SUBURBAN RAIL LOOP EAST

Artist's impression

SRL East Background Report Box Hill

More Homes For Victorians

VICTORIA State Government

Table of Contents

2. Introduction

2.1 Overview

Suburban Rail Loop (SRL) will transform Melbourne's rail network, change how people move around the city and contribute to reshaping Melbourne into a 'city of centres' – with vibrant centres outside the inner city providing high-quality jobs and more housing choices in well-designed and well-connected neighbourhoods.

As Melbourne grows to a population of 9 million by the mid-2050s, planning for the city's future must cater for growth in ways that maintain the city's liveability, deliver more homes where people want to live and give households access to jobs, services and opportunities. SRL will help to manage this growth by establishing a connected corridor of centres across the city that can host more people, more jobs and more services, and provide new housing choices and affordable living options in attractive, highly accessible urban areas.

SRL East extends from Cheltenham in Melbourne's south east to Box Hill in the east, with new underground stations at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill. These centres will help meet population and employment growth demands in a sustainable manner. Planning for SRL East considers how these centres can leverage the improved access and convenience delivered by the project to catalyse opportunities for residents, workers, communities and businesses.

Draft Structure Plans have been prepared to guide growth and change in the areas surrounding each SRL East station. The Draft Structure Plans set out a Vision for each area, with objectives, strategies and actions to achieve the Vision.

This Background Report supports the Draft Box Hill Structure Plan. It sets out the context of the SRL station at Box Hill and summarises the policies, technical assessments that informed the Draft Box Hill Structure Plan. Future directions to achieve the Vision for Box Hill are described.

Statistics and other numbers in this Background Report are generally approximate and have been rounded out. This means some numbers may vary across the different Technical Reports summarised for this report.

2.2 Suburban Rail Loop

SRL establishes a networked corridor of centres outside Melbourne's central business district (CBD) and links every major metropolitan rail line from the Frankston Line to the Werribee Line. Three transport super hubs at Clayton, Broadmeadows and Sunshine will connect with regional rail services, so passengers outside Melbourne no longer have to travel through the CBD to reach destinations in the suburbs.

SRL is an integrated transport and land use program that will extend over 30 years. The program has four discrete rail projects, as shown in Figure 1:

1. SRL East – Cheltenham to Box Hill
2. SRL North – Box Hill to Melbourne Airport
3. SRL Airport – Melbourne Airport to Sunshine, being delivered as part of the Melbourne Airport Rail Project by the Victorian Infrastructure Delivery Authority (VIDA)
4. SRL West – Sunshine to Werribee.

The SRL concept route is reflected in State Planning Policy and *Plan Melbourne 2017–2050: Addendum 2019* and underpinned by the *Suburban Rail Loop Act 2021* (Vic) (SRL Act).

SRL East rail, stations and associated infrastructure were the subject of a comprehensive Environment Effects Statement (EES) assessment process under the *Environment Effects Act 1978* (Vic) and subsequent approval under the *Planning and Environment Act 1987* (Vic). This included an Inquiry and Advisory Committee hearing into the environmental effects of the project and consideration of the draft Planning Scheme Amendment exhibited with the EES. The Inquiry and Advisory Committee's report dated 23 June 2022 together with the EES were considered by the Minister for Environment and Climate Action (who jointly administered the Environment Effects Act with the Minister for Planning) culminating in the Minister's assessment report dated 5 August 2022.

The Minister's assessment provided recommendations about the design, construction and operation of the SRL East rail, stations and associated infrastructure and the management of potential environmental effects and impacts. The Minister's assessment also made a number of recommendations and observations in relation to precinct planning.

The Minister for Planning subsequently approved the Planning Scheme Amendment for SRL East with regard to the Minister's assessment of the EES. More information on the SRL East project approvals and how the relevant recommendations or observations from the Minister's assessment were considered or addressed in the preparation of the Draft Box Hill Structure Plan is provided in Appendix A.

Information about SRL is provided at Victoria's Big Build: Suburban Rail Loop.

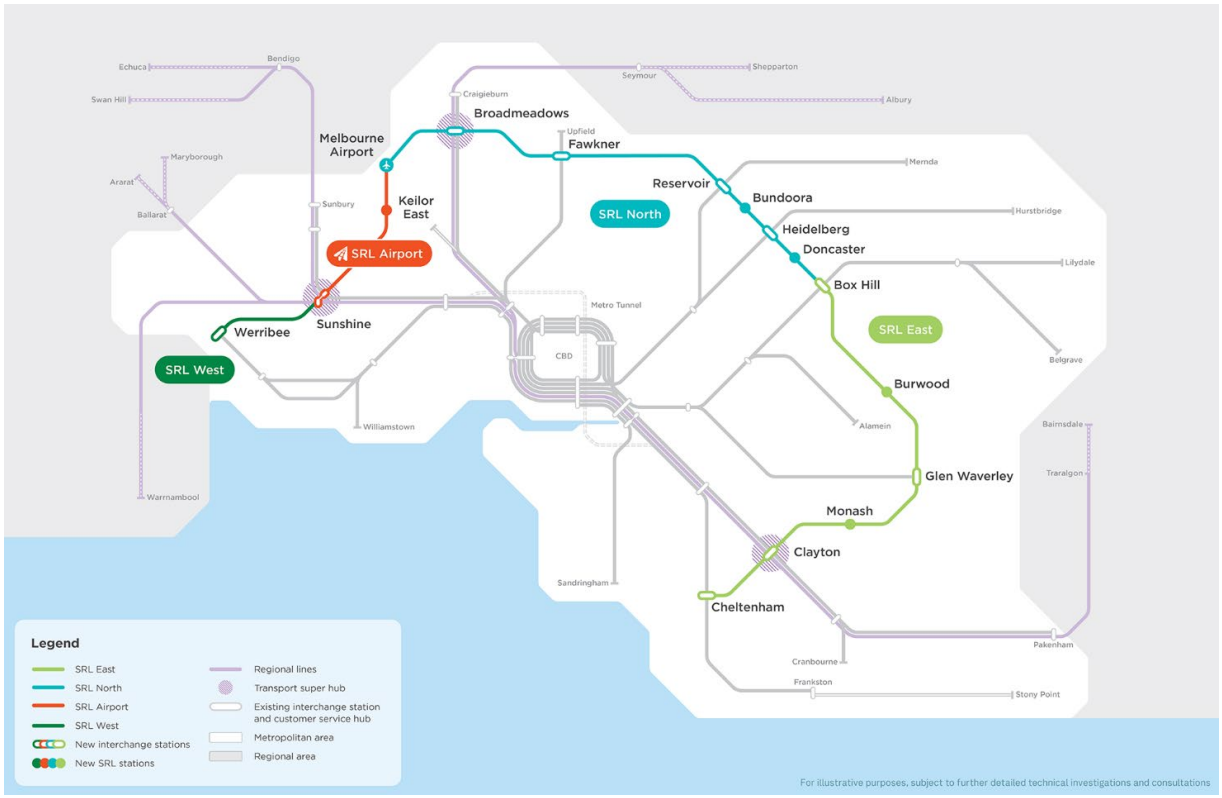


Figure 1 Suburban Rail Loop

2.3 Planning for SRL East

The SRL Act facilitates the planning and delivery of SRL and associated developments. The SRL Act establishes the Suburban Rail Loop Authority (SRLA) and provides SRLA with the functions and powers it needs to plan, deliver and manage SRL and associated developments.

The SRL program objectives at section 5 of the SRL Act include to integrate the new rail line with existing and planned public transport and road networks and 'facilitate sustainable population growth, urban renewal and improved liveability'. These objectives are to be achieved alongside other objectives such as coordinated delivery of transport and non-transport infrastructure and 'facilitating greater employment activity and investment throughout Victoria'.

In December 2023, the Minister for SRL declared a Planning Area surrounding each SRL East station under the SRL Act. The Planning Areas generally extend 1.6 kilometres around each SRL East station. Under the Planning and Environment Act, SRLA is a planning authority for these Planning Areas.

The Structure Plan Area is a smaller area within each declared Planning Area and is where the most change and development is expected to occur over the next decades. The approach to defining the Structure Plan Area is described in Guideline 2 of *Planning for SRL East Precincts: Guidelines for the preparation of Structure Plans*. Guideline 2 provides specific guidance for the preparation of the SRL East Structure Plans, including in respect of strategic context, the Structure Plan Areas, population and employment projections, and the Vision for each SRL East Planning Area.

Figure 2 shows the Structure Plan Area and the Planning Area for Box Hill.

This Background Report outlines relevant local issues and planning policies, key constraints and opportunities and describes how these have influenced the direction and content of the Draft Box Hill Structure Plan. The accompanying technical assessments provide expert analyses of environmental, social and economic influences relevant to the area. The key findings of these assessments have been considered alongside existing planning strategies and community and stakeholder feedback in identifying implications and key directions for the Draft Box Hill Structure Plan.

The Draft Box Hill Structure Plan is accompanied by a Draft Implementation Plan that sets out all actions within the Draft Box Hill Structure Plan and outlines the pathway, timing and responsibilities for delivering each action. The Draft Implementation Plan also identifies key projects planned for the Structure Plan Area and outlines the manner in which the projects will be delivered.

The Draft Box Hill Structure Plan, Draft Box Hill Implementation Plan and the Technical Reports referenced in this Background Report are available at https://engage.vic.gov.au/suburban-rail-loop.

2.4 Housing and jobs for a growing population

SRL will be a catalyst for growth and change in Box Hill by leveraging the presence of the station to elevate its strategic importance as a major employment precinct and thriving lifestyle centre, positioning it for the future with significant housing opportunities in high amenity areas.

Planning for the Box Hill Structure Plan Area considers population and employment growth projections to 2041, as the first steps in long-term change stimulated by SRL East. The Box Hill Structure Plan Area is envisaged to accommodate:

- Population growth from approximately 13,300 in 2021 (ABS 2021 Census) to 29,100 in 2041
- Nearly double the number of dwellings, from approximately 7,500 in 2021 to 13,400 in 2041 – helping to achieve the housing target to 2051 for Whitehorse (79,000) established by the Victorian Government
- More higher density housing and more housing diversity to provide more suitable (and more affordable) housing for workers, student housing, aged care and housing for residents to age in place
- Jobs growth from 18,500 in 2021 to 38,700 in 2041, requiring significant additional floorspace with the greatest demand expected in education and professional services, ideally around the SRL East station
- Planning for over 33,000 additional trips to, from and within the Structure Plan Area during the morning peak to support the combination of population and jobs growth to 2041
- Changes in the urban environment to provide adequate facilities and services for future residents and workers.

More detail about projected housing and employment floorspace growth in relation to setting future directions for the Draft Box Hill Structure Plan is provided in Section 5. These projections also informed the technical assessments undertaken to support preparation of the Draft Box Hill Structure Plan.

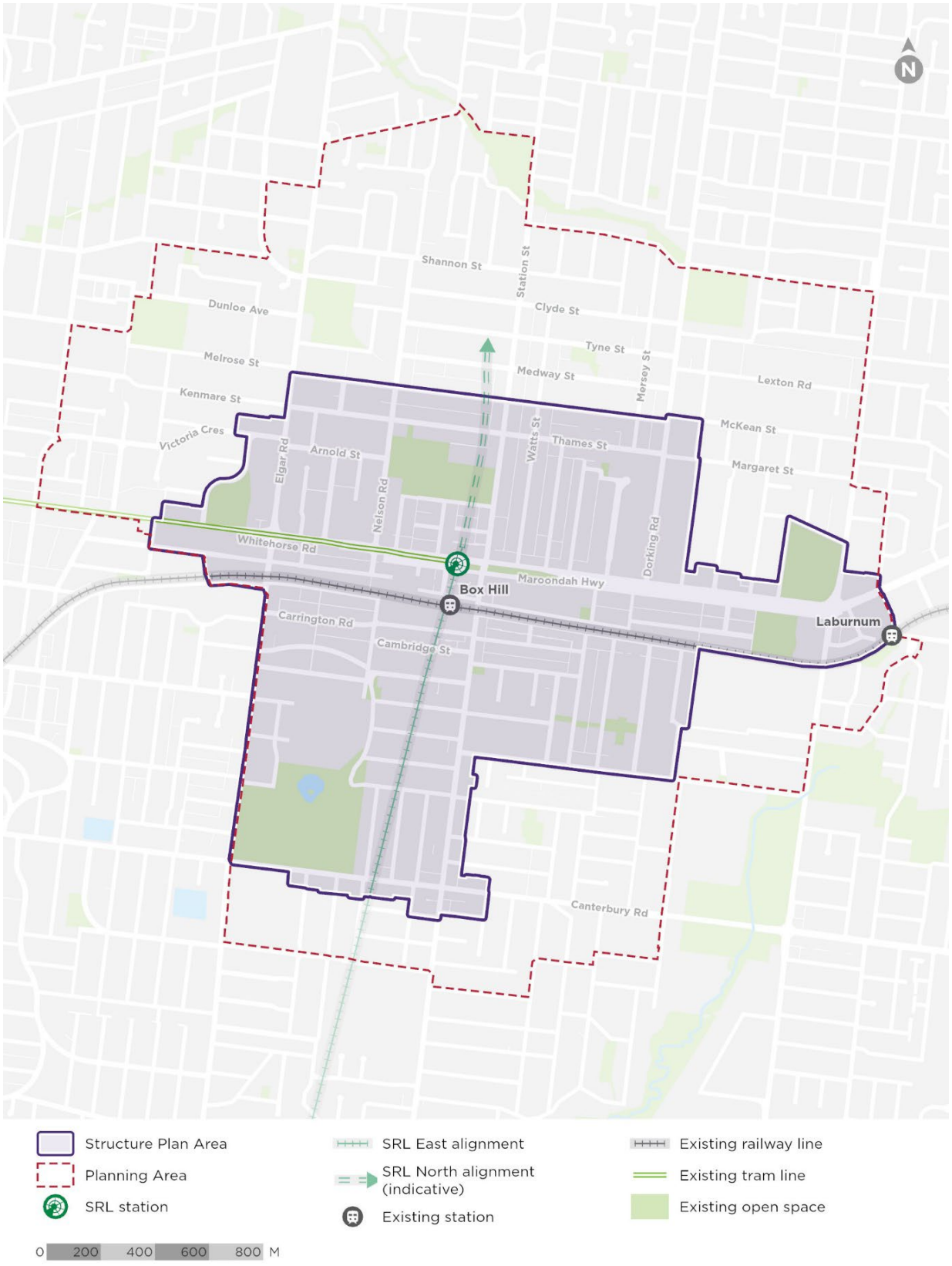


Figure 2 Box Hill Structure Plan Area and Planning Area

More homes, more choice in Melbourne's sought-after suburbs

As Australia's biggest housing project, SRL is helping to deliver more homes where they're needed, next door to jobs, services and public transport.

As Melbourne's population continues to grow, more housing is needed – and a greater choice in housing is required to meet the needs of the changing population.

Over the decade to June 2023, Melbourne experienced strong population growth of 1.8 per cent per annum. While the COVID-19 pandemic saw a short-term pause in population growth, the high rate of growth has resumed – reaching 3.3 per cent over the year 2022 to 2023. Within a decade, Melbourne is projected to officially be Australia's largest city and by the 2050s, almost 9 million people are expected to be living in Melbourne.

Victoria's Housing Statement (May 2024) aims to deliver 80,000 new homes each year across Victoria – building more affordable homes across the city and in places closer to where people work, with good access to transport options, shops, schools and health and community services.

The Housing Statement recognises that Melbourne's ongoing liveability depends on increasing housing supply while reducing urban sprawl. A growing population does not have to lead to more suburbs on the city fringes where the cost of new infrastructure is high and people must travel further to jobs and services.

'Unlocking' new spaces in established suburbs can provide more affordable housing – such as townhouses and apartments – in higher density communities.

Housing needs assessments prepared for the areas surrounding the SRL East stations have identified potential for an extra 24,600 new homes by 2041 – and more than 70,000 new homes over the next 30 years.

Box Hill is well suited for housing growth, with multiple activity centres within walking distance of the SRL station or nearby and access to jobs, education, services and open space.

The Box Hill community has helped develop a Vision for Box Hill, and more high-quality housing with more affordable choices is at the heart of this vision. Housing will drive the transformation of Box Hill into a vibrant inclusive connected community over the coming decades.

More information on housing is provided in Section 5 of this report and in the *Housing Needs Assessment – Box Hill*.

Victoria's Housing Statement is provided at www.vic.gov.au/housing-statement.

2.5 Engagement with the community

Community and stakeholder engagement helped inform the Vision for Box Hill, the Draft Box Hill Structure Plan and this Background Report. The engagement included face-to-face consultations as well as online surveys and other activities.

2.5.1 Establishing a shared vision

A Draft Vision was prepared for the Box Hill Planning Area that identified the long-term aspirations for the broader area to guide planning and change over the coming decades. Community and stakeholder feedback helped refine the Vision and it was finalised in December 2024.

The Vision for Box Hill outlines the long-term ambition to make the most of SRL opportunities and benefits – and how to accommodate the anticipated population growth over 20 to 30 years. The Vision for Box Hill builds on the ambitions set in the SRL Business and Investment Case (2021).

The Draft Box Hill Structure Plan provides a detailed land use and built form planning framework so that planning decisions are consistent with the Vision for Box Hill and support future community needs.

2.5.2 Structure Plan consultation

SRLA consulted with the community and stakeholders at each phase in the preparation of the Draft Box Hill Structure Plan and this Background Report. The consultation helped identify what matters most to people about their local area and the issues and opportunities they see for the future.

The first phase of consultation comprised two parts. The first part from 29 August to 24 October 2023 sought input on ambition statements and priority outcomes for the neighbourhoods surrounding the SRL station. The second part from 3 December 2023 to 3 March 2024 sought feedback on the Draft Vision. This consultation helped refine SRLA's understanding of opportunities and challenges in the area, and explored place-shaping criteria based on values and needs.

The second phase of the consultation from April to May 2024 sought stakeholder and community feedback on proposed Key Directions to help achieve the Vision for Box Hill. The proposed Key Directions aimed to address current and emerging challenges and meet the demand for greater housing choice and the needs of a growing population.

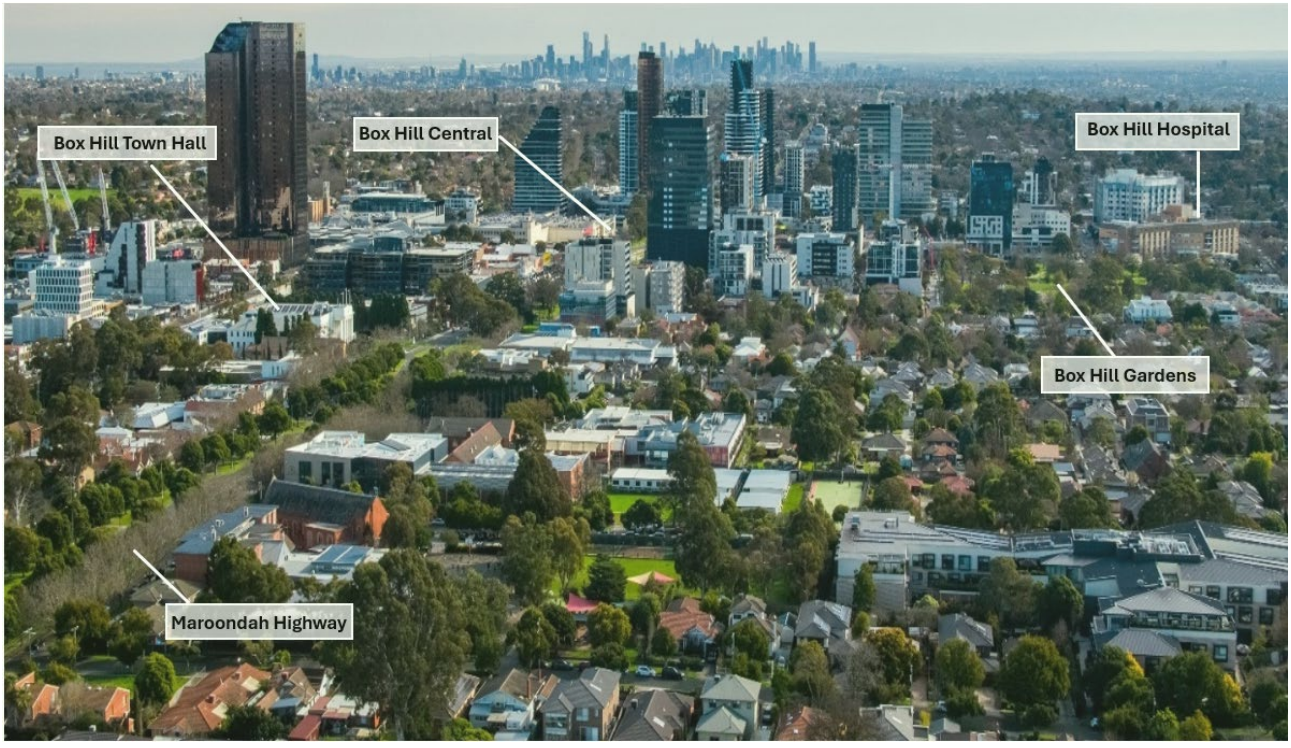
The two consultation phases helped identify economic and employment opportunities in the Box Hill Structure Plan Area and determine current and future needs for housing, services and community infrastructure. The consultation also helped identify where and when development should occur, and in ways that respond to community values and needs as Box Hill grows and changes over time.

Discussions were held with the City of Whitehorse on matters such as land uses, built form (such as maximum building heights), transport and community infrastructure. These matters are described more in the relevant sections of this Background Report.

SRLA also convened seven Community Panels – one for each SRL station and one Youth Panel. This engagement explored the topics of transport, housing and community infrastructure in more detail, and how SRLA can deliver future precincts and neighbourhoods that reflect the needs and aspirations of local communities.

Relationships with Registered Aboriginal Parties and the Aboriginal community were established and their feedback on the Draft Visions and Key Directions was sought. This provided a valuable opportunity to expand the conversation and seek feedback on the structure planning process.

More information on the engagement is provided in the *SRL Structure Planning Engagement Report* at https://engage.vic.gov.au/suburban-rail-loop



Aerial view of Box Hill Structure Plan Area and surrounds, looking east towards the CBD

3. Box Hill context

This section discusses the existing regional and local context, community profile and site characteristics and attributes of the Box Hill Structure Plan Area.

3.1 Regional context

The Box Hill Structure Plan Area is located on the traditional lands of the Wurundjeri Woi Wurrung people of the Kulin Nation. The Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation is the Registered Aboriginal Party for the region containing the Box Hill Structure Plan Area.

Box Hill is located at the northern end of the SRL East alignment, connecting with the SRL station at Burwood to the south. The Structure Plan Area is located approximately 14 kilometres east of the Melbourne CBD in the City of Whitehorse.

The Structure Plan Area is the major employment precinct in Melbourne's eastern suburbs, providing health, education, government and retail services to the broader region. The Structure Plan Area also contains the Box Hill Metropolitan Activity Centre, as designated in *Plan Melbourne 2017–2050*.

The Structure Plan Area is located west of the Ringwood Metropolitan Activity Centre, which is one of 10 activity centres identified in *Victoria's Housing Statement* as a focus for delivering a significant number of new homes through review of building height and design requirements. The Doncaster Hill Metropolitan Activity Centre is located approximately 2 kilometres north of the SRL station at Box Hill.

Beyond the Structure Plan Area, smaller activity centres include Blackburn Neighbourhood Activity Centre and the existing Blackburn Station, which is two stops east of the existing Box Hill Station. Smaller activity centres serve a local role and contribute to the amenity of the surrounding extensive residential areas to the east. The Gardiners Creek (Kooyongkoot) corridor is located outside the Box Hill Structure Plan Area to the south east and connects south to and through the Burwood Structure Plan Area.

The regional context of the Box Hill Structure Plan Area is shown in Figure 3.

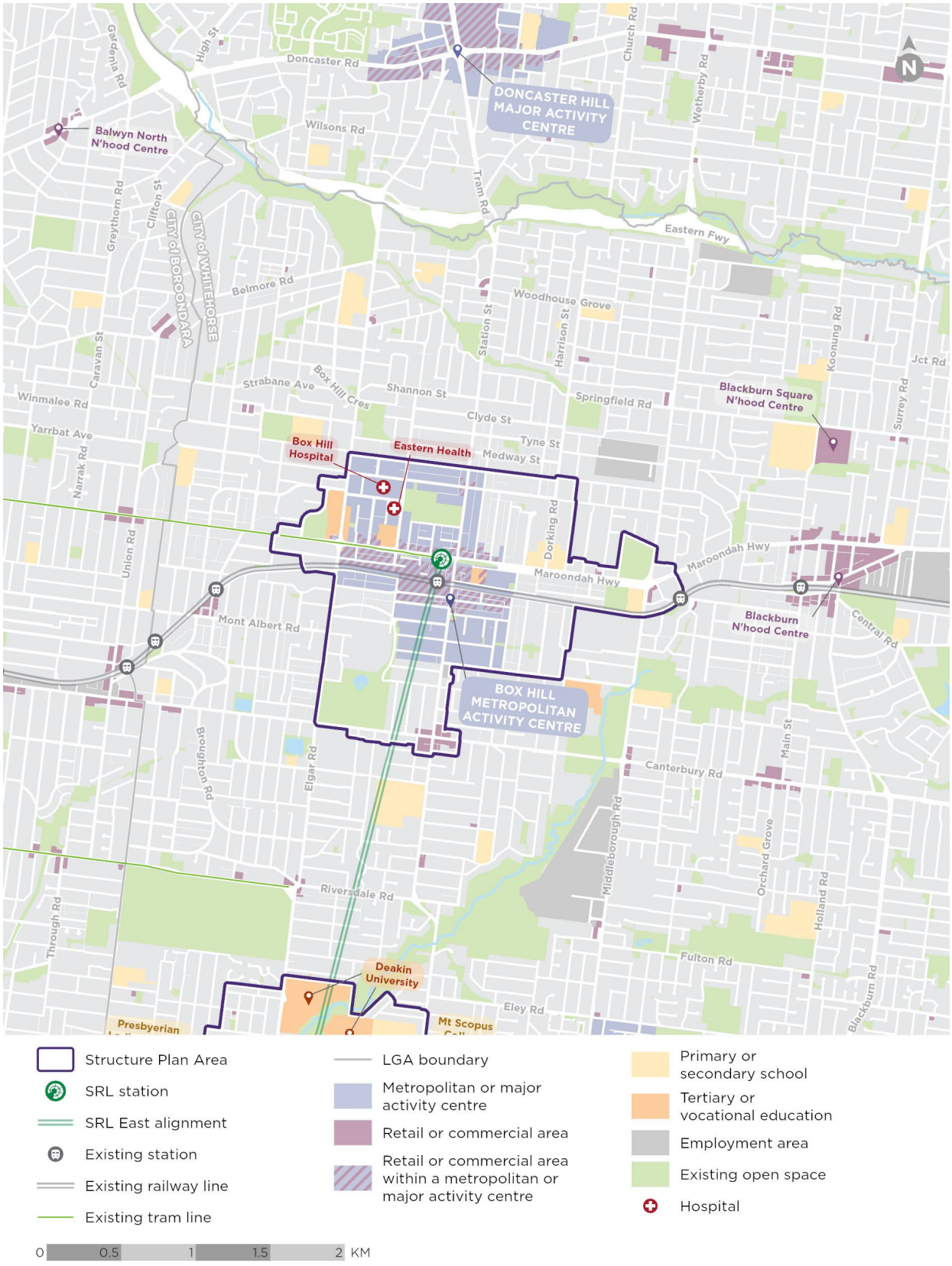


Figure 3 Regional context plan

3.2 Local context

The Box Hill Structure Plan Area is located on both sides of Whitehorse Road, extending in all directions. Development in the area first began after the Melbourne to Lilydale Line was built and the Box Hill Station opened in 1882. The electrification of the rail line and the extension of the tram line to Elgar Road in the 1920s encouraged further development, along with civic works such as Box Hill Gardens, Kingsley Gardens and Box Hill Town Hall.

The Box Hill Metropolitan Activity Centre includes an established health and education precinct centred around Box Hill Hospital, Epworth Eastern and Box Hill Institute. There are substantial areas of open space with sporting facilities, including Box Hill Gardens, Kingsley Gardens and Surrey Park, which is located in the south-east corner of the Structure Plan Area adjoining the former Box Hill Brickworks.

The construction of high density apartment buildings around Box Hill Centre Shopping Centre and the existing Box Hill Station over the last decade has significantly increased the population of Box Hill.

Whitehorse Road is a primary cross-city transport corridor in Melbourne's eastern suburbs. Other arterial roads within the Structure Plan Area are Station Street and Elgar Road, which are north–south links connecting with Burwood (incorporating Deakin University) approximately 3.8 kilometres to the south and the Eastern Freeway to the north.

The local context of the Box Hill Structure Plan Area is shown in Figure 4.

3.2.1 Land use and built form

Health and education

The health and education precinct in the Box Hill Structure Plan Area includes higher-scale buildings and a concentration of institutional uses. Box Hill Hospital and Epworth Eastern are located west of Nelson Road, along with smaller-scale health uses, including the Australian Skin Cancer Institute off Wellington Road and specialised medical practices.

Educational uses are located on both sides of Whitehorse Road and include Box Hill Institute, Our Lady of Sion College, Box Hill High and St Francis Xavier Box Hill.

Box Hill Hospital, Box Hill

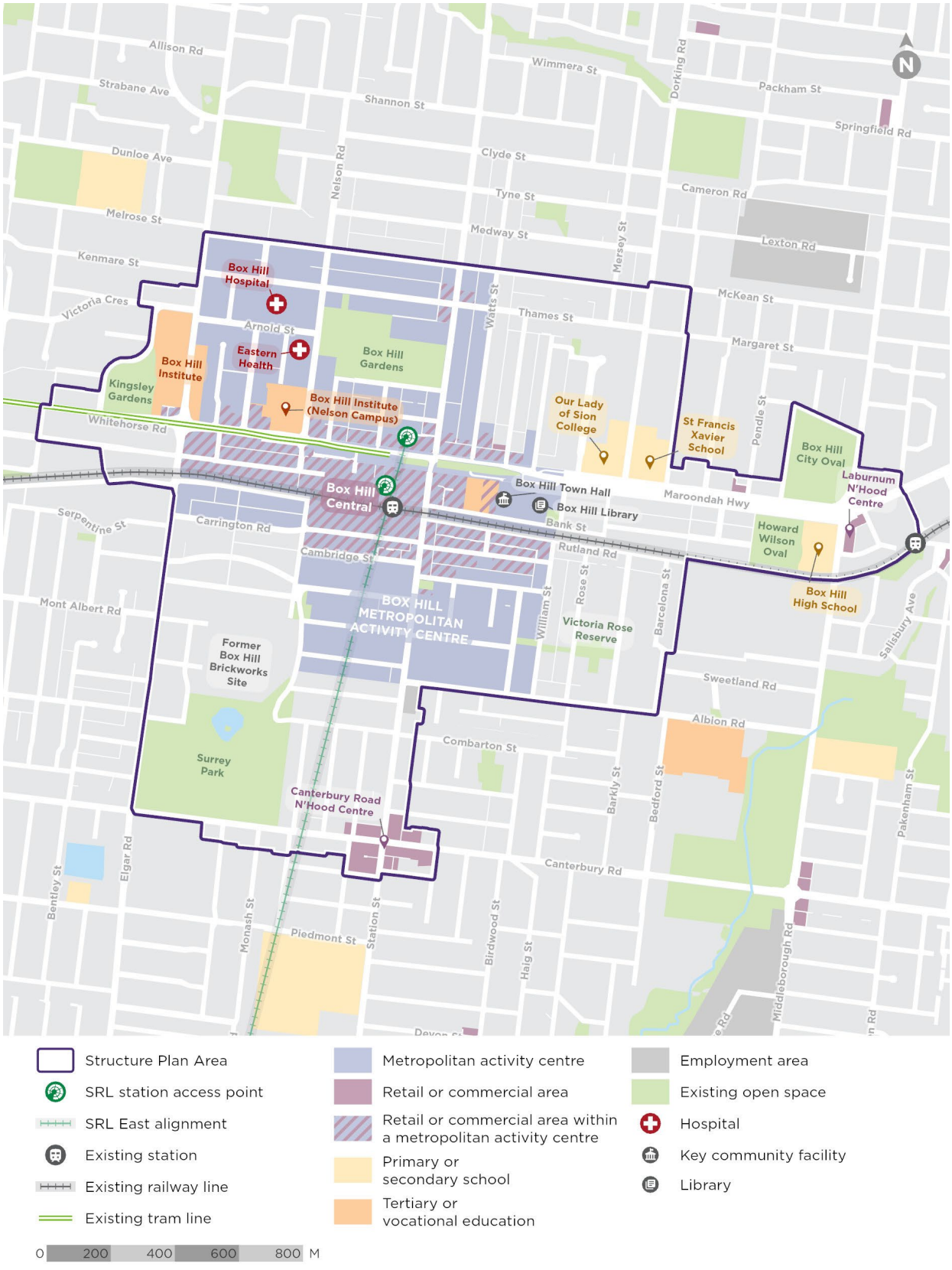


Figure 4 Local context plan

Retail

Box Hill Central Shopping Centre is a sub-regional shopping centre that anchors the retail core of the Box Hill Metropolitan Activity Centre. It comprises Box Hill Central North and Box Hill Central South, which are divided by the rail line and Main Street.

Retail uses are also clustered around streets surrounding Box Hill Central Shopping Centre, generally from Market Street to the eastern side of Station Street and on the southern side of Cambridge Street, consisting of finer-grain mixed retail and businesses in buildings of one to two-storeys.

More retail land is located along Whitehorse Road and there are small retail areas to the east near Laburnum Station, at the intersection of Station Street and Thames Street, and in the southern part of the Structure Plan Area at the intersection of Station Street and Canterbury Road.

Box Hill Central Shopping Centre

Commercial

The Box Hill Structure Plan Area supports extensive commercial floorspace, reflecting its role as a metropolitan activity centre in Melbourne's eastern suburbs. Commercial and office uses are mainly located along Whitehorse Road, which features buildings up to 30-storeys high. Commercial clusters are also located to the west of Box Hill Central around Prospect Street, and to the east around Ellingworth Parade.

In June 2024, a master planned development was approved. The approval was granted through Planning Scheme Amendment C245whse, which applies to land where the existing Box Hill Central North Shopping Centre is located. The approval allows for the construction of seven multi-storey mixed-use buildings, a new public plaza and new public open spaces, along with construction of a new road network serving the site's redevelopment. New buildings will range in height from 19 to 50 storeys. The approval furthers Box Hill's reputation as a key centre for commercial, retail, education, and healthcare services in Melbourne's eastern region.

Whitehorse Road and surrounding commercial use (photo by Diana Snape)

Residential

Most of the Box Hill Structure Plan Area features housing with varied typologies radiating out from the Box Hill Metropolitan Activity Centre.

Higher density apartment buildings up to 30-storeys high have been developed along Whitehorse Road and Station Street over the last decade. More medium density development has evolved in other areas of the Metropolitan Activity Centre, including near the existing health and education precinct and north of Whitehorse Road.

Areas north of Box Hill Gardens and the health and education precinct, as well as a large residential subdivision south of Box Hill Central Shopping Centre (extending to the Structure Plan Area boundary), generally have a suburban character. They feature a mix of original housing and units of one to two storeys, with some contemporary developments.

Low-rise residential development

3.2.2 Natural features and public open space

The topography across the Box Hill Structure Plan Area slopes gently down from a high point in the residential areas in the south west to a relatively flat central area in the Metropolitan Activity Centre. Some areas in the south west feature views towards the Dandenong Ranges approximately 20 kilometres to the east.

Box Hill Gardens and Kingsley Gardens are the main parklands in the centre of the Box Hill Structure Plan Area and include open areas and mature vegetation. Surrey Park to the south is primarily an open area with minimal tree canopy coverage and includes a small lake. Open space is also provided in the median along Whitehorse Road adjacent to the existing tram stop interchange from Clisby Court to Box Hill Town Hall.

Additional open space in the Box Hill Structure Plan Area includes Box Hill Oval on the eastern edge, and land south of Whitehorse Road including Arthur Field / Surrey Park and the Aqualink aquatic centre.

3.2.3 Community infrastructure

Community facilities and services in the Box Hill Structure Plan Area include Box Hill Town Hall, Box Hill Library, the Box Hill Community Arts Centre, Aqualink aquatic centre, multicultural community centres, maternal and child health facilities and community centres.

Good access is available to early learning centres, kindergartens and primary and secondary schools in the Box Hill Structure Plan Area, many of them located on Whitehorse Road. Schools within the Structure Plan Area include Box Hill High School, St Francis Xavier's Catholic Primary School and Our Lady of Sion College. Schools located just outside the Structure Plan Area include Box Hill Senior Secondary College, Mont Albert Primary School and Our Lady's Primary School.

Box Hill Gardens, multi-purpose area (Photo by Diana Snape)

Box Hill Gardens

3.2.4 Movement and access

The Box Hill Metropolitan Activity Centre is well-served by public transport including rail, tram and bus services connecting to other eastern suburbs. The existing Box Hill Station services the Belgrave / Lilydale Line, connecting the outer eastern suburbs to central Melbourne. Tram route 109 runs along the centre median of Whitehorse Road, terminating on Whitehorse Road west of Station Street.

A bus interchange is integrated into the existing Box Hill Station, with buses covering an extensive network across the Box Hill area servicing 17 routes.

The cycle network in the Box Hill Structure Plan Area is limited, with no on-road separated cycle routes and the only off-road options being the Koonung Creek Trail and the Box Hill to Ringwood shared use path.

Car parking within the Structure Plan Area comprises on-street parking and a range of off-street parking facilities owned by Whitehorse City Council (near Harrow and Watts Street) and privately-managed multi-level facilities.

The centre of the Box Hill Structure Plan Area includes shared zones on Main Street and Market Street, given these are high pedestrian traffic areas. However, there are high incident areas due to pedestrian / vehicle movement conflict along Whitehorse Road and Station Street and outside the centre, as these are low-quality walking and cycling environments.

3.3 Existing community context

3.3.1 Population and housing

The Box Hill Structure Plan Area has a population of approximately 13,300 people (ABS 2021 Census) and in recent years has experienced a higher annual population growth rate compared to Greater Melbourne. A high proportion of residents are born overseas compared to Greater Melbourne. The population skews to younger age groups and has a higher proportion of renters compared to Greater Melbourne.

There were approximately 7,500 dwellings in the Box Hill Structure Plan Area in 2021. There is a significantly higher proportion of high density dwellings in the Box Hill Structure Plan Area relative to Greater Melbourne. This reflects a development trend, particularly in central Box Hill and surrounding areas, towards higher density dwellings in the form of residential towers and multi-storey apartment buildings. In contrast, the number of low density dwellings has been declining since 2011. This reflects the redevelopment of low density housing, which is being replaced with apartment buildings in residential areas, particularly in areas close to the centre of Box Hill.

3.3.2 Employment

Box Hill is a major employment hub for Melbourne's eastern suburbs, specialising in health and education services centred around Box Hill Hospital and Epworth Eastern, and Box Hill Institute. Box Hill Central Shopping Centre and other retail areas also provide local jobs to the surrounding population.

The Box Hill Structure Plan Area accommodated approximately 18,500 workers in 2021 with health care and social assistance being the largest employment sectors. Other key employing industries are public administration and safety, and the education and training sectors.

4. Strategic policy context

This section summarises Victorian and local government legislation, policies, strategies and other documents relevant to land use planning and development in the Box Hill Structure Plan Area.

4.1 State policy and strategies

4.1.1 Plan Melbourne 2017–2050

Plan Melbourne 2017–2050 (Plan Melbourne) is the Victorian Government's metropolitan planning strategy to guide land use and development across Greater Melbourne to 2050.

The Box Hill Structure Plan Area contains the designated Box Hill Metropolitan Activity Centre, which is a higher-order centre that serves a sub-regional catchment with major retail, community, government, entertainment and cultural services and good transport access from surrounding suburbs. Plan Melbourne encourages the continued development of these sub-regional functions.

The Plan Melbourne Addendum 2019 updated Plan Melbourne with the most recent population and employment projections, and acknowledged further development of the government's long-term infrastructure agenda.

The Plan Melbourne Addendum also updated the 2050 spatial framework map to include the concept route of SRL, as shown in Figure 5 (No. 5 on the map). The Box Hill Structure Plan Area aligns with this SRL concept route – being located within the Box Hill Metropolitan Activity Centre and intersecting with the existing rail network.

The following Plan Melbourne outcomes are relevant to planning for the future of the Box Hill Structure Plan Area. A full list of outcomes and directions relevant to the Structure Plan Area is provided in Appendix B.

Outcome 1: Melbourne is a productive city that attracts investment, supports innovation and creates jobs
Outcome 2: Melbourne provides housing choice in locations close to jobs and services
Outcome 3: Melbourne has an integrated transport system that connects people to jobs and services and goods to markets
Outcome 4: Melbourne is a distinctive and liveable city with quality design and amenity
Outcome 5: Melbourne is a city of inclusive, vibrant and healthy neighbourhoods
Outcome 6: Melbourne is a sustainable and resilient city

Ministerial Direction No. 9 under the *Planning and Environment Act 1987* (Vic) requires a planning authority to have regard to the metropolitan planning strategy (*Plan Melbourne 2017–2050* and the *Plan Melbourne Addendum 2019*) when preparing a Planning Scheme Amendment. This includes ensuring the Planning Scheme Amendment is consistent with the directions and policies in the metropolitan planning strategy documents.

As a planning authority for land within the Box Hill Planning Area, SRLA is required to have regard to Ministerial Direction No. 9 when preparing Planning Scheme Amendments for land within the Planning Area, including the Box Hill Structure Plan Area.

Planning for the Box Hill Structure Plan Area, including preparation of the Planning Scheme Amendment, reflects Plan Melbourne's ambitions by planning for vibrant and connected neighbourhoods that leverage Box Hill's existing competitive advantages as an education and health precinct of significance and a cultural hub. The directions of the Draft Box Hill Structure Plan reinforce the core of the Box Hill Structure Plan Area as a Metropolitan Activity Centre and consolidate increased housing supply and diversity, and more jobs and community services in this well-serviced location. The Draft Box Hill Structure Plan protects the function of Box Hill Institute in the health and education precinct, while supporting its evolution beyond its existing health and education uses.

The Draft Box Hill Structure Plan also includes initiatives to contribute to the long-term sustainability and resilience of the Box Hill Structure Plan Area.

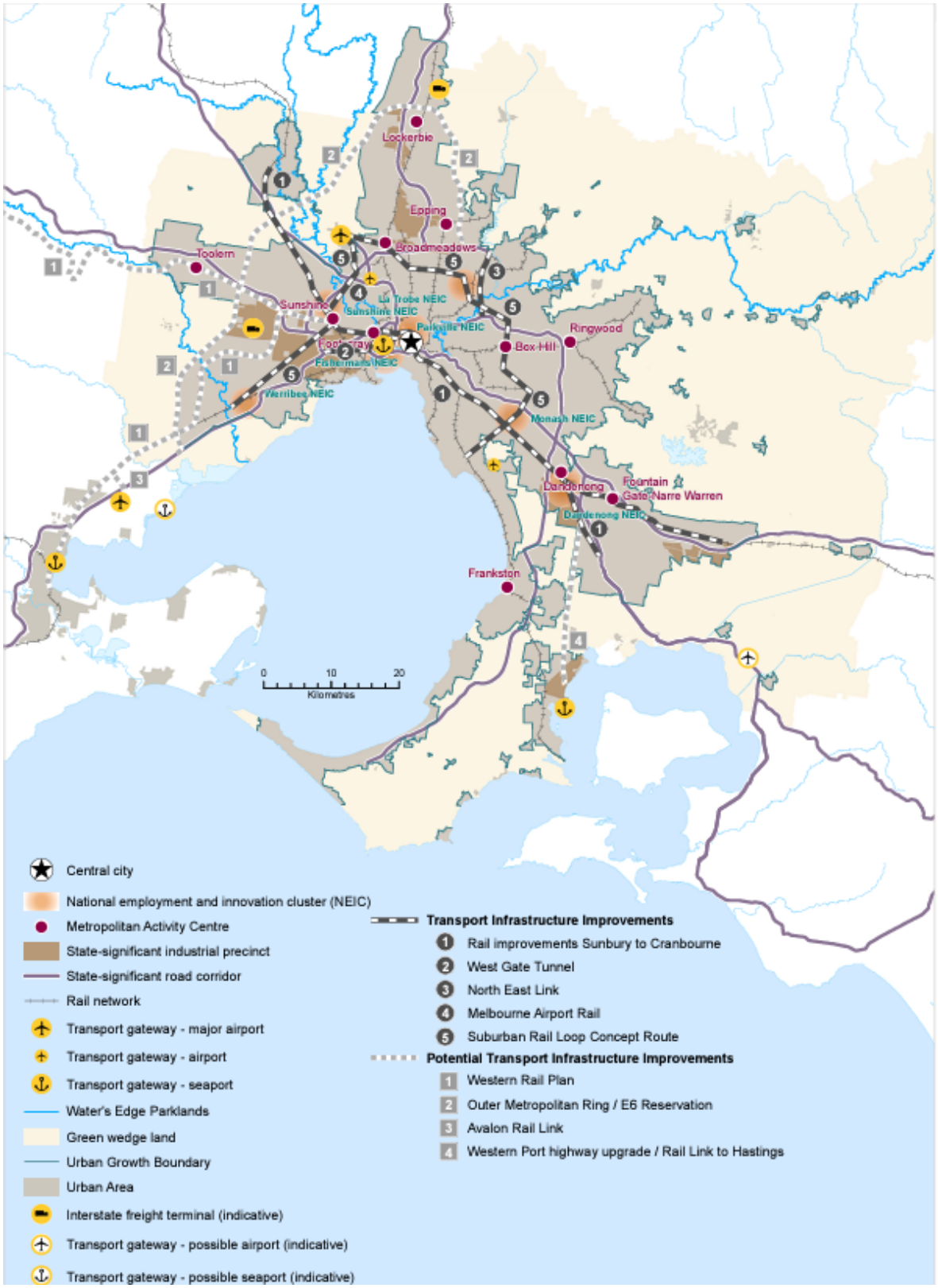


Figure 5 Melbourne 2050 spatial framework

Source: Plan Melbourne Addendum 2019

4.1.2 Victoria's Housing Statement 2024–2034

Victoria's Housing Statement: The Decade Ahead 2024–2034 focuses on five key areas to address housing supply and affordability in the state. The Housing Statement aims to deliver 80,000 new homes each year across Victoria. Three key areas and actions are relevant to planning for the future of the Box Hill Structure Plan Area.

Key area 1: Good decisions, made faster

- Increase housing choice in activity centres

Key area 2: Cheaper housing, closer to where you work

- Support institutional investment
- Unlock surplus government land
- Strengthen design standards to ensure high-quality builds
- Give growing communities the local infrastructure they need
- Keep making precincts about people and places

Key area 5: A long-term housing plan

- Plan Melbourne update
- Build a modern, fit-for-purpose planning system.

Structure planning for SRL East has a focus on increasing the housing supply across Melbourne's middle suburbs, helping to achieve the targets of *Victoria's Housing Statement* by making room for more than 70,000 extra homes across the six SRL East Structure Plan Areas over the next 30 years.

The Draft Box Hill Structure Plan includes objectives, strategies and actions to boost housing supply in places with good access to public transport, to facilitate social and affordable housing, and improve housing diversity and choice. A focus is to provide the greatest densities of housing in locations around the SRL station with high levels of accessibility.

4.1.3 Plan for Victoria

In late 2023 the Victorian Government announced it would update and expand Plan Melbourne to cover the entire state. *Plan for Victoria* will build on *Victoria's Housing Statement* to address the state's housing and land use needs to 2050. The consultation brochure 'Big Ideas for Victoria's Future' (July 2024) identifies five priorities for Victoria:

- Leafy green streets with trees, parks and open space
- Better public transport, walking and cycling connectivity
- Affordable homes for everyone
- Protecting the valuable land where our food is grown
- Vibrant and social places for people to connect and thrive.

Plan for Victoria will set out strategies to support jobs growth, protect the environment and ensure Victoria is more resilient to climate change.

The Vision for Box Hill aligns with the priorities of *Plan for Victoria* by making use of new public transport accessibility and providing opportunities for increased housing diversity and affordability as part of new placemaking. Proposed canopy tree targets, public open space upgrades and climate change initiatives will respond to the desire for green streets and open spaces.

4.1.4 Melbourne Industrial and Commercial Land Use Plan (MICLUP)

The *Melbourne Industrial and Commercial Land Use Plan* (MICLUP) provides an overview of industrial and commercial land use needs across metropolitan Melbourne. It establishes a planning framework to inform future strategic directions around these land uses.

The Box Hill Structure Plan Area is located in the MICLUP eastern region. The MICLUP identifies the Box Hill Metropolitan Activity Centre as a significant regional mixed-use centre with 182,860 square metres of commercial floorspace including significant retail, office, accommodation, restaurant, civic, health and education facilities. The MICLUP identifies opportunity in the Box Hill Metropolitan Activity Centre to consolidate significant locations for commercial development.

The Draft Box Hill Structure Plan consolidates Box Hill as a significant commercial location, building on its existing metropolitan activity centre status and planning for significant additions in commercial floorspace in the core of the Structure Plan Area and in the health and education precinct north of Whitehorse Road.

4.2 Whitehorse Planning Scheme

4.2.1 Existing zones and overlays

The Box Hill Structure Plan Area is subject to the Whitehorse Planning Scheme.

The Structure Plan Area generally comprises land zoned for commercial use, surrounded by residential zones. Other key zones include health and education public use zones, and the former Box Hill Brickworks (to the south west) and St Francis Xavier as site-specific Special Use Zones. Box Hill Gardens and Kingsley Gardens to the north and west of the Metropolitan Activity Centre are in a Public Park and Recreation Zone.

Several planning overlays apply to land in the Box Hill Structure Plan Area. Land outside the commercial areas of the Box Hill Metropolitan Activity Centre is generally affected by a Significant Landscape Overlay, which identifies Garden Suburban and Bush Suburban Neighbourhood Character Areas.

Heritage Overlays apply to individual sites and buildings and to wider areas in the Box Hill Structure Plan Area. This includes along Whitehorse Road (near Station Street) and in the residential area north of Whitehorse Road (between Station Street and Dorking Road). A Neighbourhood Character Overlay applies to two residential pockets east of Surrey Park.

The former Box Hill Brickworks is included in an Environmental Audit Overlay (EAO), while other selected locations along Whitehorse Road and Nelson Road are also included in the EAO. A Specific Controls Overlay (SCO) also applies to land within the Structure Plan Area. Zones and overlays within the Structure Plan Area are shown in Figure 6 to Figure 9. A complete list of these zones and overlays and descriptions is provided in Appendix C.

The Draft Box Hill Structure Plan aims to support and leverage the opportunities generated by the SRL station at Box Hill. Land use patterns identified in the existing zones were considered when identifying future land uses and development.

Overlays that identify environmental constraints within the Structure Plan Area (such as vegetation and flood overlays or design and heritage direction) were considered. The Draft Box Hill Structure Plan provides objectives, strategies and actions in individual neighbourhoods that respond to these elements.

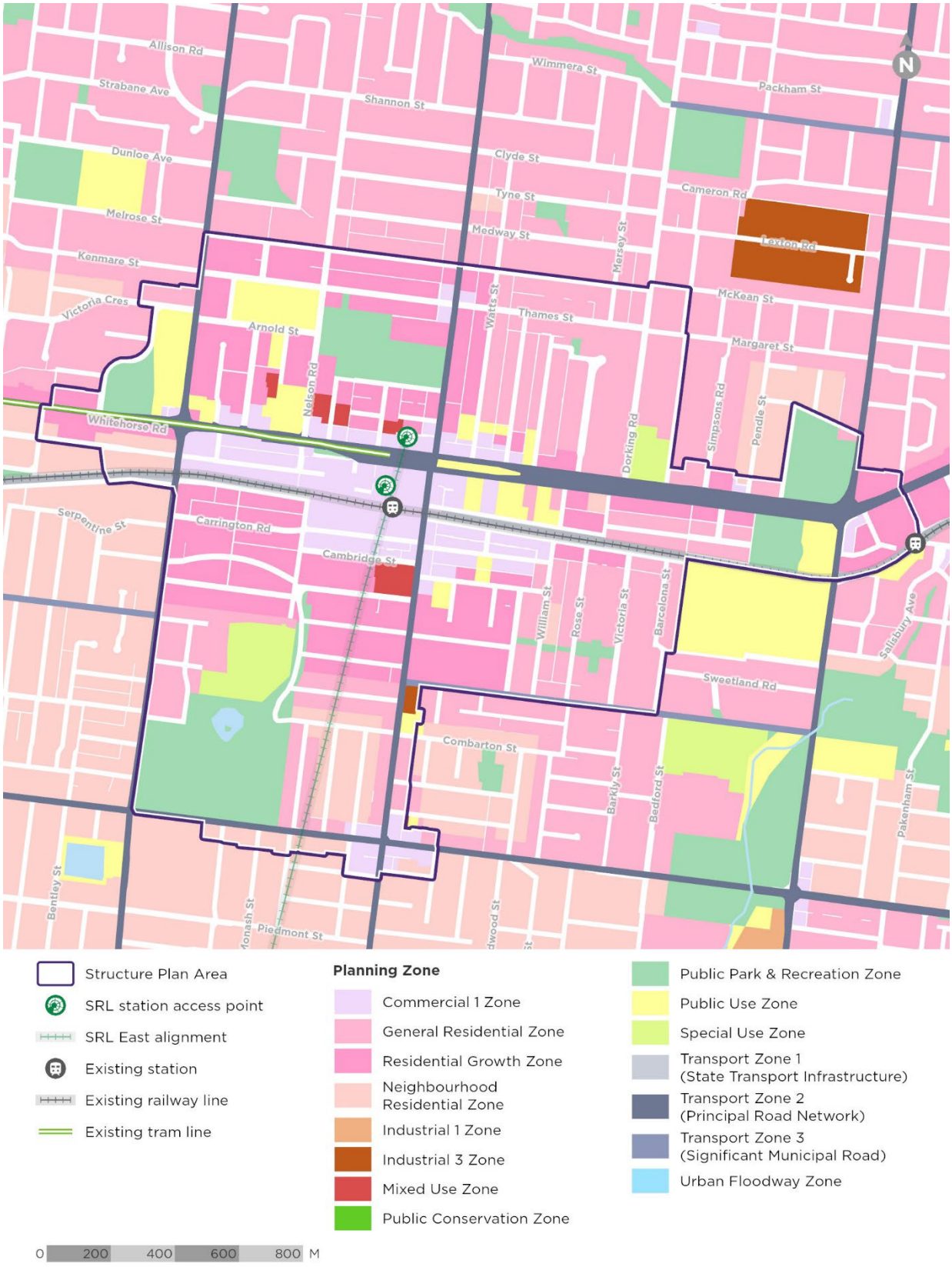


Figure 6 Box Hill existing planning zones

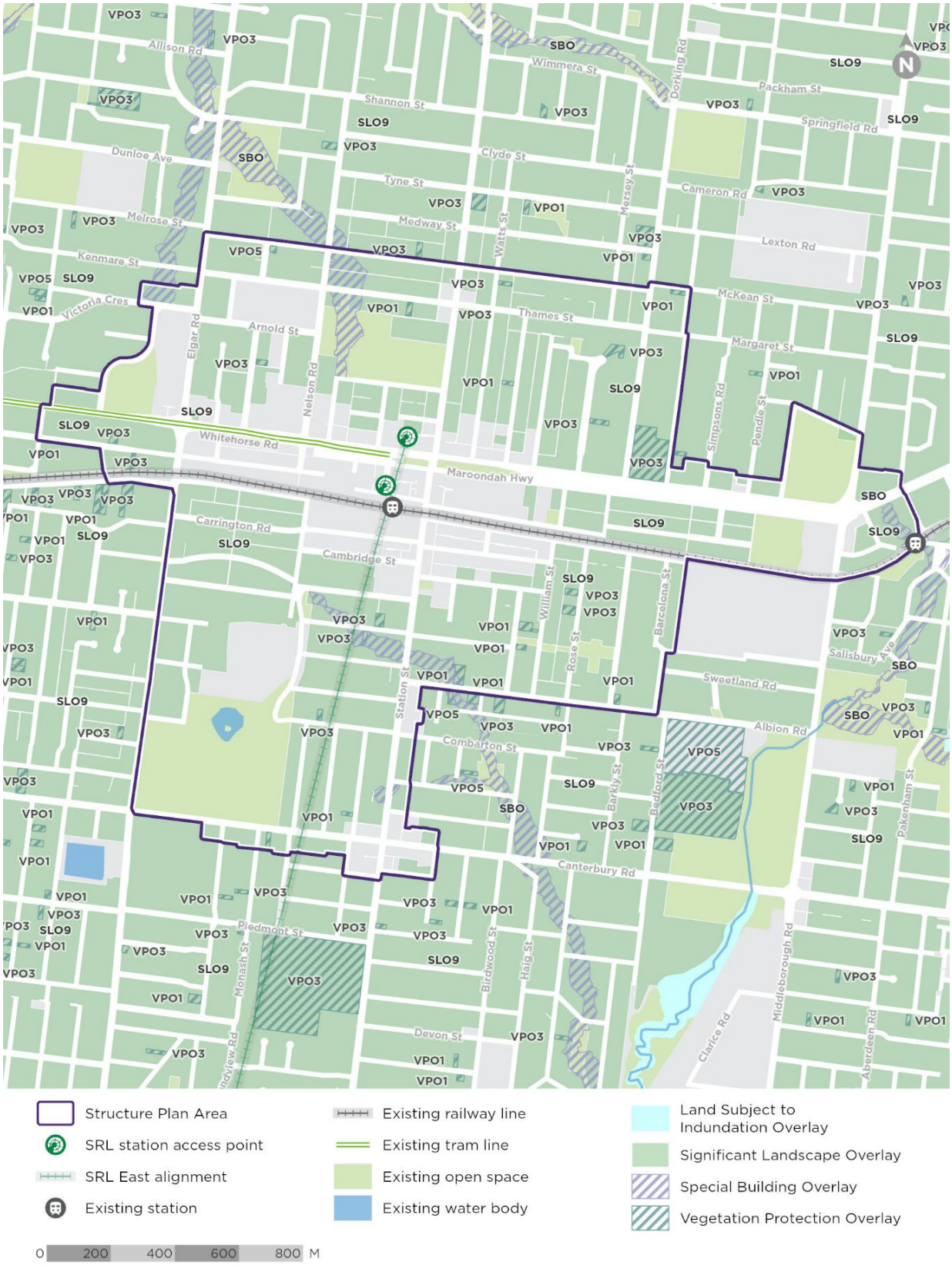


Figure 7 Box Hill planning overlays – environment and landscape

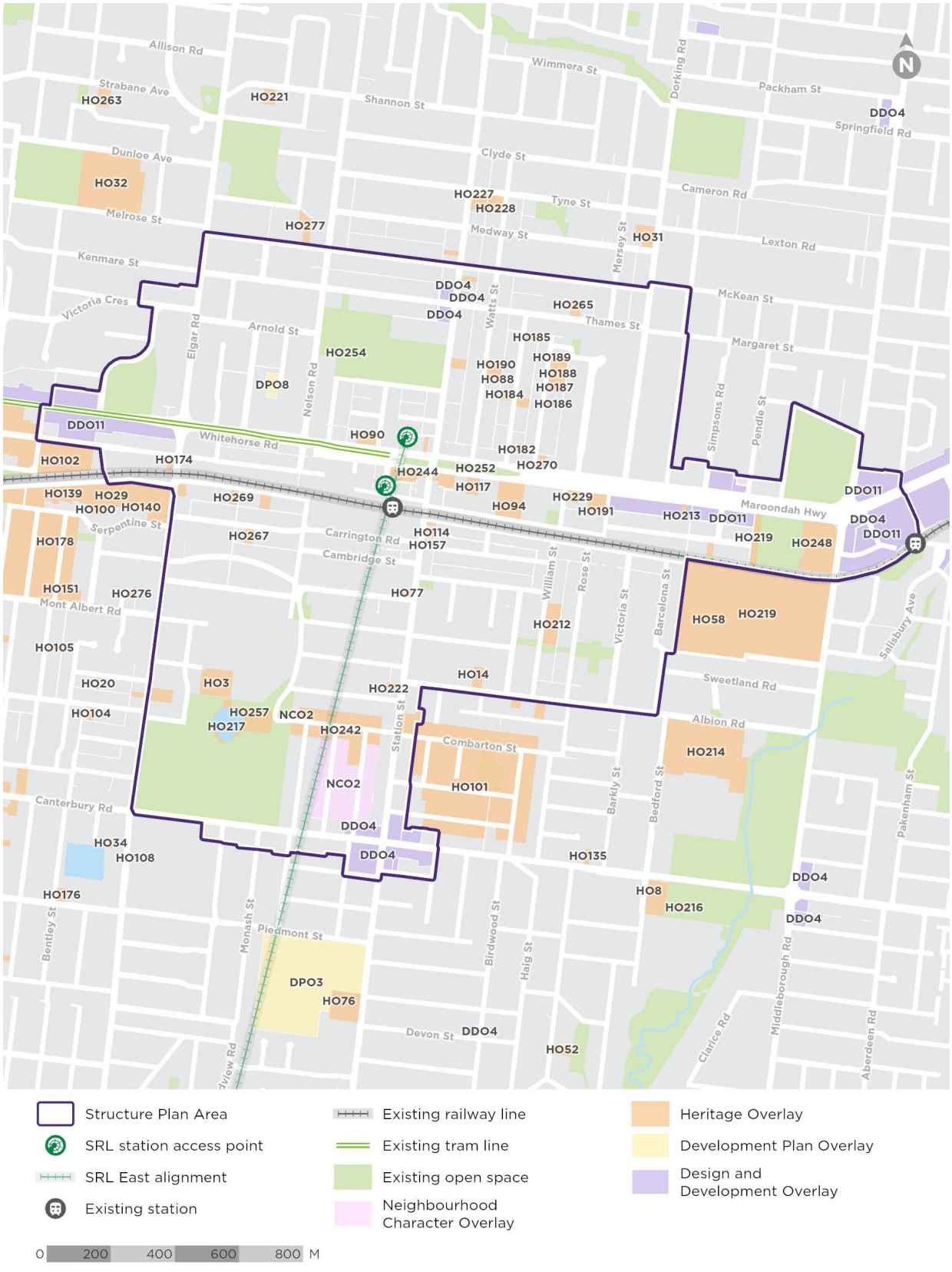


Figure 8 Box Hill planning overlays – heritage and built form

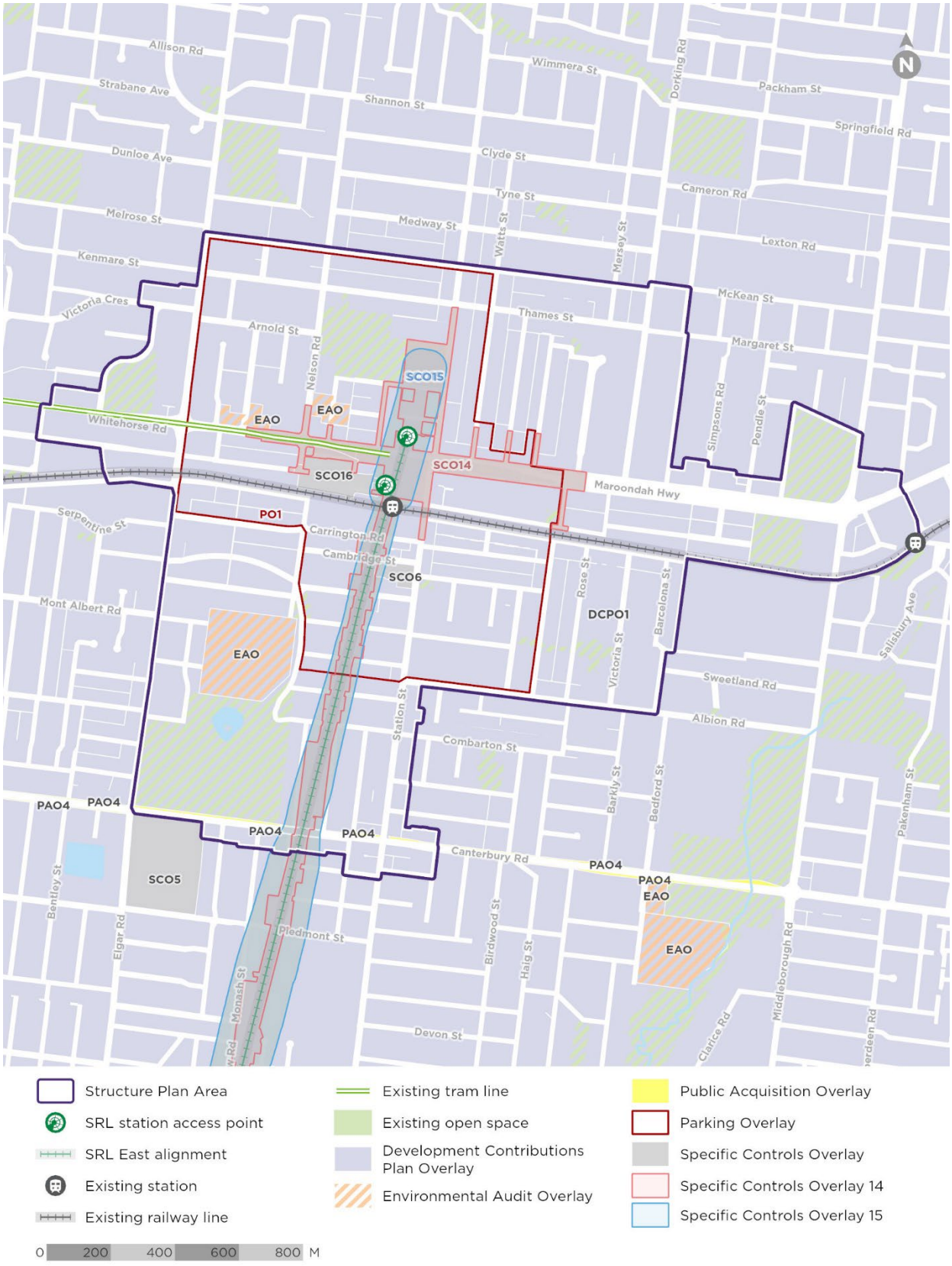


Figure 9 Box Hill planning overlays – other land management

4.2.2 Planning Policy Framework – state and regional

The Planning Policy Framework (PPF) guides land use planning in the City of Whitehorse. Key clauses of the PPF that apply to the Box Hill Structure Plan Area are summarised below. A complete list of PFF objectives and strategies relevant to the Box Hill Structure Plan Area is provided in Appendix D.

Land use and transport integration

Regional strategies of the PPF (clause 11.01-1R) seek to develop SRL through Melbourne's middle suburbs to facilitate substantial growth and change in major employment, health and education precincts and activity centres such as the Box Hill Metropolitan Activity Centre. State strategies seek to integrate land use and transport to facilitate the efficient movement of people and goods to social, cultural and economic opportunities (clauses 18.01-1S and 18.01-2S).

Housing and economic development

State policy requires that planning for urban growth considers opportunities for redevelopment and intensification of existing urban areas, while facilitating integrated and diverse housing (including more affordable housing options near existing infrastructure, services and transport) to meet community needs (clauses 11.02-1S, 16.01-1S and 16.01-2S). This includes ensuring sufficient commercial, retail and industrial land is available to meet demand in accordance with the MICLUP (clause 11.02-1S).

Infrastructure

The PPF seeks to facilitate orderly economic and sustainable development in urban areas through structure planning (clause 11.02-2S), including appropriately managing water resources and stormwater, delivering timely, efficient and cost-effective infrastructure, and providing an integrated transport system (clauses 18.01-2S, 19.03-2S and 19.03-3S).

Urban design and open space

State and regional planning policy seeks to create urban environments that are safe, healthy and functional, and contribute to a distinctive liveable city with quality design and amenity in metropolitan Melbourne (clauses 15.01-1R and 15.01-1S). State and regional planning policy also seeks to strengthen and improve an integrated network of public open spaces to meet the needs of the community (clauses 19.02-6S and 19.02-6R).

Hazards

State planning policy seeks to ensure that potentially contaminated land is used and developed safely, and that planning adapts to the impacts of climate change through risk-based planning, such as flood mitigation (clauses 13.01-1S, 13.03-1S and 13.04-1S).

Heritage

State planning policy seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance and to ensure the conservation of places of post-contact heritage significance (clauses 15.03-1S and 15.03-2S).

The Draft Box Hill Structure Plan is supported by and responds to the planning policies summarised in this section.

The Draft Box Hill Structure Plan seeks to utilise the infrastructure investment and greater connectivity delivered through SRL East to provide more opportunities for housing growth and employment in an established area.

Environmental and heritage constraints were considered when preparing the Draft Box Hill Structure Plan, along with design and public realm enhancements to support community amenity, noting that a new urban character will emerge with continuing higher density development within the Structure Plan Area.

4.2.3 Planning Policy Framework – local

The Planning Policy Framework (PPF) of the Box Hill Planning Scheme comprises the Whitehorse Municipal Strategic Statement and local planning policies relevant to the City of Whitehorse. Objectives and strategies of the PPF relevant to the Box Hill Structure Plan Area are summarised below.

The City of Whitehorse aims to maintain and enhance the built environment to ensure a liveable and sustainable city and support a healthy local economy (clause 21.03). The local Policy Planning Framework acknowledges the Box Hill Metropolitan Activity Centre as a strength of the municipality due to its education, health and commercial facilities that act as major service points for the surrounding region (clauses 21.01 and 21.04).

Whitehorse City Council's vision for housing in the municipality is to 'ensure that housing in the City of Whitehorse meets residents' needs in terms of location, diversity, sustainability, accessibility, affordability and good design' (clause 21.06-2).

Local planning policy for residential development (clause 22.03) identifies categories of housing change in accordance with the housing objectives noted under clause 21.06. Reflecting the Whitehorse Housing Strategy (see Section 3.3 below), the majority of the Structure Plan Area is designated as 'Natural Change', which supports increasing housing choice with diverse housing types. The exceptions to this are the Box Hill Metropolitan Activity Centre, where substantial change is envisaged for higher density development, and a small residential area west of Surrey Park where limited change is envisaged.

Local planning policy recognises that under Plan Melbourne, the Box Hill Metropolitan Activity Centre provides significant opportunity for investment and notes that its development is based on the growth of appropriate retail and office activities (clause 21.07). To achieve this, a specific local policy is provided for the Box Hill Metropolitan Activity Centre so it expands in line with market demand and future change while protecting local amenity and providing communal and open space facilities (clause 22.07).

Local planning policies in the Whitehorse Planning Scheme were considered for preparation of the Draft Box Hill Structure Plan.

The Draft Box Hill Structure Plan supports greater opportunities for housing, employment and education in the Box Hill Metropolitan Activity Centre, which broadly aligns with Whitehorse City Council's policy for the area.

Over time, intensification in the scale of development within the Box Hill Structure Plan Area will vary the existing local residential policies, including those relating to the level of change and character.

Consideration was given to Whitehorse City Council's vision and intent of its existing policies, while proposing a planning approach that responds to the projected growth within the Structure Plan Area.

4.3 Council strategies

The Whitehorse Planning Scheme includes background documents that form the basis of strategies relevant to the Box Hill Structure Plan Area. An overview of relevant documents and the Draft Box Hill Structure Plan response is set out below. Documents that are not referenced in clause 72.08 of the Whitehorse Planning Scheme are otherwise identified.

4.3.1 Council Plan 2021–2025

The *Council Plan 2021–2025* sets out how the Whitehorse City Council will deliver policy and initiatives to meet community needs. The Council Plan also responds to the objectives of the *Whitehorse Community Vision 2040*. The Council Plan focuses on the following strategic directions:

1. An innovative council that is well led and governed
2. A thriving local economy with high-quality accessible education opportunities
3. A culturally rich, diverse, creative and inclusive community
4. A built environment that encourages movement with high-quality public places
5. Sustainable climate and environmental care
6. An empowered collaborative community
7. A safe and healthy community.

4.3.2 Whitehorse Housing Strategy

The *Whitehorse Housing Strategy (2014)* is a background document in the Whitehorse Planning Scheme that addresses housing growth, need, affordability and location. The Housing Strategy includes objectives to help Whitehorse City Council to achieve its vision 'that housing in the City of Whitehorse meets residents' needs in terms of location, diversity, sustainability, accessibility, affordability and good design'.

The Housing Strategy envisages 'Substantial Change' occurring around the Box Hill Activity Centre area. Areas north of Whitehorse Road within the Structure Plan Area are primarily envisaged as 'Natural Change' areas, defined as areas that can accommodate modest housing growth. A small residential area east of Surrey Park is nominated for 'Limited Change', where more intensive residential development would not be supported.

The Draft Box Hill Structure Plan responds to the Whitehorse Housing Strategy by consolidating residential development in high amenity areas supported by good access to public transport. More intensive forms of housing development are proposed in locations such as the new town centre around the SRL station at Box Hill and along Whitehorse Road and Station Street.

Greater intensification of development is envisaged in the Draft Box Hill Structure Plan compared to the Housing Strategy, taking advantage of the opportunity created by SRL East and accepting that a new urban character will emerge. The urban character will transition over decades, with traditional-density housing continuing to exist alongside new and more intensive townhouse and apartment developments.

4.3.3 Residential Corridors Built Form Study

The *Residential Corridors Built Form Study (2019)* is an adopted council strategy that focuses on Whitehorse Road and Burwood Highway. It seeks taller, more intensive and well-designed residential development along these corridors, with sensitive management of the interfaces with adjoining lower density residential areas.

Amendment C220 was approved in February 2024 and implemented the Built Form Study into the Box Hill Planning Scheme with a Design and Development Overlay (DDO11) that introduces height limits, setbacks and landscaping requirements for new development proposals on land within the Residential Growth Zone along Whitehorse Road and Burwood Highway.

The Draft Box Hill Structure Plan incorporates development that considers adjoining sensitive interfaces in land zoned for residential uses within the Structure Plan Area along Whitehorse Road.

The Draft Box Hill Structure Plan envisages higher density and more housing growth along Whitehorse Road than the Residential Corridor Built Form Study. This reflects the increased accessibility and connectivity that SRL East will provide within the Box Hill Structure Plan Area.

4.3.4 Whitehorse Neighbourhood Character Study and Precinct Guidelines

The *Whitehorse Neighbourhood Character Study and Precinct Character Guidelines (2014)* is a background document in the Whitehorse Planning Scheme that reviewed residential land in the municipality. The Character Study designated areas under three character types: Bush Environment, Bush Suburban, and Garden Suburban. Each character type is further broken down to reflect distinct residential areas.

The Garden Suburban character type is the most prevalent in the Box Hill Structure Plan Area. It is described as having formalised streetscapes, buildings that are generally visible along streets with low fencing, and dwellings with articulated facades and pitched rooftops. Garden Suburban areas are further broken down into sub-precincts based on existing housing characteristics.

The Whitehorse Neighbourhood Character Study is more than 10 years old and predates the identification of Box Hill as part of the SRL program and recognition of the opportunities SRL East will generate within the Box Hill Metropolitan Activity Centre.

The Draft Box Hill Structure Plan directs the highest density growth to the core of Box Hill and surrounding neighbourhoods close to and along main roads where medium density housing is already established. Adjoining these areas are neighbourhoods currently identified as having a Bush Suburban or Garden Suburban character. Residential areas at greater distance from the core of the Structure Plan Area are proposed to include varied housing types for townhouses and apartment buildings of up to four to six storeys. In areas of established lower density housing, new development will include setbacks and other design features to contribute to neighbourhood amenity. At the interface with residential areas outside the Structure Plan Area, there is a greater emphasis on providing a transition in scale and landscape.

The increased densities in these areas reflect the Vision for Box Hill as a Metropolitan Activity Centre that is well connected and intensively developed. This will create a new urban character type amongst established dwellings.

4.3.5 Whitehorse Integrated Water Management Strategy 2022-2042

The *Whitehorse Integrated Water Management (IWM) Strategy 2022–2042* was adopted by council on 12 September 2022. The IWM Strategy considers all elements of the water cycle and ways to manage water supply and collection in development and public environments. The focus of the IWM Strategy is managing the challenges of increasing urbanisation and the consequential increase in impervious area (impacts on flood risk and water quality) and the influence on urban heat island effects. The IWM Strategy sets 10-year targets for a 10 per cent decrease in potable water use, 15 per cent of council water use to be sourced from alternative water supplies, and 100 per cent of projects to cross-consider IWM and flood mitigation in their design.

Gardiners Creek (Kooyongkoot) flows through Box Hill, and IWM assets within the creek catchment include stormwater harvesting at Box Hill City Oval (Bolton Park) in the east of the Structure Plan Area.

Consideration of IWM is a key component of the technical assessments prepared for the Draft Box Hill Structure Plan. An Integrated Water Management (IWM) Strategy has been prepared to guide sustainable water management across the SRL East Structure Plan Areas. The IWM Strategy sets targets for rainwater and stormwater capture and reuse, along with other initiatives to improve stormwater runoff quality and reduce flood risk. These approaches align with the Whitehorse IWM Strategy. More information about the IWM Strategy is provided in Section 5.5.2 below.

4.3.6 Whitehorse Urban Forest Strategy 2021–2031

The *Whitehorse Urban Forest Strategy 2021–203*1 sets actions to increase tree canopy cover in Whitehorse, including trees, shrubs and ground cover. This includes protecting the urban forest across private and public land, expanding the urban forest to assist with adaptation to climate change (providing shading and cooling and reducing flood risk), enhancing biodiversity and improving green links. The Urban Forest Strategy adopts an aspirational target of increasing tree canopy cover to 30 per cent of the municipality by 2050.

The Draft Box Hill Structure Plan adopts the recommendation of the *Climate Response Plan – Box Hill* prepared for SRL East and includes an aspiration target of increasing tree canopy coverage within the Structure Plan Area to 30 per cent by 2041, which aligns with the Whitehorse Urban Forest Strategy. Achieving this target will contribute to a cooler greener environment throughout the Structure Plan Area. The *Climate Response Plan – Box Hill* is discussed in Section 5.5.1 below.

4.3.7 Whitehorse Development Contributions Plan (2023)

The *Whitehorse Development Contributions Plan (2023)* is an incorporated document in the Whitehorse Planning Scheme that applies to all land in the municipality. The Development Contributions Plan aims to assist in funding essential infrastructure to meet the demands of the municipality's growing population. It applies a Development Infrastructure Levy and a Community Infrastructure Levy. Both levies apply to residential development. The Development Infrastructure Levy also applies to non-residential development.

The Development Contributions Plan divides the municipality into 17 charge areas. Each charge area is designated a separate charge rate based on projected population and employment growth to contribute to funding future infrastructure. Within the Structure Plan Area, the charge areas primarily include the Box Hill Metropolitan Activity Centre and Box Hill Balance levies.

The levies apply through the Developer Contributions Plan Overlay – Schedule 1 of the Whitehorse Planning Scheme.

The Draft Box Hill Structure Plan acknowledges the importance of community infrastructure for meeting the future population and employment needs of the Structure Plan Area. The recommendations of the *Community Infrastructure Needs Assessment – Burwood* (discussed in Section 5.1.2 below) and *Transport Technical Report – Burwood* (discussed in Section 5.4.1 below) set out priorities for essential infrastructure provision or enhancements.

4.3.8 Whitehorse Integrated Transport Strategy 2011

The *Whitehorse Integrated Transport Strategy (2011)* is an adopted council policy. It provides guidance to achieve the vision of a municipality with a sustainable, convenient, accessible and safe transport network. The Integrated Transport Strategy seeks to improve pedestrian facilities in activity centres to encourage walking, improve the quality of the cycling network and encourage increased public transport use.

Strategies relevant to the Box Hill Structure Plan Area include providing high-quality active travel routes in activity centres and between key destinations, supporting pedestrian movements along Station Street and Whitehorse Road, upgrading the Box Hill Transport Interchange, and guiding high-density development close to activity centres and public transport routes.

The Draft Box Hill Structure Plan adopts the themes of the Whitehorse Integrated Transport Strategy, seeking to make efficient use of significant new transport infrastructure to improve public transport, walking and cycling connections. Upgrades to cycling and walking routes are identified in the *Transport Technical Report – Box Hill* prepared to support the Draft Box Hill Structure Plan.

4.3.9 Whitehorse Cycling Strategy 2016

The *Whitehorse Cycling Strategy (2016)* is an adopted council policy. It identifies actions to increase cycling participation across user groups of all abilities by creating a low stress network. The Cycling Strategy seeks to improve cycling participation and comfort by reducing traffic conflicts with other modes and providing links to the off-road cycling network.

Strategies relevant to the Box Hill Structure Plan Area include supporting new and improved pedestrian-oriented streets and cycling routes linking destinations, encouraging active travel and establishing lower-traffic residential neighbourhoods to improve cyclist safety.

The Draft Box Hill Structure Plan identifies key cycling corridors for upgrades and encourages appropriate cycling infrastructure and end-of-trip facilities within new developments. Upgrades to cycling routes are identified in the *Transport Technical Report – Box Hill* (discussed in Section 5.4.1 below).

4.3.10 Box Hill Activity Centre Integrated Transport Strategy 2020

The *Box Hill Activity Centre Integrated Transport Strategy (2020)* is an adopted council policy that envisages Box Hill as a safe and accessible activity centre with reduced reliance on private motor vehicles. The Transport Strategy seeks to improve the quality of and access to walking and cycling infrastructure, upgrade public transport facilities and key nodes, manage parking supply and demand, and implement behavioural change programs to encourage increased uptake of public transport.

Strategies relevant to the Box Hill Structure Plan Area include providing a new active transport bridge over the existing Belgrave / Lilydale Line, upgrading the Box Hill Bus Interchange, reducing through-traffic on Whitehorse Road and Station Street, and repurposing space allocated to vehicles.

The Draft Box Hill Structure Plan provides for improved walking and cycling networks between existing and future transport hubs and activity centres within the Structure Plan Area. It supports improved pedestrian-oriented streets and cycling routes linking destinations to encourage active travel. Upgrades to public transport, cycling and walking routes are identified in the transport plans prepared for the Draft Box Hill Structure Plan (see Section 5.4.1 below).

4.3.11 Whitehorse Open Space Strategy

Whitehorse City Council is preparing an Open Space Strategy (draft 2024). The Open Space Strategy will guide how the council manages, protects and grows the municipality's open space network to support a healthy and liveable community over the next 15 years. It will supersede the Open Space Strategy developed in 2007.

The draft Open Space Strategy was released for community comment in July 2024. The draft Open Space Strategy recognises the significant forecasts for population and employment growth in Box Hill. It identifies three new open spaces north of Whitehorse Road to add to the network. Additional open space is also noted as an offset to the loss of Box Hill Gardens during SRL East construction. Extensive recommendations are made for the upgrade and expansion of existing open space including local open space as part of Box Hill Central Shopping Centre, Linsley Park, Box Hill City Oval and Whitehorse Reserve. Key future pedestrian links are also noted.

The importance of diversity in the character of facilities for meeting the open space needs of the future resident and worker population in higher density environments is highlighted.

The Draft Box Hill Structure Plan seeks to connect and improve access to existing and future open space. The *Open Space Technical Report* considered the Draft Whitehorse Open Space Strategy and makes detailed recommendations to improve open space within the Structure Plan Area, including the permanent retention of open spaces at Ellingworth Parade and Court Street / Watt Street (used as temporary offsets for the loss of open space during construction of SRL East) and upgrades of Brougham Street Reserve and Surrey Drive Reserve.

4.3.12 Whitehorse Climate Change Response Strategy 2023–2030

The *Whitehorse Climate Response Strategy 2023–2030* is an adopted council strategy that sets objectives and targets to reduce emissions and adapt to climate change in the municipality.

Key challenges identified include the ongoing loss of existing vegetation on private land and the need to improve sustainability outcomes in medium density and non-residential development. The exploration of opportunities to strengthen Whitehorse Planning Scheme to achieve more sustainable and climate-resilient outcomes and support the community to reduce emissions are priorities.

An accompanying Climate Response Plan 2023–2026 sets 40 actions to be implemented in the first 3 years of the Climate Response Strategy.

The *Climate Response Plan – Box Hill* seeks to improve climate resilience in the Box Hill Structure Plan Area, along with strategies and recommendations from technical assessments covering integrated water management, ecology and arboriculture. The *Climate Response Plan – Box Hill* is discussed more in Section 5.5.1 below.

4.3.13 Whitehorse Investment and Economic Development Strategy

The *Whitehorse Investment and Economic Development Strategy 2024 –28* (Draft) identifies industrial precincts and activity centres and their contribution to employment and economic growth in the City of Whitehorse. Theme 2 of the Investment and Economic Development Strategy is to 'support the employment precincts and activity centres that drive local consumption, support business activity, generate local job creation and provide services and amenity for residents'.

SRL East, the SRL station at Box Hill and the SRL station at Burwood are noted as future generators of economic growth and investment in the municipality. Private and public health and education precincts within Box Hill are noted for their employment opportunities. A genuine mix of uses in encouraged in the Box Hill Metropolitan Activity Centre and the opportunity to leverage major Victorian Government infrastructure projects is identified as a strategic consideration.

SRL East provides a significant opportunity to generate long-term economic growth in the City of Whitehorse through the development of structure plans for areas surrounding the SRL stations at Box Hill and Burwood. SRL East will enhance the role of these areas as key commercial and transport hubs, benefiting businesses and the local economy.

4.4 Existing structure plan

One existing structure plan is relevant to the Box Hill Structure Plan Area, as summarised below.

4.4.1 Box Hill Transit City Activity Centre Structure Plan

The *Box Hill Transit City Activity Centre Structure Plan* (2007) is a background document in the Whitehorse Planning Scheme, and is the existing Structure Plan for the Box Hill Activity Centre.

In late 2018, Whitehorse City Council initiated a review of the Structure Plan, given the significant changes in land use, growth and demographics in the area since 2007. The resulting draft Structure Plan, *Box Hill Metropolitan Activity Centre to 2036*, and urban design framework accompanied a proposed Activity Centre Zone for the centre.

In September 2022, council determined that Planning Scheme Amendment C228 and the draft Structure Plan should not progress until it could be reviewed and revised where needed to align with SRL objectives.

The Draft Box Hill Structure Plan proposes future built form, land use changes and community benefits to reflect the growth and change expected from SRL East. This includes strategic planning for a larger area beyond the area included of the City of Whitehorse draft Structure Plan to accommodate future growth and take advantage of the increased accessibility offered by SRL. This includes areas surrounding Surrey Park on Canterbury Road, as well as land north and south of Whitehorse Road and east of Station Street.

The Draft Box Hill Structure Plan plans for population and employment growth to 2041 and responds to the new opportunities presented by SRL East, which were not known at the time the draft *Box Hill Metropolitan Activity Centre to 2036* was prepared. As such, while the Draft Box Hill Structure Plan varies to the draft *Box Hill Metropolitan Activity Centre to 2036*, there remain multiple areas of strategic alignment, including:

1. Ensuring that future development provides opportunities for employment floorspace in preferred locations around the Central Box Hill neighbourhood, including Prospect Street and Rutland Road
2. Supporting Box Hill's role as a regionally significant health and education cluster, including specific neighbourhood guidelines and strategies to protect and grow these uses in the Health and Education neighbourhood
3. Proposing higher density and a mix of uses in the core of the Structure Plan Area, given the proximity of this area to public transport and its location away from established lower-scale neighbourhoods.

5. Structure Plan considerations

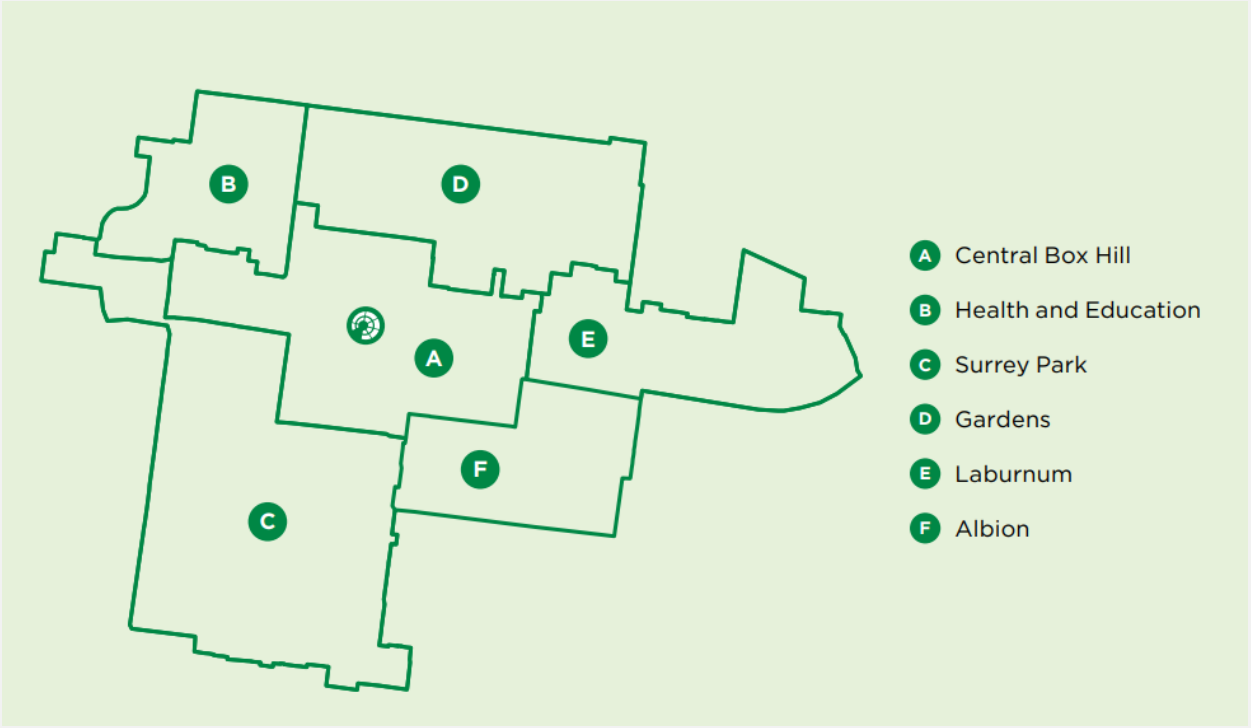
In preparing the Draft Box Hill Structure Plan, a series of technical investigations were undertaken to analyse potential constraints and opportunities with the potential to impact land capability.

This section describes the key findings of these assessments and the implications for the Draft Box Hill Structure Plan, with consideration also given to the relationship with other technical assessments discussed in Section 4 and Section 5 of this report. The focus of the below summaries is on how the recommendations of each assessment are captured in the Draft Box Hill Structure Plan or where variation from the technical assessment has been considered.

Technical Reports referenced in this Background Report are listed in Appendix E.

Neighbourhoods

Discussions in the following sections make reference to planning approaches for specific neighbourhoods where relevant. The Draft Box Hill Structure Plan introduces six neighbourhoods defined by their unique characteristics and attributes as shown below. Each neighbourhood has a distinct role in achieving the Vision for Box Hill and supporting population and employment growth. Detailed urban design, planning recommendations and development direction will guide the evolution of each neighbourhood.



5.1 Aboriginal cultural heritage

Context

The Wurundjeri Woi Wurrung people of the Kulin Nation are the Traditional Owners and custodians of the Country upon which the Box Hill Structure Plan Area is located. The Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation is the Registered Aboriginal Party for the land covered by the Draft Box Hill Structure Plan.

The *Aboriginal Cultural Heritage Technical Report* prepared to inform the Draft Box Hill Structure Plan identifies registered Aboriginal places and areas of Aboriginal cultural heritage sensitivity within a 2-kilometre radius of the SRL station, as well as ways to protect them.

Key findings

There are no registered Aboriginal places or areas of cultural heritage sensitivity in the Box Hill Structure Plan Area. There are 14 identified Aboriginal places located outside the Structure Plan Area, but within a 2-kilometre radius of the SRL station.

The most likely Aboriginal place type to occur are artefact scatters or Low Density Artefact Distributions. However, there is a low probability of identifying intact Aboriginal cultural heritage material within the Structure Plan Area due to the significant ground disturbance from previous urban development.

No potential areas to avoid concerning Aboriginal heritage are identified in the Box Hill Structure Plan Area. Any potential impacts could be managed through compliance with the *Aboriginal Heritage Act 2006* (Vic).

Implications for the Draft Box Hill Structure Plan

While the previous significant ground disturbance means a low probability of intact cultural heritage material remaining within the Structure Plan Area, the requirements of the Aboriginal Heritage Act will continue to apply to 'high impact activities' (as defined under the Act) to manage impacts on identified areas of Aboriginal cultural heritage sensitivity. This includes the requirement to prepare a Cultural Heritage Management Plan for developments that comprise 'high impact activities' in areas of cultural heritage sensitivity.

5.2 Aboriginal cultural values

Context

Structure planning for Box Hill presents an opportunity to highlight Box Hill's rich cultural history and to create spaces that support the ongoing interpretation and sharing of cultural values. Structure planning for Box Hill has been shaped by engagement with Traditional Owners and the Aboriginal community to integrate cultural values into the planning for the Box Hill Structure Plan Area. This has included discussions with the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation to identify opportunities to celebrate Aboriginal voices, history and culture. These discussions have informed the objectives, strategies and actions in the Draft Box Hill Structure Plan.

Key findings

Consultation with Traditional Owners identified a strong desire to apply the principles of self-determination in planning SRL East. This includes identifying opportunities for involving Traditional Owners and the Aboriginal community in advancing Aboriginal outcomes across areas such as urban design, environmental restoration, economic inclusion, housing and community infrastructure.

Implications for the Draft Box Hill Structure Plan

Section 5.3 'Enriching Community' of the Draft Box Hill Structure Plan includes Objective 1 'Celebrate, protect and interpret Aboriginal cultural values'. Strategies and actions are provided to support ongoing engagement and partnership with Traditional Owners and the Aboriginal community to help shape the future of the Structure Plan Area.

The Draft Box Hill Structure Plan identifies opportunities for future engagement with Traditional Owners, including (but not limited to) the design of public spaces, new walking and cycling infrastructure, community facilities, creative works, wayfinding, landscaped areas and streetscapes, and advancing Aboriginal employment outcomes and procurement opportunities.

5.3 Post-contact heritage

Context

The SRL station at Box Hill is located within an existing urban area established as part of Melbourne's early development in the late 1800s. The *Historical Heritage Technical Report* identifies places and objects of historical value within the Structure Plan Area and provides direction for the built form response within a context of significant population, housing and employment growth.

Heritage places reflect key historical development themes and provide insight into local character, identity and established built form.

The report considers legislation, existing statutory controls, heritage studies, non-statutory data sources and information from technical reports prepared for the SRL East Environment Effects Statement (2021).

Key findings

No historical heritage places in the Box Hill Structure Plan Area are included on national or Commonwealth heritage lists.

One registered heritage place and one registered object within the Structure Plan Area are listed on the Victorian Heritage Register (VHR): the former Standard Brickworks (H0720) at 14 Federation Street, and the Willis Pipe Organ (H2156) in the Wesley Uniting Church at 515 Station Street, Box Hill. There are 10 archaeological sites within the Structure Plan Area listed on the Victorian Heritage Inventory (VHI). These places and objects are listed in Table 1 below. Their locations are shown in Figure 8 (in Section 3.2.1 above).

Table 1 Victorian Heritage Register and Victorian Heritage Inventory listings in the Box Hill Structure Plan Area

Victorian Heritage Register (VHR) items and places
VHR H2156 – Willis Pipe Organ, Wesley Uniting Church, 515 Station Street, Box Hill
H0720 – Former Standard Brickworks, 14 Federation Street, Box Hill
Victorian Heritage Inventory (VHI) places
H7922-0511 – Surrey Hill and Mont Albert Railway Stations Archaeological Precinct
H7922-0123 – Standard Brickworks broader site, 14 Federation Street, Box Hill
H7922-0518 – Former Railway Hotel, 950 to 956 Whitehorse Road, Box Hill
H7922-0516 – Station Street Commercial Properties, 587 to 609 Station Street, Box Hill
H7922-0515 – Former Colonial Gas Association Building, 942 to 946 Whitehorse Road, Box Hill
H7922-0522 – Commercial Properties, 10 to 40 Main Street, Box Hill
H7922-0519 – Former Market Street Structures, Curtilage either side of Market Street, Box Hill
H7922-0520 – Commercial Properties, 920 to 938 Whitehorse Road, Box Hill
H7922-0521 – Commercial Properties, 925 to 939 Whitehorse Road, Box Hill
H7922-0517 – Box Hill Gardens Former Residences

The Whitehorse Planning Scheme lists 54 places protected by a Heritage Overlay in the Box Hill Structure Plan Area, comprising seven precincts and 47 individual heritage places. These precincts and places are listed in Table 2 and shown in Figure 10. They include religious, institutional, industrial and civic buildings located around the original commercial core of the existing Box Hill Station and along both sides of Whitehorse Road and Station Street, established during the mid to late 1800s. Residential buildings and precincts surrounding the original Box Hill township from the late 1800s are also protected by a Heritage Overlay.

The City of Whitehorse's 2020 Whitehorse Heritage Framework (draft) recognises the potential to identify additional Heritage Overlay places in the municipality as part of ongoing heritage reviews.

Heritage places in Box Hill are identified as important to the history of the suburb, reflecting key early development and civic and commercial activities. There is opportunity for heritage values and places to inform the SRL East urban design, building on valued characteristics and maintaining a sense of place. Built form guidance is recommended to support an appropriate response to heritage buildings and places, particularly where new development within a heritage place may be of a contrasting scale.

Specific guidance for heritage retention, interface and built form response in Box Hill is provided where significant change is proposed in areas intersecting with key heritage places, including but not limited to:

- Buildings on the south side of Whitehorse Road, east and west of Station Street (HO244)
- The two corner buildings at Whitehorse Road and Station Street (Railway Hotel and 962 Whitehorse Road) – visual presence of and connection between the buildings should be maintained

- Former Box Hill Girls Technical School, Box Hill Town Hall and Box Hill Fire Station – new works to be considered in terms of the significance, form and siting of these significant places
- Redevelopment of the broader former Standard Brickworks site to be planned having regard to future opportunity for conservation and adaptation of the VHR registered portion of the site.

Table 2 Heritage Overlay places in the Box Hill Structure Plan Area

Whitehorse Planning Scheme	
HO100 – Churchill Street Precinct, Mont Albert	HO252 – South African and China War Memorial
HO142 – Single-storey Bungalow, 434 Elgar Road, Box Hill	HO93 – Two-storey shops, 958 to 964 Whitehorse Road, Box Hill
HO173 – Two-storey brick dwelling, 72 Zetland Road, Mont Albert	HO94 – Box Hill Town Hall, 1022 Whitehorse Road, Box Hill
HO174 – Two storey brick dwelling, 74 Zetland Road, Mont Albert	HO90 – St Andrew's Uniting Church, 909 to 911 Whitehorse Road, Box Hill
HO102 – Mont Albert Residential Precinct	HO116 – Former State Savings Bank, 953 Whitehorse Road, Box Hill
HO269 – 'Barcore' single storey brick dwelling, 25 Hopetoun Parade, Box Hill	HO182 – Single-storey villa, 2 Court Street, Box Hill
HO268 – 'Woodleys' single storey brick dwelling, 15 Hopetoun Parade, Box Hill	HO270 – 'Machadodorp' single-storey villa, 1039 Whitehorse Road, Box Hill
HO267 – 'Wattle House' two storey brick dwelling, 99B Carrington Road, Box Hill	HO229 – Box Hill Fire Station, 1050 to 1054 Whitehorse Road, Box Hill
HO141 – Single-storey residence, 363 Elgar Road, Surrey Hills	HO191 – Federation houses and former dairy, 3 to 5 Miller Street and 1060 to 1070 Whitehorse Road
HO35 – 'Estherville' single storey residence, 366 Elgar Road, Box Hill	HO213 – Single-storey villa, 1100 Whitehorse Road, Box Hill
HO217 – Surrey Dive and surrounds, 354 Elgar Road, Box Hill	HO266 – Single-storey villa, 42 Bishop Street, Box Hill
HO257 – Box Hill Swimming Pool Precinct	HO219 – Box Hill Cemetery, 395 Middleborough Road, and 1158 to 1160 Whitehorse Road, Box Hill
HO242 – Alexander Street Precinct, Box Hill	HO248 – Box Hill High School, 1180 Whitehorse Road, Box Hill
HO3 – Former Standard Brickworks, 14 Federation Street, Box Hill	HO186 – Single storey cottage, 22 Kangerong Road, Box Hill
HO101 – Combarton Street Precinct, Box Hill	HO187 – Single-storey residence 30 Kangerong Road, Box Hill
HO246 – Box Hill Community Arts Centre, 470 Station Street, Box Hill	HO188 – Single-storey residence, 32 to 34 Kangerong Road, Box Hill
HO222 – Single-storey dwelling, 467 Station Street, Box Hill	HO189 – Single-storey residence, 36 Kangerong Road, Box Hill
HO14 – 'Banff' Victorian residence, 29 Albion Road, Box Hill	HO183 – Single-storey villa, 18 Court Street, Box Hill
HO212 – William Street Precinct, Box Hill	HO184 – Federation villa, 21 Court Street, Box Hill
HO77 – Former Wesleyan Methodist Church, 515 Station Street, Box Hill	HO88 – Two-storey Victorian villa, 30 to 32 Watts Street, Box Hill
HO157 – Baptist Church, 560 Station Street, Box Hill	HO190 – Single-storey Victorian villa, 34 Watts Street, Box Hill

Whitehorse Planning Scheme	
HO114 – 'Shops', 556 to 572 Station Street, Box Hill	HO224 – 'Kilrea' single-storey Victorian villa, 738 Station Street, Box Hill
HO115 – Former Ellingworth's Estate Agency and Shops, 580 Station Street, Box Hill	HO185 – Californian bungalow, 38 Court Street, Box Hill
HO244 – Box Hill Commercial Area	HO265 – 'Glengordon' single-storey Victorian villa, 26 Thames Street, Box Hill
HO91 – Former Colonial Gas Association Building, 942-946 Whitehorse Road, Box Hill	HO225 – Single-storey Victorian villa, 778 Station Street, Box Hill
HO92 – Former Railway Hotel, 950 to 956 Whitehorse Road, Box Hill	HO226 – Single-storey Victorian villa, 781 Station Street, Box Hill
HO117 – Former Box Hill Girls' Technical School, 1000 Whitehorse Road, Box Hill	HO254 – World War 1 and 2 Memorials, Box Hill

Implications for the Draft Box Hill Structure Plan

Heritage places will continue to form part of the value of the Box Hill Structure Plan Area and contribute to the sense of place as its transforms with higher density development. The Draft Box Hill Structure Plan does not propose to modify existing Heritage Overlays, and heritage places within the Structure Plan Area will continue to be protected by the Whitehorse Planning Scheme.

Heritage places and objects may be integrated with new development of contrasting scale as part of a contemporary setting. This is particularly appropriate where heritage places do not form part of a Heritage Overlay precinct.

Section 5.5 'Enhancing Place' of the Draft Box Hill Structure Plan sets Objective 11 to 'Ensure the scale of built form is responsive to its context'.

Section 6 of the Draft Box Hill Structure Plan provides built form neighbourhood guidelines to address relationships with specific heritage buildings, including:

- In the Central Box Hill neighbourhood, new development associated with heritage buildings at the intersection of Whitehorse Road and Station Street must be sufficiently setback from the existing façade to preserve setting and character
- In the Surrey Park neighbourhood, new developments fronting Acacia Street, Alexander Street and Bass Street should respond to the lower-scale built form and neighbourhood character envisioned for the area with suitable setbacks to preserve the heritage setting.

The Draft Box Hill Structure Plan also provides development guidelines specific to the Box Hill Brickworks site located within the Surrey Park neighbourhood. This includes a requirement for an adaptive heritage reuse strategy for significant new development to inform the redevelopment, reinterpretation and rejuvenation of existing heritage assets on the site.

Figure 10 Heritage places within the Box Hill Structure Plan Area

5.4 Ecology and arboriculture

Context

The Box Hill Structure Plan Area comprises urban areas ranging from industrial precincts to residential areas and parkland that display varying levels of ecological value and enhancement potential.

The *Ecology and Arboriculture Technical Report – Box Hill* assesses the ecological environment and tree canopy cover within and surrounding the Structure Plan Area.

The report was informed by a desktop review of flora and fauna databases, legislation, planning controls, policies and previous EES reports to ascertain existing ecological and arboriculture conditions. Threatened flora, fauna and ecological communities listed under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) and *Flora and Fauna Guarantee Act 1988* (Vic) were assessed to determine the likelihood of their occurrence within and surrounding the Structure Plan Area.

Recommendations aim to minimise and manage the impacts of change to ecology and arboriculture within the Structure Plan Area and inform future land use and development.

Key findings

Ecology

The Box Hill Structure Plan Area is heavily modified and dominated by infrastructure, buildings and residential areas with some scattered parklands. There are no habitat corridors or contiguous habitat from adjacent landscapes to encourage movement and dispersal of native fauna within the Structure Plan Area. Existing areas of open space are considered unlikely to provide significant habitat or support permanent populations of native flora and fauna. The locations of remnant native scattered trees within the Structure Plan Area are shown in Figure 11.

No specific protections of ecological significance are required and existing mechanisms are in place to preserve and protect threatened flora and fauna species if required.

Tree canopy cover

The Box Hill Structure Plan Area contains 435,400 m^2 of tree canopy, shown in Figure 11. This equates to 15 per cent tree canopy cover within the Structure Plan Area, compared to 18 per cent canopy cover across the Whitehorse municipality. Residential properties and streetscapes support 16 per cent of the canopy cover within the Structure Plan Area, while commercial and industrial land support 5 per cent of the canopy cover.

Implications for the Draft Box Hill Structure Plan

A key element of the Vision for Box Hill is a denser residential and commercial environment, particularly in the neighbourhoods surrounding the SRL station. The creation of high amenity street and public spaces will support these areas. More housing is also planned within existing residential neighbourhoods where higher levels of amenity already exist.

Section 5.3 ‘Enriching Community’, Section 5.5 ‘Enhancing Place’ and Section 5.7 ‘Empowering Sustainability’ of the Draft Box Hill Structure Plan include strategies to improve ecological outcomes while supporting housing and employment growth, including those relating to:

- Prioritising biodiverse planting along streets and on private land to create habitat corridors that link open spaces
- Encouraging development that provides deep soil planting and canopy trees in building setbacks and streetscapes, aspiring to increase tree canopy coverage to 30 per cent on public and private land
- Providing space for tree canopy cover and green infrastructure to reduce urban heat island effects and improve the climate resilience of the local environment, including local flora and fauna
- Requiring development to include integrated water management elements that optimise permeable surfaces.

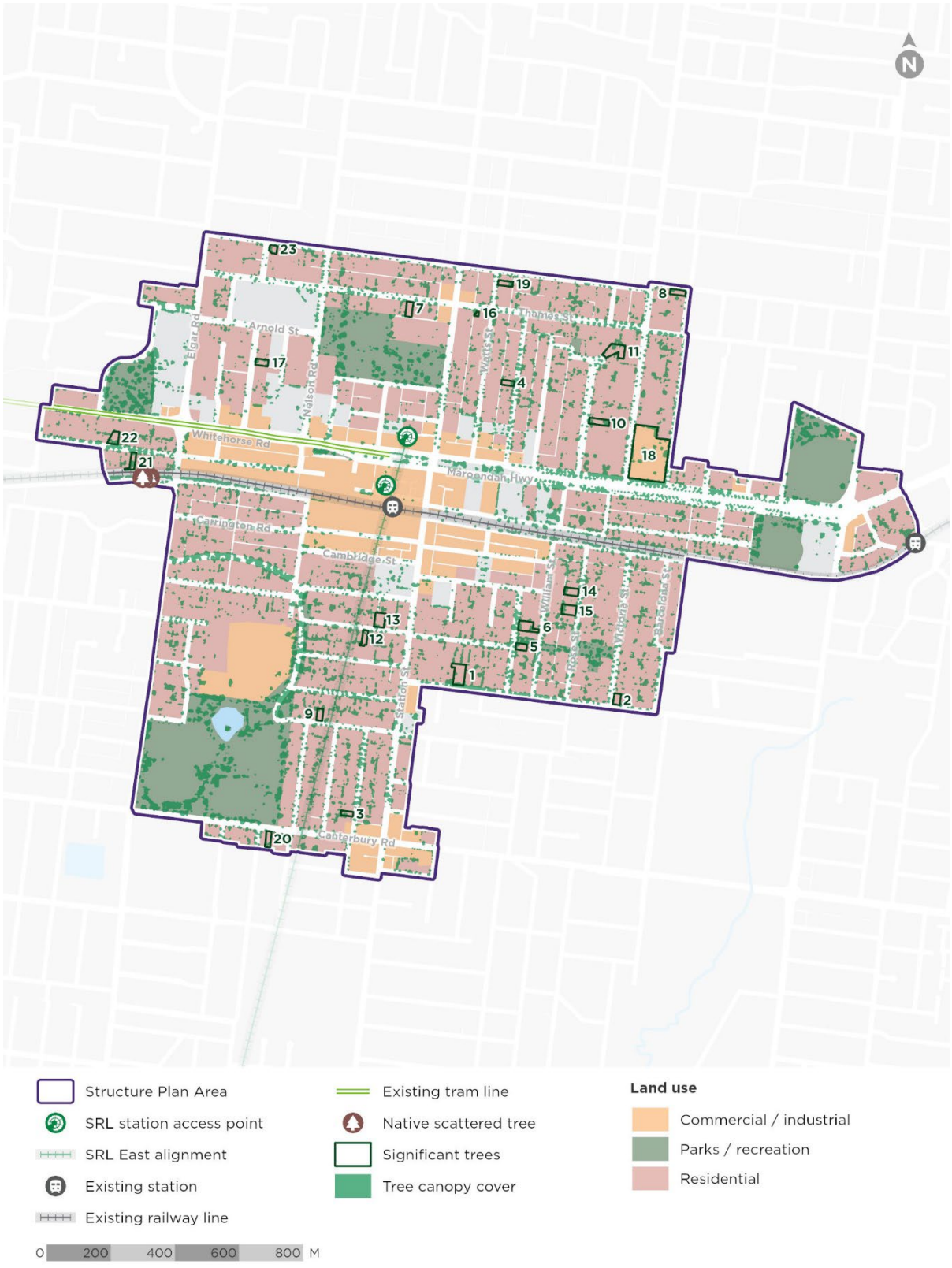


Figure 11 Tree canopy cover within Box Hill Structure Plan Area

5.5 Flooding

Context

The Box Hill Structure Plan Area is currently subject to flooding around the Severn Street and Box Hill South Main Drains, and land to the east of the Structure Plan Area adjacent the Laburnum Street Main Drain.

The *Flooding Technical Report* identifies existing flooding risks within the Structure Plan Area, as well as risks relating to new development and ways to minimise flooding.

The report is informed by flooding and water management policies, planning controls, State Emergency Services (SES) plans, council flood management reports and available flood studies. Flood studies made available by Melbourne Water were reviewed and consolidated to present the 1 in 100-year flood event (1% AEP) data accounting for climate change projections (increased intensity and frequency of flood events) to the year 2100. The flood study undertaken for the SRL East Environment Effects Statement (2021) accounts for climate change predictions until the year 2150.

Key findings

The Box Hill Structure Plan Area is located within the Koonung Creek and Gardiners Creek (Kooyongkoot) catchments. Water flows (overland) in two directions, generally in a northern direction in the Koonung Creek catchment and in a southern direction in the Gardiners Creek (Kooyongkoot) catchment. These overland flows enter the local drainage networks of the Severn Street Main Drain, which discharges into Koonung Creek at Elgar Park north of the Structure Plan Area, and the Box Hill South Main Drain, which discharges to Gardiners Creek (Kooyongkoot) to the south of the Structure Plan Area.

A Special Building Overlay (SBO) generally covers the Severn Street Main Drain, Box Hill South Main Drain and land to the east of the Structure Plan Area at the intersection of Middleborough Road and Whitehorse Road (adjacent the Laburnum Street Main Drain). Proposals for new works in these areas are referred to Melbourne Water to assess flood risk and impacts on local overland flow paths.

Hydrological and hydraulic modelling has confirmed the Structure Plan Area currently experiences a high flood risk with 1% AEP (1 in 100-year event) flood depths of up to 0.8 metres along the Box Hill South Main Drain to the south and along the Laburnum Street Main Drain to the east. A moderate to high flood risk of greater than 0.5 metres is associated with the Severn Street Main Drain to the north of the Structure Plan Area. The Surrey Park Pond (south-west) exhibits a higher flood risk. Shallow overland flows are experienced at the centre of the Structure Plan Area, with most of the surrounding catchment having a low to moderate flood risk.

The 1% AEP flood modelling confirmed a current risk of over-floor flooding for several properties north west of Box Hill Gardens along the Severn Street Main Drain, and between Oxford Street and Albion Road, adjacent the Box Hill South Main Drain.

Note: Annual Exceedance Probability (AEP) is the probability of a certain sized flood occurring in a single year. For example, a 0.5% AEP flood has a 1-in-200 chance of occurring in any year. A 1% AEP flood has a 1-in-100 chance of occurring in any year.

Implications for the Draft Box Hill Structure Plan

Melbourne Water is currently remodelling flood risks in partnership with local governments. The results will be used to make any additional updates to the Whitehorse Planning Scheme and planning policy where required by 2026 and may change flood overlay areas within the Structure Plan Area. Modelling of local stormwater drainage underway within the Structure Plan Area in partnership with the City of Whitehorse will be completed in 2025 or early 2026.

The flood risks in the Box Hill Structure Plan Area identified in the *Flooding Technical Report* include additional areas of moderate to high flood risk in the Box Hill Structure Plan Area. Upon completion of the revised Melbourne Water remodelling, the Whitehorse Planning Scheme will be updated to fully reflect these additional flood risks.

Section 5.7 ‘Empowering Sustainability’ of the Draft Box Hill Structure Plan includes Objective 23 to ‘Embed Integrated Water Management in the Box Hill Structure Plan Area’. This includes embedding integrated water management in the development of new buildings, roads and public spaces and encouraging water sensitive urban design (WSUD) in active transport corridors, green spaces and the public realm. WSUD is discussed in Section 5.5.2 below.

5.6 Land contamination

Context

Historical development across the Box Hill Structure Plan Area has resulted in the potential for existing or former industrial (and other) land uses to leave a legacy of environmental contamination. This is a common issue across established areas of metropolitan Melbourne and has potential implications for growth within the Structure Plan Area. Land contamination requires consideration in accordance with Ministerial Direction No.1 Potentially Contaminated Land (MD1) and Planning Practice Note 30 'Potentially Contaminated Land' (PPN30).

The *Potentially Contaminated Land Memo* and *Land Contamination Technical Report* applies the guidance of PPN30 to identify potentially contaminated land within the Structure Plan Area. This includes where a planning response is required for potentially contaminated land to be used for a public open space, children's playground, secondary school or sensitive use where previously it was prohibited. Sensitive land use is defined in MD1 and includes residential use, child care centre, kindergarten, pre-school centre or primary school, even if ancillary to another use.

Key findings

Desktop searches identified 289 records of potential for land contamination within the Box Hill Structure Plan Area based on records of regulatory audits, historical land uses and business activities. Of these, 5 sites require a planning response involving a preliminary risk screen assessment before development is permitted for public open space, children's playgrounds, secondary schools or sensitive uses. These 5 records consist of land with a high potential for contamination (as defined by PPN30) and adjacent land with a medium potential for contamination. The identified sites are:

- Four sites with a high potential for contamination due to historical business activities
- One site with medium potential for contamination that is located adjacent to a site with a high potential for contamination.

Implications for the Draft Box Hill Structure Plan

The Draft Box Hill Structure Plan envisages that existing land use settings within the Structure Plan Area will mostly be retained. The exception is former industrial land at 480 to 500 Station Street in the Surrey Park neighbourhood where intensive mixed-use development is envisaged (see Section 6 of the Draft Cheltenham Structure Plan for the location of the Surrey Park neighbourhood).

Where the Draft Box Hill Structure Plan envisages a change in permissible land use to no longer prohibit public open space, children's playground, secondary school or sensitive uses, a planning response may be necessary. The *Environmental Protection Act 2017* (Vic) and PPN30 will remain relevant when considering future land uses and development applications within the Structure Plan Area.

5.7 Land amenity and buffers

5.7.1 Noise and vibration

Context

Existing noise and vibration sources affecting the Box Hill Structure Plan Area include roads, the rail line, and industrial and commercial activities.

The *Noise and Vibration Technical Report* identifies existing noise and vibration sources within the Structure Plan Area and a 1-kilometre radius of its boundary. The report identifies existing planning controls and policies to protect sensitive land uses from noise impacts, and makes recommendations to minimise negative impacts of noise and vibration on future development within the Structure Plan Area. Potential impacts of vibration from the SRL East tunnels are also considered.

Key findings

Noise

Existing noise sources within the Structure Plan Area include commercial and retail areas such as Box Hill Central, Box Hill Hospital and the Station Street / Albion Road industrial area. Noise is mainly from mechanical building services (such as air conditioning) and from loading / unloading vehicles. Other noise and vibration sources include Whitehorse Road and other arterial roads, the tram interchange, the existing Box Hill Station and the Belgrave / Lilydale Line. Areas around Whitehorse Road and the Belgrave / Lilydale Line experience cumulative noise impacts.

Existing planning controls and policies are generally appropriate to address noise impacts. Clause 13.05-1S (Noise Management) of the Victoria Planning Provisions requires consideration of Environment Protection Regulations and other noise policy documents to manage noise effects on sensitive land uses. Residential development standards (such as clauses 55 and 58 of the Whitehorse Planning Scheme) require consideration of noise sources when designing new residential development.

Vibration

The vibration influence area within the Box Hill Structure Plan Area is limited to the Belgrave / Lilydale Line and the first row of housing alongside it.

The SRL East rail and station design incorporates measures to prevent vibration and ground-borne noise from the tunnels impacting residential land. The SRL East Environment Effects Statement (2021) concluded that residential land will unlikely experience significant risk from vibration and ground-borne noise from the tunnels. However, other new land uses and developments in the vicinity of the SRL East tunnels that involve the use of vibration-sensitive equipment such as education or health facilities may need to incorporate measures to address potential vibration impacts.

Existing noise and vibration influence areas in the Box Hill Structure Plan Area are shown in Figure 12.

Implications for the Draft Box Hill Structure Plan

Section 5.5 ‘Enhancing Place’ of the Draft Box Hill Structure Plan includes Objective 14 to ‘Ensure new buildings provide a good level of amenity for occupants’. This includes incorporating appropriate noise and vibration attenuation measures into the design of new sensitive developments.

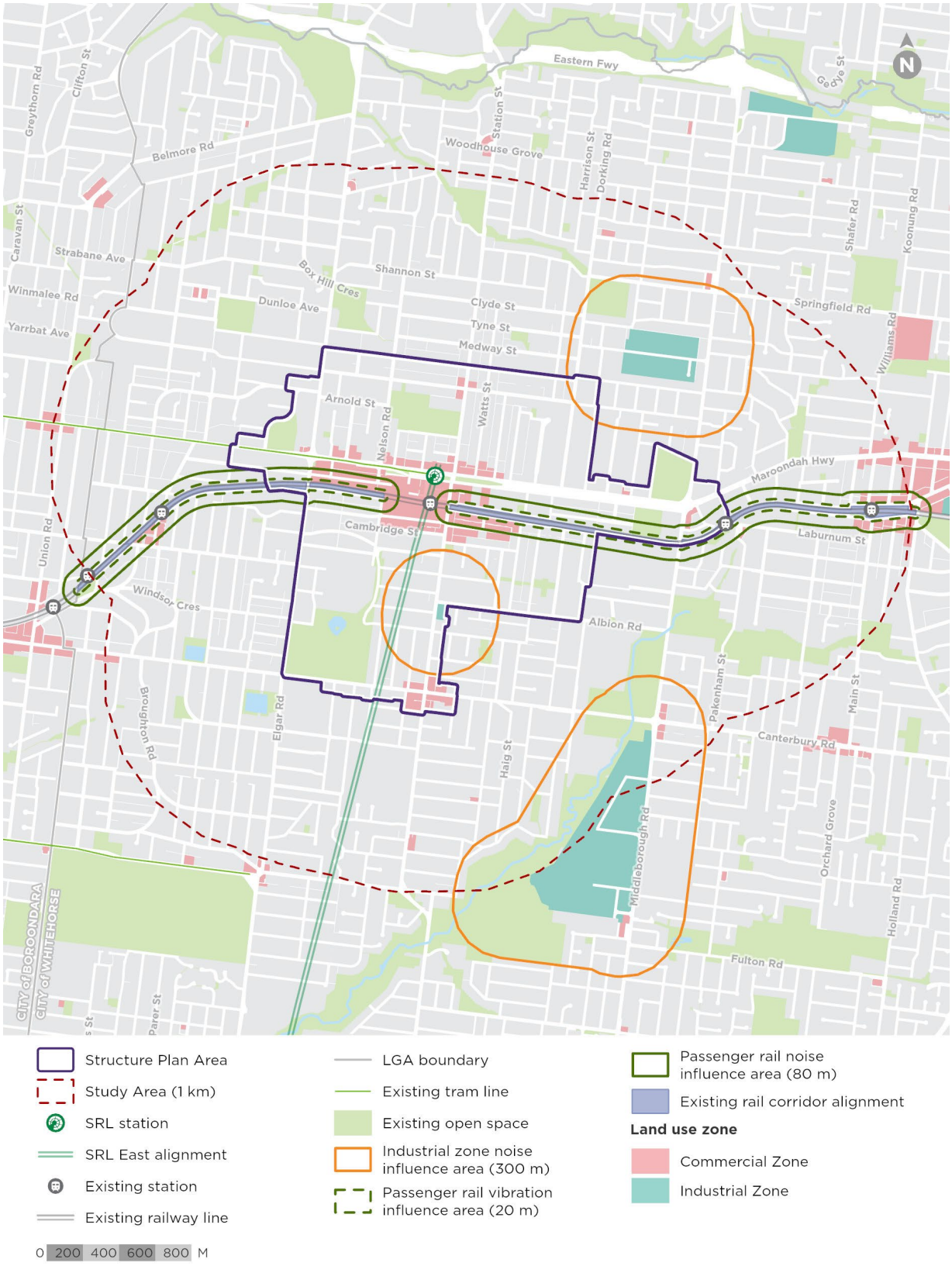


Figure 12 Influence areas of existing noise and vibration sources in the Box Hill Structure Plan Area

5.7.2 Odour and dust

Context

While the Box Hill Structure Plan Area does not include industrial land, it does include businesses with the potential to emit odour and dust.

The *Odour and Dust Technical Report* determines the potential of future land uses within the Structure Plan Area that can be negatively impacted by odour and dust emissions associated with existing businesses and facilities. Odour and dust can particularly impact sensitive uses such as residential buildings, childcare centres, aged care facilities and hospitals. The report focuses on land use conflicts between sensitive land uses and industrial land uses.

The report assesses existing businesses and facilities within the Structure Plan Area and a 1-kilometre radius from its boundary. Sites are identified that may be subject to a recommended separation distance as set out by the EPA Victoria *Separation distance guideline* (August *2024*), to determine if a proposed nearby land use or development is suitable.

The Whitehorse Planning Scheme (clause 53.10) sets threshold distances for land uses or activities where, as part of a planning permit application, assessment and referral to the EPA Victoria is required for particular new industrial land uses to determine if a proposed use or activity is appropriate.

Key findings

Box Hill Hospital, Bob Jane Corporation Pty Ltd, Laing O'Rourke Australia Construction Pty Ltd and multiple bakeries operating within the Structure Plan Area have potential to emit odour and dust. However, no separation distances apply to these activities and they are not identified as impacting land use and development within the Structure Plan Area.

The Sorbent Paper Company operates a tissue manufacturing facility outside the Structure Plan Area (shown on Figure 13). A 500-metre separation distance applies around this business but this does not encroach into the Structure Plan Area.

Implications for the Draft Box Hill Structure Plan

Since no existing odour or dust emissions will constrain land use planning and development within the Structure Plan Area, no provisions relating to these emissions are made in the Draft Box Hill Structure Plan.

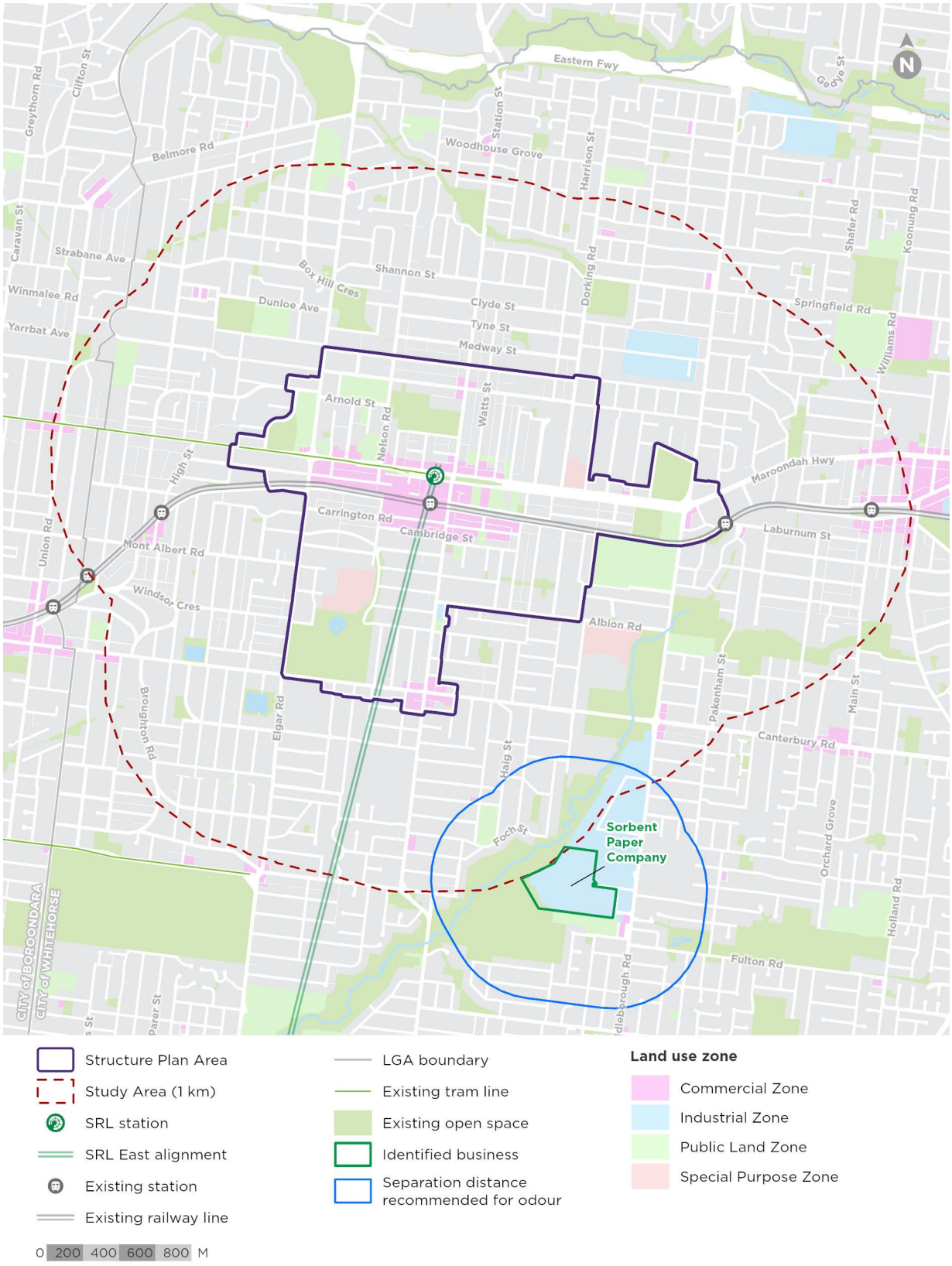


Figure 13 Box Hill Structure Plan Area separation distances, odour and dust

5.8 Aviation

Context

The Box Hill Structure Plan Area is located approximately 21 kilometres north-east of Moorabbin Airport and 25 kilometres south-east of Essendon Airport.

The *Aviation and Airspace Technical Report* reviews aviation planning controls and international aviation standards that impact maximum development heights within the Structure Plan Area. The report makes recommendations for future maximum building heights to avoid conflict with airport operations, including take-off and landing flightpaths.

Approval is required from the Australian Government's Department of Infrastructure, Transport, Regional Communications and the Arts for development that exceeds maximum building heights under aviation requirements.

Key findings

No aviation planning controls apply within the Box Hill Structure Plan Area.

The most restrictive development height limitations are in the south of the Structure Plan Area south of Canterbury Road.

The height limits range from 230 to 248 metres. Box Hill Hospital does not currently operate helipads requiring flight path protection but consultation should occur to identity any potential expansion of operations that introduces a helipad.

Implications for the Draft Box Hill Structure Plan

Given the distance from the Box Hill Structure Plan Area to Moorabbin and Essendon airports, preferred maximum heights set out in the Draft Box Hill Structure Plan are well below the development height limitations.

5.9 Utilities and servicing

Context

The significant population growth and development anticipated within the Box Hill Structure Plan Area will impact existing utility services.

The *Utilities Servicing Technical Report* describes existing utility networks and identifies committed augmentation works, anticipated future capacity, and considerations for land use and development adjacent to utility assets within the Structure Plan Area.

The report outlines anticipated utility service upgrades for potable (drinking) water, recycled water, sewer, electricity, gas and telecommunications to support population growth in the Box Hill Structure Plan Area.

Key findings

Consultations with utility service providers identified some augmentation requirements and asset capacity constraints. However, no significant utility service issues were identified. Development within the Box Hill Structure Plan Area should be able to be appropriately serviced and utility service providers will continue to review and upgrade their infrastructure to meet future demand.

Yarra Valley Water identified that upgrades are required to the potable water trunk mains, the Surrey Hill Elgar Road Water Pump Station Storage Tanks and several pressure reducing stations. An investigation into the feasibility of a recycled water network (for non-potable uses such as toilets, laundry and irrigation) is underway.

Augmentation of the sewer infrastructure is required along the Yarra Valley Water Box Hill and Box Hill North Branch Sewers to increase capacity. Coordination across affected landowners (private properties within a designated easement) will be required, along with upgrades to the reticulated sewer mains within the Box Hill Structure Plan Area.

The nature of the trunk and reticulation works are unknown. Upgrade solutions and opportunities will be investigated and confirmed by Yarra Valley Water as part of their longer-term planning and as development proposals provide more certainty on timing and demand.

A new zone substation is required to increase the capacity of United Energy's electrical infrastructure. These works are located outside the Box Hill Structure Plan Area but are required to meet future demand within it.

Implications for the Draft Box Hill Structure Plan

There are only limited utility capacity constraints for the Box Hill Structure Plan Area and no significant implications for land use and development.

6. Future directions

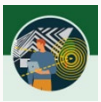
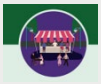
This section outlines the future directions to achieve the Vision for Box Hill and to support population and employment growth in the Box Hill Structure Plan Area.

Five themes underpin SRL East structure planning. Each theme is described in Table 3 and the key technical reports relevant to the theme are listed. The Technical Reports apply to multiple themes but are listed beside the theme considered most relevant.

This section focuses largely on how the technical assessments have informed development of the future directions and how this is reflected in the Draft Box Hill Structure Plan generally and within specific neighbourhoods. The future directions bring in considerations that are outside the technical assessments, balancing the full range of influences across the Structure Plan Area.

Appendix E provides a full list of all Technical Reports referenced in this Background Report.

Table 3 Draft Box Hill Structure Plan themes and key relevant Technical Reports

Draft Box Hill Structure Plan theme		Key relevant Technical Reports
	**Enriching Community** Providing more homes and more options to live and work locally in highly accessible neighbourhoods	• *Housing Needs Assessment – Box Hill* • *Community Infrastructure Needs Assessment – Box Hill* • *Open Space Technical Report*
	**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	• *Economic Profile Technical Report – Box Hill* • *Retail Assessment – Box Hill*
	**Enhancing Place** Planning high-quality public spaces and lively neighbourhoods that reflect Box Hill's cultural diversity	• *Urban Design Report – Box Hill* • *Wind Technical Report*
	**Better Connections** Delivering public transport, walking and cycling options to connect people to key local destinations and support low-traffic residential neighbourhoods	• *Transport Technical Report – Box Hill* • *Transport Technical Report – Appendix A Precinct Parking Plan – Box Hill*
	**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	• *Climate Response Plan – Box Hill* • *Integrated Water Management Strategy*

Strategic sites

Discussions in the following sections refer to strategic sites. Strategic sites are generally large, single-ownership sites with strong potential to help achieve the Vision for Box Hill.

Strategic sites within the Box Hill Structure Plan Area were identified using the following criteria:

- Complexity of issues – the potential for site issues to be resolved including land use, built form and movement challenges that require a bespoke planning control or process
- Opportunity for public benefit – the potential for a site to accommodate significant housing or employment growth and/or its ability to help achieve government policy objectives that would be lost within the Structure Plan Area if the site was not clearly identified as strategic
- Capacity and scale – the potential for a site to attract significant investment and generate substantial community benefit within the lifespan of the Box Hill Structure Plan (by 2041).

In addition to these criteria, the following factors were also reviewed when identifying strategic sites:

- Capacity for intensification, including the size of a site, the lack of sensitive interfaces and the likelihood of its development within the lifespan of the Box Hill Structure Plan (by 2041)
- Ability to support open space and/or community infrastructure
- Distance from the SRL station and core of the Box Hill Structure Plan Area
- Whether ownership enables investment to be unlocked in the short to medium term
- Significant environmental or land use constraints (such as heritage or flooding)
- Draft built form and land use objectives contained in the Key Directions developed for the Box Hill Structure Plan Area
- Landowner intentions for the site (established through consultation).

To capture these opportunities, some strategic sites may be subject to a master planning process that would facilitate use and development that responds to the site's context, and manage site-specific and off-site impacts. The master planning process allows flexibility and provides for an integrated approach to land use, design response, public realm, movement and infrastructure.

Strategic sites within the Box Hill Structure Plan Area

The criteria and factors listed above were applied to identify the following strategic sites in Box Hill:

- **SRL Station Development Area** – opportunities supporting the SRL station and mixed-use development
- **Former Box Hill Brickworks** – opportunity for residential redevelopment comprising a mix of mid-rise apartment buildings and townhouses with improved connections and potential open space
- **Uniting AgeWell Box Hill** – opportunity to support new links through to Box Hill Gardens and an enhanced public realm
- **Box Hill Central** – existing shopping centre with capacity to deliver diversity of land use, new links and an enhanced public realm
- **Box Hill Hospital** – important regional public health facility with potential for expansion
- **Epworth Eastern** – health facility with potential for expansion
- **Box Hill Institute of TAFE – Elgar Campus** – opportunity to support education and employment uses and encourage improved interfaces and linkages to Kingsley Gardens
- **Box Hill Institute of TAFE – Nelson Campus** – opportunity to support education and employment uses and encourage improved interface with public realm and through connection from Spring Street.

The locations of these strategic sites are shown in **Figure 14**.

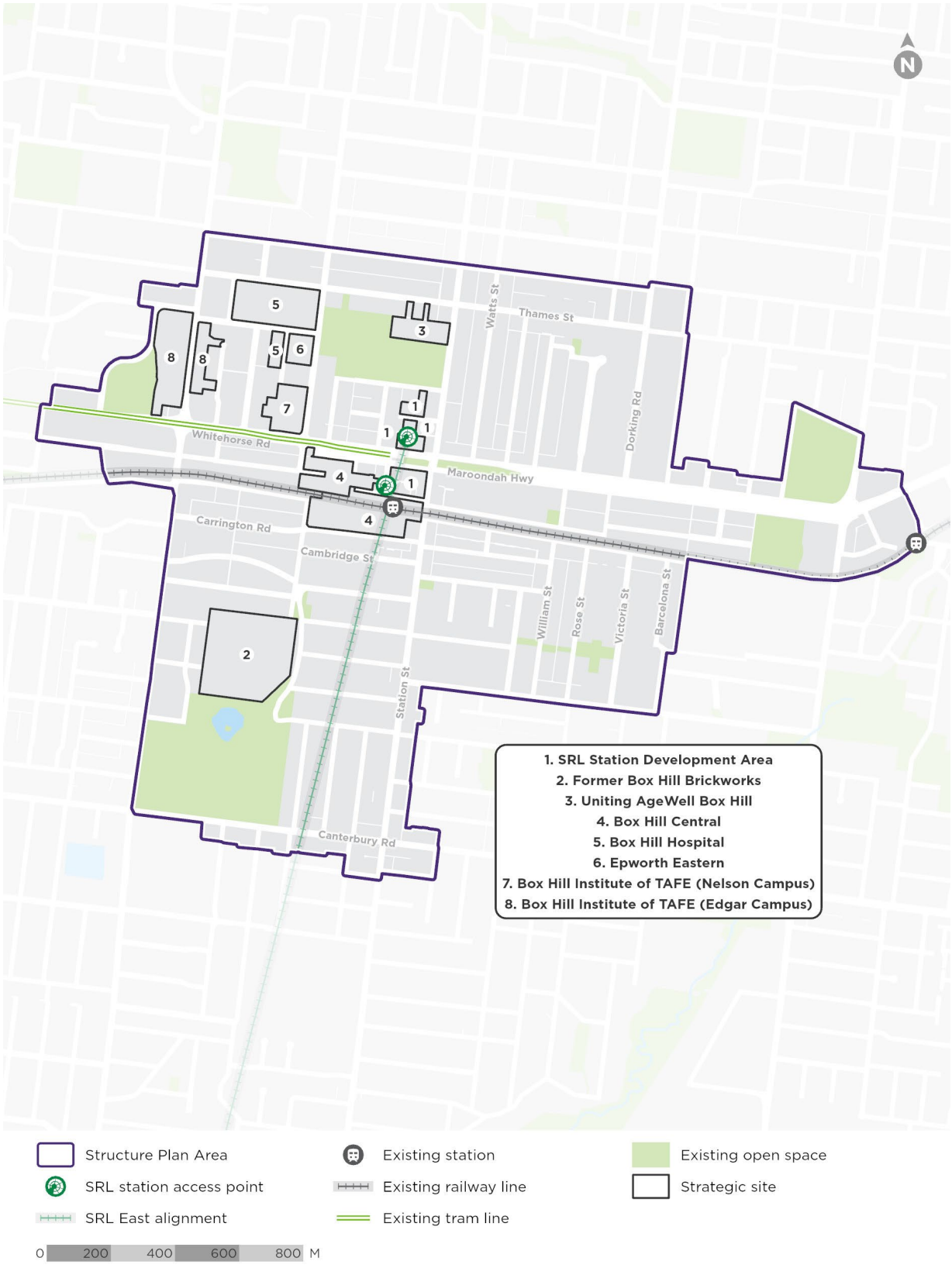


Figure 14 Strategic sites within the Box Hill Structure Plan Area

6.1 Enriching Community

The Vision for Box Hill is for more diverse housing types, sizes and tenures to support a growing population with changing household needs and preferences. With population growth comes the need for well-located community facilities and open space to meet the daily needs of residents and workers.

The *Housing Needs Assessment – Box Hill*, the *Community Infrastructure Needs Assessment Technical Report – Box Hill* and the *Open Space Technical Report* informed the response in the Draft Box Hill Structure Plan to the Enriching Community theme, as summarised in the following sections.

6.1.1 Housing needs

Context

Box Hill has experienced significant housing change in recent years and is now an established location for high density housing and living.

The Draft Box Hill Structure Plan seeks to facilitate this continued growth and encourage more diverse and affordable housing options in highly accessible locations.

The *Housing Needs Assessment – Box Hill* estimates the number of dwellings needed to accommodate the forecast population growth to 2041, and identifies the type and size of dwellings and the most suitable locations within the Structure Plan Area for higher density housing.

Dwelling definitions used by the Australian Bureau of Statistics (ABS) are adopted for consistency in data analysis: low density (stand-alone dwellings), medium density (attached dwellings up to two storeys) and high density (flats and apartments with three or more storeys).

Community engagement and stakeholder feedback informed the approach to addressing housing needs outlined in the Draft Box Hill Structure Plan.

Key findings

The resident population of the Box Hill Structure Plan Area is projected to more than double from 13,300 people (ABS 2021 Census) to 29,100 by 2041. More housing and more housing choices are needed to meet this demand.

A net extra 5,900 dwellings are needed within the Structure Plan Area by 2041. Most should be provided in high density developments (6,010) with some provided in medium density developments (90). A decline of low density dwellings is projected (-170) due to the demolition of older dwellings and their replacement with medium and high density development.

Approximately 300 new dwellings will be required each year to achieve this housing growth. This aligns with the recent rate of annual housing completions within the Structure Plan Area (345) and is considered achievable subject to market conditions.

The Structure Plan Area already has a much higher proportion of high density housing (56 per cent) compared to Greater Melbourne (13 per cent) and a much lower proportion of low density housing (15 per cent) compared to Greater Melbourne (66 per cent). There is a slightly higher proportion of medium density housing (30 per cent) compared to Greater Melbourne (22 per cent). This reflects the recent trend for higher density development in the area.

Box Hill's current population is diverse. Recent development in Box Hill has appealed to the international investor market, and most high density dwellings have consisted of one and two-bedroom apartments. Promoting growth in three-bedroom apartments will facilitate future higher density housing that enables current and future residents to have access to suitable 'right sized' and affordable accommodation.

More social and affordable housing for very low to moderate income earners is needed, with an estimated 2,340 households within the Structure Plan Area potentially eligible for social and affordable housing in 2041. Demand for housing suitable for key workers is also projected to increase, particularly those on very low to moderate incomes.

Box Hill is identified as a suitable location to support higher than average provision of student accommodation and aged care and retirement living, given its high levels of amenity, proximity to health and education facilities and transport connections.

The *Housing Needs Assessment – Box Hill* recommends that more diverse, affordable high density housing is facilitated in mixed-use development in the core of the Box Hill Structure Plan Area. High density housing is also recommended outside the core of the Structure Plan Area, close to activity generators, including land along Whitehorse Road, areas south of the Belgrave / Lilydale Line, and large strategic sites. The health and education precinct is considered an ideal location for housing suitable for key workers but should be balanced with the land requirements for expanding these facilities and services.

Future directions in the Draft Box Hill Structure Plan

Section 5.3 'Enriching Community' of the Draft Box Hill Structure Plan includes Objective 2 to 'Facilitate the growth of high-quality housing'. It proposes that most of the 5,900 new dwellings needed within the Structure Plan Area are provided in high density developments.

Three levels of housing growth are identified – significant, high and medium. These housing growth levels provide guidance about where the 5,900 new dwellings are best distributed across the Structure Plan Area. The guidance considers the opportunities and constraints of the existing and future context, recommendations of the *Housing Needs Assessment – Box Hill* and the *Urban Design Report – Box Hill,* State and local planning policy, the Vision for Box Hill, and community feedback. Housing growth levels are illustrated in Figure 15. The associated built form categories described below in Section 5.3.1 *Urban design* are also illustrated.

Figure 15 Built form scale in the context of the Structure Plan Area

These growth levels direct the most significant housing growth to places within the Structure Plan Area with the best access to services, amenities and transport, strategic sites and where the preferred scale of future development is greater. This recognises that modest housing growth is more appropriate in established residential areas where the preferred scale of future development is lower. The range of housing growth levels enables a variety of residential types and development locations to attract diverse developers and offer greater choice of housing for the community.

The locations for different levels of housing growth within the Box Hill Structure Plan Area are shown in the 'Enriching community plan – Housing' in Figure 16 below. The housing growth levels and preferred built form are also reflected in the Neighbourhood Framework Plans provided in the Draft Box Hill Structure Plan. Areas in the Central Box Hill neighbourhood close to the SRL station and along key movement corridors will be the major focus for housing growth. Beyond the core of the Structure Plan Area, the former Brickworks site is identified as a strategic site for medium housing growth while providing additional public benefit. A mix of high and medium housing growth is shown on Whitehorse Road (identified for potential high-capacity public transport), Station Street and Canterbury Road (identified as key movement corridors with connections to Box Hill South Shopping Centre and Central Box Hill), as well as areas south of the Belgrave / Lilydale Line between Central Box Hill and the former Brickworks site.

Medium housing growth is shown for the balance of residential areas to enable a transition between significant and high housing growth areas and sensitive interfaces outside the Structure Plan Area.

Strategies and actions are included in the Draft Box Hill Structure Plan to facilitate this distribution of housing growth and maximise opportunities for housing choice. Strategies are included to facilitate a variety of dwelling sizes and types, residential aged care and independent living, and to support new and emerging housing models to foster a diverse housing market.

State planning policy encourages more affordable housing throughout Victoria for very low to moderate income households. The Draft Box Hill Structure Plan seeks to help achieve this policy and meet the projected demand for more social and affordable housing within the Structure Plan Area by encouraging provision of affordable housing on strategic sites and in areas identified for significant and high housing growth in alignment with Victorian Government policy. Other strategies encourage innovative affordable housing models by the not-for-profit and community housing sector and social and affordable housing on government-owned land.

These directions are considered in the *Urban Design Report – Cheltenham* (discussed in Section 5.3.1 below) and guided the urban form proposed to maximise opportunities for achieving housing growth in preferred locations.

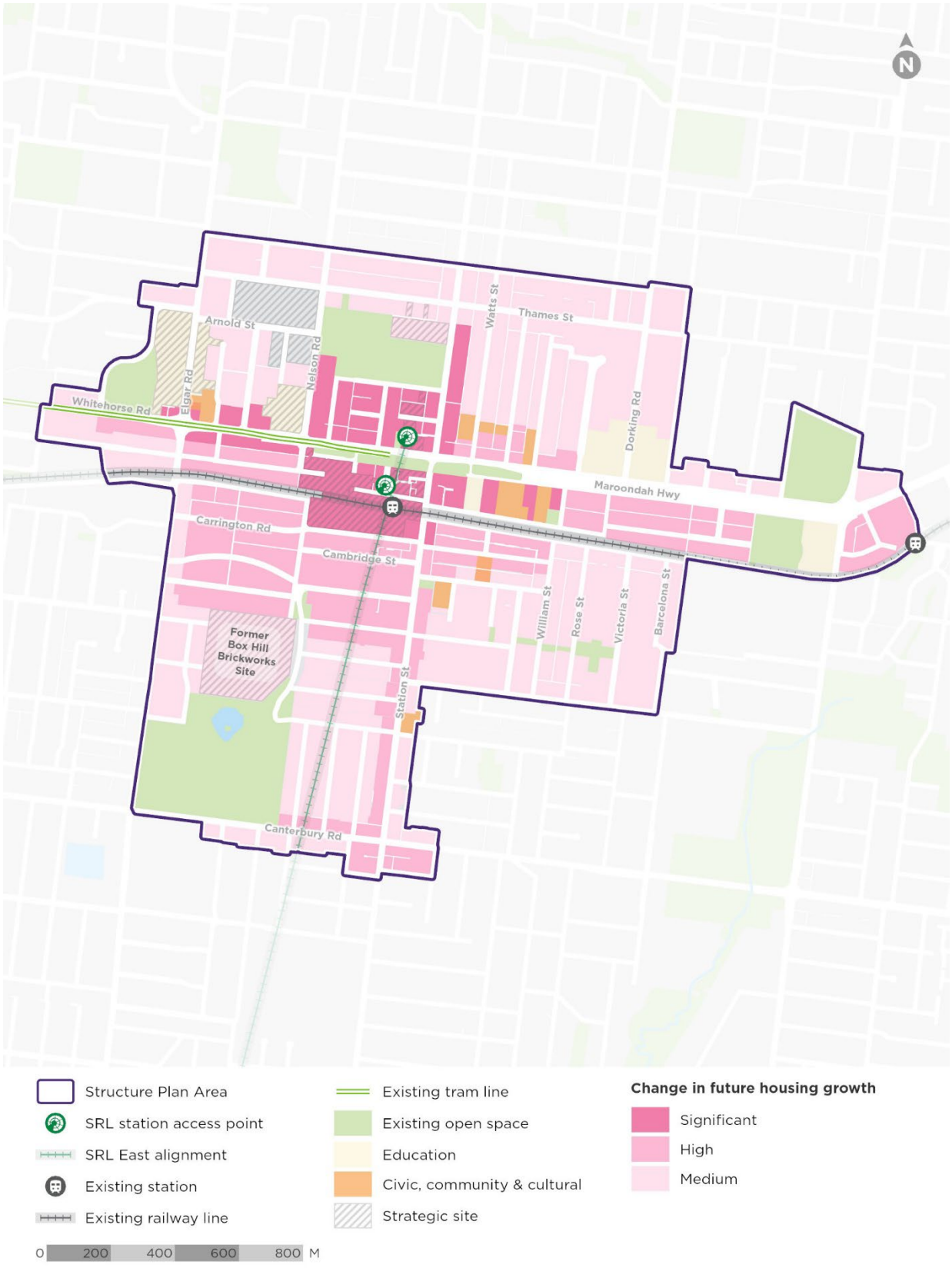


Figure 16 Enriching community plan – Housing

6.1.2 Community infrastructure needs

Context

Population growth within the Box Hill Structure Plan Area will increase demand on existing community infrastructure and create demand for more community infrastructure.

The *Community Infrastructure Needs Assessment – Box Hill* focuses on local community infrastructure (library, community hub, neighbourhood house, maternal child health, youth spaces, indoor and outdoor courts, and sports fields) within the Structure Plan Area and a wider 1.6-kilometre station radius (referred to as the '1.6-kilometre local catchment').

The quality of existing community infrastructure is assessed, based on accessibility, condition, capacity and growth potential, and trends in community infrastructure provision are described. Community infrastructure needs to 2041 are identified based on projected population growth. Consultation with the City of Whitehorse informed the assessment.

The *Community Infrastructure Needs Assessment – Box Hill* makes recommendations for future community infrastructure provision within the Structure Plan Area to 2041. Potential candidate sites for this infrastructure are identified for future detailed investigation.

Key findings

Different types of community infrastructure types are located within the Box Hill Structure Plan Area and 1.6-kilometre local catchment. These include a library, creative spaces, a community hub, neighbourhood houses, maternal and child health services, sporting courts and fields.

Trends in community infrastructure provision include a preference for larger integrated community hubs and district -scale sporting facilities over single-use stand-alone facilities and single sports fields. Integrated facilities offer operational and commercial efficiencies to better meet community needs and expectations.

The *Community Infrastructure Needs Assessment – Box Hill* acknowledges that finding the space for new facilities within a high density urban area is challenging, and further work is required to confirm the preferred form, function and location of community infrastructure.

There are current and emerging needs for each type of social and recreational infrastructure within the Box Hill Structure Plan Area that will increase to 2041. The *Community Infrastructure Needs Assessment – Box Hill* recommends planning for the following facilities to meet the demand generated by population growth within the Structure Plan Area:

- A centrally-located new multi-purpose community hub in the core of the Structure Plan Area, which could include a library, maternal and child health service, creative and youth spaces, and other local community spaces
- A new district-level indoor court facility, accommodating five or more courts, in a location with good public and active transport connectivity to the SRL station – this facility should also cater for demand for court space generated within the Burwood Structure Plan Area (5 kilometres away)
- Augmentation and upgrades to existing sports fields to extend playable hours, combined with shared use agreements with schools and other institutions with fields and courts.

Principles to guide future decisions on the location of new community infrastructure and further consideration of the candidate sites are provided in the *Community Infrastructure Needs Assessment – Box Hill*.

Future directions in the Draft Box Hill Structure Plan

Section 5.3 'Enriching Community' of the Draft Box Hill Structure Plan includes Objective 5 to 'Provide an enhanced and accessible network of community infrastructure that meets the needs of the future community'. This will be achieved through facilitating:

- A new or enhanced regional indoor sports facility
- A new multi-purpose community hub and library facility
- Expanded services and programs, including maternal child health services
- Quality enhancements to playing surfaces and complementary facilities to support higher frequency use
- Exploration of opportunities for greater community use of sporting facilities and other spaces at schools and private institutions.

Potential locations for new community infrastructure are shown on the 'Enriching community plan – Open space and community infrastructure' in Figure 17. below, where they are identified as 'Community infrastructure opportunity areas'. They are referred to as 'opportunity areas' to enable flexibility and support further consideration of:

- The site selection principles (outlined below) for new community infrastructure in the Draft Box Hill Structure Plan
- The preferred future scale, form and function of the infrastructure
- Preferred service and infrastructure delivery models
- Community needs and preferences
- Opportunities pertaining to land ownership, development and funding.

Actions are included in the Draft Box Hill Structure Plan for Whitehorse City Council and SRLA to work collaboratively to confirm the form and location of community infrastructure and deliver new and enhanced local community infrastructure.

The Draft Box Hill Structure Plan also includes strategies and actions to ensure that kindergarten and government primary and secondary school capacity meets the future needs of the community in Box Hill and surrounding areas. This includes an action to plan for additional government secondary school provision and monitor and respond to the need for new and/or expanded public, not-for-profit and for-profit kindergarten provision.

The Department of Health (public hospitals and health services) has advised SRLA that in future, expansion of public hospitals will be required to meet state-wide demand for the provision of health services and associated support services, including Box Hill Hospital. To support this need, the Department seeks structure planning that considers land allocation to support future state-wide and localised public health system needs. This advice is reflected in Section 5.4 'Boosting the Economy' of the Draft Box Hill Structure Plan, which includes Objective 8 to 'Continue to grow the health and education function of Box Hill' and identification of a defined 'health priority' area.

Site selection

The following site selection principles will assist in identifying sites suitable for new community infrastructure (shown as 'opportunity areas' in Figure 17):

- New sites are locally accessible to maximise walking, riding and public transport networks that foster healthy communities
- Sites are located in an activated area, where other community infrastructure, retail or amenities are provided
- A site contributes to the network of local community infrastructure
- A site has capacity to be flexible to meet changing needs over time
- A site has, or is anticipated to have, potential to be available and developable for community infrastructure within the structure planning period (to 2041)
- Council-owned land should be the priority sites for new community infrastructure, followed by State-owned land. Co-locating new community infrastructure with existing infrastructure is encouraged. Purchasing land should be considered where other options have been excluded.

6.1.3 Open space

Context

Population growth within the Box Hill Structure Plan Area will increase demand on public open space. In higher density urban environments, access to high-quality public open space is important for supporting recreational use and activity and for providing a diversity of recreational opportunities. Public open space is also important to the amenity of an area.

The *Open Space Technical Report* assesses the existing provision and accessibility of open space within the Structure Plan Area and the wider 1.6-kilometre station radius. The report makes recommendations for increasing or enhancing public open space and pedestrian links within the Structure Plan Area, primarily utilising *access* (400-metre walkable access) and *quality* benchmarks in its assessment, with the *quantum* of open space (square metre per person with the Structure Plan Area) used as a secondary indicator.

Key findings

There are currently 19 public open spaces in the Box Hill Structure Plan Area with a combined area of more than 351,000 m^2. These open spaces are mainly owned by Whitehorse City Council and include district parks such as Box Hill Gardens (providing unstructured recreation) and Surrey Park (incorporating sporting facilities), along with an even distribution of smaller neighbourhood and linear open spaces. There are also open spaces outside but accessible to the Structure Plan Area that service the Structure Plan Area, along with areas of restricted private open space located at schools and tertiary institutions within the Structure Plan Area, and at Box Hill Cemetery (just outside the Structure Plan Area) – all of which offer opportunity for increased community access.

Planned new open space and upgrades / expansions to existing open spaces within the Structure Plan Area include:

- A new open space as part of the Box Hill Central Shopping Centre development
- Two planned upgrades to the public realm at Box Hill Central Shopping Centre (private ownership) and Market Street around the SRL station at Box Hill
- The expansion and upgrade of Whitehorse Road Reserve as part of SRL East to increase amenity and diversity of open space use in this area.

While there is 400-metre walkable access to open space in most of the Structure Plan Area, there are three significant gaps. Commercial areas in the western section of the Structure Plan Area south of Whitehorse Road have limited accessibility principally due to the Belgrave / Lilydale Line creating a barrier. Other gap areas are residential areas around Dorking Road in the north east of the Structure Plan Area, and areas on the eastern side of the Structure Plan Area south of Whitehorse Road, where the configuration of the street network limits walkable access.

Nine of the 19 existing open spaces within the Structure Plan Area are considered to be high-quality. Enhancements are recommended to Brougham Street Reserve and Surrey Drive Reserve as a priority, in addition to the enhancements as part of the planned SRL station works. Further upgrades to other existing open spaces are identified as an opportunity to meet future needs for quality open space.

Recommendations of the *Open Space Technical Report* aim to improve access to high-quality open space through new pedestrian links and enhancements to broaden the diversity and use of existing open space, optimising the function and value to residents, workers and visitors.

The recommendations include:

- Priority quality enhancements to Brougham Street Playground and Surrey Drive Reserve
- Four new pedestrian links to improve permeability and 400-metre walkable access to existing public open space.

Other potential future opportunities identified for open space or investigation include:

- Permanently retaining two temporary public open spaces provided as offsets for temporary SRL East construction impacts
- Potential for public open space within the former Brickworks site
- Potential for new public open space between Hopetoun Avenue and Kintore Crescent, Box Hill to supplement open space provision in this area
- Potential for increased public access to restricted open spaces.

Existing and planned new and enhanced open space and pedestrian links are shown on the 'Enriching community plan – Open space and community infrastructure' in Figure 17 below. Delivery of the planned new open spaces and the recommended new pedestrian links would increase the proportion of households within the Structure Plan Area with 400-metre walkable access to public open space to 96 per cent and improve 200-metre walkable access in the areas of greatest density.

The public open space provision ratio (m^2 per person) was assessed for the projected Structure Plan Area population and wider 1.6-kilometre station radius to 2041. With the additional population and the recommended open spaces, the current 27 m^2 of open space per person within the Structure Plan Area is projected to drop to 13 m^2 per person by 2041. If the assessment includes public open space within the wider 1.6-kilometre station radius, this increases to 14 m^2 per person. This reflects the presence of existing open spaces on the edge of the Structure Plan Area that are accessible.

With the planned and recommended new and enhanced public open spaces and pedestrian links, the Structure Plan Area will provide a suitably accessible, quality and diverse open space network to support the future population.

Future directions in the Draft Box Hill Structure Plan

Section 5.3 ‘Enriching Community’ of the Draft Box Hill Structure Plan includes Objective 6 to ‘Create a connected and accessible open space network for those who live and work in Box Hill’.

The focus of the Draft Box Hill Structure Plan is to support 400-metre walkable access to quality public open space for most households and greater open space accessibility in higher density areas. It seeks to achieve this with better connections to existing open spaces and by improving the quality and function of existing open space, given the scale and quality of open spaces like Box Hill Gardens and the limited land for large new open spaces.

The Draft Box Hill Structure Plan includes strategies and actions to facilitate and enhance open space. It also includes Neighbourhood Framework Plans that support greater diversity and use of open space, identify opportunities for underutilised land to be used for open space on a temporary and permanent basis, and maximise open space provision on large redevelopment sites. These are shown on the ‘Enriching community plan – Open space and community infrastructure’ shown in Figure 17 below and include:

- The planned new open spaces to be delivered by SRLA and owners of Box Hill Central
- Potential future key links to improve access to existing open spaces in the three gap areas
- The permanent retention of the offset open spaces delivered as part of SRL East
- Quality improvements to existing open spaces to enhance their capacity and use, including upgrades to Brougham Street Reserve and Surrey Drive Reserve
- Potential future upgrades to Surrey Park, Kingsley Gardens, Victoria Rose Reserve and Graham Bend Park.

Strategies and actions are included to facilitate these initiatives, as well as:

- Future open space as part of the future redevelopment of the former Brickworks site
- Investigating opportunities to supplement the open space network with increased public access to restricted open spaces including Box Hill City Oval; schools such as Box Hill High School, Our Lady of Sion College, St Francis Xavier’s Catholic Primary School; and the various campuses of Box Hill Institute.

Site selection principles

The following site selection principles will assist in identifying sites suitable for new open space in the Box Hill Structure Plan Area:

- **Land ownership** – suitability for conversion to public open space, rezoning and/or repurposing existing public land
- **Condition** – the physical condition of the site is suitable for use as public open space
- **Alignment with intended open space classification / typology** – primary function and catchment
- **Access to public open space** – improves 400-metre walkable access from anywhere within the Structure Plan Area, with a target of greater accessibility in higher density areas where possible
- **Accessibility onto the site** – more than one entry point, road frontages, topography, accessible for people of all abilities, available 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** – consideration of links and connections to existing open space, open space corridors, cycle routes
- **Size** – suitable for intended purpose and minimum dimensions.

Realising the pedestrian links

Possible new pedestrian links are identified in the Draft Box Hill Structure Plan to enable further investigation of their optimal location. This will enable community consultation and further testing of the preferred future scale, form and function of the pedestrian links, including opportunities relating to land ownership, development and funding.

Actions are included in the Draft Box Hill Structure Plan to:

- Plan for enhancements and upgrades to existing open spaces
- Amend the Whitehorse Planning Scheme to encourage new key links through private landholdings to improve walkable access to open space.

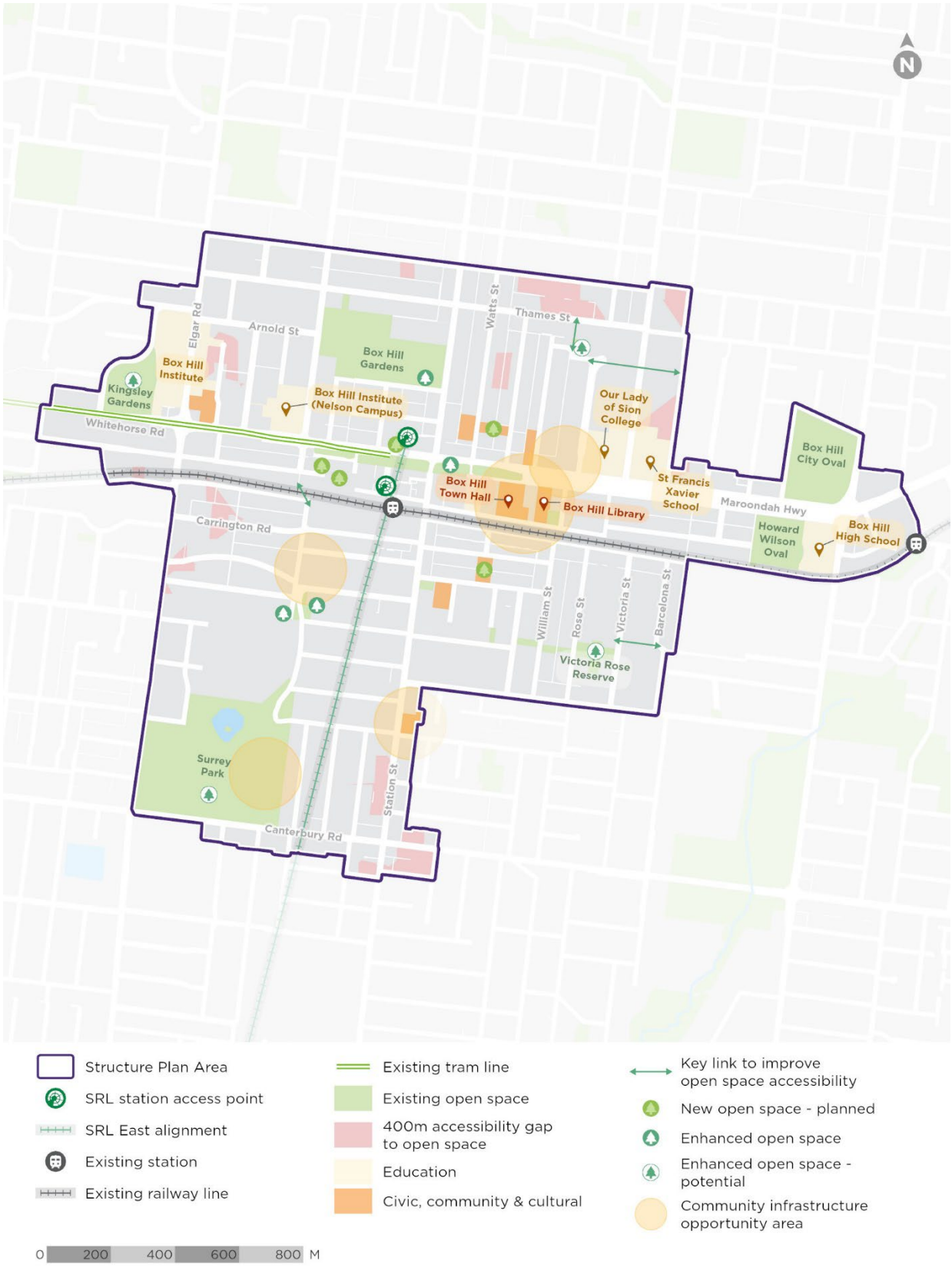


Figure 17 Enriching community plan – Open space and community infrastructure

6.2 Boosting the Economy

Box Hill is already a significant Metropolitan Activity Centre in Melbourne's eastern suburbs.

SRL East will increase this significance by reinforcing Central Box Hill as a vibrant and attractive employment destination to generate employment demand, harness development attributable to the health and education precinct, strengthen Box Hill's night and daytime economy, and support local areas of economic activity such as Box Hill South and Laburnum.

The *Economic Profile Technical Report – Box Hill* and the *Retail Assessment Technical* Report – Box Hill informed the response in the Draft Box Hill Structure Plan to the Boosting the Economy theme, as summarised in the following sections.

6.2.1 Economic profile

Context

Key commercial areas within the Box Hill Structure Plan Area will continue to provide important employment opportunities for the surrounding region, enhanced by the increased rail connectivity SRL East will provide.

The *Economic Profile Technical Report – Box Hill* reviews the current economic context, trends and outlook for the Structure Plan Area and provides direction for economic growth. Job growth sectors and the amount and type of additional employment floorspace needed by 2041 are identified, as well as possible locations for floorspace growth.

Key findings

The Box Hill Metropolitan Activity Centre has a major economic and employment role in the south-eastern region of Melbourne. Jobs in the Box Hill Structure Plan Area are concentrated in office developments, Box Hill Central Shopping Centre and surrounding retail, in the health precinct around Box Hill and Epworth Eastern Hospitals, and the education precinct around Box Hill Institute.

Office floorspace comprises 27 per cent of existing employment floorspace, attributed to the multiple high-rise offices in the core of the Box Hill Metropolitan Activity Centre. The health sector is by far the biggest employer, supporting 41 per cent of jobs (more than 7,500) within the Structure Plan Area. The public administration and safety sector is the next biggest employer, providing 13 per cent of jobs, followed by the education and training sector.

The worker population in the Box Hill Structure Plan Area is projected to increase from 18,500 (ABS 2021 Census) to 38,700 by 2041. An estimated 532,400 m^2 of additional floorspace is needed to support this jobs growth, with the greatest demand being for office space (204,100 m^2) and health employment space (175,800 m^2).

The *Economic Profile Technical Report – Box Hill* makes the following recommendations for future employment floorspace:

- Support over 200,000 m^2 gross floor area (GFA) of new high density office floorspace within the core of Box Hill – this will require careful consideration so competition from residential floorspace does not inhibit future office provisions
- Plan for an additional 176,000 m^2 of health floorspace in the health and education precinct to support projected increases in demand associated with population growth and enhanced connectivity
- Plan for an increase of up to 50,000 m^2 GFA of additional education floorspace, primarily in the health and education precinct
- Support transition of the small amount of industrial floorspace to more employment intensive uses and typologies
- Support 21,000 m^2 of entertainment uses in and around the central Box Hill area to provide amenity for future workers, residents and visitors.

Future directions in the Draft Box Hill Structure Plan

SRL East will reinforce Box Hill's importance as one of Melbourne's most significant economic centres. The health and education functions of Box Hill will strengthen, with complementary office space provided.

Locations for employment priorities within the Structure Plan Area are shown on the 'Boosting the economy plan' in Figure 18 below.

Prioritising commercial floorspace in the core of the Structure Plan area and planning for more health floorspace in the health and education precinct creates a challenge in also managing the demand for residential housing in these areas.

Retail, hospitality and entertainment near the SRL station, Box Hill Central Shopping Centre and along Whitehorse Road will create a vibrant mixed-use neighbourhood. Local areas outside the centre of Box Hill will continue to play a neighbourhood role, providing walkable access to local services, facilities and employment opportunities for surrounding residents.

Section 5.4 'Boosting the Economy' of the Draft Box Hill Structure Plan includes strategies to encourage jobs growth in defined neighbourhoods within the Structure Plan Area (the locations of these neighbourhoods are shown in Section 6 of the Draft Box Hill Structure Plan). The Draft Box Hill Structure Plan seeks to:

- Reinforce Box Hill as a key employment destination in Melbourne's eastern suburbs by prioritising office developments within the Central Box Hill neighbourhood, particularly at Prospect Street, Rutland Road and Whitehorse Road; encouraging the delivery of new office floorspace within mixed-use developments outside nominated commercial locations; and supporting office uses within the Health and Education neighbourhood
- Support the health and education sector within Box Hill's economy by prioritising the growth of health floorspace and complementary employment uses (including land for future public hospital and public health system purposes) and encouraging the delivery of tertiary education floorspace and the intensification of existing tertiary education sites in a defined Health and Education neighbourhood
- Strengthen the night and daytime economy by expanding Box Hill's reputation as a key regional attractor, ensure developments near the SRL station provide activated retail, entertainment or hospitality uses at lower level, and limit significant retail floorspace to mixed-use locations within a 200-metre catchment from the Box Hill public transport interchange
- Support existing neighbourhood centres by encouraging the growth of employment and retail functionality of commercial and mixed-use locations within Box Hill South and Laburnum, support housing and convenience retail in these areas, and safeguard local character and independent retailing through the preservation of the existing fine-grain shop front character along Canterbury Road.

An Economic Development and Investment Framework will be prepared to support sustainable economic growth, employment and investment attraction across the SRL East corridor.

The Department of Health (public hospitals and health services) has advised SRLA that further expansion of public health services will be required to support forecast growth within the Structure Plan Area. Box Hill Hospital will require expansion to meet future demand for health services and associated support services. This advice is reflected in Section 5.4 'Boosting the Economy' of the Draft Box Hill Structure Plan.

6.2.2 Retail needs

Context

Resident and worker population growth within and surrounding the Box Hill Structure Plan Area will increase retail demand.

The *Retail Assessment – Box Hill* identifies the current type and amount (m^2) of retail floorspace within the Structure Plan Area, identifies future retail needs and floorspace required, and recommends retail types and locations to support amenity and economic development.

Key findings

The Box Hill Metropolitan Activity Centre includes a strong retail offering comprising:

- Box Hill Central, a sub-regional shopping centre of 42,000 m^2 (gross lettable area or GLA) across two buildings split by the Main Street mall, directly serviced by the existing Box Hill Station
- Surrounding retail uses including finer-grain tenancies with a strong Asian influence, an established dining precinct along Carrington Street and Station Street, and other non-food users and service businesses.

The Structure Plan Area currently offers an estimated 103,100 m^2 of retail floorspace, mostly in Box Hill Central and the surrounding retail precinct. Box Hill Central is proposed to expand under a new master plan to create an additional 250,000 m^2 of flexible mixed-use space, 5000 m^2 of open space, 1,700 apartments, 80,000 m^2 of commercial space and 4000 m^2 of new retail space.

Additional retail floorspace of up to 49,000 m^2 GLA is needed within the Structure Plan Area by 2041 to provide a combined retail floorspace of up to 152,100 m^2 GLA. This will be distributed across different uses including food and beverage retail (up to 57,000 m^2), non-food retail (up to 55,500 m^2) and food retail (up to 39,600 m^2). Future retail activity should be focused within the retail core, with more modest retail uses to service employment and other activity nodes across the Structure Plan Area.

Future directions in the Draft Box Hill Structure Plan

More people living and working in the Box Hill Structure Plan Area will increase demand for retail growth that considers existing retail assets and caters to local groups, including residents and workers.

Guidance is required to consolidate and support modest growth in existing Neighbourhood Activity Centres so that retail expansion does not dilute the viability of these existing centres. This includes limiting the spread of retail growth along main roads (other than where designated), given not all commercial or residential development along these corridors will be capable of supporting ground-level retail use.

Projected employment growth in the health and education precinct will require an increase in retail facilities to support a high level of worker and visitor amenity. Retail use in this setting should be complementary and more modest in scale, avoiding competition with activity centre locations.

Section 5.3 'Enriching Community' and Section 5.4 'Boosting the Economy' of the Draft Box Hill Structure Plan include strategies to encourage retail growth within the Structure Plan Area, including those relating to:

- Supporting the expansion of Box Hill's street-based shopping and entertainment options by focusing 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
- Ensuring developments abutting the SRL station entrances provide activated retail, entertainment or hospitality uses at lower levels and limited retail floorspace to areas within a short walking distance from the Box Hill public transport interchange
- Encouraging strategically located small-scale retail, hospitality and entertainment uses in commercial and mixed-use locations outside the Central Box Hill neighbourhood to support precinct-wide activation and support local living including Box Hill South Shopping Centre and Laburnum Local Centre
- Fostering a vibrant streetscape by requiring retail, hospitality and entertainment uses with active frontages on ground levels within key streets as described in Section 6 of the Draft Box Hill Structure Plan
- Safeguarding local character and independent retailing with the preservation of the existing fine-grain shop front character along Canterbury Road.

Locations for commercial and mixed-use employment priorities within the Structure Plan Area are shown on the 'Boosting the economy plan' in Figure 18.

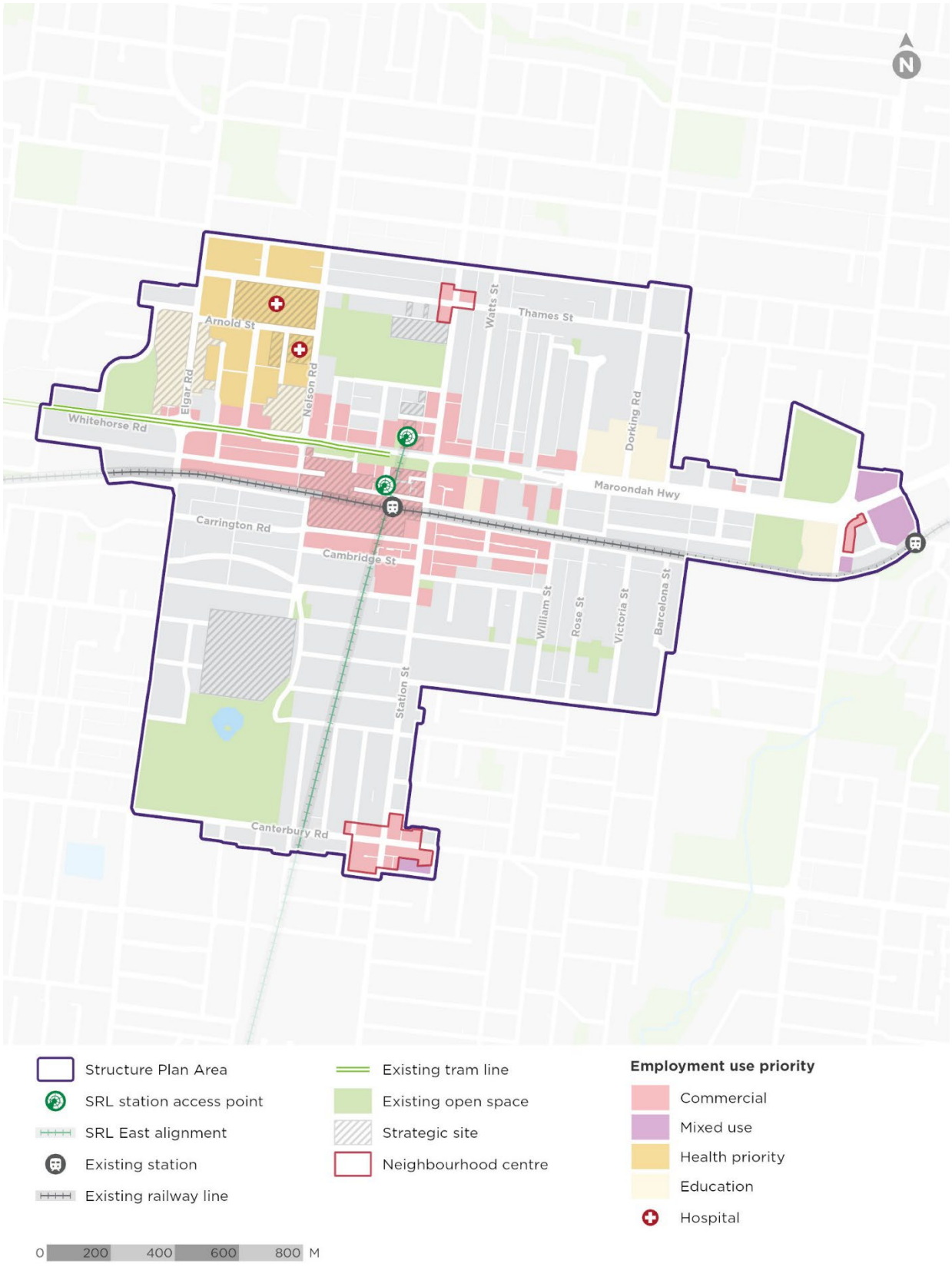


Figure 18 Boosting the economy plan

6.3 Enhancing Place

The Box Hill Structure Plan Area will need to evolve to accommodate the projected demand for new homes and employment floorspace.

New development will need to optimise the benefits of denser living and respond to the unique and distinct characteristics of Box Hill, supported by a well-connected, comfortable and welcoming public realm.

Increasing the number of people with better access to homes, jobs and services can improve environmental performance by reducing travel distances, which increases support for local businesses, reduces costs with better use of existing infrastructure, and offers a more vibrant environment that supports more diverse opportunities for cultural and recreational experiences.

Increasing density can present different challenges. The scale of density should respond to the local context and future role in supporting the Vision for Box Hill. This includes ensuring that appropriate building heights, street wall heights, building separation, setbacks and landscaping contribute to a green urban environment.

The *Urban Design Report – Box Hill* and the *Wind Technical Report* informed the response in the Draft Box Hill Structure to the Enhancing Place theme, as summarised in the following sections.

The *Urban Design Report – Box Hill* also influenced place outcomes in the Draft Box Hill Structure Plan, including for streetscapes, transport, tree canopy and ecology.

Box Hill Gardens

6.3.1 Urban design

Context

The improved accessibility and connectivity delivered by SRL East means the urban form of Box Hill will transform over coming decades. The *Urban Design Report – Box Hill* builds on the existing urban form and provides direction on where and how growth can be achieved, while maintaining Box Hill as an attractive place for people to live and work.

The report outlines urban design outcomes and recommendations for the public realm, urban form and built form. These were guided by eight Design Directions shown in Figure 19.

The Design Directions and associated strategies informed the development of Urban Form, Public Realm and Built Form frameworks, which are described below.

Figure 19 *Urban Design Report – Box Hill* Design Directions

Key findings

Public realm

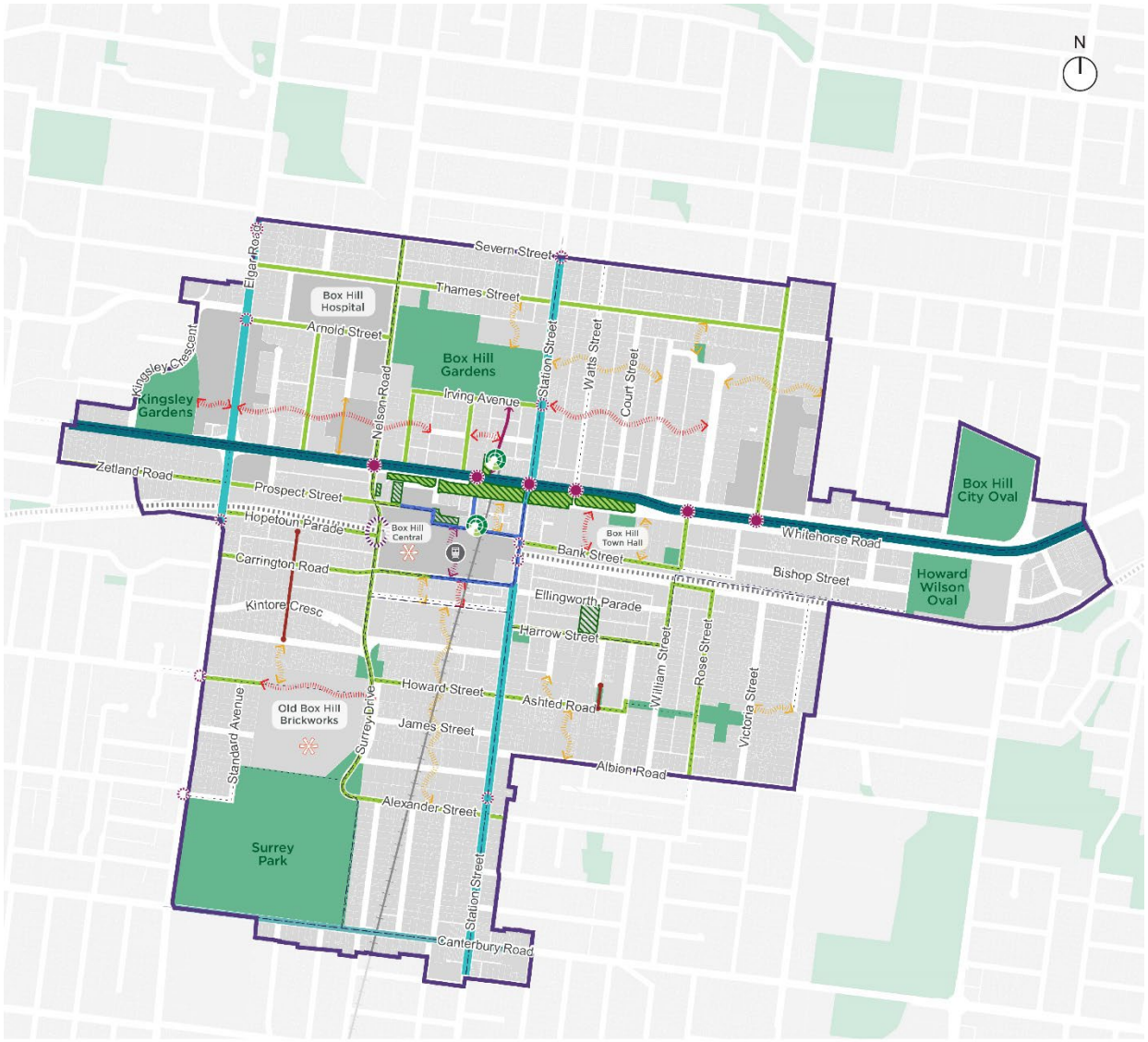
The *Urban Design Report – Box Hill* sets out a Public Realm Framework for the proposed future public realm and open space network as shown in Figure 20. The Public Realm Framework outlines outcomes and recommendations to support the important role of the public realm in ensuring that as the Structure Plan Area grows it is an inviting and attractive for walking, cycling, community life and activity that supports cooling, greening and urban biodiversity.

The Public Realm Framework identifies streetscapes and new and improved open space to enhance greening, connectivity and recreational opportunities throughout the Structure Plan Area. This includes recommendations to improve connectivity between the SRL station through the commercial / retail core and to the surrounding area, and to leverage and improve existing streets and open spaces, including the linear open space long Whitehorse Road.

The landscape and recreation values of Box Hill Gardens will have an enhanced role to service more residents and visitors, supported by the new north–south pedestrian promenade connecting Whitehorse Road to the gardens. A new open space proposed at the Ellingworth Parade / Harrow Street Council carpark will provide new opportunities for outdoor recreation in this part of Box Hill.

The heart of the Structure Plan Area will have an attractive and accessible public realm with improvements to Station Street and Carrington Road to increase appeal, support public life and activity.

A growth in walking and cycling is supported by legible and safe connections that link the SRL station to the education and medical precinct, and Surrey Park and Ovals to the east. Large street blocks will become more walkable with additional links creating a permeable street network connecting neighbourhoods.



Legend

- SRL station
- SRL East alignment
- Existing Box Hill Station
- Structure Plan Area
- Boulevard
- Avenue
- Activity Street
- Green Street
- Critical key link (new) - fixed
- Critical key link (new) - flexible
- Important key link (new) - flexible
- Local key link (new) - fixed
- Local key link (new) - flexible
- Improved pedestrian connection
- Existing open space
- Open space (new) - SRL East
- Open space (new) - planned or proposed
- Pedestrian crossing (new or upgraded)
- Pedestrian crossing (new or upgraded) - SRL East
- Work with land manager / owner to improve links and access through site

Transport legend*

- Upgraded strategic corridor
- Active transport - C1, C2, C3
- Major active transport link

**Refer to the Structure Plan Transport Plan for more detail*

Figure 20 Public Realm Framework

Urban form

The *Urban Design Report – Box Hill* sets out an Urban Form Framework for future urban form and land use attributes. The Urban Form Framework seeks to promote high amenity environments as the Structure Plan Area transitions, with diverse, liveable and productive neighbourhoods. The Urban Form Framework generally promotes mid-rise development of four to 10 storeys to deliver higher densities, with high-rise development above 12 storeys to be generally limited to the central part of the Structure Plan Area and the adjacent health and education area to the north-west. High-rise buildings are to be maintained around the SRL station, with heights stepping down around the core area and transitioning down to surrounding neighbourhoods. This approach to the built form in an urban environment is shown in Figure 21. This approach to the urban form is shown in Figure 21.

Figure 21 Distribution of built form in good urban design

The *Urban Design Report – Box Hill* encourages a range of development types across different parts of the Structure Plan Area to create places with distinct identifies, support legibility and facilitate diversity in housing and business accommodation.

Higher densities will be maintained within the commercial / retail core of the Box Hill Structure Plan Area, and are proposed to be extended along Whitehorse Road. Taller podium-tower buildings will provide retail activity and high density employment and housing, supporting the vibrant urban centre. Buildings will have an activated and continuous street wall to create a 'human-scale' street-edge that supports good public realm amenity. Above the podium, towers will be setback to maintain a sense of openness and sky views, allow solar access to the public realm, ensure reasonable amenity for tower occupants and maintain equitable development opportunities for neighbouring properties.

Areas immediately adjacent to and/or well-integrated with an activity centre offer a high level of accessibility to jobs and services and are appropriate locations for a higher level of intensification. Mid-rise apartments and mixed-use buildings will support a well-activated and strongly framed public realm with continuous and activated street walls with rear setbacks for canopy trees.

The Box Hill and Epworth hospitals, along with Box Hill Institute, are key anchors in the Health and Education neighbourhood and will continue to play an important role as it grows. Creating streets and places that feel safe and comfortable, and can support a mix of activities, will improve the amenity of the neighbourhood. This includes through the design of buildings that can support 24-hour use and make a positive contribution to the public realm.

Station Street, Whitehorse Road East and parts of Canterbury Road are generally wider roads that carry public transport to provide a high level of accessibility to jobs and services. This greater road width enables taller, continuous buildings to be accommodated without overwhelming the street. These areas will allow for a range of land uses with commercial capable floorspace at the ground floor. Mid-rise apartments and mixed-use buildings will frame the wide roads, creating a continuous, activated street wall that complements the scale of the street. Above the street wall, upper building levels will be setback to manage solar access and building bulk impacts. Buildings will be setback at the front and the rear for trees and landscaping.

A more moderate level of growth is proposed in the surrounding residential neighbourhoods. Development types comprise four to six storey buildings on amalgamated lots and three-storey low-rise townhouses on single lots in garden settings, as shown in Figure 22.

In places at the edge of the Structure Plan Area, four-storey apartments are recommended. The development of four to six-storey apartments will rely on the amalgamation of two typical lots. Generous building setbacks, including upper levels setbacks above four storeys, will manage the change in scale from the existing built form and allow for landscaping. Importantly, building setbacks will retain and strengthen the leafy character by providing for 35 per cent deep soil planting for canopy trees in apartment developments, and for 20 to 25 per cent in townhouses. This urban form will offer a different housing choice to other parts of Box Hill that responds to the existing character.

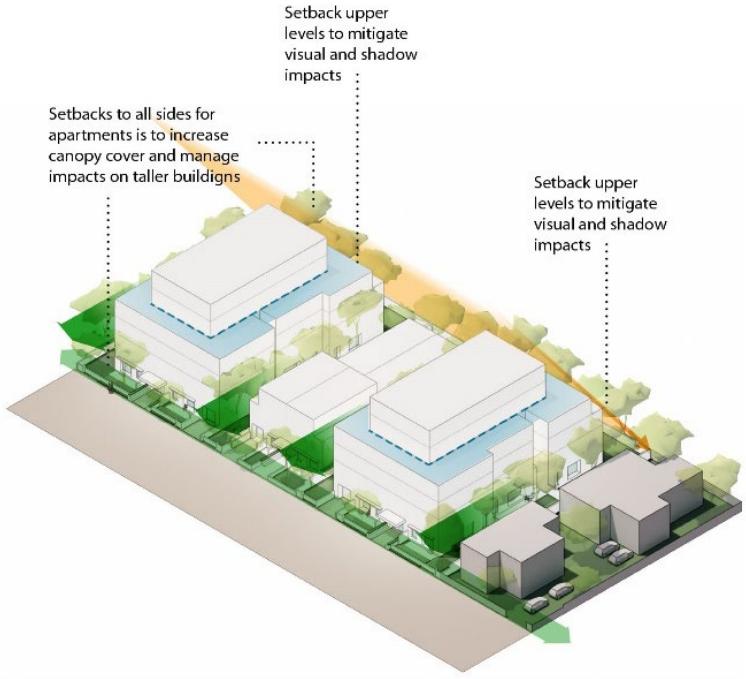


Figure 22 Mid-rise apartments and townhouse in garden settings

Built form

The *Urban Design Report – Box Hill* outlines a Built Form Framework to support an inviting public realm and ensure high-quality and responsive development.

An inviting public realm will be supported by the careful design of built form to consider matters such as building orientation, tower separation and provision of sunlight to the public realm, weather protection to buildings in active urban areas, and ensuring engaging building facades and active frontages in commercial and mixed-use areas to provide a sense of address to streets.

A high-quality and responsive built form will be achieved by ensuring reasonable internal amenity and equitable development opportunities through upper level building setbacks, requiring generous rear setbacks and the transition of building heights from higher to lower interfaces.

Enhancing landscaping and canopy trees in development outside the core will maintain the leafy character of the Structure Plan Area by encouraging taller buildings to mark key locations and ensuring buildings with an interface to public open space provide passive surveillance, landscaped setbacks and an appealing legible composition.

Future directions in the Draft Box Hill Structure Plan

The design directions, strategies, outcomes and recommendations of the *Urban Design Report – Box Hill* informed the development of Section 5 'Strategic response' and Section 6 'Neighbourhoods' of the Draft Box Hill Structure Plan. Figure 23 summarises how the urban design findings were incorporated into the Draft Box Hill Structure Plan.

While the findings in the *Urban Design Report – Box Hill* form the basis of the built form approach, the Draft Box Hill Structure Plan was also informed by other considerations. This includes the projected demand for housing, retail and employment uses set out in the *Housing Needs Assessment - Box Hill*, *Economic Profile Technical Report - Box Hill* and *Retail Assessment - Box Hill* (outlined in Sections 5.1 and 5.2 of this Background Report) and stakeholder feedback received during the Key Directions consultation. The built form approach in the Draft Box Hill Structure Plan also

responds to Victorian Government policy and the Vision for Box Hill, which seek to maximise change in highly accessible locations, particularly around the SRL station at Box Hill.

In key locations, the *Urban Design Report – Box Hill* recommends that surrounding development consider solar access to public realm. The Box Hill Structure Plan balances solar access considerations with the strategic role, desired activity, and function of the public realm network and the broader neighbourhood.

In some instances, the *Urban Design Report – Box Hill* may recommend indicative heights as a range, generally with a single storey and/or one metre tolerance. In these instances, the Draft Box Hill Structure Plan has generally adopted the upper limit of the range as the preferred maximum height

In the north-east corner of the Gardens neighbourhood, the Draft Box Hill Structure Plan states a preferred maximum height of four storeys for the southern side of Thames Street and western side of Dorking Road. This is lower compared to the *Urban Design Report – Box Hill* which states a preferred height of up to six storeys. A lower height limit allows for a transition in scale away from the SRL station and a uniform approach to heights along both sides of the street, and will have negligible impact on the Draft Box Hill Structure Plan's long-term housing growth aspirations. The proposed change is supported by stakeholder and community feedback.

In the western edge of the Surrey neighbourhood, the Draft Box Hill Structure Plan proposes a preferred maximum height of four storeys for the area bounded by Whitehorse Road to the north, Hood Street to the west, Zetland Road to the south, and properties 43 Zetland Road and 766 Whitehorse Road to the east. This differs from the Urban Design Report – Box Hill which recommends a preferred height of up to 6-7 storeys facing Whitehorse Road and 4 storeys facing Zetland Road. The proposed 4 storey preferred height in the Draft Box Hill Structure Plan seeks to facilitate a transition in scale to the surrounding areas outside of the Box Hill Structure Plan Area, while applying a consistent preferred height to individual properties by following existing lot boundaries. This proposed change will have negligible impact on the Draft Box Hill Structure Plan's long-term housing growth aspirations and is supported by stakeholder and community feedback.

Urban Design Report	How urban design findings were used in Structure Plans	Structure Plan
Public Realm		
Design Direction 1: Ensure streets are inviting places that support community life	Informed strategies and actions to establish a network of activity streets, boulevards, avenues and 'green streets'	ENHANCING PLACE **Objective 12**: Create a network of streets and public spaces that are vibrant, inviting and support growth
Design Direction 2: Promote active transport access	Informed the objective to 'create a legible and safe active transport network'	BETTER CONNECTIONS **Objective 16:** Create a legible and safe active transport network
Design Direction 3: Foster resilient urban environments	The tree canopy cover, landscape and water sensitive urban design focus is reflected in the Empowering Sustainability strategies and actions	EMPOWERING SUSTAINABILITY **Objective 22:** Facilitate a cool, green, biodiverse environment **Objective 23:** Embed Integrated Water Management in the Box Hill Structure Plan Area
Design Direction 4: Facilitate outdoor recreation	Recommendations for open space informed the objective and actions to *'*create a connected and accessible open space network for those who live and work in Box Hill'	ENRICHING COMMUNITY **Objective 6:** Create a connected and accessible open space network for those who live and work in Box Hill
Urban Form		
Design Direction 5: Provide for growth in a form that delivers high amenity environments	Recommendations to increase density throughout the Structure Plan Area in different forms that still deliver high amenity aligns with the objective to 'ensure the scale of built form is responsive to its context'	ENHANCING PLACE **Objective 11:** Ensure the scale of built form is responsive to its context
Design Direction 6: Establish diverse, liveable and productive neighbourhoods	The geographically aligned strategies and the design logic for each type of place are embedded in the Enhancing Place objectives Influenced the Boosting the Economy and Enriching Community objectives; for example, land use facilitation for employment and appropriate new housing areas	ENRICHING COMMUNITY **Objective 2:** Facilitate the growth of high-quality housing BOOSTING THE ECONOMY **Various objectives**
Built Form		
Design Direction 7: Support an inviting public realm	Translated in the objective 'to ensure new development contributes positively to the public realm' through strategies that encourage a sense of address, provide active frontages and minimise overshadowing and weather impacts	ENHANCING PLACE **Objective 13:** Ensure new development contributes positively to the public realm
Design Direction 8: Ensure high-quality and responsive built form	The guidance for amenity, setback and transitions has been interpreted within the objective and strategies that consider building setbacks and separation, on-site amenity, off-site amenity impacts and equitable development for adjoining sites	ENHANCING PLACE **Objective 14:** Ensure new buildings provide a good level of amenity for occupants

Section 6: Neighbourhoods

Figure 23 How urban design findings have been incorporated into the Draft Box Hill Structure Plan

6.3.2 Wind

Context

The *Urban Design Report – Box Hill* and the Vision for Box Hill propose intensifying the scale of built form from the existing activity centre and surrounding lower-scale area with more multi-storey buildings, including more medium density development.

The *Wind Technical Report* analyses existing wind conditions, as well as the future highly developed scenarios in each Structure Plan Area. The report provides criteria for walking, standing and sitting comfort and safety, and makes recommendations for urban design to reduce wind within the Structure Plan Area.

Key findings

Existing conditions within the Structure Plan Area primarily relate to walking and standing criteria. Some areas exhibit more uncomfortable conditions, such as around Whitehorse Towers, the Australian Tax Office (ATO) building on Whitehorse Road and Sky One tower on Station Street. Given these existing heights, the assessment finds future development should not worsen wind locations in these areas and may improve them.

Future development within the Structure Plan Area will improve overall comfort conditions in the area, with more places meeting the sitting criterion – particularly along Whitehorse Road, Surrey Park, Bolton Park and Whitehorse Reserve. In addition, the modelled conditions indicate that wind around the ATO building and the existing Box Hill Station would improve.

In existing and forecast future wind conditions, safety exceedances are found in some mixed-use and retail areas east of Station Street along Canterbury Road.

Future directions in the Draft Box Hill Structure Plan

The *Wind Technical Report* recommends requiring wind studies at the development application stage, depending on proposed building heights, so that future development does not create negative wind impacts to the public realm. Identified safety exceedances can be mitigated by specific building designs or baffling effects to protect future sitting areas.

Section 5.5 ‘Enhancing Place’ of the Draft Box Hill Structure Plan includes strategies for new development and building design to minimise adverse wind impacts to provide a safe and comfortable environment for future residents, workers and visitors. This includes measures such as applying podiums and setbacks to taller developments or using chamfered corners on unshielded facades in areas where wind impacts are anticipated to be more problematic.

Further guidance is provided in Section 6 ‘Neighbourhoods’ of the Draft Box Hill Structure Plan to ensure the wind impacts of new development near public spaces (or spaces where sitting or standing will be encouraged) are mitigated by future built form design, including through block links to improve unsafe wind conditions caused by future development.

6.4 Better Connections

The focus of the SRL station at Box Hill is the creation of a well-designed public transport interchange and an integrated active and public transport network.

Improved connections for pedestrians, cyclists and public transport will support this, particularly within the Central Box Hill neighbourhood where intensive new development is planned.

The existing Box Hill Station will form part of the new public transport interchange to facilitate a safe and easy interchange between SRL, the Belgrave / Lilydale Line and bus services.

Paid-to-paid connections between the two stations without the need for commuters to ‘touch off’ their transport card will support this seamless interchange. The design of the SRL station allows for a direct paid area connection and the Draft Box Hill Structure Plan for the area does not preclude it.

The *Transport Technical Report – Box Hill* and the *Precinct Parking Plan – Box Hill* informed the response in the Draft Box Hill Structure Plan to the Better Connections theme, as summarised in the following sections.

6.4.1 Transport

Context

The *Transport Technical Report – Box Hill* assesses how transport modes will respond to the forecast land use changes and increased transport demand within the Box Hill Structure Plan Area. The report assesses existing transport conditions within and at the periphery of the Structure Plan Area, and the impact of projected resident and worker population growth on the transport network.

The report makes infrastructure and non-infrastructure recommendations. Infrastructure recommendations focus on improving strategic and local corridors, optimising sustainable active and public transport networks to promote these modes while maintaining car access via the existing arterial road network. The non-infrastructure recommendations focus on policy and statutory planning initiatives to promote sustainable transport choices, and to manage parking, kerbside activities and freight deliveries.

Key findings

Mode share

Despite existing public transport options, most trips from, to and within the Box Hill Structure Plan Area are by private vehicles on a typical weekday (60 per cent), with 15 per cent by public transport and 25 per cent by active travel. By 2041, population and jobs growth combined with movements associated with the SRL station at Box Hill will see total trips from, to and within the Structure Plan Area grow from 19,600 today to 34,900 during a typical peak hour. If current travel practices continue, there would be some shift to sustainable modes but an additional 3,500 more car trips during the typical peak.

The *Transport Technical Report – Box Hill* identifies a target mode share to achieve a shift toward sustainable transport modes in Box Hill. Shifting short trips to more sustainable modes, supported by intensified land use close to public transport facilities, is critical to enabling this outcome. The Growth in car trips can be accommodated on the existing road network (accounting for changes proposed as part of the SRL East rail works). Fifty per cent of the 34,900 trips that start, end or are wholly within the Structure Plan Area in 2041 are within Box Hill and surrounding suburbs (a 5-kilometre radius), highlighting the high number of short trips made to nearby services. Improved walking and cycling infrastructure will support the attractiveness of more sustainable transport modes for these trips.

The mode share projections show potential for Box Hill to accommodate a significant percentage of the growth in trips to 2041 by increasing the share of public transport and active transport trips in peak periods. The mode share projections are shown in Figure 24.

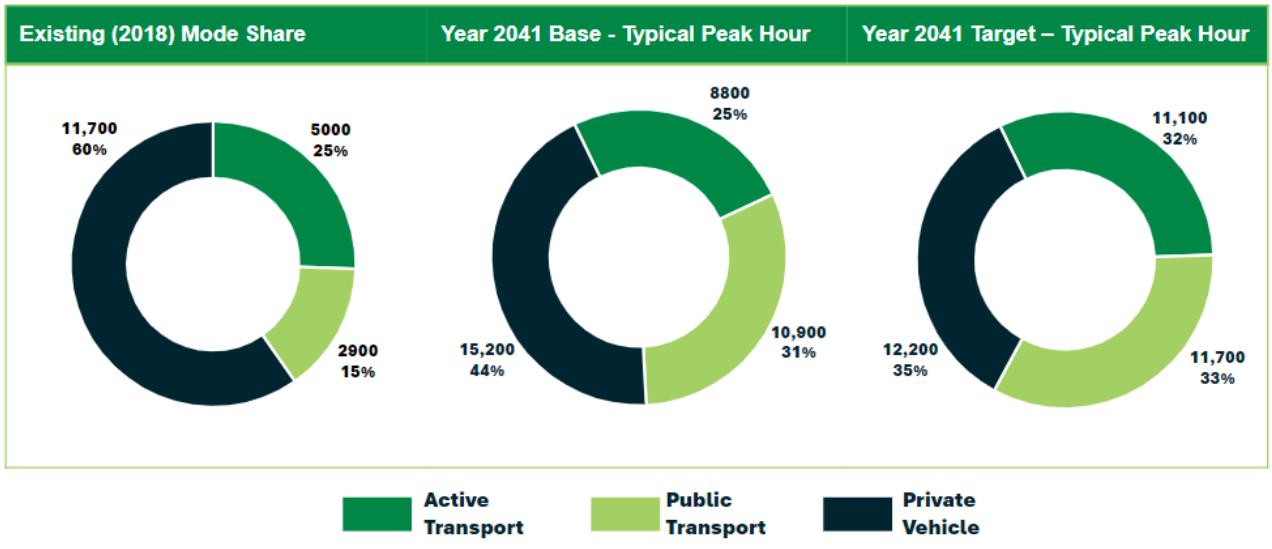


Figure 24 Mode share scenario projections, typical peak hour (average of AM / PM peak 1 hour)

Source: VITM

Mode share modelling approach

A comparison of the land use and transport characteristics of the SRL East Structure Plan Areas has been undertaken, using a score-based methodology, to estimate an appropriate modal share target for each. 'Transit score' is a patented measure of how well a location is served by public transit; 'walk score' measures the walkability of any address; and 'bike score' measures whether a location is good for cycling.

The Box Hill Structure Plan Area has the highest transit score and is served by bus, rail and tram services centred around an activity centre that has undergone the largest scale of development uplift in the last 20 years. The Clayton, Cheltenham and Glen Waverley Structure Plan Areas each have an existing railway station and adjacent bus interchange near existing activity centres, with a similar walk score for all three Structure Plan Areas. The Burwood and Monash Structure Plan Areas have the lowest walk scores with no access to existing railway stations and little recent land use change.

Based on the above groupings the following targets for have been set to increase sustainable transport compared to the baseline scenario:

- The Box Hill Structure Plan Areas has been set the lowest increase of 15 per cent in sustainable transport mode share as some mode shift has already occurred with development in recent years. Of this 15 per cent increase, 75 per cent of trips are aimed to be shifted to active transport and 25 per cent to public transport
- The Clayton, Cheltenham, and Glen Waverley Structure Plan Areas have been set the highest increase of 25 per cent in sustainable transport mode share because they have a more immediate potential for change. Of this, 25 per cent increase, 75 per cent is allocated to people changing modes to active transport and 25 per cent to public transport
- The Burwood and Monash Structure Plan Areas have been set an increase of 20 per cent in sustainable transport reflecting the significant potential for change expected to occur closer to the opening of the SRL station. Of this 20 per cent, increase, 75 per is allocated to people changing modes to active transport and 25 per cent to public transport.

A high proportion of the projected growth in sustainable transport mode share is attributed to more active transport trips. This is due to the planned increase in the density and diversity of land uses in each Structure Plan Area, making walking and cycling more attraction options for short trips. This is supported by actions in each Structure Plan that focus on improving walking and cycling access within the Structure Plan Areas.

Transport network

The *Transport Technical Report – Box Hill* identifies the Draft Box Hill Structure Plan must focus on locations where active transport and public transport connectivity can improve, while maintaining general traffic and freight movements along key road networks.

Box Hill is serviced by the Belgrave / Lilydale Line and a network of bus routes operating from the Box Hill Bus Interchange and along key arterial roads. Box Hill is also serviced by tram route 109 along Whitehorse Road, which runs to and from Port Melbourne to the Box Hill Central terminus. Transport interchanges are not well integrated and the bus network has indirect route alignments, inconvenient transfers and low priority. Limited bus services in the north and low service frequencies outside the centre of Box Hill create gaps in the network.

Box Hill caters to a significant level of through traffic and prioritises private vehicle travel. Areas such as Whitehorse Road, Station Street and Elgar Road experience congestion and modal conflicts at peak periods. Pedestrian accessibility is interrupted by barriers to movement including along high-traffic roads with limited crossing opportunities and large urban blocks. Priority for pedestrians and cyclists is low, leading to traffic conflicts, limited infrastructure, long wait times and long trip distances.

The SRL station at Box Hill will form a key public transport interchange as the northern gateway to SRL East.

Future directions in the Draft Box Hill Structure Plan

The transport ambition for the Box Hill Structure Plan Area is to encourage people to choose more active and public transport trips over the private car.

Section 5.6 'Better Connections' of the Draft Box Hill Structure Plan includes strategies to:

- Connect and integrate multi-modal transport options, facilitating a network of strategic and local transport corridors

- Prioritise walking and cycling to connect key destinations and broader regional strategic transport routes
- 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
- Locate the highest density housing and employment close to high-quality walking, cycling and public transport routes
- Investigate a future high-capacity public transport corridor along Whitehorse Road east of Station Street
- Investigate pedestrian and cycling link over the Belgrave / Lilydale Line between Nelson Road and Thurston Street.
- Direct private vehicles and freight to the strategic traffic and freight network, away from priority walking and cycling areas and off local streets to protect local streets and residential neighbourhoods as lower-speed and safe streets.

These outcomes will also improve street and public space activation, providing greater support for local businesses and the local economy.

The Draft Burwood Structure Plan also directs growth so that, while resident and worker populations increase, it can be managed through greater use of sustainable transport and limiting increases in car trips.

A network of corridors

The new transport network in Box Hill will establish or reinforce multimodal movement corridors within the Structure Plan Area, which are defined by the following hierarchy:

- **Strategic corridors** provide high-quality connections that prioritise the movement of one or more transport modes. They provide safer and more direct routes for large volume trips to, from and through Box Hill, connecting to key destinations
- **Local corridors** provide attractive connections for moving within Box Hill to local destinations and connect to strategic corridors.

A variety of modes of transport are catered for within this hierarchy, including walking, cycling, traffic and public transport so that residents can meet their daily needs in an easy, equitable and sustainable manner.

These hierarchies are shown on the 'Better connections plans' for active transport, public transport and general freight and traffic in Figure 25 to Figure 27.

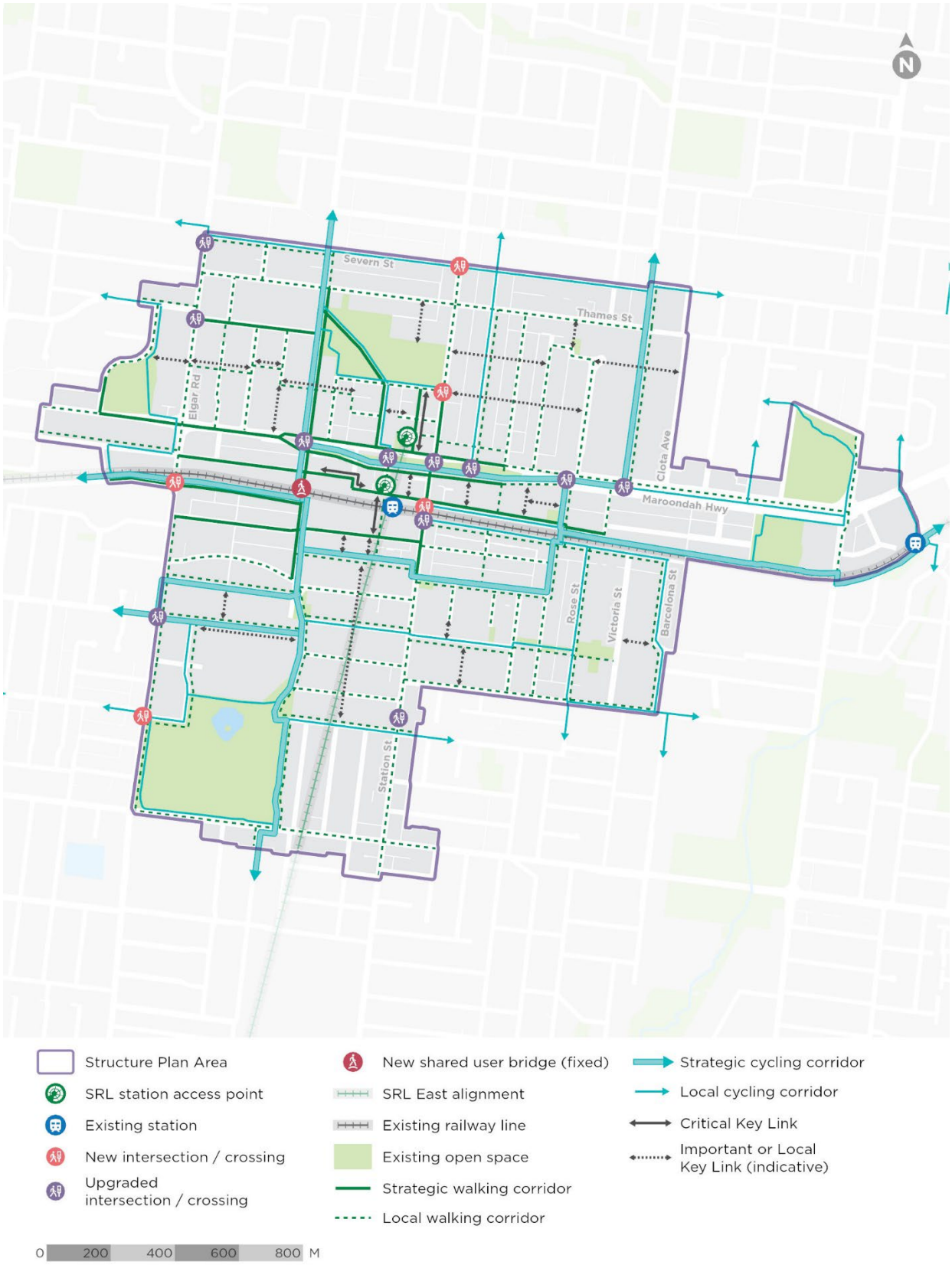


Figure 25 Better connections plan – Active transport

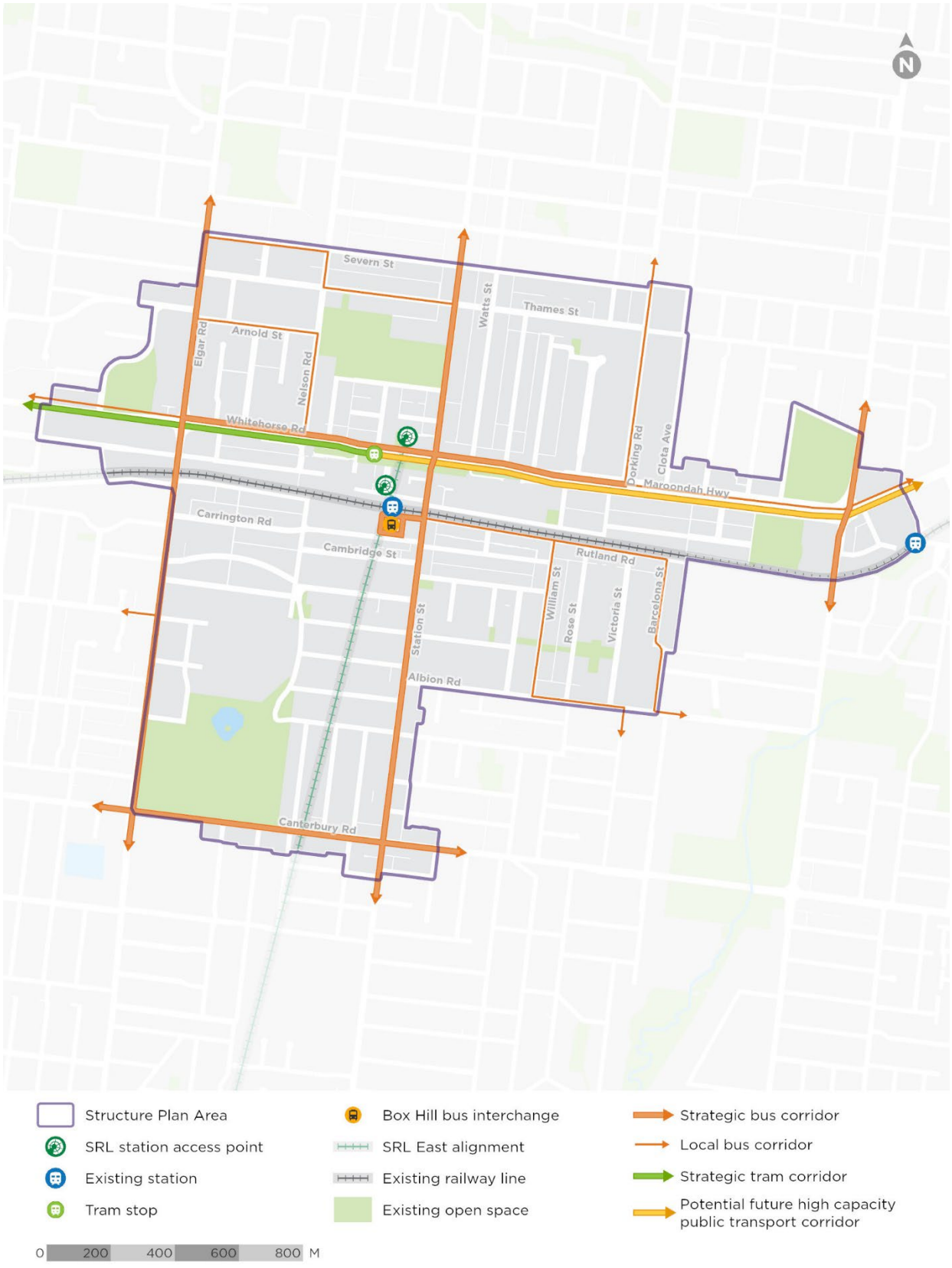


Figure 26 Better connections plan – Public transport

Figure 27 Better connections plan – General traffic and freight

6.4.2 Parking

Context

Resident and worker population growth within the Box Hill Structure Plan Area will increase pressure on car parking facilities.

The *Precinct Parking Plan – Box Hill* (prepared as an appendix to the *Transport Technical Report – Box Hill*) assesses existing car and bicycle parking conditions within the Box Hill Structure Plan Area and makes recommendations for an integrated approach to managing parking supply and demand.

Tools and strategies to encourage active and public transport trips are described, including two new parking overlays for the Structure Plan Area.

Maximum car parking and minimum bicycle parking recommendations focus on areas with high accessibility and where higher density development is planned along the SRL station and around the Box Hill Hospital (Parking Overlay Area A).

A mix of minimum and maximum car parking rates are proposed for the rest of the Structure Plan Area (Parking Overlay Area B).

Findings

Parking provision

A significant number of on-street and off-street car parking spaces are provided within the Box Hill Structure Plan Area, with a high concentration within central Box Hill and at the existing Box Hill Station. Residential and non-residential areas predominantly rely on restricted street parking. Short-term restricted parking in some residential areas implies intrusion from non-residential uses.

Public bicycle parking provision within the Box Hill Structure Plan Area is low with low demand, particularly in uncovered areas or areas with perceived security and safety risks. Ground-level car parking facilities such as kerbside parking impacts comfortable bicycle access along key roadways. There are limited end-of-trip facilities for cyclists.

The average residential car ownership rate within the Structure Plan Area is generally equal to or less than the car parking provision requirements of the Whitehorse Planning Scheme. Continued provision of car parking at current rates will increase congestion and the inefficient use of space. Improving cycling infrastructure will promote a shift from private vehicles and reduce car parking demand.

Parking rates

The *Precinct Parking Plan – Box Hill* recommends the introduction of two Parking Overlay Areas (zones) across the Structure Plan Area as shown in Figure 28.

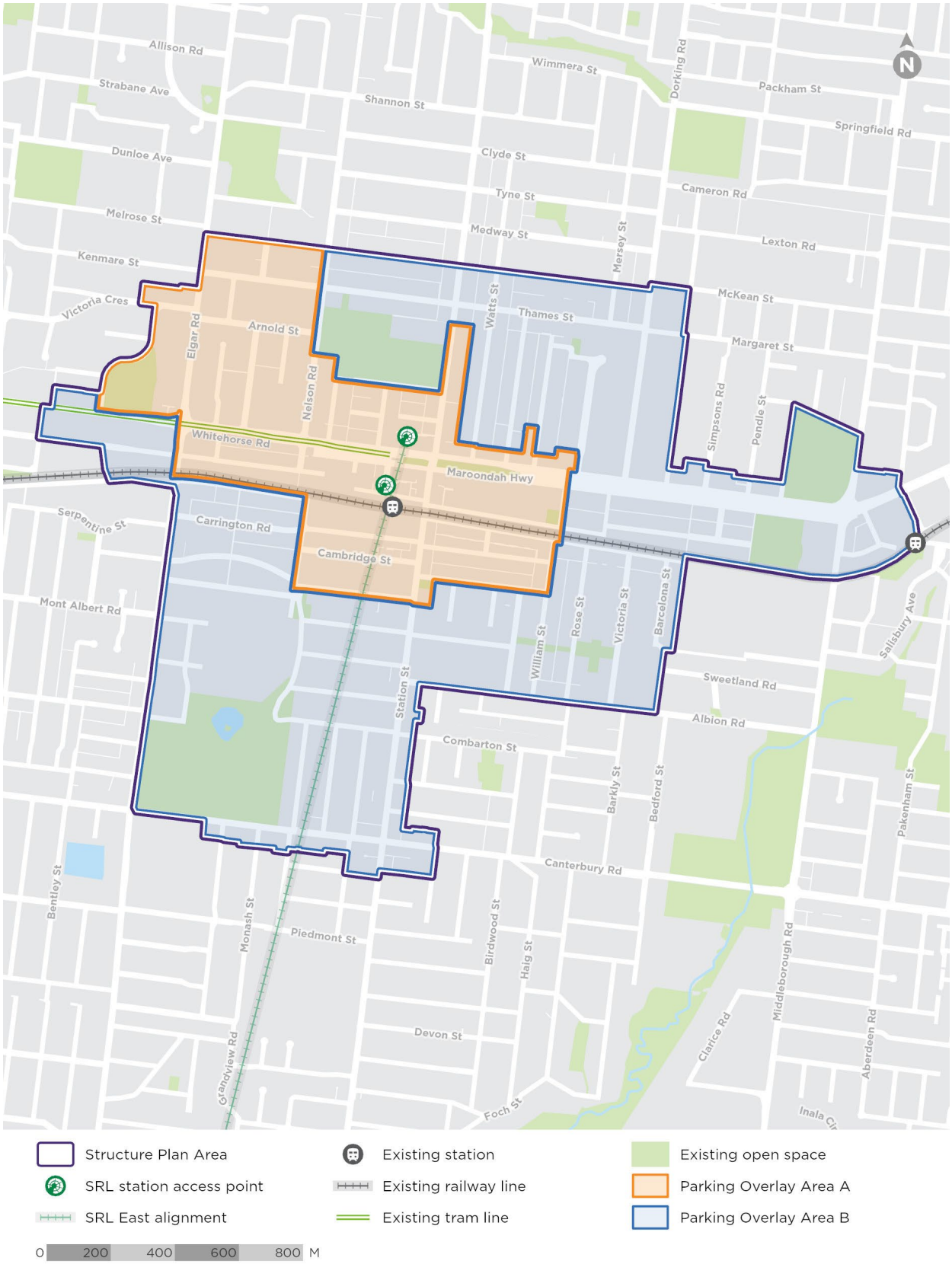


Figure 28 Box Hill recommended parking overlay zones

Parking Overlay Area A encompasses areas with high accessibility where the highest density development is planned. Maximum car parking rates are proposed here to enable developments to respond to land use changes while accessibility improves over time. While maximum car parking rates require consideration of the impact on on-street parking, discretionary controls to exceed the maximum rate in appropriate locations can be implemented.

The rest of the Structure Plan Area covered by Parking Overlay Area B is generally further from higher capacity public transport corridors or immediate access to services, and in areas of proposed lower built form, often where there is existing single-lot residential development.

Accordingly, Parking Overlay Area B maintains minimum parking provision rates but proposes to introduce maximum parking rates to help manage parking over time. The maximum rates for residential dwellings in Area B are higher than in Area A reflecting the difference in accessibility. The retention of minimum parking rates recognises that people will likely continue to rely on private vehicles to access areas covered by Parking Overlay Area B as they are further from stations, other public transport and the focus for highest density housing. However, making provision for residential maximum parking rates within Parking Overlay Area B provides some limitation to carparking supply, reflecting a long-term mode share shift across the entire Structure Plan Area in time, particularly once the SRL station opens.

Maximum parking rates will require consideration of on-street parking management, kerbside management and freight and loading controls in consultation with the City of Whitehorse and major landowners (such as Vicinity Centres). On-street parking management should involve parking restrictions, including short-term, paid and permit provision spaces, centralisation of loading facilities and greater supply of *Disability Discrimination Act 1999 (*Cth) (DDA) compliant parking spaces.

The approach to setting parking rates is different for residential and commercial and other uses because of the different evidence bases available to underpin the proposed rates. SRLA has used evidence consistent with standard industry practice. For residential dwellings, this means the focus has been on car ownership rates using Australian Bureau of Statistics (ABS) Census data. Lower current car ownership is an indication that future car parking rates can be lower. For commercial and other uses, parking rates are linked to walk and transit scores that assess the accessibility of places to alternative transport options or other services, indicating reduced demand for parking.

The *Precinct Parking Plan – Burwood* also recommends minimum bicycle parking rates of one parking space for dwellings for one or two-bedrooms and two spaces for dwellings with three or more bedrooms. These minimum rates are significantly higher than current requirements which are based on the number of dwellings, and not bedrooms. For commercial and retail premises, the recommended bicycle parking provision is one space per 300 m^2 of leasable floor area (LFA) and 0.6 customer spaces per 100 m^2 LFA if the LFA exceeds 500 m^2.

The characteristics of the Structure Plan Area will change over time. The *Precinct Parking Plan – Box Hill* is intended to be a 'live document' where the approaches to parking management will be monitored and reviewed to reflect requirements into the future.

Future directions in the Draft Box Hill Structure Plan

The parking recommendations align with other outcomes sought by the Draft Box Hill Structure Plan in relation to the integration of land use, development and transport, particularly the ambition to achieve an all-inclusive transport network anchored by sustainable travel modes that guide a shift to the efficient use of car parking facilities.

On-street parking management in higher density locations will maintain parking access for priority users and optimise the movement of people in activated and accessible areas. The co-location of alternative parking options (such as car share, bike and scooter parking) in these areas (which are practical, safe and accessible) will also support people to choose sustainable transport modes.

To effect this change, the Draft Box Hill Structure Plan encourages the provision and upgrading of active transport infrastructure to offer more attractive alternatives to private vehicle use. Increasing the number of DDA-compliant parking spaces will also support people who need to travel by car.

Section 5.6 'Better Connections' of the Draft Box Hill Structure Plan lists strategies to manage the demand and supply of parking facilities, including:

- Improve the provision and standard of bicycle parking and end-of-trip facilities within new developments to encourage a shift to sustainable modes
- Limit the supply of car parking spaces in new development consistent with the accessibility of the Structure Plan Area
- Encourage the integration of micro-mobility and car share schemes and cycle infrastructure within new developments
- Encourage the consolidation of existing car parking facilities to reduce their visual impact

- In key locations, encourage alternative and adaptable uses for car parking facilities and structures when these are no longer required for parking
- Improve on-street parking management to optimise streets for walking and cycling.

6.5 Empowering Sustainability

The Vision for Box Hill is for quality environments, clean water, the protection and extension of tree canopy cover and improved sustainability for buildings.

The design of new development and public spaces should elevate sustainability standards, with consideration given to climate risks and support for local renewable energy generation, use and storage. Reducing waste and using recycled and sustainable resources should be a focus.

Creating a cooler and greener urban environment and embedding integrated water management principles should be a priority.

The *Climate Response Plan – Box Hill* and the *Integrated Water Management Strategy* informed the response in the Draft Box Hill Structure Plan to the Empowering Sustainability theme, as summarised in the following sections.

6.5.1 Climate response

Context

A key challenge for the Box Hill Structure Plan Area is to achieve the projected population growth and higher density development in a sustainable manner. The *Climate Response Plan – Box Hill* identifies sustainability challenges and opportunities within the Structure Plan Area and makes recommendations to improve sustainability and build climate change resilience, including with planning mechanisms.

Key findings

The main sustainability challenges and opportunities in the Box Hill Structure Plan Area include achieving net zero carbon emissions, adopting integrated water management and circular economy principles, taking place-based measures to promote zero emissions transport, adapting to climate change, enhancing and protecting the natural environment, and mitigating urban heat island impacts.

Energy use accounts for 75 per cent of municipal greenhouse gas emissions. The emissions are attributable to the large share of residential buildings, particularly stand-alone buildings, and a low uptake of small-scale solar installations. There are opportunities to plan for new energy technologies to enable a smooth, transition to net zero, and to embrace sustainable design practices so that new developments are low in carbon and powered by renewable energy.

Current recycling rates in the Box Hill Structure Plan Area are approximately 47 per cent, with the remainder of resources going to landfill. There are limited minimum targets in the Whitehorse Planning Scheme to manage operational waste and a lack of prescriptive requirements on material choice or embodied energy reduction for developments. There are opportunities to embed circular economy principles to support zero / reduced waste outcomes in the design, construction and operation of new development.

The Structure Plan Area depends on a potable water mains network, with no alternative water supply. There are opportunities to support alternative water provision and embed other integrated water management principles in the development of the Structure Plan Area to build climate change resilience and create functional, high-quality green networks that keep water in the landscape.

Box Hill is also vulnerable to urban heat island effects due to limited open space and tree canopy coverage, which will reduce outdoor thermal comfort as average temperatures increase over time. Urban heat island pockets exist in the centre around the existing Box Hill Station and adjoining commercial areas. There is opportunity to mitigate the urban heat island effect and reduce the impact of a changing climate on Box Hill residents and workers by incorporating sustainability into the design of new development and increasing tree canopy cover.

The *Climate Response Plan – Box Hill* recommends that new buildings above 5,000 m^2 gross floor area (GFA) achieve a Green Star Buildings rating (or equivalent independent standard) to maximise building sustainability performance and contribute to Victoria achieving its net-zero carbon emissions target by 2045. New buildings below this threshold are encouraged to achieve a Built Environment Sustainability Scorecard (BESS)-8 'Excellence' rating. The adoption of these tools and thresholds aligns with international benchmarking, government policy and approaches adopted for other structure planning projects of a similar scale.

Future directions in the Draft Box Hill Structure Plan

Climate resilience is recognised in the Draft Box Hill Structure Plan as a key pathway towards supporting a sustainable community. The Structure Plan Area is already exposed to climate change impacts, and existing and new infrastructure and development will need to manage a changing climate and extreme weather events.

Section 5.7 'Empowering Sustainability' of the Draft Box Hill Structure Plan includes objectives and strategies to address sustainability challenges and achieve sustainability opportunities within the Structure Plan Area. Objective 22 is to 'Facilitate a cool, green, biodiverse environment', including an aspiration to achieve a tree canopy cover target of 30 per cent on public and private land by 2041.

In addition to reducing the urban heat island effect, increasing tree canopy cover can facilitate more active transport use (by making streets pleasant for pedestrians and cyclists), contribute to the new preferred character of neighbourhoods, and improve habitat diversity and connectivity for wildlife. The amount of canopy cover to be achieved varies across the Structure Plan Area, depending on the individual place type and the objective sought for each neighbourhood.

Public spaces, including parks, plazas and roads present significant opportunities to increase overall canopy cover. These areas make up a large proportion of the Structure Plan Area and can support more canopy tree planting. The *Transport Technical Report – Box Hill* and *Precinct Parking Plan – Box Hill* seek to improve sustainable active and public transport infrastructure within these key places and networks to reduce carbon emissions.

Other measures to improve sustainability include strategies for renewable energy infrastructure, prioritising innovative water sensitive urban design (WSUD) measures and delivering a network of 'green streets' connecting neighbourhoods and open spaces. The *Climate Response Plan – Box Hill* identifies that Green Star buildings with a 5-star rating are an effective tool to deliver climate responsive developments powered by renewables, built with lower-carbon materials and high efficiency.

Section 5.7 'Empowering Sustainability' of the Draft Box Hill Structure Plan includes sustainability strategies relating to:

- Encouraging development to be fossil-fuel free, highly energy efficient and built with lower upfront emissions and embodied carbon
- Requiring a 5-star Green Star standard (or equivalent) for all buildings greater than 5,000 m^2 GFA and aiming to meet the BESS-8 'Excellence' rating for new buildings less than 5,000 m^2 GFA
- Planning for the future provision of an alternative water supply via 'third pipe' plumbing in developments to service toilets, washing machines and landscaped areas
- Encouraging renewable electricity generation and use at a precinct and neighbourhood scale.

6.5.2 Integrated water management

Context

The *Integrated Water Management (IWM) Strategy* identifies opportunities in the Box Hill Structure Plan Area to reduce reliance on potable (drinking) water, minimise stormwater runoff and localised flood risk, and improve water quality.

A preliminary IWM assessment undertaken for the *IWM Strategy* identifies opportunities to explore short, medium and longer-term IWM initiatives within the Structure Plan Area with government stakeholders, water authorities and water retailers.

Key findings

Higher density development and population growth will increase demand for potable water within the Box Hill Structure Plan Area by 96 per cent by 2041. Reliance on potable water could be reduced by up to 35 per cent with a combination of rainwater tanks (in private developments) and recycled water supply, and stormwater harvesting (for irrigating open spaces and trees).

The IWM assessment found the Mean Annual Runoff Volume (MARV) of stormwater will increase 16 per cent within the Structure Plan Area by 2041. There is potential to reduce the MARV by up to 43 per cent with rainwater tanks, stormwater harvesting and passively irrigating street trees to reduce current and future stormwater runoff volumes.

The IWM assessment also considered Best Practice Environmental Guidelines for Urban Stormwater (BPEM) and identified that additional treatment options will be required (such as stormwater wetlands or bioretention swales) to meet water quality standards. IWM opportunities modelled show the EPA Victoria stormwater harvesting target (26 to 27 per cent) can be exceeded (EPA Victoria Publication 1739.1 *Urban stormwater management guidance* 2021).

Future directions in the Draft Box Hill Structure Plan

IWM is recognised in the Draft Box Hill Structure Plan as a key pathway to support a resilient and sustainable community, particularly for providing drinking water and improving the health of waterways, landscapes and the environment.

The Draft Box Hill Structure Plan recognises the need to reduce water use and identifies opportunity to leverage stormwater reuse and recycled water within new buildings and for irrigating landscaping, street trees and open spaces.

Section 5.7 ‘Empowering Sustainability’ of the Draft Box Hill Structure Plan includes Objective 23 to ‘Embed Integrated Water Management in the Box Hill Structure Plan Area’. ’Strategies and actions focus on facilitating an alternative water supply to reduce potable water demand, reducing stormwater runoff and improving runoff water quality, and encouraging the use of water sensitive urban design principles in active transport corridors and green spaces. An action is included to prepare an IWM Plan to develop and advance place-based IWM measures and opportunities within the Structure Plan Area, including new flood mitigation infrastructure.

7. Land use

7.1 Land use objectives

A set of consistent land use terms and associated objectives was used to help define the different functions and future role of land within each SRL East Structure Plan Area.

The land use terms in Table 4 provide a framework for the Draft Box Hill Structure Plan to give effect to the recommendations of the Technical Reports, achieve the future directions described in Section 5 and realise the Vision for Box Hill, with guidance on the priorities for how land is used.

The future role of land in the Box Hill Structure Plan Area is identified and described in the Draft Box Hill Structure Plan based on how it can support the land use objectives in Table 4 in a way that responds to the local context.

Box Hill uses a combination of *Housing, Mixed-use, Commercial, Health priority, Civic, community and cultural, Education* and *Public open space* terms to give direction about the future role and function of land within the Structure Plan Area.

Table 4 Land use terms and associated objectives used to guide the future role of land as described in the Draft Box Hill Structure Plan

Land use	Objectives
Housing	• To encourage residential growth and provide for increased housing densities; and provide for some community and local population serving uses, particularly along key movement corridors.
Mixed-use	• To provide for a range of uses including residential, commercial and other uses that contribute to a mixed-use environment, where high-density housing and/or a significant change in character is encouraged. • To encourage a range of residential compatible uses at ground level including, food and drink, office, hairdressers and professional services.
Commercial	• To encourage diversity of uses to support high density, high activity, high amenity places, including commercial office, retail, accommodation, hospitality, entertainment and community uses. • To support and enhance vibrant, mixed-use high streets as places for retail, hospitality, office, business, entertainment and community uses, and encourage commercial floorspace and residential uses at upper levels to contribute to the mixed-use function of the area. • To support local amenity by providing commercial and local services for residential areas. • To provide for active uses at ground floor to support vibrant, safe, high-amenity pedestrian environments.
Health priority	• To support the growth of medical, health and related industries, and provide land for the expansion of regionally significant hospitals and health-related uses.
Civic, community and cultural	• To identify land for arts and cultural facilities, community facilities and other civic or public uses.
Education	• To provide land for education including primary schools, secondary schools and tertiary education and their associated research facilities.
Public open space	• To identify land for public open space.

7.2 Land use capacity

Context

The *Land Use Scenario & Capacity Assessment* was prepared to test that land use and built form directions in the Draft Box Hill Structure Plan can accommodate the projected population and employment growth to 2041, with an appropriate allowance for longer-term growth. The *Land Use Scenario & Capacity Assessment* brings together residential and employment floorspace demand estimates established in the *Housing Needs Assessment – Box Hill,* the *Retail Assessment – Box Hill* and the *Economic Profile Technical Report – Box Hill* and compares them against calculated future capacity of the Structure Plan Area and each neighbourhood within it. Future capacity is established in the built form guidance contained in the Draft Box Hill Structure Plan and the *Urban Design Report – Box Hill*.

Beyond 2041, the neighbourhoods surrounding the SRL station will continue to grow in accordance with the longer-term Vision for Box Hill. The *Land Use Scenario & Capacity Assessment* therefore includes a capacity buffer above that required under the Structure Plan so that capacity will still be available by 2041 to accommodate future growth. The capacity assessment checks to ensure the area can continue to support long-term growth, while acknowledging that the ultimate scale, form and location of the growth beyond 2041 will be subject to a future strategic planning process. The capacity buffer also allows for higher than anticipated demand over the life of the Structure Plan and recognises that not every site will realise its full development capacity. Accounting for these factors, the *Land Use Scenario & Capacity Assessment* determines that floorspace demand should not exceed 70 per cent of floorspace capacity by 2041.

The *Land Use Scenario & Capacity Assessment* informed the preparation of the Draft Box Hill Structure Plan by iteratively testing potential land use planning responses, including the distribution of land uses and building heights that would support population and employment growth and enable priority land uses to be taken up in the locations set out in the Draft Box Hill Structure Plan.

Key findings

- Based on the land use and built form directions in the Draft Box Hill Structure Plan, there is sufficient capacity to support the forecast population and employment growth to 2041.
- Beyond this, there is an appropriate capacity buffer to allow for continued growth beyond 2041 to support delivery of the Vision for Box Hill.
- Floorspace demand at 2041 is forecast to be 59 per cent of capacity. This is the highest of any SRL Structure Plan Area and reflects that a significant proportion of Box Hill's overall growth to 2056 will have occurred by 2041.
- The Central Box Hill neighbourhood and the Health and Education neighbourhood approach potential capacity thresholds by 2041, with demand at around 64 per cent and 61 per cent respectively of capacity.
- Employment uses could be prioritised in the Central Box Hill neighbourhood and the Health and Education neighbourhood as residential development is more capable of being accommodated elsewhere, whereas most employment uses need to be in these areas.
- A significant proportion of Box Hill's capacity is located within predominantly residential neighbourhoods. While these generally have sufficient capacity, this relies on lot consolidation. Without lot consolidation the Surrey Park, Albion and Gardens neighbourhoods begin to approach capacity issues.
- There is sufficient capacity to accommodate retail floorspace demand to 2041, particularly given existing precedent in Central Box Hill for multi-level retail development. Therefore, it is not necessary for every building in the Central Box Hill neighbourhood to accommodate ground floor retail space.

The *Land Use Scenario & Capacity Assessment* makes recommendations to support the strategic objectives of the Draft Box Hill Structure Plan, including identifying major factors contributing to Box Hill's capacity estimates. These include:

- **Support significant growth of high density buildings to accommodate both residential and employment uses (such as retail, office, health, other commercial, community) in the Central Box Hill neighbourhood.** To accommodate the projected population and employment growth, a significant increase in average density will be required. This scale of growth will need to be accommodated primarily through large, high density buildings to realise the capacity that is available in Central Box Hill.

- **Encourage office, retail and other commercial development in the Central Box Hill neighbourhood.** Demand for office floorspace is projected to grow significantly and Central Box Hill is the primary location where major floorspace growth can be accommodated. While capacity exists for both residential and employment uses, office use is likely to have less market interest in the earlier stages of delivering the Draft Box Hill Structure Plan compared to residential. To ensure the opportunity for jobs growth is not constrained, employment uses should be actively encouraged. Residential development will still be an important and major part of the mix; however, there is potential for it to flow to other neighbourhoods.
- **Preference the delivery of health and education within the Health and Education neighbourhood.** There is high demand for employment floorspace in the Health and Education neighbourhood due to significant health sector employment forecasts and to a lesser extent, education jobs. Additional allowances for some supporting uses, including accommodation, office space and some retail space, increases floorspace demand. To accommodate future growth, health-related floorspace should be prioritised, including over purely residential development.
- **Support lot consolidation and discourage underdevelopment in the Surrey Park, Gardens and Albion neighbourhoods.** Box Hill's residential neighbourhoods are estimated to reach around 45 to 55 per cent of capacity by 2041. These figures rely on lot consolidation to deliver infill apartments and increase residential densities. Without lot consolidation, the opportunity for infill apartments is constrained and the Surrey Park, Gardens and Albion neighbourhoods are estimated to reach 59 to 64 per cent of capacity by 2041. In recognition of the challenges associated with realising capacity associated with infill development, underdevelopment should be avoided.
- **Maximise the development on key strategic sites.** Box Hill's strategic sites are estimated to account for 24 per cent of the Structure Plan Area's capacity. The Station Development Area and Former Box Hill Brickworks are particularly important due to their substantial size and opportunity to accommodate growth. Leveraging the opportunity to deliver growth on consolidated planned sites, including the Former Box Hill Brickworks which is particularly important to deliver increased residential densities outside Central Box Hill, should be encouraged.

Future directions in the Draft Box Hill Structure Plan

The objectives and strategies of the Draft Box Hill Structure Plan provide a strategic framework to give effect to the land use and built form settings tested through the *Land Use Scenario & Capacity Assessment*. Key components of Box Hill's strategic response include:

- Encouraging significant growth in the Central Box Hill neighbourhood, including a mix of high density commercial office buildings, high density residential development, retail floorspace and community uses
- Prioritising health and education uses in the Health and Education neighbourhood. Including by defining a 'health priority area' to support the expansion of health floorspace
- Encouraging research, office, accommodation and some retail to complement the primary health and education focus of the Health and Education neighbourhood
- Encouraging commercial floorspace growth in Central Box Hill, including by identifying preferred locations for office development along Rutland Road and Prospect Street
- Encouraging new retail floorspace to locate in the Central Box Hill neighbourhood within walking distance of public transport, or in existing local centres at Box Hill South and Laburnum Local Centre
- Encouraging increased residential densities along movement corridors and in established residential neighbourhoods, including through new infill apartment developments
- Policy to maximise development on strategic sites, particularly around the SRL station and at the Former Box Hill Brickworks to accommodate future residential demand
- Strategies to encourage lot consolidation and avoid underdevelopment, including in Central Box Hill and in residential areas to maximise opportunities for growth.

Appendix A:
SRL East assessment considerations

Overview

This appendix sets out how the Draft Box Hill Structure Plan interacts with previous assessment processes for SRL East. The potential environmental effects of the construction and operation of SRL East were considered via a comprehensive public Environment Effects Statement (EES) process (2021) , which culminated in an assessment by the then Minister for Environment and Climate Action (Minister's assessment) (as discussed in Section 1.2 of this report).

Planning Scheme Amendment GC197

As a part of the EES, a draft of Planning Scheme Amendment GC197 (GC197) was exhibited affecting the Bayside, Kingston, Monash and Whitehorse Planning Schemes. Amendment GC197 was required to facilitate use and development of land for the purposes of SRL East. The Minister for Planning subsequently approved Amendment GC197, having regard to the Minister's assessment of the EES.

Amongst other things, the Amendment applied the following controls to land for the purposes of SRL East:

- Schedule 14 to Specific Controls Overlay (SCO14) which applies the *Suburban Rail Loop East, Incorporated Document, August 2022* (Incorporated Document) to specified land to facilitate the design, construction and operation of the underground tunnels, stations and other SRL East infrastructure
- Schedule 15 to Specific Controls Overlay (SCO15) which applies the *Suburban Rail Loop East Infrastructure Protection, Incorporated Document, August 2022* to specified land to protect SRL East underground infrastructure from developments that could damage infrastructure if they are not designed appropriately. It does so by imposing permit requirements on certain types of development.

Relationship between the SRL Incorporated Documents and the Draft Structure Plan

The application of the Draft Box Hill Structure Plan to land already covered by SCO14 and SCO15 will not impact the operation of these planning controls. The Draft Box Hill Structure Plan does not provide planning permission; rather, it provides a framework for how the area around the SRL station at Box Hill will develop in the future.

The incorporated document applied by SCO14 includes conditions with which SRLA must comply during the design, construction and operation of SRL East including, relevant to the structure planning process, the preparation of:

- Surface and Tunnel Plans (S&TPs), to the satisfaction of the Minister for Planning
- an Urban Design Strategy, to the satisfaction of the Minister for Planning
- Urban Design and Landscape Plans (UDLPs) for each SRL East Structure Plan Area and additional locations, to the satisfaction of the Minister for Planning.

Surface and Tunnel Plans

SRL East will be constructed generally in accordance with the S&TPs that form part of the Incorporated Document approved by the Minister for Planning in April 2024. The draft S&TPs were exhibited during the EES process and were discussed in the Minister's assessment.

The S&TPs include 'sites subject to future precinct planning process, including possible additions to the public realm, community facilities and pick up/drop off spaces'. These sites are generally owned by the State Government and will be above and adjacent to the SRL station at Box Hill, once constructed. The Draft Box Hill Structure Plan identifies these sites as strategic sites and envisages they will accommodate significant growth subject to detailed master planning in the future.

Recommendations from the Minister's assessment

This section discusses the recommendations that have implications for structure planning and how were considered for the Draft Box Hill Structure Plan.

1. Integration with Urban Design and Landscape Plans

The Minister's assessment made clear the expectation that development of the UDLPs and precinct planning would work hand in hand to optimise outcomes for each precinct surrounding the SRL station.

Contractors for SRL East are required to prepare UDLPs as set out within the Incorporated Document to the satisfaction of the Minister for Planning. These plans will show the final design for SRL East, including any associated public realm, roads and SRL station components (as shown on the S&TPs). The UDLPs need to demonstrate that they are generally in accordance with the S&TPs and meet the requirements of the approved Urban Design Strategy. The Urban Design Strategy sets out an urban design vision for SRL East, along with design principles, objectives and place specific requirements. The Urban Design Strategy was exhibited with the EES and subsequently approved by the Minister for Planning in April 2024.

UDLPs are being prepared in a staged manner, as required by the construction sequence of SRL East. While the UDLPs are guided by the Urban Design Strategy, they will need to be responsive to the Vision for Box Hill Vision and the Draft Box Hill Structure Plan to ensure an integrated land use and transport solution (in accordance with Urban Design Strategy Objective UD2.1 Strategic alignment).

The Draft Box Hill Structure Plan has taken into consideration the future SRL East and includes strategies and actions to maximise connectivity and integration. In particular, the *Urban Design Report – Box Hill* incorporates the Urban Design Strategy Principles and Objectives, which will help facilitate alignment with the UDLPs. In addition, the process for approval of UDLPs will include assessment against the Urban Design Strategy and any other relevant matters set out in the Minister's assessment, including the consideration of the Draft Box Hill Structure Plan to ensure alignment between the Urban Design Strategy, UDLPs and the Draft Box Hill Structure Plan.

2. Sensitivity modelling to inform the Draft Box Hill Structure Plan

The Minister's assessment recommended that further sensitivity modelling of development scenarios should be undertaken to inform the design of the road network around each Structure Plan Area.

In this respect, ongoing transport analysis has been undertaken and will continue throughout the Draft Box Hill Structure Plan implementation to maximise the performance for all modes. This process will continue as part of the surface transport design delivery near the SRL station and other network improvements within the Structure Plan Area. Following the Minister's assessment, further transport analysis of the reference design presented at the EES panel hearing has been undertaken in collaboration with the relevant road authorities.

In Box Hill, further microsimulation modelling was undertaken in consultation with the Department of Transport and Planning (DTP) to review several of the intersection concept layouts along Whitehorse Road. As a result of the new analysis, modifications were made to the intersection of Whitehorse Road/Nelson Road to include a right turn from east to north, a slight change to the location of the platform for the tram terminus, modifications to the Whitehorse Road / Kangerong Road intersection to allow storage for the right-turn from north to west and the inclusion of a shared use path on the western side of Linsley Street.

Furthermore, additional analysis was undertaken to assess the impact of banning the left-turn from Whitehorse Road into Clisby Court. This work informed DTP's submission to the Box Hill Central North Vicinity Centres (Amendment C245whse) panel hearing. The reference design (Rev E) has been updated to include these changes. The left-turn ban into Clisby Court may be considered in later revisions of the surface transport design following the release of the amendment's panel report.

3. Connection to the Box Hill to Hawthorn C2 strategic cycling corridor

The Minister's assessment of the EES included a recommendation that a connection to the Box Hill to Hawthorn C2 strategic cycling corridor should be delivered through the precinct planning process. The Draft Box Hill Structure Plan identifies this connection as a Strategic Cycling Corridor and it is shown on the Box Hill Walking and Cycling Plan (Figure **25** in Section 5.4.1 of this report).

Appendix B:
Plan Melbourne outcomes and directions

Plan Melbourne outcomes and directions

The following outcomes and directions from *Plan Melbourne 2017–2050* are relevant to planning for the Box Hill Structure Plan Area. These outcomes and directions have been considered in structure planning for SRL East.

Outcome 1: Melbourne is a productive city that attracts investment, supports innovation and creates jobs

- Direction 1.1: Create a city structure that strengthens Melbourne's competitiveness for jobs and investment
- Direction 1.2: Improve access to jobs across Melbourne and closer to where people live
- Direction 1.3: Create development opportunities at urban renewal precincts across Melbourne

Outcome 2: Melbourne provides housing choice in locations close to jobs and services

- Direction 2.1: Manage the supply of new housing in the right locations to meet population growth and create a sustainable city
- Direction 2.2: Deliver more housing closer to jobs and public transport
- Direction 2.3: Increase the supply of social and affordable housing
- Direction 2.5: Provide greater choice and diversity of housing

Outcome 3: Melbourne has an integrated transport system that connects people to jobs and services and goods to markets

- Direction 3.1: Transform Melbourne's transport system to support a productive city
- Direction 3.3: Improve local travel options to support 20-minute neighbourhoods

Outcome 4: Melbourne is a distinctive and liveable city with quality design and amenity

- Direction 4.1: Create more great public places across Melbourne
- Direction 4.3: Achieve and promote design excellence
- Direction 4.4: Respect Melbourne's heritage as we build for the future
- Direction 4.6: Strengthen community participation in the planning of our city

Outcome 5: Melbourne is a city of inclusive, vibrant and healthy neighbourhoods

- Direction 5.1: Create a city of 20-minute neighbourhoods
- Direction 5.2: Create neighbourhoods that support safe communities and healthy lifestyles
- Direction 5.3: Deliver social infrastructure to support strong communities
- Direction 5.4: Deliver local parks and green neighbourhoods in collaboration with communities

Outcome 6: Melbourne is a sustainable and resilient city

- Direction 6.1: Transition to a low-carbon city to enable Victoria to achieve its target of net zero greenhouse gas emissions by 2050
- Direction 6.3: Integrate urban development and water cycle management to support a resilient and liveable city
- Direction 6.4: Make Melbourne cooler and greener
- Direction 6.5: Protect and restore natural habitats

Appendix C:
Existing zones and overlays

Zones and overlays

Existing zones

Existing planning zones within the Structure Plan Area are summarised in Table 5.

Table 5 Existing planning zones in the Box Hill Structure Plan Area

Zone	Purpose	Schedule	Planning Scheme
Residential zones			
Mixed Use Zone (MUZ)	Facilitates a range of higher density residential and commercial uses that balance multi-functional activities with neighbourhood character.	MUZ – Whitehorse Residential Areas	Whitehorse Planning Scheme
General Residential Zone (GRZ)	Supports residential development that respects neighbourhood character and provides housing diversity near services and transport, as well as appropriate non-residential use.	GRZ1 – Established Garden Suburban Areas GRZ3 – Classic Garden Suburban Areas	Whitehorse Planning Scheme
Residential Growth Zone (RGZ)	Diverse, higher-scale residential uses near services and transport and transition to surrounding areas, as well as non-residential uses in appropriate locations.	RGZ1 – Substantial Change A	Whitehorse Planning Scheme
		RGZ2 – Substantial Change B	Whitehorse Planning Scheme
		RGZ3 – Substantial Change C(RGZ2)	Whitehorse Planning Scheme
Neighbourhood Residential Zone (NRZ)	Lower-scale residential neighbourhoods with character, and landscape considerations, and allows non-residential uses in appropriate locations.	NRZ5 – Traditional Garden Suburban Areas	Whitehorse Planning Scheme
Commercial zones			
Commercial 1 Zone (C1Z)	Mixed-use commercial centres with residential densities that complement the scale and function of the centre.		Whitehorse Planning Scheme
Industrial zones			
Industrial 3 Zone (IN3Z)	Light industrial uses to maintain a buffer between more intensive industrial operations and adjacent sensitive uses.		Whitehorse Planning Scheme
Public land use zones			
Public Use Zone (PUZ)	Public utility and community services and facilities consistent with the intent of the public land reservation.	PUZ2 – Education	Whitehorse Planning Scheme
		PUZ3 – Health & Community	Whitehorse Planning Scheme

		PUZ6 – Local Government	Whitehorse Planning Scheme
		PUZ7 – Other Public Use	Whitehorse Planning Scheme
Public Park and Recreation Zone (PPRZ)	Public recreation and open space with provisions for environmental conservation or commercial application that respond to the environment.		Whitehorse Planning Scheme
Transport Zone (TRZ)	Facilitates uses for transit routes, services and facilities that provide an integrated and sustainable transport system.	TRZ1 – State Transport Infrastructure	Whitehorse Planning Scheme
		TRZ2 – Principal Road Network	Whitehorse Planning Scheme
		TRZ3 – Significant Municipal Road	Whitehorse Planning Scheme
Special purpose zones			
Special Use Zone (SUZ)	Facilitates uses with a specific purpose.	SUZ1 – Private Education Centres And Places Of Worship	Whitehorse Planning Scheme
		SUZ3 – 14 Federation Street, Box Hill	Whitehorse Planning Scheme

Existing overlays

Existing planning overlays in the Box Hill Structure Plan Area are summarised in Table 6.

Table 6 Existing planning overlays in the Box Hill Structure Plan Area

Overlay / Schedule	Purpose / Description	Planning Scheme
Design and Development Overlay (DDO)		
DDO4 (Neighbourhood Activity Centres)	Development to facilitate lively, attractive and safe local activity centres with improved economic viability. Neighbourhood Activity Centres within the Structure Plan Area are Class 1A (preferred height 11 metres) and 2A (preferred height 14.5 metres).	Whitehorse Planning Scheme
DDO11 (Residential Growth Corridors)	Promotes mid-rise development in residential growth corridors to accommodate housing at increased densities and a diversity of housing type.	Whitehorse Planning Scheme
Environmental Audit Overlay (EAO)		
EAO	Ensures that potentially contaminated land is suitable for future sensitive land use which could be affected by contamination.	Whitehorse Planning Scheme
Heritage Overlay (HO)		
Multiple	Applies to multiple sites and precincts, predominantly concentrated along Churchill Street, around the	Whitehorse Planning Scheme

	intersection of Whitehorse Road and Station Street, and over larger areas south of Whitehorse Road including the Box Hill Cemetery, Yarra Theological Union, and areas surrounding Combarton Park. The HO seeks to conserve and enhance heritage places of natural and cultural significance.	
Development Plan Overlay (DPO)		
DPO8	Applies to land at 16 to 18 Spring Street, Box Hill and allows a permit for development in accordance with an approved Development Plan with buildings of up to 29 storeys with four-storey street walls.	Whitehorse Planning Scheme
Neighbourhood Character Overlay (NCO)		
NCO2	"Box Hill Neighbourhood Character" applies to a small area to the south of the Box Hill Structure Plan Area. These areas exhibit a particularly consistent streetscape of buildings, majority of which date from the Interwar area. The NCO seeks to ensure that new buildings and works reflect and complement this preferred character.	Whitehorse Planning Scheme
Special Building Overlay (SBO)		
SBO	Identifies land in urban areas liable to inundation by overland flows from urban drainage systems, in consultation with the flood authority.	Whitehorse Planning Scheme
Specific Controls Overlay (SCO)		
SCO14	Refers to the SRL East Infrastructure Protection Incorporated Document, August 2022.	Whitehorse Planning Scheme
SCO15	Refers to the SRL East Infrastructure Protection Incorporated Document, August 2022.	Whitehorse Planning Scheme
SCO16	Refers to Box Hill Central North Master Plan Incorporated Document (Department of Transport and Planning), May 2024	Whitehorse Planning Scheme
Vegetation Protection Overlay (VPO)		
VPO1 (Tree Protection Area)	Applies to selected areas within the Structure Plan Area to control tree removal.	Whitehorse Planning Scheme
VPO3 (Significant Exotic, Native And Indigenous Trees)	Applies to selected areas and incorporates findings of City of Whitehorse – Statements of Tree Significance, 2006 and controls tree removal.	Whitehorse Planning Scheme
VPO5 (Significant Exotic, Native And Indigenous Trees)	Applies to single sites within the Structure Plan Area and incorporates findings of City of Whitehorse Significance Tree Study (2016) and controls tree removal.	Whitehorse Planning Scheme

Significant Landscape Overlay (SLO)		
SLO9 (Interim control expiring 23.06.25)	Applies tree controls to Neighbourhood Character Areas across the majority of residential land within the Structure Plan Area.	Whitehorse Planning Scheme
Development Contributions Plan Overplay (DCPO)		
DCPO1	Applies across the whole Structure Plan Area and identifies a development contributions plan for the collection of levies for services and facilities.	Whitehorse Planning Scheme
Parking Overlay (PO)		
PO1 (Box Hill Activity Centre)	Manages car parking demand and supply to satisfy user needs (with a focus on maintaining / increasing the viability of Box Hill).	Whitehorse Planning Scheme

Appendix D:
Planning Policy Framework

State and Regional Planning Policy

The following objectives and strategies of the State and Regional Planning Policy Framework are relevant to the Box Hill Structure Plan Area.

- **11.01-1R Settlement – Metropolitan Melbourne:** To develop the Suburban Rail Loop through Melbourne's middle suburbs to facilitate substantial growth and change in major employment, health and education precincts and activity centres.
- **11.02-1S Supply of urban land:** Urban growth should consider opportunities for consolidation, redevelopment and intensification of existing urban areas.
- **11.02-2S Structure planning:** To facilitate the orderly, economic and sustainable development of urban areas.
- **13.01-1S Natural hazards and climate change:** To minimise the impacts of natural hazards and adapt to the impacts of climate change through risk-based planning.
- **13.03-1S Floodplain management:** Avoid intensifying the impact of flooding through inappropriately located uses and development.
- **13.04-1S Contaminated and potentially contaminated land:** To ensure that contaminated and potentially contaminated land is used and developed safely.
- **13.05-1S Noise Management:** To assist the management of noise effects on sensitive land uses.
- **13.07-1S Land use compatibility:** To protect community amenity while facilitating commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.
- **15.01-1S Urban design:** To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.
- **15.01-1R Urban design – Metropolitan Melbourne:** To create a distinctive and liveable city with quality design and amenity.
- **15.03-1S Heritage conservation:** To ensure the conservation of places of heritage significance.
- **15.03-2S Aboriginal cultural heritage:** To ensure the protection and conservation of places of Aboriginal cultural heritage significance.
- **16.01-1S Housing supply:** To facilitate well-located, integrated and diverse housing that meets community needs.
- **16.01-2S Housing affordability:** To deliver more affordable housing closer to jobs, transport and services.
- **17.01-1S Diversified economy:** To strengthen and diversify the economy.
- **17.02-1S Business:** To encourage development that meets the community's needs for retail, entertainment, office and other commercial services.
- **18.01-1S Land use and transport integration:** To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.
- **18.01-2S Transport system:** To facilitate the efficient, coordinated and reliable movement of people and goods by developing an integrated and efficient transport system.
- **19.02-6S Open space:** To establish, manage and improve a diverse and integrated network of public open space that meets the needs of the community.
- **19.02-6R Open Space – Metropolitan Melbourne:** To strengthen the integrated metropolitan open space network.
- **19.03-1S Development and infrastructure contributions plans:** To facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contributions plans.
- **19.03-2S Infrastructure design and provision:** To provide timely, efficient and cost-effective development infrastructure that meets the needs of the community.
- **19.03-3S Integrated water management:** To sustainably manage water supply and demand, water resources, drainage and stormwater through an integrated water management approach.

Local Planning Policy

Whitehorse Local Policy

The following objectives and strategies of the Municipal Strategic Statement and Planning Policy Framework are relevant to the Box Hill Structure Plan Area.

- **Clause 21.03 A Vision for the City of Whitehorse:** Seeks to implement the vision of the 2013–2017 Council Plan. The Council Plan includes directions to maintain and enhance the built environment to ensure a liveable and sustainable city and support a healthy local economy.
- **Clause 21.04 Strategic Directions:** Provides direction on how land use strategies are to be implemented. Box Hill is designated as an Activity Centre study area in the Strategic Framework Plan within the policy.
- **Clause 21.06 Housing:** Establishes the vision for housing in Whitehorse to '*ensure that housing in the City of Whitehorse meets residents' needs in terms of location, diversity, sustainability, accessibility, affordability and good design'.*
- **Clause 21.07 Economic Development:** Recognises that Box Hill is designated as a Metropolitan Activity Centre. The policy states the Box Hill Metropolitan Activity Centre has significant opportunities for investment in retail, public transport, health, justice, education, entertainment and medium and higher density residential development
- **Clause 22.03 Residential Development:** Ensures that residential development in the City of Whitehorse is consistent with categories of housing change and the housing objectives noted under clause 21.06 – Housing.
- **Clause 22.07 Box Hill Metropolitan Activity Centre:** This is the primary policy to guide the growth of the Box Hill Metropolitan Activity. The policy includes guidance of urban elements such as public places, built form, land use mix and social activities, pedestrian mobility and bicycle access, public transport, road traffic management, car parking, and motorcycle parking.
- **Clause 22.10 Environmentally Sustainable Development (ESD):** To provide a framework for early consideration of environmental sustainability at the building design stage to achieve appropriate Environmentally Sustainable Development (ESD) outcomes.
- **Clause 22.15 Public Open Space Contribution:** Identifies the need for new development to contribute to the provision of public open space in accordance with the Whitehorse Open Space Strategy. The clause aims to ensure that where appropriate, land suitable for public open space is set aside as part of the design of a development so that it can be transferred to or vested in Council. The subject site is located a sub-precinct where a land contribution is preferred.

Appendix E:
Relevant Technical Reports

Relevant Technical Reports

SRL Draft East Structure Plan – Aboriginal Cultural Heritage Technical Report

SRL Draft East Structure Plan – Historical Heritage Technical Report

SRL Draft East Structure Plan – Ecology and Arboriculture Technical Report – Box Hill

SRL Draft East Structure Plan – Flooding Technical Report

SRL Draft East Structure Plan – Potentially Contaminated Land Memo

SRL Draft East Structure Plan – Noise and Vibration Technical Report

SRL Draft East Structure Plan – Odour and Dust Technical Report

SRL Draft East Structure Plan – Aviation and Airspace Technical Report

SRL Draft East Structure Plan – Utilities Servicing Technical Report

SRL Draft East Structure Plan – Housing Needs Assessment – Box Hill

SRL Draft East Structure Plan – Community Infrastructure Needs Assessment – Box Hill

SRL Draft East Structure Plan – Open Space Technical Report

SRL Draft East Structure Plan – Economic Profile Technical Report – Box Hill

SRL Draft East Structure Plan – Retail Assessment – Box Hill

SRL Draft East Structure Plan – Urban Design Report – Box Hill

SRL Draft East Structure Plan – Wind Technical Report

SRL Draft East Structure Plan – Transport Technical Report – Box Hill

SRL Draft East Structure Plan – Transport Technical Report – Appendix A Precinct Parking Plan – Box Hill

SRL Draft East Structure Plan – Climate Response Plan – Box Hill

SRL Draft East Structure Plan – Integrated Water Management Strategy

SRL Draft East Structure Plan – Land Use Scenario & Capacity Assessment

Glossary

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.
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	Built form refers to the physical description of properties, including the form of development, the building mass and height.
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 SRL inclusive of all transport investments and precinct developments, and all stages of the project.
Car share schemes	A form of personal travel in which users share access to cars rather than privately owning them.
Embodied energy	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.
Fine-grain character	Refers to an urban environment with human scale spaces, mixed uses, smaller lots and through block links that support diverse activities and walkability.
Fixed Key Link	A publicly accessible access route delivered along a specific alignment.
Flexible Key Link	A publicly accessible access route that can be delivered along a range of alignments, determined at time of planning implementation.
Floorspace	The surface area of the floor in a building.
Framework plans	High level coordinating plans that set policy directions and the spatial structure for a defined area. Framework plans guide growth and development over the longer term and define the steps, key projects and infrastructure required to support growth.

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.
Housing density	The number of dwellings in an urban area divided by the area of the residential land they occupy, expressed as dwellings per hectare.
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.
Major activity centres	Suburban centres that provide access to a wide range of goods and services. They have different attributes and provide different functions, with some serving larger sub-regional catchments.
Master plan	A plan that directs how a single site of landholding or a cluster of related sites will be developed. It is usually more detailed than a structure plan.
Metropolitan activity centres	Higher-order suburban centres intended to provide a diverse range of jobs, activities and housing for regional catchments that are well served by public transport. These centres play a major service delivery role, as well as providing retail and commercial opportunities.
Micro-mobility	Refers to small, lightweight vehicles driven by users personally. Vehicles include bicycles, e-bikes, electric scooters and electric skateboards.
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.
Neighbourhood activity centres	Local centres that provide access to local goods, services and employment opportunities and serve the needs of the surrounding community.
Planning Area	Area where SRLA is a planning authority under the *Planning and Environment Act 1987* 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.
Planning scheme	A document approved by the Victorian Government that set out objectives, policies and controls for the use, development and protection of land for each municipality across Victoria.
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.

Public realm	The public realm comprises spaces and places that are open and accessible to everyone. The public realm can include streets and laneways, parks and plazas, waterways and foreshores.
Public transport interchange	Places where people can access or change between multiple public transport routes and modes.
Renewable energy	Energy that comes from resources that are naturally replenished such as sunlight, wind, rain, tides, waves and geothermal heat.
Resilience	The capacity of individuals, communities, institutions, businesses, systems and infrastructure to survive, adapt and grow in response to challenges. 'Climate resilience' is the ability to prepare for, recover from, and adapt to these impacts of a changing climate.
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.
Setback	The horizontal distance from a boundary or building.
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 SRL East. The strategy 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.
Urban form	Urban form is the physical characteristics that make up built-up areas, including the land use, density and configuration of cities, towns and neighbourhoods.
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.
Walkability	The degree to which an environment supports walking as a transport mode.
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, biofiltration systems (rain gardens), permeable paving, and wetlands into the design.

contact@srla.vic.gov.au | 1800 105 105 (call anytime)
suburbanrailloop.vic.gov.au

VICTORIA'S BIG BUILD

SUBURBAN RAIL LOOP AUTHORITY

Please contact us if you would like this information in an accessible format.
If you need assistance due to a hearing or speech impairment, please visit **relayservice.gov.au**

2621_SRL