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BOX HILL CENTRAL NORTH REDEVELOPMENT MASTER PLAN

Planning Scheme Amendment Planning Report

Prepared for
VICINITY CENTRES
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URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Brendan Rogers
Associate Director	Siân Morgan
Senior Consultant	Erin Skurrie
Project Code	P0028265
Report Number	Rep 02

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CONTENTS

Executive Summary	1
1. Introduction	3
2. Strategic Context	4
2.1. The Growth Task	4
2.2. Metropolitan Strategic Context	4
2.3. Eastern Region Context.....	6
2.4. Box Hill Activity Centre Context	6
2.5. Local Strategic Planning Context.....	9
2.5.1. Box Hill Transit City Activity Centre Structure Plan 2007	9
2.5.2. Ongoing Strategic Work	9
3. Subject Site and Surrounds	10
3.1. Subject Site	10
3.2. Immediate Surrounds.....	12
4. Planning Policy Context	16
4.1. Plan Melbourne & Planning Policy Framework	16
4.2. Box Hill Transit City Activity Centre Structure Plan & Local Planning Policy Framework	17
5. The Proposal / The Master plan	18
5.1. Master plan Precinct Vision	19
5.2. Summary of the proposal.....	20
5.3. Evolution of the Master Plan	21
5.4. Key Land Use and Design Elements	22
5.4.1. Site layout	22
5.4.2. Built Form and Design	24
5.4.2.1. Design criteria.....	24
5.4.2.2. Massing principles and built form parameters.....	24
5.4.3. Public Open Space Network & Public Realm.....	26
5.4.4. Site Links	27
5.4.5. Car Parking and Loading.....	29
5.4.6. Precinct Employment and Residential Projections.....	29
5.4.7. Public benefits delivered by the Master Plan	30
5.4.8. Staging of Development	32
5.5. Planning Scheme Amendment Request.....	33
5.5.1. Incorporated Document.....	34
5.5.2. Subdivision	34
5.6. Current Planning Permit Applications	35
6. Planning Assessment	36
6.1. Strategic Justification	36
6.2. Planning Policy Framework	36
6.3. Urban Design and Built Form	37
6.3.1. Design Outcomes	38
6.3.2. Connectivity and Permeability	38
6.3.3. Enhancement of the Public Realm and Public Open Space	39
6.3.4. Site Interfaces & Amenity Considerations	39
6.4. Transport.....	40
Walking & Cycling Responses:.....	42
Public Transport Responses:.....	42
Traffic (& Car Parking) Responses	42
6.5. Employment Growth and Economic Benefit	43
6.6. Housing Diversity and Affordability	44
6.7. Environmentally Sustainable Design	45

6.8.	Subdivision.....	46
6.9.	Net Community Benefit.....	46
7.	Conclusion.....	48
	Disclaimer.....	49
	Plan Melbourne.....	53
	Planning Policies.....	53
	Reference Documents.....	55
	Planning Controls.....	55
	Commercial 1 Zone.....	55
	Parking Overlay.....	55
	General and Particular Provisions.....	56
	Clause 52.06 - Car Parking.....	56
	Clause 52.34 - Bicycle Facilities.....	56
	Clause 53.01 - Public Open Space Contribution and Subdivision.....	56
	Clause 66.02 – Use and Development Referrals.....	56
	OVGA.....	63
	Workshops with DELWP.....	63
	Wind.....	64
	Traffic and Transport.....	64
	Public Realm and Urban Design.....	64
	Incorporated Document.....	65
Appendix A	Planning Framework	
Appendix B	Strategic Assessment	
Appendix C	Summary of Workshop Process	

FIGURES

Figure 1 Master Plan Artist Impression	2
Figure 2 Melbourne 2050 Spatial Framework (source: DELWP)	5
Figure 3 Key transport connections to Box Hill	6
Figure 4 Box Hill Activity Centre Key Precincts	7
Figure 5 Box Hill Central North and South	8
Figure 6 Existing conditions from Prospect Street looking east towards the site.....	11
Figure 7 Existing conditions from Hopetoun Parade looing north west towards the site	11
Figure 8 Existing conditions internal retail space	11
Figure 9 Master Plan Extent	12
Figure 10 Subject site	13
Figure 11 Existing and approved development	15
Figure 12 Master Plan Strategy	18
Figure 13 Master Plan	21
Figure 14 Public realmt	23
Figure 15 Massing principles	25
Figure 16 Fairbank Park extension looking south towards Prospect Street and Lot6/7 (Artist impression)	27
Figure 17 Laneways and arcades	28
Figure 18 Prospect Street looking west towards Lot 1 and Fairbank Park extension (Artist impression).....	29
Figure 19 Public realm and benefits - ownership	31
Figure 20 Lot 4 and 5 Development Stage.....	32
Figure 21 Lot 3 Development Stage.....	32
Figure 22 Lot 2 Development Stage.....	33
Figure 23 Lot 1 Development Stage.....	33
Figure 24 Lot 6 and 7 Development Stage.....	33
Figure 26 Specific Controls Overlay Schedule 7 plan	34
Figure 27 22 September Overshadowing Diagrams	40
Figure 28 Street Design Prioritisation (source: GTA)	41
Figure 29 Master Plan of Subdivision.....	46
Figure 30 Main Street looking towards Lot 4 and Lot 5 (Artist impression).....	47
Figure 31 Planning Scheme Zones	51
Figure 32 Parking Overlay	52

TABLES

Table 1 - Parcel Particulars	10
Table 2 - Built Form Parameters	26
Table 3 - Summary of Construction Costs of Public Benefit Works	31

EXECUTIVE SUMMARY

Box Hill Metropolitan Activity Centre (**BHMAC**) is extremely well placed in a metropolitan context for substantial future growth, with significant established infrastructure and potential for new development. Some of the key attributes that set Box Hill apart include:

- A multi-modal public transport interchange (unique in the eastern metropolitan region) which will be enhanced by the Suburban Rail Loop, which has recently commenced construction and is expected to be fully operational when SRL East is complete by 2035.
- Located within 20 mins of the Melbourne CBD by train (regular express trains during peak hour)
- Very good access to the freeway network via the Eastern Freeway
- A significant number of development sites, with the largest being the 5.5 hectare Vicinity land across two sites (owned and leased)
- A major medical / health precinct (Box Hill public hospital, Epworth private and medical centres) with future growth proposed
- Major focus for employment in the eastern metropolitan region
- Major tertiary facilities in Box Hill Institute within the centre & Deakin University's Burwood campus nearby
- Predominantly Asian orientated resident and retail markets.
- A large open space on the north edge of the centre
- The context of the site supports high density residential development

With Melbourne growing rapidly and expected to reach over 8 million people, the Box Hill Activity Centre has potential to position itself as a true "Metropolitan Activity Centre" and transit-oriented development (TOD).

To unlock the potential of the significant health and education base/growth, additional employment opportunities and increasing high density residential development, strategic city-making and infrastructure investment is required, including public realm improvements and enhanced vehicle/pedestrian connections.

The centrally located Vicinity sites are the key to unlocking future major development potential and creation of key public realm spaces to the south of Whitehorse Road. The sites also include the vast majority of the town centre's retail shops and services which function as key drivers of activity to the benefit of the town centre.

The existing Box Hill Central North shopping centre is a profitable and well-functioning centre including a supermarket and a range of specialty stores. The centre has a value of \$114 million (Dec 2021). Notwithstanding, Vicinity has aspirations for the urban regeneration of the Box Hill Central precinct (including both Box Hill Central North and Box Hill Central South) to define a future city for people to live, work and play.

To this end, Vicinity and its consultant team led by Bates Smart have collaboratively developed a Master Plan for the Box Hill Central North site (1.85 hectares) and surrounding land (0.81 hectares). Redevelopment of the Box Hill Central South site (leasehold land owned by VicTrack) will be subject to a future planning process once there is certainty around the future Suburban Rail Loop alignment and station.

The design of the Master Plan has evolved over more than two years, and has been informed by significant engagement with Whitehorse City Council during that period, as well as key state government agencies. It has had regard to Council's objectives for the future development of the Activity Centre as well as the broader state and metropolitan planning policy objectives seeking to facilitate the evolution of the Box Hill Metropolitan Activity Centre (MAC).

In order to implement the Master Plan, a site-specific control (via the Specific Controls Overlay (SCO)) is appropriate given the scale and strategic importance of site. The proposed Incorporated Document to be adopted under the SCO will provide certainty for the overall concept and objectives for Box Hill Central North, while allowing delivery and subdivision of the site to occur in a staged manner. The certainty provided by the Incorporated Document is critical prior to demolishing the existing shopping centre to enable the delivery of the first two buildings and public realm works (recently approved by Council).

The development proposal outlined in this report is grounded in state and local planning policy, providing an immediate opportunity for significant, coordinated urban renewal with a total construction cost of \$1.57 million (incl GST).



Figure 1 Master Plan Artist Impression

Source: *Bates Smart*

1. INTRODUCTION

Box Hill Central North (**BHCN**) is a 1.85 hectare site located within the centre of the Box Hill Metropolitan Activity Centre, approximately 14 kilometres east of the Melbourne CBD. The site currently comprises an internalised shopping mall with supermarket and specialty stores and an adjacent at grade car park and multi deck car park.

The owner of the site and project proponent, Vicinity Centres, has developed a vision to undertake a redevelopment of the site, forming the central component and a key catalyst for the broader investment in the BHMAL.

Masterplan architect Bates Smart, in collaboration with Urbis, Lat27, GTA, MEL Consultants and Veris, have developed a comprehensive Master Plan for BHCN which sets out a framework for curated growth focusing on the integration of community, context and amenity to form a strong sense of place and identity for Box Hill.

The Master Plan outlines a series of important strategies to realise the project vision, including:

- The integration into the existing urban fabric and context and creation of new connections and permeability through the site
- Activating street edges to provide a diverse series of streets and places
- Future proofing the physical growth of the centre and surrounding developments as well as prescribing building envelopes in line with the City of Whitehorse's objectives for the growth of the BHMAL.
- Creating areas of public realm for community gathering and recreation
- Allowing for staged development and subdivision over time

The proposal (this Amendment) is underpinned by a thorough suite of technical assessments and consultant reports. This report should be read in conjunction with:

- Box Hill Central North Master Plan (Bates Smart)
- Master Plan of Subdivision (Veris)
- Planning Scheme Amendment Documentation (Urbis)
- Public Realm Master Plan (Lat27)
- Transport Impact Assessment (GTA)
- Sustainability Framework (Cundall)
- Environmental Wind Assessment (MEL Consultants)
- Employment Growth and Economic Benefit Assessment (Urbis)
- Housing Diversity and Affordability Analysis (Urbis)

The structure of the planning controls will facilitate an integrated and staged development. The overarching Master Plan provides the impetus, which has informed the preparation of an Incorporated Document to be adopted into the Planning Scheme under the Specific Controls Overlay. The Incorporated Document references the Master Plan as the overarching guiding framework, providing certainty with respect to the vision and objectives, while allowing the flexibility for development and subdivision to progress in a staged manner over a 10+ year horizon.

Once the overlay is in place and the Incorporated Document adopted into the Whitehorse Planning Scheme, Detailed Development Plans will need to be prepared to establish the detail necessary to support future development. Strategic reference documents and a binding legal agreement between the Proponent and Council will help to ensure a best-practice outcome.

2. STRATEGIC CONTEXT

2.1. THE GROWTH TASK

Over the past decade, Melbourne has experienced strong population growth with an additional 800,000 residents now calling Melbourne home. As per the Victorian Government's metropolitan strategy, *Plan Melbourne 2017-2050*, by 2051 the city will be home to approximately 8.4 million people. An additional 1.6 million dwellings and 1.8 million jobs will be required to accommodate this projected population growth.

While the impacts of COVID-19 on Victoria's long-term population growth are not yet known, based on the state's strong economic fundamentals and high levels of amenity, it is assumed that population growth will rebound following a short-term lull. It is also important to note that in the three decades since Victoria's last recession in the early 1990s, population forecasts have consistently underestimated Melbourne's growth.

2.2. METROPOLITAN STRATEGIC CONTEXT

To cater for future population growth and maintain Melbourne's high levels of liveability, successive state governments through various planning strategies have sought to direct population and jobs growth to existing areas that are supported by infrastructure and services. *Plan Melbourne* identifies that approximately 65 per cent of new dwellings are likely to be delivered in established areas of Melbourne, with the remaining 35 per cent to be provided in Melbourne's four growth corridors. *Plan Melbourne* also targets an aspirational growth scenario where the established areas / greenfield split is 70/30.

Policies for the intensification and diversification of activity centres have been a mainstay of Victorian strategic planning policy for decades. Since the release of *Melbourne 2030* in 2002, activity centres have been expressly supported to accommodate a much broader suite of land uses, at significantly greater urban densities than had been contemplated in the past.

Plan Melbourne reinforces the important role of Box Hill in metropolitan Melbourne. Second only to the CBD, Box Hill is one of nine Metropolitan Activity Centres identified as higher-order centres. Box Hill is also nominated as a State Significant Health and Education precinct.

With respect to activity centres, Plan Melbourne seeks to encourage mixed-use developments and greater housing diversity and density near employment and transport, with more opportunities and choice for medium- and low-income households while identifying the need to increase the supply of social and affordable housing.

Activity centres have a critical role in delivering on Plan Melbourne's aspirations for the 20-minute city. Twenty-minute neighbourhoods must:

- be safe, accessible and well connected for pedestrians and cyclists to optimise active transport,
- offer high-quality public realm and open spaces, provide services and destinations that support local living,
- facilitate access to quality public transport that connects people to jobs and higher-order services,
- deliver housing/population at densities that make local services and transport viable and
- facilitate thriving local economies.

In its ambitions to deliver on the relevant policy objectives, Plan Melbourne seeks to ensure that Box Hill will be available:

- To provide a diverse range of jobs, activities and housing for regional catchments that are well served by public transport.
- To play a major service delivery role, including government, health, justice and education services, as well as retail and commercial opportunities.

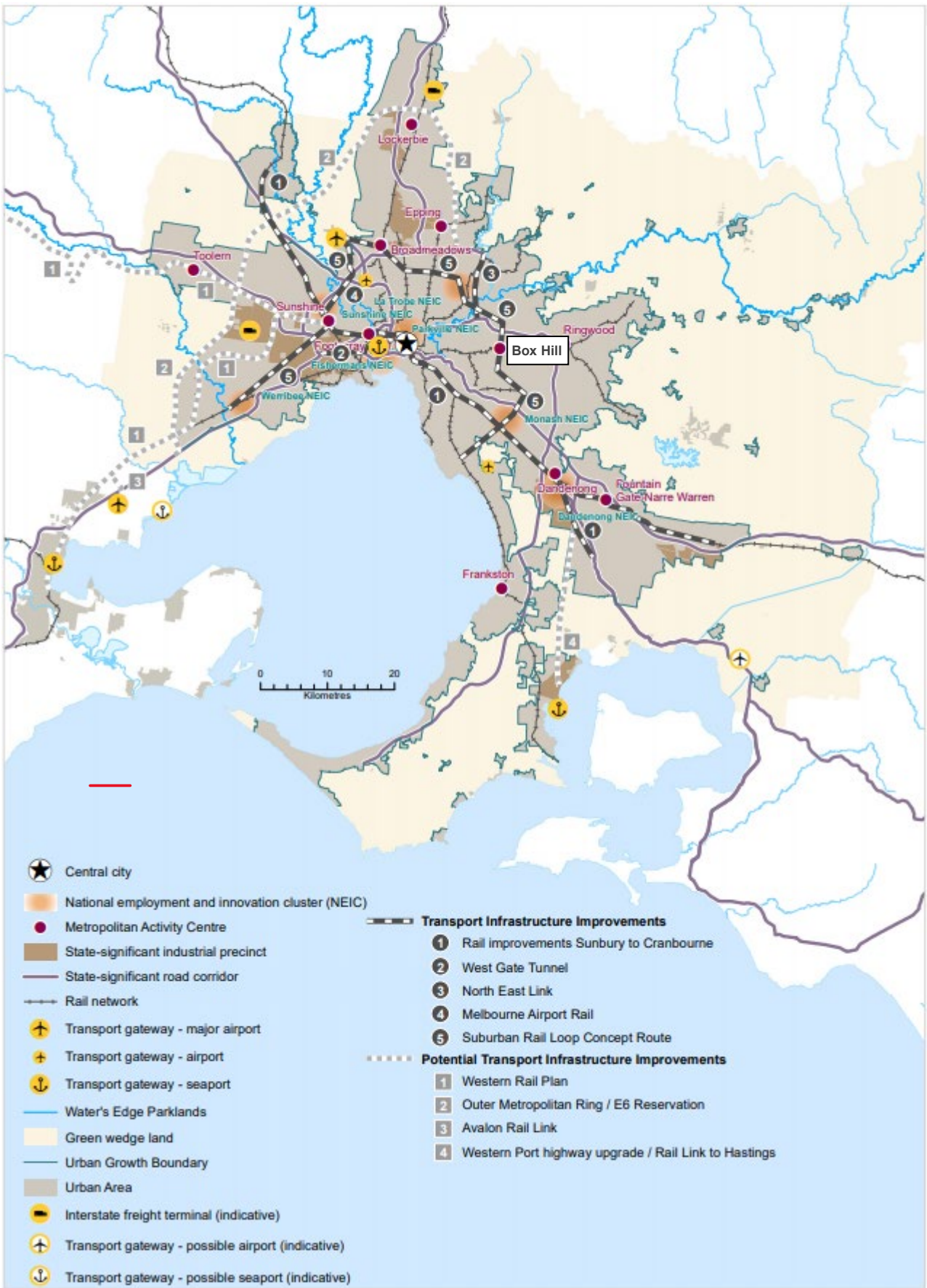


Figure 2 - Melbourne 2050 Spatial Framework (source: DELWP)

2.3. EASTERN REGION CONTEXT

Plan Melbourne anticipates more than 97,000 jobs by 2031 and 175,000 new dwellings in the eastern region by 2051. Box Hill has a regionally significant role in servicing the eastern subregion of Melbourne as the largest MAC in the region and a focus for health, education, services and employment.

Box Hill has excellent transport connectivity, which will be further improved with the delivery of the Suburban Rail Loop (SRL) heavy rail connection through the centre, enabling it to draw workers, students and visitors from a large catchment.

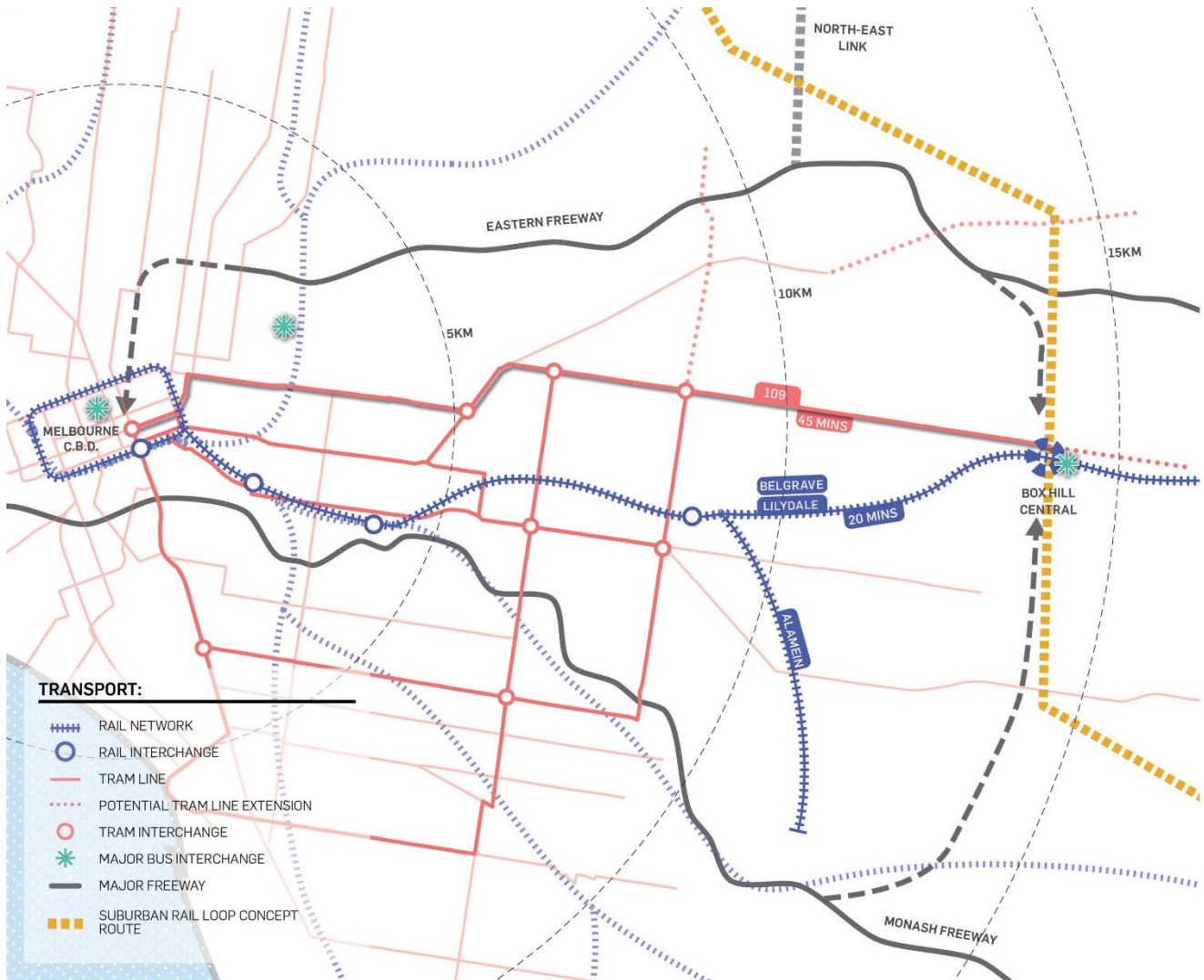


Figure 3 - Key transport connections to Box Hill

2.4. BOX HILL ACTIVITY CENTRE CONTEXT

Box Hill Metropolitan Activity Centre (BHMAC) is located approximately 14 km to the east of Melbourne's CBD. It is the largest Metropolitan Activity Centre (MAC) in Melbourne's eastern region and the primary activity centre within the City of Whitehorse.

The Activity Centre benefits from the major public transport interchange in Melbourne's east with an extensive network of bus routes interchanging with trains on the Lilydale and Belgrave line and the Route 109 tram.

BHMAC is much greater than the retail core. It is the major employment hub in Melbourne's east with expanding roles in health, education, government and retail services. The activity centre boundary, as defined in the 2007 Structure Plan and generally consistent in recent strategic planning undertaken by

Council, extends from Severn Street in the north; to Watts, Linsey and William Streets to the east; Albion and Carrington roads to the south; and Kingsley Crescent and Elgar Road to the west.

There are a number of distinct precincts within the BHMACH clustered around key anchor land uses, including the health and education precinct in the northwest, the community and civic precinct in the east, the Prospect Street and Whitehorse Road office precincts and the retail core.

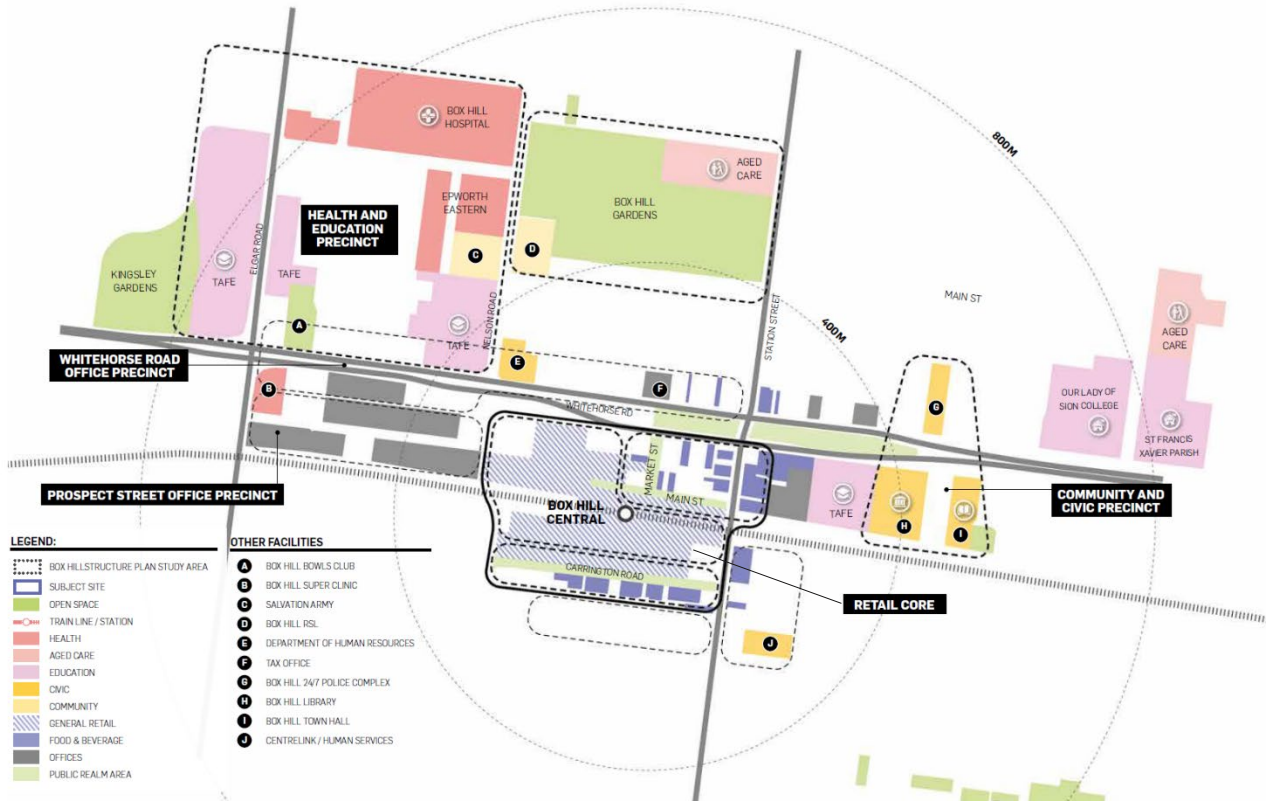


Figure 4 - Box Hill Activity Centre Key Precincts

Vicinity's assets form a pivotal central component of the Activity Centre. Box Hill Central is divided into two components: Box Hill Central North (Vicinity's freehold land) and Box Hill Central South (subject to a long-term lease from VicTrack). The railway line and Main Street form the boundary between the two components. A portion of the retail core is outside Vicinity's controls – generally clustered from Market Street to the eastern side of Station Street, and on the southern side of Cambridge Street.

Box Hill Central North is the subject of the current application.

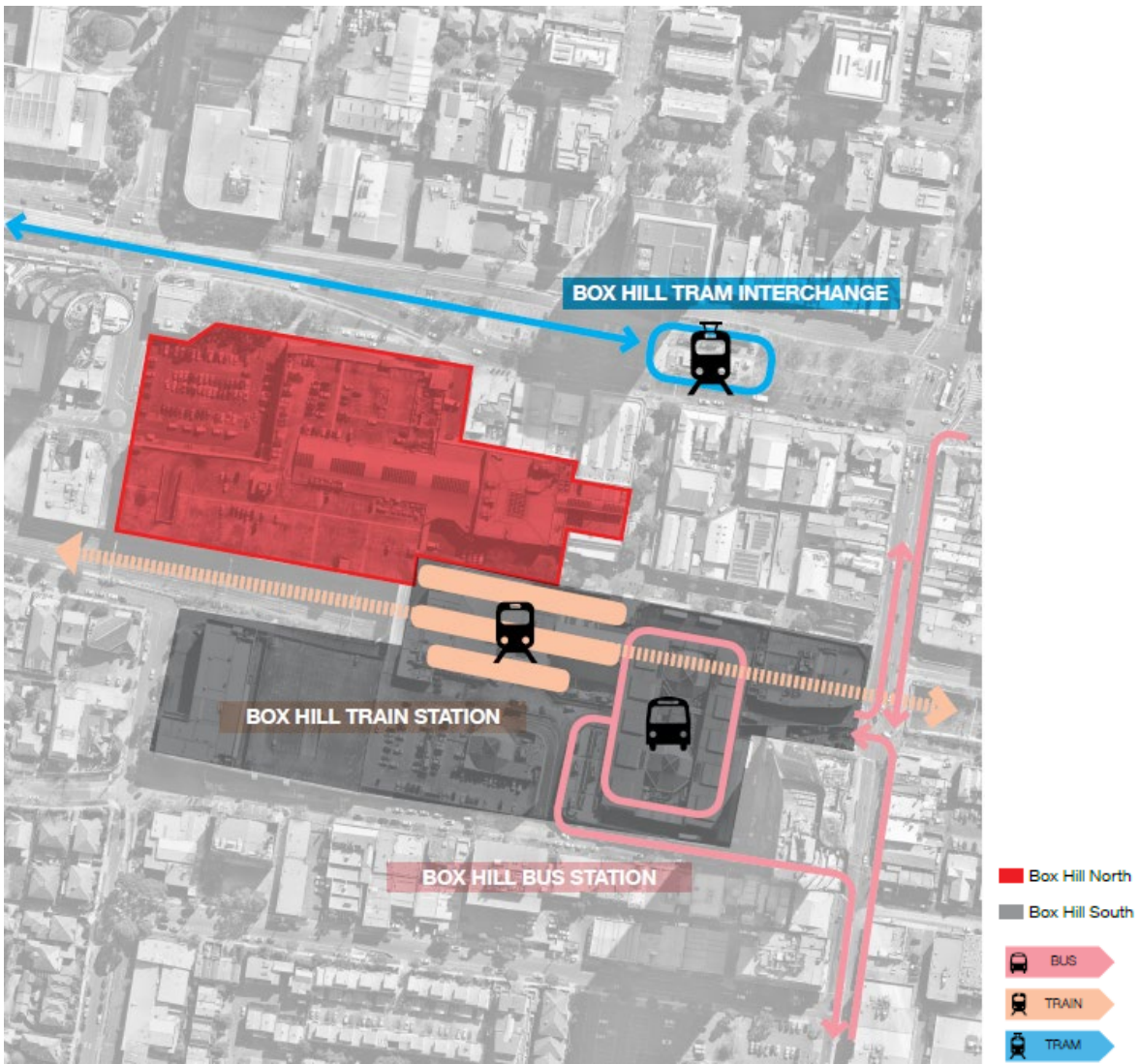


Figure 5 - Box Hill Central North and South

2.5. LOCAL STRATEGIC PLANNING CONTEXT

2.5.1. Box Hill Transit City Activity Centre Structure Plan 2007

Whitehorse Council adopted the *Box Hill Transit City Activity Centre Structure Plan* (the Structure Plan) in 2007, which remains the current guiding document for Council, stakeholders and the community with respect to the BHMALC.

Since the Structure Plan was developed, significant land use, growth and demographic change has occurred in Box Hill, in addition to strategic policy development at the state level.

The Structure Plan is discussed further at Section 4.2 of this report.

2.5.2. Ongoing Strategic Work

Council has commenced a process to review the vision and strategic direction for the BHMALC. The project has to date included the preparation of an Analysis and Options Report (MGS, June 2019) and commencement of drafting planning controls.

The Analysis and Options Report provides a summary of the existing situation in the Box Hill MAC, including the planning and policy context, economic and demographic projections, development approvals and the emerging built form.

The Report identifies opportunities for alternative approaches to planning and development in the MAC. This includes ideas for managing population and job growth, facilitating affordable housing and delivering high quality public spaces.

As part of the Opportunities and Constraints Analysis for Future Development (section 4.1), the Analysis and Options Report identifies the challenge of coordinating private development outcomes to support the significant future growth of the MAC, while delivering social, economic and community benefits at a local, regional and metropolitan scale. This objective is at the core of Vicinity's holistic approach to master planning for the central, and largest, component of the activity centre.

We understand that the strategic work has been undertaken to inform a future structure plan and controls. The Department of Environment, Land, Water and Planning (DELWP) reviewed the draft documents and provided feedback on the controls and background documents.

In response to this feedback, we understand that the proposed controls were reviewed by Council, and the revised Structure Plan and new Urban Design Framework were partially updated, although not all recommendations from DELWP were accepted. At its meeting on 22 November 2021 Council resolved to seek authorisation from the Minister for Planning on the partially updated documents.

3. SUBJECT SITE AND SURROUNDS

3.1. SUBJECT SITE

The amendment applies to land currently developed with the Box Hill Central North Shopping Centre including:

- 17-21 Market Street and 1 Main Street, and the associated at-grade car park at 8 Prospect Street;
- the Council owned land at 2 Prospect Street and car park at 8A Prospect Street;
- sections of Main Street, Prospect Street, and Nelson Road;
- Clisby Court; and
- Fairbank Lane and the adjoining landscape reserve fronting Whitehorse Road.

The site has a total area of 26,360 square metres (see site in Figure 5 overleaf) and falls approximately 10.6 metres from the south east to the north west. The Vicinity-owned portion of the site is 18,500 square metres in area.

The land comprises the following properties and parcels:

Table 1 - Parcel Particulars

Property	Parcel	Ownership
17-21 Market Street	CP102909	Vicinity Centres
1 Main Street	Lot 1 TP803942	Victorian Rail Track
2 Prospect Street	Lot 1TP761487	Whitehorse City Council
8 Prospect Street	Lots 1, 2, 3, 4, and 5 TP665882	Vicinity Centres
8A Prospect Street	Lot 1 TP333223	Whitehorse City Council
Clisby Court	Lot 1 and 2 TP957558	Victorian Rail Track
Nelson Road extension	Lot 1TP234540	Whitehorse City Council
Fairbank Lane	R1 LP82924 and Lot 2 LP45799	Whitehorse City Council

The majority of the subject land is owned by Vicinity Centres and is developed with the Box Hill Central North Shopping Centre, a two-storey shopping centre accommodating a supermarket, retail stores, food and drink premises, and medical facilities. The shopping centre, whilst valued at \$128m, is becoming outdated and is struggling to meet the current needs of the community, and therefore represents a major urban renewal opportunity owing to its substantial size and strategic location at the core of the BHMAC.

The subject site is also proposed to extend to the surrounding road network, including Main Street, Prospect Street, Nelson Road and Fairbank Lane, and includes parcels of land currently under the ownership of Whitehorse City Council and VicTrack.



Figure 6 Existing conditions from Prospect Street looking east towards the site

Source: Bates Smart



Figure 7 Existing conditions from Hopetoun Parade looking north west towards the site

Source: Bates Smart



Figure 8 Existing conditions internal retail space

Source: Bates Smart

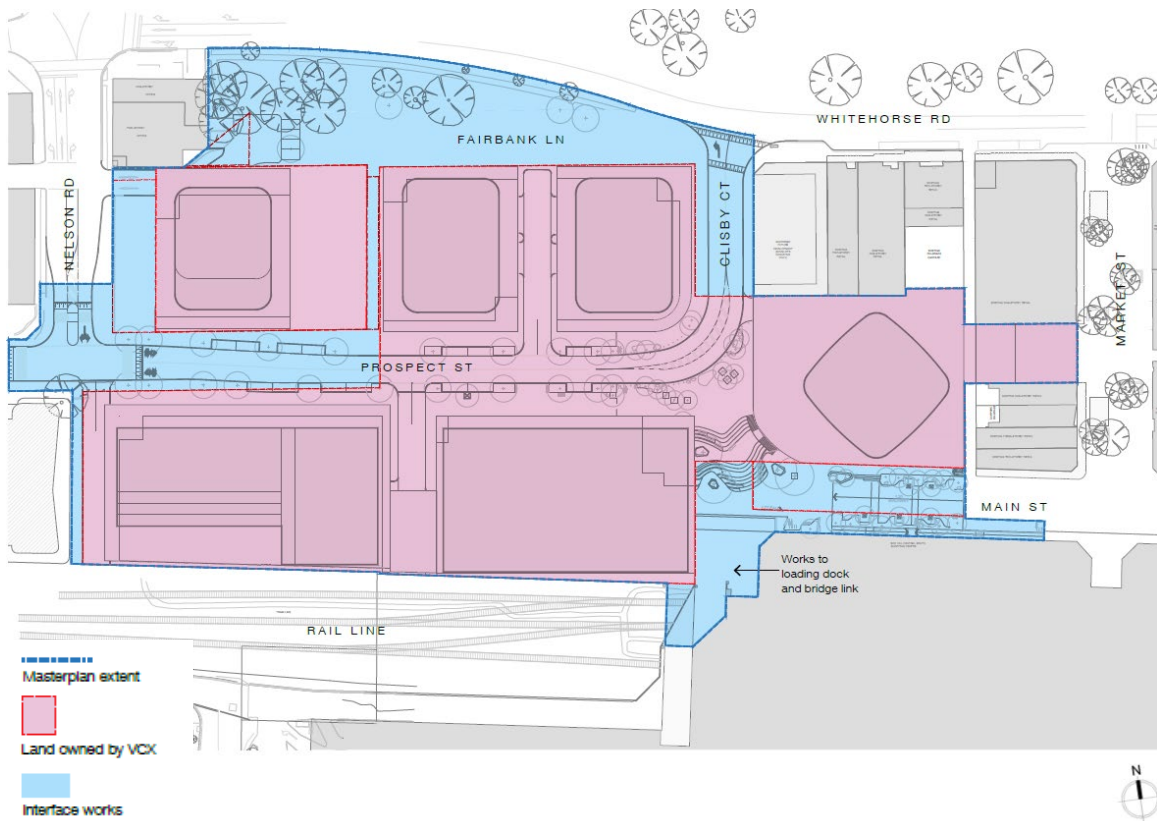


Figure 9 Master Plan Extent

Source: Bates Smart

3.2. IMMEDIATE SURROUNDS

The site’s northern boundaries interface with:

- Whitehorse Road, which currently accommodates a multi-lane arterial road and landscaping, and an egress laneway/Fairbank Lane. Whitehorse City Council’s current draft strategic plan indicates the intention to convert the southern carriageway to a new public open space.
- Commercial properties fronting Whitehorse Road, which include an approved multi-storey hotel (20 levels) at 874-878 Whitehorse Road and low-scale commercial buildings.
- 852 Whitehorse Road, which is currently developed with a three-storey commercial building.



Figure 10 Subject site

Source: Nearmap

The site's eastern boundaries interface with:

- Low-scale commercial properties fronting Market Street, which are separated from the overall site by a laneway from Whitehorse Road to the northern boundary of the site, and a second laneway between the site's southern boundary to Main Street.
- Market Street, a major pedestrian thoroughfare and connection between the Box Hill Railway Station, Bus Interchange and the Whitehorse Road tram stop.

The site's southern boundaries interface with:

- Main Street, which is predominantly utilised as a loading area, with secondary pedestrian access between side entrances of the Box Hill Central North and South Shopping Centres.
- 1 Main Street, which is developed with the Box Hill Central South Shopping Centre and the Box Hill Railway Station and Bus Interchange.
- The Belgrave/Lilydale Railway line

The site's western boundaries interface with:

- Nelson Road, a local connector road.
- 9-11 Prospect Street, which holds a planning permit for a multi-level residential development and is currently under construction.

The site is located in the Box Hill Metropolitan Activity Centre, which functions as a major provider of health, education and retail services in Melbourne's eastern region, and features significant higher-density residential development. The Box Hill MAC has experienced significant growth over the last decade with the approval and construction of developments in the order of 25-36 storeys at the core of the activity centre, including:

- 545 Station Street (34 storeys) (constructed)
- 850 Whitehorse Road (36 and 26 storeys) (constructed)
- 913 Whitehorse Road (20 storeys) (constructed)
- 820 Whitehorse Road (29 storeys) (constructed)
- 826 Whitehorse Road (30 storeys) (constructed)
- 874-878 Whitehorse Road (24 storeys) (approved permit)
- 9-11 Prospect Street (25 storeys) (under construction)
- 31-35 Prospect Street (25 storeys) (proposed)
- 34-36 Prospect Street (30 storeys) (approved permit)



Figure 11 Existing and approved development

Source: Bates Smart

The site has excellent access to the public transport network owing to its proximity to the Box Hill Railway Station, Box Hill Bus Interchange and the Tram Route 109 terminus. This will be further improved with the development of the Suburban Rail Loop (SRL), the eastern section of which (Cheltenham to Box Hill) commenced construction in June 2022. The site is afforded with good access to a range of commercial and community facilities, including:

- Restaurants, retail, and entertainment facilities within the Box Hill MAC
- Public parkland at the Box Hill Gardens and Surrey Park
- Medical facilities including the Box Hill Hospital and Epworth East Hospital concentrated on Nelson Road
- Education facilities including the Box Hill Institute primarily along Whitehorse Road and Elgar Road

4. PLANNING POLICY CONTEXT

The planning policy framework for Box Hill promotes a consolidated, high-density urban form with a vibrant range of commercial and community uses, and intensified residential development that takes advantage of the public transport services afforded to the centre.

4.1. PLAN MELBOURNE & PLANNING POLICY FRAMEWORK

As addressed earlier in this report, *Plan Melbourne* seeks to facilitate a liveable, connected and sustainable city and envisions that ‘*Melbourne will continue to be a global city of opportunity and choice*’. Central to achieving this vision is the integration of long-term land use, infrastructure and transport planning in order to meet the city’s future environmental, population, housing and economic needs.

This in part is to be achieved by directing new and intensified development in the right locations in order to facilitate the social, environmental, and economic benefits associated with a consolidated urban form, make the best use of existing infrastructure and services, provide job opportunities and services closer to where people live, and limit the need for further development into Melbourne’s peri-urban areas. Plan Melbourne specifically directs new and intensified development to activity centres supported by good accessibility to public transport.

Box Hill is designated as a “metropolitan activity centre” (MAC), which is the highest order of Activity Centres outside of Melbourne’s Central Business District. MACs are envisaged to provide for a diverse range of jobs, activities and housing and function as a major service provider of government, health, justice and education services to regional catchments. MACs also provide key opportunities to deliver higher-density residential development in areas with high accessibility to services and transport infrastructure, which will further stimulate economic activity.

Box Hill also plays an important role as a “Health and education precinct” in Melbourne’s eastern region centred around the Box Hill Hospital and Box Hill TAFE Precinct. Plan Melbourne recognises this precinct as being of state significance, and seeks to protect and further promote health, education and ancillary activities that will build upon the precinct’s existing strengths.

The 2019 Addendum to *Plan Melbourne* earmarks the construction of an orbital rail line that will connect key locations in Melbourne’s middle suburbs, with a station proposed in Box Hill. Accordingly, the Suburban Rail Loop will link the BHMAL to major health, education and employment centres and improve access to jobs, retail, hospitality, education and health services in the BHMAL to a broader area of Metropolitan Melbourne.

Plan Melbourne’s strategies are enacted through the Planning Policy Framework, which also seeks to develop the objectives for planning in Victoria (as set out in the *Planning and Environment Act 1987*) to foster appropriate land-use and development planning policies and practices that encompass relevant environmental, social and economic factors. The main thrust of key policies relating to the BHMAL can be summarised as follows:

- **Clause 11.01-1R Settlement – Metropolitan Melbourne** directs investment and growth in a Metropolitan Activity Centre to create a more consolidated, sustainable city, and recognises the opportunities of the future Suburban Rail Loop to facilitate substantial growth beyond the central city to address Melbourne’s growing population.
- **Clause 11.03-1R Activity Centres – Metropolitan Melbourne** supports the development and growth of Metropolitan Activity Centres by ensuring they can accommodate significant growth for a broad range of land uses by promoting commercial development, housing diversification and intensification in activity centres, improving connection to active and public transport, and enhancing access to a wider range of goods and services through the proposed high-density mixed-use precinct in a public transport hub.
- **Clause 16.01-R Housing supply – Metropolitan Melbourne** seeks to increase the supply and diversity of housing choice in key locations close to employment and public transport services such as Metropolitan Activity Centres.
- **Clause 17.01-1R Diversified economy – Metropolitan Melbourne** and **Clause 17.02-1S Business** seek to facilitate a strong and innovative economy within Victoria, as well as highlighting the need to locate commercial facilities in existing or planned activity centres.
- **Clause 18.02-2R Principal Public Transport Network** encourages the increase of the diversity and density of development along the Principal Public Transport Network, particularly in activity centres.

- **Clause 18.02-5 Car parking** encourages *‘an adequate supply of car parking that is appropriately designed and located’*.

4.2. BOX HILL TRANSIT CITY ACTIVITY CENTRE STRUCTURE PLAN & LOCAL PLANNING POLICY FRAMEWORK

Land use and development in the Box Hill Metropolitan Activity Centre is currently guided by the *Box Hill Transit City Activity Centre Structure Plan 2007* which establishes the following vision for the activity centre:

Box Hill will be sustainable, safe and accessible to all. It will be a distinctive, vibrant, diverse, inclusive, participatory, caring and healthy community where you live, work and enjoy – day and night.

The *Structure Plan* establishes a framework encompassing public space network, street and laneway network, land use activity precincts, and built form precincts which provide guidance for the activity centre’s future development. The broad thrust of this framework focusses commercial activity and intensified built form to the core of Box Hill, whilst preserving the specialist operations of the hospital, education, and civic precincts, and directing new development to provide a transition down to the lower scale of the surrounding residential hinterland.

The Structure Plan locates the subject site within the Activity Precinct A ‘Box Hill Transport and Retail Precinct’ which envisages *‘retail sustained throughout the area complemented by entertainment, hospitality, commercial and other uses with extended hours of activity creating a central focus for Box Hill’*.

The Structure Plan also locates the site in Built Form Precinct F ‘Major Development Precinct’ which permits high-rise development to accommodate for increased density. Whilst no height controls are prescribed for this precinct, the Structure Plan requires that new development not overshadow key open spaces and must incorporate transitional heights at the edges of site development to respect surrounding lower scale precincts.

The land use and built form directives are reflected in the Whitehorse Planning Scheme, which acknowledges the BHMAL as *‘the major focus for retail, commercial, health, transport, education and entertainment facilities’* in Melbourne’s eastern region and identifies that the activity centre has significant opportunities for the delivery of community, commercial, health, and cultural services, as well as higher density residential development. These policies also seek to facilitate a quality urban design outcomes, with accessible and lively public spaces connected by a pedestrian network that encourages use of active and public transport.

The key local planning policies relating to the BHMAL are summarised accordingly:

- **Clause 21.07 Economic Development** recognises the BHMAL provides significant opportunities to act as a major focus for retail, commercial, health, transport, education and entertainment facilities in Melbourne’s east.
- **Clause 22.07 Box Hill Metropolitan Activity Centre** seeks to facilitate land use and development in the Box Hill MAC line with the objectives of the *Box Hill Transit City Activity Centre Structure Plan (2007)*.
- **Clause 22.15 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.

Refer to Appendix A for a summary of the planning policy frameworks, controls, and provisions applying to the site.

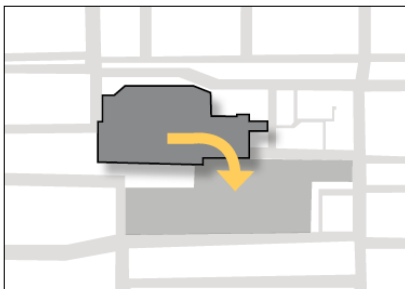
5. THE PROPOSAL / THE MASTER PLAN

The proposed planning scheme amendment seeks to introduce an Incorporated Document into the Whitehorse Planning Scheme that will facilitate the staged redevelopment and subdivision of the site. This redevelopment will be guided by a Master Plan prepared by Bates Smart that establishes a precinct vision, key land use outcomes, overarching built form guidelines, and access strategies, which is supported by technical documents relating to landscape architecture, traffic management, and other considerations.

The Master Plan is the result of over two years of review and strategic positioning undertaken by Vicinity Centres, Bates Smart, GTA, Urbis, and a range of specialist consultants. The project team has invested significant time and energy into the development of the Master Plan and has engaged in an ongoing and open dialogue with Whitehorse City Council, and various State Government bodies including the Department of Transport, VicTrack, Suburban Rail Loop Authority and all relevant infrastructure servicing agencies.

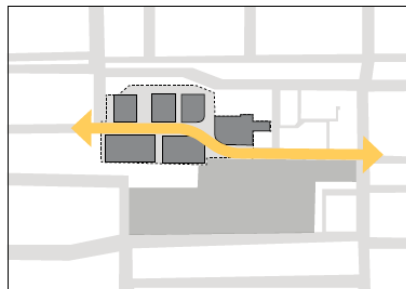
The proposed Master Plan is a considered and comprehensive strategy that has been developed after careful consideration of the varied opportunities and challenges presented to the site. The Master Plan will deliver a city-shaping project, with a development value in the order of \$2 billion, that will benefit the broader BHMALC within and beyond its site boundaries.

CONSOLIDATED RETAIL



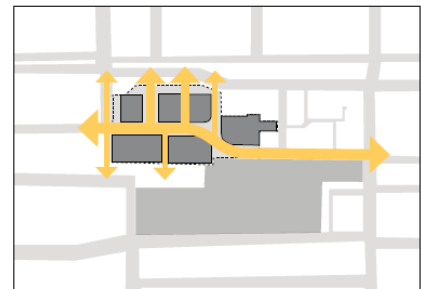
Consolidating retail to the south around the public transport hub to create a higher density and more vibrant commercial centre, freeing up land for further development opportunities.

A NEW EAST-WEST CONNECTION



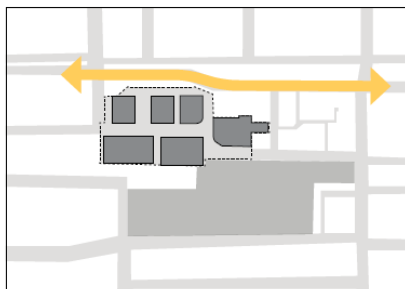
Creating an east-west connection through the site, making the site more permeable and connected to its immediate context.

A HIERARCHY OF NORTH-SOUTH LINKS



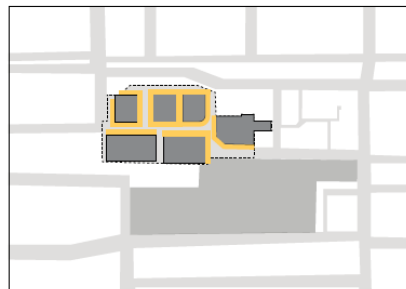
Identifying a hierarchy of north-south links, zoning streets, roads, laneways and arcades.

WHITEHORSE ROAD INTERFACE



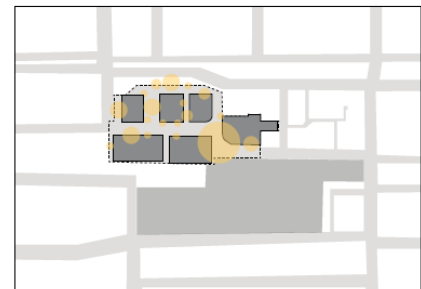
Improving the site's interface with Whitehorse Road through active frontages and quality public realm.

ACTIVE EDGES



Reinvigorating streets through retail and architectural activation.

A COLLECTION OF CIVIC & COMMUNITY SPACES



Spreading a mixture of civic and community spaces throughout the masterplan to activate the entire site, creating varied experiences.

Figure 12 Master Plan Strategy

Source: Bates Smart

5.1. MASTER PLAN PRECINCT VISION

The vision for the Box Hill Central North Precinct outlined in Bates Smart's Master Plan Report is for a precinct that is vibrant and active for people to live, work and play, that leverages on and improves transport connectivity, whilst delivering a high quality public realm including a new "civic heart" for Box Hill, with mixed-use development that integrates with the public realm and adopts vibrant and diverse built form.

The design of the Master Plan revolves around the following precinct principles:

The Heart of Box Hill The urban regeneration of the Box Hill Central North precinct is an opportunity to define a future city for people to live work and play.

A place for People Successfully layering human scaled public spaces and landscaping that link to a retail heart will create an attractive public realm that can be enjoyed by everyone.

Suburban to Metropolitan Diversifying Box Hill's architecture with a mix of modern styles, scales and materials will make it feel more like an integrated city, increasing community inclusiveness and sense of belonging

Live, Work and Play Creating places that mix commercial use with everyday life through high quality design will give Box Hill longevity and help people to thrive.

Civic and community Basing new development on the best elements of Box Hill's existing character will help enrich the area's identity. This should be done with an eye toward designing for contemporary cultural experiences.

Prioritise wellness Design can't be all about style. Shaping the built environment so that layouts, orientation, solar access, natural ventilation and views work together to improve wellbeing is of great importance. So, too, is designing the precinct with a system of paths, streets and lanes that better support cycling and walkability.

The precinct principles will be enacted through site principles and Master Plan strategies that will guide the design development of individual buildings and the public realm. Broadly these principles and strategies seek to:

- Integrate the precinct with the broader BHMAC through the creation of a new east-west connection through the site and new development that is responsive to site boundaries as well as the new internal road network.
- Create a network of streets, laneways and arcades that will provide a high level of site permeability and facilitate a fine-grain scale.
- Activate the precinct through ground level retail, hospitality and entertainment uses that will provide visual interest and passive surveillance to enhance the public realm and encourage pedestrian movement.
- Provide for a range of civic and community spaces dispersed throughout the precinct.
- Establish a new plaza that will deliver a quality civic space and provide a new town square at the heart of the BHMAC, including an informal amphitheatre opportunity.
- Significantly increase the amount of public open space and enhance existing open space within the precinct.

5.2. SUMMARY OF THE PROPOSAL

The Master Plan proposes the redevelopment of the Box Hill Central North Shopping Centre site and the surrounding land into a high-density, mixed-use precinct, featuring a new civic plaza and other enhanced public open space, a new street network that prioritises pedestrian and bicycle movement, within a landscaped setting. In addition to developing Vicinity Centre's land, the proposed masterplan aims to deliver significant upgrades to Council and VicTrack owned land.

The key elements of the Master Plan include:

- The extension of Prospect Street through to Clisby Court and connection up to the western end of Main Street to create a new road and pedestrian link through the site linking Nelson Road to Station Street
- The establishment of a new network of streets and arcades that provide permeability through the site and connection to the adjoining interfaces, and upgrades to existing street interfaces including Main Street, Prospect Street, Whitehorse Road and Nelson Road.
- A new public/civic plaza at the intersection of Main Street and Prospect Street that will support a range of activities.
- Transformation of the western end of Main Street from a loading dock/area to pedestrianised public mall.
- A wind canopy located above the public plaza to ensure the comfort and amenity of the area.
- The closure of Fairbank Lane (while maintaining existing access to 852 Whitehorse Road) and the development of landscaped public open space that could integrate with the planning for future public open space proposed along the southern half of Whitehorse Road, as well as providing a substantive area of north facing public open space as part of this masterplan.
- The extension of Fairbank Park between lots 2 and 3 to create a generous, protected area of open space that also enhances the pedestrian journey through the site and allows sun penetration to Prospect Street. This space will be activated by the ground floor tenancies in lots 1 and 2.
- The redevelopment of 8 Nelson Road (a Council-owned car park) into a public park that will further contribute to the public open space network within the precinct and the broader BHMAC.
- Making provision for a potential future pedestrian and bicycle connection by others over the rail corridor that will connect Nelson Road and Thurston Street.
- The development of seven multi-level buildings ranging between 19 and 49 levels. Lots 1, 2 3, 4, 6 and 7 will be mixed use buildings developed with a podium catering for a range of uses with residential development above. Lot 5 is proposed to accommodate commercial and retail land uses. All buildings are proposed to provide appropriate levels of retail to activate key street frontages

- Car parking will be provided generally within basement levels with podium car parking where appropriate. Car parking access will be from new service lanes and Clisby Court.

The proposed masterplan layout is shown below.

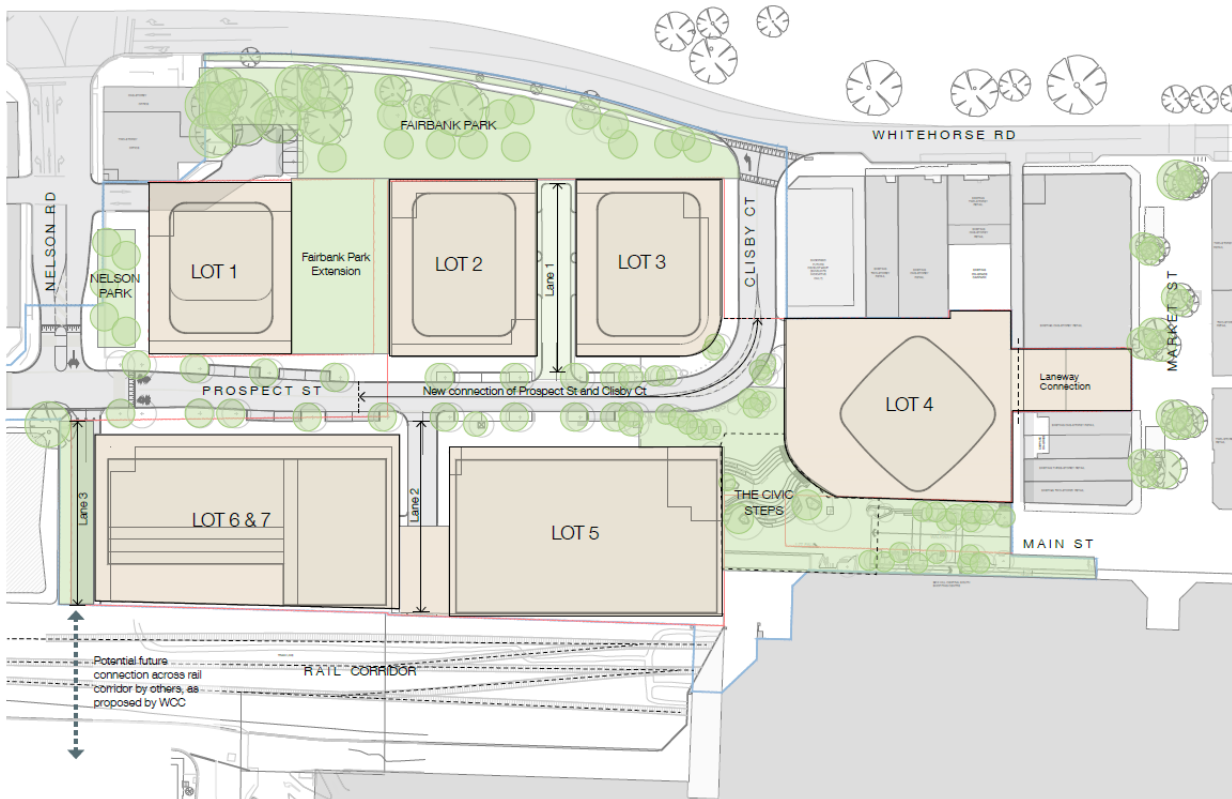


Figure 13 Master Plan

Source: Bates Smart

5.3. EVOLUTION OF THE MASTER PLAN

The Master Plan has been developed to respond to the opportunities and challenges afforded to the site.

The key opportunities that the Master Plan builds upon are noted as follows:

- The substantial size of the site presents a major opportunity to deliver a new and vibrant precinct that incorporates and facilitates generous new public spaces at the core of the BHMAL, as well as an expanded pedestrian realm and road network. This responds to existing constraints within the BHMAL, notably the absence of a “town centre” that is of a size sufficient to facilitate public events, and the blockage to pedestrian movement from the train station towards Elgar Road to the west, and the health and education precinct to the north-west, resulting from the existing shopping centre building.
- The large site allows for multiple high-density developments whilst appropriately responding to existing and approved developments on adjoining properties and managing potential external amenity impacts.
- The site is strategically located at the commercial core of the BHMAL site, and therefore benefits from a high degree of accessibility to existing retail, commercial, hospitality and community services, as well as access to the education and health precinct north of Whitehorse Road, and the Box Hill Gardens (also north of Whitehorse Road).
- The site is also afforded with excellent accessibility to public transport services given it is adjacent to the Box Hill Railway Station and Bus Interchange located in the Box Hill Central South Shopping Centre site, as well as the Route 109 Tram Terminus on Whitehorse Road. These services provide connection to Melbourne’s Central Business District and a wide array of locations throughout Melbourne’s eastern region, which will be further enhanced with the construction of the Suburban Rail Loop that will connect key destinations within Melbourne’s middle-ring suburbs. The degree of public transport accessibility is

unique for a suburban activity centre; given this, the site presents a key opportunity to facilitate lower levels of car ownership, which both enables more sustainable transport movements and reduces congestion at the centre of the BHMAL.

The major challenges presented to the redevelopment of the site are as follows:

- The site has a fall of over five metres from the south-east to the north west. This challenge has been addressed through the proposed civic staircase and amphitheatre, which successfully “designs in” the solution whilst creating a distinctive public space that can accommodate both passive recreation and organised public events that will enhance the BHMAL’s sense of identity.
- The existing wind conditions within the BHMAL generally, and in the vicinity of the subject site specifically present significant challenges to the design of safe and amenable buildings and public realm. The proposed site layout and built form parameters have been designed with the input of wind consultants to minimise wind impacts, both within and external to the site, and to ensure the new public realm will be an amenable environment. A wind canopy is proposed over the western end of Main Street and the civic steps to provide wind and weather protection to the proposed public plaza.

A master planned approach has been adopted to guide the precinct’s design evolution and provide certainty for Vicinity and other key stakeholders. The size and complexity of the project will require the precinct’s design and construction to occur in a staged manner over a number of years. The Master Plan establishes a unified precinct vision that will facilitate high quality architectural and urban design outcomes, whilst allowing sufficient flexibility for the design development of each element to respond to the unique characteristics of each site.

Following submission of the Master Plan to DELWP, the proponent and the project team entered into a without prejudice and in good faith workshop process with DELWP, including review by the Office of the Victorian Government Architect (OVGA), which considered matters raised by DELWP as set out in their letter dated 30 April 2021. This process has resulted in refinements to the Master Plan, which aim to achieve the best outcome for the site and increase the overall public benefit, whilst also achieving Vicinity’s commercial imperatives to enable the project to be delivered. In order to qualify for the next stage of the Development Facilitation process, Vicinity has absorbed the financial impacts associated with the additional public benefit contributions and loss of Gross Floor Area (GFA) that have resulted from the changes.

Throughout the workshop process, the Master Plan has been refined collaboratively across a range of areas to address the matters raised by and workshoped with DELWP. The revisions have largely been based on a number of key moves, namely:

1. Increase and consolidate open space to a central location in the site (Fairbank Park extension)
2. Enhance north south links, including the Fairbank Park extension and Clisby Court
3. Reduced conflict to pedestrian movements via consolidation of vehicle accesses and relocation away from key pedestrian routes
4. Spatial provisions for the future bridge link across the rail corridor, as an extension of Nelson Road
5. Review western development blocks (1 and 6/7). Consolidation of Lot 6 and 7 basements allows for loading access to be removed from Lane 4 to allow for future pedestrian bridge across rail corridor
6. Developed the public benefit offer, including commitment of 6% of total number of residential dwellings to be provided as Affordable Housing to the market for a period of 30 years, consistent with Council’s condition on the Notice of Design for the residential building application.

A summary of the workshop process is provided at Appendix C.

5.4. KEY LAND USE AND DESIGN ELEMENTS

5.4.1. Site layout

As noted above, the subject site layout includes:

- Prospect Street/Clisby Court extension and connection to Main Street providing an east-west link through the site and connection to the town centre, adjoining properties and road network.

- A series of north-south laneways and arcades providing connection through the site and to adjoining properties.
- A new public plaza/civic steps at the east end of Prospect Street, which connects to the west end of Main Street, is transformed from a loading dock into pedestrianised public mall.
- Landscaping and new open space along Fairbank Lane that can integrate with the proposed future park/open space on the southern side of Whitehorse Road, whilst providing an enhanced public open space as part of this masterplan.
- A new open space area between Nelson Road and the west side of Lot 1.
- The extension of Fairbank Park between lots 2 and 3 to create a generous, protected area of open space
- Seven development lots (three north of Prospect Street, three south of Prospect Street, and one north of Main Street).
- Upgrade works to existing areas of Prospect Street and Clisby Court.
- Modifications to the Box Hill Central South Shopping Centre to construct a turntable for the centre's supermarket tenant's loading bay (replacing the previous loading bay located at the western end of Main Street).
- Provision for an extension of Nelson Road to accommodate a potential bicycle and pedestrian link over the railway, to be delivered by others, that will connect Nelson Road and Thurston Street.

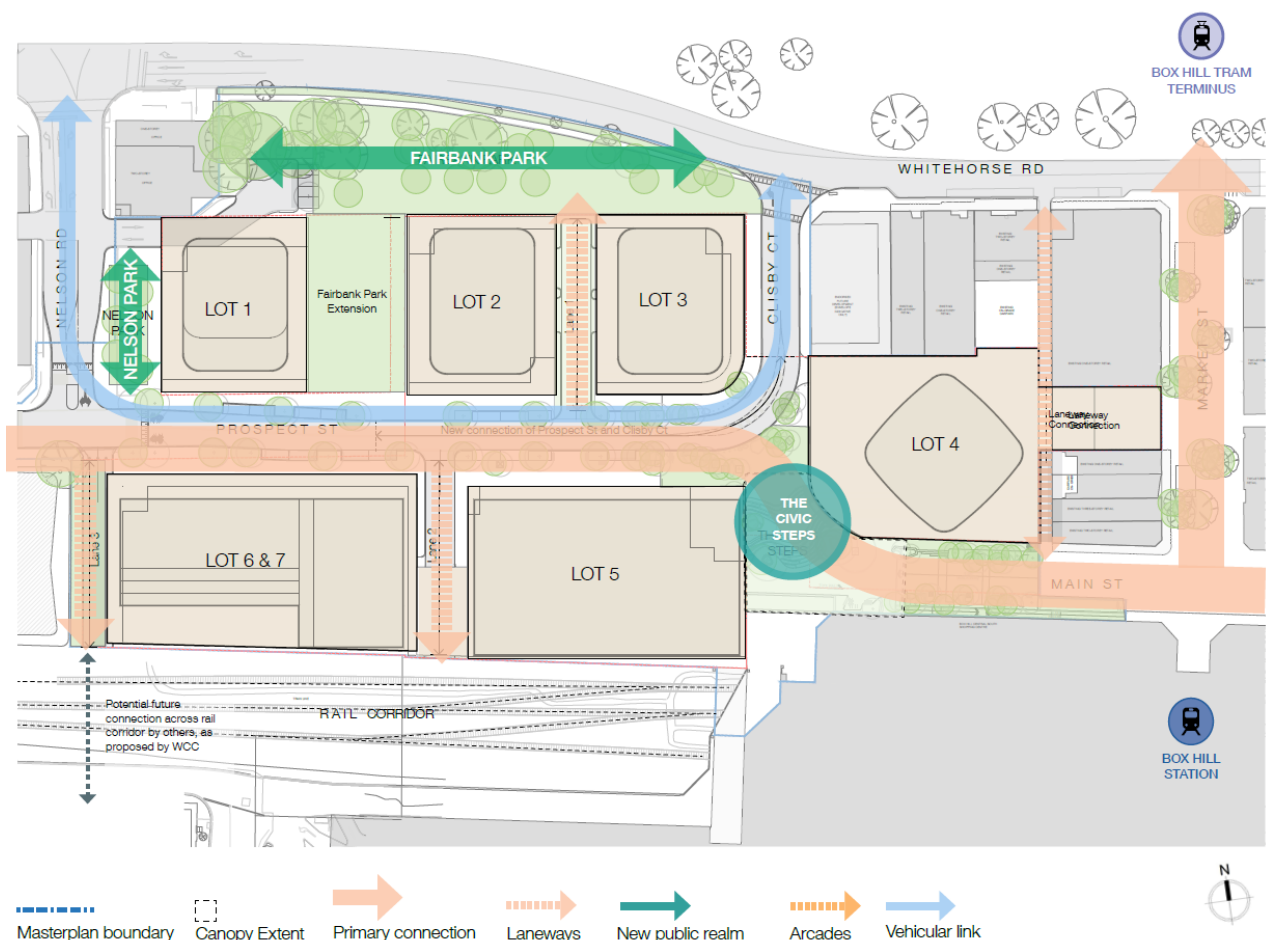


Figure 14 Public realm

Source: Bates Smart

5.4.2. Built Form and Design

The Master Plan establishes design criteria and built form parameters for the precinct's redevelopment, with the specific details of the new development to be addressed through the design development phase.

5.4.2.1. Design criteria

The Master Plan's design criteria seek to provide guidance for the future design of the public realm and buildings to ensure that the Master Plan's vision is achieved. The full list of design criteria is contained in the Bates Smart Master Plan Report, which includes:

- Connect the internal movement network with the external network
- Prioritise pedestrian and bicycle movement
- Consolidate vehicle movements and entrances
- Upgrade existing sections of the external road network that interface with the site
- Provide 24/7 access to publicly accessible open space
- Create open spaces of appropriate scale and establish a hierarchy of open spaces
- Provide appropriate wind conditions to ensure the amenity of the proposed public realm
- Target 80% activation of all proposed ground level frontages to Prospect Street, Main Street and internal streets (excluding service lanes)
- Activate non-service zones on Whitehorse Road and Clisby Court
- Adopt podium heights of 4-5 storeys (generally)
- Provide clear front door entrances
- Ensure design of towers makes a positive contribution to the Box Hill sky line
- Provide diverse architectural façade treatments that are appropriately varied
- Provide amenity, service retail and community activation of plaza and public domain
- Prioritise public realm outcomes when considering site servicing and direct primary service to laneways
- Ensure height of developments is varied to provide visual interest
- Tower floorplates to accommodate apartment diversity and comply with Better Apartment Design Standards
- Orient floorplates to encourage oblique views
- Comply with Whitehorse City Council sustainability standards
- Stage development in a manner that responds to variable market conditions and enable efficient infrastructure services to avoid duplications where possible

5.4.2.2. Massing principles and built form parameters

Massing

The Master Plan establishes massing principles and approximate building heights, which direct the tallest built form to Lot 4, which is the easternmost site and located at the approximate centre of the BHMAC's commercial/retail precinct.

The massing transitions down in scale towards the west to adopt heights comparable to approved and constructed developments on Whitehorse Road and Prospect Street. The massing also steps built form down to the south to ensure the proposed development does not overshadow the residential precinct south of the railway line and east of Thurston Street after 11am on 22 September. This is consistent with shadow impacts for other developments along Prospect Street and Whitehorse Road.

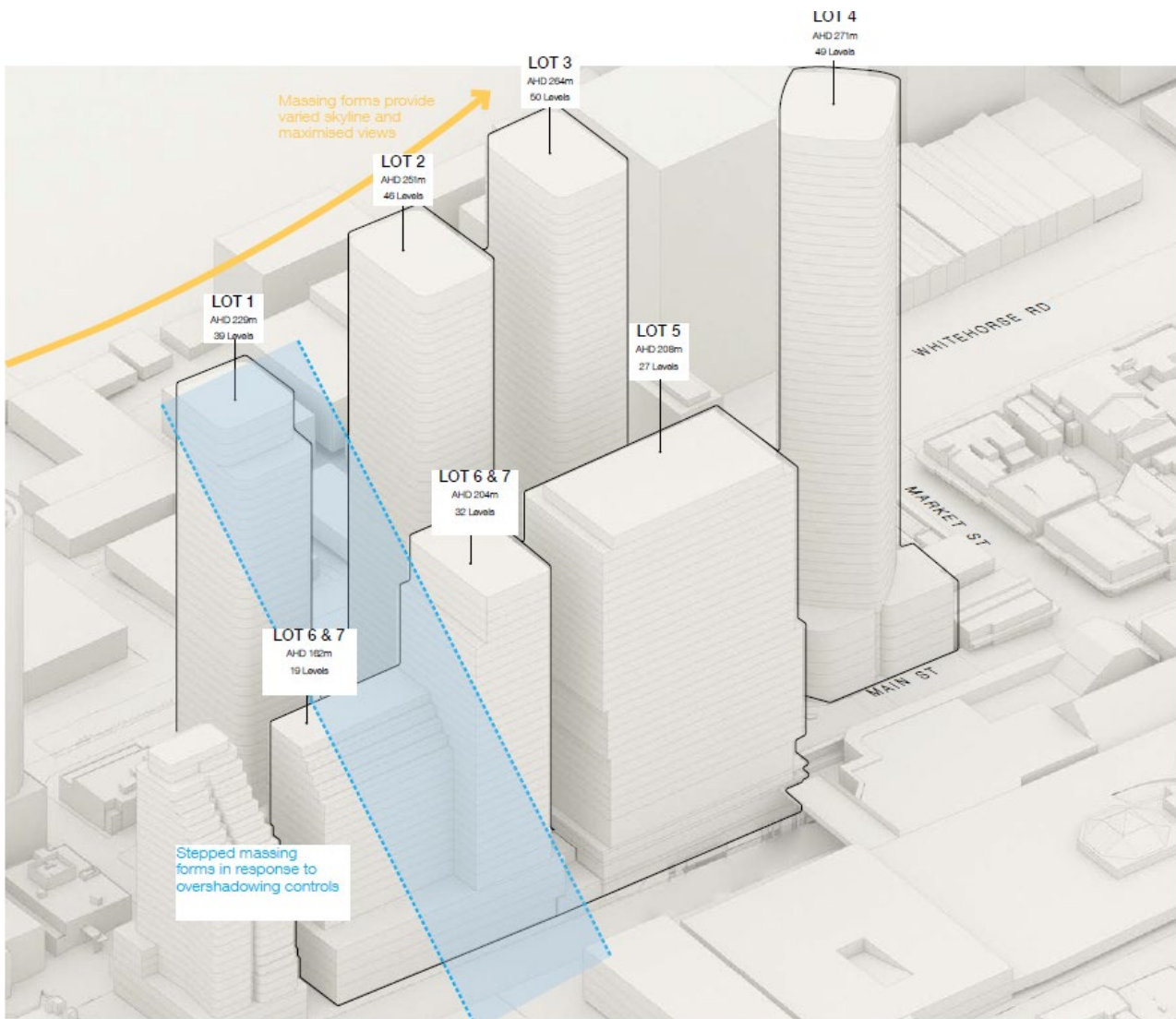


Figure 15 Massing principles

Source: Bates Smart

Street wall heights

The building massing adopts podium-tower formats, which is consistent with existing development in the BHMAL. The podiums are generally 4-5 storeys to provide appropriate human scale along the internal and external road networks in response to the public open space anticipated within the existing Whitehorse Road carriageway, and the pedestrians function of Prospect Street.

Upper level setbacks and building separation

Upper level setbacks to the street and laneway network have been selected to create a distinction between the podium and towers, and to provide appropriate separation between buildings to ensure the future amenity of the tower floorplates is maintained.

The building heights, street wall heights, setbacks above street wall and building separation are outlined overleaf.

Table 2 - Built Form Parameters

Lot	Building height	Street wall height	Setbacks above street wall	Building separation
Lot 1	39 levels / AHD 229m	<ul style="list-style-type: none"> ▪ 20m to Fairbank Park ▪ 18m to west boundary and Prospect Street 	<ul style="list-style-type: none"> ▪ 5m to Fairbank Park ▪ 5m to west boundary ▪ 5m to Prospect Street ▪ 5m to Fairbank Park Extension 	<ul style="list-style-type: none"> ▪ 34m between Lot 1 and Lot 2
Lot 2	46 levels / AHD 251m	<ul style="list-style-type: none"> ▪ 20m to Fairbank Park ▪ 18m to Prospect Street 	<ul style="list-style-type: none"> ▪ 3m to Fairbank Park ▪ 5m to Fairbank Park Extension ▪ 5m to Prospect Street ▪ 3-5m to Lane 1 	<ul style="list-style-type: none"> ▪ 20m between Lot 2 and Lot 3
Lot 3	50 levels / AHD 264m	<ul style="list-style-type: none"> ▪ 20m to Fairbank Park ▪ 18m to Prospect Street / Clisby Court 	<ul style="list-style-type: none"> ▪ 3m to Fairbank Park ▪ 3-5m to Lane 1 ▪ 5m to Prospect Street ▪ 5m to Clisby Court 	<ul style="list-style-type: none"> ▪ 21m between Lot 3 and 874-878 Whitehorse Road ▪ 30m between Lot 3 and Lot 5
Lot 4	49 levels / AHD 271m	<ul style="list-style-type: none"> ▪ 28m to Prospect Street / Clisby Court / public plaza ▪ 23m to Main Street 	<ul style="list-style-type: none"> ▪ 4.5m to north boundary ▪ 2m to Main Street ▪ 13m to west boundary 	<ul style="list-style-type: none"> ▪ 29 metres between Lot 4 and Lot 5 ▪ 4.5m between Lot 4 and 880 Whitehorse Road
Lot 5	27 levels / AHD 208m	<ul style="list-style-type: none"> ▪ 18m to Main Street, public plaza and Prospect Street 	<ul style="list-style-type: none"> ▪ 3m to Prospect Street ▪ 1.5m to Lane 2 ▪ 1.5m to Main Street 	<ul style="list-style-type: none"> ▪ 29m between Lot 4 and Lot 5 ▪ 15m between Lot 5 and Lot 6
Lot 6	32 levels / AHD 204m	<ul style="list-style-type: none"> ▪ 18m to Prospect Street 	<ul style="list-style-type: none"> ▪ 6m to Prospect Street ▪ 5m to Lane 2 	<ul style="list-style-type: none"> ▪ 15m between Lot 5 and Lot 6 ▪ Towers of Lot 6 and 7 are joined
Lot 7	19 levels / 162 AHD	<ul style="list-style-type: none"> ▪ 18m to Prospect Street 	<ul style="list-style-type: none"> ▪ 6m to Prospect Street, ▪ 5m to Lane 3 	<ul style="list-style-type: none"> ▪ Towers of Lot 6 and 7 are joined 16m between Lot 7 and 9-11 Prospect Street

5.4.3. Public Open Space Network & Public Realm

The Master Plan proposes a network of new and enhanced public open spaces and public realm areas, including:

- The civic steps and plaza will deliver a new and vibrant publicly accessible space. The civic steps and amphitheatre will be a distinctive feature in the BHMALC urban form and deliver a unique sense of place. The plaza will provide a place for passive recreation (i.e. workers eating lunch, visitors waiting for friends, etc) and organised events and activities. The steps integrate with the adjoining developments. DDA access will be provided within the adjoining buildings to ensure the space is accessible for all.
- The civic steps and plaza will be protected from the wind and other weather elements through incorporation of a canopy, which will ensure that the new public realm will be a comfortable and protected environment throughout the year.
- Fairbank Lane east of Nelson Road (service lane off Whitehorse Road) is proposed to be closed and redeveloped as public open space that will integrate with the existing public open space (which is proposed to be upgraded to significantly increase the current level of amenity provided), and the proposed linear public park envisaged within the southern carriageway of Whitehorse Road and extending further east of the Master Plan site (to be delivered by Whitehorse City Council). This park will receive unobstructed access to sunlight, and contribute to an extended public open space to cater to the BHMALC's growing residential and worker populations. It is intended that the ground level of buildings

fronting this space will be designed to integrate with the public open space and encourage movement into the subject site.

- Fairbank Park Extension will be an outdoor pedestrian only connection between Fairbank Park and Prospect Street. Activated edges with semi-permeable shelters, open lawn and shade trees create an exciting link between the major spaces. This space will also allow for greater sunlight penetration to Prospect Street.
- The Council-owned land at 8 Nelson Road (currently used as an at-grade car park) is proposed to be redeveloped with a public park that will further enhance the network of landscaped public open spaces within the precinct and mark the western entrance of the precinct.
- The western end of Main Street will be transformed from a loading dock (currently used as a loading bay for both Box Hill Central South and North Shopping Centres) into a pedestrianised public mall.
- The laneway between Lots 2 and 3 (Lane 2) will be a shared laneway that provides vehicular access to basement and loading for the development lots while also acting as a pedestrian connection between Fairbank Park and Prospect Street
- The Prospect Street road reserve will be extended and widened for the bulk of its length (existing and new) to provide enhanced pedestrian paths, cycle link and landscaping.

An integrated approach to landscaping is proposed to the of public realm areas as described in the Landscape Report prepared by Lat27.



Figure 16 Fairbank Park extension looking south towards Prospect Street and Lot6/7 (Artist impression)

Source: Bates Smart

5.4.4. Site Links

The Master Plan has been designed to improve accessibility through the site and integrate the precinct with the adjoining areas through a network of streets, laneways, and arcades, which have specific functions to service the varied needs of the precinct.

The extension of Prospect Street and connection to Clisby Court will link the local road network with Whitehorse Road and enable improved pedestrian and bicycle access within this part of the BHMAL. The extended Prospect Street also acts as the main vehicle thoroughfare through the site that will provide access

to the service lanes for parking, loading and other back of house requirements. Prospect Street has also been designed with expansive pedestrian footpaths and a shared pedestrian zone adjoining the proposed public plaza in order to prioritise Prospect Street as a pedestrian zone and promote pedestrian activity throughout the precinct/public realm.

The Prospect Street extension and the public plaza/civic steps create a new pedestrian route that enables direct access from Main Street to the growing Whitehorse Road and Prospect Street development corridor, and the health and education precinct north of Whitehorse Road. The removal of the Box Hill Central North Shopping Centre will enable significantly improved pedestrian and bicycle access within the BHMAL and will benefit the broader area through the delivery of an activated, safe and accessible public realm.

The network of pedestrian lanes, service lanes and arcades provide links within the precinct and to the broader BHMAL, and has specific functions to service the varied access needs:

- The lanes and arcades that are principally pedestrian oriented provide the opportunity for ground level retail and hospitality to spill out into the public realm and activate the precinct.
- The service lanes provide access to basement car parking, loading facilities, waste facilities and other back of house functions.

The Master Plan also extends a laneway from the southern end of Nelson Road to the railway to make provision for a future pedestrian and bicycle link across the rail corridor to Thurston Street (by others), as well as reopening the service laneway to the west of Market Street between Whitehorse Road and Main Street through the removal of the existing shopping centre building.

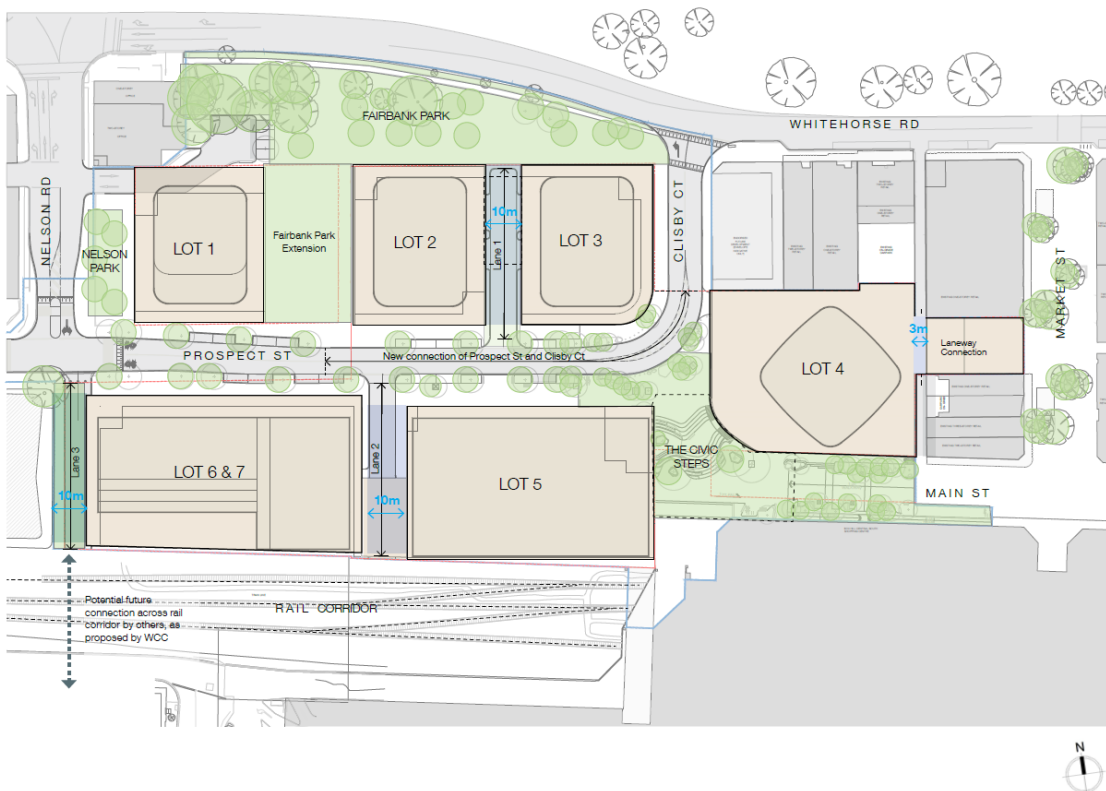


Figure 17 Laneways and arcades

Source: Bates Smart



Figure 18 Prospect Street looking west towards Lot 1 and Fairbank Park extension (Artist impression)

Source: Bates Smart

5.4.5. Car Parking and Loading

Generally the Master Plan locates car parking, loading and other back of house functions off service lanes to maximise ground level space fronting Prospect St to be made available for pedestrian movement and activated tenancies. Due to existing site constraints Lots 3 and 4 are serviced off Clisby Court.

A Transport Impact Assessment has been prepared by GTA which assesses the high-level transport impacts associated with the development and establishes car parking rates that are reduced from the statutory requirements that take advantage of the public transport services provided to the site and proactively reduce traffic impacts to the broader road network.

The proposed maximum car parking rates are as follows:

- Residential:
 - One and two bedroom apartments: 1 resident car space per apartment
 - Three or more bedroom apartments: 2 resident car spaces per apartment
 - Visitors: 0.1 visitor car spaces per apartment
- Office: 2 car spaces per 100 square metres net floor area
- Retail: 3.5 car spaces per 100 square metres leasable floor area

5.4.6. Precinct Employment and Residential Projections

The Master Plan proposes a mixed-use precinct that will deliver significant retail, hospitality and entertainment uses, office space, and high-density residential development. It is anticipated that the precinct's redevelopment will create:

- 4,279 square metres of retail space (GLAR)

- 83,203 square metres of commercial office space (GFA)
- 1,750 apartments

It is estimated that the development will support close to 8,970 total ongoing FTE jobs generated per annum to the Victorian economy upon completion, including 5,560 FTE jobs supportable on-site at capacity.

5.4.7. Public benefits delivered by the Master Plan

The Master Plan relates to a strategically located site, and is a city shaping project for the BHMAL that will deliver a number of significant public benefits in both a physical and functional sense. The design of the Master Plan has evolved over more than two years, and has been informed by significant engagement with the City of Whitehorse during that period. It has had regard to Council's objectives for the future development of the Activity Centre as well as the broader state and metropolitan planning policy objectives seeking to facilitate the evolution of the BHMAL. It is essential that BHMAL continues to develop to enable it to meet the future needs of the Eastern Region of metropolitan Melbourne. This Master Plan presents a catalyst opportunity for the BHMAL to not only unlock the potential of the subject land, but also the surrounding areas within the Activity Centre.

From a land use perspective, the Master Plan will deliver significant benefits in the form of economic and employment growth and housing diversity as discussed in this report and the other supporting documents. In addition to this there will be significant public benefits delivered through the creation of new public realm, the upgrading of existing areas, and significant improvement in permeability, including the delivery of the major new east-west link through the site. A key component of the east-west connectivity is addressing the level difference between Prospect Street and Main Street.

At present the site is occupied by a shopping centre building that is internalised in its design, with no external activation other than two shopfronts to Market Street, and no public realm areas. It occupies effectively 100% of the site with either the shopping centre building or the car parking serving that centre. The quality of the public realm adjoining it is poor, including Council owned areas that are either car park access areas such as Fairbank Lane, or loading areas at the west end of Main Street, and Clisby Court. Also, whilst it is possible to traverse the site from east to west whilst the shopping centre is open, it is through the shopping centre building.

The Master Plan proposes to demolish the current shopping centre building and deliver 5,328 square metres of new public realm areas on Vicinity owned land (approximately 29.2% of Vicinity owned land), a substantial portion of which will become either public open space or pedestrian priority areas. In addition to this the Master Plan will significantly enhance or transform a further 7,960 square metres of Council or VicTrack land with approximately half of this to be public open space. The provision of these new and upgraded areas will deliver significant community and functional benefits to the broader community of the BHMAL including:

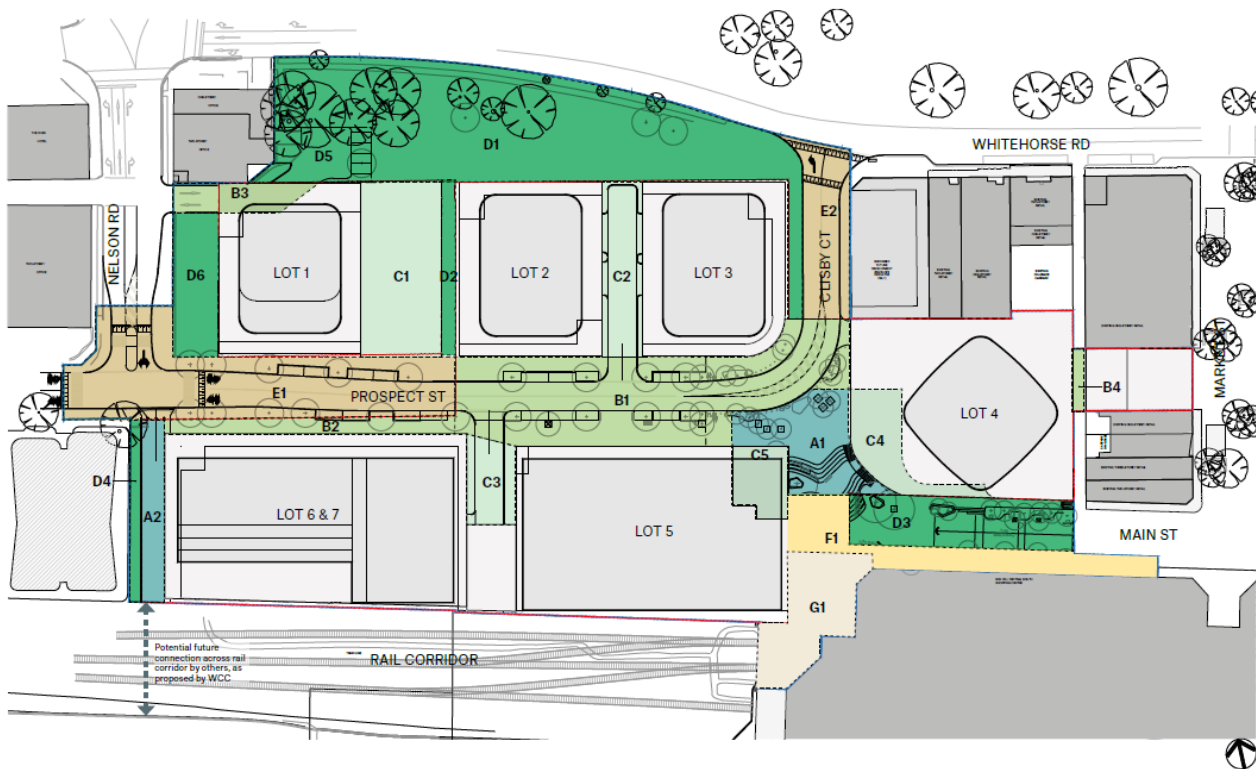
- Improved 24-hour accessibility to the core area of the activity centre and the transport interchange.
- Significantly enhanced public open space within the core of the Activity Centre in regard to both the quantum of new space and the enhancement of existing space.
- Significantly enhanced public realm areas through new links and improved connectivity within and adjoining the site.
- The removal of an existing barrier to the permeability of the BHMAL (i.e. the existing shopping centre) and the connection of Main Street, Prospect Street and Clisby Court that will significantly enhance pedestrian connection through the BHMAL.
- The introduction of vertical transport in the form of lifts and an escalator, as well the civic steps to address the level difference between Prospect Street and Main Street.
- The creation of an informal amphitheatre in the form of the civic steps and plaza providing opportunities for public events in this central location.
- The redevelopment of Fairbank Lane into a park that will be integrated with the existing landscaped area between Fairbank Lane and Whitehorse Road (which will also be upgraded), and the extension of Fairbank Park between Lots 1 and 2. Cumulatively, this will deliver a 3,846 square metre park at the north of the site that will benefit from excellent sunlight access, improve the amenity and accessibility of existing green space, and connect in with the future open space contemplated by Whitehorse City Council on Whitehorse Road.

These public benefit aspects of the Master Plan involve significant contributions by Vicinity in the form of works undertaken to key areas of land in various ownership, as illustrated in *Figure 12* below. Table 1 and *Figure 12* below summarise the construction costs of the public benefits that will be delivered by the Master Plan, although the actual value of the benefits provided will be significantly greater than this. Importantly, a significant component of these benefits will be delivered in the early stages of the Master Plan implementation with the extension of Prospect Street and the connection through to Main Street.

Table 3 should be read in conjunction with Figure 12.

Table 3 - Summary of Construction Costs of Public Benefit Works

Item	Public Benefit Works Delivered by Master Plan	
Open Space Contribution	Fairbank Park	\$3.29M
	Nelson Park	\$0.49M
	TOTAL	\$3.75M
	<i>New Open Space Created</i>	3,273m ²
Vicinity Additional Public Realm Contribution	Plaza	\$6.24M
	Fairbank Park Extension	\$0.95M
	Main St (VicTrack owned component)	\$2.16M
	Main St (Council owned component)	\$1.61M
	Works to increase Prospect St width from 15m to 22m	\$4.69M
	TOTAL	\$15.65M



VCX Land	Council Land	Vic Track Land
Public Domain vested to Council	Public Domain works	Public Domain works
Public Domain and Infrastructure vested to Council	Infrastructure works	Infrastructure works
Public Domain remain in VCX ownership accessible 24/7		

Figure 19 Public realm and benefits - ownership

Source: Bates Smart

The proposed Master Plan will unlock the potential of this centrally located site, and deliver a significant net community benefit from the delivery of the overall development alone, but will also deliver additional public benefits in the form of public realm additions and upgrades summarised above, that will benefit the broader community. The significant improvement in east-west and north-south permeability, and connectivity to the major transport interchange, as well as enhanced public open space provision will be significant benefits for large portions of the BHMCA beyond the subject site, particularly for the areas to the west and north-west of the Master Plan site.

5.4.8. Staging of Development

Given the substantial size of the site and the complexities of the building and public realm works, the precinct's redevelopment will be staged. The Master Plan includes an indicative staging process for the site's development as follows:

Lot 4 and Lot 5 development, Prospect Street extension, Main Street upgrades, public plaza construction
Lot 3 development, Clisby Court upgrades, Lane 2 construction, temporary works to interfaces
Lot 2 development, Lane 1 construction, temporary works to interfaces
Lot 1 development, Fairbank Lane and Nelson Road public space works
Lot 6 development, Prospect Road upgrades (west end), temporary works to interfaces
Lot 7 development, Lane 4 construction

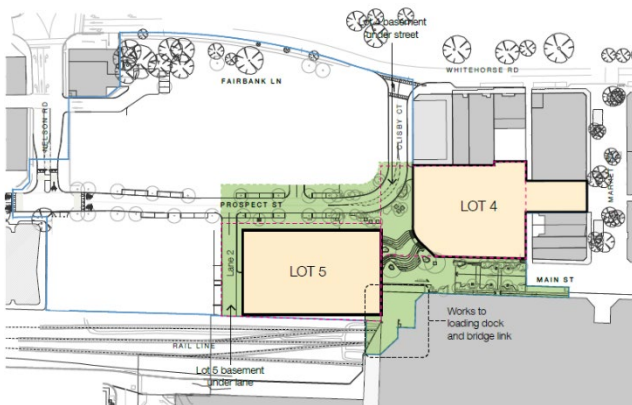


Figure 20 Lot 4 and 5 Development Stage

Source: Bates Smart

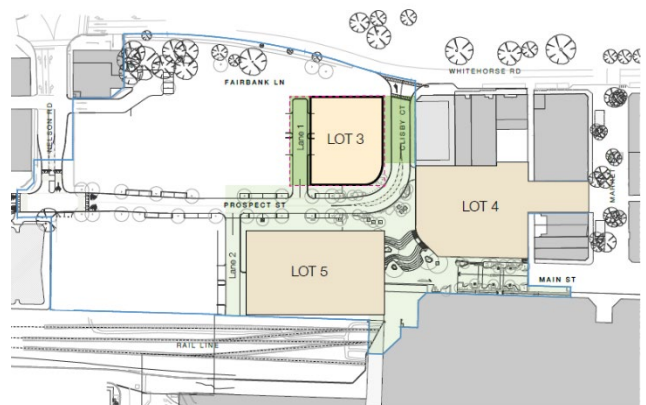


Figure 21 Lot 3 Development Stage

Source: Bates Smart

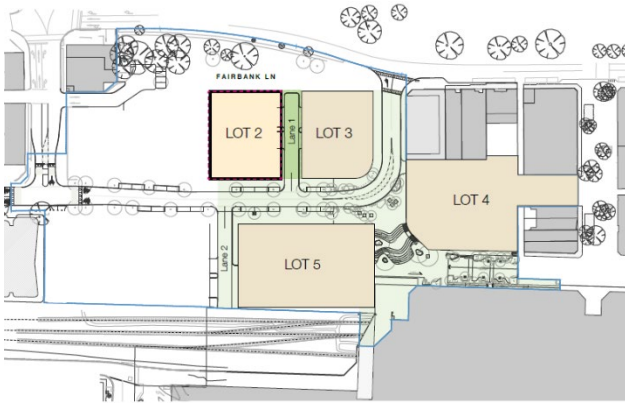


Figure 22 Lot 2 Development Stage

Source: Bates Smart

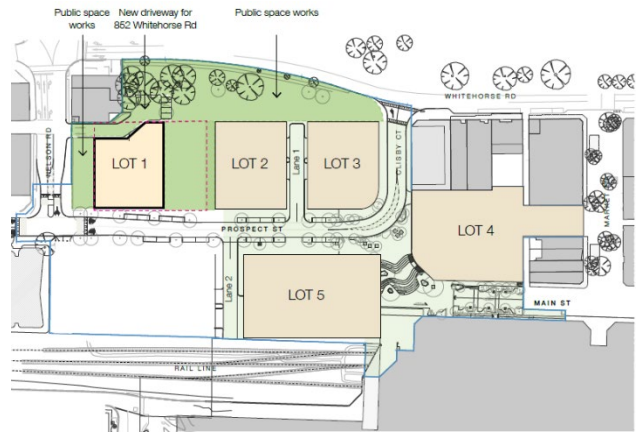


Figure 23 Lot 1 Development Stage

Source: Bates Smart

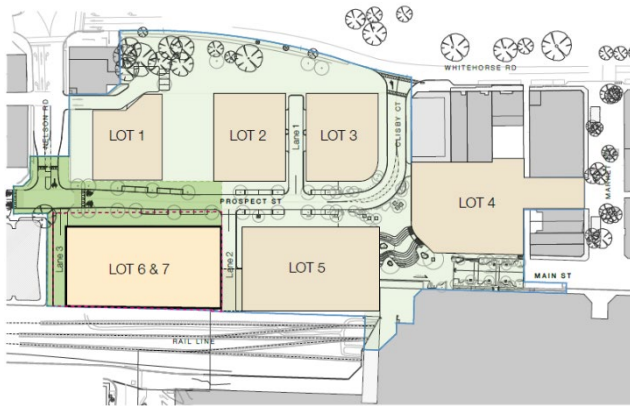


Figure 24 Lot 6 and 7 Development Stage

Source: Bates Smart

The staging of development is indicative, and will ultimately respond to external factors including market demand and other considerations.

5.5. PLANNING SCHEME AMENDMENT REQUEST

The Master Plan is proposed to be implemented through an amendment to the Whitehorse Planning Scheme to insert a new Incorporated Document that will guide the use, development and subdivision of the mixed-use precinct.

The amendment inserts a new Incorporated Document titled Box Hill Central North Master Plan into the Whitehorse Planning Scheme to guide the use, development and subdivision of the land for a mixed-use precinct comprising seven multi-storey buildings and public realm works.

Specifically, the amendment proposes to:

- Insert a new Incorporated Document titled Box Hill Central North Master Plan into the Whitehorse Planning Scheme.
- Apply the Road Closure Overlay to facilitate the partial closure of Fairbank Lane (east of Nelson Road).
- Apply the Specific Controls Overlay to facilitate the site specific control Box Hill Central North Master Plan.

- Amend the Schedule to Clause 45.12 Specific Controls Overlay to incorporate the site specific control Box Hill Central North Master Plan.
- Amend the Schedule to Clause 72.04 Documents Incorporated in this Scheme to incorporate the site specific control Box Hill Central North Master Plan.
- Insert new Planning Scheme Maps – SC07

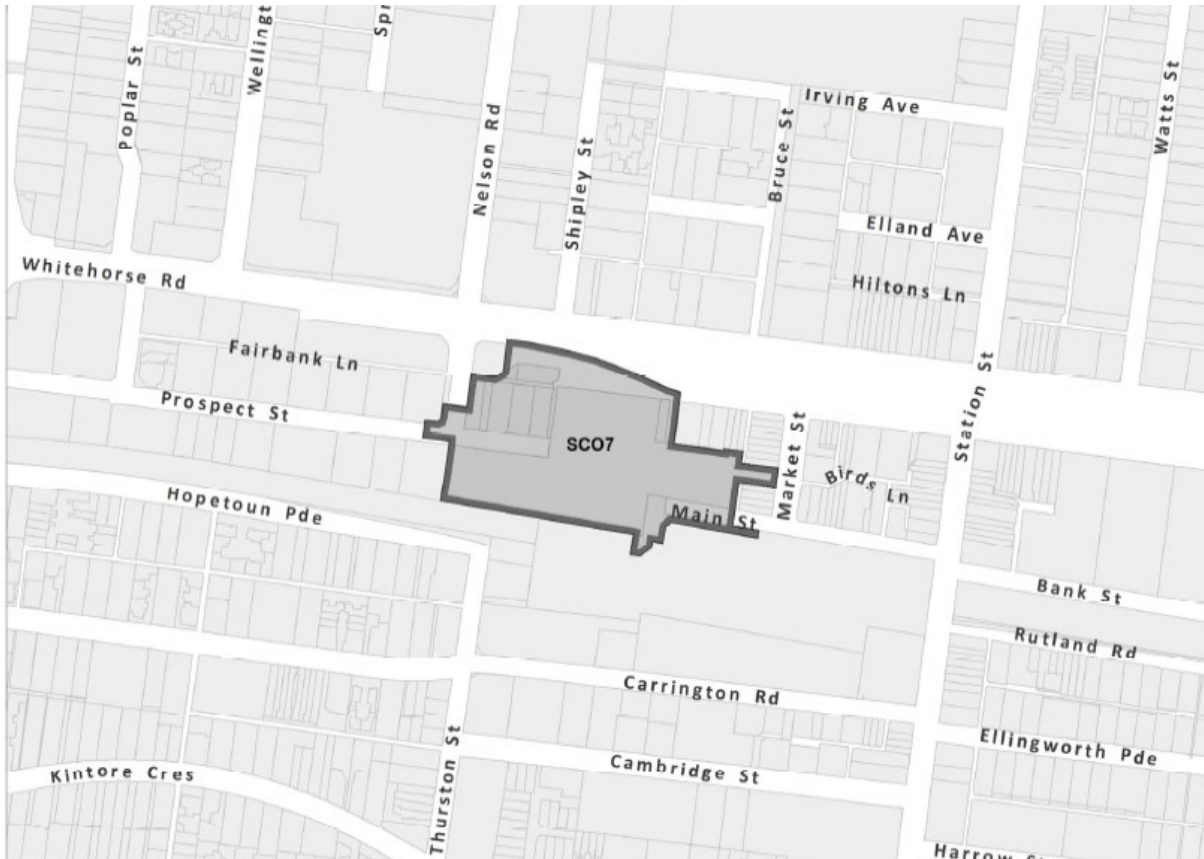


Figure 25 Specific Controls Overlay Schedule 7 plan

Source: Urbis

A draft set of Planning Scheme Amendment documents, including a draft Explanatory Statement and draft Incorporated Document is included in in the application submission.

5.5.1. Incorporated Document

An Incorporated Document has been prepared with the purpose of facilitating the statutory approvals for the precinct’s redevelopment, and importantly providing certainty in regard to the delivery of the overall Master Plan. Specifically, the Incorporated Document will enable the use, staged redevelopment and subdivision of the site subject to a series of conditions that require the approval of detailed architectural drawings, technical reports and other relevant documents for each building and/or public realm component addressing typical matters such as transport, sustainability, amenity, and similar.

The detailed design of each precinct element must demonstrate consistency with the Master Plan’s vision, precinct principles, site principles, Master Plan strategies, respond to the design criteria, and be generally in accordance with the building massing and site layout.

5.5.2. Subdivision

The Incorporated Document enables the site to be subdivided in a staged manner in accordance with the staged development proposed in the Master Plan.

To facilitate the staged subdivision of the site, an initial Master Subdivision will create super lots for each development site and the land for Public Open Space and Roads, to provide for potential future vesting in Council ownership, in accordance with the development Master Plan. The Incorporated Document provides the Responsible and Service Authority Conditions to be satisfied prior to a Statement of Compliance issuing for the Master Plan of Subdivision.

Further subdivision of each stage of the development will occur following construction of the approved building development. The Incorporated Document will also provide the Responsible and Service Authority Conditions to be satisfied prior to a Statement of Compliance being issued for each of the further staged Plans of Subdivision.

The further staged Plans of Subdivision will also at an appropriate time, provide the opportunity to vest in Council ownership the Public Open Space and Roads in accordance with the layout shown on the endorsed development Master Plan.

5.6. CURRENT PLANNING PERMIT APPLICATIONS

Vicinity Centres has lodged three planning permit applications with Whitehorse City Council, which form Stage 1 of the site's proposed redevelopment. These include planning permit applications for:

1. A multi-storey commercial development delivering 42,380 square metres of commercial office tenancies located on the south side of Prospect Street (Lot 5).
2. Major public realm and site infrastructure works, including:
 - a new public plaza
 - a new section of road reserve extending Prospect Street to the east, and connecting it with Clisby Court
 - a significant upgrade to existing public realm areas and site infrastructure, including the west end of Main Street (noting this includes Council owned roads and VicTrack owned land at 1 Main Street, Box Hill)
 - works to the existing shopping centre's car parking facilities to continue their temporary use prior to future stages of development
3. A multi-storey residential development at the eastern end of the site (Lot 4).

The applications received Notices of Decision in May 2022.

These applications are consistent with and anticipate the future delivery of the overall Master Plan. Certainty is required in regard to the overall Master Plan prior to demolishing the existing shopping centre to enable the delivery of these first two buildings and public realm works.

6. PLANNING ASSESSMENT

6.1. STRATEGIC JUSTIFICATION

As demonstrated throughout this report, the proposal has strong alignment with the objectives of planning at both a state and local level. A strategic assessment of the amendment is provided at Appendix B.

6.2. PLANNING POLICY FRAMEWORK

The proposed Master Plan achieves a high degree of policy support from the provisions of the Whitehorse Planning Scheme, as addressed below:

- A key objective of Plan Melbourne is to facilitate a consolidated urban form, where new jobs and housing are delivered in a targeted manner. As one of nine existing Metropolitan Activity Centres (the highest order of Activity Centre outside Melbourne's Central City) and one of two MAC's in the Eastern Subregion, Plan Melbourne clearly envisages Box Hill as a focus for substantial growth in terms of commercial activity, employment opportunities, and residential development. The proposal will deliver a consolidated urban precinct that with substantial commercial floor space and high-density development in a strategic location, at a scale that is consistent with Box Hill's designation as a Metropolitan Activity Centre.
- Plan Melbourne also seeks to facilitate more environmentally friendly movement within Metro Melbourne, and consequently prioritises intensified development to transport rich areas of the city. The BHMAL is a major intermodal transport hub, connecting train, tram and bus services providing access to CBD and key destinations in Melbourne's eastern region. The existing accessibility to public transport services is unmatched for a suburban activity centre, and represents a major opportunity to facilitate significant employment and housing growth with minimal reliance on private vehicle use.
- The strategic positioning of the BHMAL will be further enhanced when linked to other key locations by the Suburban Rail Loop as established by Plan Melbourne 2017-2050 Addendum 2019. The proposed rail alignment will significantly improve accessibility to major health, education and employment centres throughout Melbourne's middle suburbs, as well as improve access to the BHMAL's employment, retail, health and education sectors. SRL East (Cheltenham to Box Hill) recently commenced construction and so the currently proposal is timely.
- The broad principle of a multi-level mixed use precinct at this location is consistent with the provisions of Clause 21.07 'Economic Development', which recognises the 'significant opportunities' afforded to Box Hill in terms of its community, commercial, cultural and residential focuses. The proposed Master Plan represents a "true" mixed use development through the inclusion of commercial spaces that can accommodate a mix of retail, hospitality and office uses, and higher-density residential development that will diversify housing options. This is consistent with Clause 21.07-3 'Objectives', which seeks to develop the BHMAL as 'the major focus for retail, commercial, health, transport, education and entertainment facilities' in Melbourne's eastern region, and Clause 22.07-3 'Policy' which encourages the co-location of complementary uses within the BHMAL.
- The delivery of higher-density residential development on the site is consistent with State and local planning policies supporting increased and diversified housing within the BHMAL (Clause 15 'Housing', Clause 21.06 'Housing'; Clause 22.07-3 'Policy').
- The site is well-located for substantial commercial and high-density residential development owing to its proximity to commercial, community and recreational services and facilities within the BHMAL, many of which are within walking distance of the site. This is responsive to the 'Objectives' of Clause 22.07-2 which encourage walking as the primary means of transport within the Activity Centre. The ground level commercial uses will further enhance the retail offering within the activity centre.
- The proposed network of activated laneways and pedestrian priority areas will introduce a new form of public realm to Box Hill and act as 'destination hub' to encourage pedestrian movement consistent with Clause 22.07-3.
- The amendment will deliver new development that is consistent with the objectives of the Box Hill Transit City Activity Centre Structure Plan 2007, which include ensuring that the BHMAL can continue to expand in line with market demand, to ensure that Box Hill provides accessible, lively and comfortable public spaces that offer diverse opportunities for recreation and social engagement and to support walking and

cycling as sustainable and healthy means of travel in and around Box Hill. Additionally, the objectives also include encouraging significantly increased use of public transport and a reduction of private vehicle use for travel to and from the BHMALC.

- The amendment seeks to accommodate a more intensive and diverse range of activities that will increase choices and opportunities, encourage employment growth, offer opportunities for recreational and social engagement, and supports synergies between different uses. This will contribute to the Structure Plan’s vision for the BHMALC, and specifically for ‘Activity Precinct A: Box Hill Transport and Retail Precinct’ which is intended to be activated by ‘retail sustained throughout the area complemented by entertainment, hospitality, commercial and other uses with extended hours of activity creating a central focus for Box Hill’.
- The proposed built form is consistent with the site’s location in the ‘Built Form Precinct F: Major Development Precinct’ which supports taller built form to facilitate high-density development (Clause 22.07 ‘Box Hill Activity Centre’). The height of the Master Plan is consistent with provisions seeking to minimise overshadowing to public spaces, noting that no shadow will be cast to Main Street until after 2pm, which is designated as a “key open space”. The amendment will facilitate transitional heights at the edges of the site to protect the amenity of the residential precinct to the south.
- The amendment also responds to the Structure Plan’s policies promoting new and upgraded public open space throughout the centre. Specifically:
 - The new public plaza and civic steps will create a distinctive landmark and public space at the heart of the BHMALC and will form an amphitheatre that can accommodate a range of community events. The plaza also provides opportunities for passive recreation that will support the precinct’s employee, resident and visitor populations.
 - The amendment will facilitate the closure and redevelopment of Fairbank Lane as a public park that will provide an expansion of the existing open space to its north, and will complement the planned public open space within the southern carriageway of Whitehorse Road. This park will receive unobstructed access to sunlight, and contribute to an extended public open space to cater to the BHMALC’s growing residential and worker populations. This will be further enhanced by the substantial new public space between Lots 1 and 2. The Master Plan seeks to integrate the ground level land uses to interface with the public open space, providing an active edge, passive surveillance, and allowing for permeability through the subject site.
 - The Council-owned carpark at 8 Nelson Street is proposed to be redeveloped as a park to further enhance the public open space offering within the centre.
 - Transformation of the west end of Main Street from a loading dock to public pedestrian mall that extends to the proposed public plaza.
- The extension of Prospect Street and upgrades to the west end of Main Street and Clisby Court responds to the Structure Plan’s policies to facilitate new and improved pedestrian and bicycle network within the BHMALC. The proposed road network will encourage walking and cycling by creating pedestrian and vehicle links and providing for bicycle use and storage.

The introduction of the Master Plan and Incorporated Document will apply site specific built form design objectives and guidelines for the subject land and will deliver a development that aligns with the intent of the *Plan Melbourne 2017-2050* and the Whitehorse Planning Scheme.

6.3. URBAN DESIGN AND BUILT FORM

The site’s proposed redevelopment, as envisaged by the Master Plan, will deliver an attractive, amenable and activated precinct that will significantly enhance the BHMALC’s public realm and built form character and represents a true “city shaping” opportunity.

The proposed Master Plan establishes a vision for the delivery of a vibrant and active precinct that provides a range of community, commercial and high-density residential land uses. This vision is supported by a series of precinct principles and Master Plan strategies, design criteria, and an overview of the site layout, accessibility, and public realm strategies that will inform the design of the precinct’s buildings and public realm components.

As such, the Master Plan provides the overarching framework for the precinct's urban design and built form, but does not provide specific designs for individual sites. The mechanism for the precinct's specific design detail is the Incorporated Document's conditions which require the submission and approval of detailed architectural drawings, technical reports and other documents addressing typical matters such as transport, sustainability, amenity (as relevant to the individual lot).

6.3.1. Design Outcomes

The Master Plan focuses on the high-level vision and principles for the precinct, which the specific design of new buildings and public realm elements must demonstrate consistency.

The Master Plan establishes a framework to ensure that the precinct:

- Will be delivered in a staged yet integrated manner, with design that connects public and private spaces.
- Facilitates a comfortable and stimulating pedestrian realm through active ground uses and weather canopies.
- Creates visual interest through varied tower heights that will enhance the BHMAL skyline and transition to adjoining development.
- Adopts appropriate tower separation and upper level setbacks to preserve views to the sky, achieve equitable development opportunities external to the site, and provide good internal amenity to the tower floorplates.
- Provides for individual building identity to ensure visual interest and diversity of built form within the site.
- Ensures that external amenity considerations are appropriately managed in terms of shadow and wind conditions.

The Master Plan's approach provides appropriate guidance for the precinct's redevelopment whilst enabling the design of each component to address the specific opportunities, challenges and requirements of each lot, and respond to the evolving character and function of the BHMAL

6.3.2. Connectivity and Permeability

The Master Plan's road network will deliver significant benefit to both the subject site and the broader BHMAL.

The extension of Prospect Street to Main Street and Clisby Court is a key "city shaping" design element that will benefit the broader BHMAL. Currently, pedestrian access between Main Street (and the Box Hill Railway Station) and the commercial and high-density residential development focused on Whitehorse Road, Prospect Street, and the health and education precinct north of Whitehorse Road is available either via Market Street and along Whitehorse Road, or via a short cut through the Box Hill Central North Shopping Centre. This requires pedestrians to walk through the internalised mall that was principally designed as a destination for retail activities rather than as a pedestrian thoroughfare. Further, access is only available during operating hours, thus limiting when pedestrians can "cut through" the site.

The proposed Master Plan will create a direct and external pedestrian link that prioritises pedestrian movement and comfort. This will significantly improve pedestrian permeability within the site by offering 24-hour public access through the precinct and creating a direct connection to the BHMAL's main retail and hospitality precinct, the commercial and residential focused precinct along Whitehorse Road and Prospect Street, and the health and education precinct north of Whitehorse Road. The new link deals with the significant level difference between Main Street and Prospect Street through the introduction of the Civic Steps, complemented by publicly accessible lifts and an escalator in the two buildings proposed either side of the stairs that will operate 24 hours, 7 days a week.

The proposed link between Main Street and Prospect Street will also provide a new bicycle connection within the BHMAL by creating a safe and comfortable alternative to Whitehorse Road. The Master Plan also anticipates a future pedestrian and bicycle link over the railway line that will connect Nelson Road and Thurston Street. The provision for the future delivery of this additional link will facilitate a further future increase in north-south permeability within the centre and encourage greater use of active transport modes when accessing the BHMAL.

Within the site, the Master Plan proposes a hierarchy of roads with different functions to cater to cars and trucks, bicycles, and pedestrians. The precinct has been developed on the basis of prioritising pedestrian

comfort through spacious footpaths and shared zones. Internal laneways provide for pedestrian activity and permeability, as well as servicing back of house needs and access to basement car parking.

6.3.3. Enhancement of the Public Realm and Public Open Space

The Master Plan will deliver substantial public benefits through new and upgraded public spaces. The site layout has prioritised public realm contribution, with a substantial portion of the privately owned land dedicated to a new public plaza and civic steps, an extended Prospect Street, and generous pedestrian footpaths. Critically, the proposed public plaza and civic steps will provide a much needed “town square” style space at the heart of the BHMAL that will support a range of uses from passive occupation of these spaces to organised community events. The amenity of this area will be protected through a wind canopy that will also provide protection from rain.

The Master Plan also proposes the redevelopment of adjoining Council and VicTrack owned land, including the closure of Fairbank Lane and 8 Nelson Street, which will be redeveloped as public open space, the extension of Fairbank Park between Lots 1 and 2, and upgrade works to Main Street, Clisby Court and Prospect Street. The new public open spaces will provide much-needed recreational spaces within the BHMAL, and will complement the proposed future public park on the south side of Whitehorse Road (to be delivered by Whitehorse City Council). The construction of the works on Council and VicTrack land will be undertaken by Vicinity as the Proponent developer.

The Master Plan proposes the delivery of almost 10,000 square metres of new or upgraded public realm areas at a total cost (works) of \$13.03 million. This consists of:

- 1,962 square metres of Vicinity land developed for public open space.
- 3,366 square metres of Vicinity land developed for other public realm areas.
- 3,413 square metres of WCC land developed for new and enhanced public open space
- 3,639 square metres of WCC and VicTrack land upgraded as pedestrian priority public realm areas.

6.3.4. Site Interfaces & Amenity Considerations

The Master Plan has been designed with consideration to the amenity within the site, and the adjoining properties and nearby residential areas. Whilst specific measures to address amenity will be further addressed through the design of the proposed buildings, the Master Plan sets up a framework that will minimise the potential for adverse impacts in terms of building separation, wind impacts, and overshadowing.

Internal building separation

The Master Plan establishes minimum separation distances between 15 to 20 metres between tower forms to ensure that appropriate amenity will be provided to these floorplates in terms of daylight access and outlook. The amenity of the tower floorplates will be further addressed through the specific design development of each site, which will likely adopt greater variation in the façade design than indicated in the Master Plan.

External upper level setbacks

The Master Plan establishes appropriate setbacks to the external boundaries to provide for equitable development, and benefits from relatively limited direct interfaces with adjoining development sites. The Master Plan responds to the key interfaces to ensure equitable development opportunities are maintained on adjoining properties:

- The Master Plan requires a minimum tower setback of 4.5 metres to the north of Lot 4 as it interfaces with 880-918 Whitehorse Road.
- The Master Plan requires a minimum tower setback of 4 metres to the east of Lot 4 as it interfaces with 23-46 Market Street.
- The Master Plan requires a minimum tower setback of 16 metres to the west of Lot 7 as it interfaces with 9 Prospect Street.

Wind conditions

Box Hill MAC is an inherently windy location, a feature of its geography, urban context and climactic conditions. Any development of built form commensurate with the expectations of a Metropolitan Activity Centre will impact the existing wind conditions.

The Master Plan has been developed iteratively with close guidance from MEL Consultants, in order to moderate the wind impacts and create a range of spaces for different activities and uses. The Master Plan has sought to prevent any unsafe wind conditions, and to provide for walking, sitting and standing conditions in appropriate locations.

A range of techniques have been employed to optimise wind conditions, including tower set-backs, curved chamfering of tower corners, and providing a canopy structure over the plaza which reflects the contour of the civic steps to avoid a funnelling effect with the level differences. It is also anticipated that localised mitigation strategies, such as awnings, minor canopies and trees will assist with mitigation as appropriate at the detailed development plan stage.

Overshadowing

The Master Plan seeks to facilitate new development at a scale that is proportionate to the strategic significance of the BHMACH in delivering substantial employment and high-density residential development, however this must be balanced with ensuring that the amenity of nearby public spaces and residential areas is not unreasonably compromised by the new built form.

The proposed Master Plan's massing has been developed with this in mind:

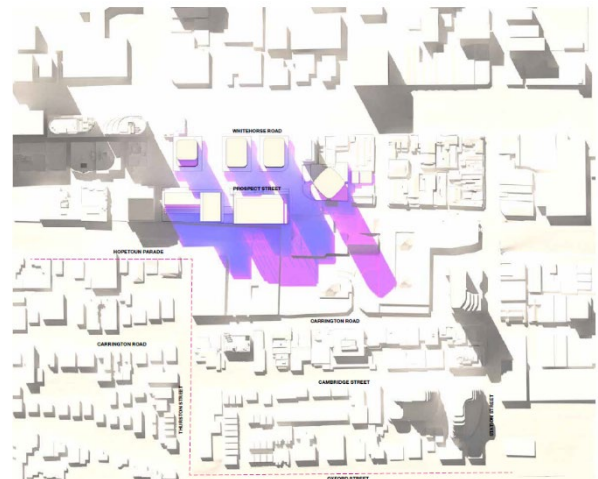
- The Master Plan's massing will not cast additional overshadowing to key existing open spaces in the BHMACH. Specifically, the proposed precinct will not cast shadow to Main Street between 9am and 2pm on September 22, or Carrington Road between 11am and 3pm.
- The Master Plan's massing steps down towards the south-west of the site, and includes stepped upper levels as to not cast shadow to the residential area south of the railway line after 11am on September 22.

Figure 26 - 22 September Overshadowing Diagrams



Picture 1 - 11am shadow impacts (shadow in purple)

Source: Master Plan report, Bates Smart



Picture 2 - 2pm shadow impacts (shadow in purple)

Source: Bates Smart

A full set of shadow diagrams is included in the Master Plan.

6.4. TRANSPORT

Stantec (formerly GTA) was engaged to prepare a Transport Impact Assessment (TIA) for the Master Plan. The report sets out a high-level assessment of the transport impacts of the proposed development envisaged in the Master Plan including the key transport responses / design attributes that have informed the Master Plan. Key findings of the TIA include:

In the context of the existing site, the Master Plan for Box Hill Central North has been developed with an approach that:

- Prioritises walking and cycling through the precinct.
- Enhances connectivity to surrounding public transport services, both for the residents / employees / visitors of the precinct itself and the broader community in the surrounding area.
- Creates an improved public realm within the precinct, including the provision of a new street network through the site (extension of Prospect Street and Clisby Court) which accommodate the diverse needs to all users.
- Limits the provision of car parking (as far as commercially practicable) to proactively reduce traffic impacts of the development of the site and encourage the use of active and public transport.

This approach is supported by international research bodies like NACTO and aligns with the Movement and Place framework adopted in Victoria (and elsewhere in Australia) which considers the use and classification of a street in terms of its movement function alongside its place function.



Figure 27 - Street Design Prioritisation (source: GTA)

For the Box Hill Central North precinct, the overarching implication of adopting this framework is that the design of the new internal street proposed in the Master Plan should focus on the optimisation of the street as a place where people are likely to dwell, with traffic movement being subservient. In this scenario, congestion on the street should not be seen as a “problem to solve” at the expense of the place or the movement of people, but rather an acceptable outcome that may act to discourage vehicle traffic and maximise the amenity of the street as a place.

The Master Plan will generate approximately 2,390 external person trips during the weekday PM peak hour, including approximately:



1,727 person trips on public transport



198 person trips by cycling only



164 person trips by walking only



173 person trips by car



128 person trips by other modes including ride share

The Master Plan proposes to accommodate these additional trips, and improve the overall liveability of the precinct and the Box Hill MAC, by completion of the following responses:

Walking & Cycling Responses:

- The creation of a new street network through to link Prospect Street and Clisby Court.
- The extension of Main Street to the new street network to improve pedestrian connectivity to, from and through the site for the benefit of the Box Hill MAC and surrounding destinations like Box Hill Hospital and Box Hill Institute of TAFE.
- The closure of Fairbank Lane to the immediate north of the Box Hill Central site to extend the park located adjacent Whitehorse Road.
- The provision of area to facilitate ability for Council to incorporate future cycle and pedestrian link over the train line along the western edge of the site.
- The provision of bicycle parking infrastructure which will exceed statutory requirements.

Public Transport Responses:

- The provision of improved pedestrian connections from within and through the site to the surrounding area and to the train station.
- The provision of car parking at rates well below statutory requirements as a proactive means to reduce traffic impacts by encouraging the use of public transport.
- The commitment to other “soft measures”, such as Green Travel Plans for each development and enhanced wayfinding signage within the new public realm.

Traffic (& Car Parking) Responses

- The adoption of site-specific maximum car parking rates to proactively reduce traffic impacts and thereby result in a traffic deintensification of the site. The recommended rates are:
 - Residential:
 - One-bedroom apartments: 1 resident car space per apartment
 - Two-bedroom apartments: 1 resident car space per apartment
 - Three-bedroom apartments: 2 resident car spaces per apartment

- Visitors: 0.1 visitor car spaces per apartment
- Office: 2 car spaces per 100sqm NFA
- Shop: 3.5 car spaces per 100sqm NLA
- The creation of a new street network by linking Prospect Street to Clisby Court, which includes road works at the Whitehorse Road / Clisby Court and Nelson Road / Prospect Street intersections to improve their safety.
- The introduction of service laneways to provide vehicle access to development lots (as far as practicable) to minimise crossovers onto Prospect Street.
- The potential to implement other measures as recommended in the Box Hill ITS with future stages of development

These responses can be expected to safely and efficiently accommodate the anticipated trip generation of the development of the precinct and enable enhanced connections to the Box Hill MAC, the Box Hill Train Station and surrounding land uses like Box Hill Hospital and Box Hill Institute of TAFE.

It is noted that the responses are also consistent with the overarching themes and recommendations of the Box Hill ITS (September 2020) which speaks to the allocation of road space to more efficient and sustainable modes of transport, providing a safe and secure transport network, providing accessible and integrated walking, cycling and public transport networks and adopting a maximum car parking rate approach.

With respect to the net resultant trip generation of the redevelopment, allowing for the existing trip generation of the retail floor area on the site, the TIA estimates that public transport trips are expected to notably increase (+1460 trips per hour) whilst vehicle trips are expected to decrease (-370 trips per hour).

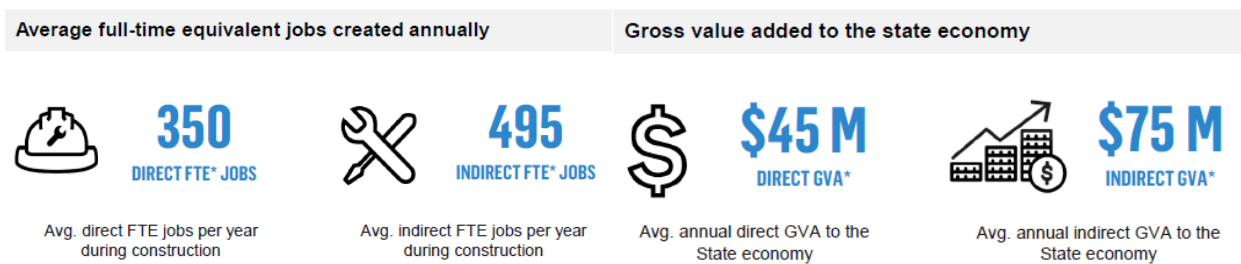
Refer to Box Hill Central North Master Plan Transport Impact Assessment (GTA, June 2022)

6.5. EMPLOYMENT GROWTH AND ECONOMIC BENEFIT

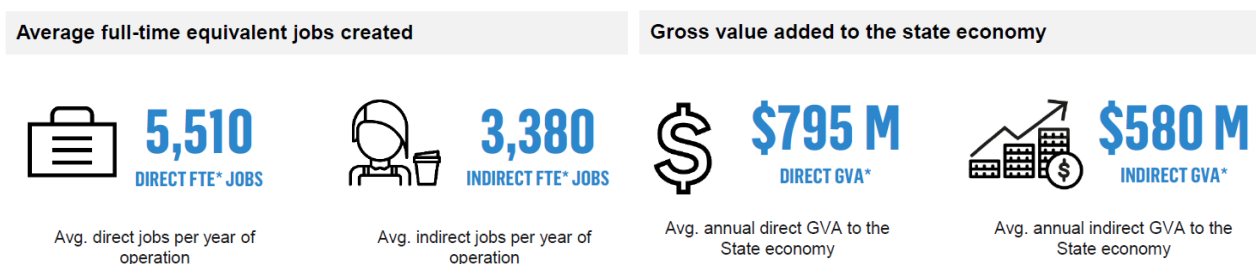
An Employment Growth and Economic Benefit assessment of the Box Hill Central North Master Plan has been prepared. Specifically it provides an analysis of the number and types of jobs that could be supported by the employment uses (i.e. commercial & retail) on-site against the employment growth target for the BHMAC set out in *Review of Strategic Direction, Box Hill Metropolitan Activity Centre, Analysis & Options (June 2019)* prepared by SGS Economics & Planning on behalf of Whitehorse City Council. Key Findings of the report as summarised as follows:

- The large scale mixed-use development proposed by Vicinity Centres for its Box Hill Central North site is expected to deliver significant economic and employment benefits to the local and state economy.
- The proposed Master Plan for Box Hill Central North includes a total of approximately 1,777 apartments, along with 83,200 square metres of commercial office GFA, and 4,280 square metres of retail space. Comparatively, office floorspace requirements were forecast by SGS to increase from the 2016 level of 187,000 square metres to somewhere between 253,000 square metres and 278,000 square metres for the base case and higher growth scenario respectively by 2036 – a projected increase of between 66,000 square metres and 91,000 square metres across the whole of the MAC. The Master Plan’s provision of office space is at the high end of the range of the findings set out in the SGS report.
- It is estimated that the development will support close to **5,510 direct FTE jobs on-site upon completion**, including around 5,363 office-based jobs. The higher office based job density will also see the development provide more office based jobs than anticipated for the whole MAC to 2036.
- On average, **850 full-time equivalent (FTE) direct and indirect jobs** are likely to be created in the State on an annualised basis during construction, with many accruing locally. This is anticipated to reach a peak of over 2,150 FTE jobs in 2027.
- There will be an estimated **\$1.37 billion per annum** in direct and indirect GVA contribution generated from the daily operation of businesses locating in the new buildings to the Victorian economy.

Construction Phase Benefits:



Operation Phase Banafits:



In addition, the development is expected to accommodate an estimated 2,840 on-site residents at full occupancy. Combined with on-site workers, the residents will generate a sizeable level of retail and related spending to be directed to local businesses.

Critically, the redevelopment of the site will support the transformation of the BHMAC into a genuine mixed use precinct, providing more diversity of employment for residents of the broader region.

The employment growth and the extent of economic benefit generated by the Master Plan reflects the city shaping and catalyst nature of the project to transform the heart of the BHMAC.

Refer to Box Hill Central North Incorporated Document Employment Growth and Economic Benefit Assessment (Urbis, June 2022)

6.6. HOUSING DIVERSITY AND AFFORDABILITY

A Housing Affordability Analysis with respect to the project was prepared, which identified the following key contributions to housing diversity (within the Whitehorse local government area) that will be delivered by the Master Plan:

- The housing diversity analysis reveals that the proposed redevelopment offers significant opportunities to enhance housing diversity across Whitehorse LGA. Housing diversity benefits residents in Whitehorse LGA by offering a wider choice of dwelling types, price points, product types and tenure options, as summarised below.
- The proposed redevelopment:
 - Introduces higher density options in a housing market that has been dominated by low-density separate houses (68% as at Census 2016)
 - Offers **more affordable access points** into the Whitehorse LGA housing market, with higher density units presenting a 25% -50% discount on the median house price
 - Presents residents with smaller product type options (such as 1 Beds and 2 Beds) in a housing market where smaller product types have been limited (circa. 25% as at Census 2016)
 - **Increases rented stock**, offering Whitehorse LGA residents with greater flexibility to access a home that suits their life stage, economic circumstances and lifestyle choices. To date, rented stock in Whitehorse LGA has been limited (28% as at Census 2016). With Build to Rent gaining government and industry interest in Australia, there are further opportunities for Build to Rent to uplift quality and supply of rented stock in the municipality in addition to investors in purchasing apartments.

The following key contributions to housing affordability were also identified:

- The housing affordability analysis reveals that higher density market housing like the proposed redevelopment can make a substantial contribution to housing affordability in Whitehorse LGA:
 - 1 Bed product offers smaller households (single person and couple households) with a more affordable access point into Whitehorse LGA’s housing market, whether they are seeking to rent or purchase.
 - Rented stock can offer a more affordable option to purchasing for some cohorts. For example, a low-income family may not be able to afford purchasing a 2 Bed apartment, but can afford to rent at market median rent in the meantime.
 - Market apartments offer a range of affordable options for households earning moderate incomes, across product types and household types and size.
 - Market apartments can also present options for households in the low- and moderate-income bands, especially for couples in 1 bedroom apartments or families in 2 bedroom apartments.

Positive outcomes with respect to market affordability for both rental and owner occupier product are achieved through the delivery of the Master Plan, by substantially improving the quantum of housing, particularly smaller apartment typologies.

Refer to Box Hill Activity Centre – Housing Diversity and Affordability (Urbis, June 2022)

6.7. ENVIRONMENTALLY SUSTAINABLE DESIGN

Cundall has prepared a Sustainability Framework for the project. This document outlines a strategic framework for future development at Box Hill Central North, in terms of sustainable design principles and their application to the site.

The Box Hill Central North Sustainability Framework takes inspiration from the Vicinity Centres Corporate Sustainability Strategy and Sustainable Design Brief, town planning submissions already lodged for the Box Hill Central North development, and ESD components of the Whitehorse Planning Scheme. There are opportunities for alignments and coordination between these strategic documents in the future development of the Box Hill North precinct.

The Box Hill Central North Sustainability Framework aims to contribute to achieving the overarching sustainability vision for the Box Hill Central North precinct development through setting headline commitments. Headline commitments are considered to be sustainability priorities that can be applied across the development and translate to targets at both a precinct and building level, striking a balance between credible, quantifiable and specific commitments, and suitable flexibility to recognise potential changes in the scheme, the economy, legislation, property markets and technology.

This document provides an outline of the key drivers and imperatives for each of the strategic sustainability principles, providing a context for opportunities and commitments, current and in the future, and defines a sustainability approach that will be used to drive a common strategy across the Box Hill North site. This is made up of twelve principles that cover aspects of social, environmental, and economic sustainability. The Sustainability Framework that will be applied at Box Hill North precinct development will be consistent with this and contribute to the overarching vision of a sustainable development.

Significant sustainability commitments have already made at Box Hill Central North, through the Sustainability Management Plans (SMPs) submitted as part of three planning application lodged for 17-21 Market Street that have recently received Notices of Decision:

- Lot 4 - A multi-storey mixed use/residential development at the eastern end of the site
- Lot 5 - A multi-storey commercial development located on the south side of Prospect Street
- Creation of over new 3,000sqm of public domain including extension of Prospect St through to Clisby Court and connection to Main St

The SMPs sustainability initiatives provide a pathway for demonstrating design potential to achieve an equivalent 4 Star Green Star Design & As-Built benchmark for the mixed use/residential building (Lot 4), and a committed 5 Star certified Green Star Design & As-Built rating for the commercial building (Lot 5). The commitments to achieve these rates are set out in section 3.6 of the Sustainability Framework.

Refer to Box Hill Central North Sustainability Framework (Cundall, June 2022)

6.8. SUBDIVISION

Veris has been engaged to advise on subdivision matters throughout the development of the Master Plan and drafting of the proposed Subdivision Conditions in the Incorporated Document.

The approach to planning approval for subdivision mirrors the process for development of the Master Plan to occur in a staged manner. The Incorporated Document approves a Master Subdivision Plan, then provides the conditions required for further subdivision of the 'super lots' defined by the Master Subdivision Plan.

The whole of the Master Plan site is to be subdivided into 'lots' under the Master Plan, so that the vesting of any land which may be handed over to Council or any other authority does not occur automatically on approval of the plan of subdivision. Should vesting of any land to be handed over to Council be required, process to do so to negotiated and agreed under 173 which we intend on putting in place for all development contributions.

Since the initial lodgement of the Master Plan with DELWP, the key change impacting the Plan of Subdivision is the combining of the development lots known as Lots 6 and 7. On the Plan of Subdivision, these lots were previously designated Lots S7 and S8 (respectively) – now only Lot S7.

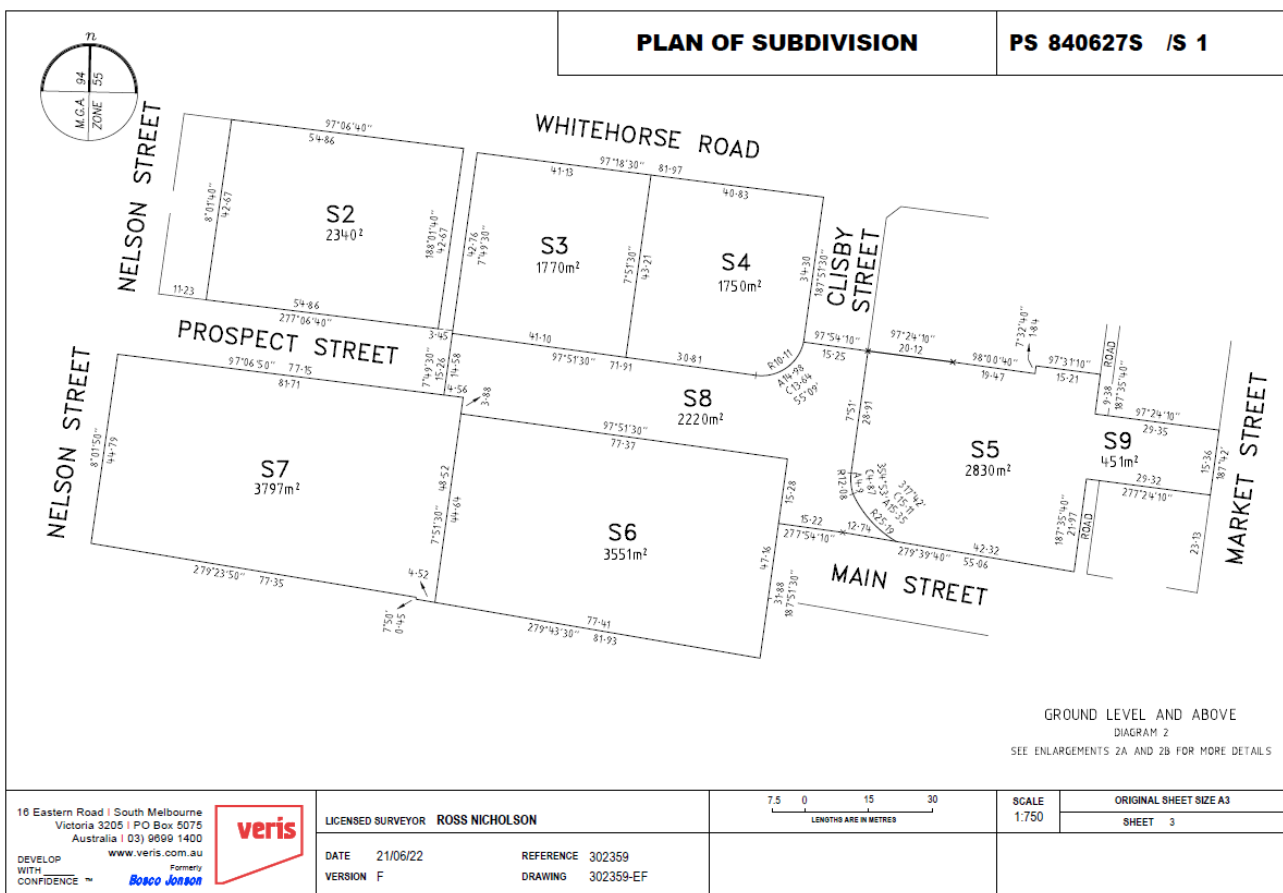


Figure 28 Master Plan of Subdivision

Source: Veris

6.9. NET COMMUNITY BENEFIT

Box Hill Central North is a complex urban renewal site. The Master Plan has drawn on the expertise of specialist consultants in seeking to balance diverse, competing objectives to deliver redevelopment outcomes that will catalyse the renewal of the activity centre and provide significantly improved economic and physical outcomes for the Box Hill community. It will also deliver the certainty required by Vicinity to demolish the existing retail centre and commence the initial stages of development, including improved public realm and connections through the BHMAL.

Development of the Master Plan will result in a significant net benefit to the community, including:

- A new, public east-west through link, connecting the neighbourhoods on either side of the site
- A network of streets and laneways that provide permeability through the space, balancing different functions including activated street frontages
- New and enhanced public realm spaces, including the flagship plaza and civic stairs, north-facing Fairbank Park and its extension between Lots 1 and 2, weather-protected laneways and other spaces to move through and dwell in
- Landmark built form, commensurate with the strategic importance of the activity centre, as the CBD of the east.
- Significant provision of commercial office space to facilitate jobs growth in the centre
- Contribution to housing affordability through quantum and diversity of residential products.
- Contributing to exemplar 20-minute neighbourhood outcomes by capitalising on existing public transport connectivity and the Suburban Rail Loop, and development a mix of employment, residential and social uses.



Figure 29 Main Street looking towards Lot 4 and Lot 5 (Artist impression)

Source: Bates Smart

7. CONCLUSION

The Box Hill Central North Master Plan relates to a strategically located site, and is a city shaping project for the Box Hill Metropolitan Activity Centre that will deliver a number of significant public and economic benefits in both a physical and functional sense.

It is essential that this MAC continues to develop to enable it to meet the future needs of the Eastern Region of metropolitan Melbourne. This Master Plan presents a catalyst opportunity for the Box Hill MAC to not only unlock the potential of the subject land, but also enhance the surrounding areas within the Activity Centre.

The design of the Master Plan has evolved over more than two years, and has been informed by significant engagement with the City of Whitehorse during that period. The proposed development of the site supports the objectives of key State and local planning policy and is consistent with the objectives of Plan Melbourne 2017-2050.

A development of this scale is a long-term proposition and the future will see major changes for Melbourne as its population continues to grow and evolve. The proposed approach employs the tools available in the Victorian planning system to provide both certainty of vision and objectives as well as flexibility to ensure that detailed design of each stage can respond to changing needs and drivers.

There is strong strategic support for the proposal and the assessment outlined in this report demonstrates that the Amendment should be supported for the following reasons:

- Box Hill Central North is a critical catalyst site at the heart of the BHMAC. As such it requires a tailored planning approach to capitalise on this potential.
- The proposed planning framework sets the vision and objectives that provide certainty that the desired outcomes will be achieved through future Detailed Development Plans.
- The site's redevelopment will benefit the broader BHMAC through the delivery of substantial job growth within the centre that will strengthen the local economy and support the transformation of the BHMAC into a genuine mixed use activity centre.
- The redevelopment will facilitate a network of new open spaces, plazas and public realm areas that will enhance the amenity and identity of the BHMAC for residents, workers, and visitors.
- The development will provide housing diversity and choice, fit for the needs and expectations of a diverse community now and into the future.
- The increase in residential and employment uses will support the government's investment in transport infrastructure including the Suburban Rail Loop.

DISCLAIMER

This report is dated 23 June 2022 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Vicinity Centres (**Instructing Party**) for the purpose of planning report (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

PLANNING FRAMEWORK

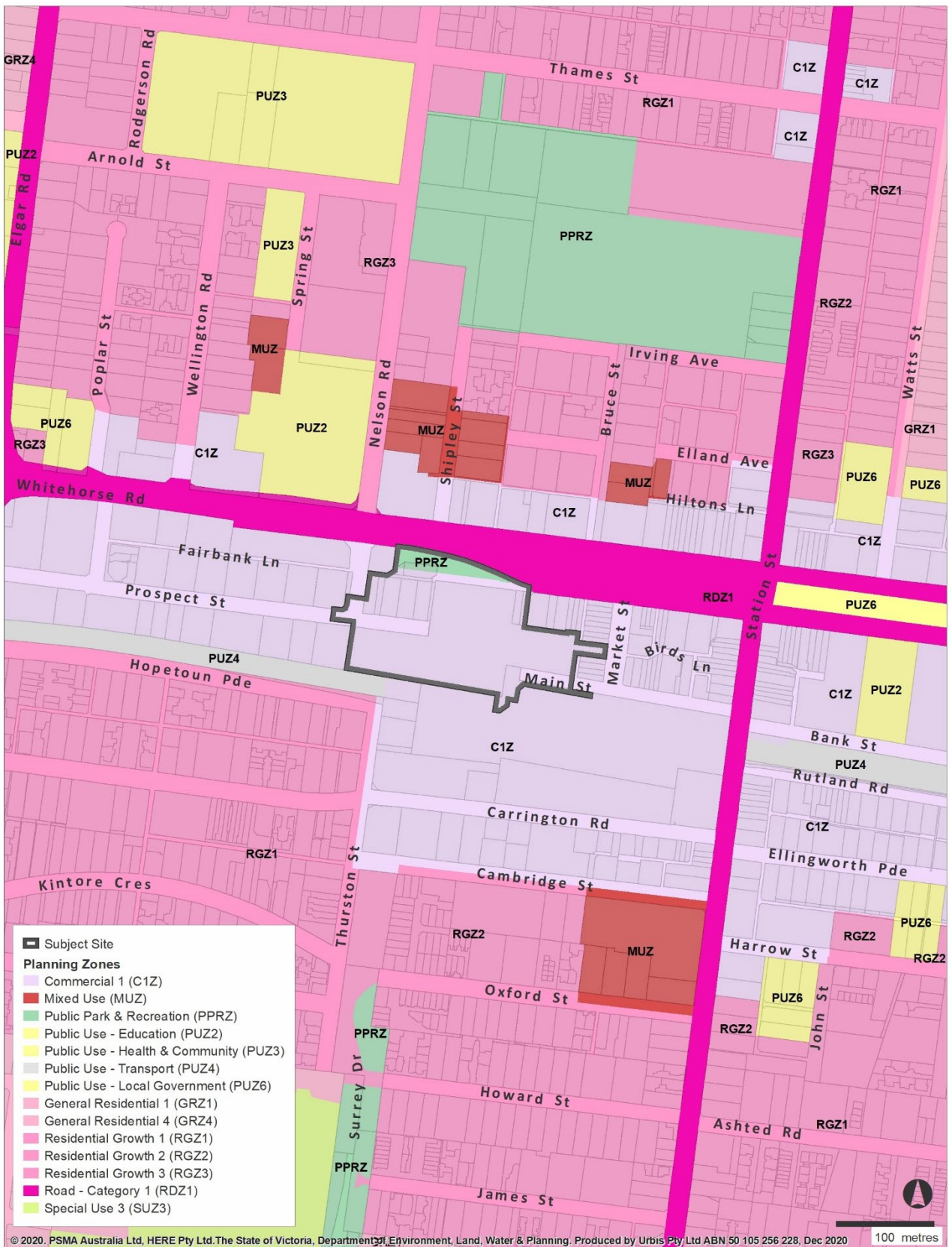


Figure 30 - Planning Scheme Zones



Figure 31 - Parking Overlay

The following planning policies and controls currently apply to the subject site.

PLAN MELBOURNE

Plan Melbourne: 2017-2050 provides an overarching strategy to guide Metropolitan Melbourne's development to the year 2050, with the vision that *'Melbourne will continue to be a global city of opportunity and choice'*. Plan Melbourne seeks to *'integrate long-term land use, infrastructure and transport planning, and, in doing so, meet the city's future environmental, population, housing and employment needs'*.

Central to Plan Melbourne's strategy is the concept of urban consolidation in the right locations in order to make the best use of existing infrastructure, facilitate active suburban centres that provide a range of commercial, entertainment, community and health facilities, create "20 minute neighbourhoods" where residents can access a range of day to day services within a short journey from their homes, provide job opportunities close to where people live, and to protect Melbourne's peri-urban areas from urban sprawl. These objectives are in part to be achieved through promoting new development within new and existing Activity Centres throughout Metropolitan Melbourne.

Box Hill is designated as a "Metropolitan activity centre" (MAC), which is the highest order of Activity Centres outside of Melbourne's Central Business District. MACs are envisaged to provide for a diverse range of jobs, activities and housing and function as a major service provider of government, health, justice and education services to regional catchments. MACs also provide key opportunities to deliver higher-density residential development in areas with high accessibility to services and transport infrastructure, which will further stimulate economic activity.

Box Hill also plays an important role as a "Health and education precinct" in Melbourne's eastern region centred around the Box Hill Hospital and Box Hill TAFE Precinct. Plan Melbourne recognises this precinct as being of state significance, and seeks to protect and further promote health, education and ancillary activities that will build upon the precinct's existing strengths.

PLANNING POLICIES

The Planning Policy Framework seeks to develop the objectives for planning in Victoria (as set out in the Planning and Environment 1987) to foster appropriate land-use and development planning policies and practices that encompass relevant environmental, social and economic factors.

The main thrust of these policies can be summarised as follows:

Clause 11.01-1S Settlement contains objectives and strategies that seek to limit urban sprawl and promote urban renewal and infill redevelopment opportunities (in part through developing compact urban areas around activity centres) to maximise accessibility to facilities and services.

Clause 11.02-1S Supply of urban land and **Clause 11.02-2S Structure planning** seeks to facilitate the orderly development of consolidated and intensified urban areas.

Clause 11.03-1R Activity Centres – Metropolitan Melbourne supports the development and growth of Metropolitan Activity Centres by ensuring they can accommodate significant growth for a broad range of land uses.

Clause 15.01-1R (Urban design – Metropolitan Melbourne), **Clause 15.01-4S (Healthy neighbourhoods)**, and **Clause 15.01-4R (Healthy neighbourhoods – Metropolitan Melbourne)** seek to facilitate urban environments that are safe, function and enjoyable, which contribute to an emerging sense of place and foster healthy and active neighbourhoods. Key to this is the creation of 20 minute neighbourhoods to enable people to meet most of their daily needs within a 20 minute trip from their home.

Clause 16.01-1S Housing supply, **Clause 16.01-R Housing supply – Metropolitan Melbourne** and **Clause 16.01-2S Housing affordability** seek to locate new housing close to activity centres and offer good access to services and transport and to provide for a range of housing types to meet increasingly diverse needs.

Clause 17.01-1S Diversified economy, **Clause 17.01-1R Diversified economy – Metropolitan Melbourne**, and **Clause 17.02-1S Business** seek to facilitate a strong and innovative economy within Victoria, as well as highlighting the need to locate commercial facilities in existing or planned activity centres.

Clause 18.01-1S Land use and transport planning, Clause 18.01-2S Transport system, Clause 18.02-1R Sustainable personal transport – Metropolitan Melbourne, and Clause 18.02-2R Principle Public Transport Network encourages the increase the diversity and density of development along the Principal Public Transport Network, particularly in activity centres.

Clause 18.02-4S Car parking encourages ‘an adequate supply of car parking that is appropriately designed and located’ which involves allocating car parking subject to public transport, car parking demand, road capacity and potential for demand management of car parking.

The local policy framework supports the development of the Box Hill Metropolitan Activity Centre (MAC) as a primary driver of growth in Whitehorse.

Clause 21.06 Housing identifies opportunities within the Box Hill MAC to provide opportunities for residential growth and supports housing directions of the existing structure plan, in this case, the *Box Hill Transit City Activity Centre Structure Plan (2007)*.

Clause 21.07 Economic Development recognises the Box Hill MAC provides significant opportunities to act as a major focus for retail, commercial, health, transport, education and entertainment facilities in Melbourne’s east.

Clause 22.07 Box Hill Metropolitan Activity Centre seeks to facilitate land use and development in the Box Hill MAC line with the objectives of the *Box Hill Transit City Activity Centre Structure Plan (2007)*.

Clause 22.07-2 Objectives outlines objectives for future development in the Box Hill MAC; the following are to the proposal:

- *To ensure that the Box Hill Central Activities Area can continue to expand in line with market demand.*
- *To ensure that future development within the Box Hill Central Activities Area seeks to maximise employment growth for Whitehorse.*
- *To ensure that Box Hill provides accessible, lively and comfortable public spaces that offer diverse opportunities for recreation and social engagement.*
- *To support walking as the primary means of access in and around Box Hill and encourage most trips of 1km or less to be taken on foot.*
- *To encourage significantly increased use of public transport and reduced rates in the use of private vehicular transport for travel to and from the Box Hill Activity Centre.*
- *To carefully manage vehicular traffic in Box Hill to support choice of travel mode and create transit supportive roads (as defined by the Box Hill Transit City Activity Centre Structure Plan 2007).*
- *To ensure that car parking in Box Hill balances access, sustainable transport and land use needs.*
- *To ensure that Box Hill accommodates a more intensive and diverse range of activities that increase choices and opportunities, support synergies between different uses, encourage use of sustainable transport and complement surrounding areas.*

Clause 22.07-3 Policy seeks to ensure land use and development within the Box Hill Activity Centre is consistent with the vision, activity and built form precincts in the Box Hill Transit City Activity Centre Structure Plan (2007). Of relevance to the current proposal, Council encourages use and development that:

- *Promotes public transport and reduced use of cars.*
- *Increases the use of sustainable transport options for travel to and within the Activity Centre.*
- *Encourages lower parking provision rates in new development.*
- *Supports sharing of parking spaces between multiple users.*
- *Seeks to maximise growth in employment for the City of Whitehorse.*
- *Creates more and diverse opportunities for housing.*
- *Creates street-orientated development.*
- *Promotes design excellence.*

- *Encourages development that contributes to Box Hill's sense of place.*

Clause 22.07 identifies the subject site within the following precincts:

Activity Precinct A 'Box Hill Transport and Retail Precinct', which envisages 'retail sustained throughout the area complemented by entertainment, hospitality, commercial and other uses with extended hours of activity creating a central focus for Box Hill'

Built Form Precinct F 'Major Development Precinct', which permits high-rise development to accommodate for increased density. Proposed developments must not overshadow open spaces and must incorporate transitional heights at the edges of site development to respect surrounding lower scale precincts.

Clause 22.15 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.

REFERENCE DOCUMENTS

The *Box Hill Transit City Activity Centre Structure Plan 2007* is a reference document of the Whitehorse Planning Scheme at Clause 22.07-4.

The Structure Plan's broad framework (as outlined at Page 13) encompasses a 'network of public spaces' within a 'fine grain network of safe and attractive streets and laneway' where walking and public transport use is encouraged. 'Land uses that complement the qualities of their immediate area' should be provided within 'buildings contribute to the quality of the public environment, protect the amenity of neighbouring users, and provide appropriate transitions between areas of significant change and areas of relative stability'.

The Structure Plan encourages the activity centre's substantial development to occur within the core of the centre, with built form transitioning down to the surrounding residential areas.

PLANNING CONTROLS

COMMERCIAL 1 ZONE

The site is located in the Commercial 1 Zone (Clause 34.01), the relevant purposes of which are:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To create vibrant mixed-use commercial centres for retail, office, business, entertainment and community uses.*
- *To provide for residential uses at densities complementary to the role and scale of the commercial centre.*

Pursuant to the Commercial 1 Zone:

- A planning permit is required for accommodation (including a dwelling) where any frontage at ground level exceeds 2 metres. Given the proposed development exceeds 2 metres, a planning permit is required.
- No planning permit is required for the office and retail premises uses.

PARKING OVERLAY

The Parking Overlay identifies the following objections:

- *Manage car parking demand and supply to satisfy user needs (with a focus on maintaining/increasing the viability of Box Hill).*
- *Locate and manage car parking as to minimize traffic generated by the search for a parking space.*
- *Reduce vehicle trips through minimizing parking provision where appropriate.*

- *Encourage the use of active and sustainable travel modes rather than increased private vehicle travel.*
- *Improve general amenity for pedestrians within Box Hill to increase the willingness for visitors and staff to walk to and within the Centre to their destination.*

The Parking Overlay allocates minimum car parking rates for dwelling and office uses at a lower rate than the statutory requirements prescribed by Clause 52.06-5 of the planning scheme. All other uses should accord with Column B of Table 1 of Clause 52.06-5.

Pursuant to Section 3.0 to the PO1, a planning permit is required to reduce the minimum of car parking spaces required under this schedule.

GENERAL AND PARTICULAR PROVISIONS

CLAUSE 52.06 - CAR PARKING

Clause 52.06 outlines the number of car parking spaces applicable to specified uses. Given the site is in a Parking Overlay, the rates specified in Schedule 1 to the Parking Overlay and Column B of Table 1 to the Parking Overlay apply.

CLAUSE 52.34 - BICYCLE FACILITIES

Clause 52.34 outlines the number of bicycle parking spaces and end of trip facilities applicable to specified uses. The proposed development has a statutory requirement to provide 113 employee/resident spaces and 63 visitor/shopper spaces (176 spaces in total), as well as 3 change/rooms showers.

The development proposes to provide a total of 398 bicycle parking spaces, and 39 showers, which significantly exceeds the minimum requirements under Clause 52.34.

CLAUSE 53.01 - PUBLIC OPEN SPACE CONTRIBUTION AND SUBDIVISION

Clause 53.01 specifies the contribution required to subdivide land. This contribution is calculated as either:

- *a percentage of the land intended to be used for residential, industrial or commercial purposes, or;*
- *a percentage of the site value of such land, or;*
- *a combination of both*

In the Whitehorse Open Space Strategy (2007) the subject site is located in a sub-precinct where a land contribution is preferably sought and must be at minimum 4% of the land or a contribution rate greater than 4% subject to negotiation of a development plan as seen as Schedule 1 of 53.01.

CLAUSE 66.02 – USE AND DEVELOPMENT REFERRALS

Pursuant to Clause 66.02-11 (Integrated Public Transport Planning), an application to subdivide, to construct a building or to construct or carry out works for a commercial building comprising 10,000 or more square metres of leasable floor area must be referred to the Head of Transport Victoria as a determining referral authority.

APPENDIX B

STRATEGIC ASSESSMENT

Minister's Direction No. 11 Strategic Assessment of Amendments requires a planning authority to evaluate and discuss how an amendment addresses a number of strategic considerations. The following provides an assessment of the proposed amendment against these guidelines.

Why is the amendment required?

The amendment is required to facilitate the staged redevelopment of the land at 17-21 Market Street and 1 Main Street, 8 Prospect Street and 8A Prospect Street, Main Street and Prospect Street for the purpose of constructing seven multi-storey mixed-use buildings, a new public plaza, new public open spaces, a wind canopy, upgrades to the existing public realm, extending and connecting Prospect Street and Clisby Court, and constructing a new road network serving the site's redevelopment.

The site is located in the commercial core of the Box Hill Metropolitan Activity Centre (BHMAC), which is a key centre for commercial, retail, education, and healthcare services in Melbourne's eastern region, and features significant higher-density residential development. The BHMAC serves as a key public transport hub comprising the Box Hill Railway Station, Bus Interchange, and Route 109 tram services.

The majority of the subject land is owned by Vicinity Centres and is developed with the Box Hill Central North Shopping Centre, a two-storey shopping centre accommodating a supermarket, retail stores, food and drink premises, and medical facilities. The current shopping centre provides a retail offer to the community, however it is an underdevelopment of the site and represents a major urban renewal opportunity owing to its substantial size and strategic location at the core of the BHMAC.

Vicinity Centres intends to undertake a staged redevelopment of the site to deliver a vibrant mixed-use precinct incorporating retail, entertainment and lifestyle uses, significant employment space in the form of commercial offices, high-density residential development, and other complementary land uses within seven multi-level buildings. The redevelopment of the site will also create a new major public plaza and significant public realm upgrades including the extension of Prospect Street, and significant improvements to Clisby Court and the west end of Main Street. A wind canopy above the public plaza will assist in facilitating a comfortable environment within the site and the surrounding areas. The redevelopment will also integrate Fairbank Lane into adjacent open space and provide a catalyst for future open space along the southern side of Whitehorse Road and proposes to redevelop the Council owned at-grade carpark at 8A Prospect Street as a public open space. This will provide for improved connectivity within the Box Hill Metropolitan Activity Centre, including new and upgraded roadways and pedestrian thoroughfares and improved access to existing and future public transport services.

Given the size and significance of the site, the proposed redevelopment of the shopping centre site will require a staged approach, and certainty is required to support the investment needed to unlock this potential. The Incorporated Document is proposed to deliver a master-planned approach to the site by developing a framework for site-specific land use and built form outcomes. The intent of the Box Hill Central North Master Plan is the delivery of an integrated precinct, with substantial development that features quality architectural and urban design outcomes, and unlocks new and improved pedestrian, bicycle and vehicle connectivity at the centre of the Box Hill Metropolitan Activity Centre.

The Incorporated Document proposal is consistent with long standing planning policies and strategies that have recognised the regional significance of Box Hill and sought to support its function as a major provider of commercial, community and transport development and services. An amendment to the Whitehorse Planning Scheme is the most appropriate means to facilitate the anticipated precinct renewal and will provide for good and orderly planning outcomes for the site.

The redevelopment under the Box Hill Central North Master Plan will result in net community benefit through the delivery of a new public plaza and extended road and pedestrian networks that will significantly enhance and add to the public realm, as well as improve connectivity within the BHMAC. The amendment will deliver a new public open space at the Council-owned car park at 8A Prospect Street, and the closure of Fairbank Lane will also contribute to future open space planned along Whitehorse Road. It will also provide significant new employment opportunities, and active frontages at ground level that will enhance the vitality and commercial operation of the BHMAC.

How does the amendment implement the objectives of planning in Victoria?

The amendment implements the objectives of planning in Victoria outlined within Section 4(1) of the Planning and Environment Act 1987, the following being of relevance to this amendment:

- a) *To provide for the fair, orderly, economic and sustainable use and development of land;*

- b) *To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;*
- c) *To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;*
- d) *To facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d), (e);*
- e) *To balance the present and future interests of all Victorians.*

The amendment will enable the fair, orderly, economic and sustainable use of land that will contribute to achieving the strategic planning objectives for the BHMAL.

The introduction of an Incorporated Document to specifically guide the development of the whole site via a masterplan approval will provide the certainty required to and will facilitate new commercial and high-density mixed-use development which will contribute to the diversity of uses, housing stock, and built form to achieve the vision for the Box Hill MAC.

How does the amendment address any environmental, social and economic effects?

The amendment and planning permit application will have positive effects on the environment by making efficient use of an underutilised site that is well connected to existing infrastructure in an established urban area. The development proposal incorporates a wide range of environmentally sustainable design (ESD) features to ensure the environmental impacts of intensifying the land uses on the site are minimised.

The amendment will deliver positive social benefits through revitalising and activating a large parcel of underutilised land. The development will provide an improved community use through the creation of a new public plaza/civic steps, new open spaces on Fairbank Lane and 8 Nelson Road, and improved connectivity through the site that will facilitate recreational and social interaction opportunities. The new development will provide a safer environment with activated street frontages and passive surveillance provided by the new built form and improved public realm that will replace the existing underutilised site. The amendment will also provide ability for increased housing supply, diversity of housing product as well as housing affordability to meet demand in the rapidly growing area.

The site is an appropriate location for intensified development given it is within the core of the BHMAL, is proximity to well established commercial, retail, education and health facilities, and is supported by high levels of accessibility to train, bus and tram services. The site is buffered from the nearest residential precinct by the Belgrave/Lilydale Train Line, and the eventual built form anticipated by the Incorporated Document expected to have a positive impact on the environment by ensuring that new development enabled by the amendment is responsive to the emerging character of Box Hill, and the surrounding developments by generating appropriate transitions in height and scale to the nearby development sites..

The amendment will assist in facilitating economic growth in the BHMAL by providing guidance on the land use and built form outcomes for the site in order to deliver a vibrant mixed-use precinct with substantial commercial and retail floor space. The site is located in an existing commercial area of a Metropolitan Activity Centre where commercial land uses are encouraged. The precinct will deliver a range of commercial, retail, hospitality and entertainment facilities that will enhance and diversify the current economic function of the BHMAL and provide for local employment opportunities.

Does the amendment address relevant bushfire risk?

The land affected by the amendment is not located within area of identified bushfire risk.

Does the amendment comply with the requirements of any Minister’s Direction applicable to the amendment?

The amendment has been prepared in accordance with the Ministerial Direction on the Form and Content of Planning Schemes under section 7(5) of the Planning and Environment Act 1987.

The amendment is consistent with Directions 9 (Metropolitan Strategy) and 11 (Strategic Assessment of Amendments). Specifically, the amendment is consistent with the Ministerial Direction 9 Metropolitan Strategy (Plan Melbourne) given the use and redevelopment of the site will align with objectives to deliver jobs and investment and promote Melbourne as a global city of opportunity and choice, delivering social and economic benefits. Plan Melbourne identifies Box Hill as a Metropolitan Activity Centre providing significant opportunities for investment in retail, education, entertainment, and higher density residential development.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

This amendment will align with the relevant clauses as below:

Clause 11.01-1S (Settlement) and Clause 11.01-1R (Settlement – Metropolitan Melbourne)

The amendment aligns with settlement objectives and strategies that seek to limit urban sprawl and promote urban renewal and infill redevelopment opportunities (in part through developing compact urban areas around activity centres) to maximise accessibility to facilities and services. Specifically, the amendment will direct investment and growth in a Metropolitan Activity Centre to create a more consolidated, sustainable city, and recognises the opportunities of the future Suburban Rail Loop to facilitate substantial growth beyond the central city to address Melbourne's growing population. The amendment will also provide greater choice in housing and enable employment growth and improved access to services and facilities.

Clause 11.02-1S (Supply of urban land) and Clause 11.02-2S (Structure planning)

The amendment recognises the opportunities of the site for a consolidated and intensified urban area and will facilitate the orderly development of the Box Hill Metropolitan Activity Centre by establishing a masterplan for the site that will guide its future staged redevelopment.

Clause 11.03-1S (Activity centres) and Clause 11.03-1R (Activity centres – Metropolitan Melbourne)

This amendment will facilitate major commercial, residential and retail development within a Metropolitan Activity Centre in an orderly manner. The Master Plan approach will ensure effective planning and management of the site's future land use and development that supports the role and function of the Box Hill Metropolitan Activity Centre that supports policies promoting commercial development, housing diversification and intensification in activity centres, improving connection to active and public transport, and enhancing access to a wider range of goods and services through the proposed high-density mixed-use precinct in a public transport hub.

Clause 15.01-1R (Urban design – Metropolitan Melbourne), Clause 15.01-4S (Healthy neighbourhoods), and Clause 15.01-4R (Healthy neighbourhoods – Metropolitan Melbourne)

The amendment will facilitate urban environments that are safe, function and enjoyable, which contribute to an emerging sense of place in the BHMAL. The built form outcomes of the proposed amendment will contribute positively to the emerging context and enhance the public realm, which in turn, will help foster healthy and active neighbourhoods. The mixed-use precinct envisaged by the Master Plan development will also contribute to the creation of 20 minute neighbourhoods, which will enable people to meet most of their daily needs within a 20 minute trip from their home.

Clause 16.01-1S (Housing supply), Clause 16.01-R (Housing supply – Metropolitan Melbourne) and Clause 16.01-2S (Housing affordability)

The amendment will increase the supply and diversity of housing choice in a Metropolitan Activity Centre. The amendment will deliver housing density, quality, affordability and type that reflects the desired future character for the Box Hill Metropolitan Activity Centre and is situated within close proximity to employment and transport services.

Clause 17.01-1S (Diversified economy), Clause 17.01-1R (Diversified economy – Metropolitan Melbourne), and Clause 17.02-1S (Business)

The amendment will help meet the needs of the community through the provision of:

- Retail and hospitality floorspace to support local employment opportunities and encourage spending in the local area.
- Significant commercial and office floor space that will contribute to the development of the Box Hill Metropolitan Activity Centre as a major commercial hub and Health and Education Precinct for the eastern metropolitan region.

Clause 18.01-1S (Land use and transport planning), Clause 18.01-2S (Transport system), Clause 18.02-1R (Sustainable personal transport – Metropolitan Melbourne), Clause 18.02-2R (Principal Public Transport Network), and Clause 18.02-4S (Car parking)

The development will help facilitate sustainable personal transport by locating in an area with good access to public transport, as well as enhancing connections to public transport from other parts of the Activity Centre, and by providing on-site bike parking facilities and amenities. The proposed car parking provision will reflect the proposal to promote sustainable modes of transport over vehicle use.

How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

Consistent with the policy objectives of the Municipal Strategic Statement and Local Planning Policy Framework, this amendment will align with relevant clauses as below:

Clause 21.03 (A vision for the City of Whitehorse)

The amendment will assist with achieving the City of Whitehorse's vision through maintaining and enhancing the built environment to ensure a liveable and sustainable city.

Clause 21.06 (Housing)

The amendment is responsive to this policy, which encourages higher density residential growth within 'substantial change' areas, such as activity centres where the site is located (BHMAC), that are best able to sustain substantial change. The size of the site and its characteristics provide the opportunity to accommodate higher-density residential development.

Clause 21.07 (Economic Development)

Box Hill as an identified Metropolitan Activities Centre (MAC) which provides significant opportunities for investment in commercial and retail, education, entertainment and higher density residential development that will strength the role of the area as a major regional activity centre. The amendment will deliver a mixed-use precinct through commercial and retail space that can accommodate a variety of uses including office, retail, entertainment and hospitality uses that will maximise employment opportunities and growth for Box Hill and Whitehorse more broadly

Clause 22.07-2 (Box Hill Metropolitan Activity Centre)

The amendment will deliver new development that is consistent with the objectives of the *Box Hill Transit City Activity Centre Structure Plan 2007*, which include ensuring that the BHMAC can continue to expand in line with market demand, to ensure that Box Hill provides accessible, lively and comfortable public spaces that offer diverse opportunities for recreation and social engagement and to support walking and cycling as sustainable and healthy means of travel in and around Box Hill. Additionally, the objectives also include encouraging significantly increased use of public transport and a reduction of private vehicle use for travel to and from the BHMAC.

The amendment seeks to accommodate a more intensive and diverse range of activities that increase choices and opportunities, encourage employment growth, offer opportunities for recreational and social engagement, and supports synergies between different uses. The amendment also seeks to create a new public plaza/civic steps that will provide a key social infrastructure that responds to an identified need for more public space within the BHMAC. Additionally, the amendment will facilitate the closure and redevelopment of Fairbank Lane as a public park that will be integrated with an upgrade of the adjacent public open space and provide a catalyst for the proposed public open space within the southern carriageway of Whitehorse Road. The Council-owned carpark at 8 Nelson Street is proposed to be redeveloped as a park to further enhance the public open space offering within the centre. The extension of Prospect Street and upgrades to the west end of Main Street and Clisby Court will encourage walking and cycling by creating pedestrian and vehicle links and providing for bicycle use and storage.

Clause 22.07-3 recognises the need to create more and diverse opportunities for housing that will contribute to the land use mix, economic and social activities of the area, protect access to public open space, improve pedestrian amenity, and promote economic growth within the Box Hill MAC.

The introduction of the Incorporated Document will apply site specific built form design objectives and guidelines for the subject land and will deliver a development that aligns with the intent of the Structure Plan. The built form is designed to protect the amenity of the residential precinct to the south in terms of overshadowing.

Does the amendment make proper use of the Victoria Planning Provisions?

The amendment makes proper use of the Victoria Planning Provisions by applying the Specific Controls Overlay and the Road Closure Overlay which are the appropriate tool to identify land subject to specific controls designed to achieve a particular land use and development outcome.

How does the amendment address the views of any relevant agency?

The views of relevant agencies will be sought during the planning scheme amendment process.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

The Transport Integration Act 2010 establishes a framework for the provision of an integrated and sustainable transport system in Victoria. While the amendment is not considered to have a direct impact on the Transport Integration Act or transport system, it will facilitate a development which has proximate access to public transport systems and established road networks.

In particular, the subject site is within walking distance to the Box Hill Railway Station, Bus Interchange, and tram routes along Whitehorse Road. The amendment will enable the extension of Prospect Street to Clisby Court, opening up a previously landlocked section of BHMAL and significantly enhancing pedestrian, bicycle and vehicle permeability within the centre. Pedestrian accessibility is proposed to be enhanced across, and adjacent to, the sites through the redevelopment. The future location of the Suburban Rail Loop station will not be compromised through the redevelopment of the site.

APPENDIX C

SUMMARY OF WORKSHOP PROCESS

Following the submission of the Master Plan in December 2020, the proponent and project team engaged in a series of without prejudice and in good faith workshops with DELWP and stakeholders as part of the Development Facilitation Program eligibility assessment process, summarised below. The main intent of the workshops was to assist DELWP with their understanding of key technical matters, and to work through comments raised by DELWP and other stakeholders.

OVGA

Following an initial pre-review meeting with the OVGA, the Master Plan was presented to the Design Review Panel (DRP) convened by the OVGA on 3 March 2021. The DRP prepared a report, dated 22 March 2021, outlining its review and findings, which in its introduction stated the DRP's general support for the key principles of the Master Plan:

As a metropolitan activity centre Box Hill is an appropriate location for high density housing and a concentration of uses to capitalise on the existing busy transit node. The Box Hill Central shopping centre is an example of internalised 'big box' retail, now understood as damaging to urban grain, structure and networks. It has detrimentally impacted its built environment, the building itself is degraded, and we fully support the initiative to demolish, form new connections and reinvent the central north precinct.

In addition to the above, the DRP supported the delivery of the key east-west link (Prospect Street) and the use of the 'pivot point' at the steps to navigate the level change and lack of connection between Prospect Street and Main Street, which is a significant limitation in the existing street network. The Panel noted that this connection will add value to the whole precinct, further enhanced by the legibility and permeability provided by the north-south laneways. Concealing car parking underground was also noted to be a great improvement on some other developments in Box Hill.

The DRP also raised a number of matters for further consideration, in particular:

- The experience of the buildings from the pedestrian perspective, and impact of building height on the ground plane, including light penetration and wind impacts
- The distribution and height of buildings from a broader context, including contribution to the skyline
- The comfort and amenity of public spaces, including consideration of sunlight penetration to spaces internal to the site, outlook, interface with Whitehorse Road and the purpose or intended use
- Provision of affordable housing
- Cycle routes.

The OVGA review has informed the refinement of the Master Plan.

WORKSHOPS WITH DELWP

Following a review of the submitted application material, the initial RFI (27 January 2021) response, and relevant stakeholder feedback, DELWP issued a letter (30 April 2021) setting out matters that needed to be addressed for the project to be recommended to progress to the next stage of the Development Facilitation

process. The letter incorporates what DELWP considers the key matters raised by other stakeholders, including the OVGA, who had been consulted by DELWP, and DELWP's own preliminary review of the proposal.

Following receipt of the letter, a series of subject matter workshops were convened with the DELWP facilitation team in order to focus on specific issues and aspects of the Master Plan, in recognition of the detail and complexity of the proposal, including wind; traffic and transport; urban design and public realm; and the proposed planning controls. The outcomes of these are summarised below.

Wind

The workshop on wind conditions affecting the Box Hill MAC, held on 17 May 2021 was requested by the DELWP facilitation team primarily to assist with their understanding of the existing conditions and impacts of the proposed built form on the likely outcomes with respect to wind. This workshop was led by Michael Eaddy, MEL Consulting, and included discussion of the following key matters:

- Melbourne is proven to be one of the windiest cities in the world and the Box Hill MAC is one of the windiest locations in Melbourne
- Existing wind conditions within Box Hill are a result of the topography and existing development in the Box Hill area and are difficult to resolve in isolation
- Wind conditions will continue to change as additional built form is added to the Box Hill Activity Centre
- In considering the strategic direction and aspirations for Box Hill, wind is only one aspect – a balanced approach is required which is considerate of facilitating new development and achieving conditions appropriate to the targeted uses
- Short, mid and long term conditions need to be considered by all parties
- Achieving appropriate wind amenity will be reliant on a combination of urban design and built form outcomes and targeted public domain mitigation strategies

Traffic and Transport

On 25 May 2021, Tim de Young from traffic consultant GTA, presented on the approach to transport matters proposed by the Master Plan, including the following:

- Alignment with the Whitehorse City Council's 2020 Box Hill MAC Integrated Transport Strategy
- The travel demand management approach, whereby the redevelopment of the site will result in a deintensification of traffic compared to the existing condition as a retail car park.
- The Master Plan embraces a level of friction, discouraging through traffic along Prospect Street.
- Council's proposal for a cycle bridge connecting from Nelson Road over the railway line was discussed, including design difficulties relating to level differences.

Public Realm and Urban Design

A series of workshops were held on the subject of Public Realm and Urban Design, lead by Bates Smart and Lat27 (18 May, 2 and 8 June 2021).

These workshops explored a range of matters, including building height, massing, and separation; as well as the location, quantum, design and amenity of public spaces. Through this process, consideration was given to whether the Master Plan distribution (and potentially amenity) of open space could be improved through increasing the amount of open space and consolidating it on the west side of Clisby Court. This revised approach is reliant on a land exchange with Council in relation to the Council-owned car parking area adjacent to Nelson Road and the Council owned lane between the existing shopping centre and the at grade car park owned by Vicinity.

A range of other matters were explored and discussed which have informed the changes to the Master Plan. These matters included:

- An amalgamation of Lots 6&7 and the benefits of this in regard to Prospect Street, building spacing and rationalising vehicle access,

- Improvements to the public realm amenity, including the Civic steps and plaza as a result of a revised layout of development and open space to the north of Prospect Street.
- A review of shadowing implications to the south on 22 September

The workshops also investigated opportunities to rationalise the number of building vehicle entry points and accommodating a future pedestrian bridge link across the rail corridor at the Nelson Road extension directly west of the site. This process explored the relocation and consolidation of building vehicle entry points so as to prioritise the public realm experience and the removal of the vehicle access along the western boundary of the site to provide appropriate spatial allowances for the future bridge link across the rail corridor at Nelson Road.

Incorporated Document

A workshop led by Urbis was held on the proposed Incorporated Document (16 June 2021) submitted as part of the Planning Scheme Amendment (PSA) application. It was noted that the detail of the Incorporated Document does not need to be resolved as part of the Development Facilitation Program eligibility criteria assessment, but the merit of commencing discussions on the matter was recognised.

It was agreed by all parties that the use of the Incorporated Document is the appropriate tool to bring effect to the Master Plan. DELWP discussed the process of facilitating the detailed approval for each stage of development proposed by the Incorporated Document and whether this be via detailed development plans or planning permits. The proposition for the Minister to be the responsible authority for the detailed approvals was also discussed.