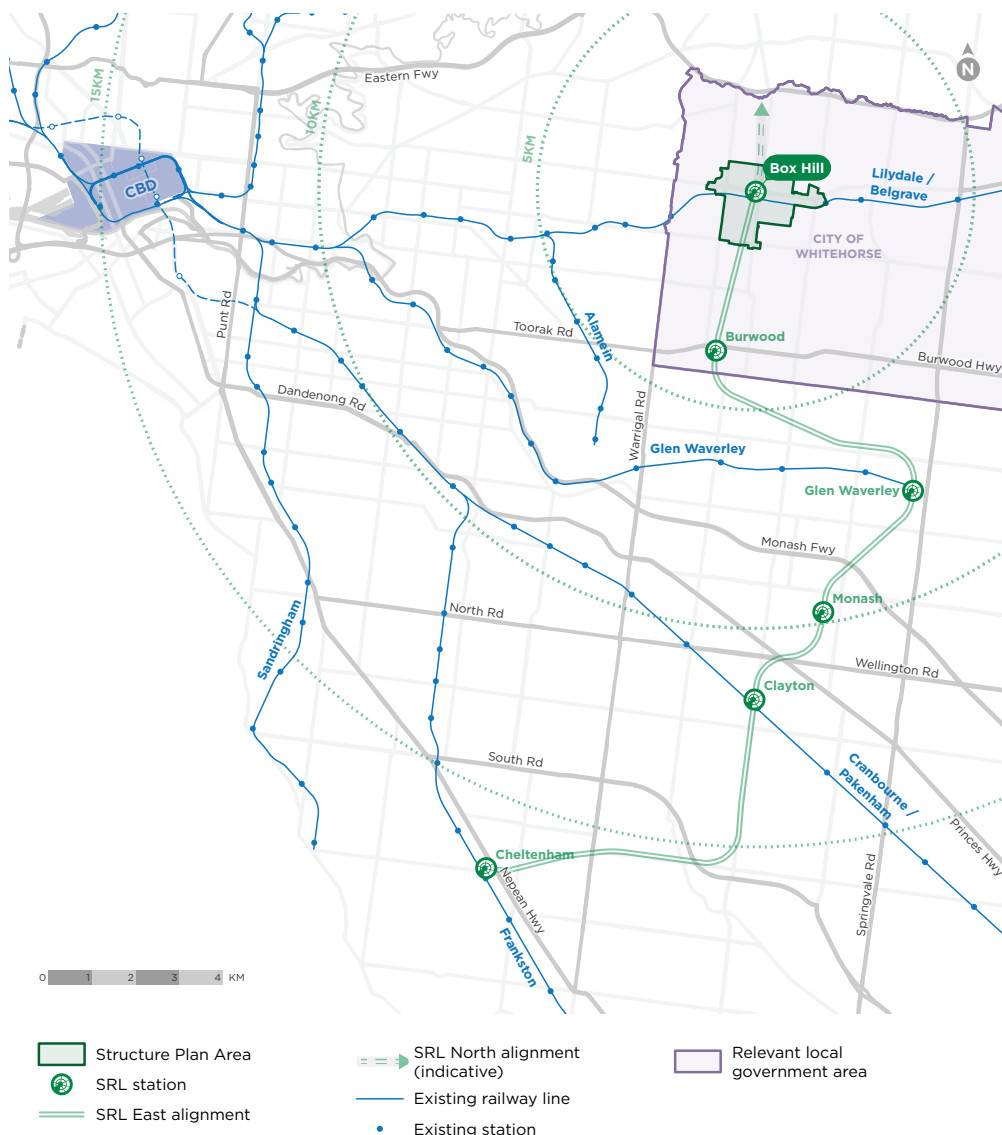


Figure 5: Location of Box Hill Structure Plan Area

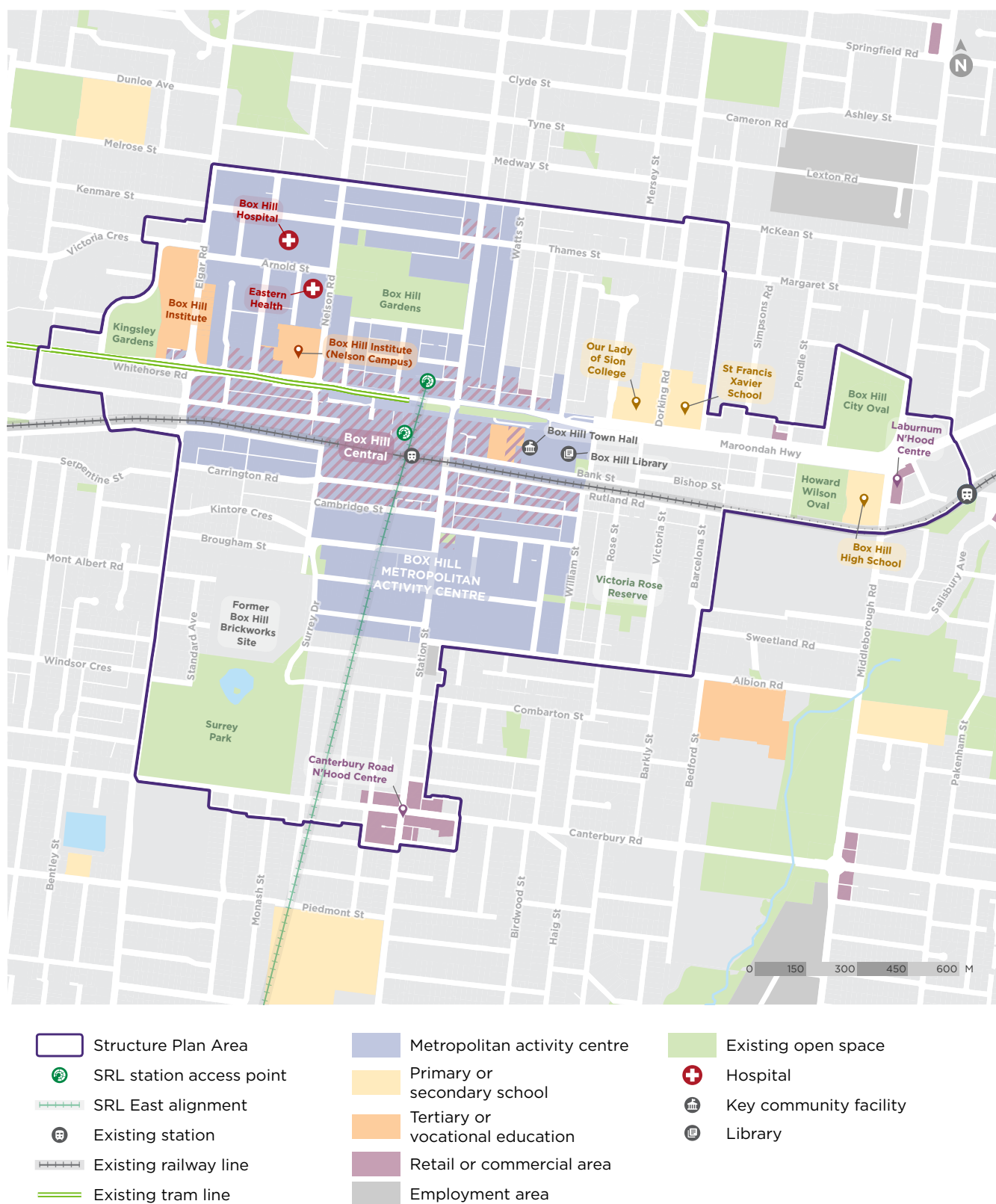


Figure 6: Local context plan

2.3 Community snapshot

Box Hill's population is growing strongly. Over the five years from 2016 to 2021, the population of the Structure Plan Area has grown by 4.6 per cent each year, compared to growth of 1.1 per cent across Greater Melbourne.

In the decade from 2011 to 2021, population density increased from 30 people per hectare to 45 people per hectare, reflecting significant high density apartment development in the precinct.

Box Hill has a much higher proportion of overseas-born residents than the Greater Melbourne average: 69 per cent compared to 37 per cent. The population is also younger and the average household income is approximately \$40,000 less than the broader metropolitan region.

High density dwellings comprise 56 per cent of housing in the Box Hill Structure Plan Area, compared to 13 per cent in Greater Melbourne. This reflects Box Hill's employment options and excellent access to transport.

Over the last 10 years, the proportion of low density housing has decreased while new high density dwellings have increased. The Structure Plan Area also has a high proportion of rented dwellings, comprising 66 per cent of total occupied dwellings (double the Greater Melbourne benchmark of 31 per cent).

Box Hill's economy is strongly influenced by Box Hill Central Shopping Centre, the health and education precinct and commercial buildings on Whitehorse Road. Around 40 per cent of workers in the Structure Plan Area are employed in the health care and social assistance sector.



13,300
Structure Plan
Area residents
(2021)



25-39 years
Median age



32%
Lone person
households



25%
Couple
households



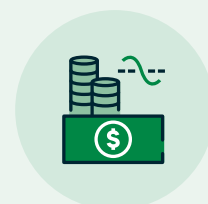
14%
Families with
children



28%
Other family
group and other
households



69%
Born overseas



\$83,611
Household
average
annual income

Planning for a growing and changing Box Hill

SRL East will generate substantial in Box Hill over future decades. This Structure Plan seeks to manage the change in an appropriate and sustainable way.

3.1 More homes and greater housing choice

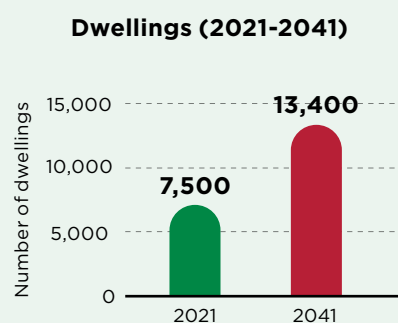
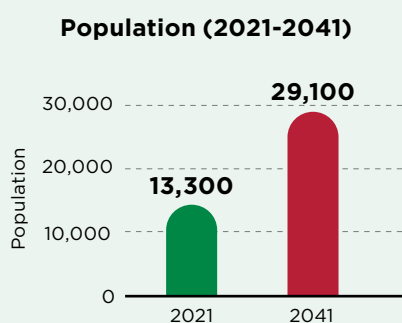
The resident population in the Box Hill Structure Plan Area is forecast to more than double by 2041. More housing and more housing choices are needed to meet this demand.

More people

The population of the Box Hill Structure Plan Area is forecast to grow from 13,300 in 2021 to 29,100 by 2041.

More homes

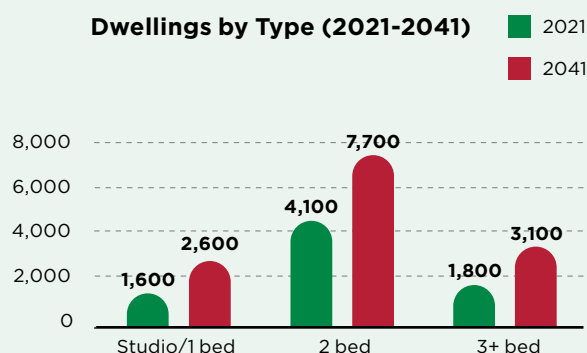
An extra 5,900 dwellings are needed to accommodate this growth.



Sources: ABS Census of Population and Housing (2021) and SRL Business and Investment Case 2021 (2041 estimate).

More diversity

In 2041, two-bedroom dwellings will be the most common dwelling size in Box Hill, with projected growth to around 7,700 dwellings. An increased supply of all dwelling sizes across a range of housing types, including apartments and townhouses, is expected to be required to meet the needs of the future community.



Source: Box Hill Housing Needs Assessment 2025.



A core focus on housing

Access to diverse, high-quality and affordable housing is essential for Melbourne's continuing productivity, liveability and social equity. However, housing is in short supply. Planning for SRL East provides a unique opportunity to improve housing affordability and increase housing choice in well-connected locations throughout Melbourne.

To meet the housing targets outlined in *Victoria's Housing Statement*, the Victorian Government has proposed specific housing targets for each local government area. The four municipalities along the SRL East rail line have a combined target of 227,500 new homes by 2051. The Structure Plans for SRL East provide for 24,500 new homes by 2041, and more than 70,000 new homes over the next 30 years.

This increase in housing supply will provide more quality homes near transport, jobs and services and deliver more affordable housing in Melbourne's established middle suburbs. This reduces outer suburban sprawl, relieves pressure on roads and ensures services (such as jobs, health care, education and recreation activities) are only a short walk or bike ride from home.

More information about *Victoria's Housing Statement* is provided at vic.gov.au/more-homes.

3.2 More jobs closer to where people live

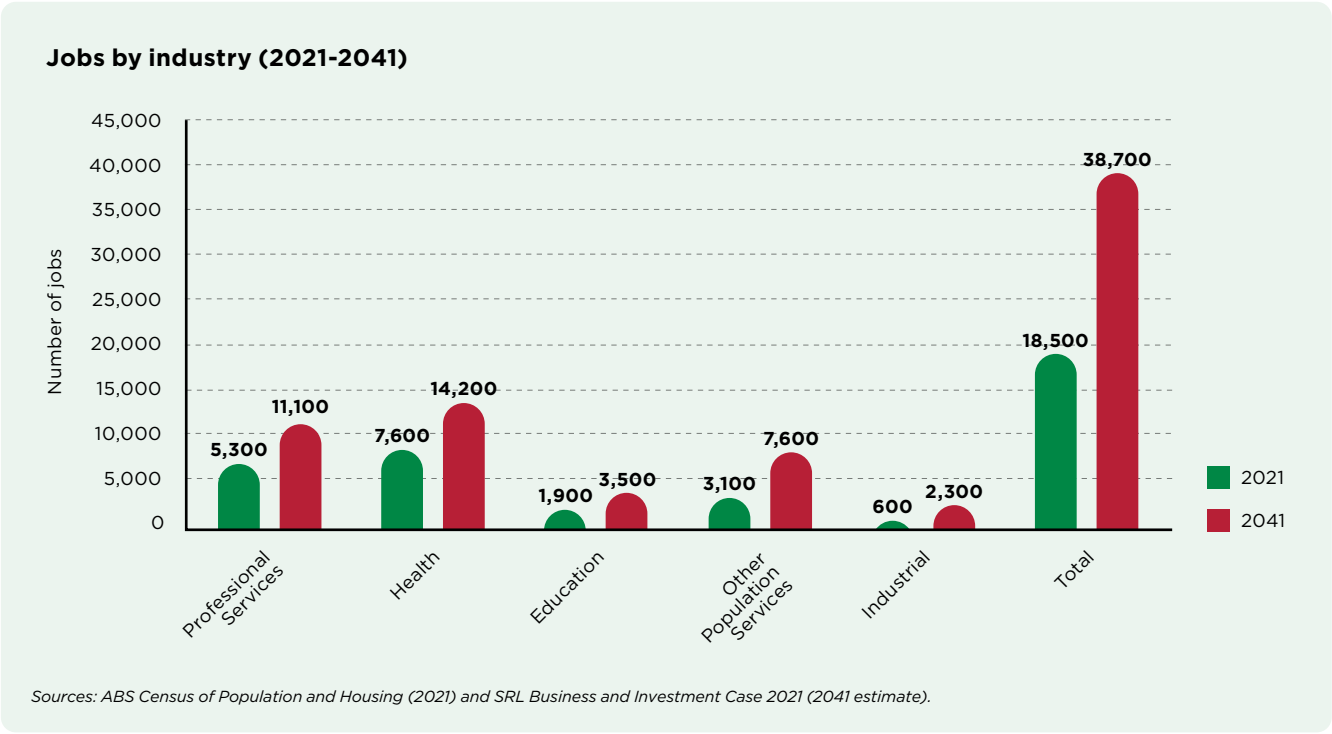
SRL East will generate jobs growth in the Box Hill Structure Plan Area. Jobs are forecast to more than double by 2041, mostly in central Box Hill.

More offices and commercial spaces are needed, as well as health-related floor space around Box Hill Hospital and its surrounding health sector.

Growth in the education sector will demand more teaching, research, office and incubator spaces.

Jobs in the Structure Plan Area are forecast to more than double from 18,500 in 2021 to 38,700 by 2041. Growth is expected in all sectors, and especially in health and professional services.

Significantly more employment floorspace is needed to support this jobs growth.



3.3 Liveable and sustainable communities

Box Hill's growing population will need new community facilities and a central area that is walkable, well-connected and less car-dominated.

Upgrades to existing facilities will be needed, along with new facilities and more open spaces. Most trips in the Box Hill Structure Plan Area are currently by private car. Improving and better integrating public and active transport connections will make the most of the increased accessibility that SRL East will deliver.

Box Hill will need to build its resilience to a changing climate and support more sustainable urban lifestyles and communities. Challenges include managing the heat generated from hard surfaces and optimising energy and water resources. Strategies for resilience should seek to increase tree canopy cover, integrate green infrastructure and sustainable water design, power more buildings with renewable energy, and encourage active and zero emissions transport.



Example of a Water Sensitive Urban Design treatment in Port Phillip

The Vision for Box Hill

A Vision for Box Hill underpins this Structure Plan.

The Vision was developed in consultation with the community, the City of Whitehorse and others.

4.1 Vision

A thriving, culturally dynamic and cosmopolitan place where global and local communities connect.

Box Hill will be an exciting, culturally diverse destination – a connection between Melbourne’s east and the rest of our city and state. Its exceptional transport accessibility will elevate its strategic importance as one of Melbourne’s key economic and lifestyle centres, and it will play a unique role in the city’s visitor economy.

The centre of Box Hill is already the community heart and will continue to be a place where people can share experiences and traditions. Celebrating diversity will strengthen the connection between the many residents that call Box Hill home.

The wider area will be a place of many neighbourhoods – each with its own character, identity and sense of place. High-quality design, greener streets and enhanced natural environments will support resilient and sustainable living and

increase local biodiversity. Whitehorse Road will be a better experience for people and pedestrians. Leafy streets and open spaces will make walking and cycling between new and well-loved places more comfortable and enjoyable.

Building on existing strengths, new economic opportunities at Box Hill will leverage established health, education, cultural and recreational services, as well as the vibrant local business community. There will be a need for new homes, high-quality offices, services and community amenities that strengthen both housing and employment choice and enhance quality of life for the growing Box Hill community.

SRL will unlock new opportunities to create a more sustainable, affordable and vibrant lifestyle in Box Hill that continues to celebrate cultural diversity.



Figure 7: Artist impression of Box Hill in the future. Indicative for illustrative purposes

4.2 Realising the Vision

The Vision sets the longer-term aspiration for Box Hill.

The Vision is represented conceptually in Figure 8. This Conceptual Plan shows the main land uses and their locations in the Structure Plan Area, and where the most significant change is expected.

More work may be needed to plan for change outside the Structure Plan Area, but within the broader Planning Area, to achieve the Vision for Box Hill.

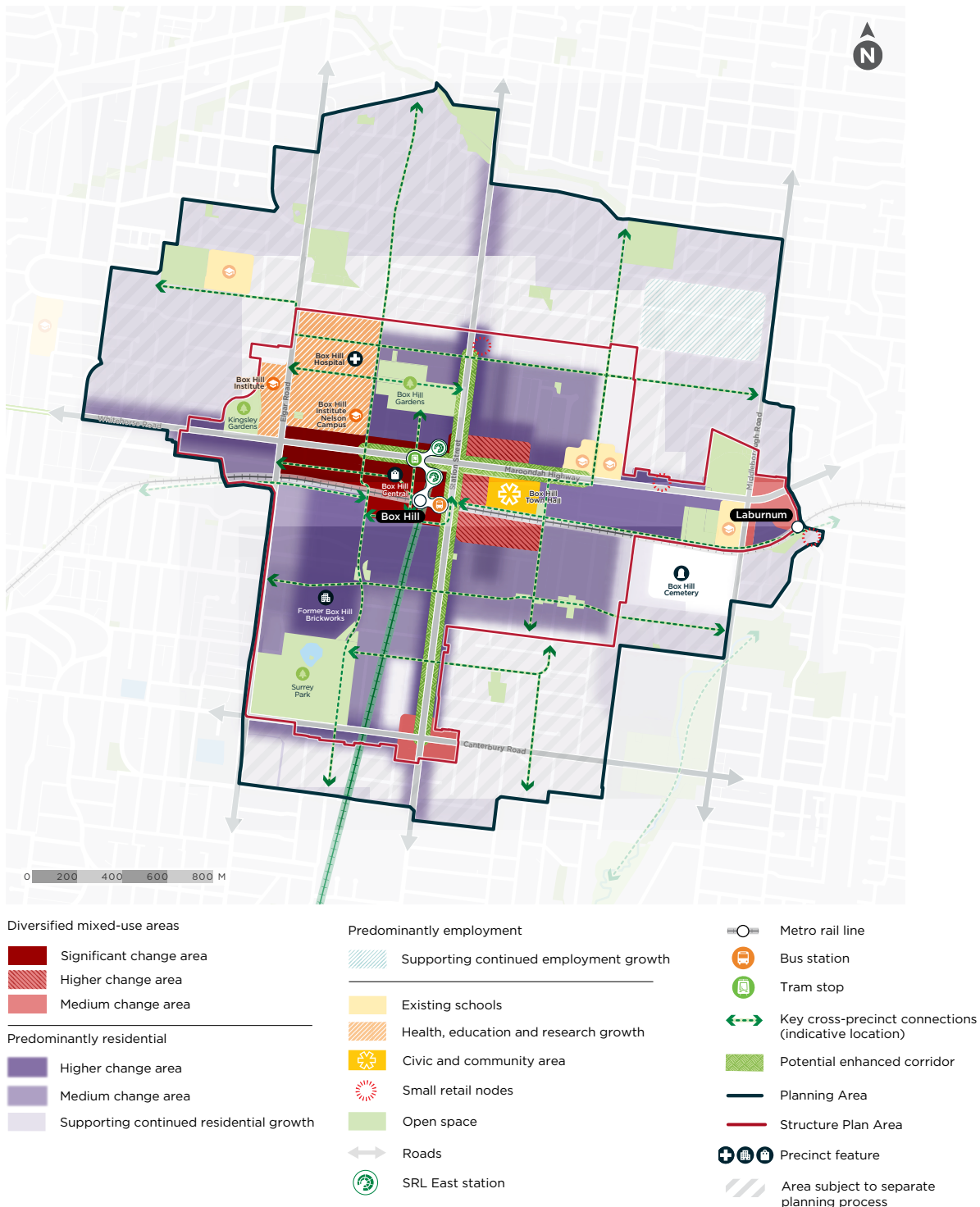


Figure 8: Box Hill Conceptual Precinct Plan

4.3 Distinct neighbourhoods, tailored approaches

The Box Hill Structure Plan Area is divided into six distinct neighbourhoods defined by their unique characteristics and attributes.

Each neighbourhood is described below and its location shown in Figure 9.

Section 6 of this Structure Plan sets out tailored planning approaches to guide the development and character of these neighbourhoods.

A. Central Box Hill

The traditional heart of Box Hill, with intensified activity and a vibrant day-night economy anchored by the SRL station, and providing more homes, businesses and jobs.

D. Gardens

Greater housing choice in an attractive medium density neighbourhood with a garden character and easy access to Box Hill Gardens and Central Box Hill.

B. Health and Education

A high amenity regionally significant Health and Education precinct that prioritises health and institutional uses over residential uses with new buildings, lively streets, improved walking and cycling links and enhanced public realm.

E. Laburnum

Intensified mixed-use area providing jobs, local services and housing along a revitalised Whitehorse Road and around Laburnum Station.

C. Surrey Park

A great place for local living, with more housing options, new community facilities and open spaces, and good walking and cycling connections – providing a high degree of amenity close to Central Box Hill.

F. Albion

Residential neighbourhood in a garden setting with new mid-rise apartment buildings and townhouses, access to open spaces and improved walking and cycling links.

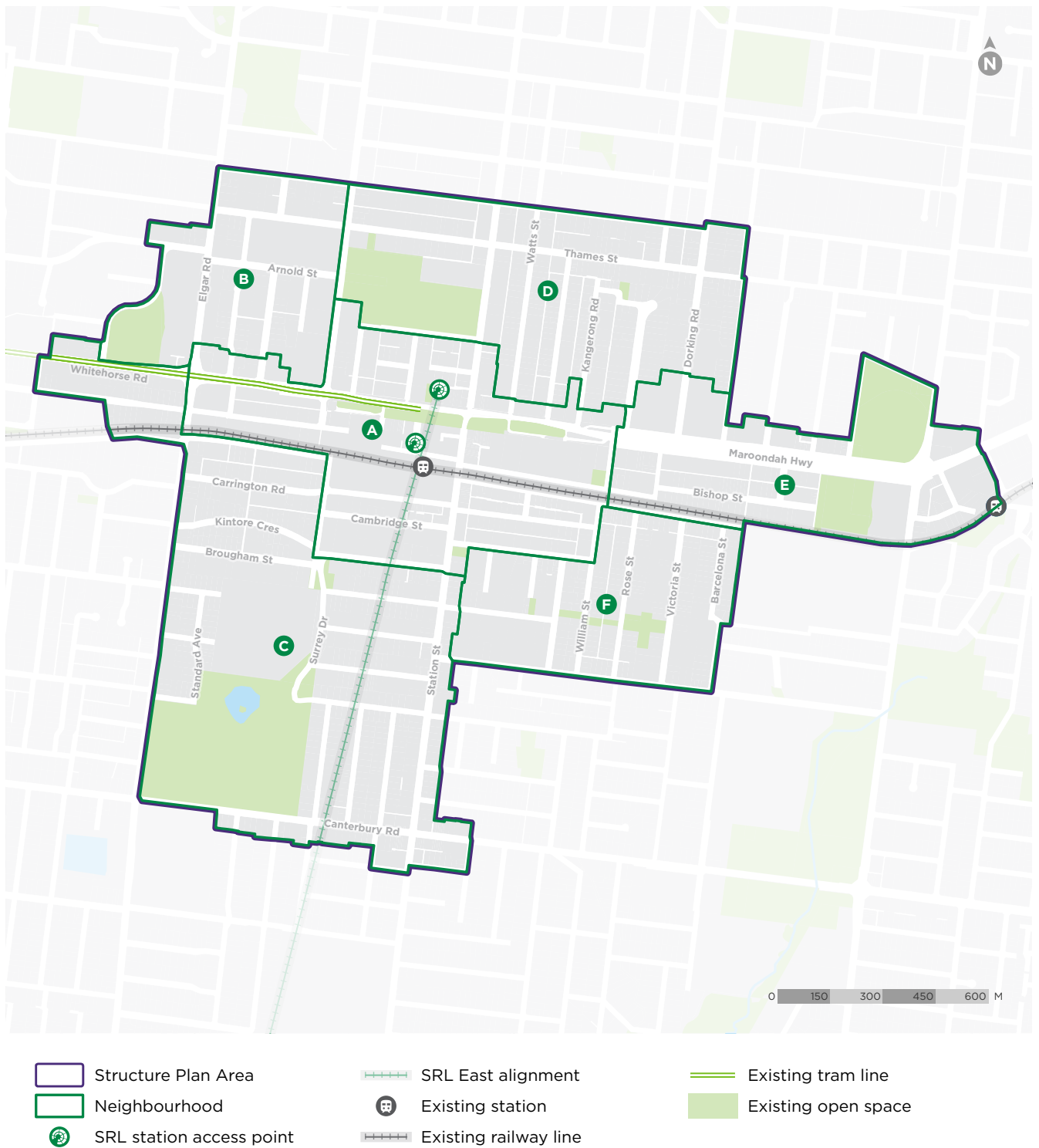


Figure 9: Box Hill neighbourhoods

Strategic response

This Structure Plan sets objectives, strategies and actions under five key themes to achieve the Vision for Box Hill.

5.1 Land Use Plan

Encouraging the right land use will support growth and development in the Structure Plan Area.

The Land Use Plan shown in Figure 10 identifies priority land uses and their locations across the Structure Plan Area. The roles of each land use are described in the table below.

While land uses in addition to those shown in Figure 10 will be supported, the planning settings will encourage the priority land uses.

LAND USE	FUTURE ROLE
Housing	Housing growth will be encouraged in Box Hill's residential neighbourhoods, to leverage the amenity and accessibility provided by Central Box Hill and the SRL station. Some community and local population serving uses will be accommodated, particularly along key movement corridors.
Mixed use	Land close to the existing Laburnum Local Centre and Box Hill South Shopping Centre can support higher density housing and a greater mix of uses, in recognition of the mixed-use character of the area.
Commercial	The centre of Box Hill will continue to grow as a significant commercial area and location for office development. A range of retail, hospitality and entertainment uses will support a lively night and daytime economy. Significant residential development will support a growing population to live close to transport and services. In local commercial centres at Box Hill South Shopping Centre and Laburnum Local Centre, cafes, offices, retail and other community uses will be encouraged, particularly at ground floor.
Health priority	Box Hill Hospital and Epworth Eastern will be supported to grow, by prioritising health and health-related land uses. Supporting uses including office, education and research- and some retail and hospitality- will be encouraged, while residential growth will be limited to provide space for this important sector to grow.
Civic, community and cultural	Civic and community uses will continue to be supported to serve the needs of the growing community. Box Hill has a strong civic and community presence focused along Whitehorse Road, east of Station Street, anchored by the Box Hill Town Hall and Box Hill Library.
Education	Primary and secondary schools and educational institutions, including Box Hill Institute, make a strong contribution to the Box Hill community and will be encouraged to continue.
Public open space	Existing open spaces including Box Hill Gardens, Surrey Park, Kingsley Gardens, Box Hill City Oval and Whitehorse Road Linear Reserve provide important places for recreation and leisure activities for the growing community.

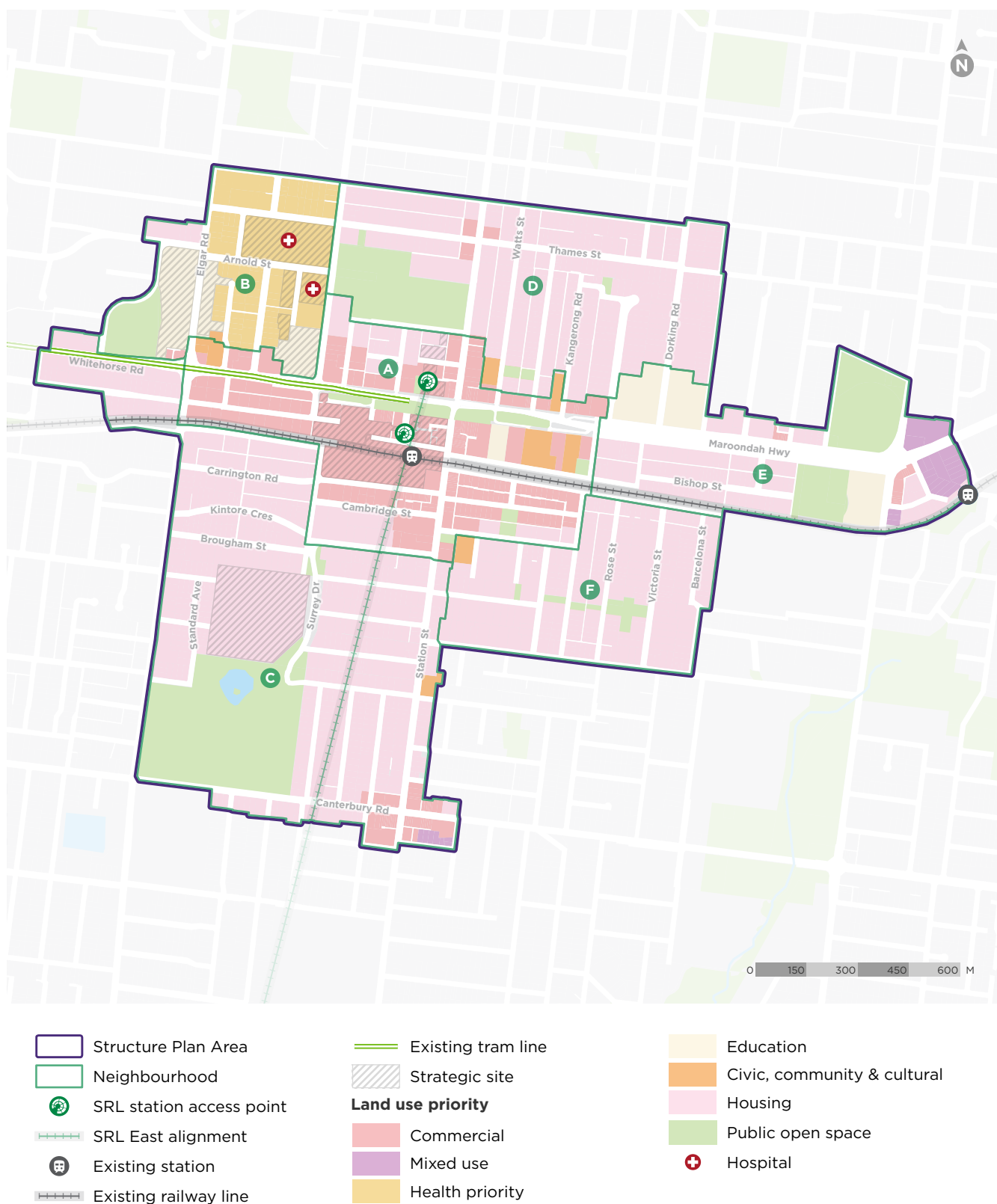


Figure 10: Land Use Plan

5.2 Structure Plan themes

Five themes underpin SRL East structure planning. A set of objectives, strategies and actions under each theme seeks to achieve the Vision for Box Hill. Each action will implement one or more strategies.



Enriching Community

Providing more homes and more options to live and work locally in highly accessible neighbourhoods.

Boosting the Economy

Building on Box Hill's unique strengths to establish a high intensity, eclectic and dynamic core at Central Box Hill and attract new investment and jobs.



Enhancing Place

Planning high-quality public spaces and lively neighbourhoods that reflect Box Hill's cultural diversity.

Better Connections

Delivering public transport, walking and cycling options to connect people to key local destinations and support low-traffic residential neighbourhoods.



Empowering Sustainability

Giving Box Hill the tools and strategies to be a leader in sustainable urban living, mitigate the effects of climate change and make the shift to zero net carbon emissions.

5.3 Enriching Community

SRL East will boost Box Hill's accessibility, amenity and liveability, making it an even more sought-after, excellent place to live.

As Box Hill grows, more high-quality, accessible and well-located housing will enable people at all stages of their lives to call the area home.

More open green spaces, community facilities and public spaces will enable people to come together, participate in community life and create healthy and inclusive neighbourhoods.





Objective 1

Celebrate, protect and interpret and Aboriginal cultural values

Structure planning presents an opportunity to highlight Box Hill's rich cultural history and create spaces that support the ongoing interpretation and sharing of cultural values. Celebrating Aboriginal voices, history and culture – and incorporating Caring

for Country principles in the planning, design and development of places – can help to shape Box Hill in ways that honour its Aboriginal heritage and are inclusive of contemporary Aboriginal culture and values.

Strategies

- Recognise, celebrate and interpret cultural heritage and storytelling in the design of public spaces. Use local Aboriginal language and names in public spaces (such as streets, parks and public buildings) in consultation with Traditional Owners who hold language as a non-tangible cultural heritage asset.
- Collaborate with Traditional Owners to identify and restore areas of Country in need of healing, promoting decision-making that respects the principles of self-determination.
- Encourage indigenous planting on public and private land to strengthen Aboriginal cultural connections to place.
- Encourage the consideration of Aboriginal cultural needs in the design of institutional buildings, social and affordable housing, and student accommodation.
- Identify opportunities to improve Aboriginal economic outcomes.
- Improve Aboriginal wellbeing by having culturally safe places to gather. Consider opportunities for these to be integrated with community infrastructure planning.

Actions

1. Engage with Traditional Owners and the Aboriginal community throughout SRL East structure planning and delivery.
2. Partner with Traditional Owners in the design of new public spaces and to identify opportunities to restore the local natural environment.
3. Investigate the inclusion of spaces in community facilities designed for and with Traditional Owners and / or relevant Aboriginal community service providers.
4. Actively work towards achieving Victorian Public Service and agreed contractor Aboriginal employment targets with a focus on local Aboriginal communities.
5. Identify opportunities for the advancement of Aboriginal employment outcomes and procurement opportunities when developing an SRL East Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor.

Objective 2

Facilitate the growth of high-quality housing

An extra 5,900 new dwellings will be needed in the Box Hill Structure Plan Area as the population grows to 29,100 people.

Housing will be encouraged in places near amenities, jobs and transport. This includes in the Central Box Hill neighbourhood and along key movement corridors.

The Structure Plan identifies areas for housing growth based on their access to amenities, jobs, transport and services. The most significant housing growth should be directed to places close to Central Box Hill and along key movement corridors.



Future housing growth

Three relative levels of housing growth identified: significant, high and medium.

- **Significant housing growth:** Areas identified for significant housing growth are concentrated around the SRL station. These areas will generally accommodate the tallest, highest density developments, providing new housing, job opportunities and amenities in areas with excellent transport connections.
- **High housing growth:** These areas can support higher density apartment developments. These areas are generally located near centres of activity and public open spaces, and along key movement corridors such as Station Street and Whitehorse Road.
- **Medium housing growth:** These areas will evolve to support medium-scale developments, primarily mid-rise apartments or townhouses on consolidated lots.

Strategies

- Distribute housing growth across the Structure Plan Area by:
 - Encouraging significant housing growth in areas with the best access to transport, services and amenities including locations within the Central Box Hill neighbourhood (see Figure 11).
 - Encouraging high housing growth along key movement corridors, such as Whitehorse Road and Station Street (see Figure 11).
 - Encouraging medium housing growth in established residential areas, including within the Gardens neighbourhood, Surrey Park neighbourhood and the Albion neighbourhood (see Figure 11).
- Discourage the underdevelopment of lots, ensuring that opportunities for new homes are maximised.
- Encourage the redevelopment and intensification of strategic sites nominated to support new housing growth (as shown in Figure 11).

Actions

1. Amend the planning scheme to support significant, high and medium housing growth in areas identified in Figure 11.

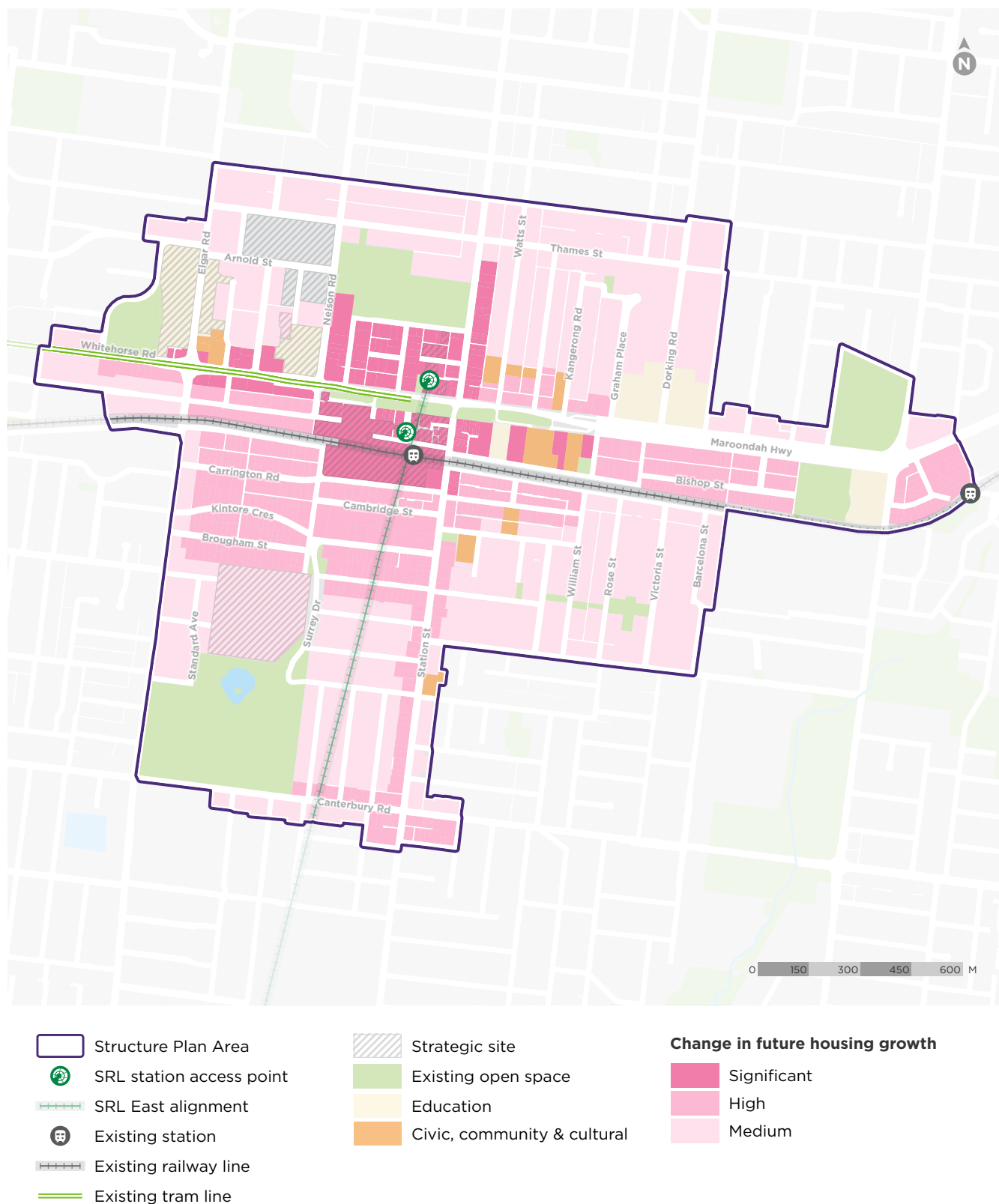


Figure 11: Enriching community plan - Housing

Objective 3

Encourage a range of housing sizes and tenures to meet the needs of future households

Box Hill's future population will need more housing choices. This includes more choice in the size, type, cost and tenure of housing.

There are more renters, single person households, people born overseas and people aged 25 - 39 years in Box Hill compared to the Greater Melbourne average. The growth of high density apartments in Box Hill will continue to provide most new housing options.

Strategies

- Facilitate the delivery of a variety of dwelling sizes and types that provide housing choice for a range of households.
- Create opportunities to deliver residential aged care and independent living facilities within easy walking distance of Central Box Hill to enable people to age-in-place.
- Encourage the development of inclusive, well-designed and accessible housing to meet the needs of all people.
- Support new and emerging housing models, including built-to-rent, co-living and other innovative responses that can help to foster a diverse housing market.

Actions

1. Amend the planning scheme to encourage a diversity of housing types and sizes to be delivered across the Structure Plan Area.



BlueCross Aged Care Residence, Box Hill

Increase the supply of social and affordable housing

There is an unmet and growing need for affordable housing for Box Hill's growing population, including its workforce.

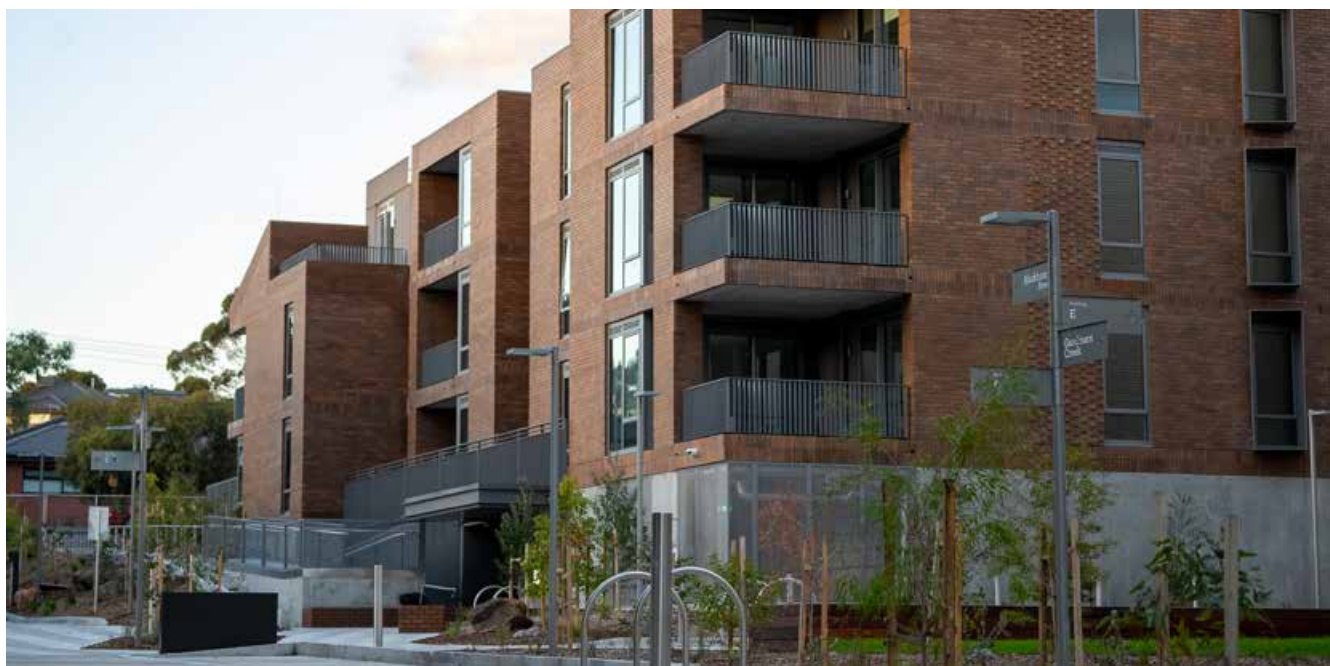
Encouraging and securing affordable housing contributions as part of private developments will be important. This includes housing for low income households.

Strategies

- Encourage the provision of affordable housing on strategic sites and areas identified for significant and high housing growth, in alignment with Victorian Government policy.
- Ensure the diversity (measured by number of bedrooms) of affordable housing reflects the diversity of proposed market housing within the same development.
- Ensure that affordable housing is constructed to the same standard as market housing within the same development.
- Encourage and support the delivery of new, innovative and/or alternative affordable housing models.
- Encourage the provision of social and affordable housing on government-owned land.

Actions

1. Amend the planning scheme to encourage the provision of affordable housing on strategic sites and areas identified for significant and high housing growth.



Public and affordable housing development at Markham Avenue, Ashburton

Source: Homes Victoria

Objective 5

Provide an enhanced and accessible network of community infrastructure that meets the needs of the future community

Improving Box Hill's community infrastructure will help meet diverse individual needs, foster community inclusion and create a great place to live.

Existing community facilities in Box Hill include Box Hill Library, the Louise Multicultural Community Centre and Aqualink, a regional aquatic centre in Surrey Park. More library services, maternal and child health care will be needed and co-location of these will be encouraged. Box Hill will also need more sporting infrastructure.



Site selection principles for new community infrastructure

SRLA has developed the following principles to guide the identification of community infrastructure sites in the Structure Plan Area:

- Priority should be given to sites that are:
 - centrally located and maximise walking, riding and public transport networks that foster healthy communities.
 - located in an activated area, where other community infrastructure, retail or other amenities are provided.
- A site should:
 - contribute to the network of local community infrastructure
 - have capacity to accommodate flexible and vertical building design and meet changing needs over time
 - have, or be anticipated to have, potential to be available and developable for community infrastructure within the structure planning period.
- Council or State Government-owned land should be the priority for community infrastructure sites. Co-locating new community infrastructure with existing infrastructure is encouraged.
- Purchasing land should be considered where other options have been excluded.



Box Hill Library



Strategies

- Support sport, recreation and social activities through a new or enhanced district indoor sports facility that can accommodate indoor multi-purpose courts, and consider co-locating this with the existing Aqualink regional facility in Surrey Park.
- Support community belonging, cultural, health and social activities through a new multi-purpose community hub. Site selection should consider locating it in the area around the SRL station, which maximises accessibility.
- Support the wellbeing of growing families through the provision of maternal child health services, preferably co-located with other services.
- Ensure existing and future residents benefit from access to technology and social connectedness by planning for a new district library located centrally and co-located with other community facilities.
- Facilitate convenient access to services and programs people need at different stages of their lives through provision of new and enhanced community facilities within the Structure Plan Area and immediate surrounds.
- Support the higher frequency use of sporting fields through quality enhancements to playing surfaces and complementary facilities.
- Leverage Box Hill's strong existing network of community assets and spaces by identifying opportunities for co-location of new facilities in the planning for community infrastructure.
- Explore opportunities for schools and private institutions to allow public access to and use of their sporting facilities and other spaces by the Box Hill community.
- Ensure kindergarten and government primary and secondary school capacity meets the needs of the current and future community in Box Hill and the surrounding areas.

Actions

1. Work collaboratively to:
 - Confirm the form and location of community infrastructure considering:
 - the site selection principles for new community infrastructure
 - the capacity and condition of existing infrastructure
 - the preferred future scale, form and function of the infrastructure, (including demand generated by residents, workers and visitors (where visitor numbers are anticipated to be high)
 - the preferred service and infrastructure delivery models, including preferred benchmarks and service catchments, and regional and district opportunities
 - the anticipated demographic profile, community needs and preferences, including participation rates
 - opportunities pertaining to land ownership, development and funding available to delivery leads including an Infrastructure Contributions Plan or other pathways.
 - Identify needs and opportunities to increase the capacity of existing playing fields.
2. Deliver new and enhanced community infrastructure.
3. Facilitate shared user agreements to allow for wider public access to sporting infrastructure on local school campuses.
4. Plan for additional government secondary school provision to serve the needs of the current and future community and surrounding areas.
5. Consider the need for additional government primary school provision to serve the needs of the current and future community and surrounding areas.
6. Monitor and respond to the need for new and/or expanded public, not-for-profit and for-profit kindergarten provision to serve the needs of the current and future Box Hill community and surrounding areas.
7. Amend the planning scheme to introduce an Infrastructure Contributions Plan to contribute to the funding of new and enhanced community infrastructure serving and supporting development in the Structure Plan Area.

Objective 6

Create a connected and accessible open space network for those who live and work in Box Hill

While Box Hill has an existing range of open spaces that contribute to its liveability, there are gaps in the open space network that need to be addressed.

More open spaces with greater functionality will be needed within walking distance of higher density living. This includes passive recreational spaces and spaces that provide facilities for young children.



Site selection principles for new open spaces

SRLA has developed the following principles to guide the identification of new open space sites in the Structure Plan Area:

- **Land ownership** – suitability for conversion to public open space, rezoning and/or repurposing existing public land spaces.
- **Condition** – the physical condition of the site is suitable public open space uses, considering any remediation required to meet a condition for its intended use.
- **Alignment with intended open space classification/typology** – primary function and catchment.
- **Access to public open space** – improves walkable access from anywhere within the Structure Plan Area in accordance with State policy.
- **Access to the site** – more than one entry point, road frontages, topography, accessible for people of all abilities, car parking off- and on-street.
- **Adjoining land use** – considers opportunities to enlarge existing public open spaces, opportunities for co-location with community facilities.
- **Connectivity** – considers links, connections, and safe walkable access to existing open space, open space corridors, cycle routes.
- **Size** – suitable for intended purpose and minimum dimensions.
- **Solar access** – the site enjoys good solar access in winter.



Box Hill Gardens

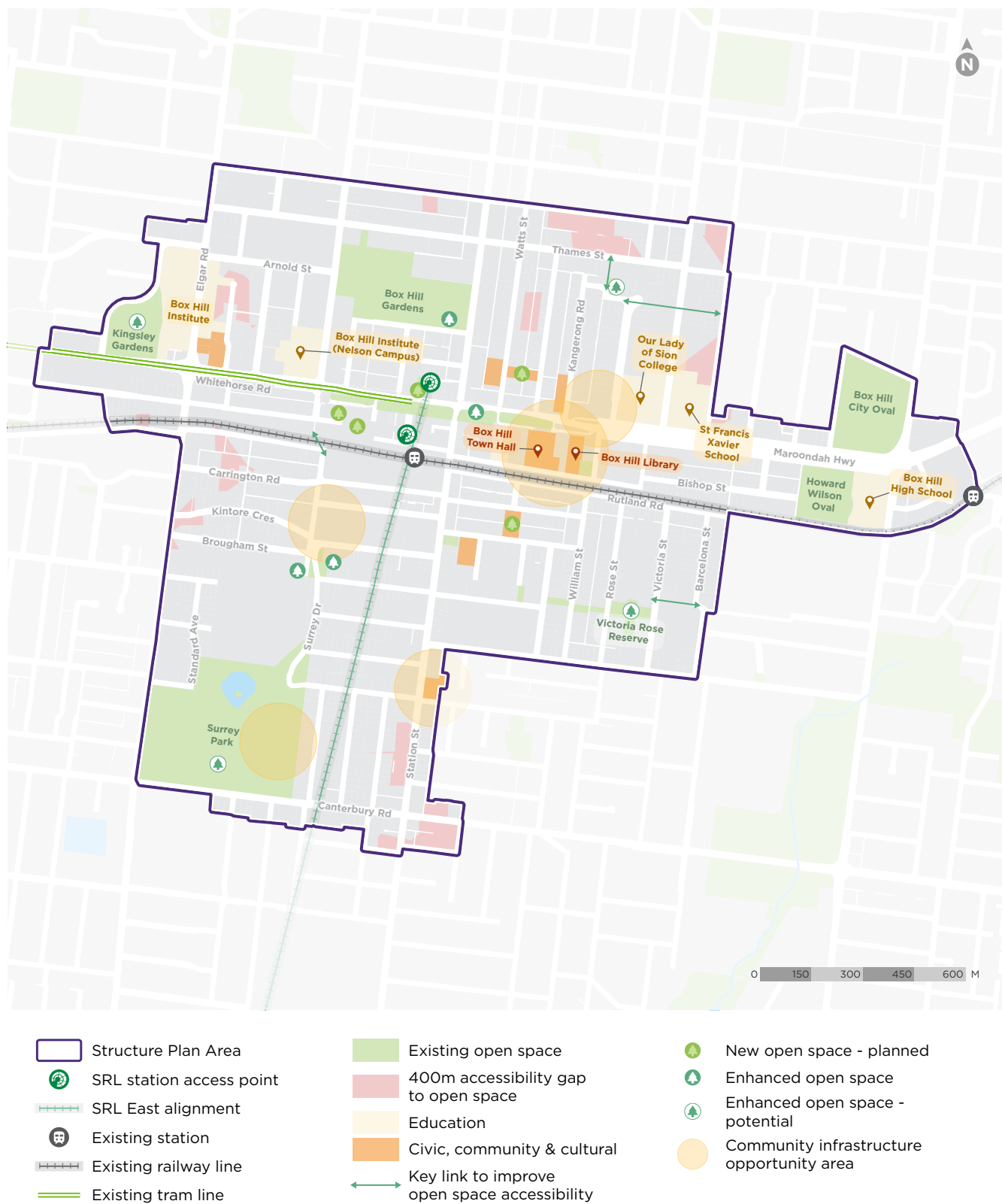


Figure 12: Enriching community plan – Open space and community infrastructure

Strategies

- Provide access to high-quality open spaces within a walkable distance of people living, working and visiting Box Hill, with greater accessibility in higher density areas (see Figure 12). Locations for these potential new open spaces should align with the open space site selection principles.
- Improve access to open space by providing new links shown in Figure 12.
- Enhance existing open spaces to improve the quality, functionality and capacity of the open space network (see Figure 12).
- Ensure enhancements to existing open spaces meet the variety of needs for people living, working and visiting Box Hill.
- Supplement the open space network through increased public access to large restricted and private open spaces, schools and institutions.
- Seek to retain the temporary offset open spaces delivered as part of the SRL East Public Open Space Framework for potential future adaptation as permanent parts of the open space network.

Actions

1. Confirm the form, scale and location of any enhancement and upgrade of existing public open spaces shown on Figure 12 considering:
 - The demand generated by residents, workers and visitors (where visitor numbers are anticipated to contribute significantly to community infrastructure demand)
 - Preferred open space level of service and design standards
 - The anticipated demographic profile, community needs and preferences, including for informal recreation and play
 - Opportunities pertaining to land ownership, development and funding available to delivery leads including an Infrastructure Contributions Plan, clause 53.01 or other pathways.
2. Deliver enhanced open spaces.
3. Amend the planning scheme to encourage new key links through private landholdings to improve walkable access to open space, where there are reasonable opportunities to fulfil the completion of the link on adjacent land over time (see Figure 12).
4. Assess the suitability of temporary offset open spaces delivered as part of the SRL East Public Open Space Framework for potential future adaptation as permanent parts of the open space network.
5. Investigate opportunities to improve public access to large restricted and private active, passive and informal open spaces including Box Hill City Oval; schools such as Box Hill High School, Our Lady of Sion College and St Francis Xavier's Catholic Primary School; and the various campuses of Box Hill Institute.
6. Amend the planning scheme to introduce an Infrastructure Contributions Plan to contribute to the funding of new and enhanced public open space serving and supporting development in the Structure Plan Area.



Box Hill Community Gardens

5.4 Boosting the Economy

SRL East will reinforce Box Hill's strategic importance as one of Melbourne's most significant economic centres.

Development of the new SRL station will expand Box Hill's already diverse employment, commercial office, retail and entertainment options, and transform the heart of the area into a major city-scale core with a thriving day-night economy.

Box Hill's state-significant Health and Education neighbourhood will continue as a major driver of economic and jobs growth.



**Objective 7****Reinforce Central Box Hill as a vibrant and attractive employment destination**

Box Hill is an important employment location, with specialisations in health and education, retail and entertainment, and business services. SRL East provides opportunity to significantly expand employment floorspace and position Box Hill as a preferred alternative location for high density offices outside inner Melbourne.

To safeguard opportunities for employment growth, office development will need to be prioritised in commercial locations close to transport and worker amenities, including Prospect Street and Rutland Road.

Strategies

- Ensure Box Hill maintains a sufficient supply of office floorspace by prioritising office developments within the Central Box Hill neighbourhood, particularly Prospect Street and Rutland Road.
- Ensure significant office development is accompanied by ground floor retail or entertainment uses to increase the attractiveness of these locations for anchor tenants.
- Encourage the delivery of new office floorspace as a component of mixed-use developments outside nominated commercial locations.
- Support office uses within the Health and Education neighbourhood where they complement and contribute to its primary health and education focus.

Actions

1. Amend the planning scheme to encourage delivery of office floorspace within developments in the Central Box Hill neighbourhood.
2. Develop an Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor.

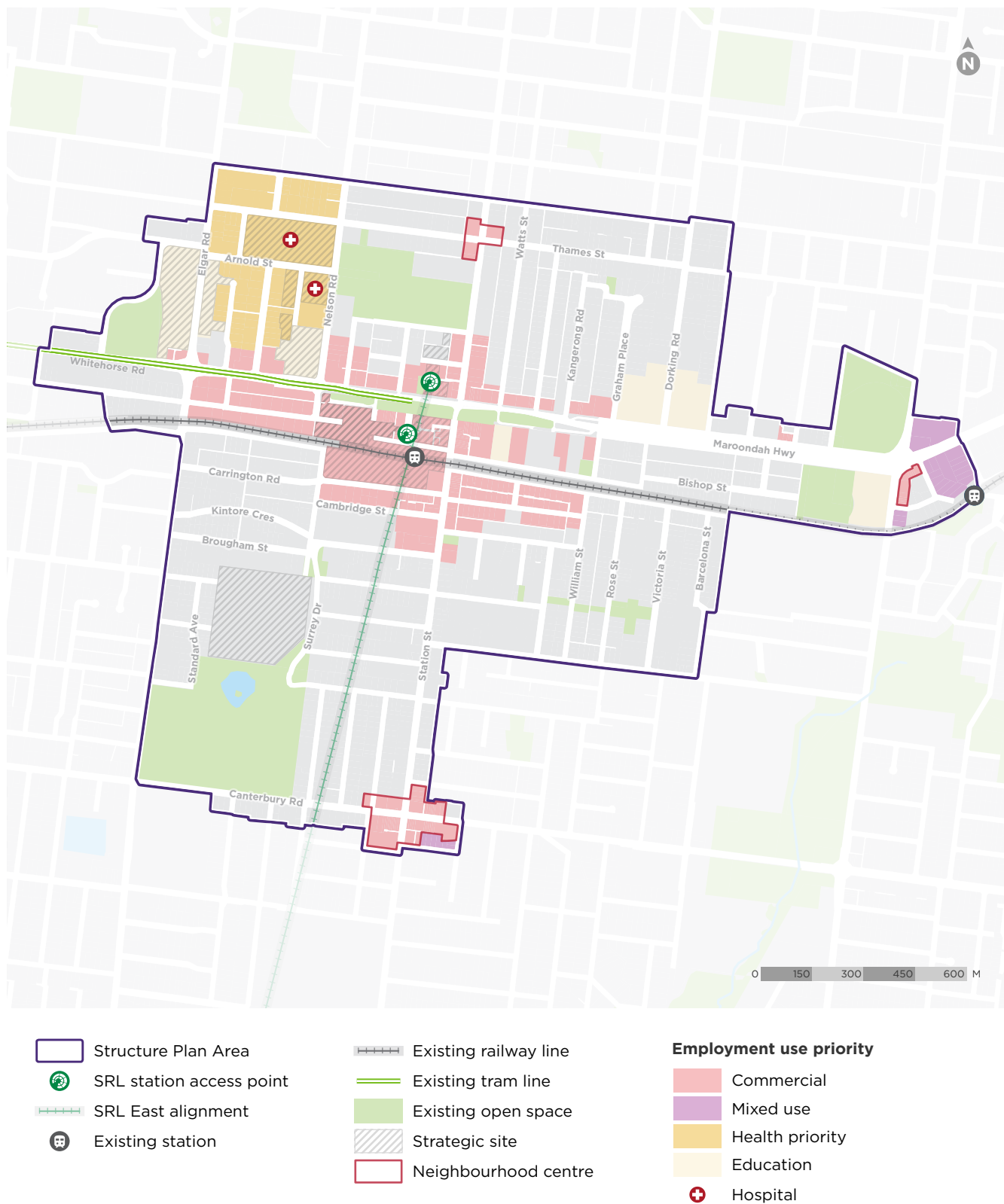


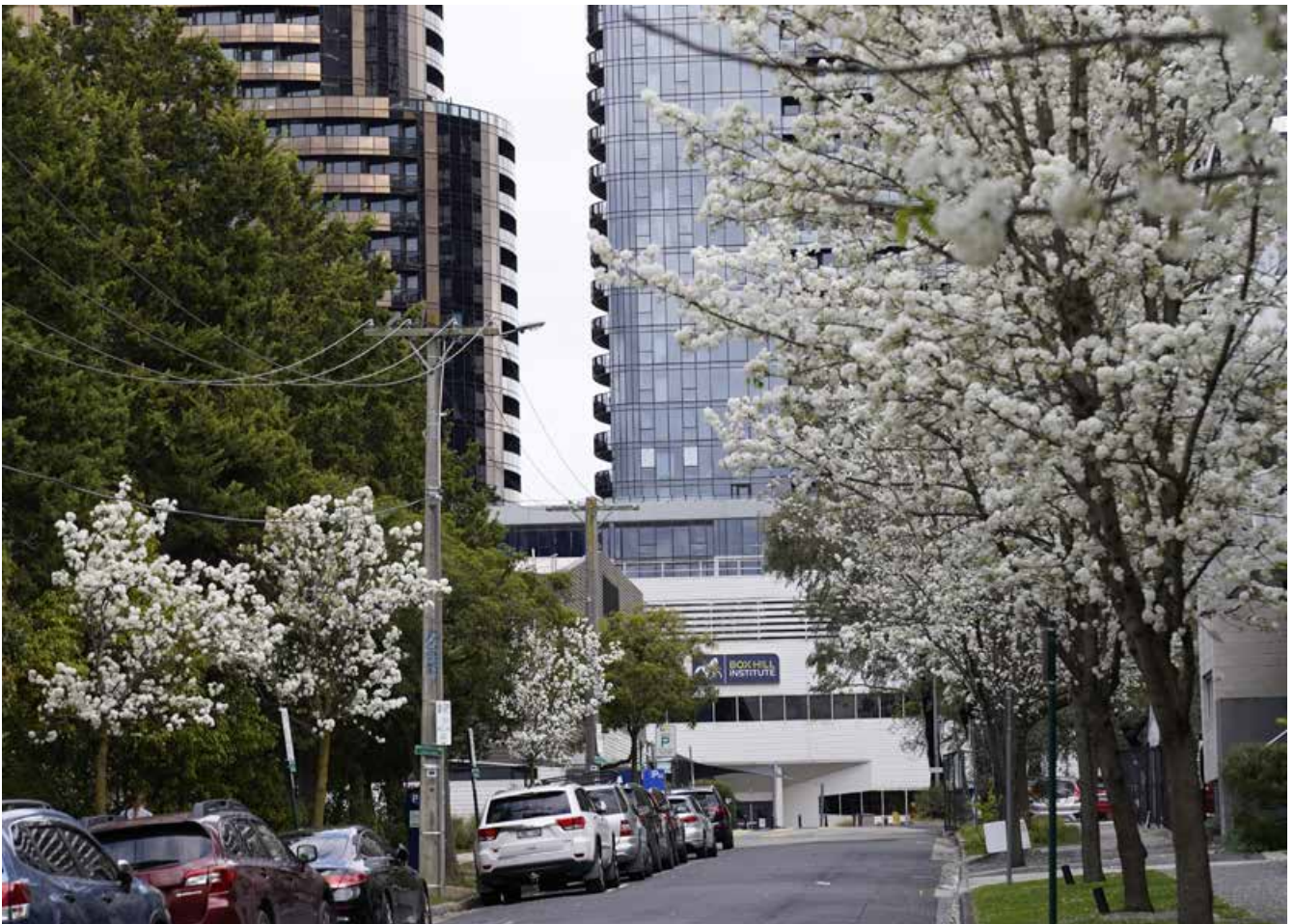
Figure 13: Boosting the economy plan

Objective 8

Continue to grow the health and education function of Box Hill

Box Hill is recognised as a health and education precinct in State policy, reflecting long-term investment in public and private health and education infrastructure and employment. The health sector is a major driver of employment and a regional provider of services to residents in the wider area.

While health uses should be prioritised in the Health and Education neighbourhood, supporting employment uses such as offices and small retail developments can improve worker amenity and stimulate economic activity. Supporting the education sector to grow will leverage Box Hill's existing strengths.



Spring Street, Box Hill



Strategies

- Prioritise the growth of health floorspace and complementary employment uses in a defined Health and Education neighbourhood, including research and development, research translation and commercialisation, teaching and office uses.
- Prioritise land for future public hospital and public health system purposes in a defined health priority area within the Health and Education neighbourhood.
- Prioritise public amenity (open space, wayfinding and accessible daylight and sunlight) to support the health and wellbeing of patients, health professionals and carers in the health priority area.
- Encourage the delivery of tertiary education floorspace and the intensification of existing tertiary education sites, including Box Hill Institute assets within the Health and Education neighbourhood.
- Support health and education uses beyond the Health and Education neighbourhood in highly accessible mixed-use locations.
- Prioritise public amenity (such as access to open space and access to daylight and sunlight) to support the health and wellbeing of patients, health professionals and carers in the health priority area.
- Support mixed-use developments where they contain office or other floorspace that complements the health, research and education function of the area.
- Improve the retail offer within the Health and Education neighbourhood to attract anchor tenants and improve worker amenity.

Actions

1. Continue to undertake comprehensive health system planning and clinical service planning, including site assessment and health master planning, if required.
2. Amend the planning scheme for land within the health priority area to:
 - Encourage the expansion and intensification of health uses, and facilitate the growth of health floorspace for public hospital and health purposes
 - Prioritise health uses and discourage residential development
 - Provide for a range of supporting uses (such as office, research and development, retail and hospitality, childcare, gyms and recreation facilities)
 - Prioritise public amenity (such as access to open space and access to daylight and sunlight) to support the health and wellbeing of patients, health professionals and carers in the health priority area.
3. Amend the planning scheme to prioritise health, education and supporting uses in the Health and Education neighbourhood.
4. Amend the planning scheme to support health and education uses in mixed-use locations beyond the Health and Education neighbourhood.

Objective 9

Strengthen Box Hill's night and daytime economy

The centre of Box Hill will be reimagined around the SRL East station. Things to do and places to shop will feel familiar but will grow and diversify to support more people visiting, living and working in the area.

Beyond the existing shopping centre, more retail, hospitality and ground floor activation will also be encouraged, including in the Health and Education neighbourhood to support workers and students.

Significant retail floorspace will be encouraged along Whitehorse Road within a short walking distance of the public transport interchange.

Strategies

- Support the expansion of Box Hill's street-based shopping and entertainment options as a key regional attractor.
- Focus retail, hospitality and entertainment uses that are complementary to achieving a night-time economy and that support activation of urban streets and laneways across extended hours within the Central Box Hill neighbourhood.
- Ensure developments abutting the SRL station entrances provide activated retail, entertainment or hospitality uses at lower levels.
- Limit significant retail floorspace to mixed-use locations within a 200-metre catchment from the Box Hill public transport interchange.
- Encourage small-scale retail, hospitality and entertainment uses in retail, employment and mixed-use locations outside of the Central Box Hill neighbourhood to support precinct-wide activation and meet local needs.

Actions

1. Amend the planning scheme to:
 - Require retail, hospitality or entertainment uses at ground floors within key locations in the Structure Plan Area
 - Require activated frontages on ground levels within key streets in Central Box Hill.



Objective 10

Reinforce and diversify Box Hill's neighbourhood centres

Station Street and Whitehorse Road connect Central Box Hill with local areas of activity at Box Hill South Shopping Centre and Laburnum Local Centre.

These local centres will play an important complementary role to Central Box Hill by providing walkable access to local services, facilities and employment opportunities for residents. Supporting the growth of retail and commercial uses in these areas will be important to support sustainable growth across the Structure Plan Area.

Strategies

- Reinforce local employment and retail at Box Hill South Shopping Centre and Laburnum Local Centre.
- Support housing growth as part of mixed-use developments to provide new residents good access to services, transport and convenience retail.
- Foster a vibrant streetscape by requiring retail, hospitality and entertainment uses with active frontages on ground levels within key streets in these locations as described in Section 6 of the Structure Plan.
- Safeguard local character and independent retailing through the preservation of the existing fine-grain shopfront character along Canterbury Road.

Actions

1. Amend the planning scheme to:
 - Require the delivery of commercial or retail floorspace as part of mixed-use development in Box Hill South and Laburnum
 - Require activated ground floor frontages fronting key streets in Box Hill South and Laburnum.



Entrance to Laburnum Station

5.5 Enhancing Place

Box Hill will continue to evolve with new residential and commercial buildings.

Buildings will respond to their local context and make a positive contribution to the public realm.

A network of connected and inviting streets with more tree canopy coverage will contribute to the improved urban environment.





Objective 11

Ensure the scale of built form is responsive to its context

New built form at a scale and intensity to support the forecast resident population and commercial floor space growth will be needed in the Structure Plan Area. It must also respond to its location and context, including the proximity to public transport, jobs and services.

Distinct neighbourhoods can be created by concentrating the most significant built form around the existing retail and commercial areas near Box Hill Central Shopping Centre and the SRL station.

Residential neighbourhoods can accommodate a diversity of low- to mid-rise apartments in a garden setting.



Delivering growth and amenity

Significant population and employment growth is forecast across the Structure Plan Area. The scale of built form will increase to accommodate this growth and leverage the benefits of the SRL station. Increased residential density will give more people good access to public transport, jobs and services. A substantial increase in workplaces, health services and/or education facilities close to the SRL station will also improve access to jobs and services for people living elsewhere on Melbourne's rail network.

The Structure Plan Area has a high level of accessibility to jobs and public transport. This means it should have a greater level of intensification than surrounding residential areas or other places close to passenger stations or activity centres within Melbourne that are less well served by jobs and public transport.

Building scale will generally be greater in the centre of the Structure Plan Area and decrease further from the centre.

This pattern of intensification creates a cone-shaped gradient responding to proximity to existing and planned employment areas, services and public transport.

While existing character should not act as a constraint on the level of growth proposed, consideration has been given to how the character of each part of the Structure Plan Area will transition over time.

Importantly, built form intensity will be balanced with a high level of amenity.



Low-rise residential development



Strategic sites in Box Hill

Strategic sites have been identified throughout the Structure Plan Area based on the opportunities they present to accommodate significant growth or their strong potential to help deliver policy objectives or public benefit.

Master plan sites

To capture these opportunities, some strategic sites will be subject to detailed master planning by the landowner in future. The master planning process allows for better management of site-specific and offsite impacts, while providing flexibility to test potential design options and fully consider matters that may only be known closer to the time of the site's development. Bespoke planning controls will apply to master plan sites through specific provisions that provide direction guiding their future development.

The strategic master plan sites identified in the Structure Plan Area are:

- SRL Station Development Area
- Former Box Hill Brickworks.

Other strategic sites

Strategic sites that contain existing major land uses such as health, education or research have been identified due to the important role they play in the Structure Plan Area.

Other strategic sites demonstrate capacity and scale to support growth but do not require bespoke direction or planning controls to realise their potential.

The sites identified in the Structure Plan Area that do not require a master plan are:

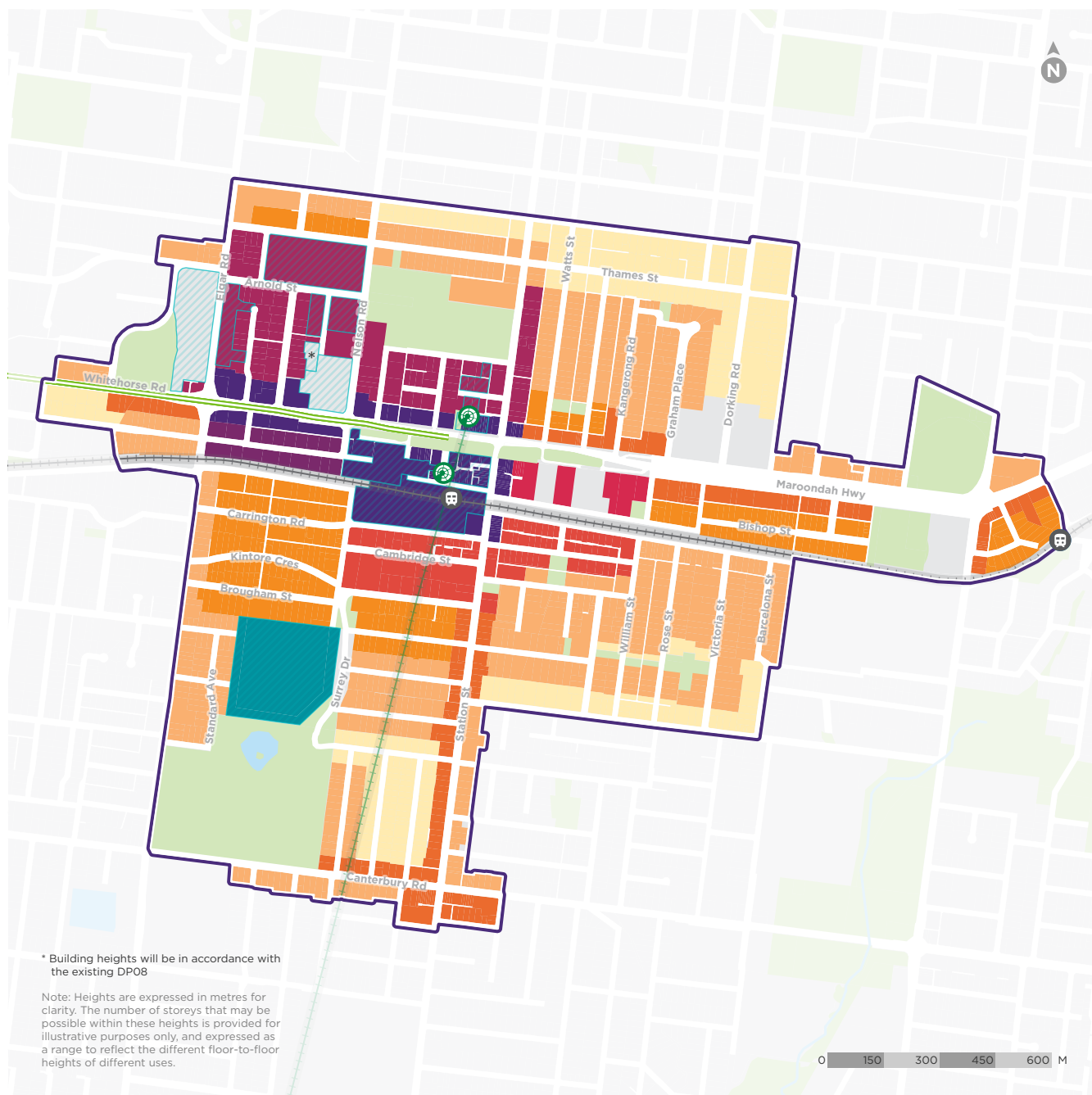
- Box Hill Central
- Epworth Eastern
- Box Hill Institute of Tafe - Elgar Campus
- Box Hill Institute of Tafe - Nelson Campus
- Box Hill Hospital.

Strategies

- Promote the greatest level of built-form intensity, activity, and development scale in the Central Box Hill neighbourhood, around the SRL station where accessibility to public transport, jobs and services is greatest (see Figure 14).
- Facilitate continuous, mid-rise buildings that can support a mix of uses along Whitehorse Road and Station Street to strongly frame these wide roads and provide adaptable building typologies (see Figure 14).
- Facilitate the establishment of a mid-rise urban neighbourhood in proximity to Surrey Park and the Former Box Hill Brickworks, and within walking distance of the Central Box Hill neighbourhood.
- Encourage a range of low- to mid-rise apartment buildings in a garden setting to promote housing diversity in established residential areas.
- Encourage lot consolidation to facilitate more efficient and sustainable design outcomes and to increase the supply of larger sites for residential development.
- Ensure development provides an appropriate interface with adjoining properties, based on the level of change anticipated.

Actions

1. Amend the planning scheme to achieve preferred scale and built form outcomes, including preferred maximum building heights.



- | | | |
|-----------------------|--|---|
| Structure Plan Area | SRL station access point | 36m (9-10 storeys) |
| SRL East alignment | Strategic site | 27m (7-8 storeys) |
| Existing station | Preferred maximum building height | 25m (6-7 storeys) |
| Existing railway line | 133m (34-40 storeys) | 21m (5-6 storeys) |
| Existing tram line | 85m (22-25 storeys) | 14m (4 storeys) |
| | 52m (13-15 storeys) | Strategic site subject to bespoke planning controls |
| | 49m (12-14 storeys) | |

Figure 14: Enhancing place plan – Preferred maximum building heights

Objective 12

Create a network of streets and public spaces that are vibrant, inviting and support growth

Box Hill's streets will provide safe, attractive and comfortable walking and cycling journeys. A well-connected street network will accommodate thriving public street life and activation.

The streets across the Structure Plan Area vary in quality, with many streets, such as Elgar Road and Station Street, lacking pedestrian amenity or tree canopy.

The existing street network provides a framework for an improved public realm to create a cohesive network of streets that meet the needs of an increasing population, encourage a shift to sustainable modes of travel, and support social interaction and healthy lifestyles.

New development within Central Box Hill in particular will integrate with the public realm to support public places that are welcoming, activated and safe night and day.



Why is a network of vibrant, safe and distinct streets important?

A set of complementary street types will form a cohesive network that supports the envisioned growth of the Structure Plan Area, adds to neighbourhood amenity and helps foster desired outcomes for different places:

- **Activity Street**

A highly urbanised street that supports public life and provides an attractive and comfortable pedestrian experience, with generous pedestrian circulation space and streetscape treatments that encourage activation of street frontages and provide durable, high-quality materials.

- **Boulevard**

A wide arterial road that serves multiple transport functions, while still providing strong landscape and pedestrian outcomes, including canopy trees and pedestrian crossing opportunities.

- **Avenue**

A wide and tree-lined street that accommodates active and/or public transport with nodes of pedestrian amenity to create places for people to move and dwell.

- **Green Street**

A broad classification for a collective network of local streets that should be prioritised for ongoing enhancement due to the roles they play in linking key destinations, such as recreational facilities, public transport nodes and employment areas, and/or their ability to deliver environmental outcomes, such as increased canopy cover and water sensitive urban design initiatives.



Strategies

- Establish a street hierarchy that supports each street’s movement and place function, and place identify.
- Prioritise pedestrian movement and activity on local streets and lanes identified as Activity Streets (see Figure 15) to ensure they provide distinctive and attractive places for public life.
- Establish Whitehorse Road as a Boulevard (see Figure 15) that provides a welcoming pedestrian experience, public open space and a vibrant interface to existing and future built form.
- Optimise Avenues (see Figure 15) for pedestrian movement and amenity while maintaining access by other travel modes.
- Establish a cohesive network of safe and inviting streets that encourages walking and riding to key destinations and social activity, while also accommodating calmed local traffic and buses where necessary (see Figure 15 and Section 6 for further details).

Actions

1. Prepare and implement streetscape master plans for each street type, as required.
2. Deliver streetscape upgrades consistent with each enhanced street type.
3. Amend the planning scheme to introduce an Infrastructure Contributions Plan to contribute to the funding of enhanced streetscapes serving and supporting development in the Structure Plan Area.



Mid rise apartment development, Stanley Street, West Melbourne



Figure 15: Enhancing place plan – Public realm street typologies



Objective 13

Ensure new development contributes positively to the public realm

New buildings should be designed to contribute to the preferred character of the neighbourhood, carefully balancing the need to provide a sense of address, an appropriate level of public realm surveillance and privacy. In busy, commercial areas development should enhance the street experience.

Streets and open spaces, such as Whitehorse Road and Whitehorse Road Linear Reserve, play an important role as places for people to gather. Limiting overshadowing and wind impacts of new development will help provide a pleasant and comfortable public realm.



Protecting access to sunlight

Protecting key spaces from overshadowing as the height of buildings in the Structure Plan Area increases will be important. Access to sunlight should be protected to:

- To reflect the broader significance of key public spaces
- To align the protection of meeting and movement spaces to reflect the importance and use of the space
- During control period times that respond to the usage of key public spaces and degree of direct sunlight achieved
- Considering the nature of sunlight protection needed; balanced with the strategic role, desired activity and function of the space, street and neighbourhood.

New development must maintain a good level of solar access to identified public spaces where sunlight is afforded to spaces based on their role, function and use as part of the open space network as follows:

- **Box Hill Gardens** is a significant, centrally located and important public open space. The siting and design of new buildings will continue to allow for sunlight and amenity in the Gardens.
- **Other public open spaces**, such as **Surrey Park** and **Graham Bend Park**, contribute to local amenity, quality of place and pedestrian experience and will have appropriate sunlight protection.
- **Market Street** is intended to support a high level of street life with outdoor dining and pedestrians walking to shops and services and will allow for sunlight at the spring equinox.

Strategies

- Ensure new buildings integrate appropriately with the public realm and streetscape by orientating building entries, windows and balconies to face the street and open spaces and ensuring that the locations of vehicle entries and services do not undermine the experience or safety of the public realm.
- Ensure buildings balance street definition and openness and contribute to their surroundings by avoiding unreasonable amenity impacts to the public realm, providing activation to the street and reinforcing the human scale at street level.
- Promote activated street frontages in high pedestrian areas, as described in Section 6 of the Structure Plan.
- Design and site taller buildings to minimise adverse wind impacts along streets and within public spaces and parks.
- Ensure that development maintains good solar access to key streets and public open spaces.
- Encourage development in employment areas to incorporate landscaped front setbacks and minimise the amount of land devoted to hard surfaces and car parking.

Actions

1. Amend the planning scheme to ensure that new development provides, as per neighbourhood design guidelines in Section 6:
 - Appropriate setbacks and site coverage to achieve preferred character and landscaping outcomes
 - An appropriate sense of address, surveillance of the public realm, and privacy for occupants
 - Active frontages along key streets.
2. Amend the planning scheme to:
 - Ensure that new development is designed to minimise adverse overshadowing impacts to key streets and public open spaces, and private open space
 - Ensure that new development minimises adverse wind impacts on the public realm.



Objective 14

Ensure new buildings provide a good level of amenity for occupants

New buildings in the Structure Plan Area must be functional, comfortable and enjoyable places to live and work in.

Design measures to ensure amenity should include appropriate setbacks to enable access to daylight and outlook, landscaping spaces and communal open spaces. Buildings should also relate appropriately to neighbouring sites.

The Central Box Hill and the Health and Education neighbourhoods will both play an important role in accommodating significant employment growth in the Structure Plan Area, and high amenity work places in these areas will support this growth.



Making space: the need for setbacks

New buildings should allow for adequate light and privacy, contribute positively to the public realm and help provide a feeling of openness within neighbourhoods. The impacts of taller buildings (such as wind effects and overshadowing) should be minimised and the future development of neighbouring properties maintained.

Prescribed setback distances from the property line to the front, side or rear of a building can achieve this. Setbacks distances will vary according to their context.

The broad approach throughout the Structure Plan Area is:

- **Street or front setbacks** are designed to frame the public realm, help to activate the street or maintain a sense of openness and sky views, accommodate canopy trees and allow solar access to the public realm.
- **Side and rear setbacks** are designed to maintain a sense of openness and sky views, allow solar access to the public realm and private open spaces, provide room for canopy trees and maintain equitable development opportunities for neighbouring properties.
- **Upper level or tower setbacks** are designed to distinguish built form at upper levels from the street wall, maintain a sense of openness, manage wind effects, achieve good internal amenity and maintain development opportunities for neighbouring lots. It may be appropriate to relax these setbacks in certain circumstances, such as throughout much of the Health and Education neighbourhood and at local activity centres.

Strategies

- Ensure residential buildings are designed to support internal amenity for residents, including providing good daylight and solar access, ventilation, minimised overlooking and appropriate building separation.
- Provide for appropriate building setbacks and separation that:
 - Help to frame the public realm and activate the street in appropriate locations
 - Maintain a sense of openness and sky views, and allow solar access to the public realm and private open spaces
 - Minimise adverse wind effects on the public realm and private open spaces
 - Maintain equitable development opportunities for neighbouring properties
 - In concert with site coverage, support preferred landscape outcomes and increased canopy cover in residential neighbourhoods.
- Ensure new development provides for an appropriate level of amenity, which may include:
 - Providing sufficient on-site landscaping and communal open space opportunities
 - Encouraging outlooks and views to open space and public spaces
 - Avoiding sheer walls to the street
 - Discouraging high front fencing that obstructs interactions.
- Encourage the development of adaptable buildings with adequate floor-ceiling heights that allow for changes in use over time.
- Require new sensitive uses to mitigate against off-site amenity impacts, including noise, vibration, odour and dust in proximity to existing employment areas.
- Manage the risk of potentially contaminated land through an appropriate environmental assessment process where appropriate.
- Manage the impacts of noise and vibration by ensuring new sensitive development includes appropriate attenuation measures.



Mid-rise housing development, Nightingale Village and other apartments, Brunswick

Actions

1. Amend the planning scheme to ensure that new buildings offer adequate internal amenity for occupants, including through the provision of good daylight and solar access, ventilation, minimal overlooking and appropriate building separation, attenuation and design measures, as well as equitable development outcomes for adjoining sites.

5.6 Better Connections

SRL East will significantly reshape the way people live in, work and move around Melbourne.

Improving the public and active transport network in the Box Hill Structure Plan Area will encourage more sustainable and active journeys to reduce car trips and traffic congestion.



Objective 15

Create an integrated public transport network connecting the SRL station with key destinations

Box Hill is a major public transport interchange, servicing metropolitan trains, trams and buses. The SRL station will enhance connectivity and reduce conflict between all modes around a new interchange. Pedestrian movement will be enhanced and prioritised along Station Street, as well as through a series of Activity Streets within the heart of the station interchange, making transfers between rail, bus and tram simpler and safer.

Improving the interchange's connection to Whitehorse Road and enabling greater bus connectivity and service frequency will support more people to live and work in Box Hill.



A network of corridors

The future transport network in the Box Hill Structure Plan Area will comprise:

- **Strategic corridors** that connect to destinations with metropolitan and regional significance such as employment and designated activity centres. Strategic modal corridors will provide high-quality connections that prioritise the movement of a particular mode, while still considering the function of other modes along that corridor
- **Local corridors** that provide attractive connections for moving within Box Hill to local destinations and connect to strategic corridors.

Strategic and local corridors provide for a variety of transport modes, including walking, cycling, traffic and public transport, so that residents can meet their daily needs in an easy, equitable and sustainable manner.



Strategies

- Facilitate improvements to the public transport network by connecting the SRL station, existing rail services and existing and proposed bus services and tram services so they are easy to move between.
- Prioritise buses and support the delivery of improved service frequency along strategic bus corridors (see Figure 16).
- Future proof the potential expansion of a high-capacity public transport capable corridor east along Whitehorse Road.
- Improve pedestrian connectivity, permeability and wayfinding to better connect pedestrians with the public transport interchange.
- Support improvements to the existing Box Hill bus interchange to improve its functionality, minimise conflict with pedestrians and cyclists, and improve wayfinding to other modes of transport.
- Support the delivery of upgrades to the existing Box Hill Station, including upgrades to platforms, improved connectivity to the bus interchange and providing a direct interchange with the SRL station.



Box Hill tram

Actions

1. Establish a network of strategic and local public transport routes as shown in Figure 16.
2. Deliver wayfinding improvements between the different modes of transport within the Structure Plan Area.
3. Plan for improved bus priority along the strategic bus corridors.
4. Investigate a future high capacity public transport corridor along Whitehorse Road east of Station Street.
5. Investigate improvements to the Box Hill bus interchange.



Figure 16: Better connections plan – Public transport

**Objective 16****Create a legible and safe active transport network**

Box Hill's active transport network has many strengths, including the pedestrian mall in Main and Market Streets and Box Hill Gardens which prioritise pedestrians. Connectivity beyond these areas is hindered by highly trafficked arterial roads and physical barriers, such as the existing rail line. The cycling network is compromised by traffic, limited cycling infrastructure and large, impermeable urban blocks.

An enhanced active transport network will provide comfortable, safe routes for cyclists and pedestrians to move through the Structure Plan Area facilitating a mode shift away from private vehicles. New links through existing urban blocks and key strategic sites, such as Box Hill Brickworks and Box Hill Central Shopping Centre, will improve accessibility for everyday trips, creating a more compact and sustainable urban environment.

**Movement interventions**

The new movement network for Box Hill is a sum of its parts. Infrastructure upgrades and enhancements will be needed to promote a shift from private car travel to public and active transport.

Among a range of wider local interventions, the following components form critical parts to the movement network facilitated by the Box Hill Structure Plan:

- **Critical Key Links** are considered essential connections to achieving the Vision.
- **Important Key Links** provide connection to or between strategic active transport corridors.
- **Local Key Links** aim to improve local active transport connections / permeability and place activation.
- **Strategic walking / cycling corridors** aim to support commuter trips and link to destinations with metropolitan and regional significance, such as employment and activity centres.
- **Strategic general traffic / freight corridors** are movement corridors that will continue to play a strategic role for freight and private vehicle traffic, directing vehicles away from local neighbourhoods.
- **Strategic bus corridors** connect key locations and operate at a higher service frequency compared to the local bus network.

Delivering Key Links

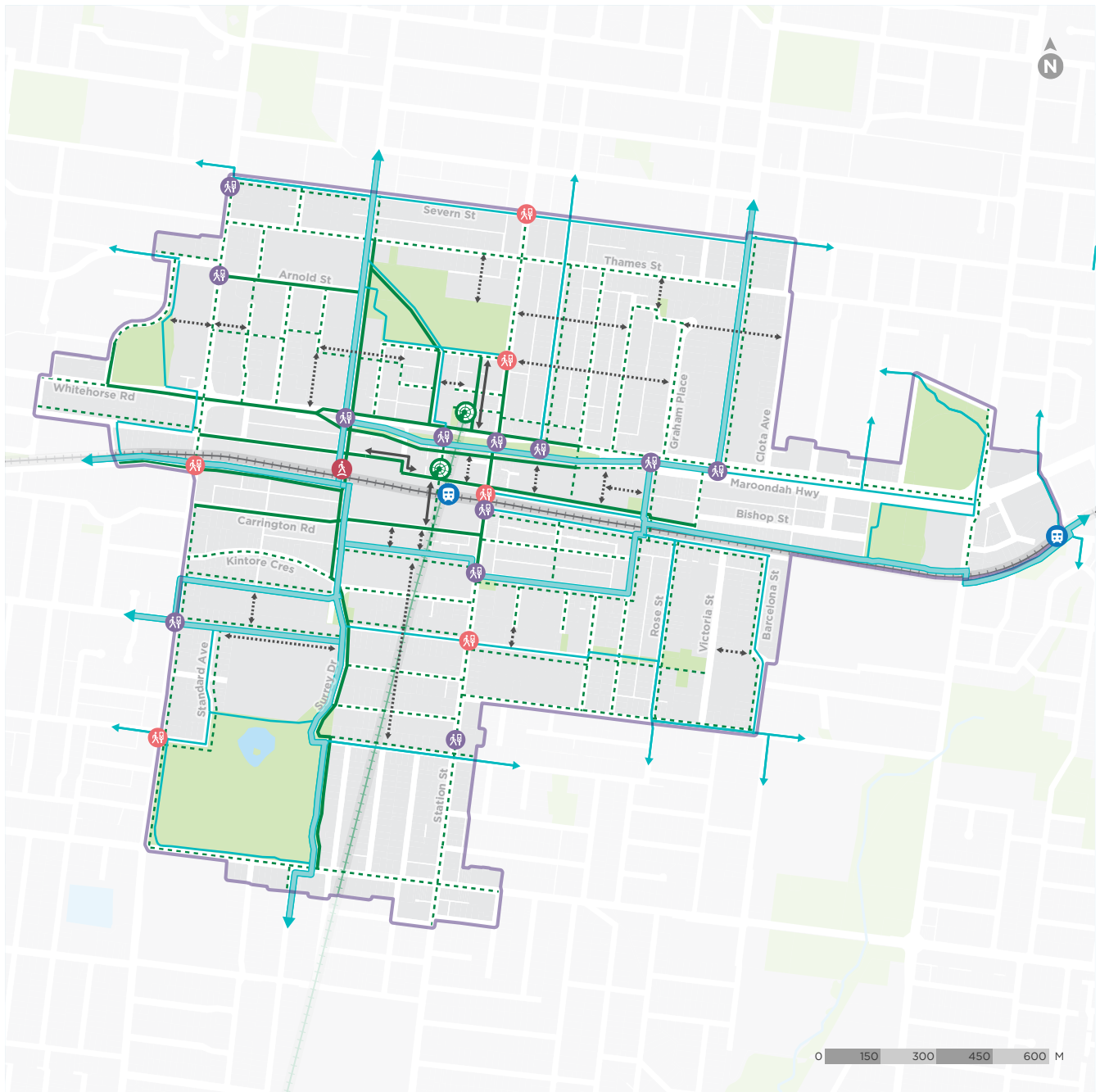
- Critical Key Links will be delivered through a range of planning pathways in Box Hill, which may include public acquisition, working with landowners and direct delivery by SRLA.
- Important and Local Key Links may be delivered through new planning controls, and via key projects or actions set out in the Implementation Plan.

**Creating a shift in mode choice in Box Hill**

Transport interventions set out in this Structure Plan focus on supporting people to walk, cycle and take public transport, creating a shift in journeys.

By 2041, 65 per cent of peak journeys in the Structure Plan Area should be made by sustainable modes, including 32 per cent for active transport and 33 per cent public transport.

Source: Box Hill Transport Technical Report 2025.



- | | | |
|----------------------------------|----------------------------|--|
| Structure Plan Area | SRL East alignment | Strategic cycling corridor |
| SRL station access point | Existing railway line | Local cycling corridor |
| Existing station | Existing open space | Critical Key Link |
| New intersection / crossing | Strategic walking corridor | Important or Local Key Link (indicative) |
| Upgraded intersection / crossing | Local walking corridor | |
| New shared user bridge (fixed) | | |

Figure 17: Better connections plan - Active transport



Strategies

- Establish a priority walking and cycling network to fill gaps between neighbourhoods, open spaces and key destinations including the new SRL station, open spaces and the Health and Education neighbourhood.
- Improve permeability through the provision of more frequent, high-quality and safe crossing points over major roads and along key corridors such as Whitehorse Road, Elgar Road and Station Street.
- Create a safer, more enjoyable shared experience for people walking and riding between Union Station and Laburnum Station including improved access points, lighting and path surface quality, while balancing the need to support biodiversity.
- Improve active transport permeability through the delivery of key links as part of new developments.
- Provide high-quality active transport links between key destinations, such as the SRL station at Box Hill, pedestrian mall in Main Street and Market Street, Box Hill Gardens, Box Hill Town Hall and Library.
- Embed universal design into the planning, design and delivery of all streetscape walking improvements.

Actions

1. Amend the planning scheme to encourage the delivery of Important Key Links and Local Key Links through the future development of private landholdings, generally as shown in Figure 17.
2. Progressively plan for, expand and reinforce an active transport network of high quality strategic and local walking and cycling corridors as shown in Figure 17.
3. Deliver improved walking and cycling crossings in accordance with the locations shown in Figure 17, prioritising the delivery of crossings associated with strategic walking and / or cycling corridors.
4. Develop bicycle and micro-mobility end-of-trip policy / guidelines.
5. Investigate a new pedestrian and cycling link over the Belgrave / Lilydale Line between Nelson Road and Thurston Street.
6. Amend the planning scheme to introduce an Infrastructure Contributions Plan to contribute to the funding of new and enhanced transport infrastructure serving and supporting development in the Structure Plan Area.
7. Prepare a framework to support the delivery of Important or Local Key Links shown in the Structure Plan, informed by a review of these links having regard to priority and feasibility of delivery. The framework should include delivery mechanisms that have regard to:
 - Principles of fairness, equity and certainty
 - Incentives required to facilitate delivery of links.



Example of separated cycling lanes

Objective 17

Minimise the impacts of private vehicles and freight on local streets

High levels of traffic along local streets, can create an unsafe environment for pedestrians and cyclists. Creating low-traffic neighbourhoods that are quieter and more enjoyable, while maintaining the

strategic function of Whitehorse Road and Elgar Road, will support safer and inclusive streets for active transport.

Strategies

- Direct private vehicles and freight to the strategic traffic and freight network of Whitehorse Road and Elgar Road, away from priority walking and cycling areas, and off local streets.
- Maintain a serviceable road network that supports access for essential trips and for people who need to use a car.
- Protect local streets as lower-speed and safe streets which discourages vehicle traffic within residential neighbourhoods.

Actions

1. Establish and reinforce the strategic and local vehicle network as shown in Figure 18.
2. Work with Whitehorse City Council to prepare detailed plans for key streets within low-traffic neighbourhoods to discourage through-traffic and improve safety.



Example of a low-traffic street, Bowden, Adelaide SA



Figure 18: Better connections plan - General traffic and freight

Objective 18

Encourage a shift towards more sustainable transport modes

Extensive on and off-street car parking is provided throughout the Box Hill Structure Plan Area, contributing to private vehicle travel being the predominant and preferred mode of travel. Continuing the same approach will lead to an oversupply of car parking and adverse built form and movement outcomes.

Providing realistic, affordable, accessible and safe transport alternatives will mean that fewer people need to rely on their car for everyday travel, and fewer car parking spaces will be required.

Strategies

- Limit the supply of car parking in new developments to encourage more people to reduce their private vehicle use in favour of public transport and active transport.
- Increase the rate and standard of bicycle parking and end-of-trip facilities within new developments.
- Encourage alternative and adaptable uses for car parking facilities in existing and new developments, when no longer required for parking.
- Encourage the integration of micro-mobility share schemes, consolidated car parking, car share and parcel delivery within new developments.
- Encourage the consolidation of existing car parking facilities to reduce their visual impact, particularly within pedestrian-focused areas.
- Encourage new consolidated public car parking in strategic locations and in mixed-use developments to make efficient use of parking for multi-purpose trips.
- Improve on-street parking management to optimise streets for walking and cycling.

Actions

1. Prepare a Precinct Parking Plan to develop an integrated, strategic approach to parking across the Structure Plan Area.
2. Undertake monitoring and review of transport mode share within the Structure Plan Area every 5 years, including the change towards sustainable transport modes.
3. Amend the planning scheme to:
 - Specify appropriate maximum and minimum car parking rates for new use and development within the Structure Plan Area
 - Require a Green Travel Plan for residential and non-residential development of a certain scale
 - Require the preparation of a car parking re-use plan, which explores adaptability and alternative uses of parking spaces, for suitably-scaled developments
4. Undertake a review of the relevant Parking Overlay schedules every 5 years.
5. Develop an on-street parking management policy that supports the Structure Plan Area's significant changes in land use density, diversity and accessibility levels over time.

5.7 Empowering Sustainability

Box Hill will build its climate resilience and help meet Victoria's net zero emissions target.

New development will transition Box Hill to fossil fuel-free energy.

Better waste and water management will promote a circular economy.





Objective 19

Support the accelerated transition to net zero by 2045 with sustainable building design

To support decarbonisation and contribute to net zero communities, new buildings need to be more energy-efficient, use fewer resources and responsibly offset emissions. Practising circular economy principles in building design and operations will reduce embodied emissions from building materials and maximise resource recovery at all stages.

As Box Hill is transformed with more intensive development to accommodate a growing population, new developments should be built and designed to elevated sustainability standards to create more sustainable and resilient neighbourhoods.

Strategies

- Introduce elevated sustainability standards to require that all new buildings greater than 5,000 m2 Gross Floor Area (GFA) achieve a minimum 5 Star Green Star certification (or equivalent rating from other internationally recognised third-party certification scheme) to maximise building sustainability performance and contribute to Victoria achieving net zero carbon emissions by 2045.
- Encourage new buildings less than 5,000 m2 GFA to apply elevated sustainable design outcomes that aim to meet the BESS-8 'Excellence' rating.
- Design buildings with consideration for climate risks and resilience, promoting climate change adaptation measures to enhance the capacity of buildings to withstand climate-related events, including extreme heat and flash flooding.
- Encourage development to be fossil fuel-free, highly energy efficient and built with lower upfront emissions and embodied carbon.
- Encourage circular design principles including reusing existing assets or materials, designing for material efficiency, selecting products with recycled content and selecting new materials with low embodied carbon.

Actions

1. Amend planning controls to improve sustainable building design standards.



Objective 20

Promote and support solutions to increase energy resilience and reduce emissions through local renewable electricity generation, storage and use

To achieve the Vision for Box Hill, the Structure Plan Area should be sustainable, climate-responsive and net zero ready. This includes planning for new energy technologies to facilitate a smooth transition to net zero.

The Structure Plan supports the adoption of diverse energy technologies for local renewable energy generation, distribution and storage.

Strategies

- Support the development and use of new energy technologies that produce and distribute renewable energy locally, enhancing climate resilience and reducing emissions.
- Support opportunities for renewable energy generation and use at an individual, precinct and neighbourhood scale. Work with large landholders, such as Vicinity group at Box Hill Central or the Victorian Government and City of Whitehorse, to facilitate initiatives like the neighbourhood battery program, smart grid technology and microgrids.
- Support the integration of local storage and small-scale renewable energy schemes into larger development sites.

Actions

1. Work with stakeholders to explore improved energy reliability and resilience initiatives within the Structure Plan Area.
2. Develop partnerships to explore renewable energy generation at an appropriate scale for local needs.

Objective 21

Reduce waste and encourage use of recycled and sustainable resources

A circular economy approach aims to apply principles of reuse, repair, share, refurbish and recycle to all aspects of resource consumption. Major retail and commercial uses in Box Hill are high waste generators in a dense environment. Current recycling rates for Box Hill are about 47 per cent, which means that 53 per cent of waste goes to landfill. Embedding circular economy principles will support low waste outcomes in the design, construction and operation of new developments.

Other opportunities to strengthen local circular economy outcomes could include establishing new community scale resource recovery centres (such as recycling hubs or repair cafes), exploring waste to energy opportunities such as bioenergy production and engaging existing resource recovery businesses to manage waste streams at a larger scale.

Strategies

- Encourage businesses and enterprises to better manage waste through improved use of resources, including resource sharing and resource recovery.
- Promote the principles of a circular economy—redesign, reduce, reuse, repair, renovate, recycle and recover—to the community. Encourage community participation and behaviour changes that are essential for delivering a circular economy.
- Design for future waste streams by allowing appropriate space for waste storage and management, including waste at the source, such as through on-site organic waste management.
- Encourage new buildings to be designed to be adaptable, accommodate a range of uses and avoid the need for major demolition or refurbishment in the future.
- Work with the Victorian Government and City of Whitehorse, large landholders and institutions within Box Hill to support targets to divert 90 per cent of construction and demolition waste from landfill and 80 per cent of operational waste from landfill.

Actions

1. Prepare a circular economy plan for the Structure Plan Area that promotes circular economy principles and identifies projects that can be seeded within the area.
2. Amend the planning scheme to require the submission of a waste management plan as part of any permit application for development greater than 5,000 m² GFA.
3. Partner with key stakeholders to deliver targeted investment in circular economy opportunities.



Objective 22

Facilitate a resilient, cool, green, biodiverse environment

Areas surrounding the existing Box Hill Railway Station and adjoining commercial locations are affected by the urban heat island effect. High density areas with low tree canopy coverage are particularly exposed to the impacts of the heat island effect. These urban heat impacts can create uncomfortable environments during warmer temperatures and discourage walking and cycling.

The Structure Plan aims to increase the liveability and aesthetics of Box Hill by creating greener streets, increasing tree canopy cover, providing new and enhanced open spaces, and encouraging blue-green infrastructure within the Structure Plan Area. These approaches will significantly assist in mitigating the impacts of the heat island effect. Green spaces supported by IWM, tree cover and planting also support increased biodiversity and native flora and fauna, providing habitat and refuges for wildlife and allowing them to thrive in urban environments.

Strategies

- Minimise urban heat island effects by incorporating space for tree canopy cover and blue-green infrastructure into new developments and public areas, including Green Streets. This approach aspires to achieve 30 per cent tree canopy coverage and improved green landscaping.
- Support improved biodiversity and ecological enhancement by establishing habitat corridors, prioritising green and biodiverse planting along Green Streets and within landscaped setbacks.
- Minimise the use of concrete and asphalt, maximising recycled content, repaving, green infrastructure, canopy cover, vegetation and the use of permeable materials.
- Use native and drought resilient plant species to ensure the environment is resilient to climate change.
- Encourage new development to incorporate roof colours, building materials and green infrastructure designs that support urban cooling and meet minimum Solar Reflective Index (SRI) values of exposed materials across 75 per cent of the total development site:
 - SRI greater than 34 for unshaded hardstand surfaces
 - SRI greater than 64 for roofing material.

Actions

1. Amend the planning scheme to encourage the integration of greening and cooling initiatives in new development to help minimise the urban heat island effect and promote a biodiverse, natural environment supported by IWM.

Objective 23

Embed Integrated Water Management in the Box Hill Structure Plan Area

Victoria's Integrated Water Management Framework seeks to deliver effective urban water management, including water supply, wastewater, flood resilience, urban waterway health and management of public spaces.

Parts of the Box Hill Structure Plan Area are subject to flooding vulnerability, including some areas where flooding depths can be greater than 0.6 metres. These flood events are expected to be larger when considering climate change impacts. In addition, no alternative water supply network exists within the Structure Plan Area, meaning development currently relies on a potable water mains network.

Low site permeability in Box Hill's core means that buildings need to capture and reuse rainwater to minimise runoff.

By adopting IWM principles in future development, the Structure Plan Area can maximise the benefits of water, mitigate and adapt to the impact of current and future flood events and enhance water quality. There is also an opportunity to leverage stormwater reuse and alternative water within new buildings and in the irrigation of landscaping, street trees and open spaces as alternatives to potable (drinking) water. This will help conserve precious water resources and support a greener environment even in periods of drought.

Strategies

- Support and facilitate the delivery of an alternative water supply to reduce the demand on the potable water network.
- Require new developments to connect to planned or available alternative water supplies through third-pipe connections to reduce the demand on potable water supply and support the use of alternate water for irrigation.
- Consider and utilise existing strategies and policies of relevant authorities, and the wider industry, in the development of an IWM Plan for the Structure Plan Area.
- Work with public land managers and water authorities to support the provision of third-pipe infrastructure to enable the use of alternative water for irrigation and maintenance of sports fields and public open spaces.
- Manage flood risk through the design and development of new buildings and associated works. Work with water and floodplain management authorities and utility service providers to explore IWM opportunities for new flood mitigation infrastructure, including stormwater harvesting and the provision of blue-green spaces.
- Encourage the use of Water Sensitive Urban Design (WSUD) principles in active transport corridors and green spaces and the design of spaces in both the private and the public realms.
- Support improved stormwater runoff water quality by embedding IWM principles in the development of buildings, new roads and public spaces.

Actions

1. Amend the planning scheme to require development (buildings) to incorporate available or planned alternative water supply by providing third-pipe plumbing through the development to service any end use specified by the relevant authority.
2. Work with utility providers to coordinate and progress the delivery of a new third-pipe non potable water supply.
3. Partner with water authorities and IWM Forum members to support the preparation of an IWM Precinct Plan that confirms the IWM assets and built form opportunities within the Structure Plan Area.

Neighbourhoods

Box Hill's different neighbourhoods will each have a role in achieving the Vision for Box Hill.

6.1 Overview

The Box Hill Structure Plan Area is divided into five neighbourhoods, each with a distinct purpose in achieving the Vision for Box Hill. Detailed urban design, planning recommendations and development direction will guide the evolution of each neighbourhood.

Future role and objectives

Sets out the future role for the neighbourhood, outlining how it will evolve from a built form, land use, movement, public realm and open space perspective. A series of objectives form the guiding principles of development within the neighbourhood, providing an important decision-making framework that builds on the overarching objectives and strategies established in Section 5 (Strategic response).

Neighbourhood guidelines

Presents a suite of neighbourhood guidelines accompanied by detailed height, setback and movement plans at a neighbourhood scale.

Key projects (such as transport infrastructure and open space projects) to support each neighbourhood's future role in accordance with the neighbourhood guidelines are generally shown on the neighbourhood framework plans and are described and presented spatially in the Implementation Plan.

Box Hill neighbourhoods

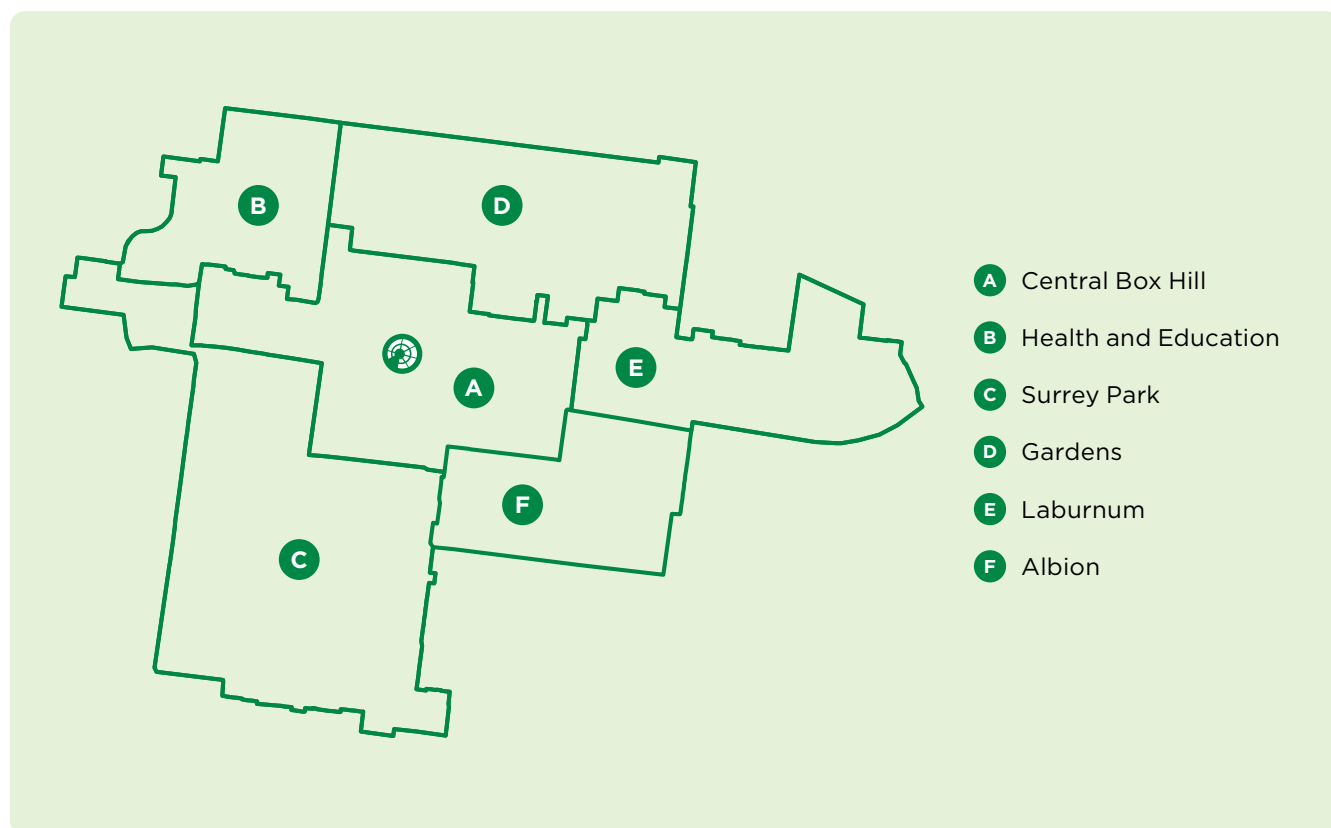


Figure 19: Box Hill Structure Plan neighbourhoods



Whitehorse Road, Box Hill (Photo by Diana Snape)

6.2 Neighbourhood A: Central Box Hill

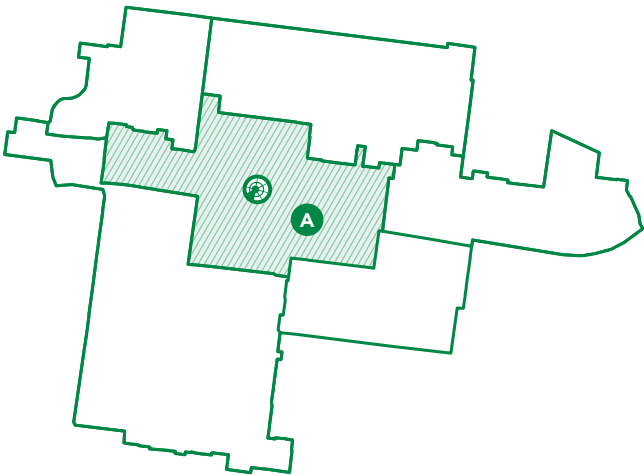
Future role and objectives

The Central Box Hill neighbourhood will continue to grow as the high activity centre of the Structure Plan Area, anchored around Box Hill station and the new SRL station. Significant employment growth will reinforce its strategic role as one of Melbourne’s premier commercial centres. Students, residents, workers and visitors will have excellent amenity and convenient access to shops, entertainment, community facilities and public transport options, along with greater housing choice. Whitehorse Road will be a people-focused, central green spine.

Significant commercial developments, particularly along Whitehorse Road, Prospect Street and Rutland Road will enhance activity, and build on the attractive investment characteristics and vibrancy of Central Box Hill. Retail, hospitality and entertainment will support a mixed-use centre and a day-night economy. Box Hill Town Hall and surrounding area will provide convenient access to civic and community uses, nurturing the sense of place and identity that exists in Box Hill.

New buildings will complement the existing scale and character of the area and respond to important public open spaces such as Box Hill Gardens and an enhanced Whitehorse Linear Reserve. Substantial residential development north of Whitehorse Road will leverage the amenity of Box Hill Gardens, and medium-scale development south of Cambridge Street will provide a transition to residential areas further south. Active building frontages will support street life along Station Street, Market Street and Main Street.

A compact urban core, with a fine-grain network of permeable streets and links, will prioritise walking and cycling. Unifying Nelson Street and Thurston Street through the delivery of a shared use bridge across the existing rail line will improve access between key destinations.



Objective 1	To reinforce Central Box Hill’s status as a dynamic mixed-use commercial centre by prioritising offices, particularly along Whitehorse Road, Prospect Street, and Rutland Road.
Objective 2	To reinforce Whitehorse Road as a people-focused, connected, central green spine and prioritise the movement of pedestrians and cyclists by creating an enhanced active transport network.
Objective 3	To support high density living, particularly in locations close to the SRL station and Box Hill Gardens.
Objective 4	To strengthen Central Box Hill’s day and nighttime economy by retaining street-based trading, and encouraging ground floor retail and entertainment uses along Activity Streets.
Objective 5	To facilitate development that reflects a city-scale ambition while ensuring new development addresses unreasonable overshadowing and wind impacts.
Objective 6	To ensure new built form responds to existing heritage places.

Neighbourhood framework plan

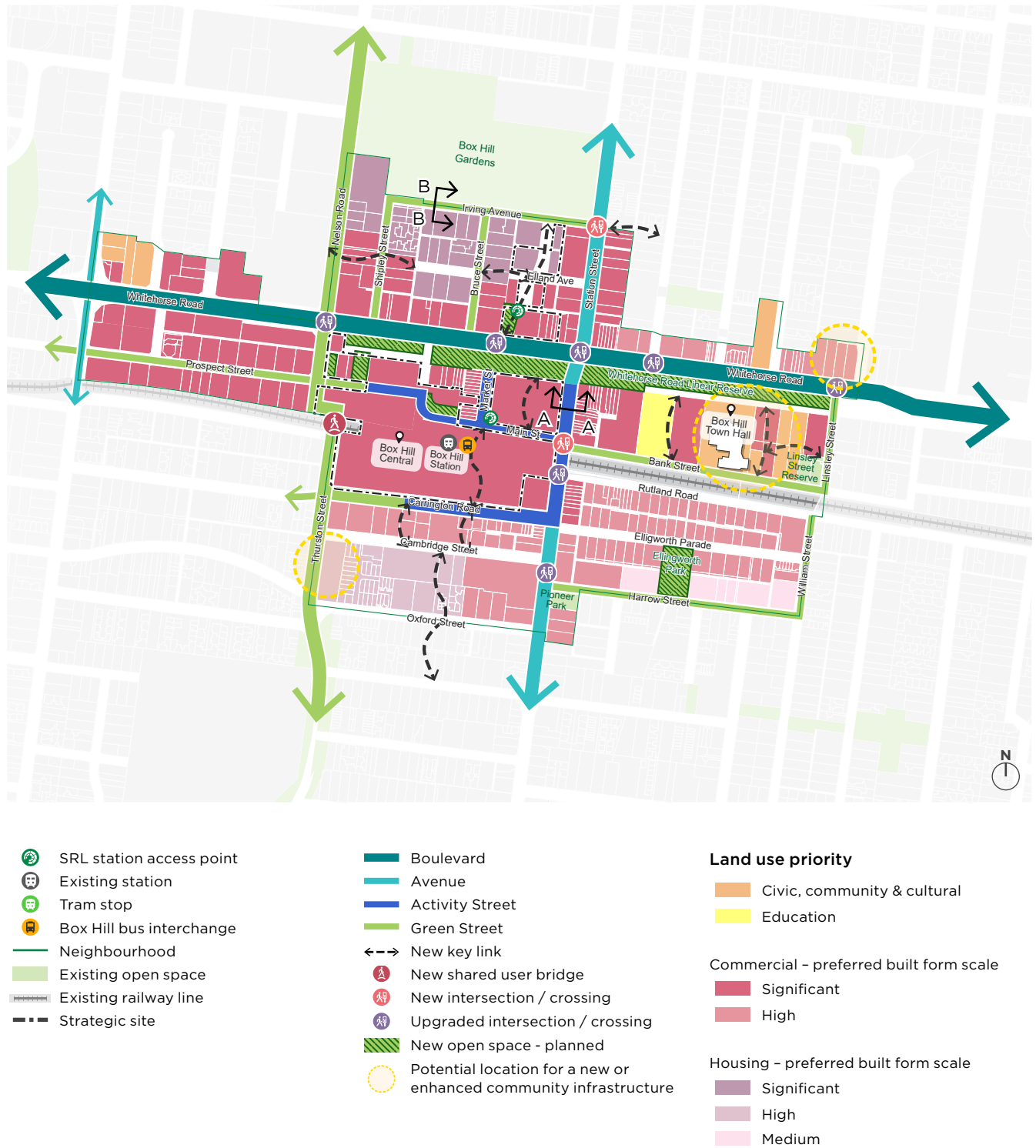


Figure 20: Central Box Hill neighbourhood framework plan

Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 23 to 26.
- Development sites should reinforce important street/building corners highly visible from the junction of Whitehorse Road and Station Street, and be designed to complement the neighbourhood's high density urban character.
- New development fronting Irving Avenue should, where possible, orient servicing to internal laneways or alternative streets to minimise conflict with pedestrians and users of Box Hill Gardens.
- New development associated with heritage buildings at the intersection of Whitehorse Road and Station Street must be sufficiently set back from the existing heritage building façade to preserve the building setting.
- New development should maintain visual links to the iconic façade of Box Hill Town Hall and provide a curtilage space on the Whitehorse Road Linear Open Space.
- New development should consider the significance, form and siting of individually significant places on Whitehorse Road, including the former Box Hill Girls Technical School, Box Hill Town Hall and Box Hill Fire Station Road.
- New north-south pedestrian links and laneways adjacent to Box Hill Gardens should be provided with suitable wind-mitigation measures to improve pedestrian comfort and limit exposure to northerly winds and downdrafts.
- New development should be designed to provide north-south oriented towers above the podium, turning a slim profile to Whitehorse Road, including Whitehorse Road Linear Reserve.
- New development adjacent the future Nelson-Thurston pedestrian and cycle bridge should improve perceptions of public safety.
- Design and site buildings to manage solar access to the future Ellingworth Parade Park at the winter solstice.
- Design and site buildings to manage solar access to Market Street at the spring equinox balanced against the growth and strategic role of the neighbourhood.
- Design and site buildings to manage solar access along the length of the Whitehorse Road Linear Reserve at the spring Equinox balanced against the growth and strategic role of the neighbourhood.
- New development in residential areas and along movement corridors should incorporate side and rear setbacks to maintain reasonable separation from existing apartment living room windows.
- Design and site buildings to manage solar access to Linsley Park at the spring equinox.

Public realm and open space

- New development on sites designated with 'highly active frontages' on Figure 25 should:
 - Incorporate a minimum 80 per cent clear glazing or entries at ground level
 - Provide appropriate protection from the weather including wind, rain and sun
 - Avoid front fences or where they cannot be avoided, should not exceed a height of 1.2 metres.
- New development on sites designated with 'moderately active frontages' on Figure 25 should:
 - Incorporate a minimum 40 per cent clear glazing or entries at ground level
 - Avoid front fences or where they cannot be avoided, should not exceed a height of 1.2 metres.
- New development which abuts Ellingworth Park, Linsley Street Reserve, Box Hill Gardens, Pioneer Park and the northern SRL station plaza should balance privacy and activation through a landscaped setback, provide passive surveillance to these and a visually appealing and legible composition.
- New developments adjacent the Nelson-Thurston pedestrian and cycle bridge should provide external illumination to the bridge and associated public realm to improve perceptions of public safety.
- New private civic plazas and open spaces within new developments should, where possible, integrate with the future Nelson-Thurston Green Street link.
- Encourage building interfaces and setbacks along Nelson Road to support street frontage activation, consistent street wall alignment and improve pedestrian movement and circulation at ground level.

Transport and movement

- Key links must be provided consistent with the specific links shown in Figure 24.
- Key links should be provided consistent with the indicative links shown in Figure 24.
- When provided through new development, new key links should be (where relevant):
 - Direct, attractive and well-lit
 - Safe and free of entrapment areas
 - Publicly accessible at ground level
 - Overlooked by windows, balconies or both on both sides, including at ground level
 - Designed to consider function in interim and ultimate stages, including its layout and landscaping.
- New development should seek to avoid or minimise site servicing and vehicle crossovers along strategic cycling and/or walking corridors where possible.
- New developments that comprise multiple sites should seek to consolidate existing vehicle crossovers.
- Where access via laneways to the side or rear of a property is available, development should seek to utilise them for on-site car parking and delivery vehicle and waste removal vehicle access.
- Car parking should be located below ground or, where a podium tower development typology is utilised, should be 'sleeved' behind other uses.
- Built form within new developments adjacent the Box Hill Town Hall should seek to improve pedestrian permeability within the civic cluster at this location.
- New developments fronting Rutland Road and Ellingworth Parade should direct servicing to internal laneways, or to Rutland Road.

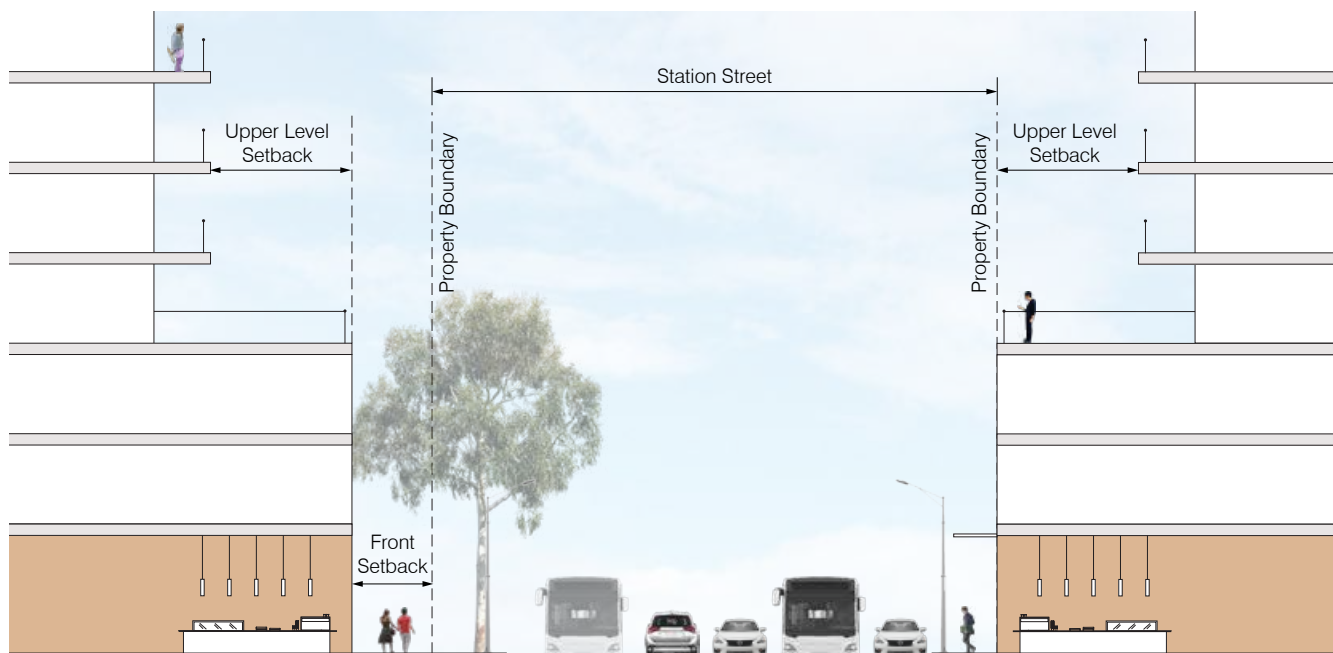


Figure 21: Section A - Indicative cross section of Station Street

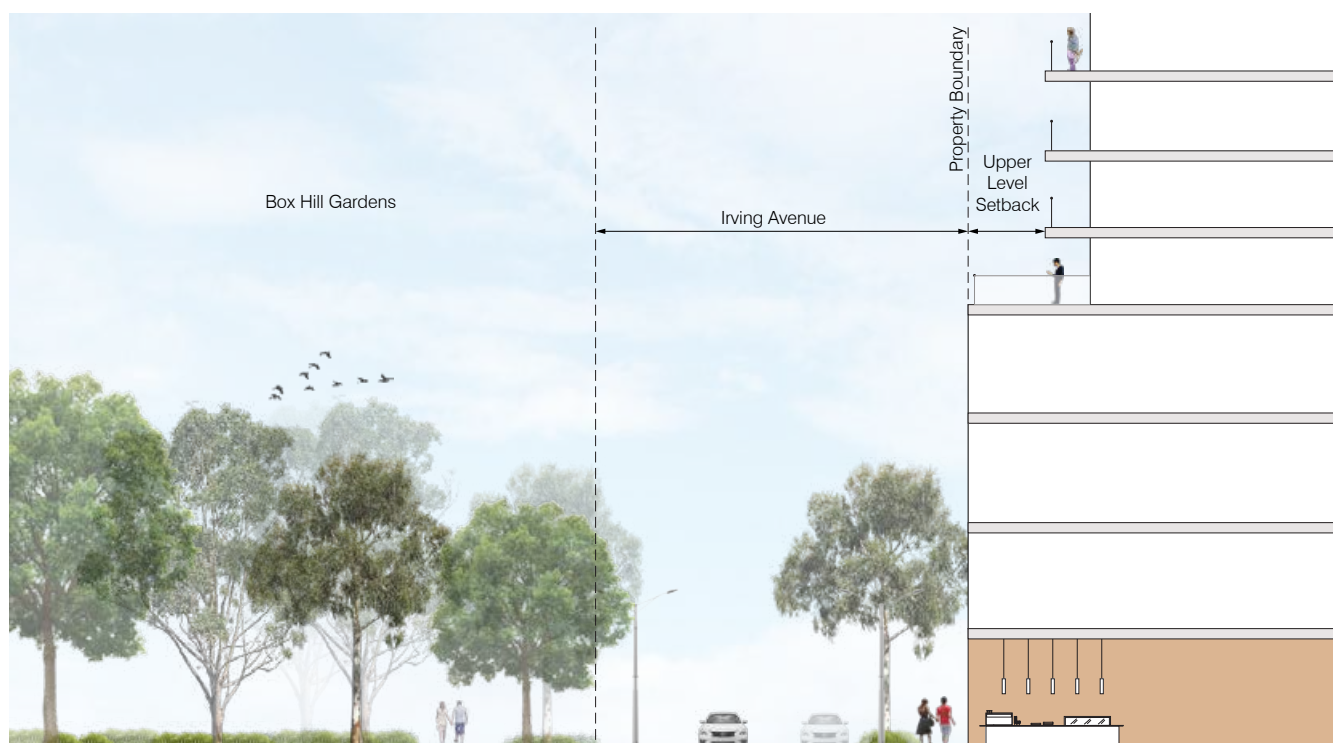


Figure 22: Section B - Indicative cross section of Irving Avenue

Preferred building heights plan



Figure 23: Central Box Hill preferred building heights plan

Movement plan

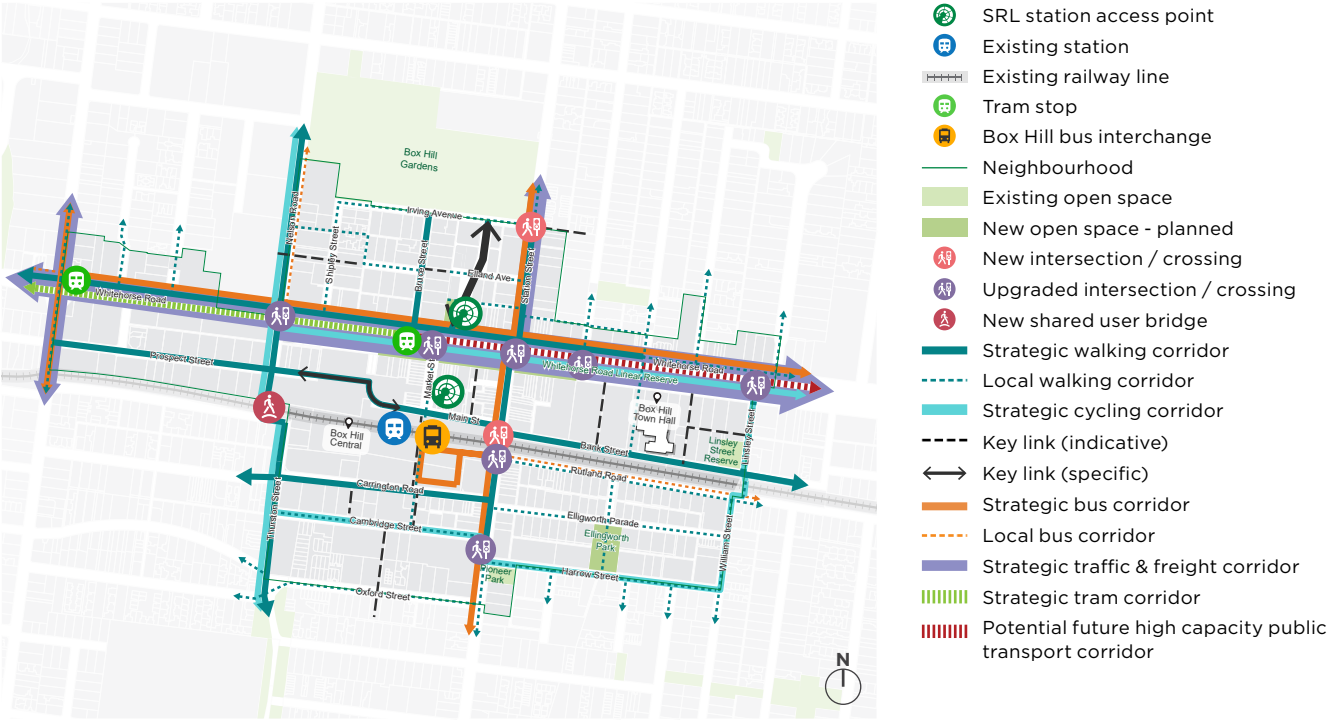


Figure 24: Central Box Hill movement plan

Preferred interfaces and setbacks plan

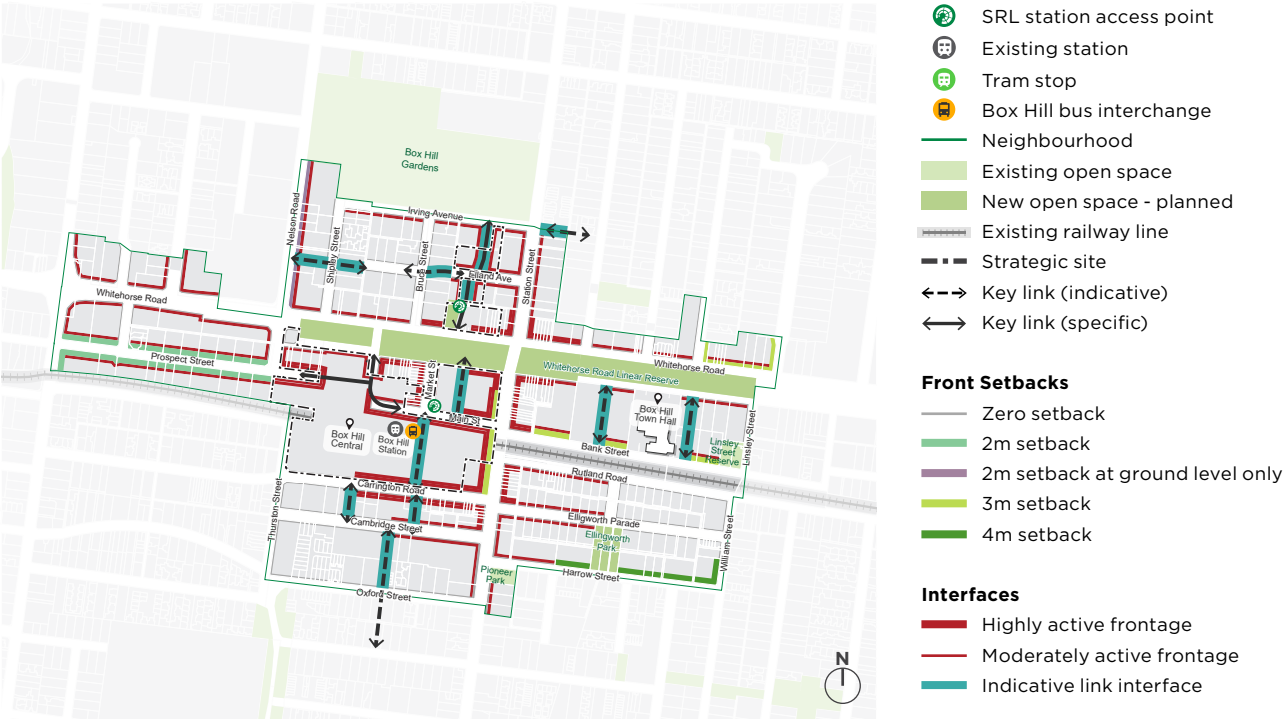
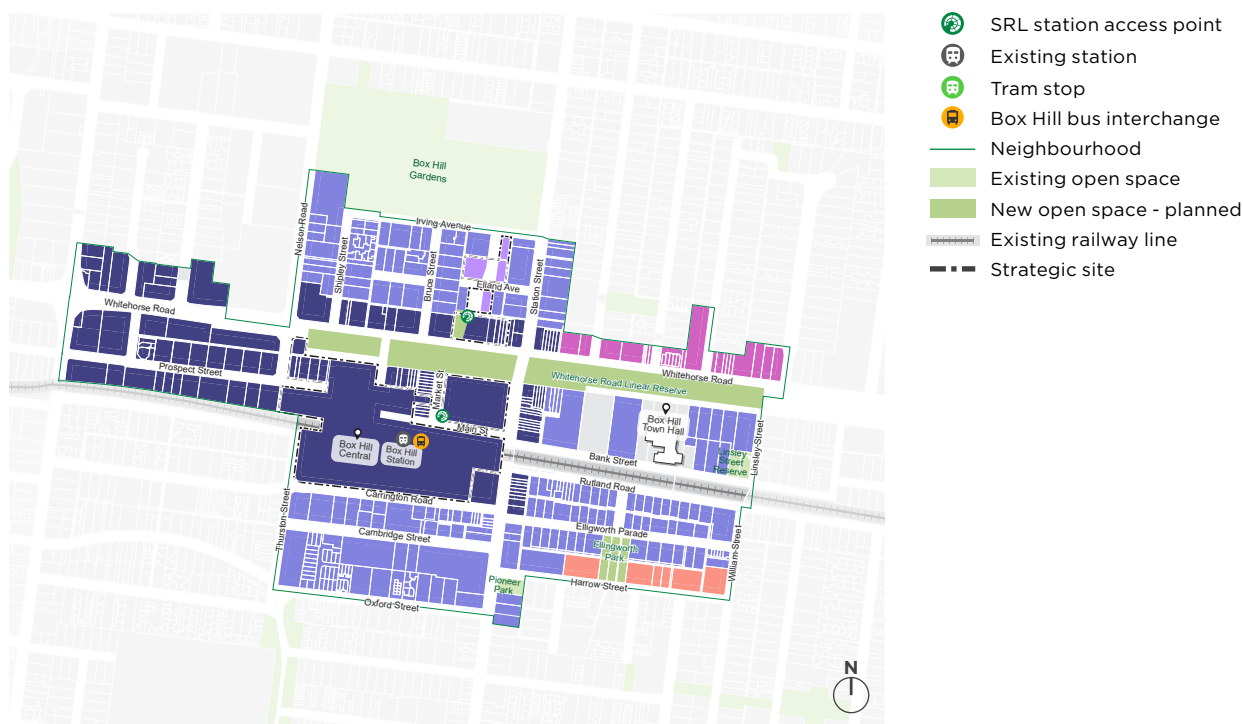


Figure 25: Central Box Hill interfaces and setbacks plan

Side, rear and front upper level setbacks plan



Setbacks

Side and rear - podium	0 or 4.5m*
Side and rear - tower	6m, or 10% of the total building height, whichever is the greater **
Front - upper level	5m from podium facade up to a height of 66m 7.5m from podium facade for height above 66m
Front - upper level at the interface with new/upgraded public realm	6m or 10% of the total building height, whichever is the greater**
Side	0 or 4.5m*
Side - tower	4.5m, or 15% of the total building height, whichever is the greater
Rear - podium	6m landscaped, except: 0m for previously commercial land 4.5m at 28-38 Oxford Street
Rear - tower	6m or 15% of the total building height whichever is greater, except: 4.5m or 15% of the total building height, whichever is the greater, for previously commercial land and at 28-38 Oxford Street
Rear - podium and tower at the interfaces with properties where dwellings up to a height of 27m are permissible	Additional 0.6m per metre of height above 17m
Front - upper level (general)	3m from podium facade + 0.6m per metre of height above 33m
Front - upper level (north side of east-west streets)	3m from podium facade + 0.8m per metre of height above 23m
Side and rear - podium	0 or 4.5m*
Side and rear - tower	4.5m or 15% of the total building height, whichever is the greater **
Front - upper level (general)	3m from podium facade + 0.6m per metre of height above 33m **
Front - upper level (north side of east-west streets)	3m from podium facade + 0.8m per metre of height above 23m **

Side	0 or 4.5m*
Rear	3m abutting public open space 6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Front - upper level	4m above 21m
Side - lots ≥ 24m wide	4.5m landscaped + 0.8m per metre of height above 14m
Side - lots < 24m wide, front half of the site	0 up to a height of 6.9m 2m above heights of 6.9m 2m all levels where abutting public open space
Side - lots < 24m wide rear half of the site	2m + 1m per metre of height above 6.9m
Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Front - upper level	0.5m per metre above street wall

*4.5m applies to the parts of the building that provide a primary outlook [to the rear and side boundaries]. If interfacing with side/rear service lanes, the 4.5m setback is measured from the centre of the laneway.

**A single upper level setback can be applied at an interface with public realm wider than 9m.

Figure 26: Central Box Hill side, rear and front upper level setbacks plan

6.3 Neighbourhood B: Health & Education

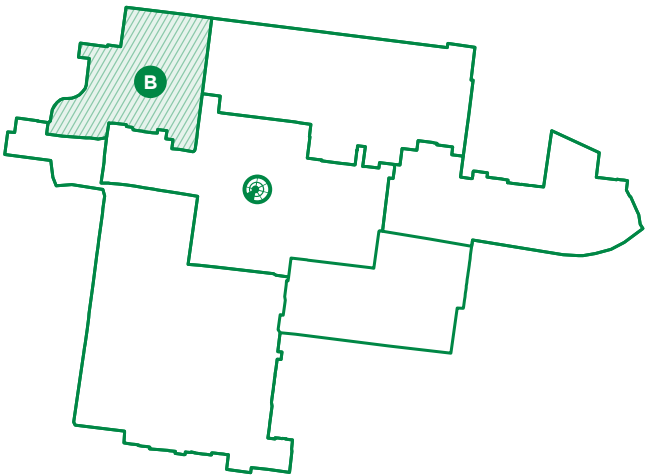
Future role and objectives

The Health and Education neighbourhood will reinforce its status as a high amenity regionally significant health and education cluster.

Small retail and commercial developments will complement the primary health and education function of the neighbourhood and will improve worker and visitor amenity. The long-term growth of the health sector, including key anchors Box Hill Hospital and Epworth Eastern will be prioritised over residential development.

Significant built form change will support growth, particularly along Elgar Road and Nelson Road. Active frontages and ground floor tenancies will enhance passive surveillance and amenity, and improve perceptions of public safety for key workers, patients and residents.

Upgraded streets, improved walking and cycling links and enhanced public realm will connect to key destinations and open spaces, including Kinglsey Gardens and Box Hill Gardens. The new bridge connecting Nelson Road and Thurston Street will enhance access to Central Box Hill and public transport options. Public realm enhancements will unify the area, support growth and create opportunities for rest and improved wayfinding.



Objective 1	To support jobs growth by prioritising land use and development that will support health, education, research and other associated industries.
Objective 2	To encourage active frontages and ground floor retail and commercial tenancies at key locations along Elgar Road, Wellington Road and Nelson Road to create a safe, attractive environment for workers and visitors.
Objective 3	To encourage the greatest built form change in locations south of Thames Street and Victoria Crescent to reduce the impact of large-scale institutional buildings on existing residential areas, and support a pleasant and enjoyable public.
Objective 4	To support pedestrian and cycling movements along Thames Street, Arnold Street, Elgar Road and Nelson Road.

The map illustrates the Structure Plan Area for Box Hill, highlighting key roads, landmarks, and transportation infrastructure. The map includes a legend for transportation, land use, and built form scale.

Legend:

- Transportation:**
 - SRL station access point (Green circle with 'S')
 - Existing station (Black circle with 'S')
 - Tram stop (Green circle with 'T')
 - Box Hill bus interchange (Orange circle with 'B')
 - Structure Plan Area (Purple outline)
 - Neighbourhood (Green outline)
 - Existing open space (Light green fill)
 - Existing railway line (Grey line with cross-ticks)
 - Strategic site (Dashed black line)
- Streets:**
 - Boulevard (Thick teal line)
 - Avenue (Thin teal line)
 - Green Street (Thin green line)
- Key Links:**
 - New key link (Dashed black line with arrows)
 - Existing link (Purple line with dots)
 - Upgraded intersection / crossing (Purple circle with pedestrian symbol)
 - Enhanced open space - potential (Green circle with tree symbol)
- Land Use:**
 - Civic, community & cultural (Orange fill)
 - Education (Yellow fill)
- Commercial - preferred built form scale:**
 - Significant (Red fill)
- Health - preferred built form scale:**
 - Significant (Dark orange fill)
 - High (Light orange fill)
 - Medium (Yellow-orange fill)
- Housing - preferred built form scale:**
 - Medium (Pink fill)

Map Labels:

- Whitehorse Road
- Kingsley Crescent
- Victoria Crescent
- Arnold Street
- Wellington Road
- Spring Street
- Poplar Street
- Elgar Road
- Avon Street
- Box Hill Hospital
- Box Hill Institute
- Kingsley Gardens
- Box Hill Gardens
- Box Hill Station
- Box Hill bus interchange

SRL East Structure Plan - Box Hill

Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 29 to 32.
- New development adjacent Box Hill Gardens must seek to minimise wind and microclimate impacts for pedestrians.
- New significant development along Rodgers Road, Poplar Street, Wellington Road and Spring Street should provide screening for rear servicing areas.
- Design and site buildings to manage solar access to Kingsley Gardens at the spring equinox.
- New development in residential areas and along movement corridors should incorporate side and rear setbacks to maintain reasonable separation from existing apartment living room windows.

Public realm and open space

- New development on sites designated with 'moderately active frontages' on Figure 29 should:
 - Incorporate a minimum 40 per cent clear glazing or entries at ground level
 - Avoid front fences or where they cannot be avoided, should not exceed a height of 1.2 metres.
- New development which abuts Kingsley Gardens should balance privacy and activation through a landscaped setback, passive surveillance and a visually appealing and legible composition.

Transport and movement

- Key links should be provided consistent with the indicative linkages shown in Figure 28.
- When provided through new development, new key links should be (where relevant):
 - Direct, attractive, and well-lit
 - Safe and free of entrapment areas
 - Publicly accessible at ground level
 - Overlooked by windows, balconies or both on both sides, including at ground level
 - Designed to consider function in interim and ultimate stages, including its layout and landscaping.
- New development should seek to avoid or minimise site servicing and vehicle crossovers along strategic cycling and/or walking corridors where possible.
- New developments that comprise multiple sites should seek to consolidate existing vehicle crossovers.
- Development should facilitate on-site car park access, delivery vehicles and waste removal vehicles via laneways if available.
- Car parking should be located below ground or, where a podium tower development typology is utilised, should be 'sleeved' behind other uses.
- New development should avoid utilising Nelson Road, Thames Street and Arnold Road for servicing, where possible.

Movement plan



Figure 28: Health and Education movement plan

Preferred interfaces and setbacks plan



Figure 29: Health and Education interfaces and setbacks plan

Preferred building heights plan

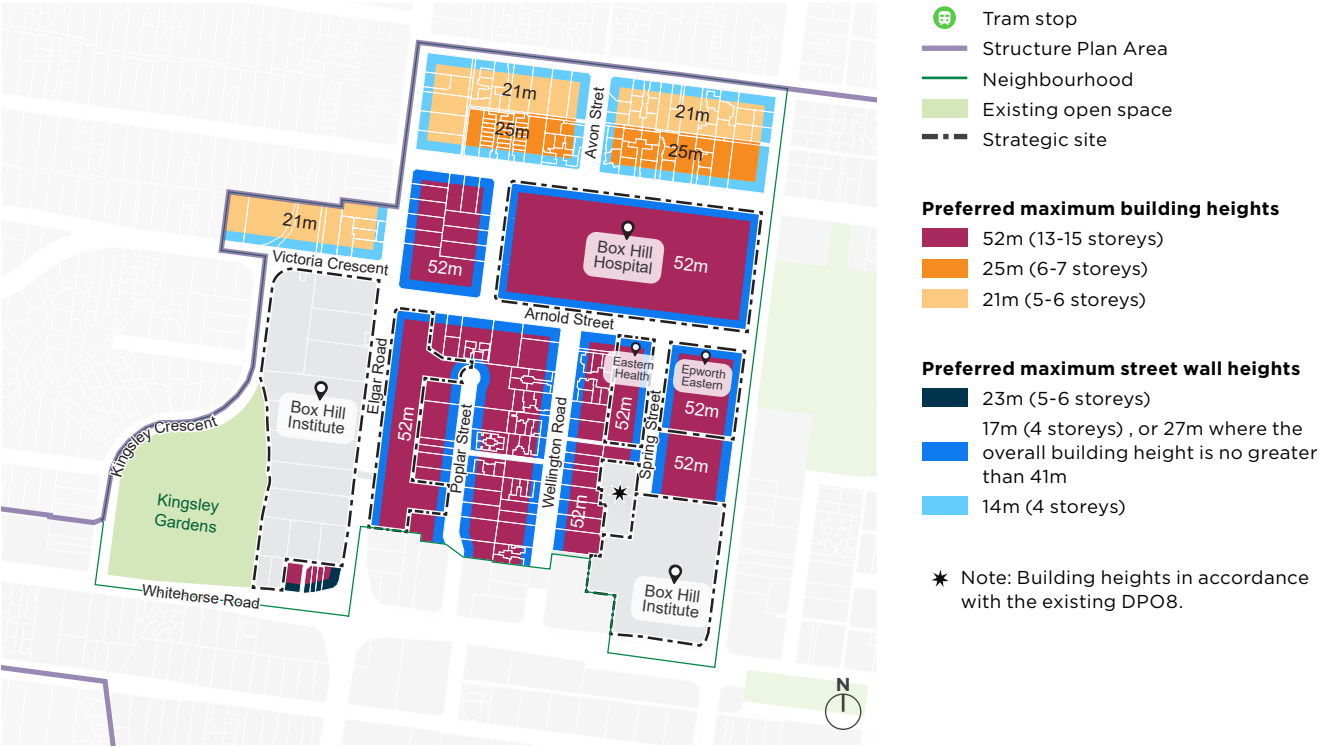


Figure 30: Health and education preferred building heights plan

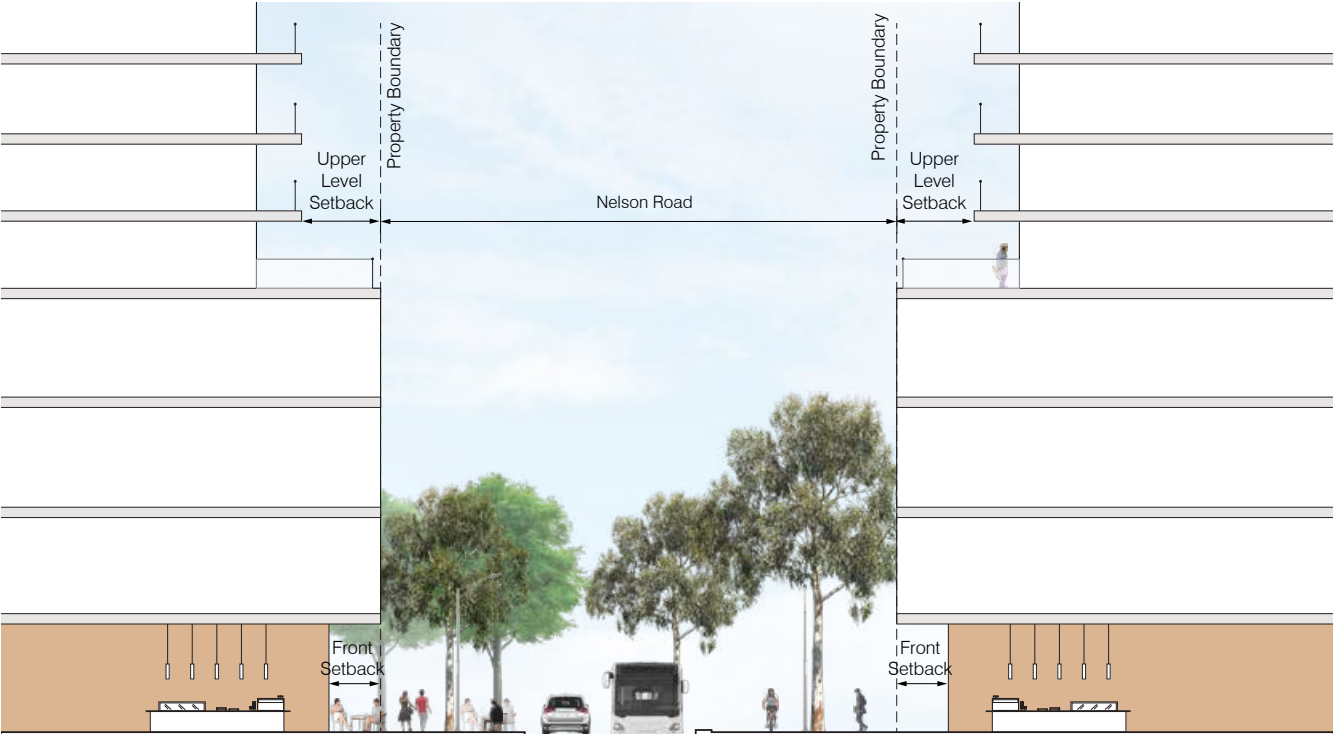


Figure 31: Section C - Indicative cross section of Nelson Road

Side, rear and front upper level setbacks plan



Setbacks

Side	0 or 4.5m*
Side - tower	4.5m or 15% of the total building height, whichever is the greater
Rear - podium	0m for previously commercial land 6m landscaped elsewhere
Rear - tower	4.5m or 15% of the total building height, whichever is the greater for previously commercial land 6m or 15% of the total building height elsewhere, whichever is greater
Rear - podium and tower at the interfaces with properties where dwellings up to a height of 27m are permissible	Additional 0.6 per metre of height above 17m
Front - upper level (general)	3m from podium facade + 0.6m per metre of height above 33m
Front - upper level (north side of east-west streets)	3m from podium facade + 0.8m per metre of height above 23m
Side	0 or 4.5m* 3m abutting public open space
Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Front - upper level	Setback above 14m of 2m or that required to remain below a 45° plane from opposite street boundary

*4.5m applies to the parts of the building that provide a primary outlook [to the rear and side boundaries]. If interfacing with side/rear service lanes, the 4.5m setback is measured from the centre of the laneway.

Figure 32: Health and Education side, rear and front upper level setbacks plan

6.4 Neighbourhood C: Surrey Park

Future role and objectives

Close to the heart of Central Box Hill, the Surrey Park neighbourhood will leverage its accessibility and amenity to provide for a diversity of housing options. Residents will enjoy access to a range of local amenities such as shops, open space and community facilities- all nestled within a network of leafy green streets.

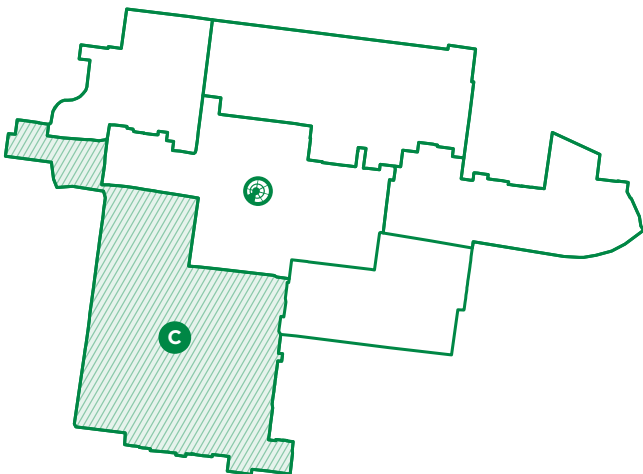
The Former Box Hill Brickworks will support a new mixed-use residential neighbourhood. New open space will integrate with high-quality housing and local amenities to supplement Surrey Park. The fine-grain retail strip at Box Hill South Shopping Centre Neighbourhood Activity Centre (NAC) will continue to be an important local commercial node.

A new cycling and pedestrian bridge connecting Thurston Street to Nelson Road will make trips to the Health and Education neighbourhood simple, comfortable and safe, ensuring that workers can better enjoy active transport opportunities to get to work quickly. This same connection will provide easy access to commercial, civic and retail activity in Central Box Hill.

New mid-rise apartments along important local streets such as Hopetoun Parade, Carrington Road, Brougham Street, Zetland Road and Howard Street will provide a landscaped edge to these leafy corridors. Residents will enjoy access to the high frequency public transport within Central Box Hill, and along a reimagined Station Street. Higher density development will be located along highly accessible locations on Whitehorse Road, Station Street and Canterbury Road.

In areas of important character such as along Acacia Street and Bass Street, the local context will be celebrated. Built form will transition in scale and street wall heights will be noticeably lower than surrounding areas.

Objective 1	To facilitate the highest degree of built-form intensification along key movement corridors including Whitehorse Road, Station Street and Canterbury Road.
Objective 2	To ensure built form responds to the local context, including areas of valued character, such as the Alexander Street Heritage Precinct.
Objective 3	To provide diverse, high-quality and affordable housing as part of the mixed-use urban renewal at the Former Box Hill Brickworks.
Objective 4	To conserve and adapt the Victorian Heritage Register assets associated with the Former Brickworks.
Objective 5	To reinforce the local service role of Box Hill South Shopping Centre Neighbourhood Activity Centre.
Objective 6	To prioritise the movement of pedestrians and cyclists along an upgraded north-south corridor along Surrey Drive and Thurston Street.
Objective 7	To reinforce the network of important open spaces in the neighbourhood, including between Surrey Park, Brougham Street Playground and Surrey Drive Reserve through enhancements and improved connectivity.



Neighbourhood framework plan

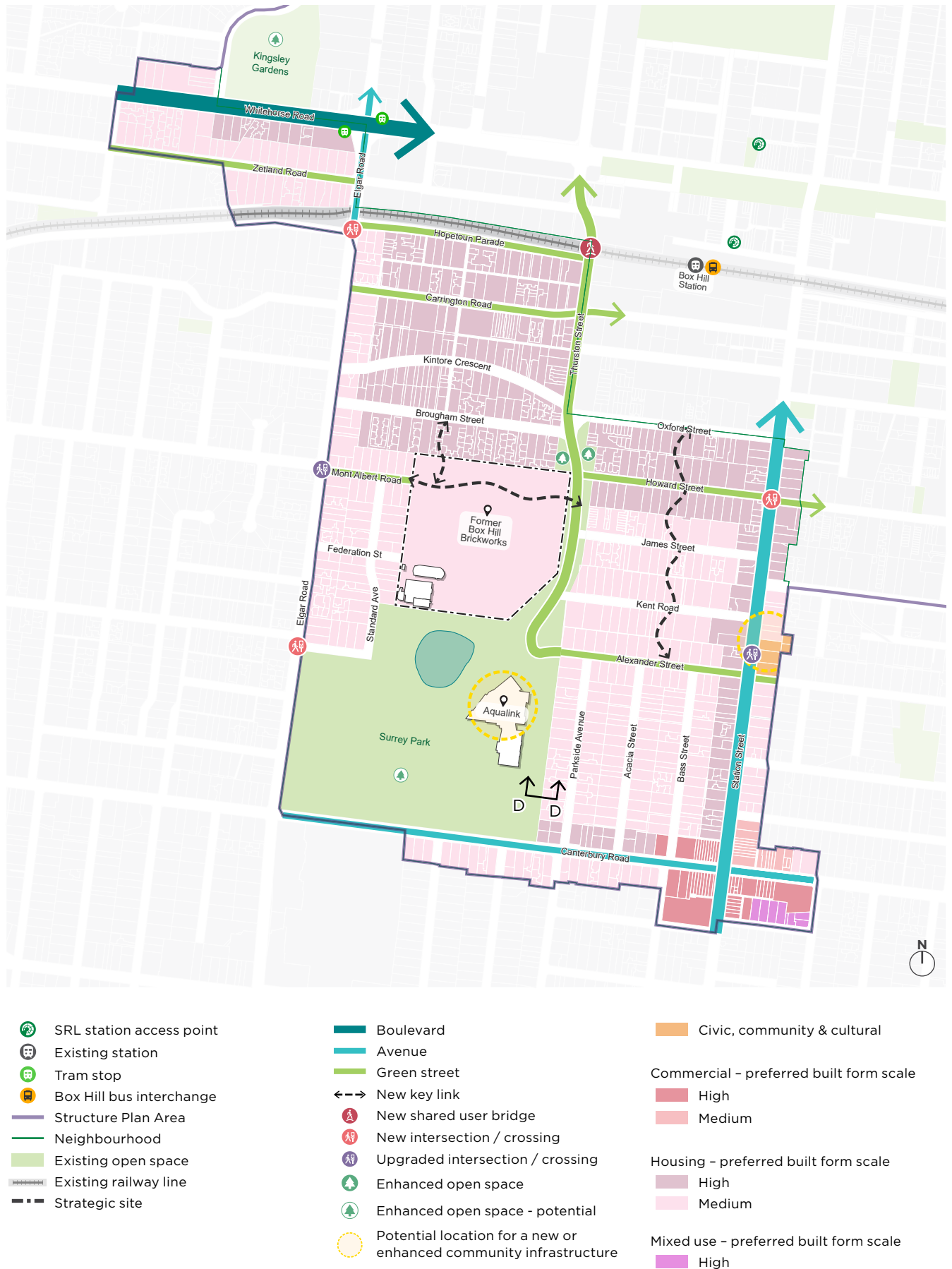


Figure 33: Surrey Park neighbourhood framework plan

Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 34 to 38.
- New development should help to retain the fine-grain retail character along Canterbury Road within the Box Hill South Shopping Centre.
- Development fronting Acacia Street, Alexander Street and Bass Street should respond to the lower scale built form and provide suitable setbacks to respond to valued neighbourhood character.
- Design and site buildings to manage solar access to Surrey Park at the winter solstice.
- Design and site buildings to manage solar access to Brougham Street Playground and Surrey Drive Reserve at the winter solstice.
- New development in the existing small retail strips may vary the street wall height and setback guidance. Allow a 0m rear setback at ground floor.
- Development on small lots (less than 24m in width) in residential areas should adopt setbacks that avoid a two-storey high wall on side boundaries where abutting the rear boundary of an adjoining property.
- New development in residential areas and along movement corridors should incorporate side and rear setbacks to maintain reasonable separation from existing apartment living room windows.
- New development abutting a lot outside of the Structure Plan Area should adopt a minimum 6 metre setback up to 11 metres and upper levels that allow a transition in scale and reduce amenity impacts on existing residential areas.

Public realm and open space

- New development on sites designated with 'highly active frontages' on Figure 36 should:
 - Incorporate a minimum 80 per cent clear glazing or entries at ground level
 - Provide appropriate protection from the weather including wind, rain and sun
 - Avoid front fences or where they cannot be avoided, should not exceed a height of 1.2 metres.
- New development on sites designated with 'moderately active frontages' on Figure 36 should:
 - Incorporate a minimum 40 per cent clear glazing or entries at ground level
 - Avoid front fences or where they cannot be avoided, should not exceed a height of 1.2 metres.
- New development which abuts Surrey Park, Box Hill Brickworks, Surrey Drive Reserve and Brougham Street Playground should balance privacy and activation through a landscaped setback, passive surveillance and a visually appealing and legible composition.
- New development abutting the future Nelson-Thurston pedestrian and cycle bridge should seek to illuminate the public realm adjacent the bridge to enhance perceptions of safety.
- New development adjacent Station Walk should seek to orient lighting and habitable spaces towards the laneway to enhance perceptions of public safety.
- New development in proximity to the future Nelson-Thurston pedestrian and cycle bridge should seek to orient habitable rooms and windows towards the bridge to enhance perceptions of safety.

Transport and movement

- Key links should be provided consistent with the indicative linkages shown in Figure 37.
- When provided through new development, new key links should be (where relevant):
 - Direct, attractive, and well-lit
 - Safe and free of entrapment areas
 - Publicly accessible at ground level
 - Overlooked by windows, balconies or both on both sides, including at ground level
 - Designed to consider function in interim and ultimate stages, including its layout and landscaping.
- New development should seek to avoid or minimise site servicing and vehicle crossovers along strategic cycling and / or walking corridors where possible.
- New developments that comprise multiple sites should seek to consolidate existing vehicle crossovers.
- Development should facilitate on-site car park access, delivery vehicles and waste removal vehicles via laneways if available.
- Car parking should be located below ground or, where a podium tower development typology is utilised, should be 'sleeved' behind other uses.

Brickworks development guidelines

- New built form at the outer edges of the strategic site should provide a height transition to ensure a respectful transition in scale to surrounding residential areas.
- Significant new development should prepare an adaptive heritage reuse strategy to inform the redevelopment, reinterpretation and rejuvenation of existing heritage assets on the site.
- Development should sensitively frame existing Victorian Heritage Register heritage assets to retain important view lines, particularly from Surrey Park Lake, Federation Street and the southern portion Surrey Drive.
- Accessible public open space that contributes to and connects with the broader public open space and movement network should be provided as part of a master planned development scheme.
- Built form associated with new development should provide a positive interface and a good level of amenity to Surrey Park, Surrey Drive Reserve and any new public open space.
- Provide an enhanced landscape interface with the Surrey Drive Linear Reserve, including enhanced canopy coverage and improved biodiversity connectivity.
- Enhance accessibility and permeability through the site, including to Surrey Park and an east-west active transport link that connects into the broader movement network.
- Design and site buildings to manage solar access to Surrey Park and Surrey Drive Reserve at the spring equinox.

Preferred building heights plan

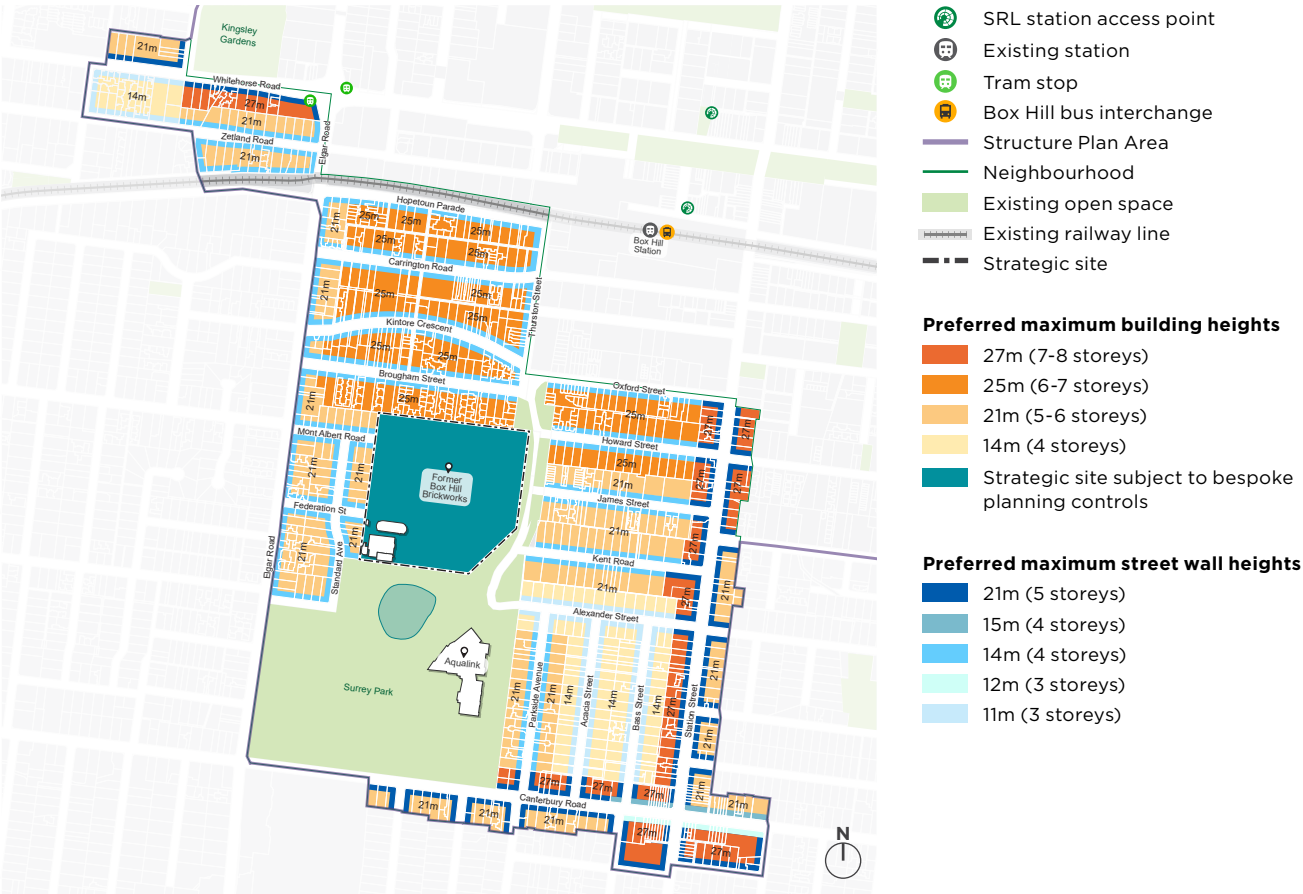


Figure 34: Surrey Park preferred building heights plan



Figure 35: Section D - Indicative cross section along the eastern interface of Surrey Park.

Preferred interfaces and setbacks plan

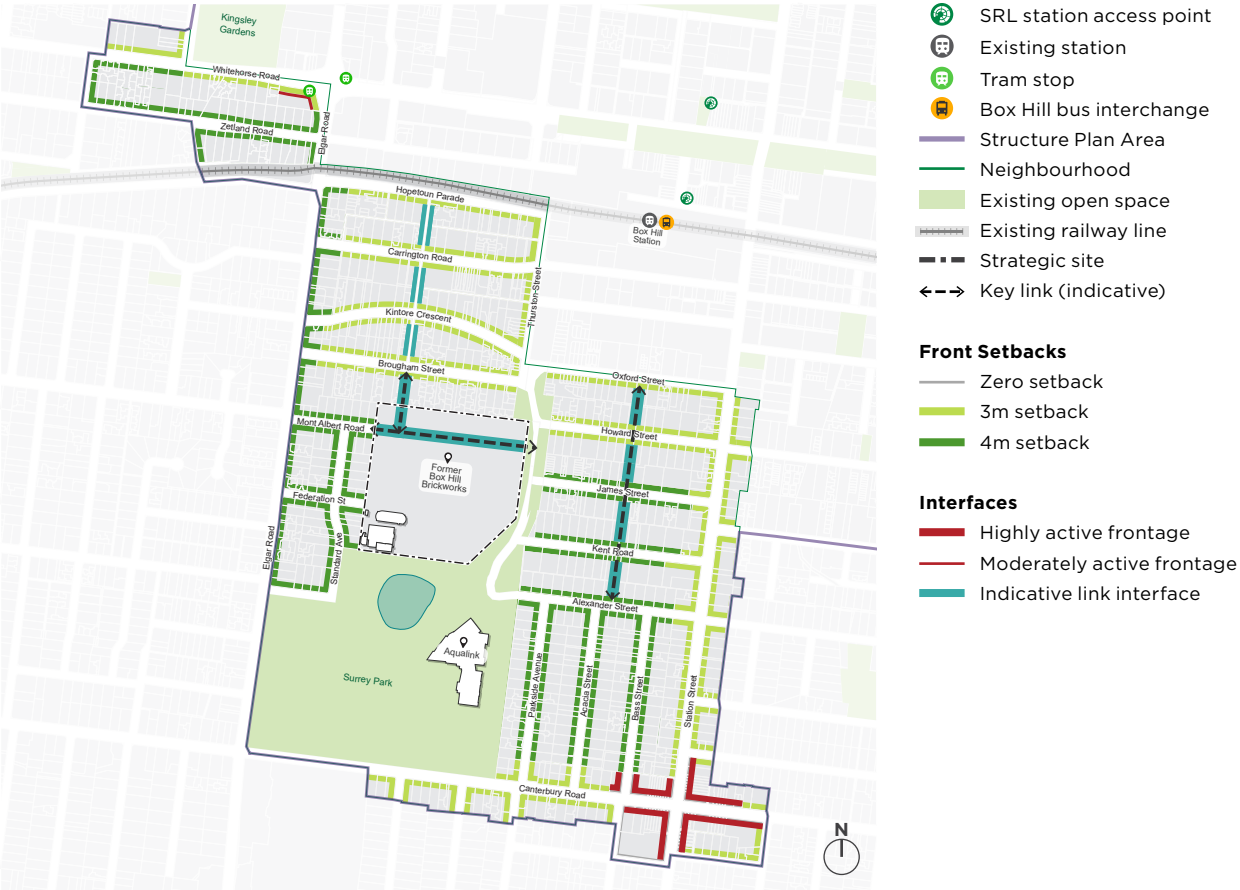
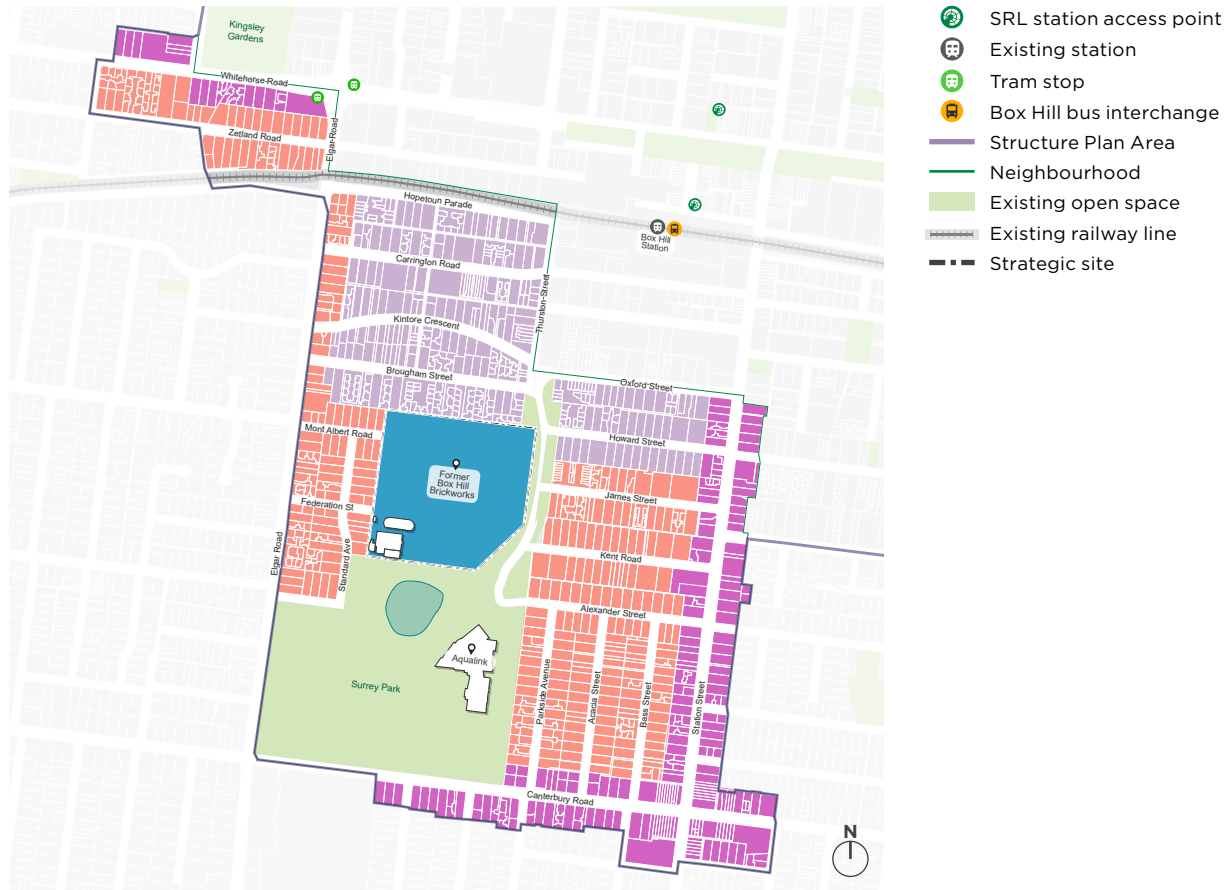


Figure 36: Surrey Park preferred interfaces and setbacks plan

This map illustrates the proposed pedestrian route (highlighted in teal) through the Surrey Park area in Box Hill. The route starts near Kingsley Gardens, passes through the park, and continues towards the former Box Hill Brickworks. Key roads shown include Kingsley Road, Zetland Road, Curvington Road, Broadham Street, Federation St, Standring Ave, Parkside Avenue, Ascot Street, Bank Street, and Canterbury Road. Landmarks such as Kingsley Gardens, Surrey Park, and the former Box Hill Brickworks are marked. A north arrow is located in the bottom right corner.

- Figure 37: Surrey Park movement plan

Side, rear and front upper level setbacks plan



Setbacks

Side	0 or 4.5m*
Rear	3m abutting public open space
Front - upper level	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Side	Setback above 14m of 2m or that required to remain below a 45° plane from opposite street boundary
Side	0 or 4.5m*
Rear	3m abutting public open space
Front - upper level	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Strategic Site	4m above 21m
Strategic Site	Requires bespoke planning controls to provide direction on their future development
Side - lots $\geq 24\text{m}$ wide	4.5m landscaped + 0.8m per metre of height above 14m
Side - lots $< 24\text{m}$ wide, front half of the site	0 up to a height of 6.9m
	2m above heights of 6.9m
	2m all levels where abutting public open space
Side - lots $< 24\text{m}$ wide, rear half of the site	2m + 1m per metre of height above 6.9m
Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Front - upper level	0.5m per metre above street wall

*4.5m applies to the parts of the building that provide a primary outlook [to the rear and side boundaries]. If interfacing with side/rear service lanes, the 4.5 setback is measured from the centre of the laneway.

Figure 38: Surrey Park side, rear and front upper level setbacks plan

6.5 Neighbourhood D: Gardens

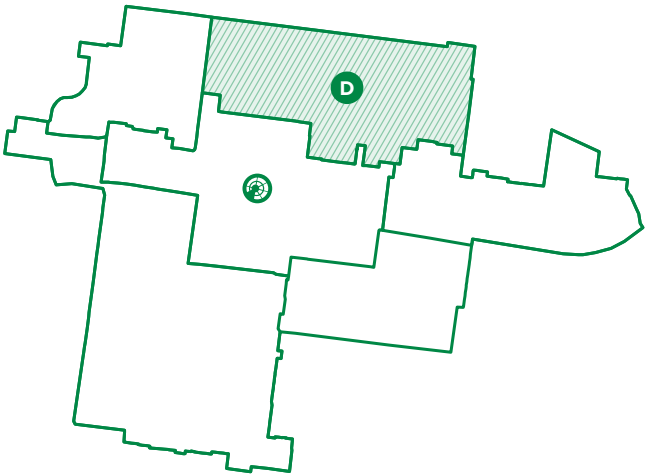
Future role and objectives

The Gardens neighbourhood will leverage the outstanding amenity of Box Hill Gardens and connectivity to Central Box Hill to provide a diverse range of housing options in a garden setting.

The neighbourhood will continue to be a great place for local living. Enhanced pedestrian and cycling infrastructure will ensure people can move safely to local shopping and employment opportunities at Station Street and Thames Street, and in Central Box Hill. Box Hill Gardens and Graham Bend Park will provide places for people to play, pause and come together.

New development will be focused around Box Hill Gardens, building on the emerging mid-rise character. New development will provide a positive interface to Box Hill Gardens to maintain its amenity and accessibility, and active interfaces along Station Street will encourage connection and support the vibrancy of the area.

Taller buildings will be located close to Central Box Hill and Whitehorse Road, as well as east of Box Hill Gardens along Station Street where access to the SRL station is greatest. New development will contribute positively to the public realm, including tree planting and upper-level setbacks to manage amenity impacts.



Objective 1	To ensure built form responds positively to Box Hill Gardens and supports an active, comfortable public realm.
Objective 2	To encourage significant built form change east of Box Hill Gardens along Station Street and north of Whitehorse Road.
Objective 3	To facilitate diverse forms of residential development that contribute to a low to mid-rise character within a garden setting.
Objective 4	To prioritise the movement of pedestrians and cyclists through the neighbourhood and to Central Box Hill.
Objective 5	To reinforce local, commercial and retail activity at the intersection of Station Street and Thames Street.

The map illustrates the proposed new key link, Avenue, and various streets and landmarks in Box Hill. The Avenue is shown as a thick blue line running vertically through the center of the map. Other streets include Severn Street, Thames Street, Station Street, Watts Street, Court Street, Kangerong Road, Graham Place, Dorking Road, and Clontarf Avenue. Landmarks such as Box Hill Gardens, Uniting AgeWell, Graham Bend Park, BlueCross Box Hill, Our Lady of Slon College, and St Francis Xavier School are marked. The map also shows the existing railway line and Box Hill Station. A legend at the bottom explains the symbols and colors used on the map.

Legend:

- SRL station access point
- Existing station
- Box Hill bus interchange
- Structure Plan Area
- Neighbourhood
- Existing open space
- Existing railway line
- Avenue
- Green Street
- New key link
- New intersection / crossing
- New open space - planned
- Enhanced open space
- Enhanced open space - potential
- Civic, community & cultural
- Commercial - preferred built form scale
 - High
 - Medium
- Housing - preferred built form scale
 - Significant
 - High
 - Medium

Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 40 to 44.
- New development adjacent to Box Hill Gardens must seek to minimise wind and microclimate impacts for pedestrians.
- New development adjacent Box Hill Gardens should seek to minimise harmful overshadowing.
- New development adjacent to Box Hill Gardens should seek to orient habitable rooms and windows towards the Gardens.
- Design and site buildings to manage solar access to Box Hill Gardens at the winter solstice.
- Design and site buildings to manage solar access to Graham Bend Park at the winter solstice.
- Design and site buildings to manage solar access to the future Court and Watts Street open space at the spring equinox.
- New development in the existing small retail strips may vary the street wall height and setback guidance. Allow a 0m rear setback at ground floor.
- New development in residential areas and along movement corridors should incorporate side and rear setbacks to maintain reasonable separation from existing apartment living room windows.
- Development on small lots (less than 24m in width) in residential areas should adopt setbacks that avoid a two-storey high wall on side boundaries where abutting the rear boundary of an adjoining property.
- New development abutting a lot outside of the Structure Plan Area should adopt a minimum 6 metre setback up to 11 metres and upper levels that allow a transition in scale and reduce amenity impacts on existing residential areas.

Public realm and open space

- New development on sites designated with 'highly active frontages' on Figure 42 should:
 - Incorporate a minimum 80 per cent clear glazing or entries at ground level
 - Provide appropriate protection from the weather including wind, rain and sun
 - Avoid front fences or where they cannot be avoided, should not exceed a height of 1.2 metres.
- New development on sites designated with 'moderately active frontages' on Figure 42 should:
 - Incorporate a minimum 40 per cent clear glazing or entries at ground level
 - Avoid front fences or where they cannot be avoided, should not exceed a height of 1.2 metres.

- New development which abuts Box Hill Gardens, Graham Bend Park and the Court Street / Watt Street open space should balance privacy and activation through a landscaped setback, passive surveillance and a visually appealing and legible composition.

Transport and movement

- Key links should be provided consistent with the indicative linkages shown in Figure 43.
- When provided through new development, new key links should be (where relevant):
 - Direct, attractive, and well-lit
 - Safe and free of entrapment areas
 - Publicly accessible at ground level
 - Overlooked by windows, balconies or both on both sides, including at ground level
 - Designed to consider function in interim and ultimate stages, including its layout and landscaping.
- New development should seek to avoid or minimise site servicing and vehicle crossovers along strategic cycling and/or walking corridors where possible.
- New developments that comprise multiple sites should seek to consolidate existing vehicle crossovers.
- Development should facilitate on-site car park access, delivery vehicles and waste removal vehicles via laneways if available.
- Car parking should be located below ground or, where a podium tower development typology is utilised, should be 'sleeved' behind other uses.
- New development should avoid utilising Thames Street, Dorking Road and Nelson Road for servicing, where possible.

Preferred building heights plan

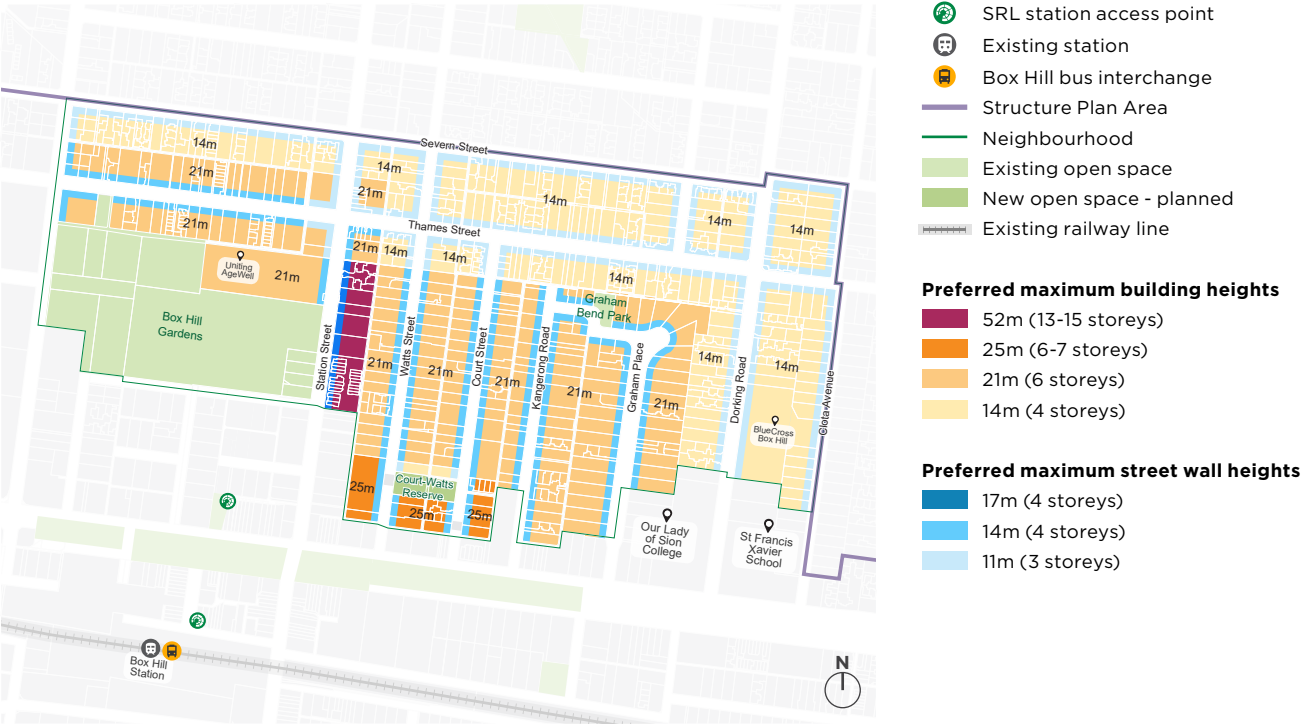


Figure 40: Gardens preferred building heights plan



Figure 41: Section E - Indicative cross section along the northern interface of Box Hill Gardens

Preferred interfaces and setbacks plan

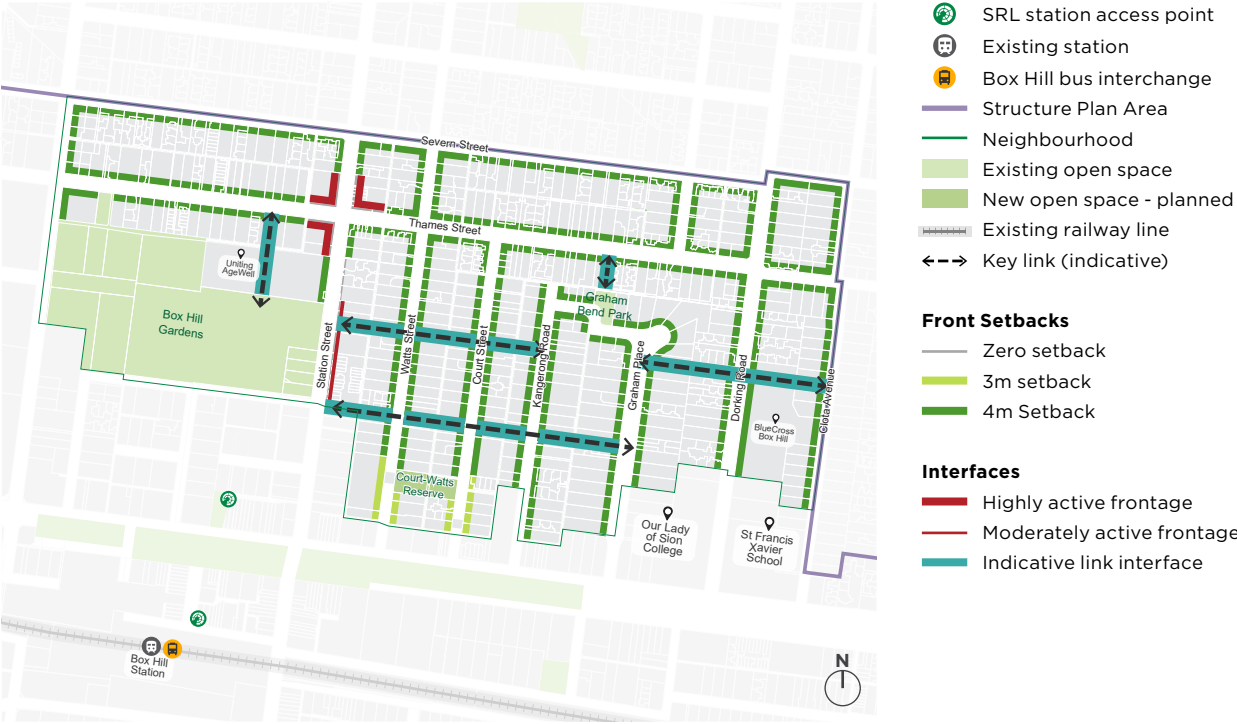


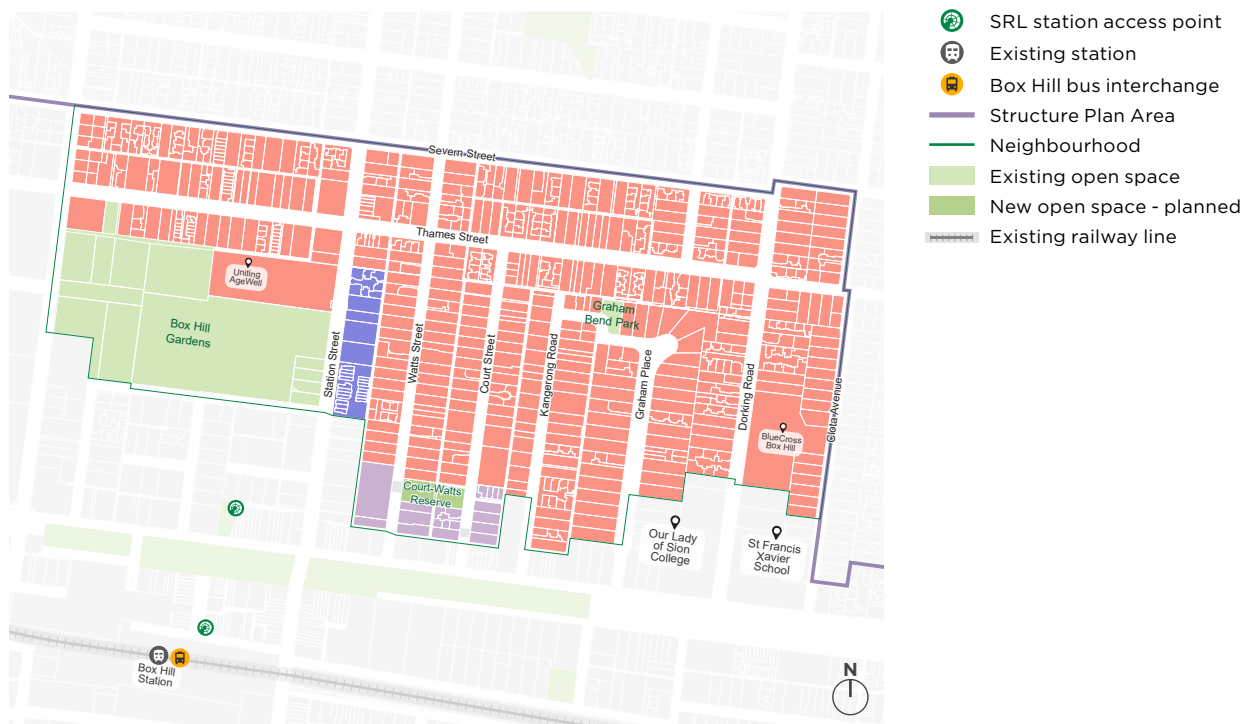
Figure 42: Gardens 'preferred interfaces and setbacks plan

Movement plan



Figure 43: Gardens movement plan

Side, rear and front upper level setbacks plan



Setbacks

Side	0 or 4.5m*
Side - tower	4.5m or 15% of the total building height, whichever is the greater
Rear - podium and tower	6m landscaped
Rear - podium and tower at the interfaces with properties where dwellings up to a height of 27m are permissible	Additional 0.6 per metre of height above 17m
Front - tower (general)	3m from podium facade plus 0.6m per metre of height above 33m
Front - tower (north side of east-west streets)	3m from podium facade plus 0.8m per metre of height above 23m
Side	0 or 4.5m*
	3m abutting public open space
Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Front - upper level	Setback above 14m of 2m or that required to remain below a 45° plane from opposite street boundary
Side - lots ≥ 24m wide	4.5m landscaped + 0.8m per metre of height above 14m
Side - lots < 24m wide, front half of the site	0 up to a height of 6.9m
	2m above heights of 6.9m
	2m all levels where abutting public open space
Side - lots < 24m wide rear half of the site	2m + 1m per metre of height above 6.9m
Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Front - upper level	0.5m per metre above street wall

*4.5m applies to the parts of the building that provide a primary outlook [to the rear and side boundaries]. If interfacing with side/rear service lanes, the 4.5 setback is measured from the centre of the laneway.

Figure 44: Gardens side, rear and front upper level setbacks plan

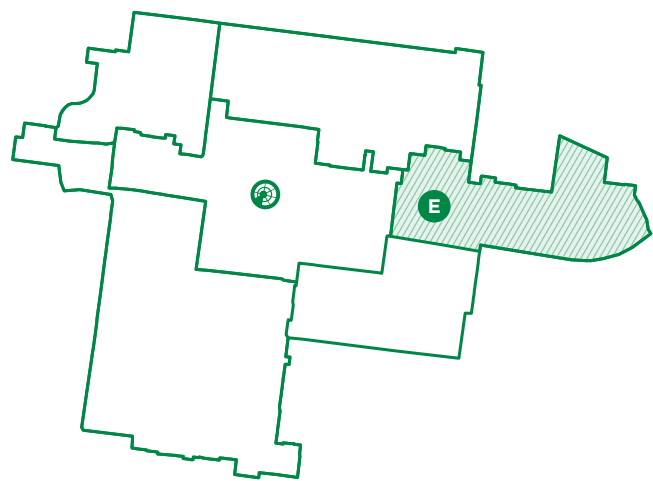
6.6 Neighbourhood E: Laburnum

Future role and objectives

The Laburnum neighbourhood will extend on its education and recreation role and continue to be a great place for people to live locally, providing enhanced connectivity to local schools, Whitehorse Reserve, Box Hill City Oval, Laburnum Station, Box Hill Town Hall and Central Box Hill. Development will contribute to a new boulevard character along Whitehorse Road, with upper levels set back from the street to create a sense of openness. Modest landscaped setbacks will maintain definition, activating the public realm and providing privacy for residents.

Laburnum Station and existing local shops will continue to support local living, and access to the Melbourne CBD via Belgrave and Lilydale commuter rail services. Public realm enhancements and active interfaces along Whitehorse Road and Middleborough Road will encourage activity and support vibrancy, bringing more street life to this local centre.

People will be able to walk and cycle short distances to Central Box Hill along safe, comfortable streets. Improved pedestrian crossings along Whitehorse Road and Linsley Street will also improve the appeal of these corridors for pedestrians and cyclists.



Objective 1	To direct the highest built form to locations along Whitehorse Road, Middleborough Road, Bishop Street and within the Laburnum Local Centre.
Objective 2	To consolidate commercial and retail activity at Laburnum Local Centre to support a vibrant mixed-use place for local residents.
Objective 3	To ensure residential development makes a positive contribution to the street, including through some small scale, local businesses and retail uses at the ground floor along Whitehorse Road and Middleborough Road.
Objective 4	To enhance connectivity to open space, community and civic facilities including Box Hill Town Hall.
Objective 5	To ensure new buildings contribute to the boulevard character of Whitehorse Road.

Neighbourhood framework plan



Figure 45: Laburnum neighbourhood framework plan

Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 46 to 48.
- Built form associated with new development should encourage a transition in scale from larger buildings to adjacent areas of smaller scale development outside of the Structure Plan Area.
- New development in residential areas and along movement corridors should incorporate side and rear setbacks to maintain reasonable separation from existing apartment living room windows.
- New development abutting a lot outside of the Structure Plan Area should adopt a minimum 6 metre setback up to 11 metres and upper levels that allow a transition in scale and reduce amenity impacts on existing residential areas.

Public realm and open space

- New development on sites designated with 'highly active frontages' on Figure 48 should:
 - Incorporate a minimum 80 per cent clear glazing or entries at ground level
 - Provide appropriate protection from the weather including wind, rain and sun
 - Avoid front fences or where they cannot be avoided, should not exceed a height of 1.2 metres.
- New development on sites designated with 'moderately active frontages' on Figure 48 should:
 - Incorporate a minimum 40 per cent clear glazing or entries at ground level
 - Avoid front fences or where they cannot be avoided, should not exceed a height of 1.2 metres.
- New development which abuts Whitehorse Reserve, shown with a 'public open space interface' on Figure 48, should balance privacy and activation through a landscaped setback, passive surveillance and a visually appealing and legible composition.

Transport and movement

- New development should seek to avoid or minimise site servicing and vehicle crossovers along strategic cycling and/or walking corridors where possible.
- New developments that comprise multiple sites should seek to consolidate existing vehicle crossovers.
- Development should facilitate on-site car park access, delivery vehicles and waste removal vehicles via laneways if available.
- Car parking should be located below ground or, where a podium tower development typology is utilised, should be 'sleeved' behind other uses.
- New development should seek to provide servicing via internal laneways, Miller Street or Short Street to enhance the public realm associated with Whitehorse Road.

Side, rear and front upper level setbacks plan



Figure 46: Laburnum side, rear and front upper level setbacks plan

Preferred building heights plan



Figure 47: Laburnum preferred building heights plan

- Existing station
- Structure Plan Area
- Neighbourhood
- Existing open space
- Existing railway line

Preferred maximum building heights

- 27m (7-8 storeys)
- 25m (6-7 storeys)
- 21m (5-6 storeys)

Preferred maximum street wall heights

- 21m (5-6 storeys)
- 14m (4 storeys)

Preferred interfaces and setbacks plan

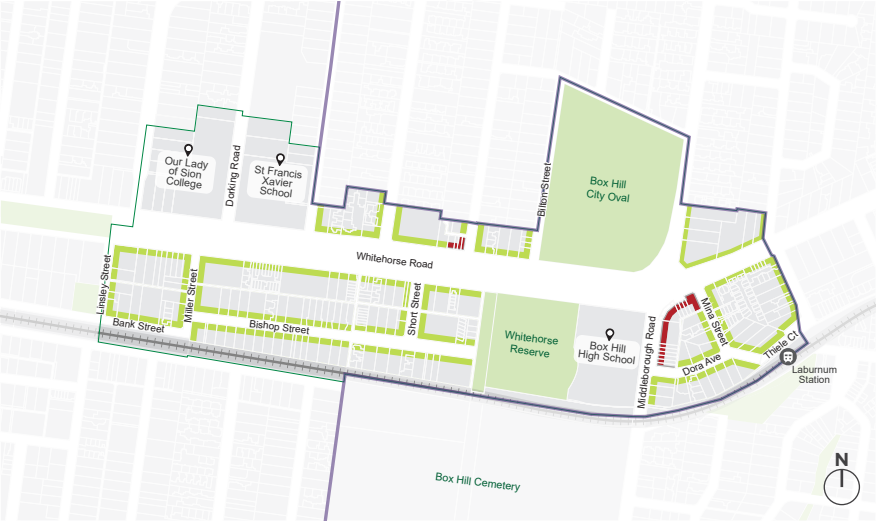


Figure 48: Laburnum preferred interfaces and setbacks plan

- Existing station
- Structure Plan Area
- Neighbourhood
- Existing open space
- Existing railway line

Front Setbacks

- Zero setback
- 3m Setback

Interfaces

- Highly active frontage
- Moderately active frontage

Movement plan

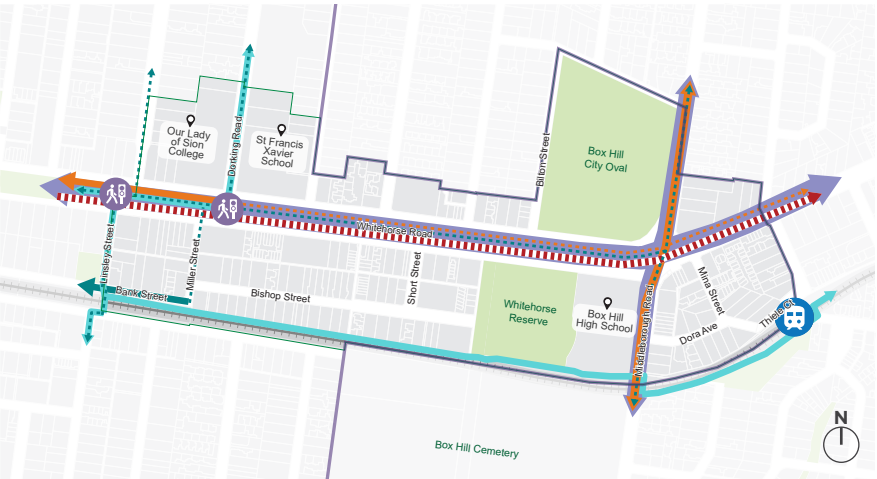


Figure 49: Laburnum movement plan

- Existing station
- Structure Plan Area
- Neighbourhood
- Existing open space
- Existing railway line
- Upgraded intersection / crossing
- Strategic walking corridor
- Local walking corridor
- Strategic cycling corridor
- Strategic bus corridor
- Local bus corridor
- Strategic traffic & freight corridor
- Potential future high capacity public transport corridor

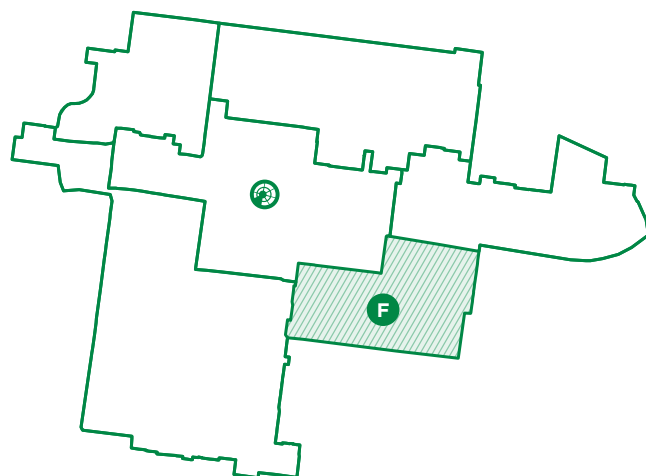
6.7 Neighbourhood F: Albion

Future role and objectives

The Albion neighbourhood will continue to be a pleasant place to live, with excellent connections to Whitehorse Road, Ashted Road Reserve and Victoria-Glenmore Chain Reserve. New pedestrian links will enhance walkable access to these open spaces.

Mid-rise apartments in a garden setting will emerge throughout the neighbourhood, providing more diverse housing options. In locations closest to Harrow Street and Station Street, offices and retail tenancies will be in walking distance, providing local jobs and convenience shopping opportunities for the growing community.

The neighbourhood will have a permeable and connected network of streets, linking residents to areas of activity and open spaces. Residential areas will be complemented by excellent access to open spaces through upgrades to the movement network, including local cycling corridors along Ashted Road, Rose Road, Barcelona Street and Rutland Road. William Street and Harrow Street will provide connection to adjacent neighbourhoods and Central Box Hill.



Objective 1	To facilitate diverse forms of residential development that contribute to a mid-rise character within a garden setting.
Objective 2	To ensure development supports the accessibility and amenity of Victoria-Glenmore Chain Reserve and Ashted Road Reserve.
Objective 3	To prioritise the movement of pedestrians and cyclists through the neighbourhood and to surrounding neighbourhoods.
Objective 4	To provide an enhanced and connected network of open spaces.

Neighbourhood framework plan



Figure 50: Albion neighbourhood framework plan

Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 51 to 53.
- Design and site buildings to manage solar access to Victoria Glenmore Chain Reserve at the winter solstice.
- Design and site buildings to manage solar access to Ashted Road Reserve at the spring equinox.
- Development on small lots (less than 24m in width) in residential areas should adopt setbacks that avoid a two-storey high wall on side boundaries where abutting the rear boundary of an adjoining property.
- New development abutting a lot outside of the Structure Plan Area should adopt a minimum 6 metre setback up to 11 metres and upper levels that allow a transition in scale and reduce amenity impacts on existing residential areas.

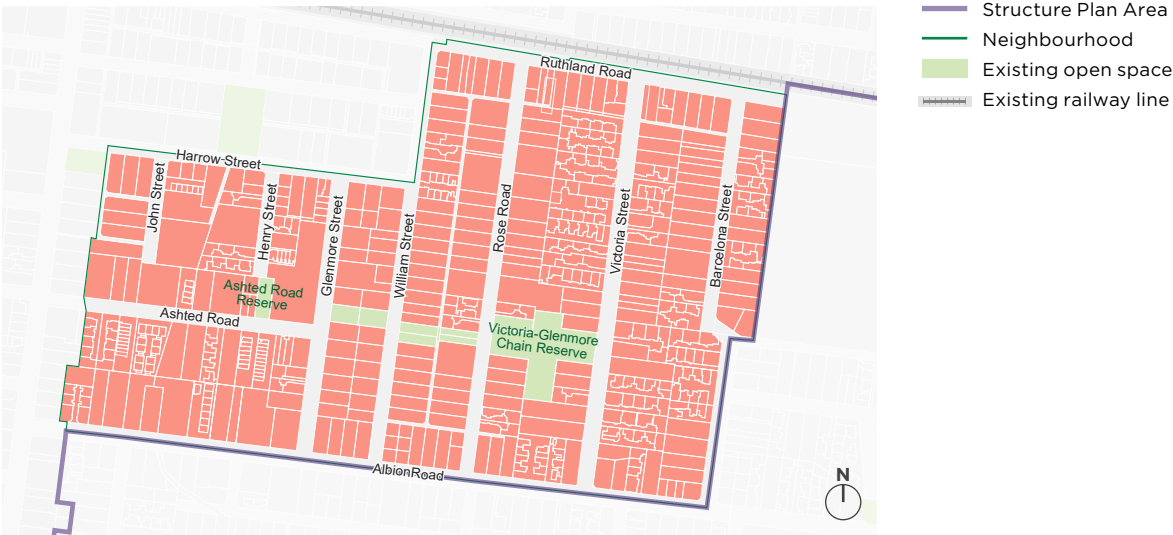
Public realm and open space

- New development which abuts Ashted Road Reserve and Victoria-Glenmore Chain Reserve should balance privacy and activation through a landscaped setback, passive surveillance and a visually appealing and legible composition.

Transport and movement

- Key links should be provided consistent with the indicative linkages shown in Figure 54.
- When provided through new development, new key links should be (where relevant):
 - Direct, attractive, and well-lit
 - Safe and free of entrapment areas
 - Publicly accessible at ground level
 - Overlooked by windows, balconies or both on both sides, including at ground level
 - Designed to consider function in interim and ultimate stages, including its layout and landscaping.
- New development should seek to avoid or minimise site servicing and vehicle crossovers along strategic cycling and/or walking corridors where possible.
- New developments that comprise multiple sites should seek to consolidate existing vehicle crossovers.
- Development should facilitate on-site car park access, delivery vehicles and waste removal vehicles via laneways if available.
- Car parking should be located below ground or, where a podium tower development typology is utilised, should be 'sleeved' behind other uses.

Side, rear and front upper level setbacks plan



Setbacks

Side - lots $\geq 24\text{m}$ wide	4.5m landscaped + 0.8m per metre of height above 14m
Side - lots $< 24\text{m}$ wide, front half of the site	0 up to a height of 6.9m 2m above heights of 6.9m 2m all levels where abutting public open space
Side - lots $< 24\text{m}$ wide rear half of the site	2m + 1m per metre of height above 6.9m
Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Front - upper level	0.5m per metre above street wall

*4.5m applies to the parts of the building that provide a primary outlook [to the rear and side boundaries]. If interfacing with side/rear service lanes, the 4.5 setback is measured from the centre of the laneway.

Figure 51: Albion side, rear and front upper level setbacks plan

Preferred building heights plan

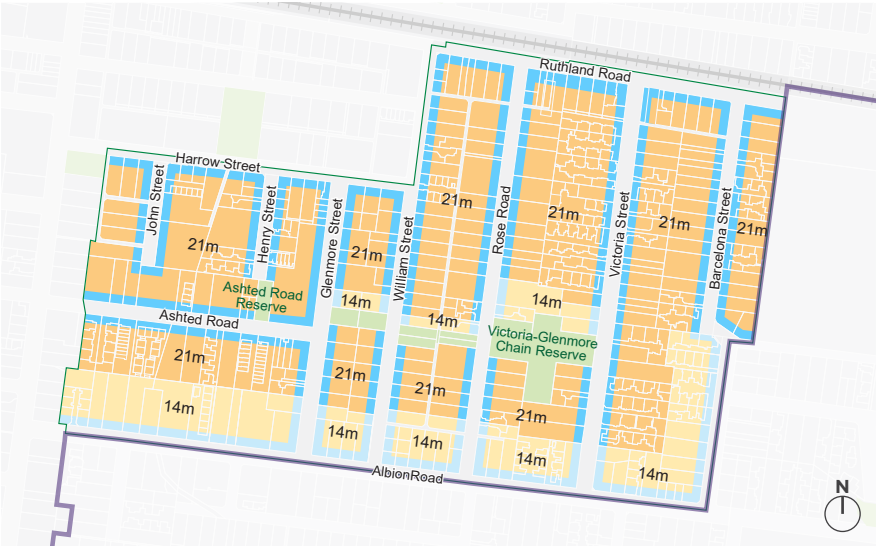


Figure 52: Albion preferred building heights plan

Preferred interfaces and setbacks plan



Figure 53: Albion interfaces and setbacks plan

Movement plan



Figure 54: Albion movement plan

- Structure Plan Area
 - Neighbourhood
 - Existing open space
 - Existing railway line
- Preferred maximum building heights**
- 21m (6 storeys)
 - 14m (4 storeys)
- Preferred maximum street wall heights**
- 14m (4 storeys)
 - 11m (3 storeys)

- Structure Plan Area
 - Neighbourhood
 - Existing open space
 - Existing railway line
 - Key link (indicative)
- Front Setbacks**
- 4m Setback
- Interfaces**
- Indicative link interface

- Structure Plan Area
- Neighbourhood
- Existing open space
- Existing railway line
- Local walking corridor
- Strategic cycling corridor
- Key link (indicative)
- Local bus corridor

Next steps

7.1 Implementing the Structure Plan

Delivering the Structure Plan actions

Delivering the actions contained in the Structure Plan will be coordinated across government. There is an associated Implementation Plan for this Structure Plan detailing a number of different actions:

- **Actions within the planning scheme (statutory actions)** – these actions are the foundation actions for delivering the Structure Plan and require a Planning Scheme Amendment (PSA)
- **Future actions (non-statutory actions)** – these actions will be delivered through a range of mechanisms and partnerships.

Key projects are also identified in the Structure Plan and are generally shown on the neighbourhood framework plans. These are the key potential public or capital works projects that will support each neighbourhood's role in achieving the Vision for Box Hill.

Implementation Plan

The Implementation Plan sets out all actions contained within the Structure Plan and outlines the pathways, timing and responsibilities for delivering the actions. The plan also identifies key projects in each neighbourhood that will support the role of the neighbourhood in the manner envisioned by the structure plan and outlines the manner in which the projects will be delivered in terms of proposed timing, pathway and lead person/s responsible.

Planning Scheme Amendment

The Structure Plan will be partly given effect via a PSA consistent with the *Planning and Environment Act 1987*. Amendments to the planning scheme are required to provide the statutory planning tools needed to meet the objectives set out in the Structure Plan and achieve the Vision for Box Hill.

7.2 Monitoring and review

Monitoring and review of the Structure Plan and Implementation Plan will be required to ensure the objectives, strategies and actions reflect changing conditions and remain fit for purpose over time. The Structure Plan and Implementation Plan will be reviewed every 5 years, which will provide an opportunity to review the actions and key projects in the Implementation Plan and if appropriate, incorporate any findings from further strategic work. The completion of SRL East and opening of the new station at Box Hill will be a significant point in time to review the progress of implementing the Structure Plan.

Glossary

Below is a list of technical terms and their definitions within the context of the Structure Plan.

TERM	DEFINITION
Active frontages	A building frontage that interacts with and provides pedestrian interest to the public realm such as with building entries, windows to a shop and/or a food and drink premises, and/or customer service areas or other active uses. The level of activity sought will vary depending upon context: – Moderately active: Moderate extent of glazing along facade, no or low fences. – Highly active: Close relationship between ground floor activity and the public realm, with majority of the frontage glazed.
Active transport	Transport requiring physical activity, typically walking and cycling.
Activity centre	Areas that provide a focus for services, employment, housing, transport and social interaction. They range in size and intensity of use from smaller neighbourhood centres to major suburban centres and larger metropolitan centres.
Advanced manufacturing	Includes any manufacturing process that takes advantage of high-technology or knowledge-intensive inputs as an integral part of its manufacturing process.
Affordable housing	Housing, including social housing, that is appropriate for the housing needs of very low income, low income and moderate income households.
Arterial road	A higher-order road providing for moderate to high volumes at relatively higher speeds typically used for inter-suburban or inter-urban journeys, often linking to freeways.
Building height	The vertical distance from natural ground level to the roof or parapet at any point.
Built form scale	Built form scale in the context of the Structure Plan Area can be broadly defined as: – Significant: buildings of 12 or more storeys – High: buildings between seven and 11 storeys – Medium : buildings between four and six storeys. Range of storeys is based on typical residential floor to floor measurement of 3 metres.
Business and Investment Case	The Business and Investment Case (BIC) for SRL, released in August 2021. The BIC outlines the overarching strategic case for the SRL Program, inclusive of all transport investments and precinct developments, and all stages of the project.
Embodied energy	Is the energy consumed by all of the processes associated with the production of a building, from the mining and processing of natural resources to manufacturing, transport and product delivery.
Equitable development	Buildings designed so that they do not compromise the reasonable development opportunity of adjacent properties. This is a key principle for areas where substantial change is sought, where it is important that the development potential of each property is optimised.

TERM	DEFINITION
Floorspace	The surface area of the floor in a building.
Specific Link	A publicly accessible access route delivered along a specific alignment.
Indicative Link	A publicly accessible access route that can be delivered along a range of alignments, determined at time of planning implementation.
Green infrastructure	Any system that fuses natural and built environments to reduce the environmental impacts of the built environment. Green infrastructure can take many forms and may include green roofs or vertical walls, permeable paths, rain gardens and urban forests.
Infrastructure Contributions Plan	A statutory document incorporated in a planning scheme for the purposes of imposing infrastructure contributions to fund the provision of works, services or facilities (infrastructure) and securing land for public purposes.
Integrated water management (IWM)	An approach to planning that brings together all facets of the water cycle including sewage management, water supply, stormwater management and water treatment, ensuring environmental, economic and social benefits.
Knowledge-based jobs	A knowledge-based job refers to a role that primarily involves the application of a deep level of knowledge or expertise in a specific field. These jobs typically require a high level of education, training or experience. Examples include roles in sectors such as healthcare, education, technology, engineering, law and finance.
Local street(s)	Local streets are non-arterial roads that provide quiet, safe and desirable residential access for all ages and abilities. They contribute to the overall functioning areas bounded by arterial roads or other barriers.
Lot	A part (consisting of one or more pieces) of any land (except a road, a reserve or common property) shown on a plan, which can be disposed of separately and includes a unit or accessory unit on a registered plan of strata subdivision and a lot or accessory lot on a registered cluster plan.
Mixed-use	A mixture of different land uses such as retail, commercial and residential in the same location or building.
Mode	Mode of travel, such as walking, cycling, train, tram, bus, motorcycle or private vehicle.
Planning Area	Area where SRLA is a planning authority under the <i>Planning and Environment Act 1987</i> and may prepare Planning Scheme Amendments.
Planning authority	A planning authority is any person or body given the power to prepare a planning scheme or an amendment to a planning scheme. The Minister for Planning is a planning authority and may authorise any other Minister or public authority to prepare an amendment to a planning scheme.
Precinct	Precinct refers to a designated area of focus where a critical mass of activity and significant change is anticipated.
Public open space	Public open space or 'open space' means public land and waters that provide for one or more of the following purposes - Outdoor recreation, Leisure, Environmental and cultural benefits, Visual amenity and Off-road active transport.

TERM	DEFINITION
Rise	The rise in storeys of a building generally means the number of storeys above natural ground level. – Low-rise means buildings with 1-3 storeys – Mid-rise means buildings with 4-11 storeys; – High-rise means buildings with 12 or more storeys
Shared mobility	A form of personal travel in which users share access to vehicles – including cars and bicycles – rather than privately owning them.
Social housing	Government subsidised rental housing, generally comprising two types of housing: public housing (owned and managed by state governments) and community housing (managed, and often owned, by not-for-profit organisations).
SRL East Urban Design Strategy	Developed as part of the SRL Environment Effects Statement (EES), this establishes the Victorian Government's requirements for the SRL East project. The UDS provides a performance-based design brief and a design quality assessment and evaluation tool.
SRL East	Approved project from Cheltenham Station to Box Hill Station. SRL East was previously referred to as SRL Stage One.
SRL Station Development Area'	Sites intended for significant scale development adjacent to and over SRL East stations and station buildings, and the associated public realm between buildings.
Street wall	The façade of a building facing (and closest to) the street. The term is usually used where buildings are built on or close to the street boundary, so that they define the public realm.
Structure Plan Area	The extent of the land to which the Structure Plan applies. The Structure Plan will focus on areas near to the SRL station and locations with more significant future change. This area is smaller than the Planning Area.
Sustainable transport	Transport by modes other than single-occupancy cars. Includes walking, cycling, bus, tram, train and carpooling.
Traditional Owners	People who, through membership of a descent group or clan, are responsible for caring for particular Country. A Traditional Owner is authorised to speak for Country and its heritage as a senior Traditional Owner, an Elder or, in more recent times, a registered native title claimant.
Universal design	An approach that aims to make products, services and environments accessible and usable for the largest possible number of users without the need for adaptation or specialised design.
Urban heat island effect	When the built environment absorbs, traps and in some cases directly emits heat, causing urban areas to be significantly warmer than surrounding non-urban areas.
Water sensitive urban design (WSUD)	Integrating the urban water cycle into urban design to minimise environmental damage and improve recreational and aesthetic outcomes. WSUD includes the use of passive irrigation techniques and the incorporation of WSUD infrastructure such as swales, bio-filtration systems (rain gardens), permeable paving and wetlands into the design.

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