

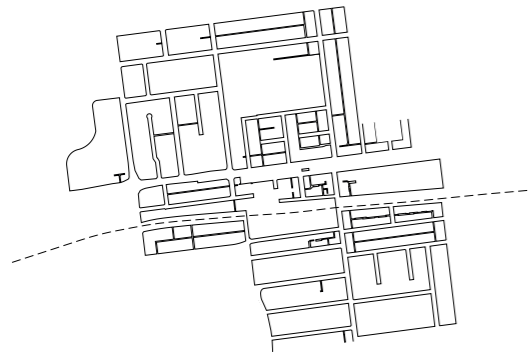
MASTERPLAN PROPOSAL

3.4 A NETWORK OF STREETS

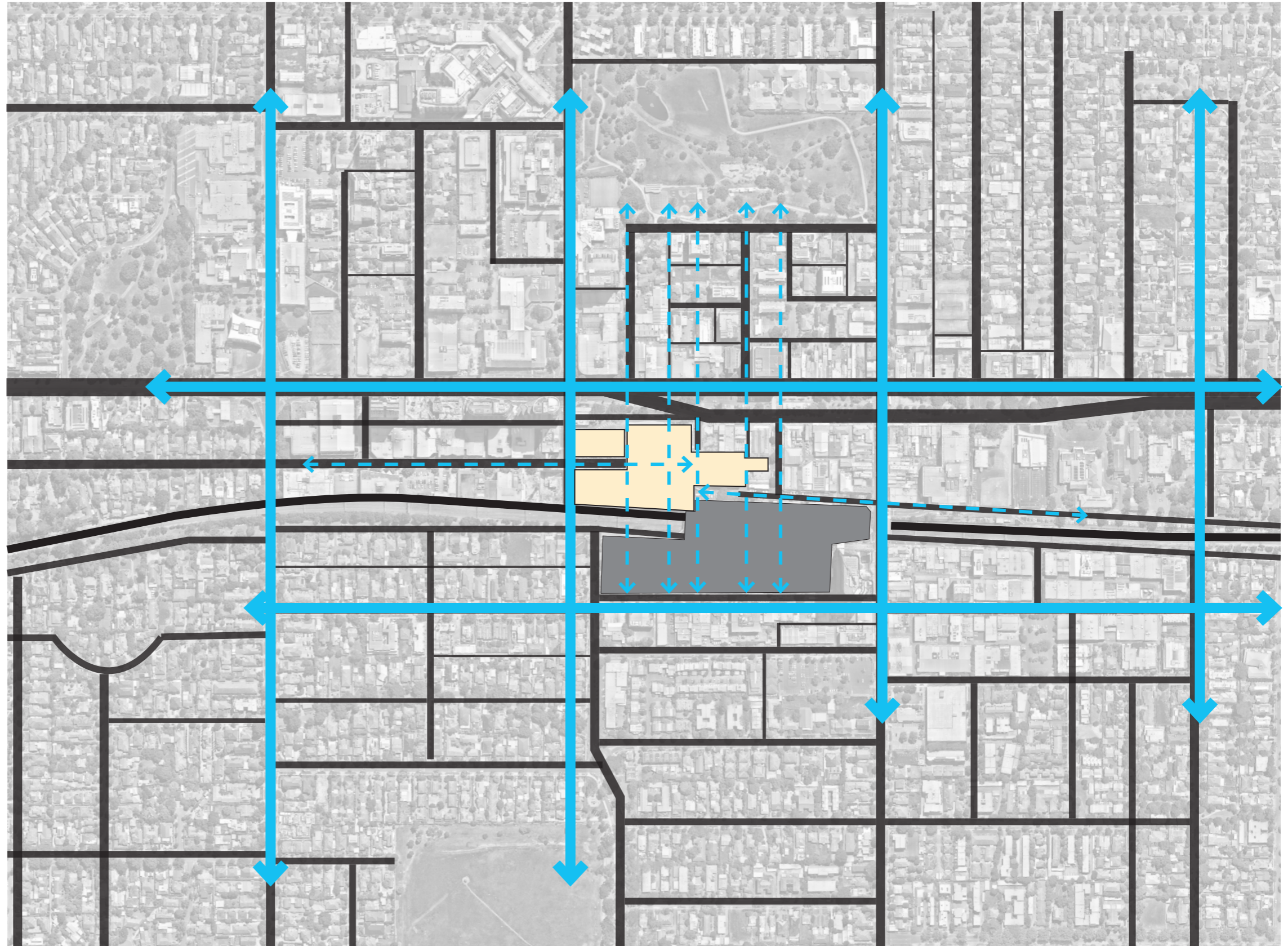
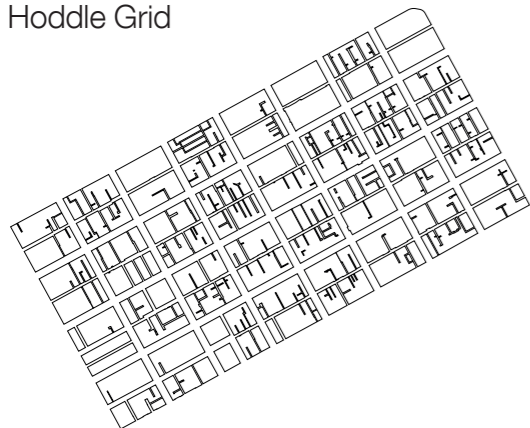
/'..... Box Hill's street grid has an irregular geometry with fewer and narrower streets and a comparatively limited network of laneways. These characteristics inevitably create tension for road space allocation between modes of transport and their capacity, the public realm and the amenity.'

pg 79 Box Hill MAC Strategic Review (October 2018)

Box Hill



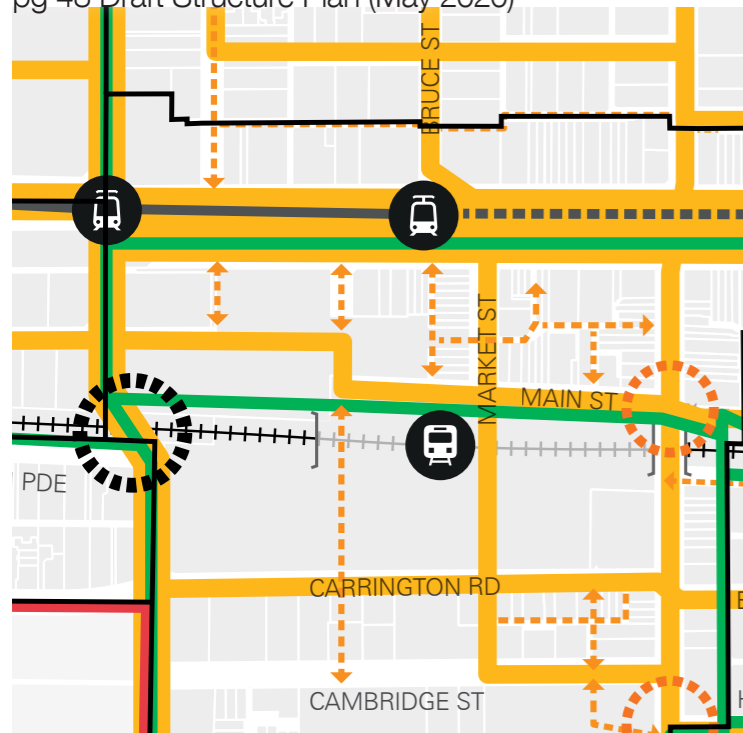
Hoddle Grid



MASTERPLAN PROPOSAL

3.4 CONNECTING KEY STREETS

pg 48 Draft Structure Plan (May 2020)

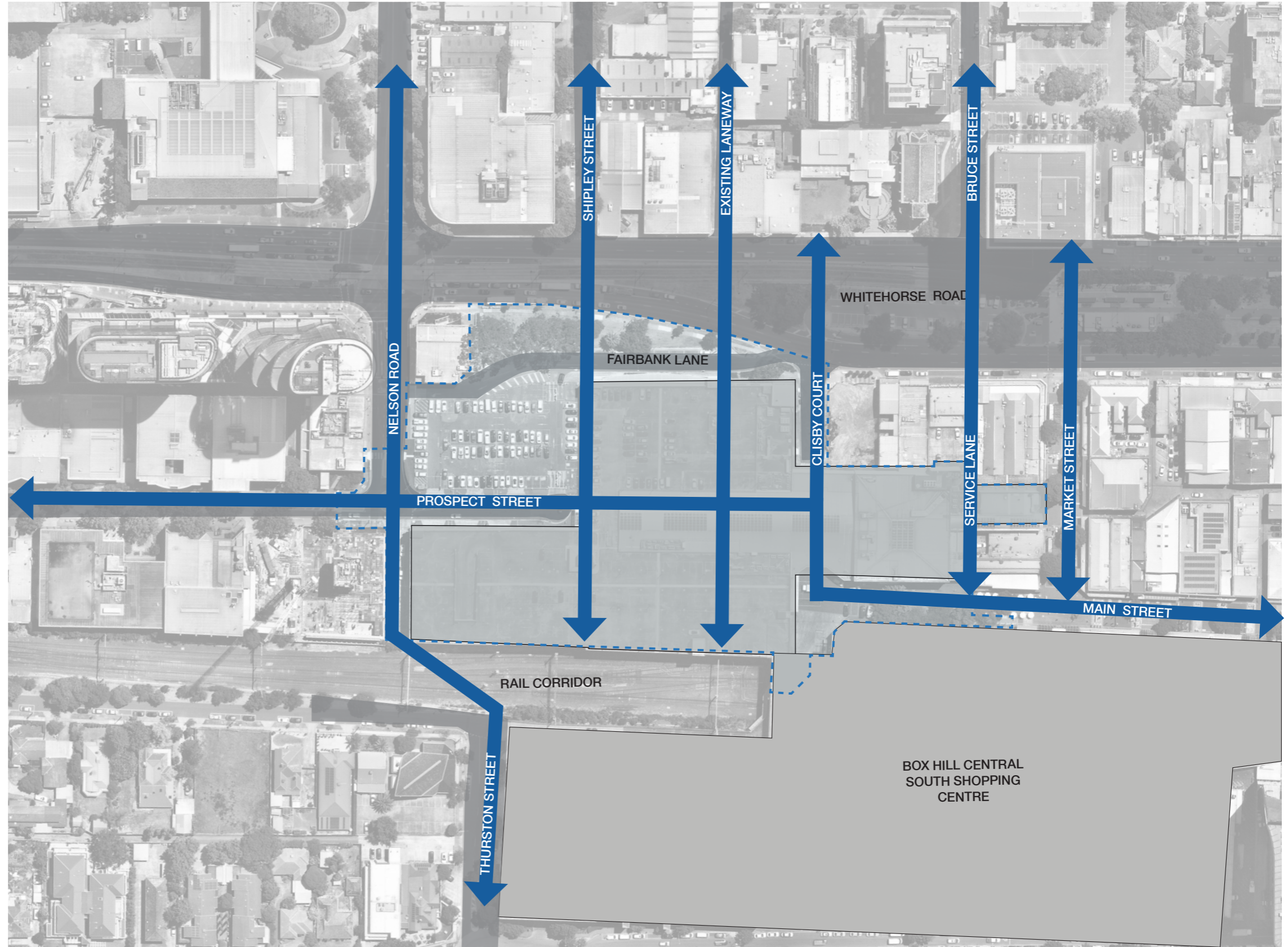
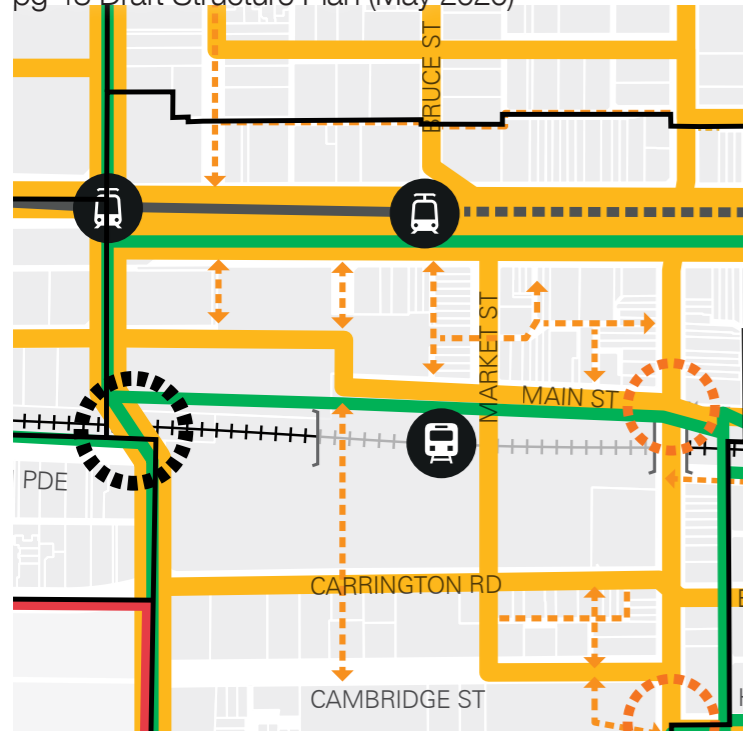


MASTERPLAN PROPOSAL

3.4 REINSTATE THE GRID

/ Prospect Street, Main Street, Clisby Court, Nelson Road and Shipley street identified as key alignments
/ Legibility
/ Permeability

pg 48 Draft Structure Plan (May 2020)

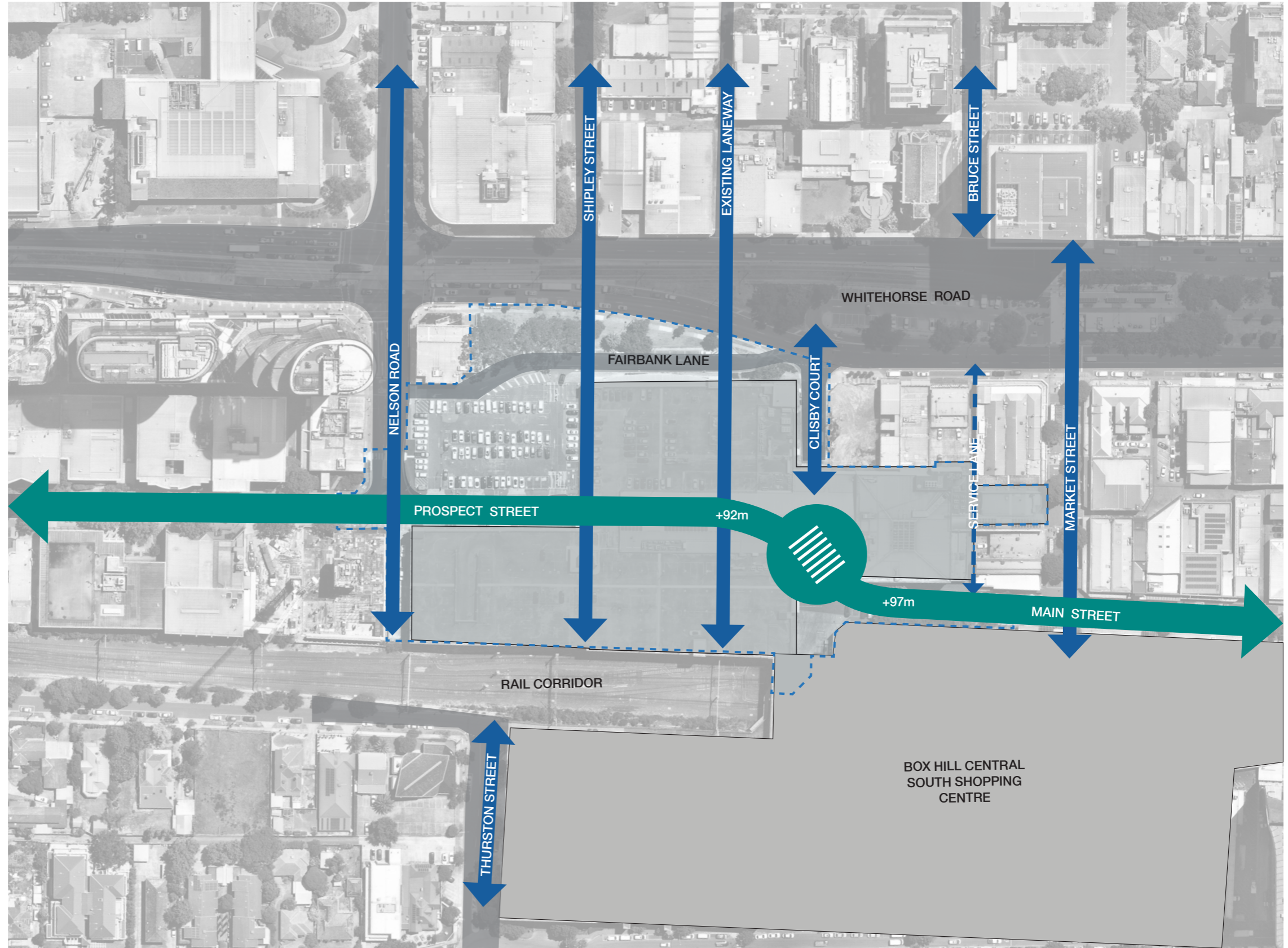
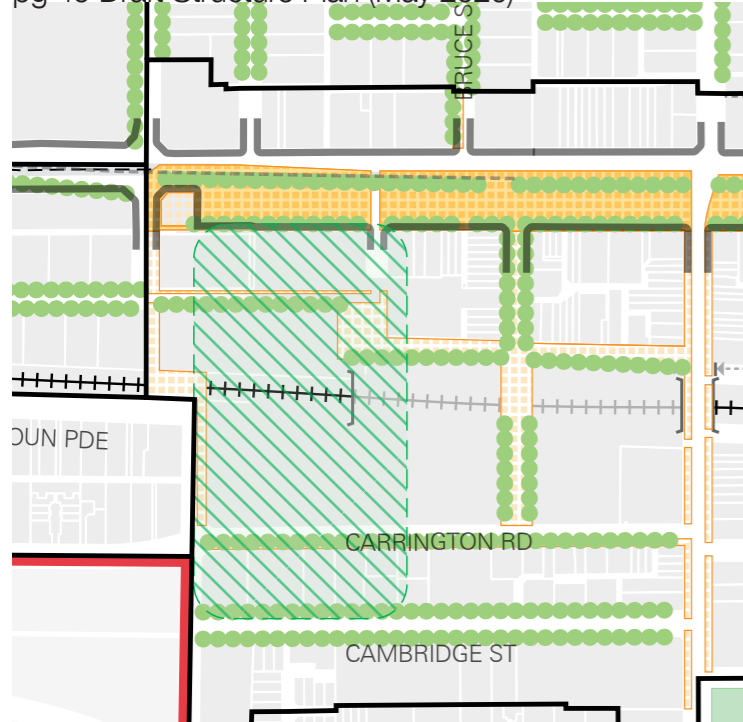


MASTERPLAN PROPOSAL

3.4 CREATING A CIVIC HEART

- / Key connection of existing streets
- / Level change
- / East West connection

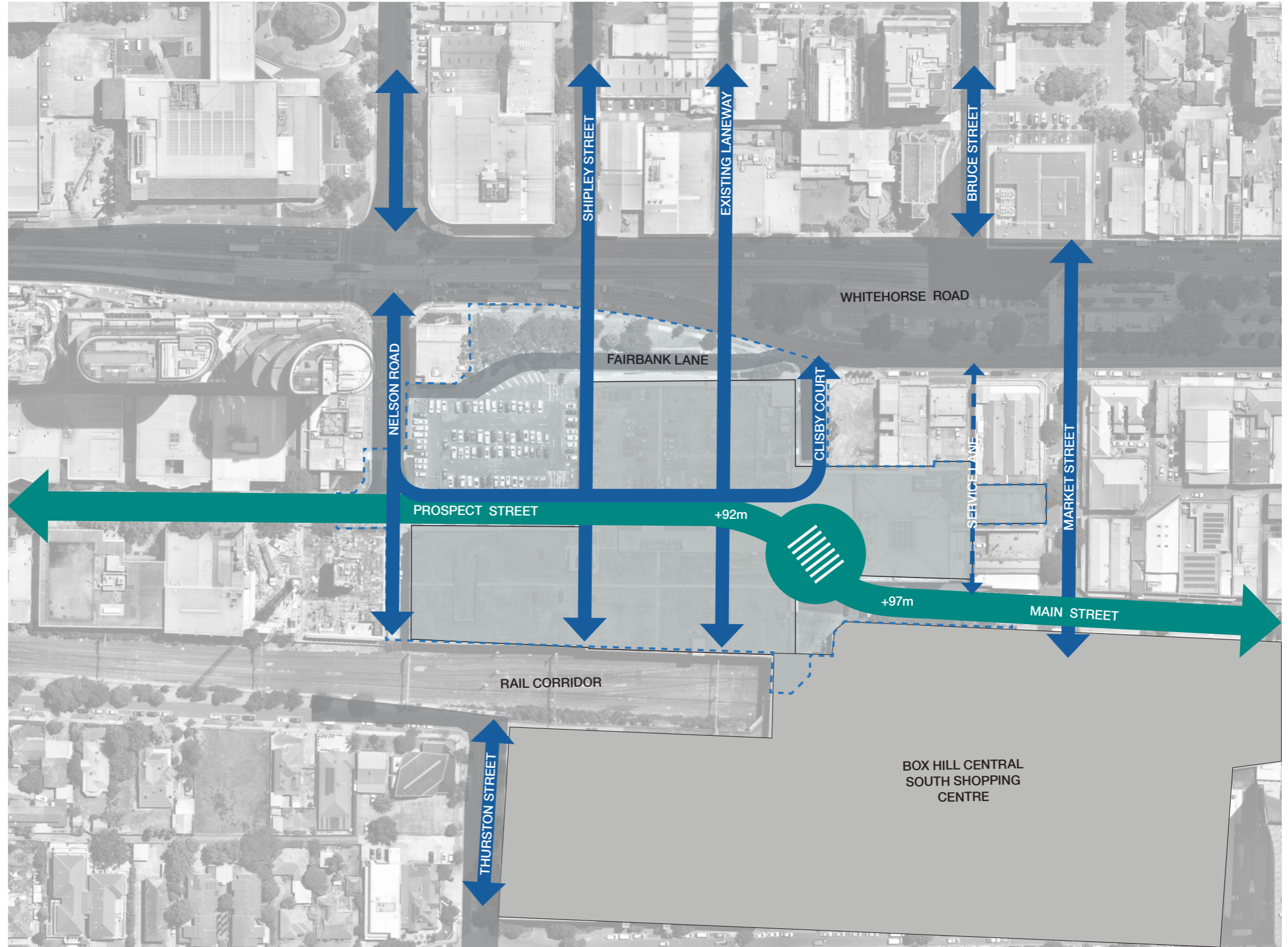
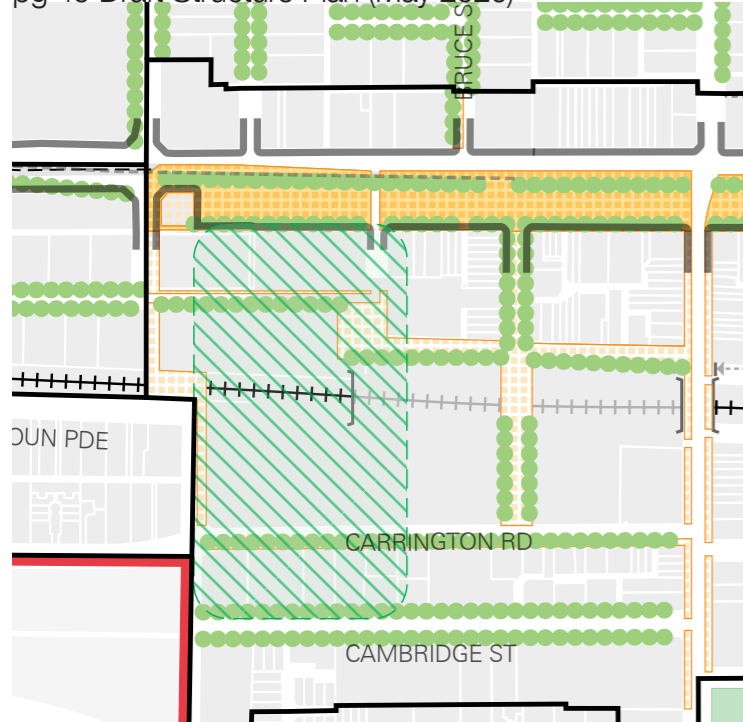
pg 49 Draft Structure Plan (May 2020)



MASTERPLAN PROPOSAL 3.4 ROAD CONNECTIVITY

/ Connection to existing streets

pg 49 Draft Structure Plan (May 2020)

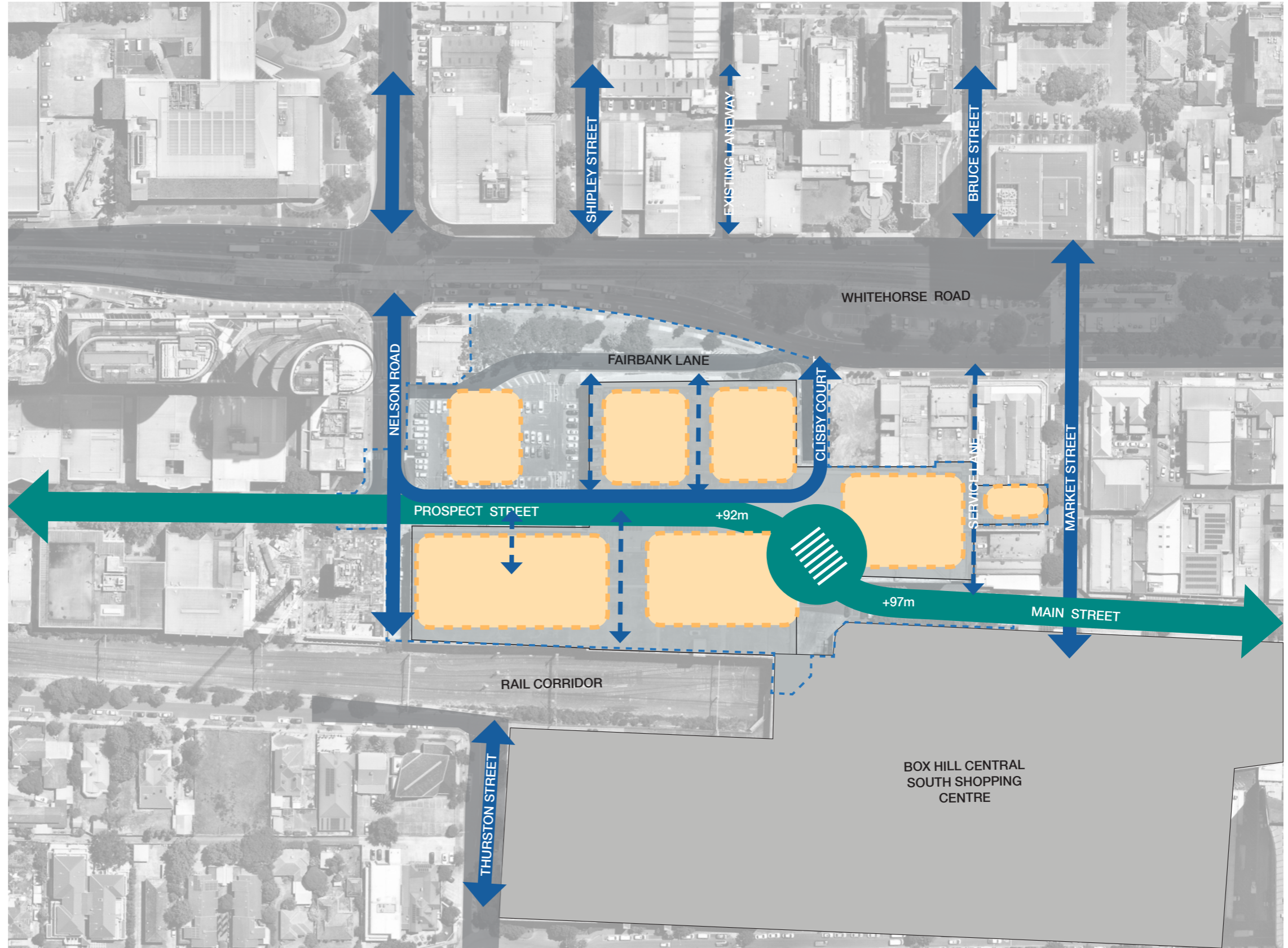
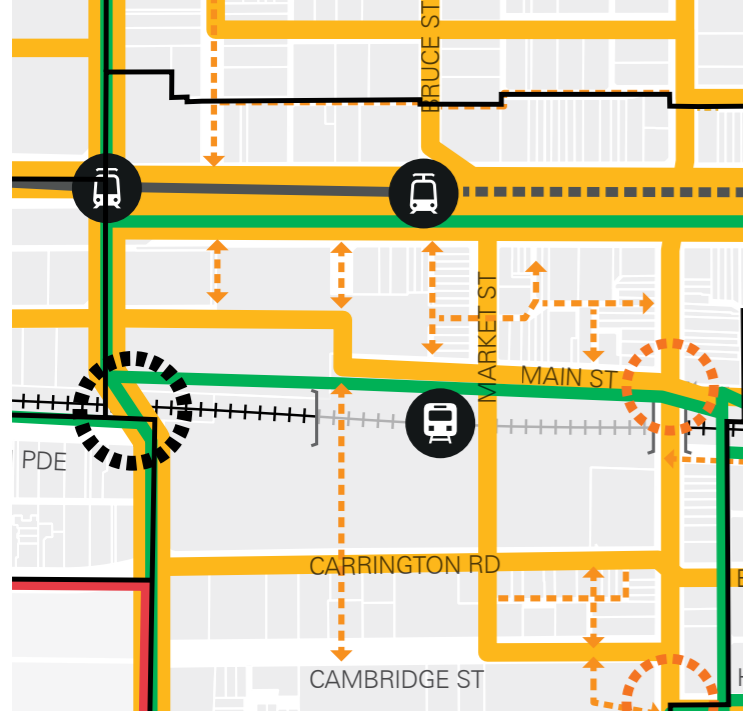


MASTERPLAN PROPOSAL

3.4 PERMEABILITY

/ Lots appropriate to use
/ Misalignment of laneways driven by wind context

pg 48 Draft Structure Plan (May 2020)

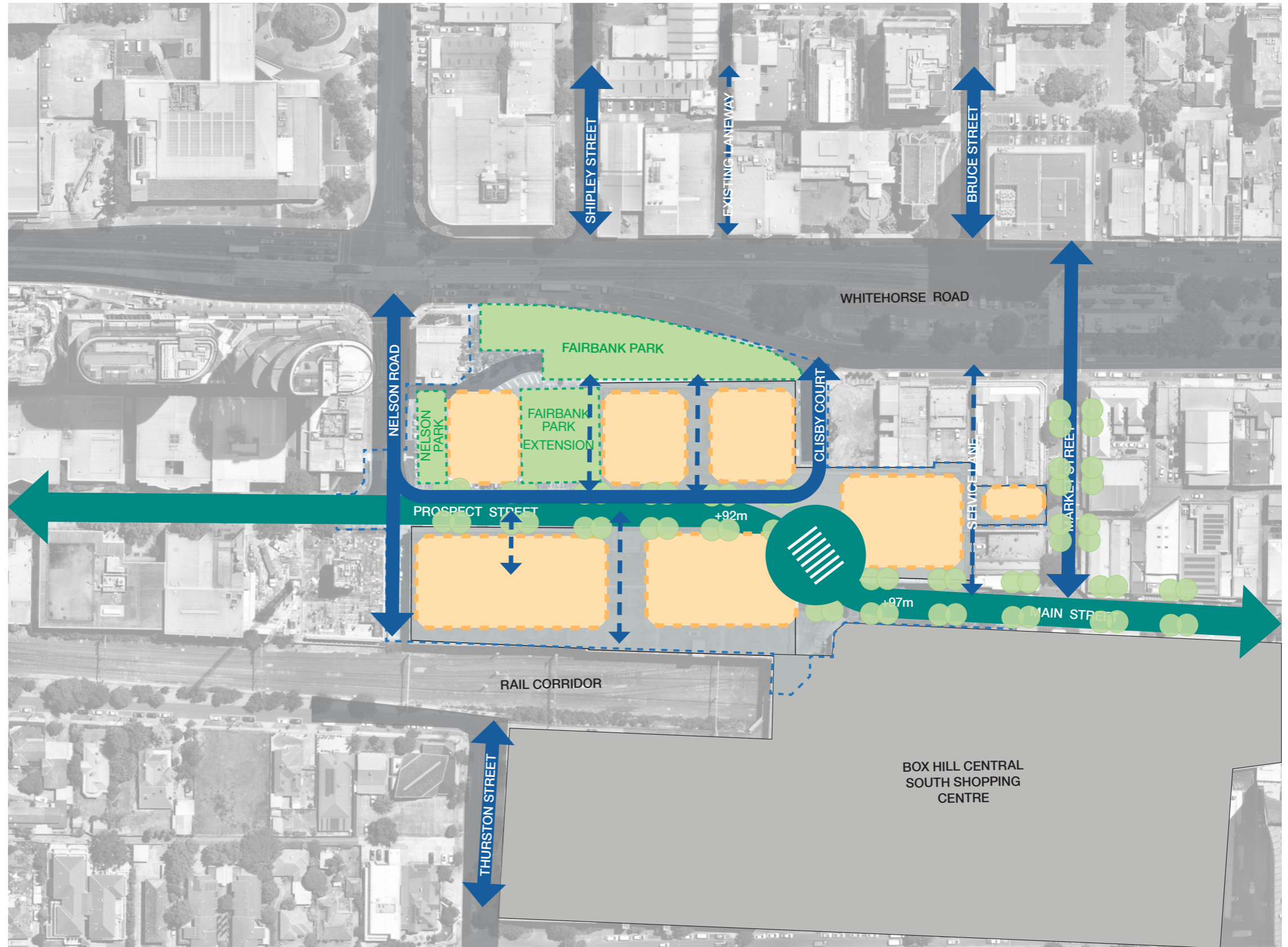
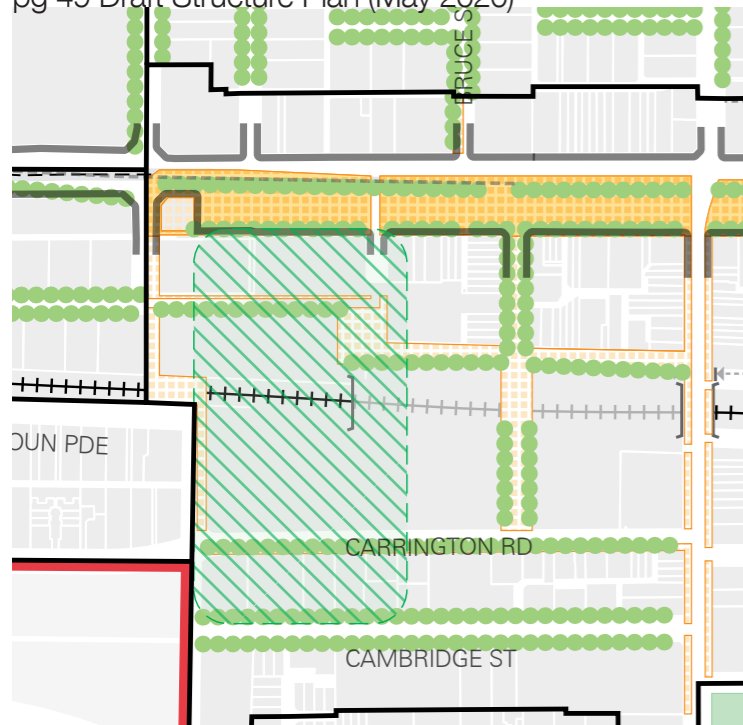


MASTERPLAN PROPOSAL

3.4 PUBLIC REALM AND OPEN SPACES

- / Major upgrade of Whitehorse Rd
- / Whitehorse Rd interface and level change

pg 49 Draft Structure Plan (May 2020)



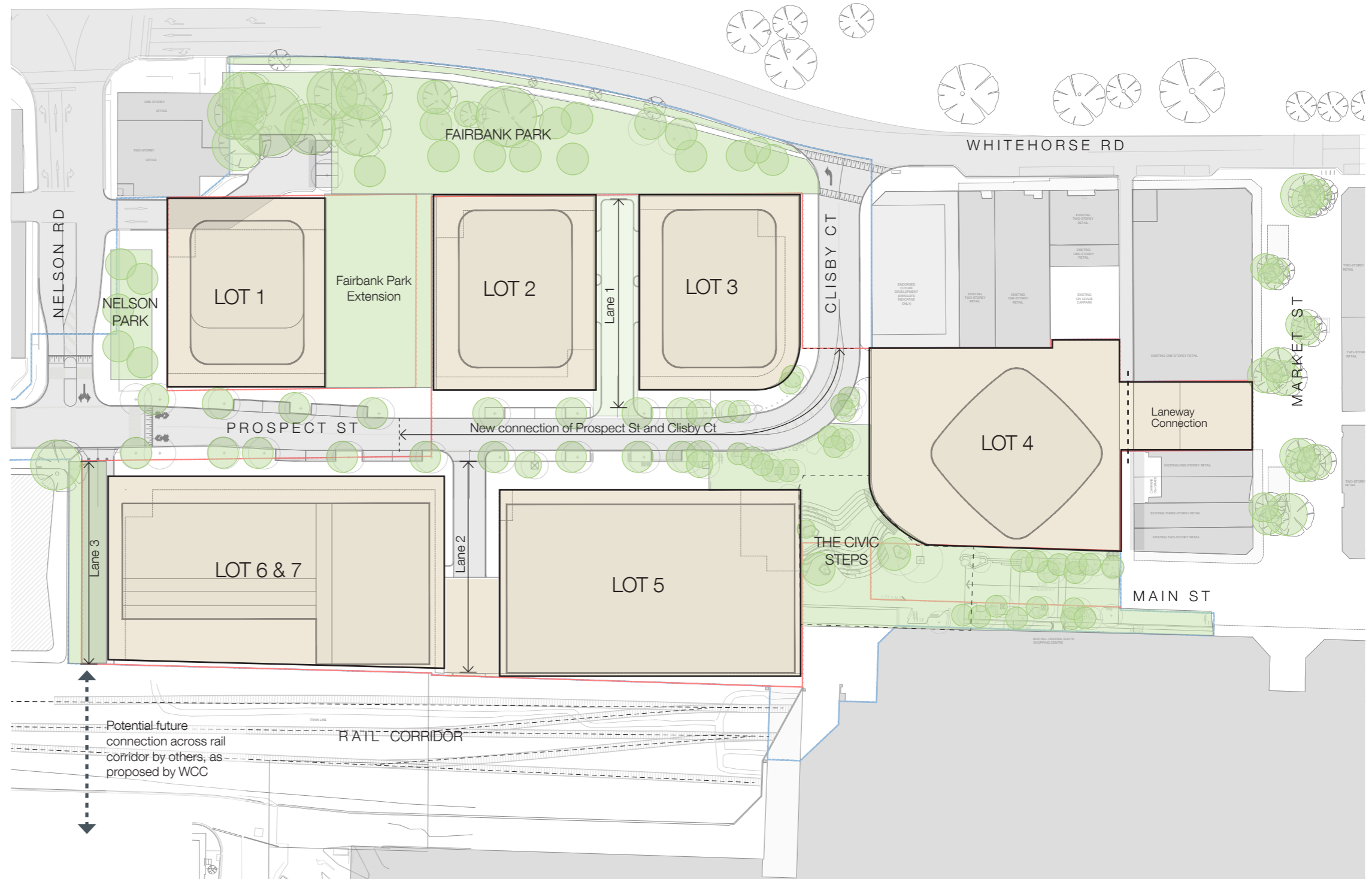


/ Prospect Street looking east towards Lot 4 and the Civic Space

*Artist impression provided for information only.

MASTERPLAN PROPOSAL 3.5 DEVELOPMENT PLAN

The masterplan proposes 7 lots, generally mixed use development, with the exception of Lot 5 where a commercial development is proposed.





/ Looking south across The Civic Steps

*Artist impression provided for information only..

MASTERPLAN PROPOSAL

3.6 DESIGN CRITERIA

Principle	Design Criteria
Subdivision	Superlot subdivision to be generally in accordance with masterplan allotments with further detailed subdivision as each allotment is developed
Masterplan principles	Proposed building to take existing surrounding buildings into consideration with respect to built form separation. The following building separation to be provided: / Create a hierarchy of streets and connections. Establish Prospect Street and Main Street as key connections / Enhance Prospect Street and connect with existing Prospect Street section and Clisby Court / North-south laneways to be 8m minimum in width / North-south arcades and atriums to be 8m minimum in width / Tower setbacks to be 3m minimum to Prospect Street / Tower setbacks to be 3m minimum to Whitehorse Road / Tower setbacks to take into account VicTrack rail corridor design guidelines on southern interface / Tower setbacks to the sides to be 3m minimum
Reinforcing existing networks	Connect proposed internal movement networks to external street network to ensure continuation of journey (i.e. key connections to Prospect Street, Main Street, Whitehorse Road and Clisby Court) Minimise roadways where possible
Legibility	Streets are open to the sky to enable daylight penetration where possible Separation of loading and service from pedestrians/ cyclists where possible to reduce conflict and inactive frontages
Hierarchy of streets	Where possible crossover points into the site to be coordinated with existing crossovers Prioritise pedestrian movement Primary vehicle access to be provided via Prospect Street with service laneways into development. Dedicated vehicle entry and egress into allotments but provide potential to consolidate vehicle entries. Road hierarchy to be provided
Strategic active transport connections	Pedestrian connectivity with publicly accessible lift and escalator to connect Main Street and Prospect Street to access major public transport hub at Box Hill. Future proof precinct accessibility by providing provision for connection to potential cycle and pedestrian bridge link across rail corridor.
Encourage use of alternative forms of transport	Provide a clearly defined pedestrian and cycle network through the site that links with surrounding existing footpath and cycle networks. New connections will facilitate and encourage use of existing and future public transport. Provision of end of trip bicycle facilities for each stage
Carparking	Overall carparking in either basements or podiums for each development lot Refer to traffic report for carparking ratio requirements.
Internal streets (vehicles, pedestrians, cycles)	To be constructed from high quality materials and appropriate urban furniture Internal street network to provide clear and direct access into vehicle entry points and drop off zones with potential for shared streets.

MASTERPLAN PROPOSAL

3.6 DESIGN CRITERIA

Principle	Design Criteria
Site interface	Existing sections of Whitehorse Road, Nelson Road, Clisby Court, Prospect Street, Fairbank Lane to be upgraded as part of interface works in accordance to masterplan.
New public spaces and publicly accessible spaces	<p>Open space identified as publicly accessible in masterplan must provide 24/7 access to the public</p> <p>Provide a scale of combined open space appropriate to its context</p> <p>Ensure open space is inviting and clearly accessible and visible when viewed from external streetscape</p> <p>Provide unique open space to compliment rather than duplicate the function of existing open space in the area</p> <p>Create clearly distinguishable hierarchy of open space and links to compliment existing open space in the area</p> <p>Provide passive surveillance and activation of defined edges to ensure publicly accessible spaces are perceived as safe and engaging</p> <p>Minimise extent of service zones by providing clear access and basement/ loading arrangements</p> <p>Ensure sufficient deep planting zones to achieve canopy cover and urban forest diversity</p>
Amenable pedestrian environment	<p>A diversity of public spaces which provide different levels of amenity</p> <p>Solar, access and wind conditions appropriate for its use.</p>
Public realm interface	<p>Target activation of over 80% of all proposed ground level frontage to Prospect Street and Main Street.</p> <p>Activate non service zones on Whitehorse Road and Clisby Court and minimise extent of necessary servicing areas</p> <p>Proposed development to target 80% activation to internal streets excluding service laneways.</p> <p>Ground level landscaping to Fairbank Lane and Whitehorse Road interface</p>
Podium activation	<p>Podium heights generally 4-5 Storeys</p> <p>Incorporate terraced podium forms that provide a combination of landscaping and accessible communal areas where possible, subject to wind conditions</p> <p>Minimum requirements of Better Apartment Design Guide communal open spaces, including deep soil planting to be provided.</p> <p>External activation of upper podium levels to Prospect Street, Main Street, Nelson Road and Clisby Court</p>
Building address	<p>Clear front door entry points to be provided to all buildings</p> <p>Individual building entries to be clear, legible and visible.</p>
Building identity	<p>Ensure tower design make positive contribution to Box Hill and skyline when viewed from key vantage points</p> <p>Provide diverse architectural façade treatments that are appropriately varied from design responses to adjoining development parcels.</p>
Integrated community uses	<p>Provision of amenity, service retail and community activation of plaza and public domain to service the local community</p> <p>Community uses to be easily accessible and visible from movement networks</p>

MASTERPLAN PROPOSAL

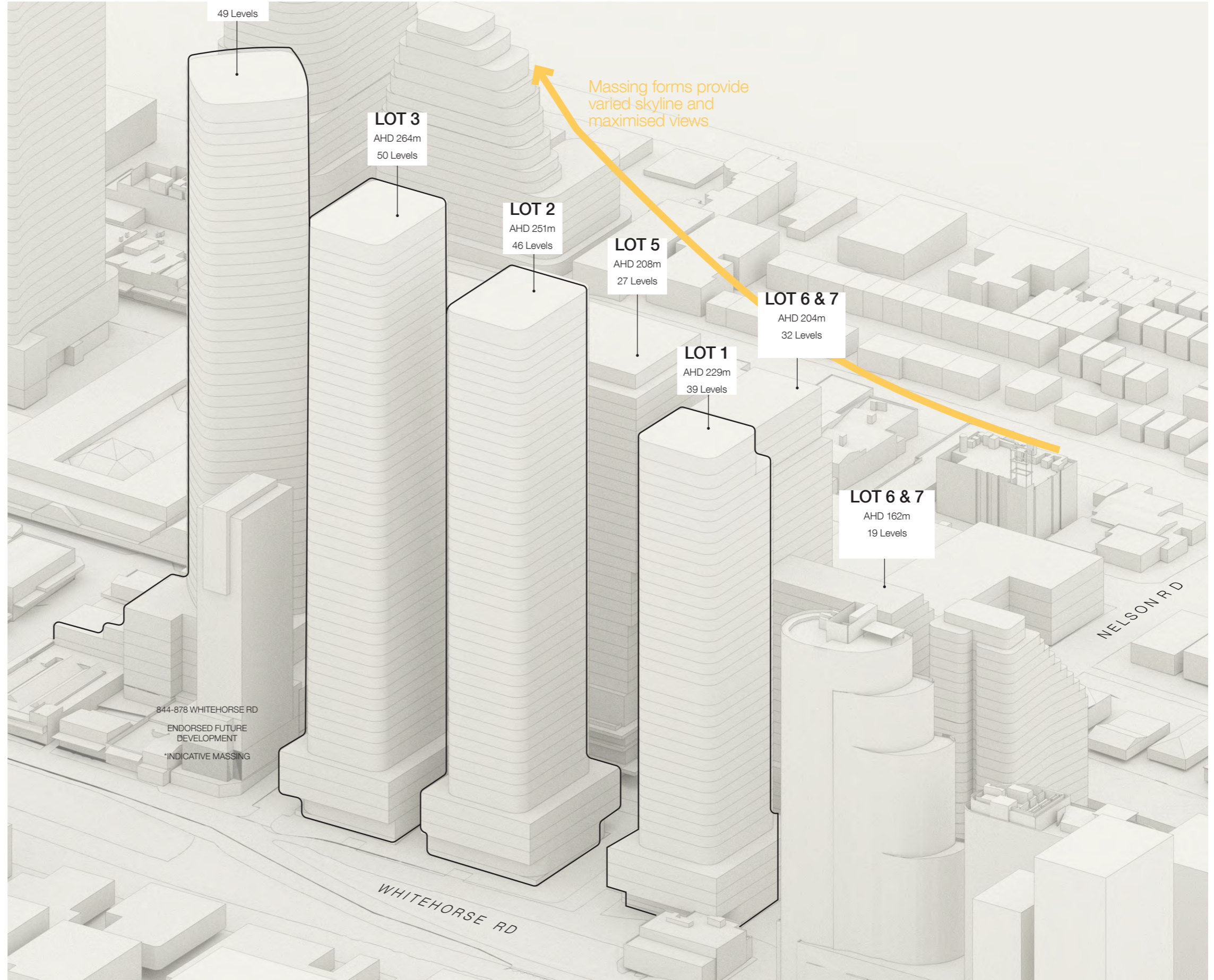
3.6 DESIGN CRITERIA

Principle	Design Criteria
Site servicing strategy	<p>Site servicing strategy based on prioritising public realm outcomes.</p> <p>Service access from laneways to separate major loading and truck access from pedestrians and bicycles.</p> <p>Configure vehicular access ways in a manner which provides access to each parcel but does not compromise scale and usability by severing proposed publicly accessible open space and which enables the prioritisation of pedestrians for east-west connection between Prospect Street and Main Street.</p>
Transitional tower heights and appropriate spacing	<p>Ensure the height of developments is varied to provide visual interest on the skyline</p> <p>Tower separations are to be a minimum distance of 15m.</p> <p>All towers to have minimum setback of 3m to Prospect Street</p> <p>All towers to have minimum setback of 3m to Whitehorse Road, Nelson Road</p> <p>Average tower separations to allow flexibility in design and orientation</p>
Facilitate high density residential development	<p>Tower floorplates to be designed to accommodate diversity of liveable apartment sizes in accordance to Better Apartment Design Standards</p> <p>Develop a mix suitable for market conditions, with the flexibility to change with market conditions.</p> <p>Tower spacing generally in accordance with masterplan to ensure equitable access to daylight and outlook</p>
No unacceptable amenity impacts associated with tower forms	<p>Ensure tower design takes account of wind conditions to mitigate downdraft effects by achieving appropriate wind comfort criteria to proposed public realm areas</p> <p>No habitable rooms with access to borrowed light only as per Better Apartment Design Standards</p> <p>Limit number of saddleback apartments where this typology is necessary as per Better Apartment Design Standards</p> <p>Eliminate requirement for operable windows to facades fronting rail corridor.</p> <p>Noise attenuation such as double glazing, cavities or laminated glass to be designed into each residential building</p>
Sustainability	<p>Buildings to comply with Sustainability framework set out for the masterplan.</p>
Staging	<p>Ensure flexible staging strategy to enable appropriate responsiveness to variable market conditions over time</p> <p>Efficient infrastructure services to be provided in accordance with the staged strategy to reduce the need for abortive works and duplication where possible</p> <p>Staging plans which demonstrate the ongoing or alternative use of the site where possible for areas included within the second and subsequent development parcels/ stages are required for each allotment application</p> <p>Incorporation of interim publicly accessible landscaped spaces where appropriate and viable</p> <p>Each stage of development to demonstrate how temporary interfaces to future development parcels are addressed, such as lighting, landscaping, hoarding to be provided as appropriate.</p>

MASTERPLAN PROPOSAL

3.7 MASSING PRINCIPLES

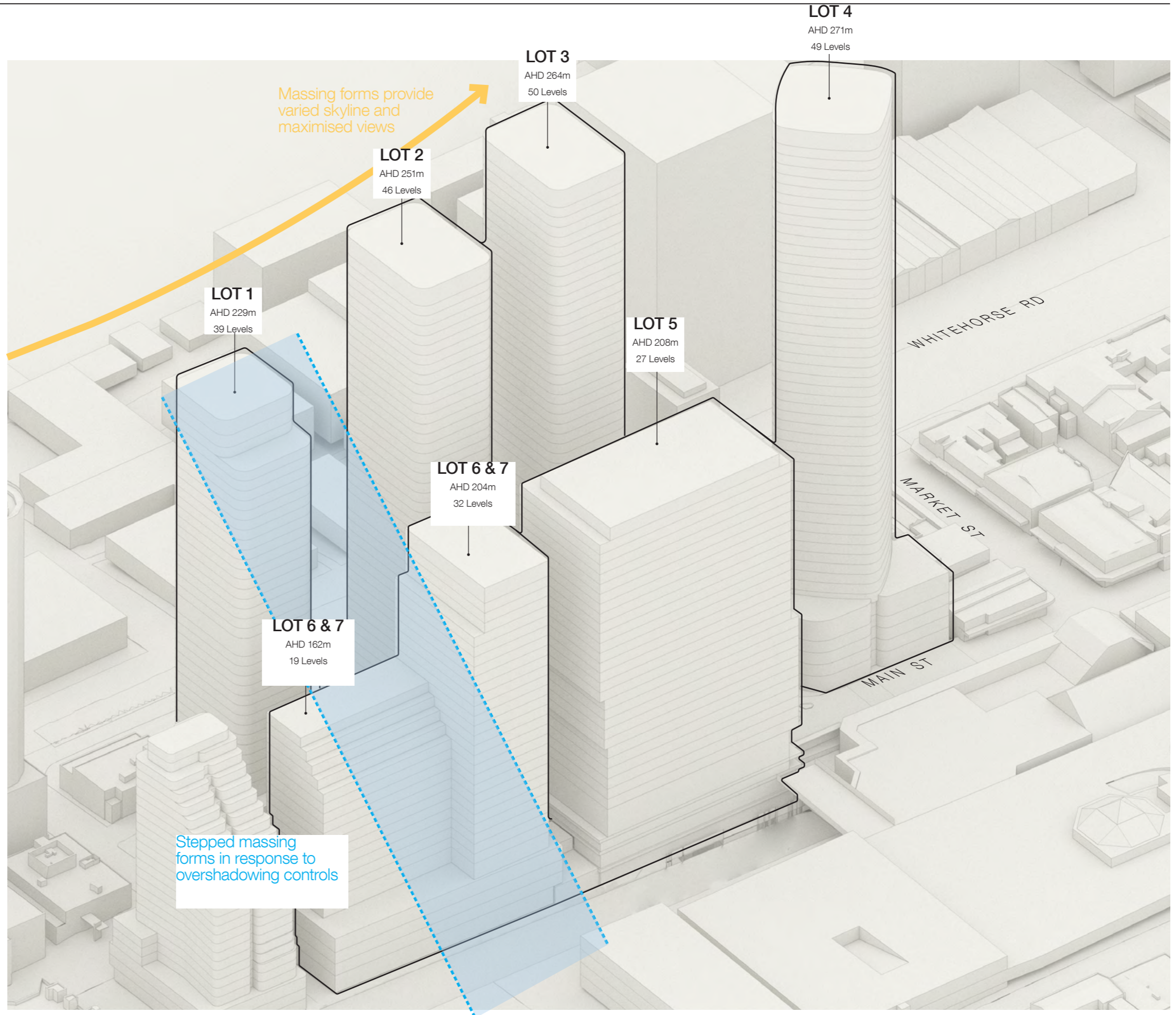
- /The massing provides a varied skyline to maximise views. It implies increased importance towards the centre of Box Hill and the heart of the masterplan.
- /Lot 4 and Lot 5 in particular respond to the two key axes of the masterplan being Main Street and Prospect Street.



MASTERPLAN PROPOSAL

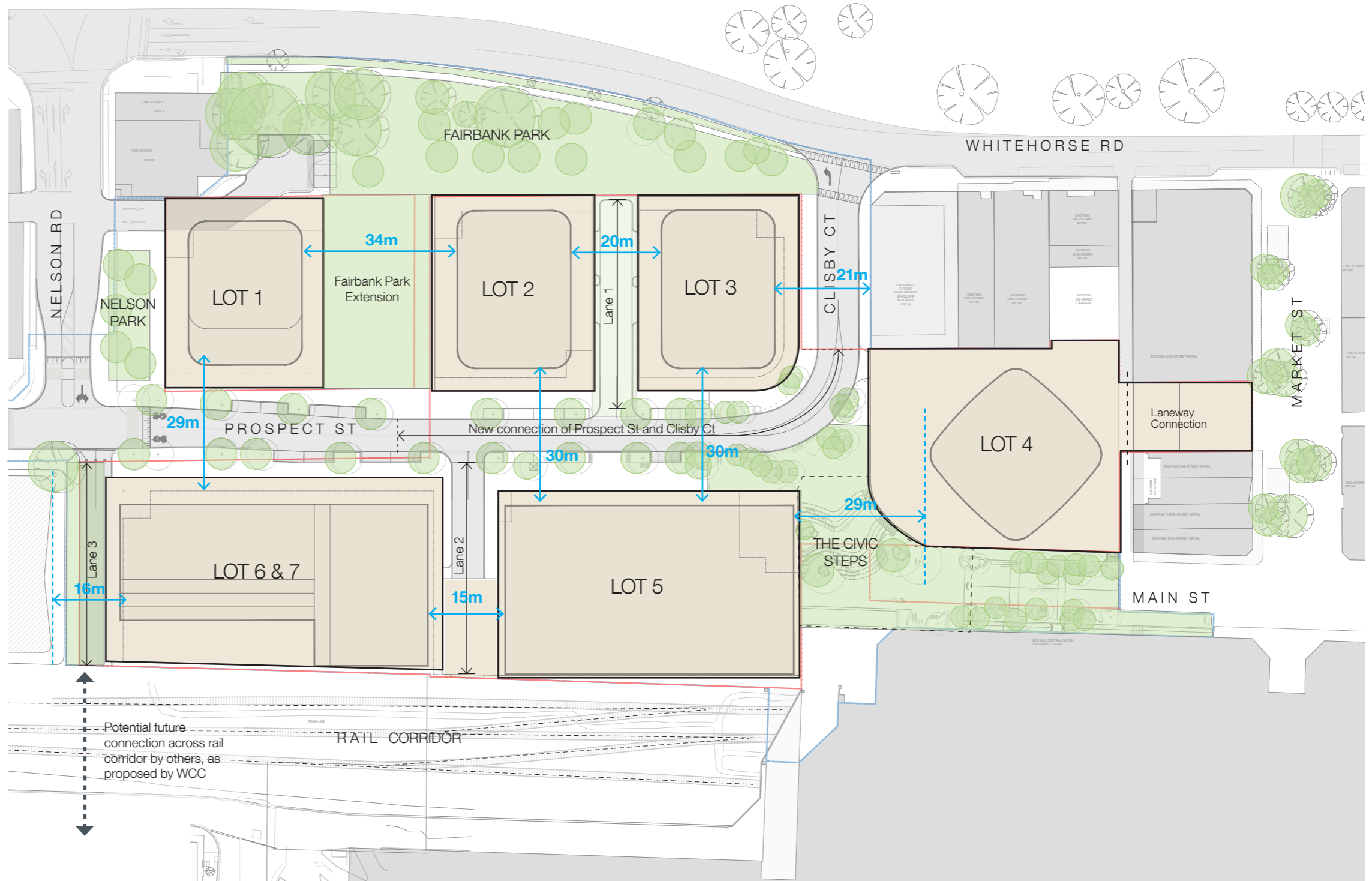
3.7 MASSING PRINCIPLES

/ Lot 1, Lot 6 and Lot 7 massing responds to current 22 September shadow controls.



MASTERPLAN PROPOSAL 3.8 BUILT FORM

BUILT FORM SEPARATION

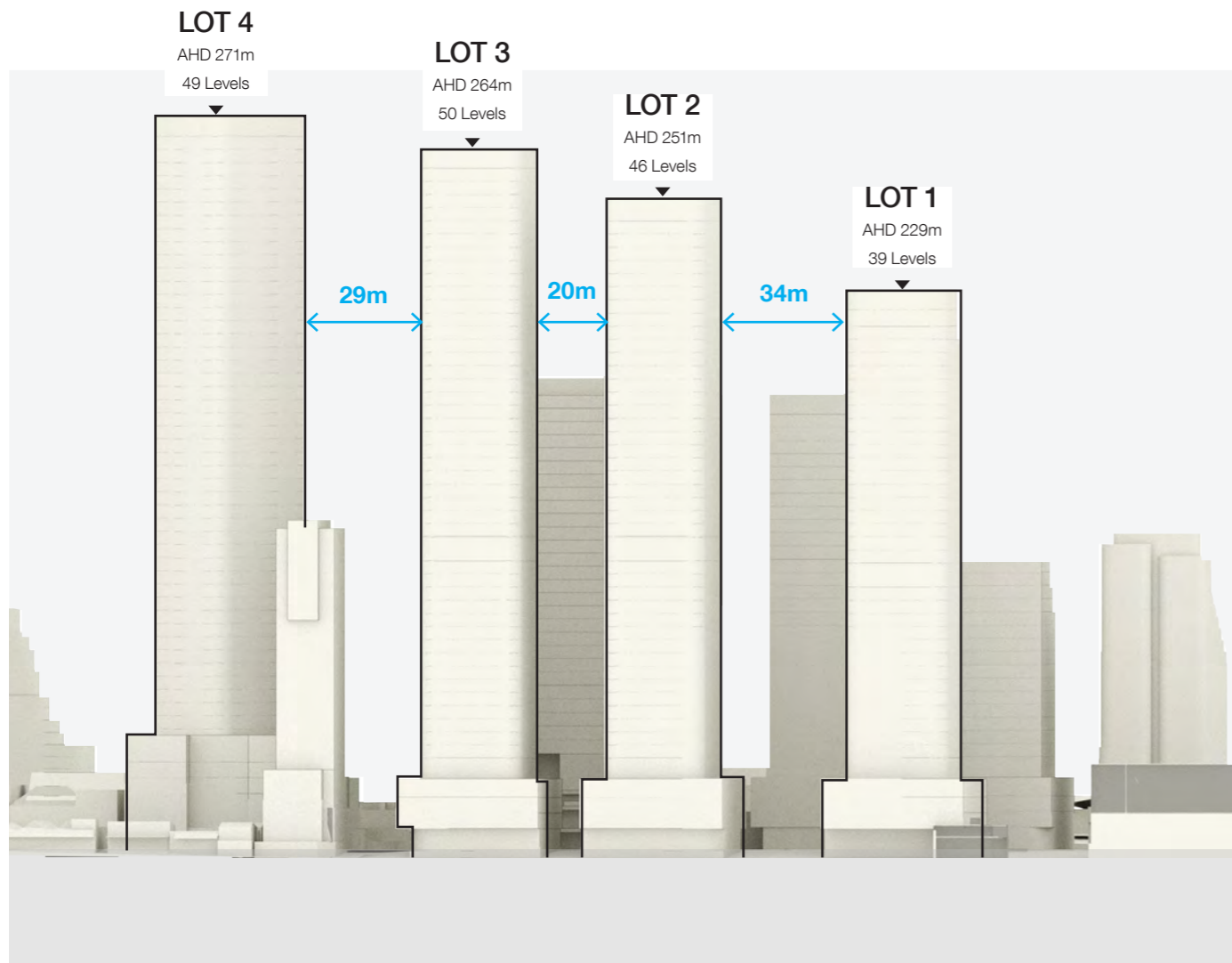


Canopy Extent
 Masterplan boundary

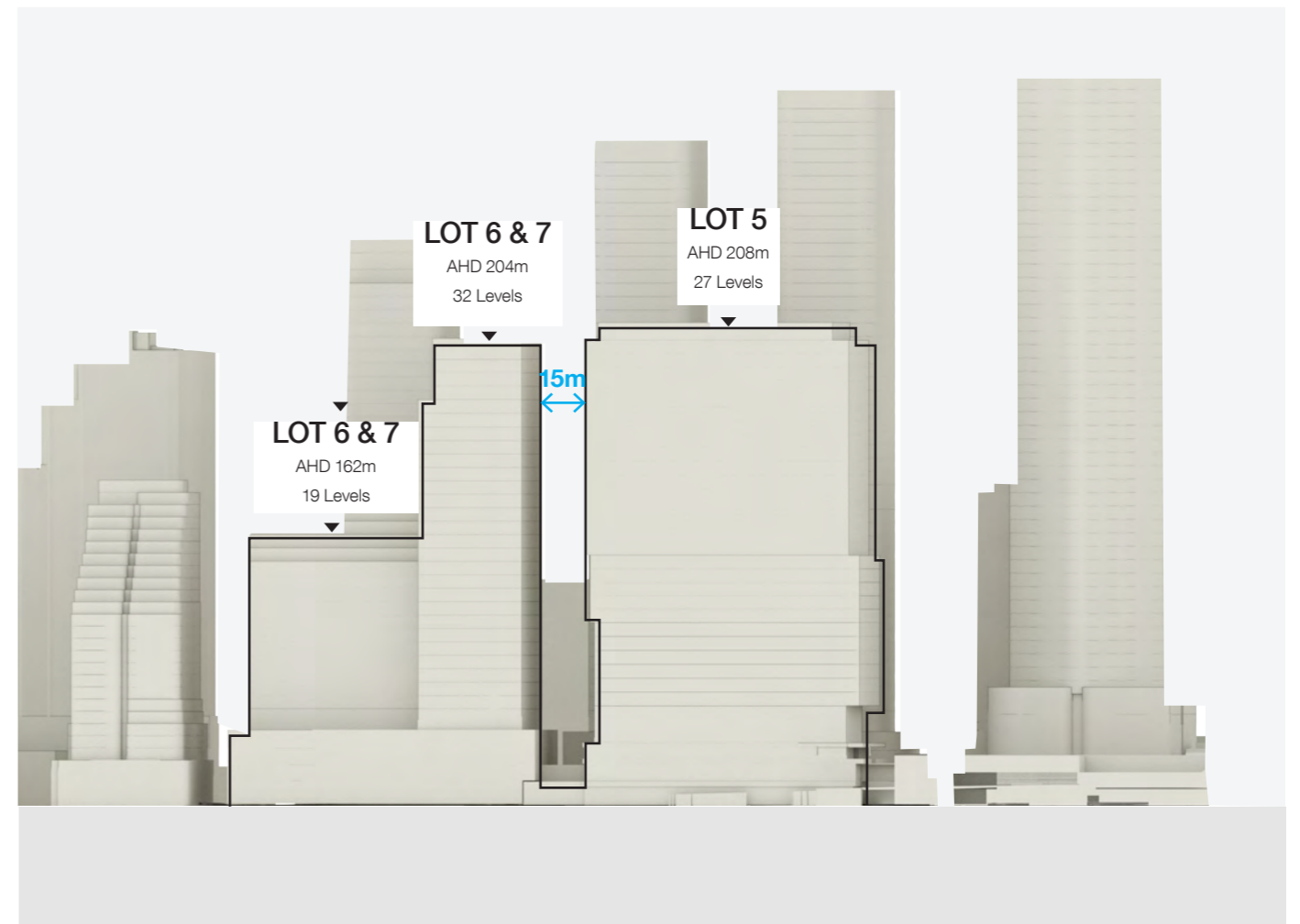


MASTERPLAN PROPOSAL

3.8 BUILT FORM



North Elevation



South Elevation







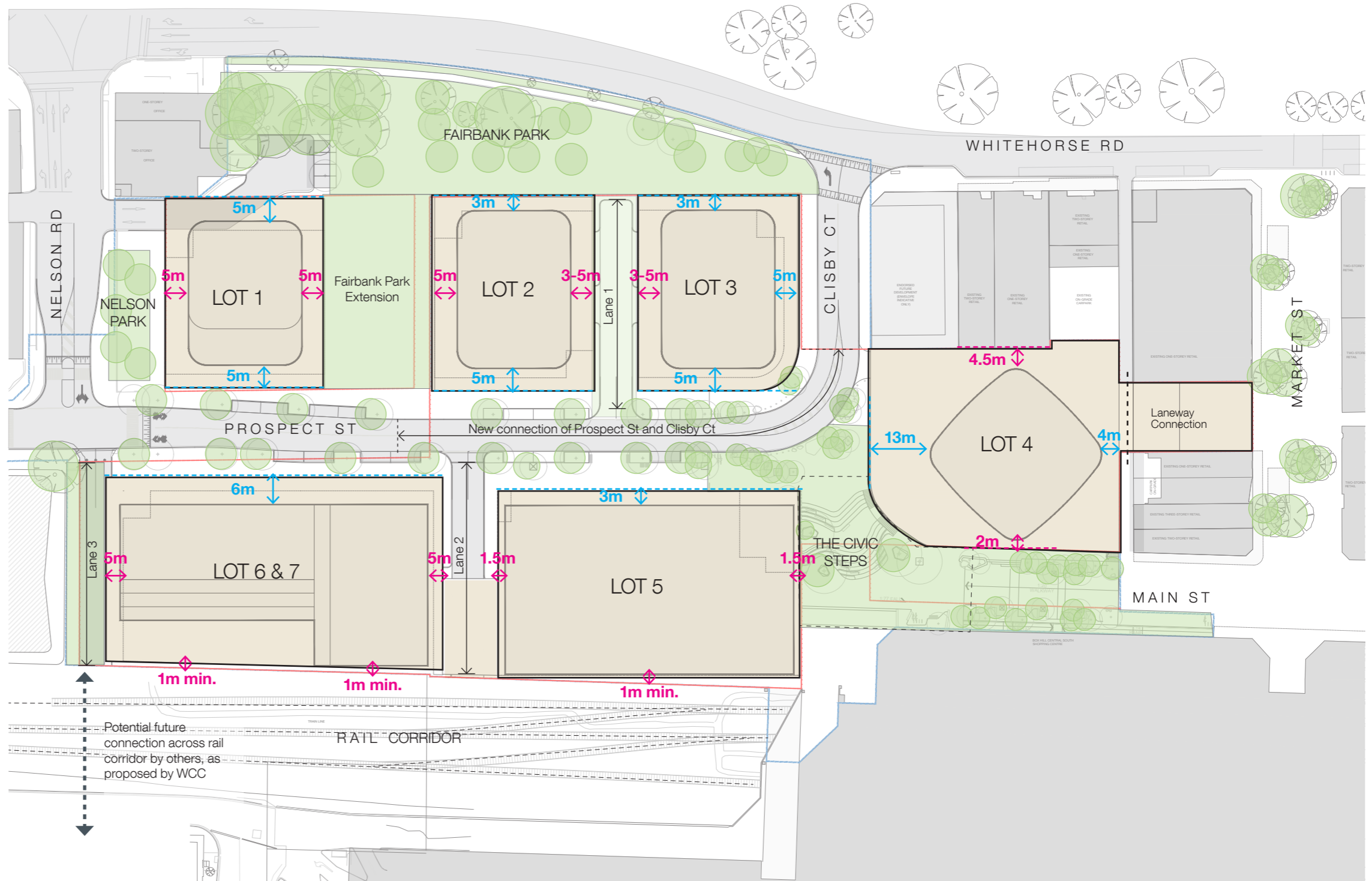
/ Masterplan aerial

*Artist impression provided for information only.

MASTERPLAN PROPOSAL 3.8 BUILT FORM

BUILT FORM SETBACKS

-  Street setback
-  Side/rear setback
-  Canopy Extent
-  Masterplan boundary







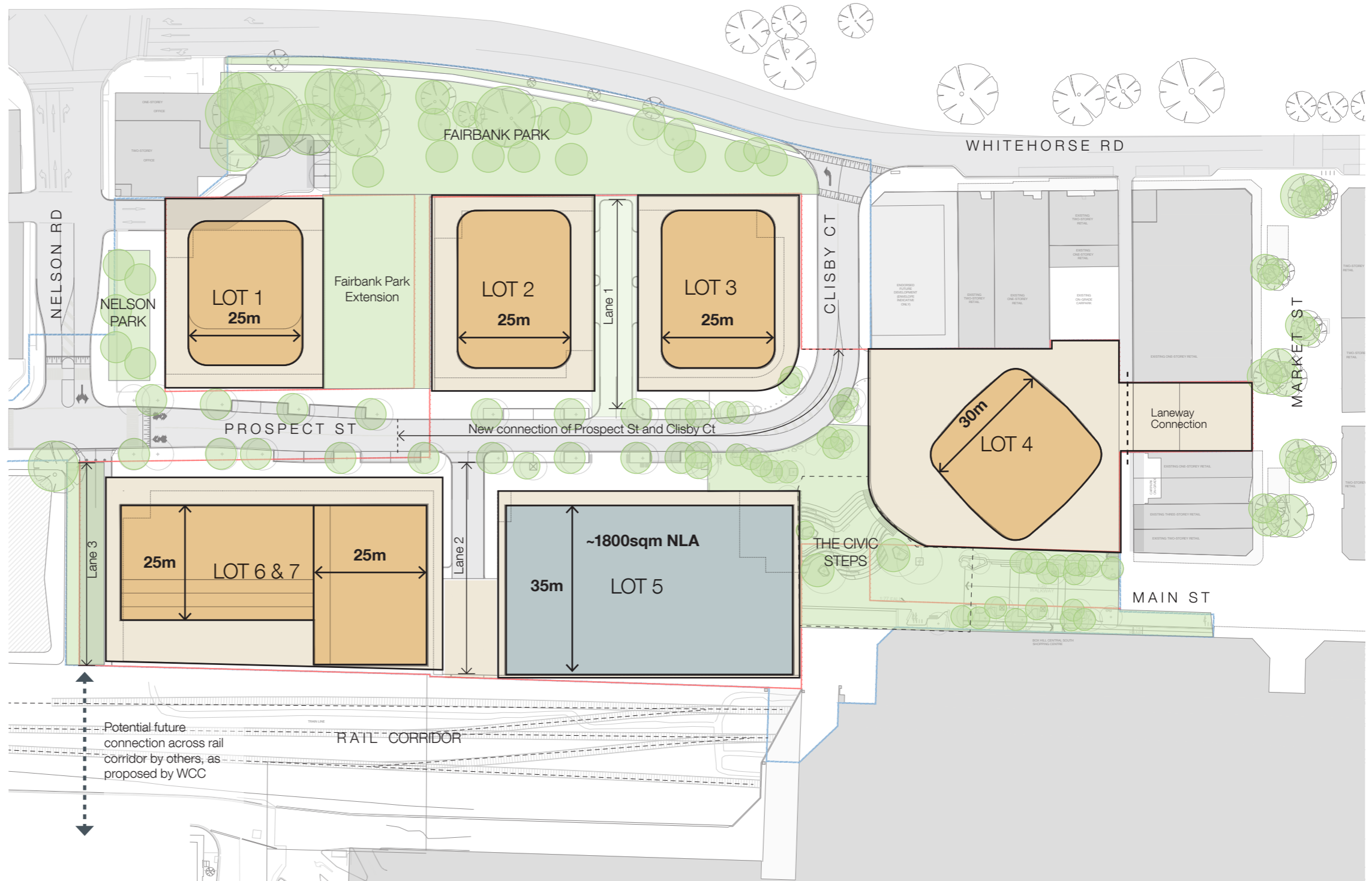
MASTERPLAN PROPOSAL

3.8 BUILT FORM

BUILT FORM DEPTH

- / Large format commercial floorplate
- / Residential floorplate depth and compliance with BADS
- / Flexibility to respond to future market demands

-  Mixed Use
-  Commercial
-  Canopy Extent
-  Masterplan boundary

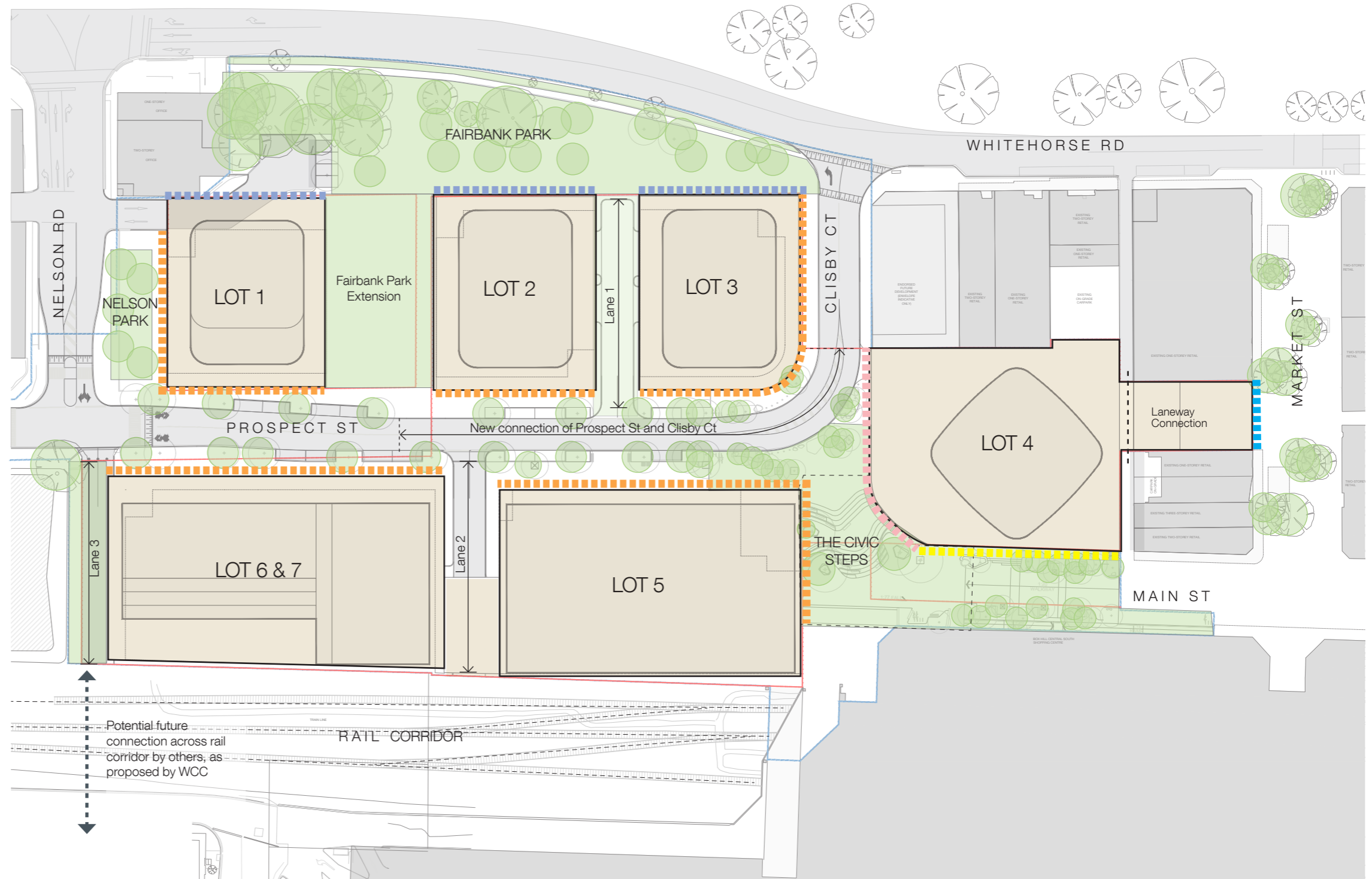


MASTERPLAN PROPOSAL

3.9 STREET WALLS

/ Appropriate street wall height to its context

- 9m street wall
- 18m street wall
- 20m street wall
- 23m street wall
- 28m street wall
- Canopy Extent
- Masterplan boundary

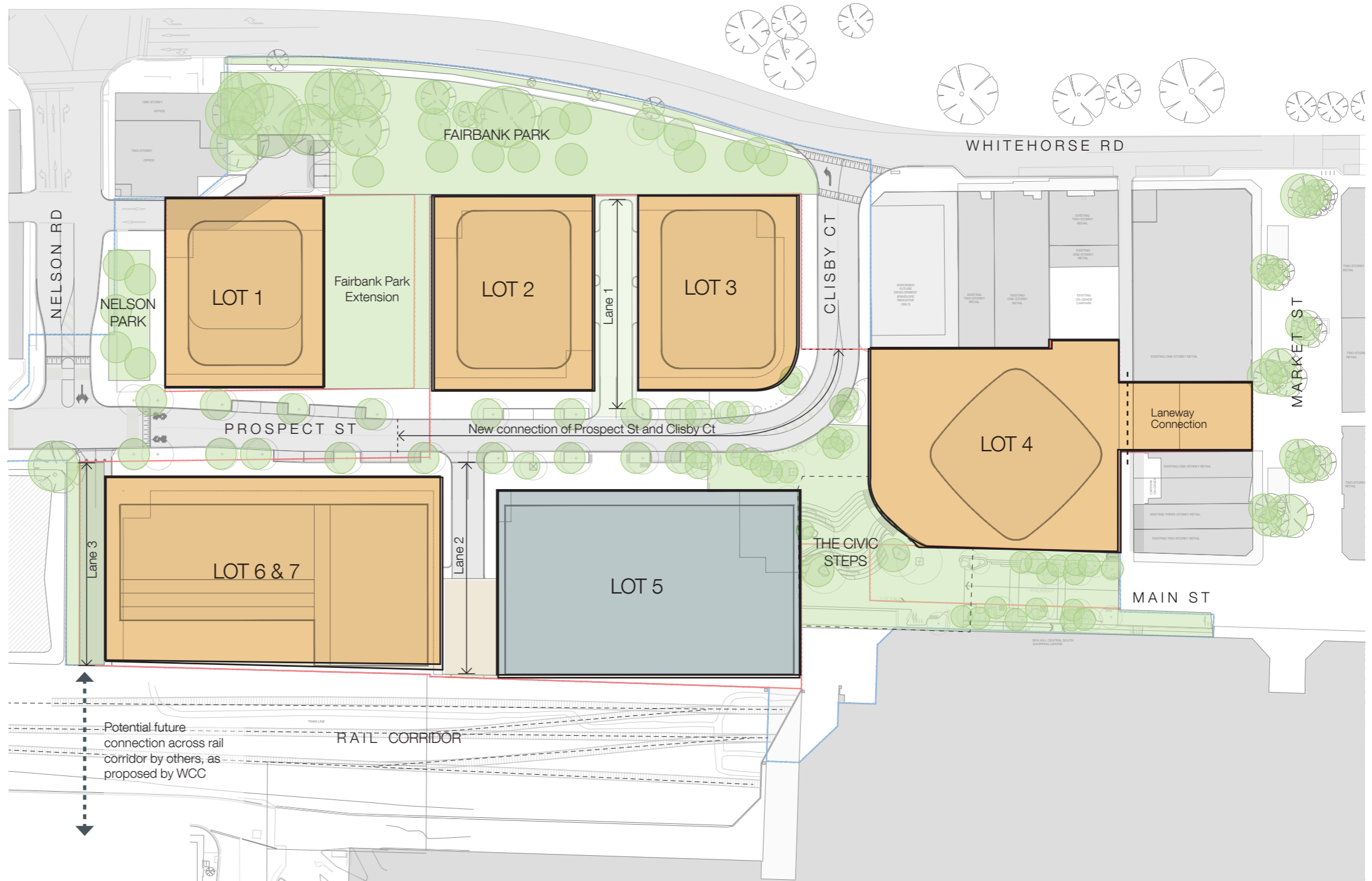


MASTERPLAN PROPOSAL

3.10 LAND USE

/ A truly mixed use masterplan with rich retail ground plane environment.





- Mixed Use
- Commercial
- Canopy Extent
- Masterplan boundary



MASTERPLAN PROPOSAL

3.11 WIND CONTEXT

- / Northernly winds
- / Elevated position
- / Soft form towers
- / Public Realm Canopy

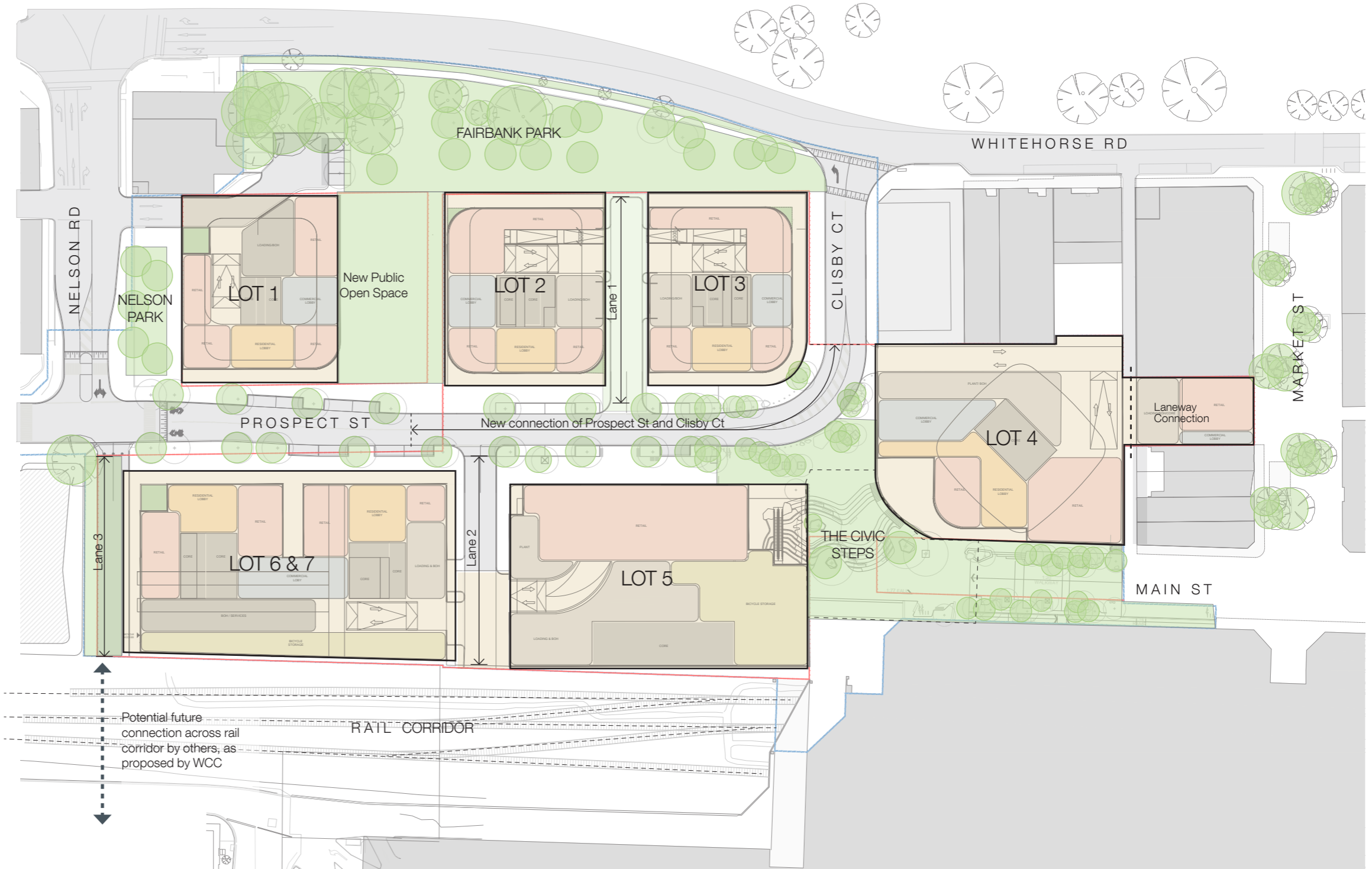
-  Wind Mitigation - 3m wide Canopy
-  Wind Mitigation - Landscape Zone 6m x 6m
-  Canopy Extent
-  Masterplan boundary



MASTERPLAN PROPOSAL

3.12 PUBLIC REALM

- / A truly mixed use masterplan with rich retail ground plane environment.
- / Ground plane provided is indicative and subject to further concept design of individual lots.



MASTERPLAN PROPOSAL

3.12 PUBLIC REALM

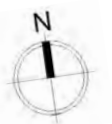
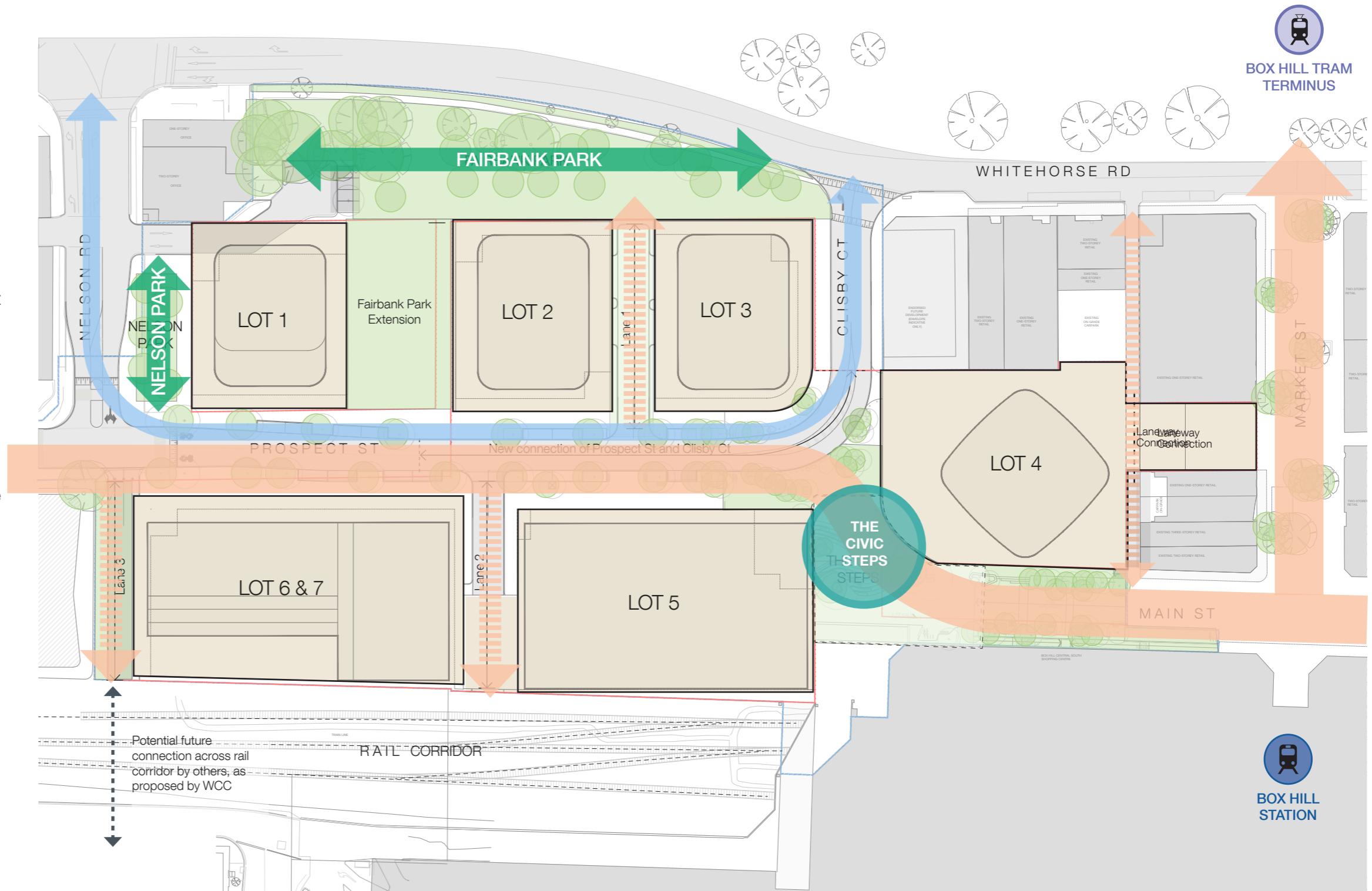
Prospect Street and Main Street form a vital connection and provide a main spine for the public realm. The newly created treelined Prospect Street extension not only provides vehicle access across the site but allows pedestrians to move freely to the western end of Main Street, encouraging activation and use of public transport. The civic steps connect Prospect Street and Main Street and are a significant contribution to the masterplan, negotiating the level change and will create a civic heart and further public amenity to the context.

The authentic pedestrian character of the existing Market Street and Main Street malls is completed by the transformation of the western end of Main Street from a loading dock into a new pedestrian mall. Appropriate street trees and a wind canopy create a high quality and comfortable environment. The active frontages are engaging and provide further activation to the east-west public realm spine.

North-south laneways and arcades provide further permeability and connections through the site each with its own character. This diversifies the public realm offering within the masterplan. Prospect Street stitches seamlessly into Nelson Road and Clisby Court and provides vehicle and pedestrian connection to Whitehorse Road.

The proposed closure of Fairbank Lane and the creation of Fairbank Park offers much needed public open green space and buffers Whitehorse Road. The active frontages of Lots 1,2 and 3 provide interest and the potential to spill out onto the sunny and green Fairbank Park. This is complemented by the newly created Nelson Park which acts as a pocket park.

The diverse network of spaces are rich, activated, welcoming and will enrich Box Hill and help the existing and future communities to thrive.





/Vibrant and Active Retail. Main Street looking towards Lot 4, Lot 5.

*Artist impression provided for information only.

MASTERPLAN PROPOSAL

3.12 PUBLIC REALM - MAIN STREET

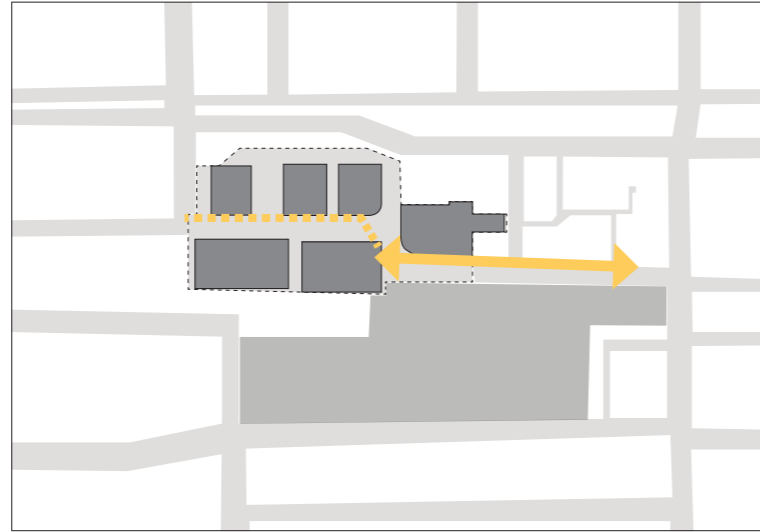
/The masterplan allows for the unlocking of Main Street, making a positive and direct connection from Station Street through to Prospect Street.

/Main Street will be improved and extended as a key pedestrian zone maintaining the main entry spine for Box Hill Central and the train station.

/Main Street links and merges with the proposed steps and civic space whilst creating a generous linear public realm that at various points spreads out into centrally focused public spaces.

/A canopy is proposed to provide weather protection including wind mitigation and a comfortable outdoor environment. This will allow year round activation and connection to transport interchange.

/The interfaces between Main Street and the proposed developments are active frontages that provide a place for people to inhabit.



/Main Street Section



/Pitt Street Mall, Sydney



/Landscape Plan

Diagram sourced from Public Realm Masterplan Design report prepared by Lat.27 Landscape Architects





/ Pedestrian Priority. Prospect Street looking towards east

*Artist impression provided for information only.