

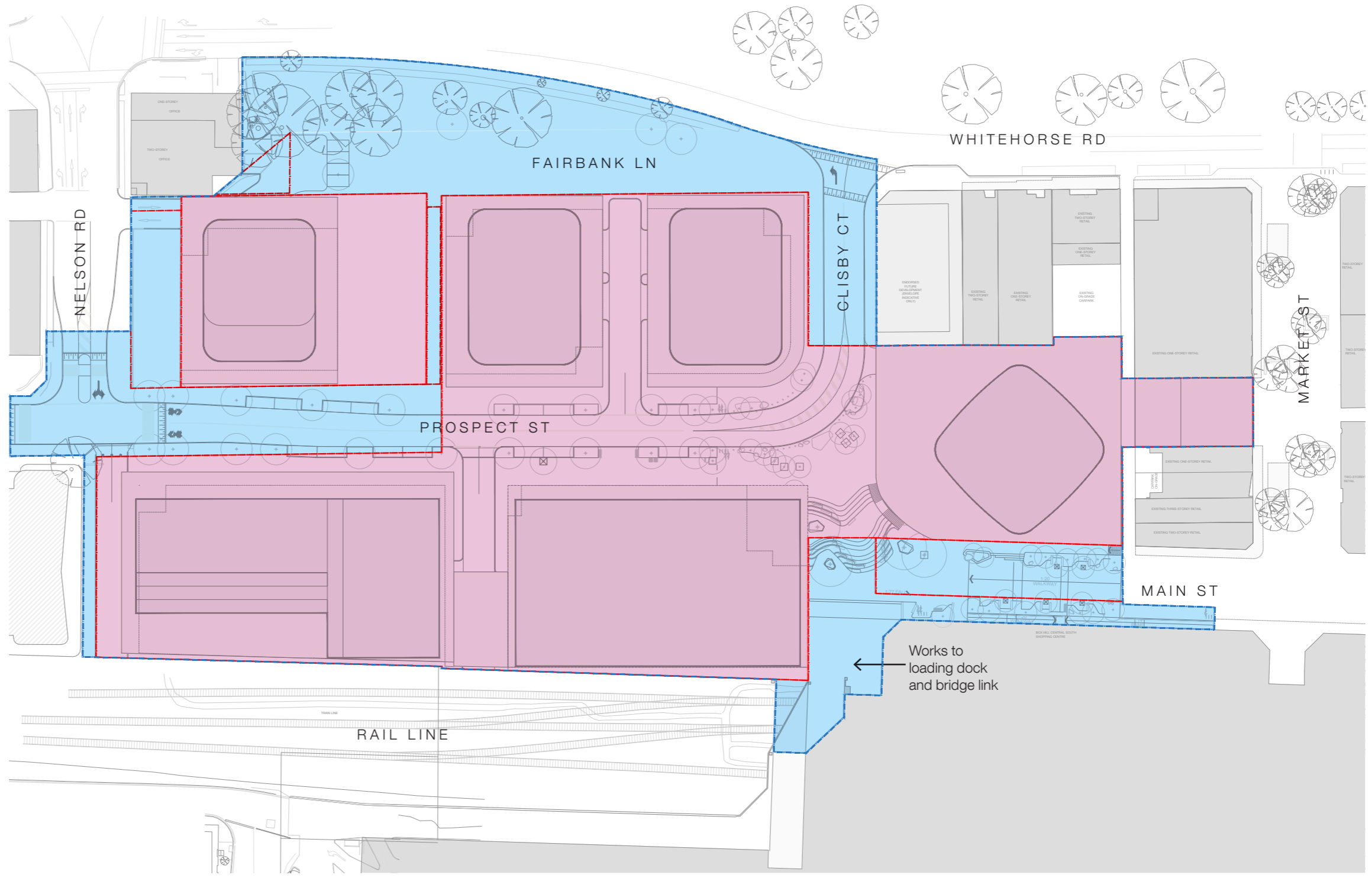
URBAN CONTEXT

2.4 MASTERPLAN FRAMEWORK



URBAN CONTEXT 2.5 MASTERPLAN EXTENT

-  Masterplan extent
-  Land owned by VCX
-  Interface works



URBAN CONTEXT

2.6 PRECINCT HISTORY

Box Hill was originally an independent city which was absorbed into Melbourne's expanding suburbs in the late 1950's and its historic business district remains today. The current station was built in the early 1980s and included lowering the tracks to remove the level crossing at Station Street. Box Hill Central Shopping Centre and Bus Interchange was constructed shortly after and completed in 1985. Box Hill is notable for its high percentage of citizens of Asian descent, in particular Chinese. The large number of Asian restaurants and businesses is a key feature of the Box Hill town centre.

1890



Box Hill 1890

1911



Station Street 1911

1920



Main Street Went Through in 1920

1917



Box Hill Post Office

1930



Whitehorse Road 1930s

1956



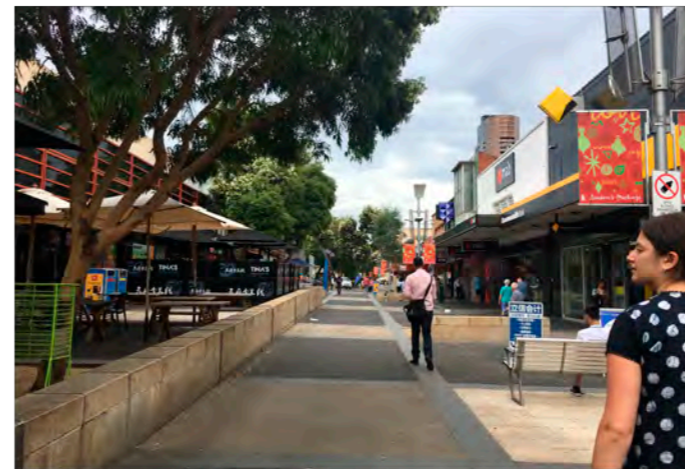
Whitehorse Road 1956

1970



Box Hill Station 1970

2019



Box Hill Central Today

URBAN CONTEXT

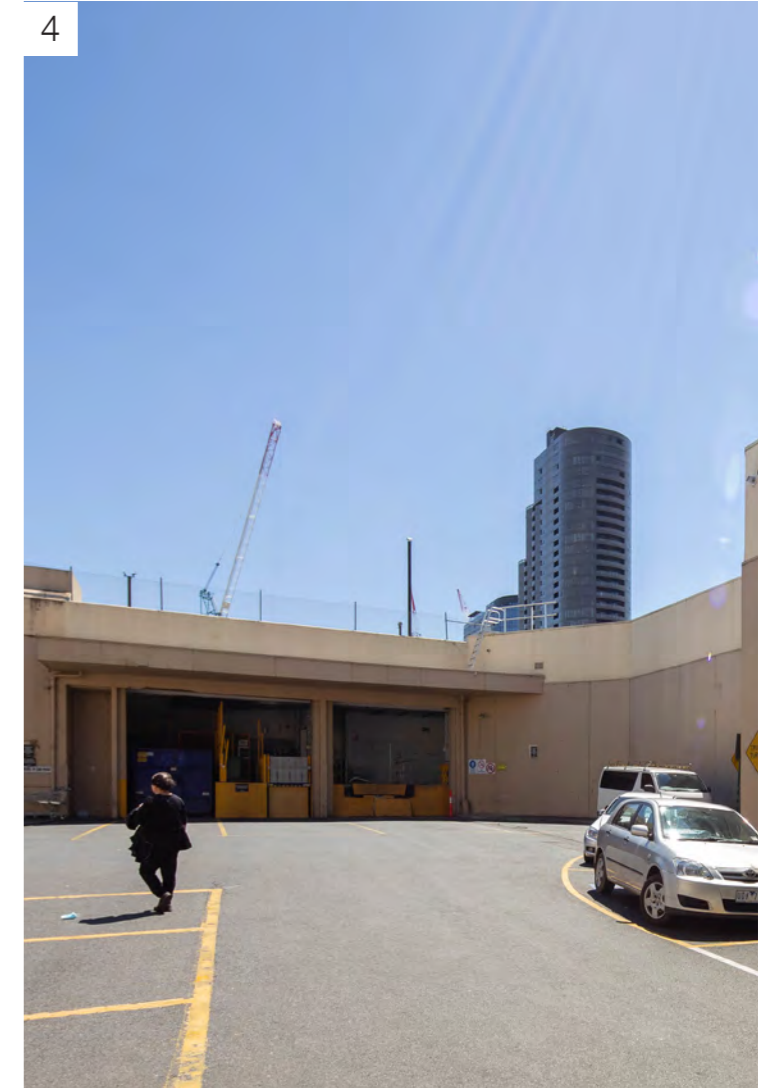
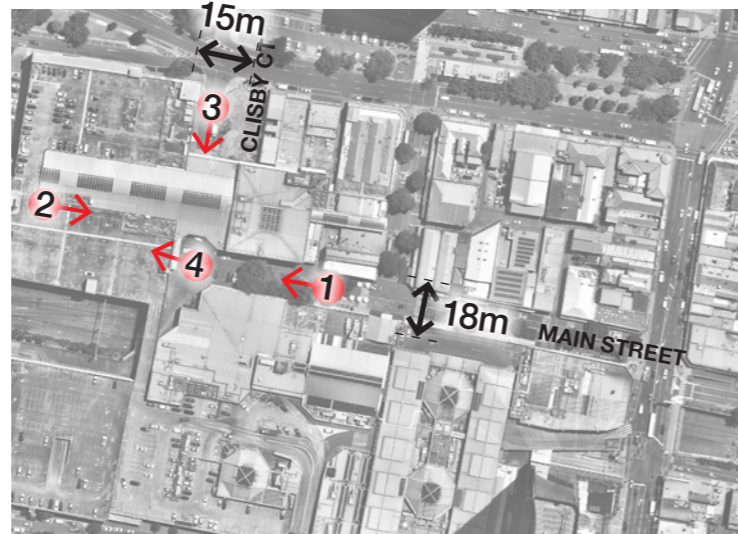
2.7 BUILT FORM

PUBLIC INTERFACE

The existing Box Hill North Central shopping centre was completed in 1985 and is poorly integrated with its immediate surrounds. It mostly presents blank inactive facades to surrounding streets, most notably to Whitehorse Road and Main Street. Box Hill has emerged as a dynamic multi-cultural area. This is visible in the many Asian restaurants and businesses that contribute to a distinctive and vibrant town centre.

Blank, inactive edges and cars currently dominate the western end of Main Street. There is huge potential to improve Main Street connectivity and provide active, welcoming public interfaces with the built form.

Further analysis on existing conditions in Appendix 4.1 Existing Conditions.



- 1 Inactive edges on Main Street
- 2 Prospect Street on grade and multi-storey carpark
- 3 View from Clisby Court
- 4 Main Street ends in a loading dock.

URBAN CONTEXT

2.8 EXISTING RETAIL CHARACTER

Market Street is an authentic, pedestrianised and active street. This retail experience has the potential to be extended and enhanced. The eastern edge of Main Street, with the entrance of Box Hill Central South, is already an extension of this authentic and vibrant character. There is potential to extend this character along the western end of Main Street, to create a more connected, modernised and active town centre.



The entry into Box Hill Central South and station provides an active and authentic environment.



Pictured above is the eastern portion of Market Street. There is an opportunity for the western end of Main Street to become an extension of the rich, authentic and vibrant public pedestrianised character of Market Street.

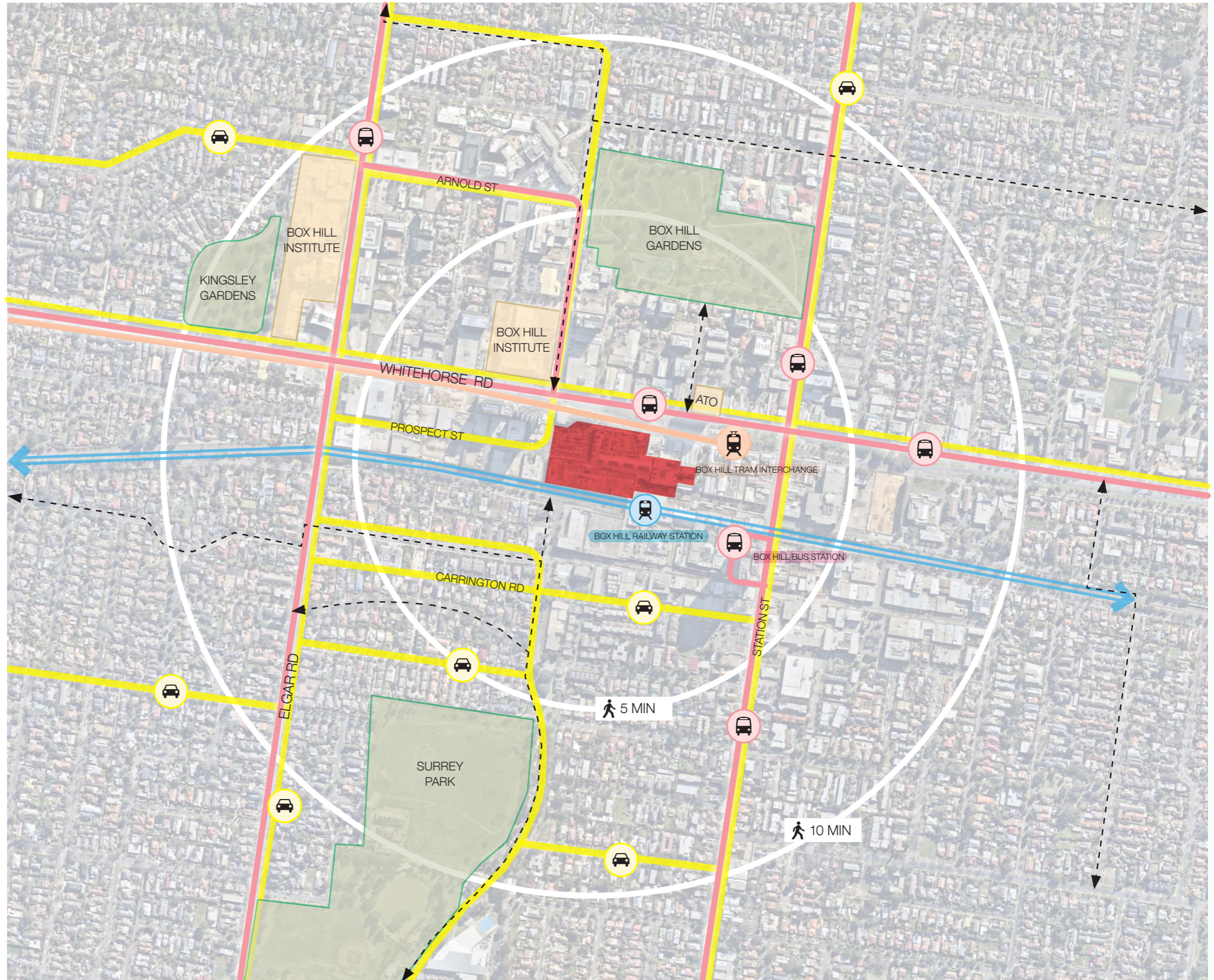
URBAN CONTEXT

2.9 CONNECTIVITY

The Box Hill Central North site is centrally located to all modes of public transportation and strategically acts as a gateway with tram, bus and train stations all directly adjacent to or on-site.

- Box Hill Central North
- Residential Towers and Hotels
- Parks
- Commercial
- Retail
- Significant Buildings
- - Bike Path

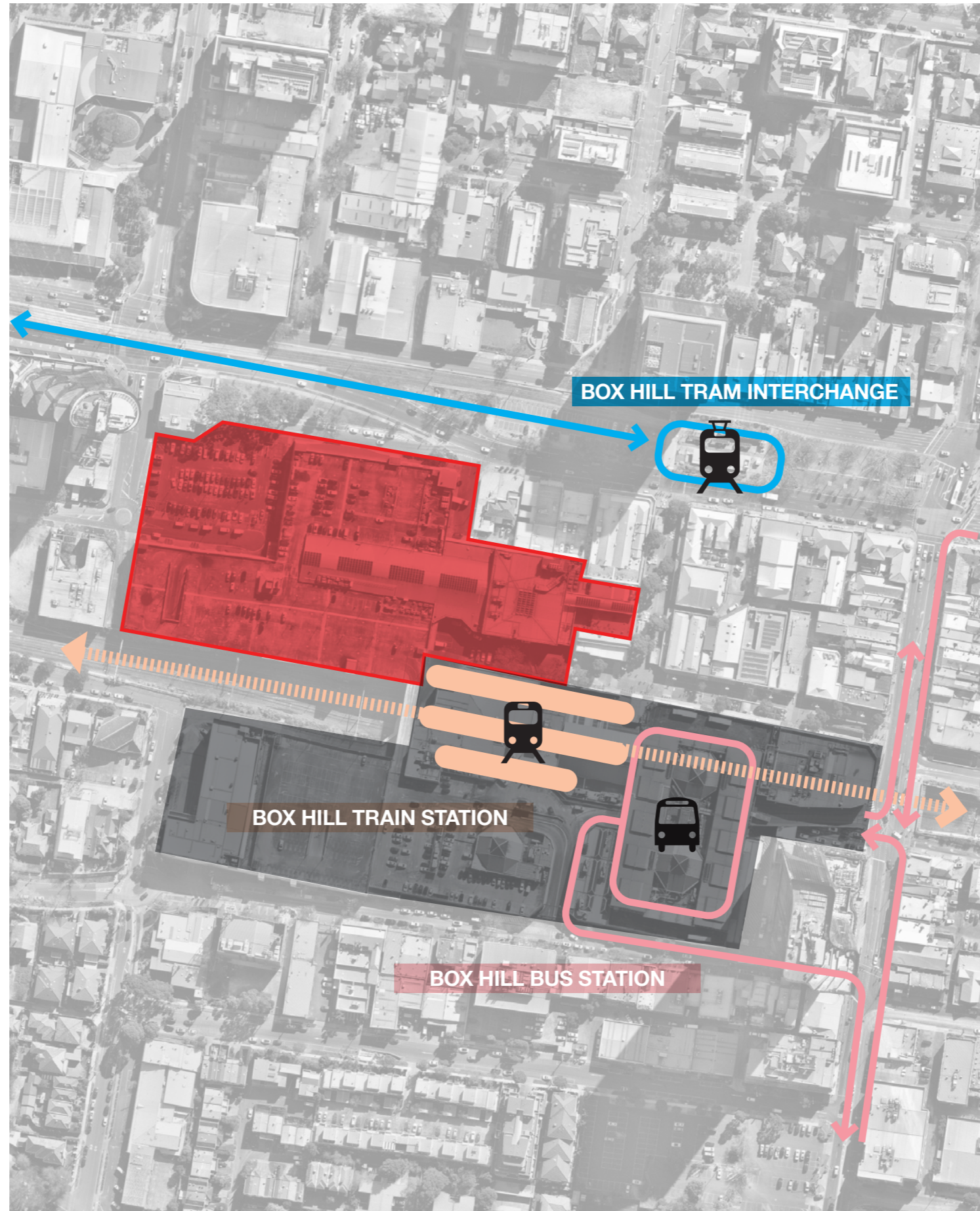
- BUS
- TRAIN
- TRAM
- CAR



URBAN CONTEXT

2.10 MODAL INTERCHANGE

Box Hill Central is currently configured as a modal interchange linking train, tram and bus. Surveys conducted by GTA indicate Box Hill is increasingly becoming a destination as opposed to a transport interchange. For commuters seeking to transfer between modes, train to bus and visa versa is by far the most common with train-tram and tram-bus less common. The journey from train to bus is currently relatively direct but congested, non-DDA compliant and uninspiring.



- Box Hill North
- Box Hill South

- BUS
- TRAIN
- TRAM
- CAR



STREET TO TRAM



MAIN STREET TO TRAIN



CENTRE TO STATION



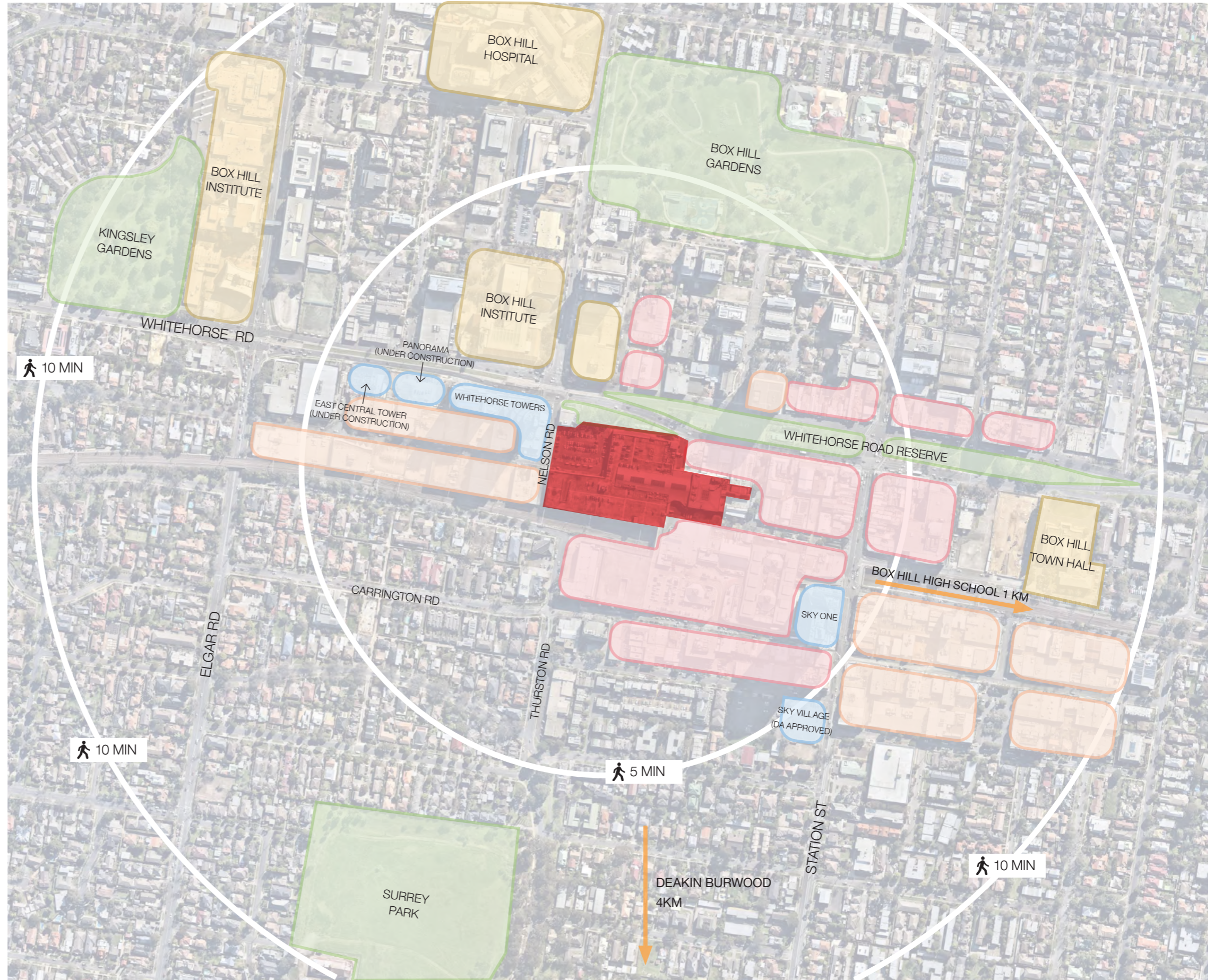
CENTRE TO BUS

URBAN CONTEXT

2.11 AMENITY

- / The site has access to a variety of green spaces. Institutions and health facilities are located to the west of the site
- / The heart of Box Hill is vibrant with retail and food and beverage options. New dense residential towers are under construction or approved in the precinct.

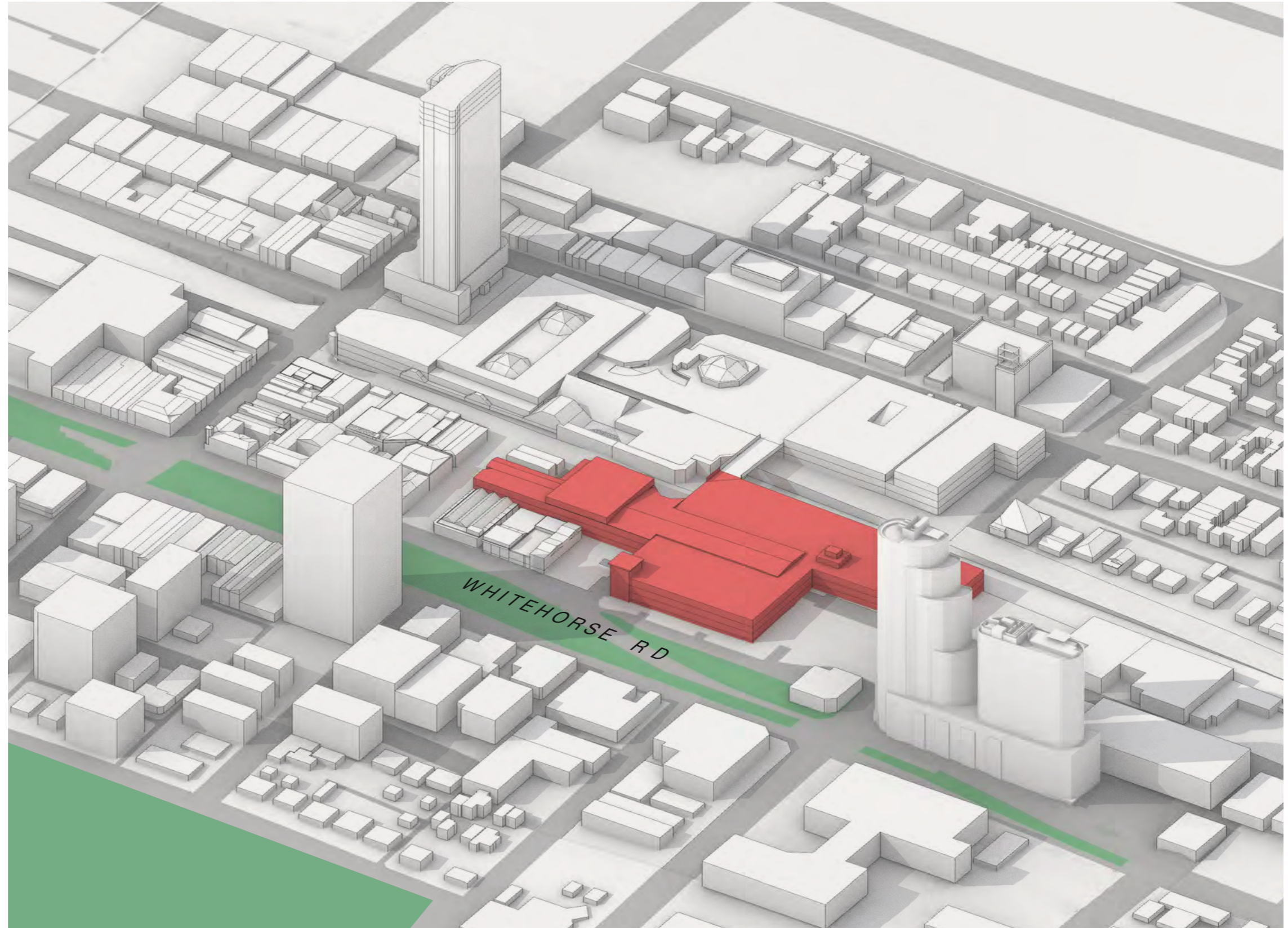
- Box Hill North
- Residential Towers and Hotels
- Parks
- Commercial
- Retail
- Significant Buildings
- ➔ Significant Buildings within 5 km



URBAN CONTEXT

2.12 SURROUNDING DEVELOPMENT

- / The existing buildings in the area of Box Hill Central are predominantly low rise with 1-4 storeys. The exceptions are Whitehorse Tower and Sky One which are both 36 storeys.
- / North of Box Hill Central are 4-8 storey buildings. The Australian Taxation Office is 20 storeys on the north side of Whitehorse Road.
- / There is significant development activity in Box Hill with many large scale high rise projects approved or under construction.



EXISTING BUILDINGS AROUND BOX HILL NORTH

■ Existing Box Hill North shopping centre

URBAN CONTEXT

2.13 DEVELOPMENT ACTIVITY



- Under construction
- Pending permit
- Approved
- Box Hill Central North

*Context information is indicative and provided for information only. No survey and AHD available.

URBAN CONTEXT

2.14 KEY VIEWS FROM SITE

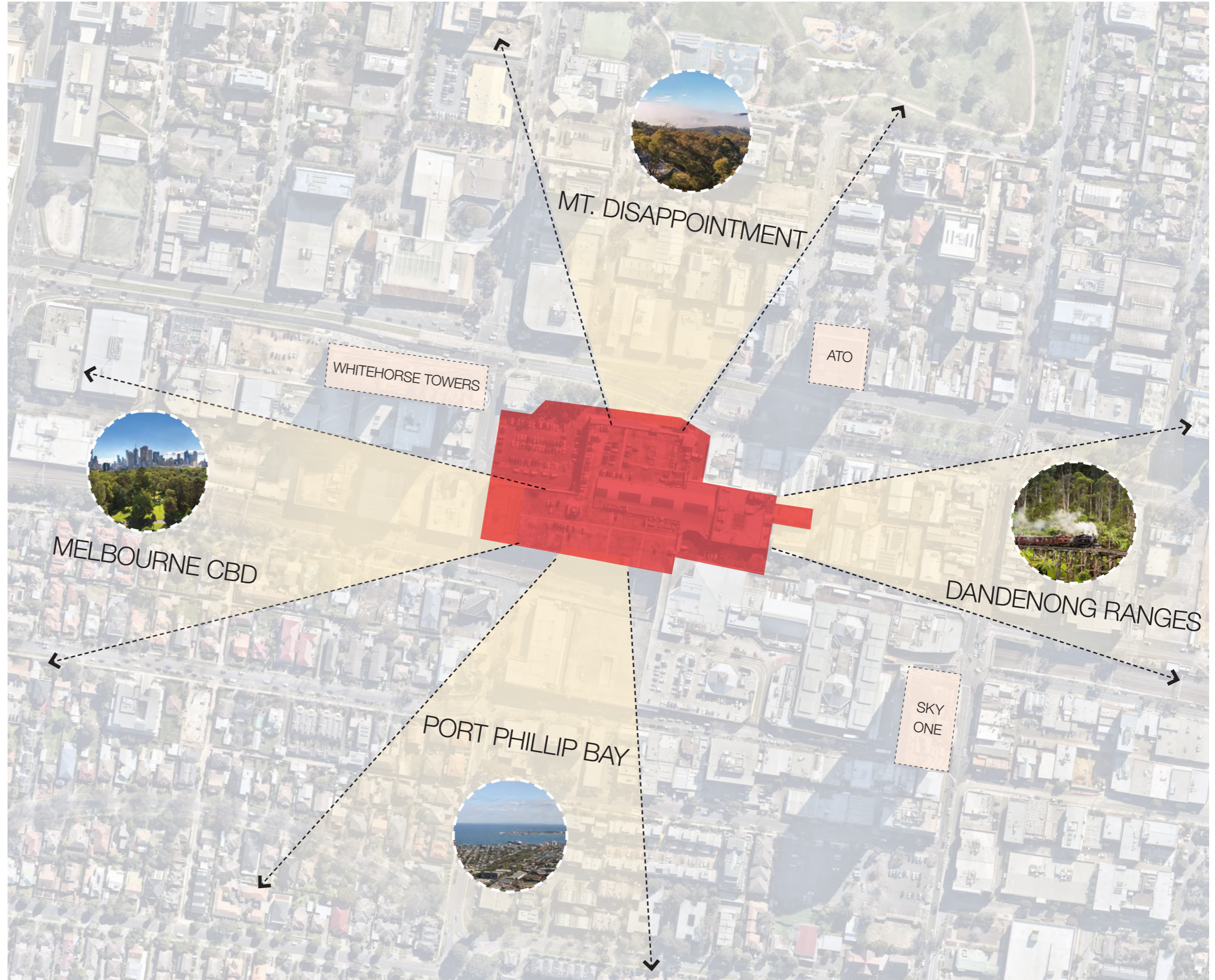
/ The site benefits from unobstructed views in all directions as Box Hill is one of the highest points in Melbourne.

/ To the North, views of Mount Disappointment

/ To the West, views of Melbourne CBD

/ To the South, views of Port Phillip Bay

/ To the East, views of Dandenong Ranges



URBAN CONTEXT

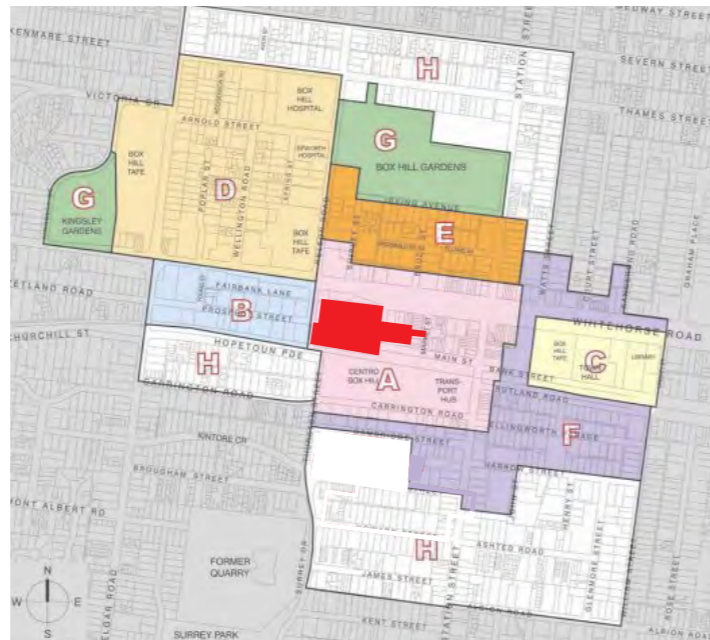
2.15 PLANNING CONTEXT

Box Hill Central North is located in the Commercial 1 Zone which provides significant flexibility for a mix of land uses. There are no floor space caps to shops or offices and high rise residential, entertainment, hotels, student living, and retirement are all permissible uses. Permits are required for buildings and works. The City of Whitehorse is the responsible authority. Development is guided by the Box Hill Activity Centre Structure Plan 2007.



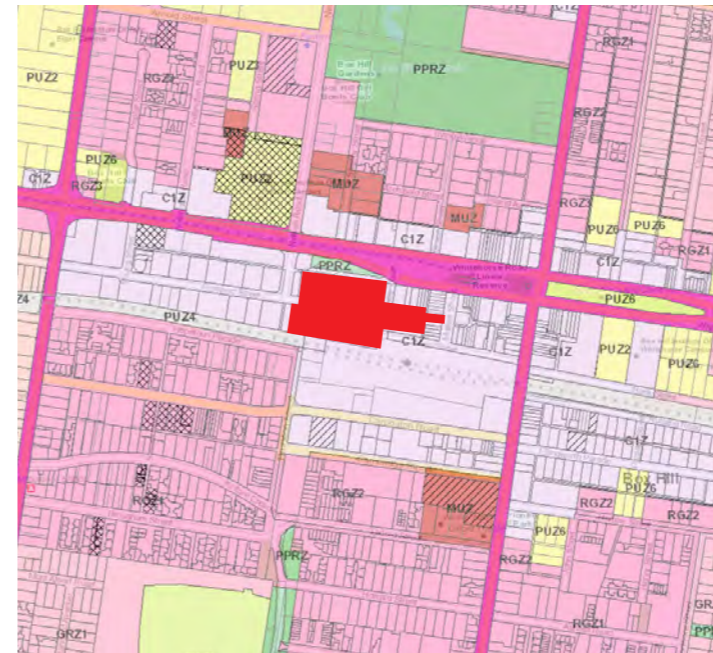
WCC PUBLIC REALM

Whitehorse City Council's vision for the growth of Box Hill's public realm illustrates zoning that affects the subject site and immediate surrounds. Main Street and Market Street are proposed pedestrianised streets and the adjacent Whitehorse Road reserve is to remain as public open space.



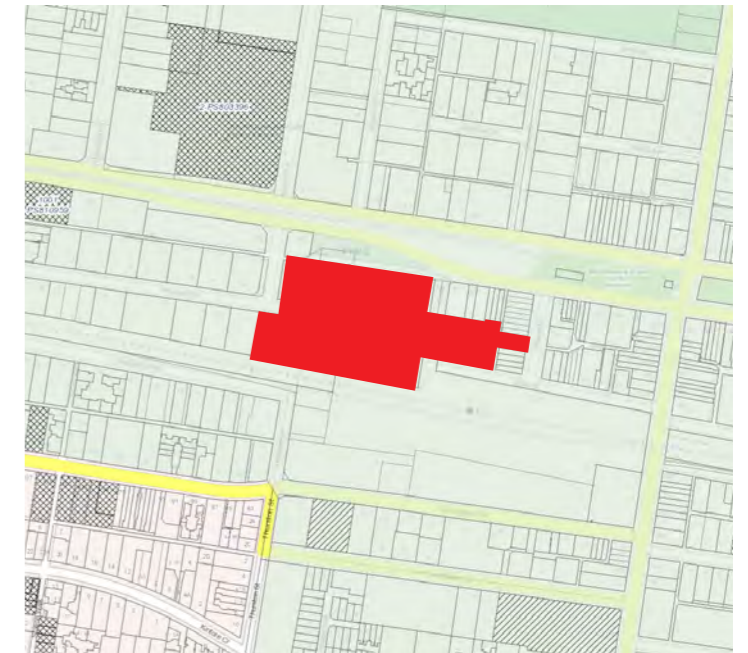
WCC ACTIVITY CENTRE

The subject site lies within the Box Hill Transport and Retail Precinct. This area is prescribed to include entertainment, hospitality, commercial, and other uses with extended hours of activity to create a central focus for Box Hill.



C1Z COMMERCIAL 1 ZONE

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.



PARKING OVERLAY (PO)

To facilitate appropriate provision of carparking spaces in an area.
To identify areas and uses where local carparking rates apply.
To identify areas where financial contributions are to be made for the provision of shared carparking.

- Public Open Space (asterisk indicates new park) providing opportunities for passive recreation, sport, dog-walking, social and community activities, visual relief and stormwater management.
- Activated edges of public spaces, improving visual access to open spaces, supporting park uses with appropriate building interfaces and complementary activities on neighbouring sites.
- Pedestrianised streets, lanes and pocket plazas supporting activities including sitting and socialising in association with travel and other routine activities.
- Civic indoor spaces (Town Hall, railway station concourse and market), providing focal points for community activity and civic events.
- Priority Pedestrian Corridors (see Access Framework)

- Box Hill Transport & Retail Precinct: 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.
- Prospect Street Precinct: Consolidation as the primary office precinct in the activity centre.
- Civic & Eastern TAFE Precinct: Consolidation of cultural, community and educational facilities in the precinct.
- Hospital & Western TAFE Precinct: Growth and enhancement of educational and medical institutions and support for related businesses and services, plus high density residential (including student housing).
- Box Hill Gardens Precinct: Provision for significant high to medium density residential growth with small scale offices, limited retail and community services and retail to activate ground level street frontages.
- Southern & Eastern Precincts: Mix of office and retail uses responding to prominent Whitehorse Road and Station Street frontages, and mixed use (residential) as transition to purely residential precincts.
- Box Hill Gardens & Kingsley Gardens: Convenient access to high quality public open space and recreational opportunities within the activity centre.
- Residential Precincts: The areas' residential role and amenity protected but medium density residential development encouraged. (Most areas surrounding the study area are also residential.)



3.0

MASTERPLAN

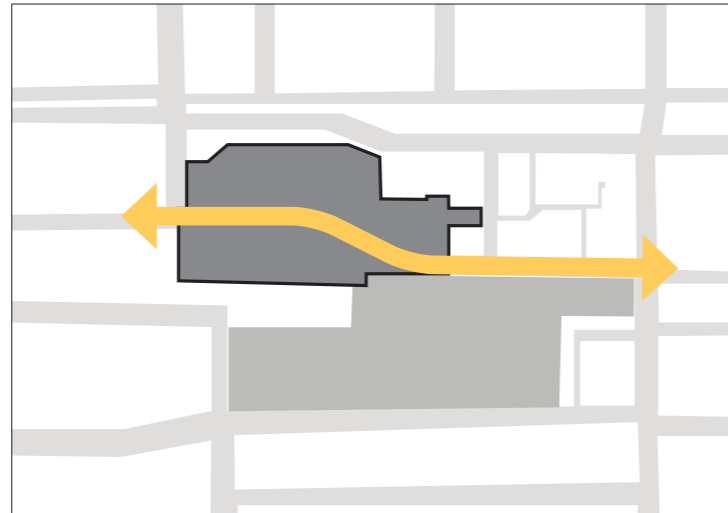
PROPOSAL

MASTERPLAN PROPOSAL

3.1 SITE PRINCIPLES

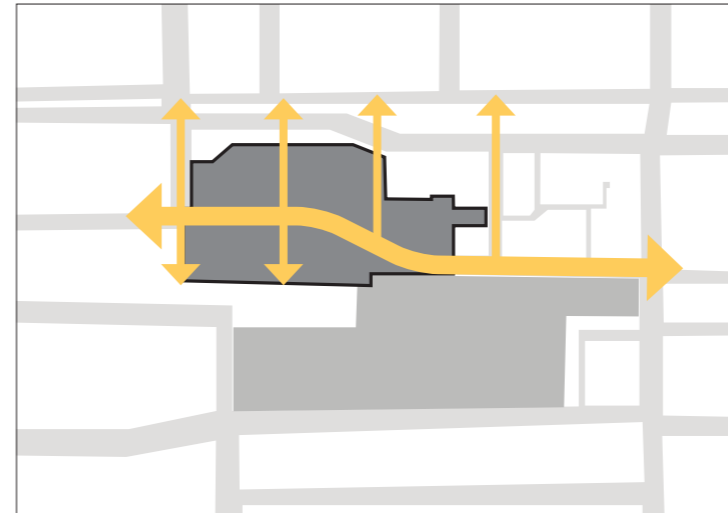
There are 6 Site Principles. They are site specific and outline development principles that will allow Box Hill Central North to realize the broader precinct principles.

NEIGHBOURHOOD INTEGRATION



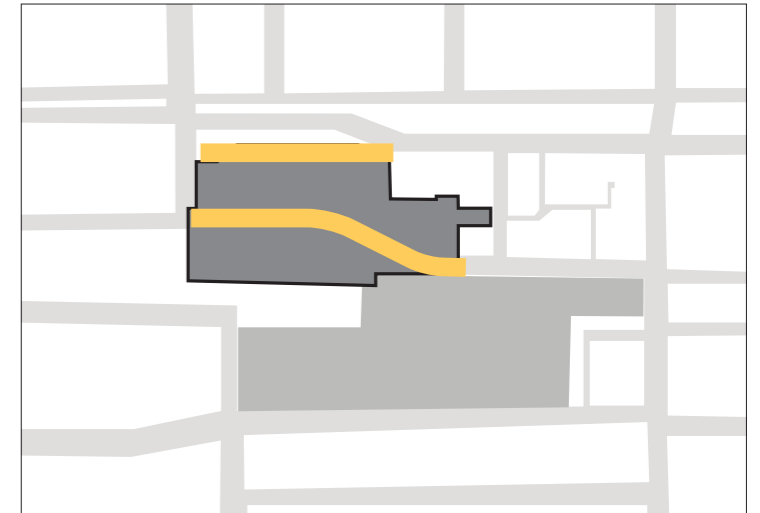
An east-west connection will unlock the inward looking existing centre, helping it connect with its surrounding context.

PERMEABILITY



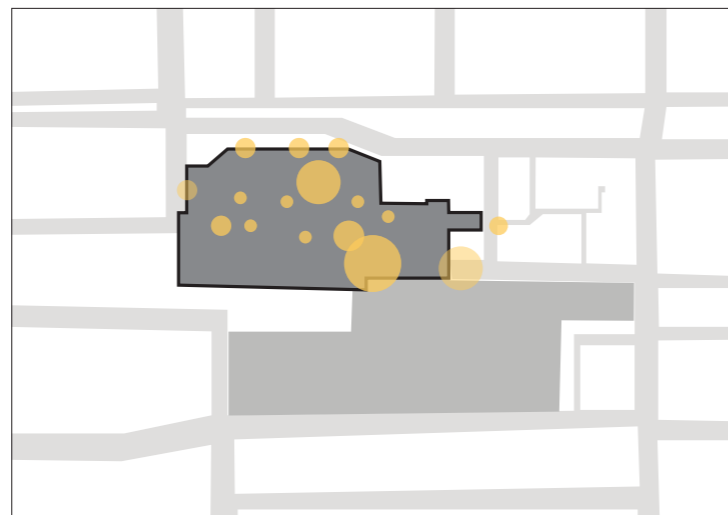
Streets, laneways and arcades will be introduced to create a more permeable centre, connecting to surrounding neighbours.

RETAIL ACTIVATION



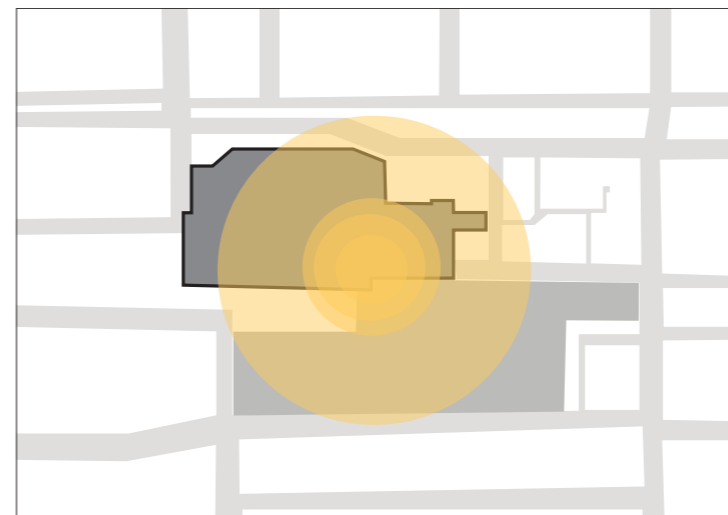
Retail placement along significant streets will assist in activating these areas.

DIVERSITY IN SPACES



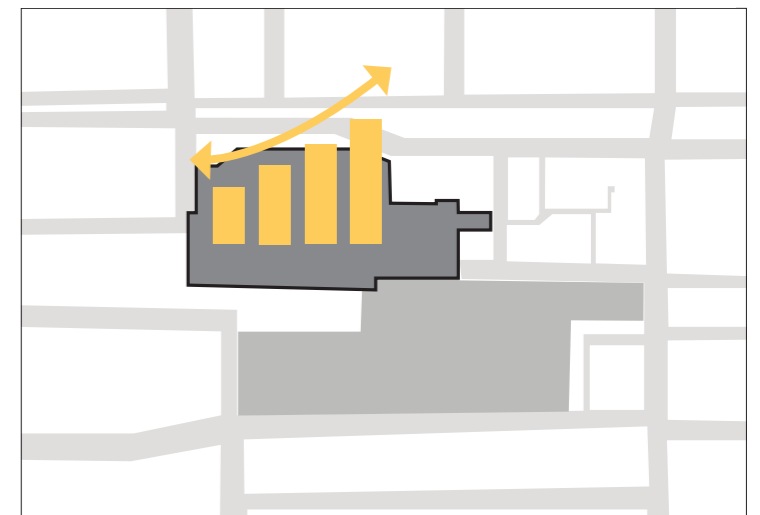
Box Hill Central North will be made up of a variety of civic and community spaces dispersed throughout the site.

NEW CIVIC HEART

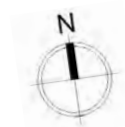


A new significant piece of public realm will be delivered to provide Box Hill with a high quality civic space.

APPROPRIATE BUILT FORM



Built form outcomes that align with current and future envisioned development and fit comfortably within the broader urban landscape.

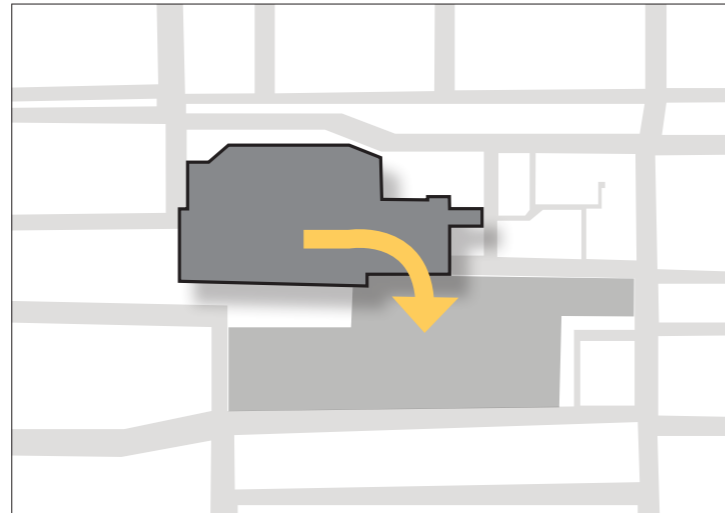


MASTERPLAN PROPOSAL

3.2 MASTERPLAN STRATEGY

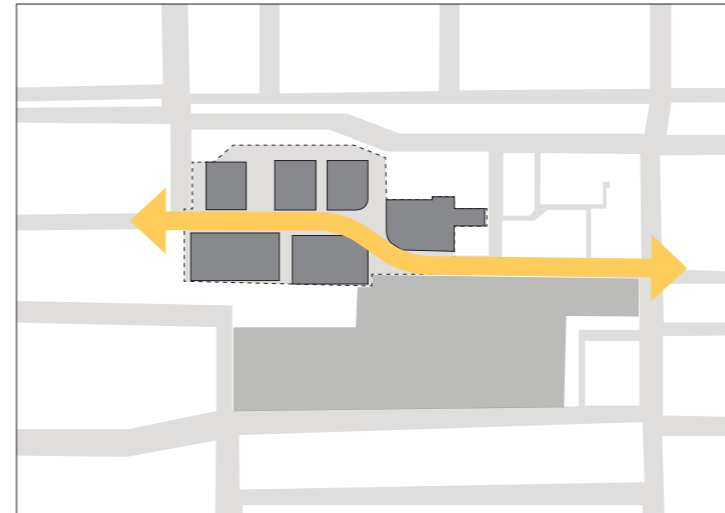
The masterplan strategies are the core urban design gestures applied to the site to realise the master planning principles. They are applied using the building blocks of successful cities – streets, squares, lanes. A series of master planning strategies have been generated to breakdown the zoning of the subject site.

CONSOLIDATED RETAIL



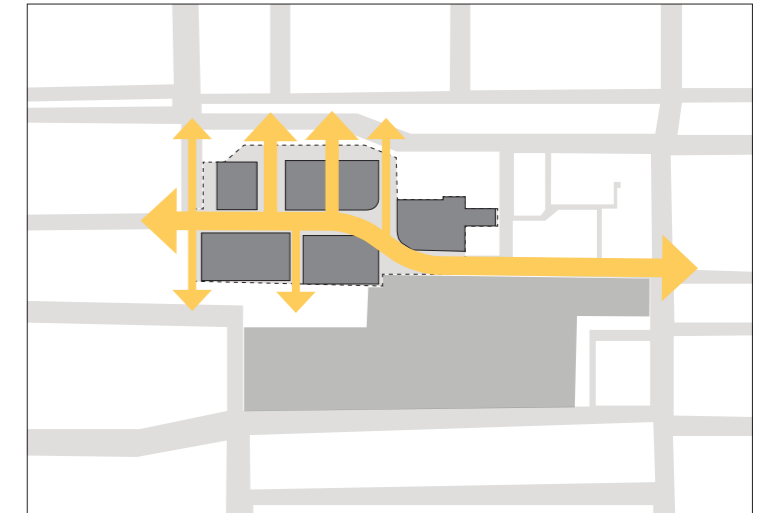
Consolidating retail to the south around the public transport hub to create a higher density and more vibrant commercial centre, freeing up land for further development opportunities.

A NEW EAST-WEST CONNECTION



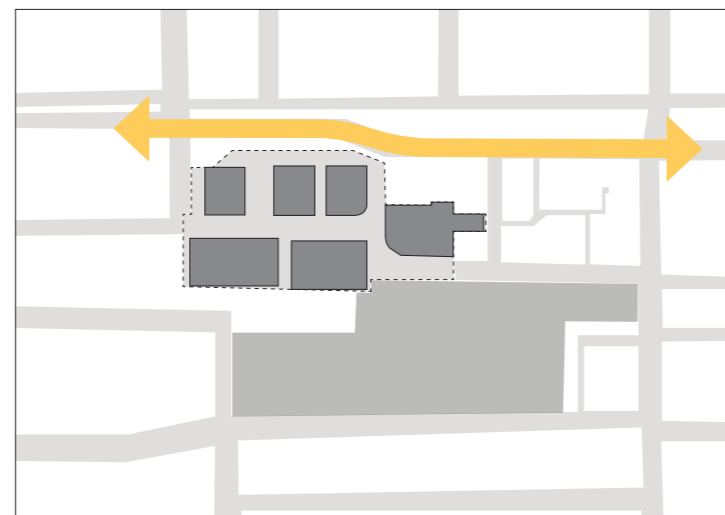
Creating an east-west connection through the site, making the site more permeable and connected to its immediate context.

A HIERARCHY OF NORTH-SOUTH LINKS



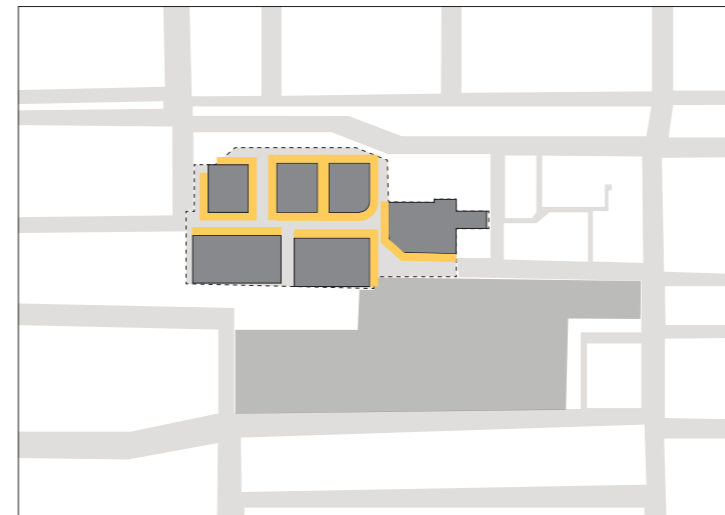
Identifying a hierarchy of north-south links, zoning streets, roads, laneways and arcades.

WHITEHORSE ROAD INTERFACE



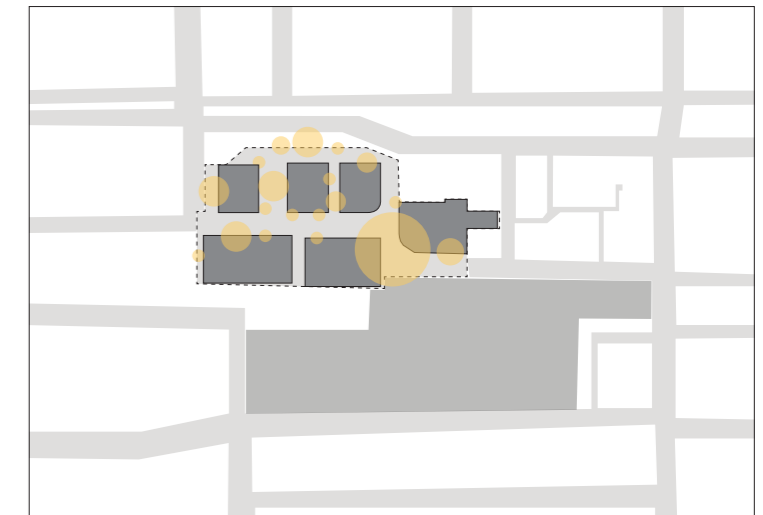
Improving the site's interface with Whitehorse Road through active frontages and quality public realm.

ACTIVE EDGES

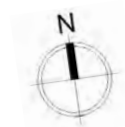


Reinvigorating streets through retail and architectural activation.

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.



MASTERPLAN PROPOSAL

3.3 SITE CONSTRAINTS



- Land owned by Vicinity
- Masterplan extent
- Inactive frontage