

# MASTERPLAN PROPOSAL

## 3.12 PUBLIC REALM - PROSPECT STREET

/The extension of Prospect Street through to Clisby Court and connection up to Main Street is the key urban move that delivers the east west connectivity across the Box Hill town centre. It creates new addresses for developments and significant public realm outcomes for the community of Box Hill.

/Prospect Street will be a rich and active retail environment with shop fronts and lobbies flanking both sides. By locating vehicle, services accesses to laneways, Prospect Street frontages are free of inactive frontages.

/Prospect Street generously accommodates pedestrians, giving them the most space, allowing for opportunities for outdoor dining and ensuring a pedestrian friendly zone with canopies and awnings for weather protection.

/With street trees on both sides, Prospect Street is a two way road and allows for seamless car parking in designated areas.

/The vibrant and active ground plane as well as the high quality generous street will significantly elevate the character of this key connection.

/Denison Street, Sydney

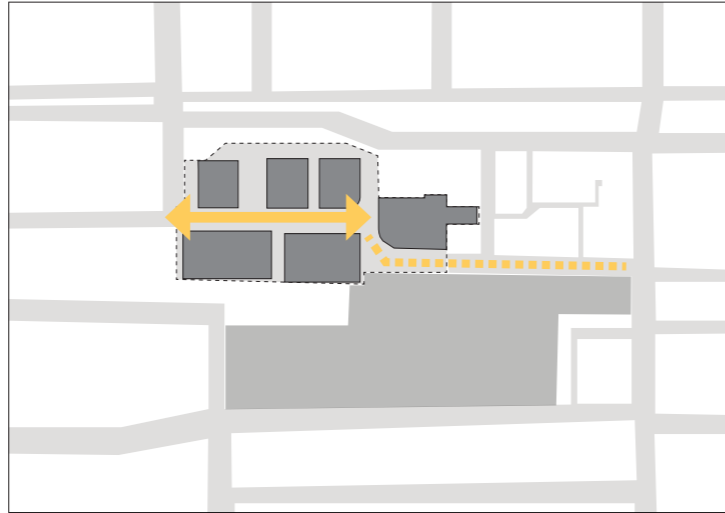
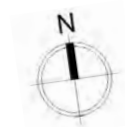


Diagram sourced from Public Realm Masterplan Design report prepared by Lat.27 Landscape Architects







/ The Civic Heart of Box Hill. Looking south west across The Civic Steps

\*Artist impression provided for information only.



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## 3.12 PUBLIC REALM PROSPECT STREET

/ Each lot has been designed with appropriate podium heights and tower setbacks from Prospect Street.

/ Awnings and canopies are envisaged to the ground plane to provide weather and wind protection for a comfortable and rich pedestrian experience.

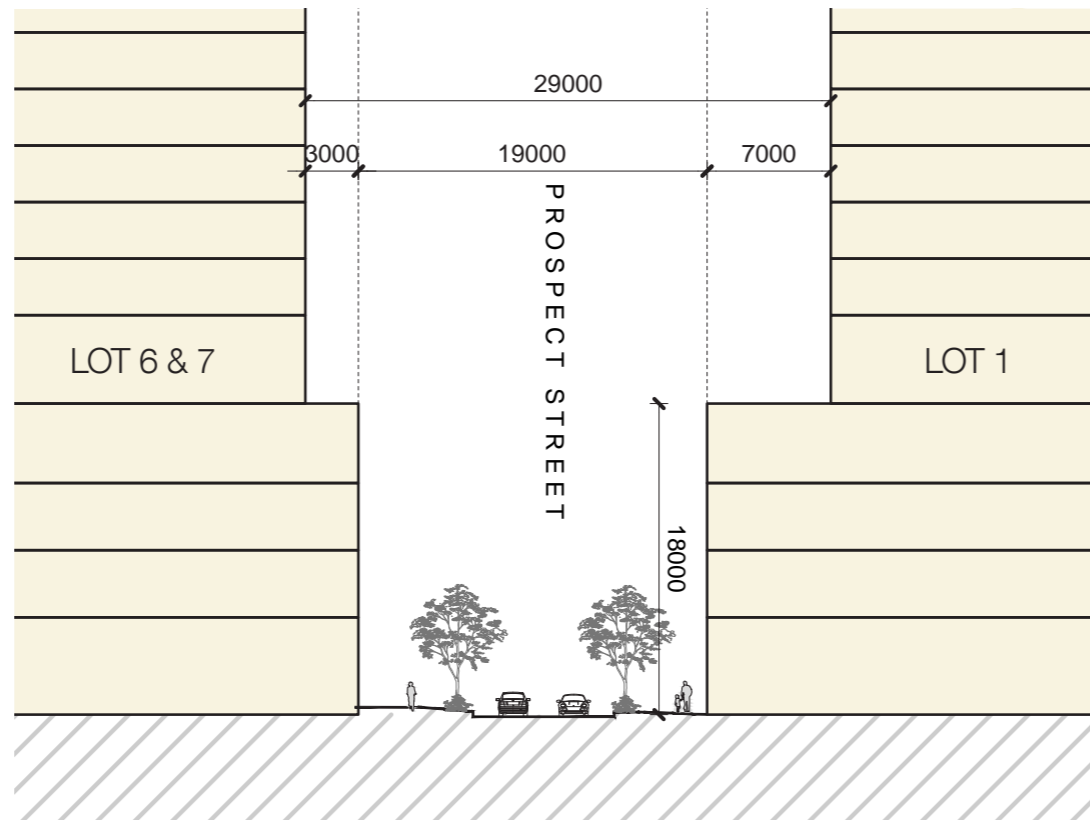
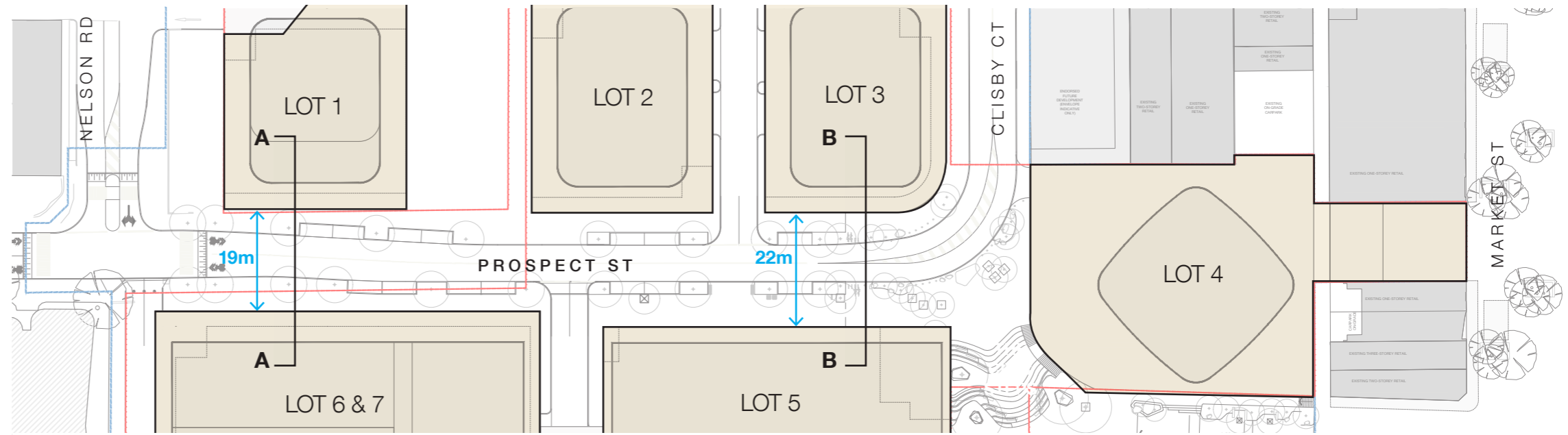
/ The footpaths are generous in width with street trees and generous canopies.

/ High quality paving and street furniture will elevate the public experience.

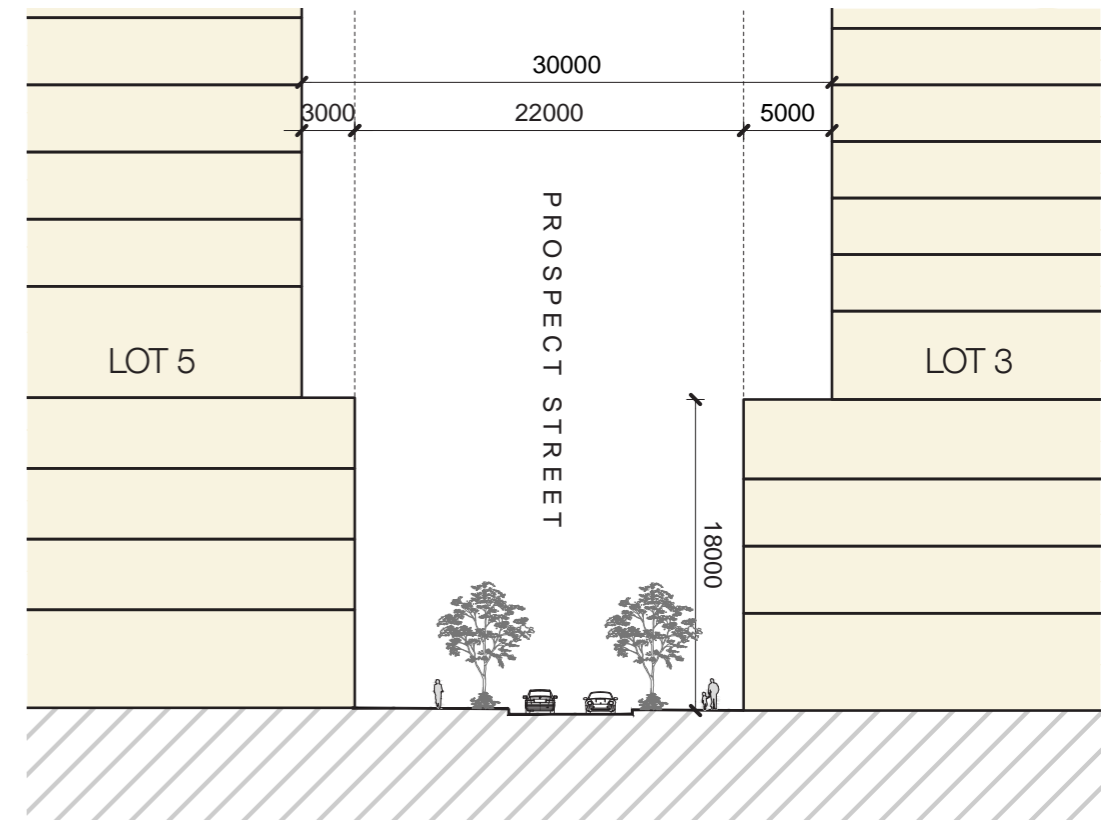
/ Active frontages are proposed with opportunities for retail units to spill out onto the street, further animating the Prospect Street experience.

/ On-street parking is provided along Prospect Street.

/ Ample visitors bicycle parking is provided to Prospect Street.



SECTION A-A PROSPECT ST WEST



SECTION B-B PROSPECT ST EAST





# MASTERPLAN PROPOSAL

## 3.12 PUBLIC REALM - LANEWAYS



/ Laneways and arcades are proposed to increase north south permeability of the site. There is a diversity in character and each has been carefully considered to provide different levels of amenity and connectivity:

/ Lane 1 is service in nature and open to the sky, allowing vehicle access to Lot 2 and Lot 3. It also provides the opportunity to locate critical building infrastructure items such as meter rooms and hydrants. Although vehicle entries are located on this lane, pedestrian access is available to improve permeability.

/ Lane 2 is service in nature, allowing vehicle access to Lot 5 and Lot 6 and provides the opportunity to locate critical building infrastructure items such as meter rooms and hydrants. The end of the lane is closed off to the rail corridor to provide safe access to meters and vehicles entries located in this lane.

/ Lane 3 is conceived as a high quality and generous shared street which has the potential to accommodate the connection of future bridge link across the rail corridor under consideration by Whitehorse City Council.



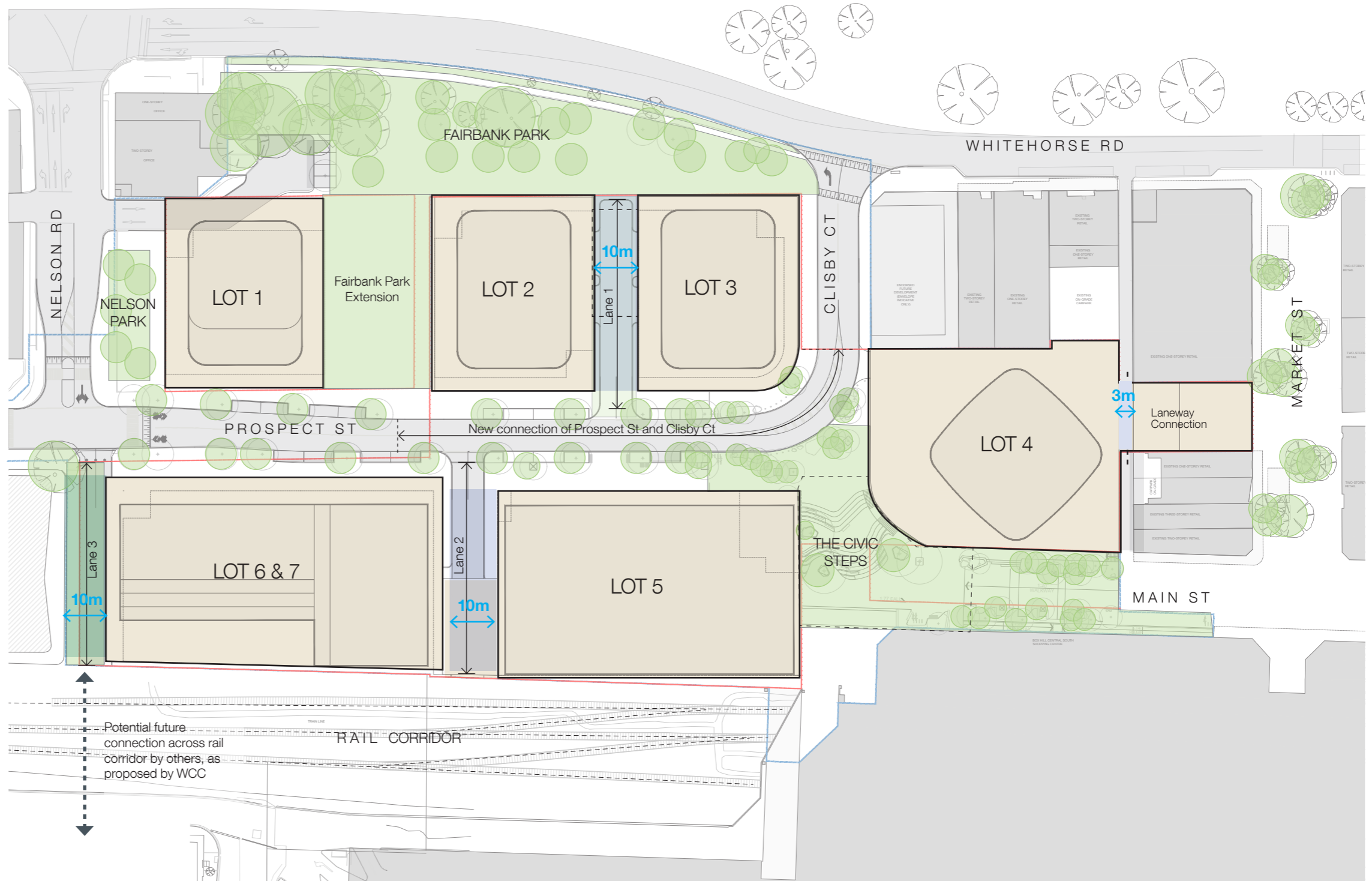
Examples include  
 / Sydney: Steam Mill Lane, Sydney  
 / Melbourne: Madame Brussels Lane, Hardware Lane, QV Laneways



# MASTERPLAN PROPOSAL

## 3.12 PUBLIC REALM LANEWAYS

-  Service lane
-  Future pedestrian/cycling connection
-  Canopy Extent
-  Masterplan boundary







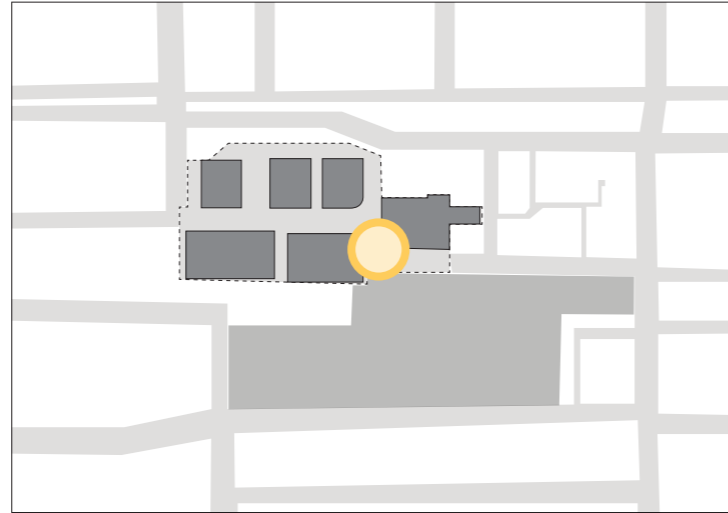
/ Creating a Vital Connection. Prospect Street looking south towards Lot 5 and the Civic Steps

\*Artist impression provided for information only.



# MASTERPLAN PROPOSAL

## 3.12 PUBLIC REALM - THE CIVIC STEPS



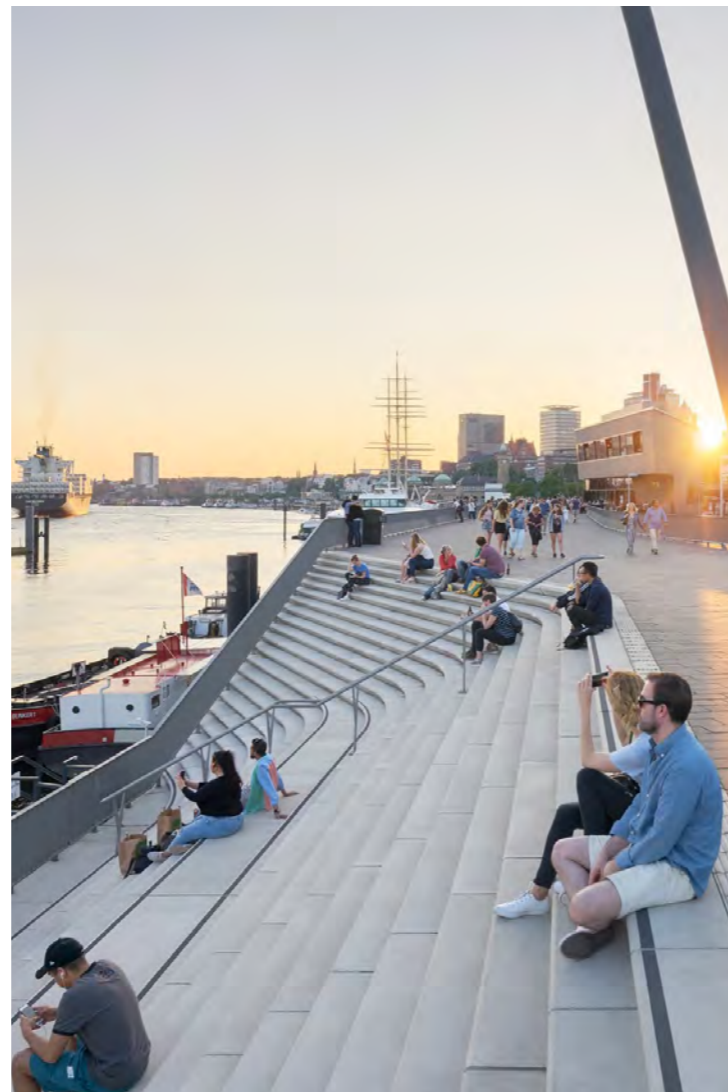
/ The Civic Steps are an important public focal point highly integrated into the re-imagined Main Street and the pedestrian progression from there into Prospect Street and Clisby Court.

/ The steps take advantage of the topography to create a grand stair that offers circulation, leisure, public arena and a sense of arrival. It will become a key connector.

/ Accessibility challenges caused by existing level difference is addressed with two publicly accessible lifts in Lot 4 and Lot 5 which will be open 24/7. Publicly accessible escalators are also proposed as part of Lot 5.

/ The large curve of Prospect Street and the pedestrian Main Street provide the Steps with a generous curtilage above and below. These spaces provide a natural stage where the Civic Steps can form the auditorium, a casual viewing point to observe the events and activities in the public open space below.

/ A canopy covering the civic steps will provide weather protection and a comfortable environment, to support year round activation.



/ Hamburg River Promenade, Hamburg

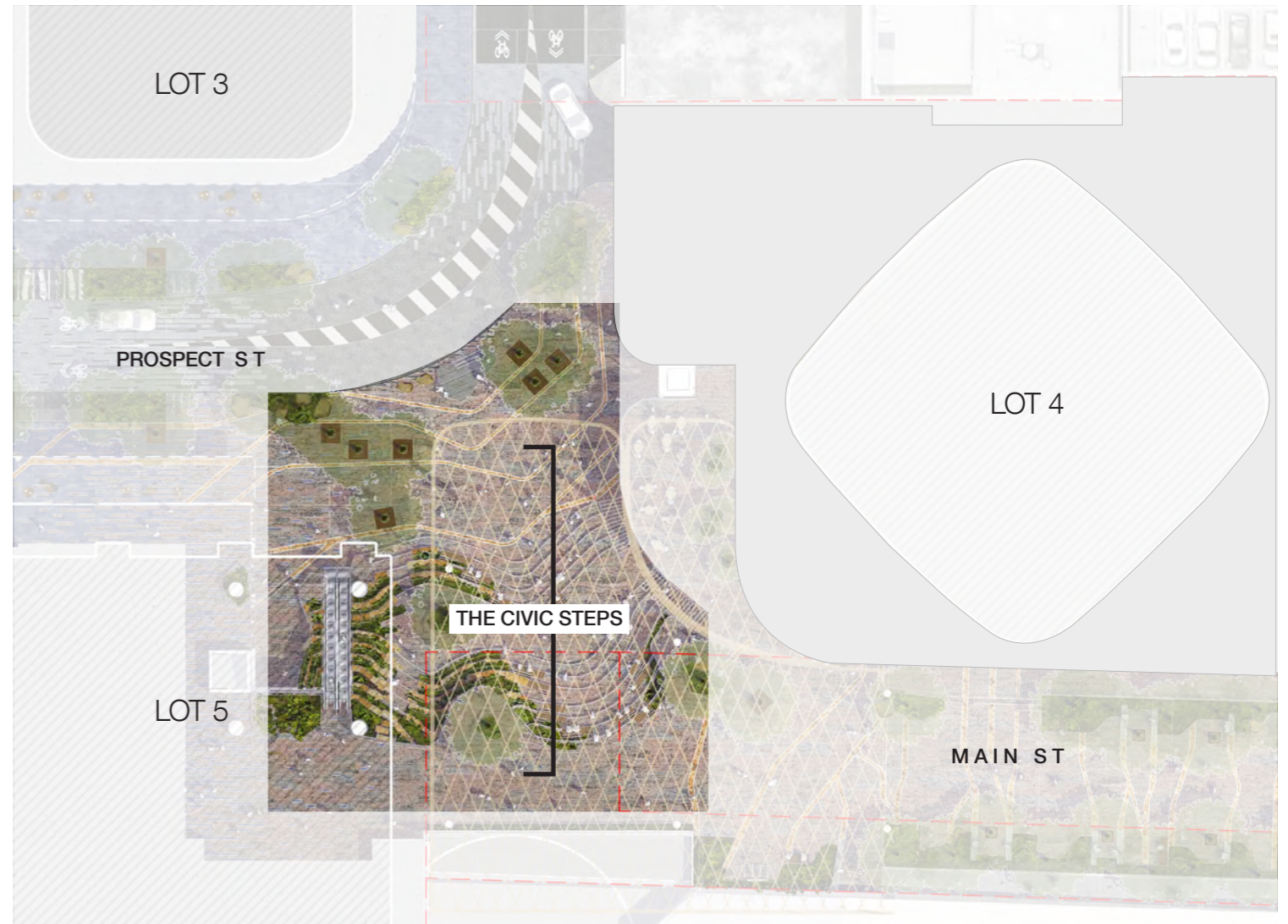


Diagram sourced from Public Realm Masterplan Design report prepared by **Lat.27 Landscape Architects**

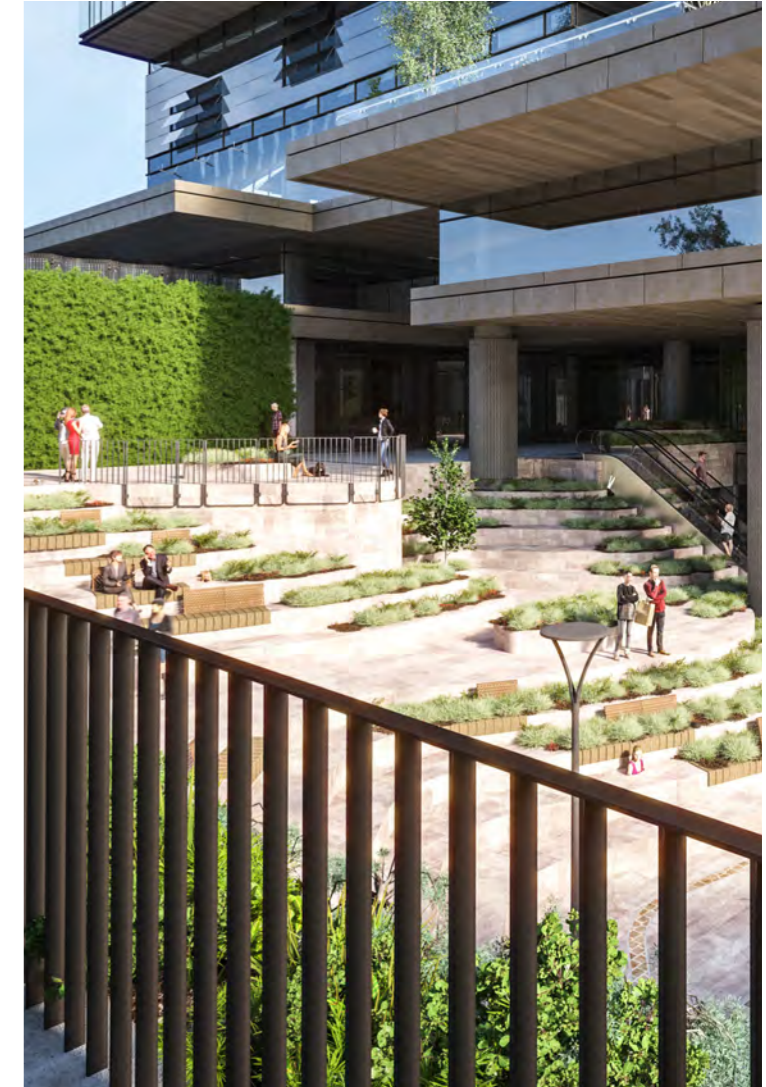




# MASTERPLAN PROPOSAL

## 3.12 PUBLIC REALM - THE CIVIC STEPS

- / Connectivity
- / Permeability
- / Active frontages and retail
- / Diversity in spaces
- / Civic Heart







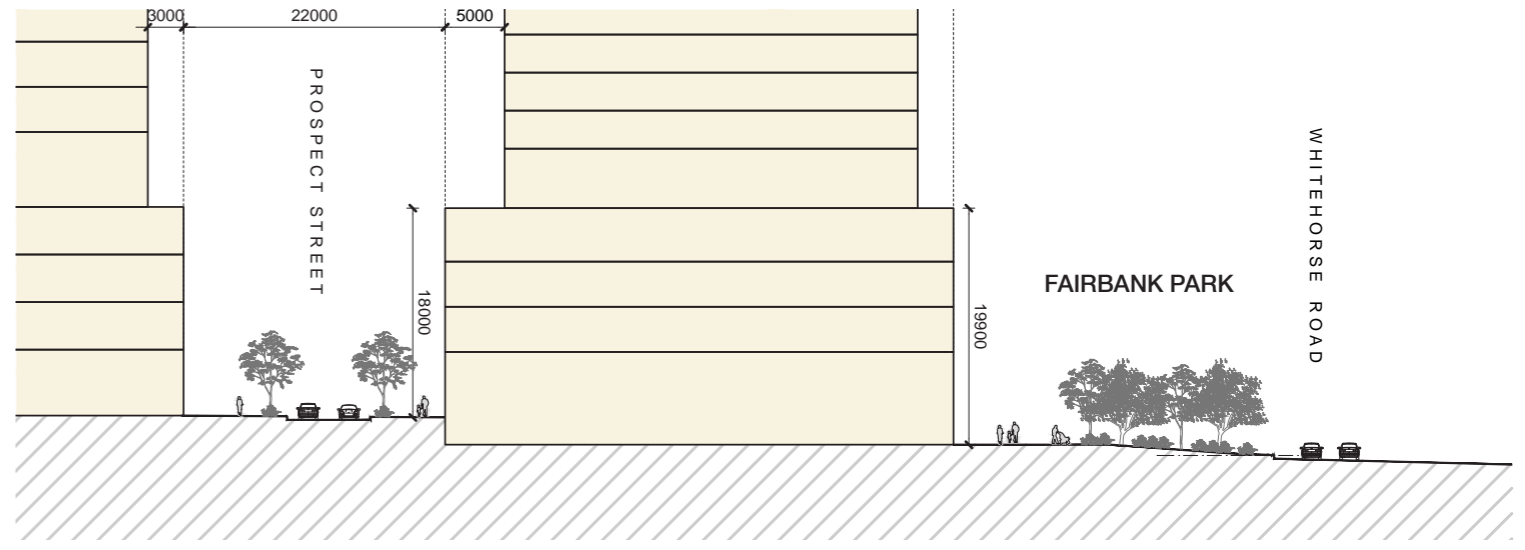
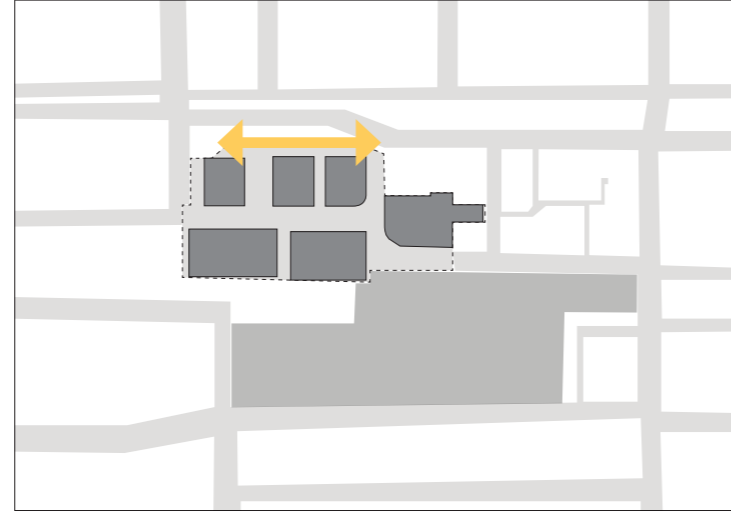
/ A flexible Civic Space. The Civic Steps looking east towards Lot 4

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# MASTERPLAN PROPOSAL

## 3.12 PUBLIC REALM - FAIRBANK LANE



- / The proposed closure of Fairbank Lane creates an opportunity to deliver meaningful public open space that will encourage wellbeing and a social city.
- / Fairbank Park will have excellent access to sunlight and with the proposed high quality landscaping proposals, it will be a pleasant environment for the public to relax, engage and interact with.
- / This much needed green public open space has unique character and offers amenity that is currently not available in Box Hill, further diversifying the range of public amenity on offer.
- / With the proposed closure of Fairbank Lane and the introduction of additional public realm, a further buffering will be provided to the traffic of Whitehorse Road.
- / Active frontages and retail opportunities to Lot 2 and Lot 3 will further activate the park. Food and beverage offerings have the ability to spill out onto the park and provide a pleasant environment for the community.

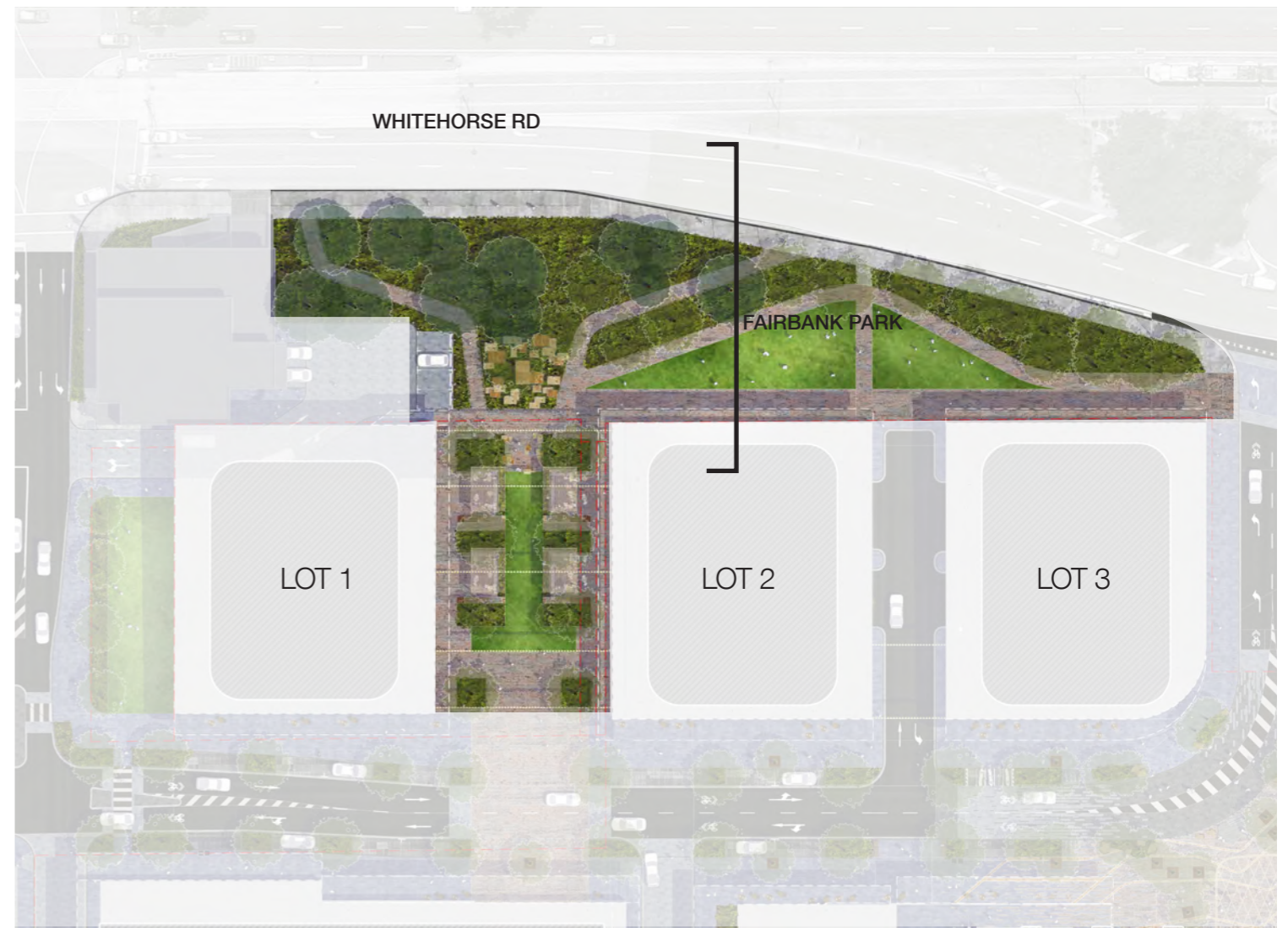


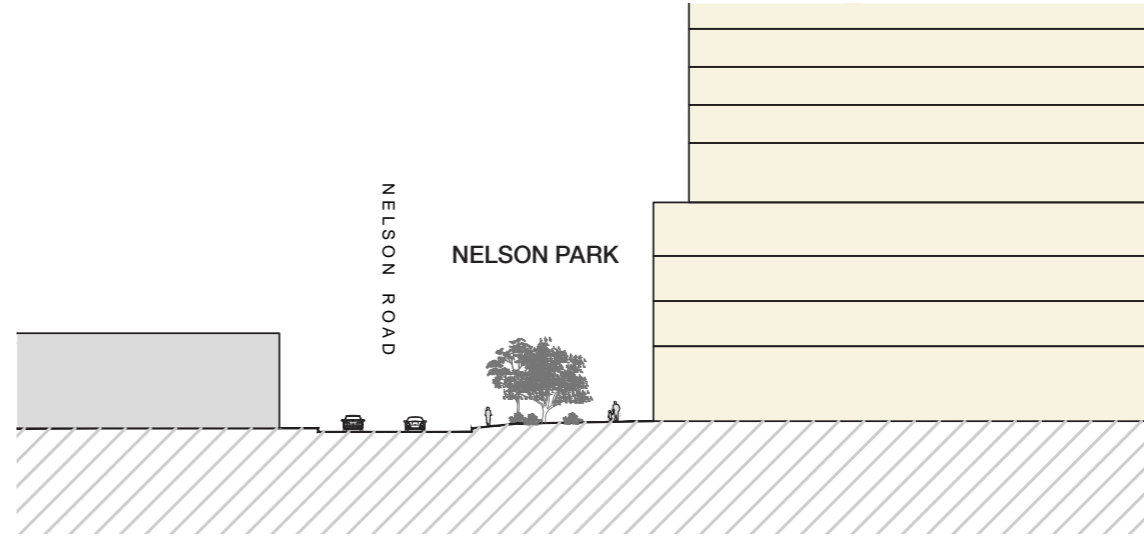
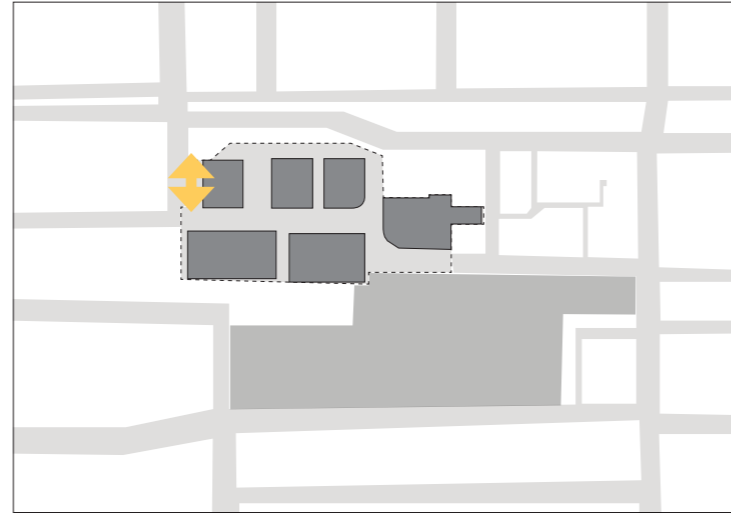
Diagram sourced from Public Realm Masterplan Design report prepared by **Lat.27 Landscape Architects**





# MASTERPLAN PROPOSAL

## 3.12 PUBLIC REALM - NELSON PARK



/To the west of Lot 1 WCC car park is proposed to be upgraded to become an additional pocket park for the masterplan.

/This smaller more intimate public space adds to the variety and diversity of public spaces across the town centre.

/It is envisaged that green lawned areas and trees will provide opportunities for respite, connection and foster a sense of community.

/Active frontage and retail opportunities along east side of Nelson Park will activate this edge.



/Pancras Square, London



/Active Play. The Goods Line, Ultimo

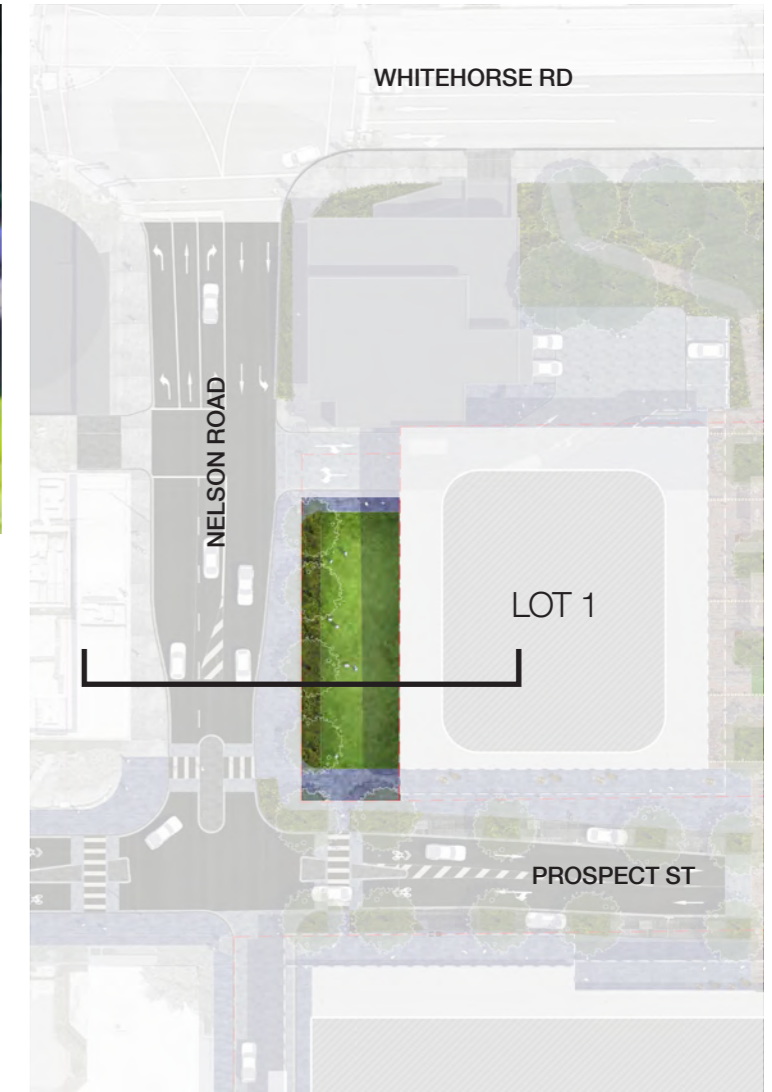
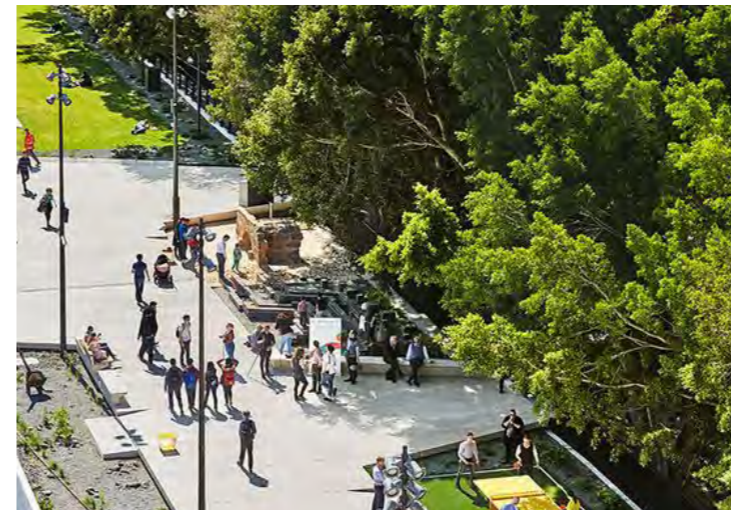


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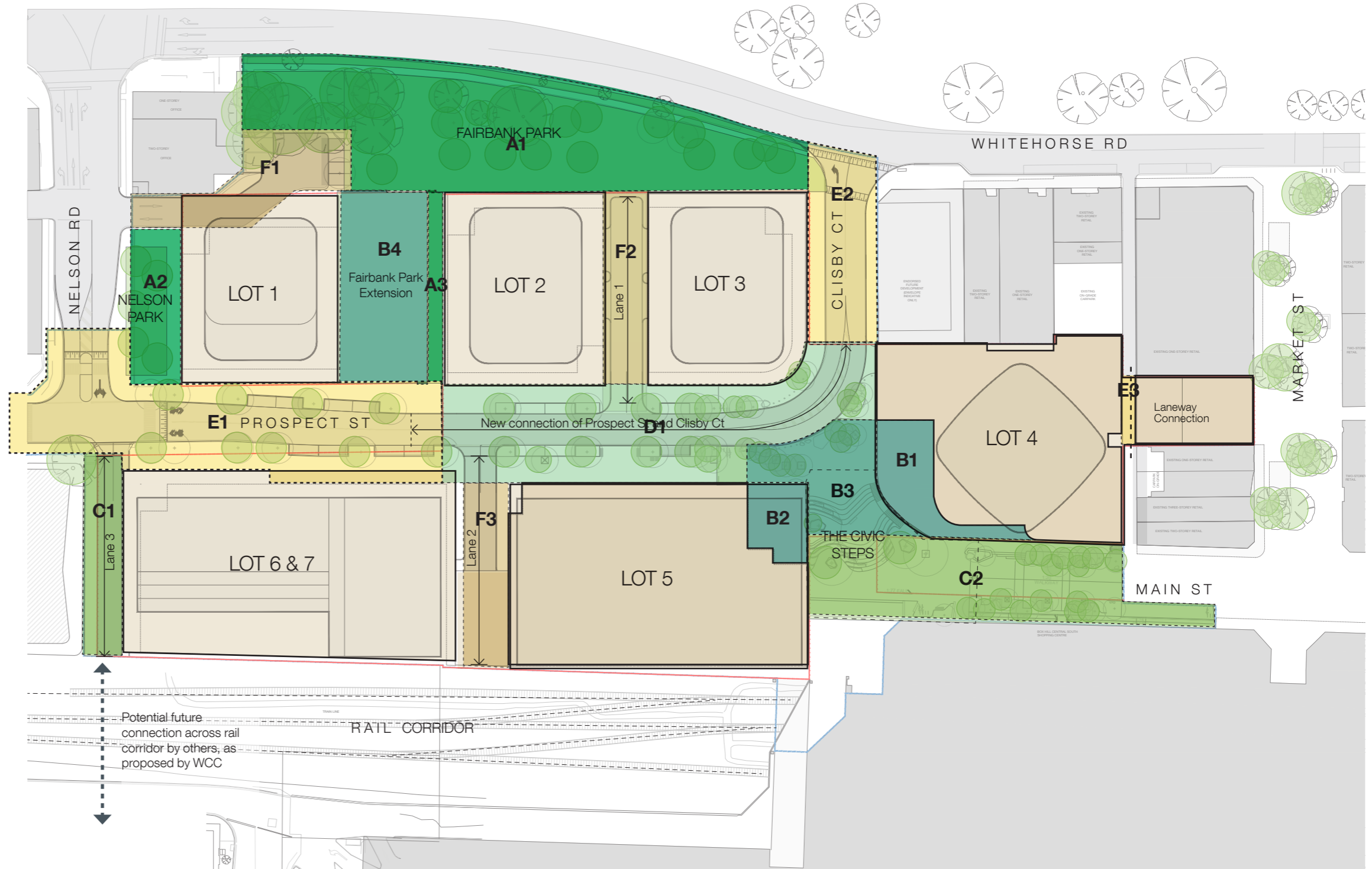


# MASTERPLAN PROPOSAL

## 3.12 PUBLIC REALM

### PUBLIC REALM AND BENEFITS

	<b>Public Open Space</b>
A1	Fairbank Park
A2	Nelson Park
A3	Connection between Prospect St and Fairbank Park
	<b>Privately Owned Public Open Space</b>
B1	Lot 4 public space
B2	Lot 5 public space
B3	Plaza (The Civic Steps)
B4	Lot 1 public space
	<b>Public Realm - Pedestrian Priority Area</b>
C1	Lane 3 - future pedestrian/cycling connection
C2	West end of Main Street
	<b>Public Realm - New East-West Connection</b>
D1	New connection of Prospect St and Clisby Ct
	<b>Public Realm - Other Connections</b>
E1	Widen and upgrade existing Prospect St and Nelson Rd/Prospect St junction
E2	Widen and upgrade Clisby Ct and Clisby Ct Whitehorse Rd junction
E3	Reopening of service lane east of Lot 4
	<b>Public Realm - Service Lanes</b>
F1	New driveway for 852 Whitehorse Rd
F2	Lane 1
F3	Lane 2



 Masterplan boundary



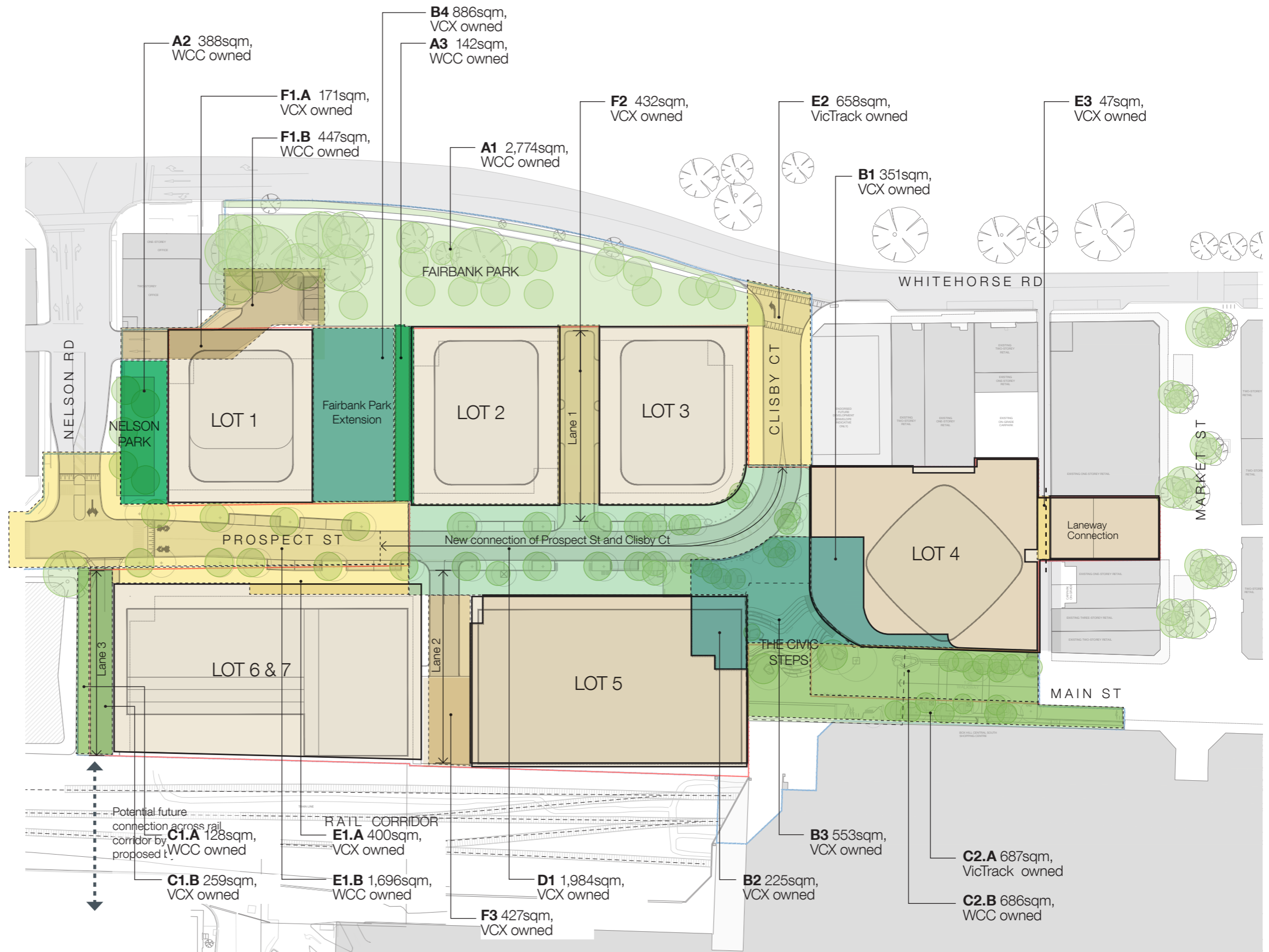


# MASTERPLAN PROPOSAL

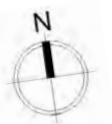
## 3.12 PUBLIC REALM

### PUBLIC REALM AND BENEFITS - OWNERSHIP

	<b>Public Open Space</b>
A1	Fairbank Park
A2	Nelson Park
A3	Connection between Prospect St and Fairbank Park
Total Area: 3,304sqm	
	<b>Privately Owned Public Open Space</b>
B1	Lot 4 public space
B2	Lot 5 public space
B3	Plaza (The Civic Steps)
B4	Lot 1 public space
Total Area: 2,015sqm	
	<b>Public Realm - Pedestrian Priority Area</b>
C1	Lane 3 - future pedestrian/cycling connection
C2	West end of Main Street
Total Area: 1,760sqm	
	<b>Public Realm - New East-West Connection</b>
D1	New connection of Prospect St and Clisby Ct
Total Area: 1,984sqm	
	<b>Public Realm - Other Connections</b>
E1	Widen and upgrade existing Prospect St and Nelson Rd/Prospect St junction
E2	Widen and upgrade Clisby Ct and Clisby Ct Whitehorse Rd junction
E3	Reopening of service lane east of Lot 4
Total Area: 2,801sqm	
	<b>Public Realm - Service Lanes</b>
F1	New driveway for 852 Whitehorse Rd
F2	Lane 1
F3	Lane 2
Total Area: 1,050sqm	



- - - - - Masterplan boundary 26,360sqm  
- - - - - VCX owned land 18,260sqm





# MASTERPLAN PROPOSAL

## 3.12 PUBLIC REALM

### NEW OPEN SPACE ON COUNCIL LAND

#### Existing Open Space

Existing area north of Fairbank Lane  
 1,480sqm

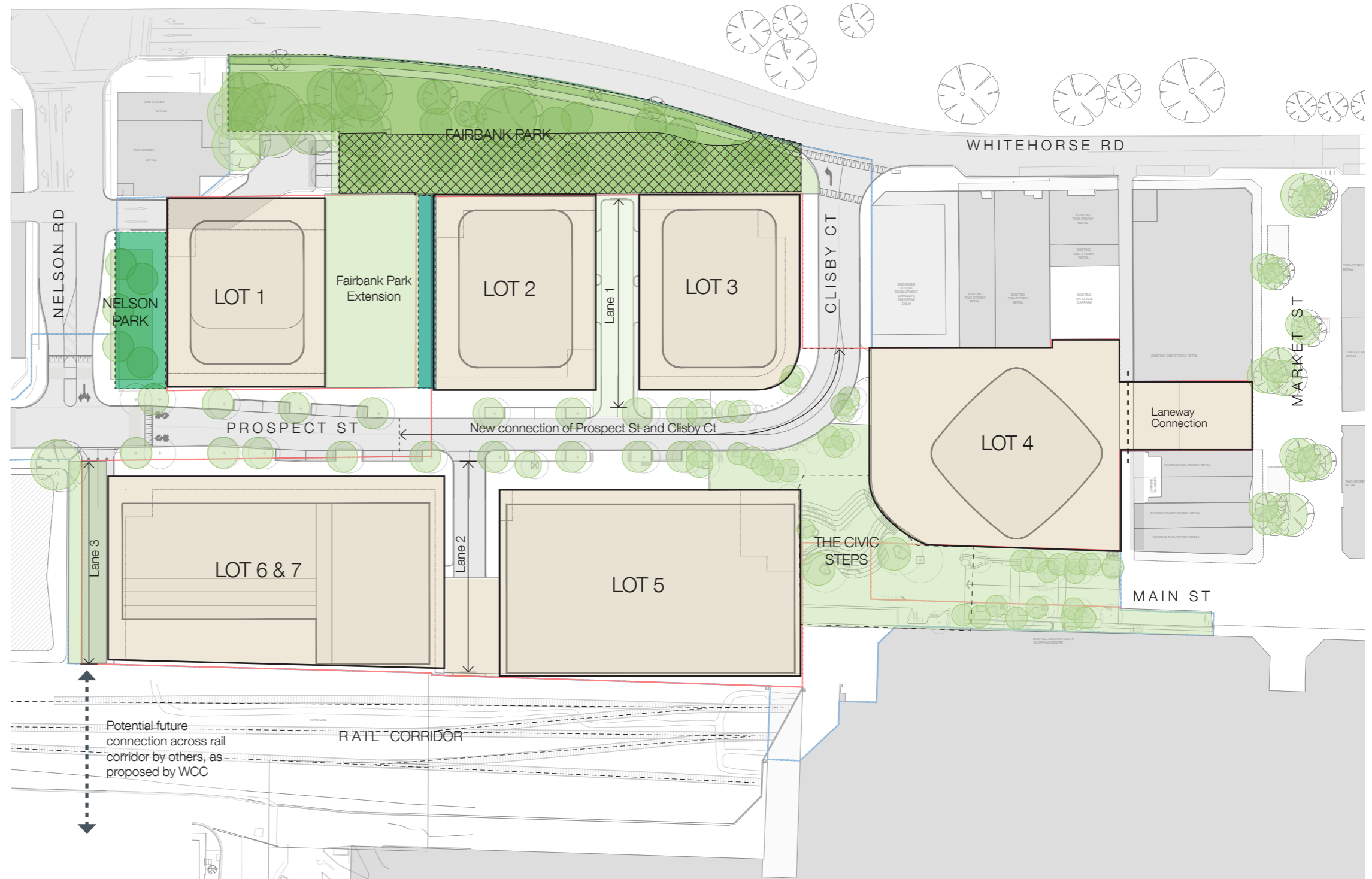
#### Proposed New Open Space

Extension of existing area, replacing Fairbank Lane  
 1,294sqm

Area east of Nelson Road, replacing car parking  
 388sqm

Connection between Prospect St and Fairbank Park  
 142sqm

**Total Open Space**  
**3,304sqm**



Masterplan boundary  
 VCX owned land  
 18,260sqm







/ Prospect Street looking west towards Lot 1 and Fairbank Park extension





/ Fairbank Park extension looking south towards Prospect Street and Lot 6/7

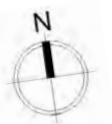
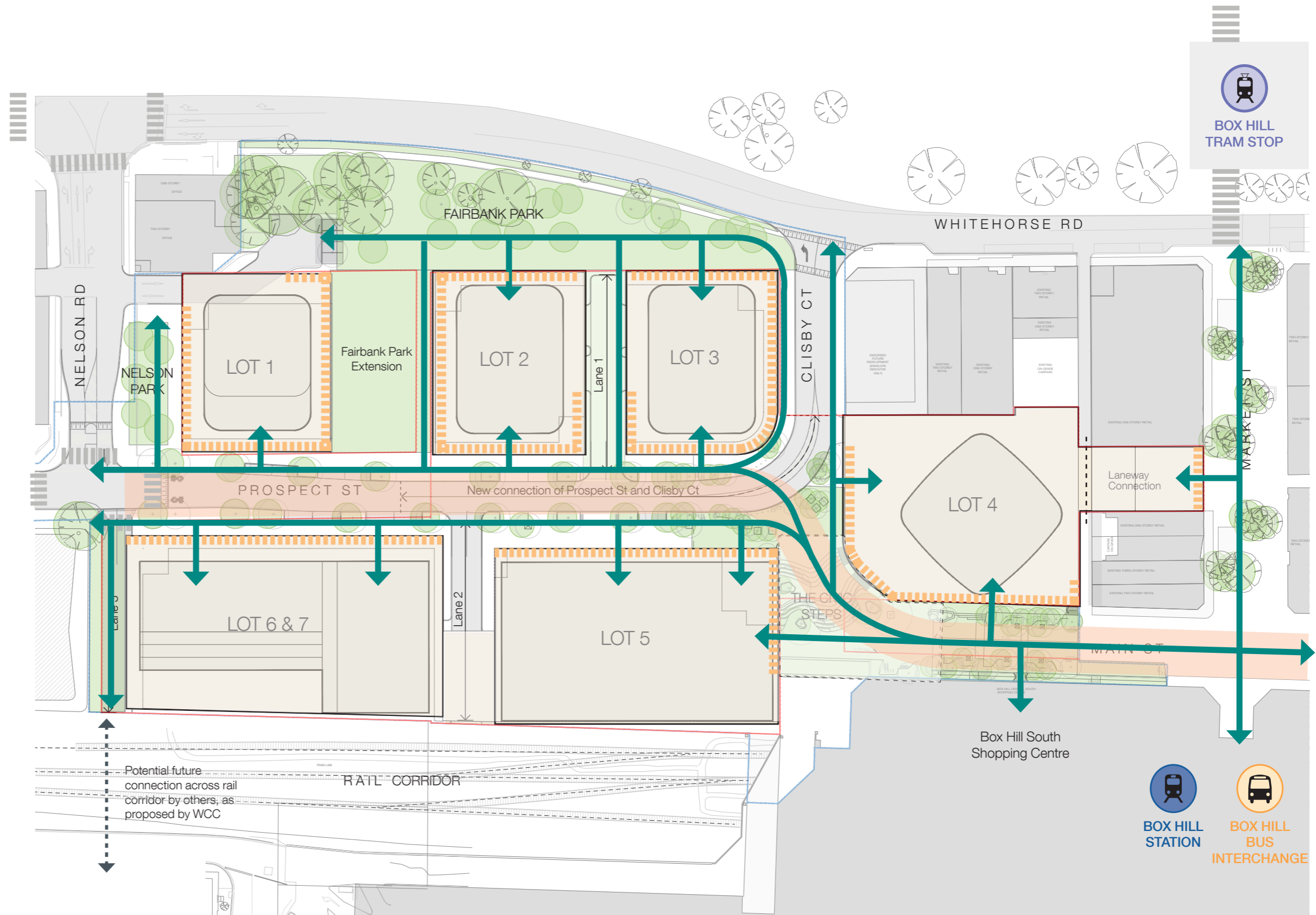


# MASTERPLAN PROPOSAL 3.13 MOVEMENT AND ACCESS

## PEDESTRIAN ACCESS

- / Active ground plane
- / Interface with key public realm
- / Strategic location of loading and carpark access

- Primary connection
- Pedestrian access
- Active frontage
- Canopy Extent
- Masterplan boundary





# MASTERPLAN PROPOSAL


## 3.13 MOVEMENT AND ACCESS

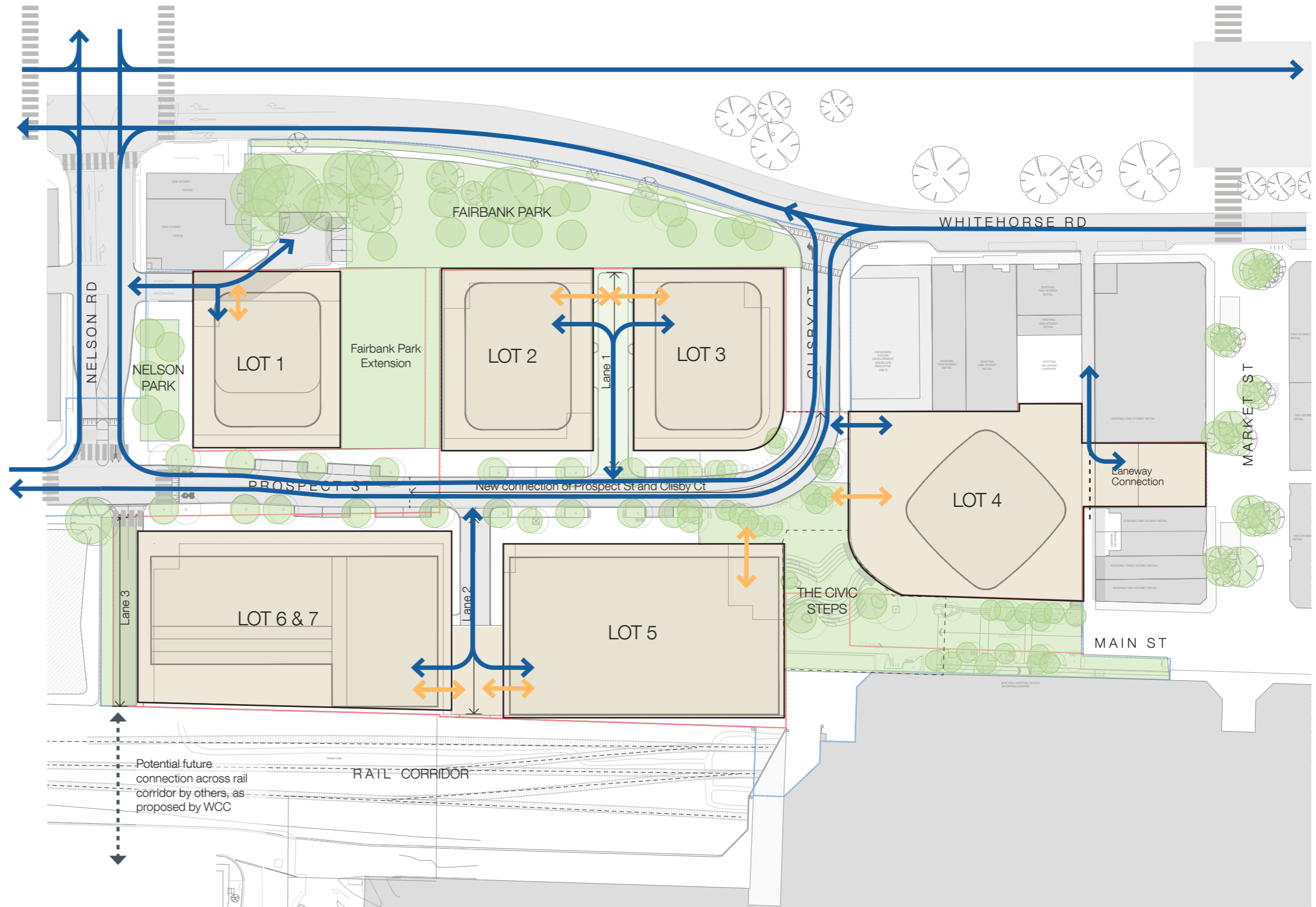
### PRIVATE VEHICLE AND SERVICES VEHICLE ACCESS

 Private and services vehicle access

 Bicycle access

 Canopy Extent

 Masterplan boundary








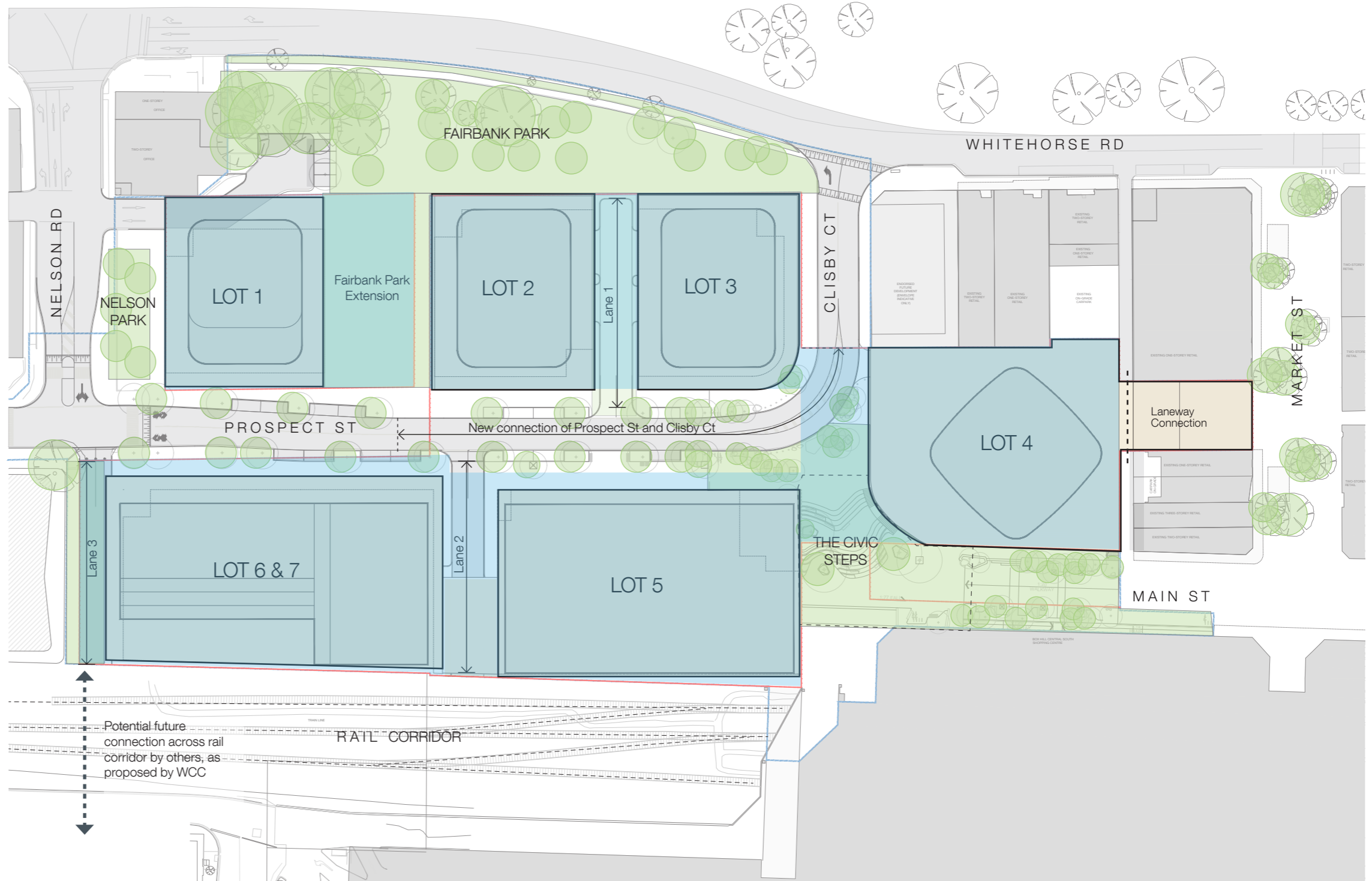
# MASTERPLAN PROPOSAL

## 3.13 MOVEMENT AND ACCESS

### CARPARKING

- /The base case approach to carparking is to deliver a carparking solution within the boundary of each lot.
- /As each lot is developed, opportunities to provide more efficient basement carparking solutions will be investigated including potential to extend basement carparking into adjacent Vicinity and council owned land.

-  Basement envelope
-  Canopy Extent
-  Masterplan boundary





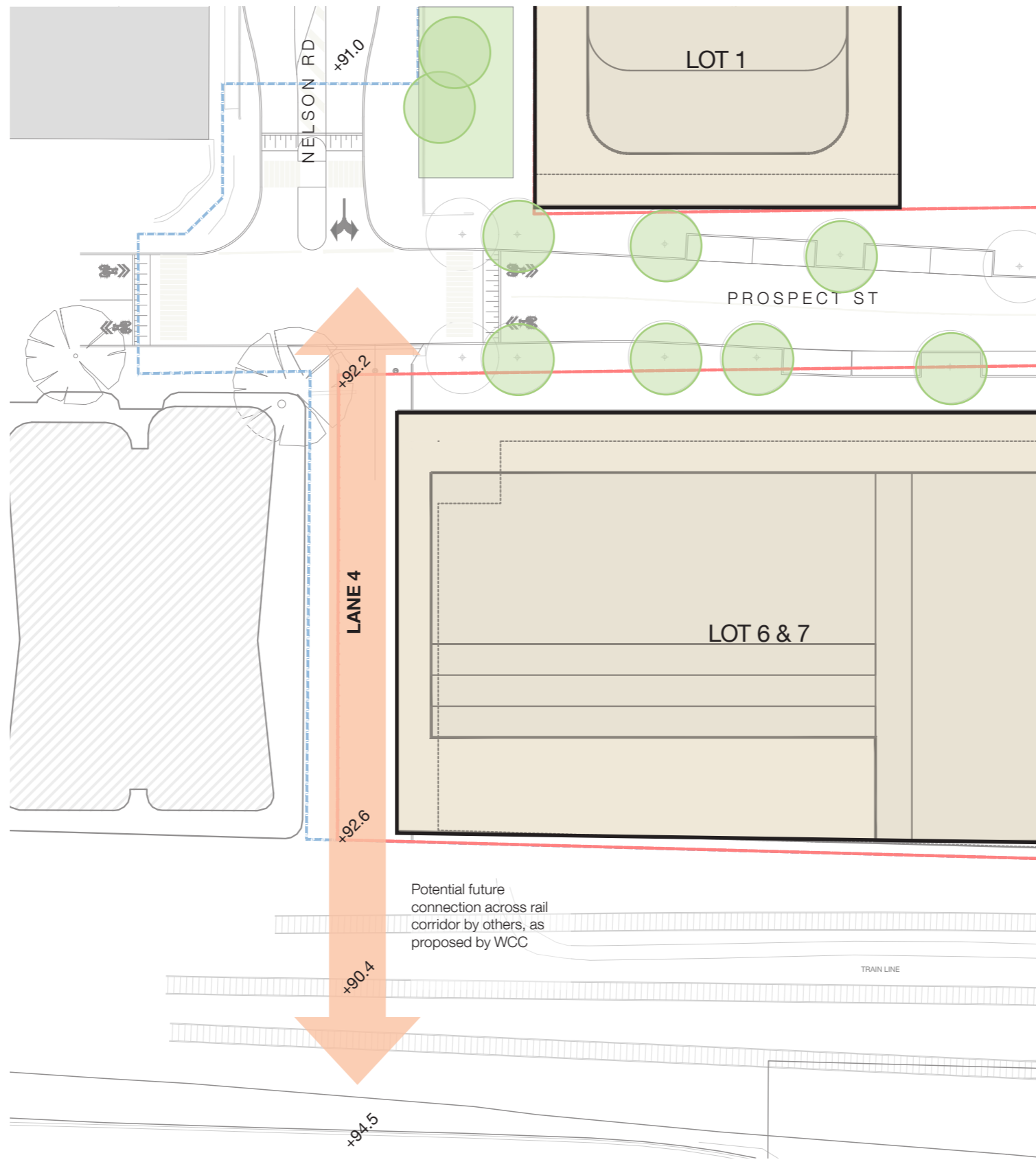
# MASTERPLAN PROPOSAL

## 3.13 MOVEMENT AND ACCESS

### FUTURE BRIDGE LINK OVER RAIL CORRIDOR

- / The proposed masterplan has the flexibility for a future bridge link across the rail corridor, to be provided in alignment with Nelson Road. (note the development and delivery of the bridge link is by others)
- / To accommodate this, a generous laneway is proposed west of Lot 7.
- / The nature of this lane has the flexibility to be further developed.
- / It is proposed that this will be a shared street environment with pedestrian and bicycle priority.

Canopy Extent  
 Masterplan boundary

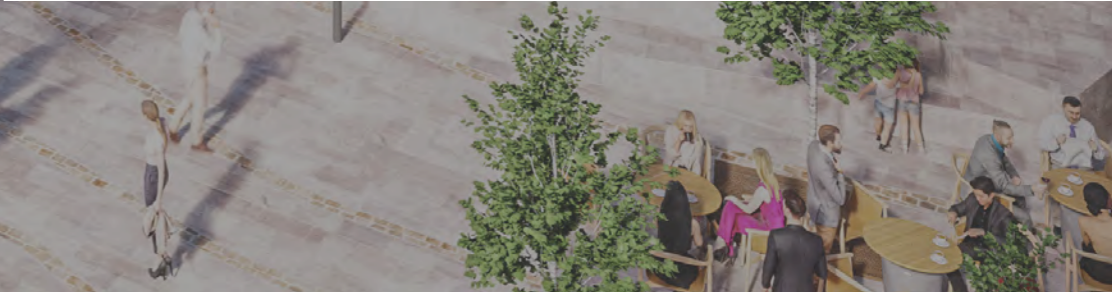


/ Shared Traffic Zone. Lonsdale Street, Dandegong





**4.0**  
**APPENDIX**





# 4.1 EXISTING CONDITION KEY VIEWS TO SITE

- / Interface with rail corridor
- / Inactive street fronts
- / Car-centric area



**PICTURED**

- 1/ From Prospect Street. Looking east towards the site
- 2/ From Hopetoun Parade looking north west towards the site.



# 4.1 EXISTING CONDITION KEY VIEWS TO SITE

/ Main Street is well used and active with entrance to Box Hill Central South.

/ The interface with Whitehorse Road presents as an open multi-storey carpark

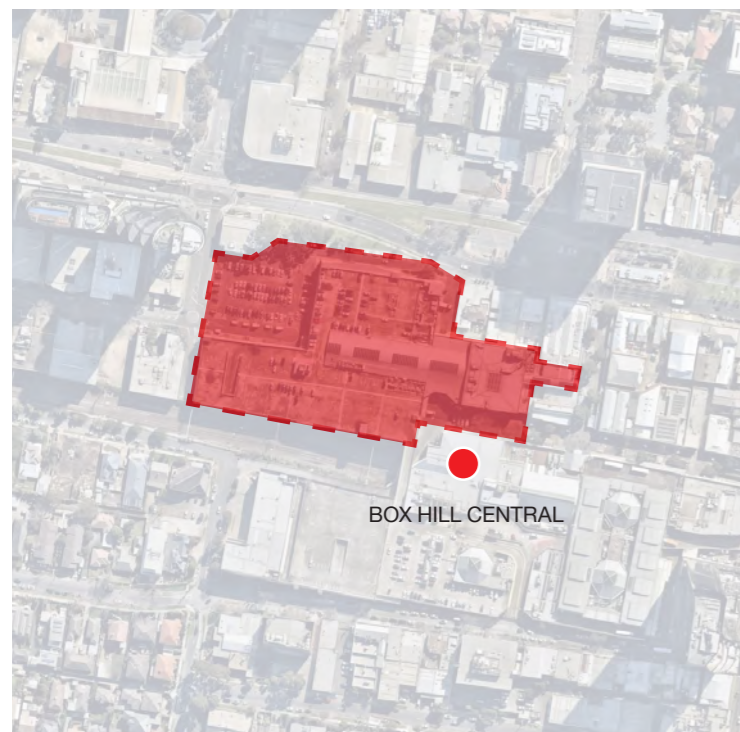


**PICTURED**  
3/ From Whitehorse Road. Looking south towards the site  
4/ From Main Street. Looking east towards the site.



# 4.1 EXISTING CONDITION

- / Internal Retail Spaces in Box Hill Central North
- / Current external area around Main Street is inactive and terminates in a loading dock.
- / Much connectivity and activity is needed to enhance the public realm.



**PICTURED**  
1,2/ Interior retail space in Box Hill Central North  
3/ From Main Street looking west  
4/Woolworths loading dock



# 4.1 EXISTING CONDITION

/ External retail space around Box Hill Central.  
/ A culturally rich environment in an evolving urban context.



**PICTURED**  
1/ Box Hill Central South Shopping Centre entrance  
2/ Retail shops along Main Street  
3/ Retail shops along Station Street.



# 4.1 EXISTING CONDITION MAIN STREET

Main Street is well used and active with entrances to Box Hill Central South Shopping Centre, but currently terminates abruptly at a loading bay and is in need of activation.



**PICTURED**

- 1/ Panoramic view of Main Street
- 2/ Box Hill Central South entrance on Main Street
- 3/ The western end of Main Street. Currently used as a loading bay.



# 4.1 EXISTING CONDITION PROSPECT STREET

/ Prospect Street is car-centric without activation of shops and circulation compared to Main Street and Market Street.



**PICTURED**  
 1/ Looking north towards Whitehorse Tower.  
 2/ Looking east towards the site from Prospect Street.





# 4.1 EXISTING CONDITION CLISBY COURT

- / Clisby Court acts as a dead end loading zone
- / The tram interchange is located close to Clisby Court
- / Whitehorse Road has higher numbers of vehicles
- / Planning approval has been granted by WCC for a new hotel on Clisby Court



**PICTURED**

- 1/ Looking towards Clisby Court from Whitehorse Road
- 2/ Looking towards the site from Clisby Court
- 3/ Tram interchange near Clisby Court.



# 4.1 EXISTING CONDITION MARKET STREET

/Market Street is fully activated with shops facing the street. One of the entrances to Box Hill Central North is located on Market Street.



**PICTURED**  
1,2/ Retail shops along Market Street  
3/ Box Hill Central North entrance from Market Street.



# 4.1 EXISTING CONDITION WHITEHORSE ROAD

/ Australian Taxation Office is located across Whitehorse Road.

/ Box Hill tram interchange located north of Market Street



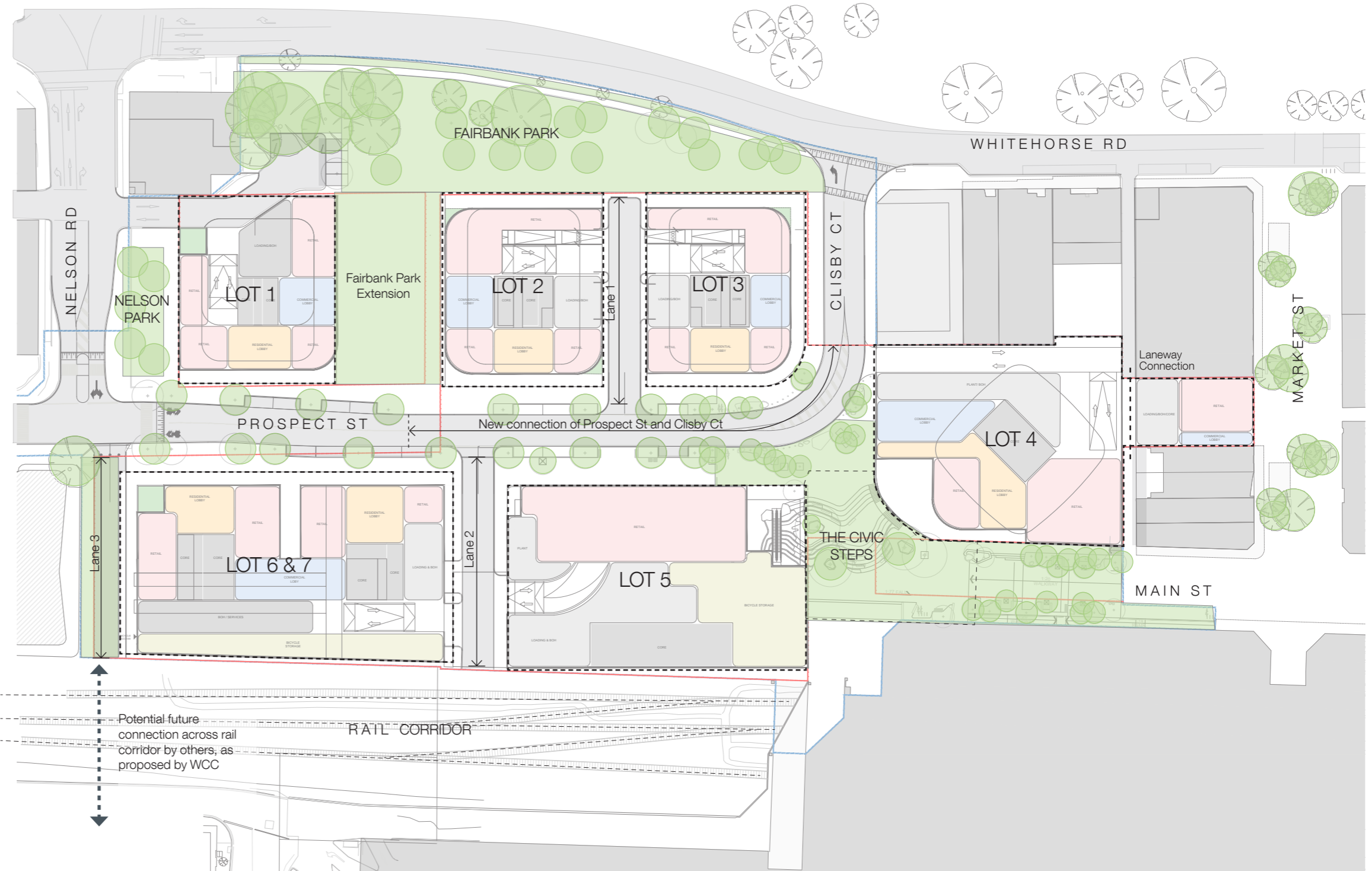
**PICTURED**

- 1/ Box Hill tram interchange
- 2/ Australian Taxation Office from Whitehorse Road
- 3/ From Box Hill tram interchange looking west



# 4.2 INDICATIVE CONCEPT PLAN

## GROUND PLANE



- Canopy Extent
- Masterplan boundary
- Existing title boundary

Note:  
 All dimensions and area calculations are advisory only and all figures should be checked and verified by a licensed surveyor.






1:1000 @ A3

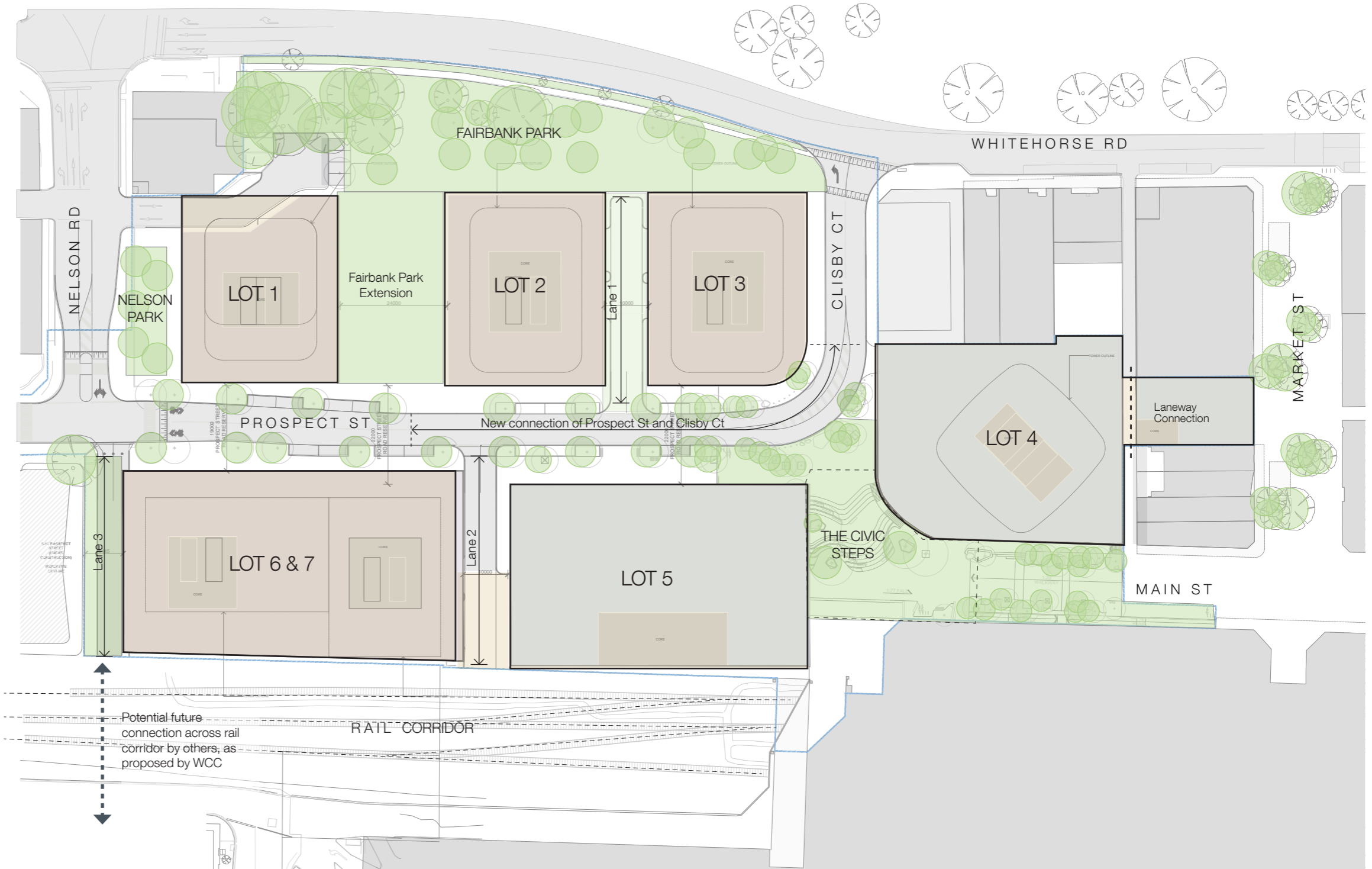




# 4.2 INDICATIVE CONCEPT PLAN

## TYPICAL PODIUM

-  Mixed-Use
-  Commercial
-  Canopy Extent
-  Masterplan boundary
-  Existing title boundary



1:1000 @ A3



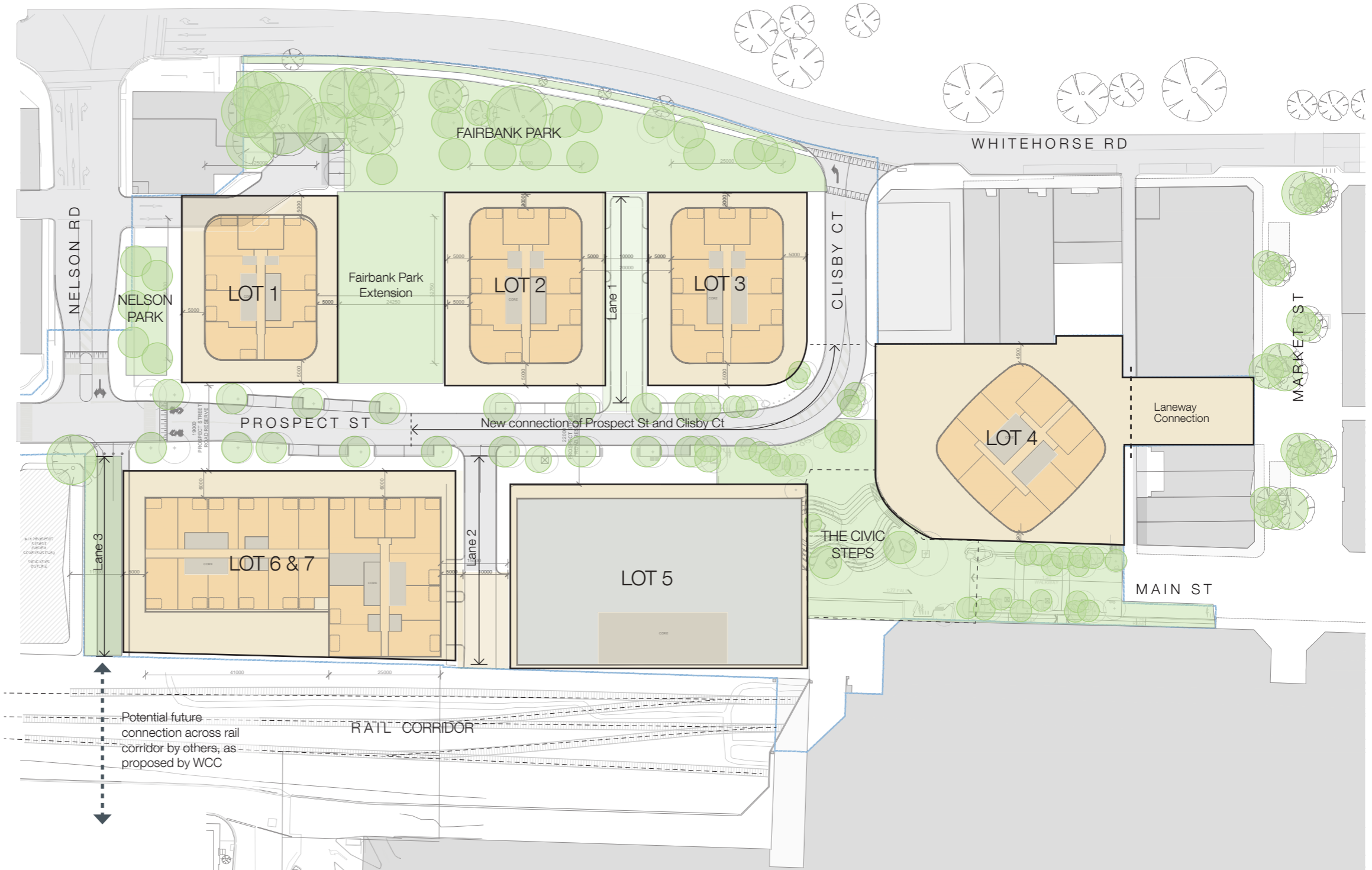
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# 4.2 INDICATIVE CONCEPT PLAN

## TYPICAL FLOOR

- Residential
- Commercial
- Canopy Extent
- Masterplan boundary
- Existing title boundary



1:1000 @ A3

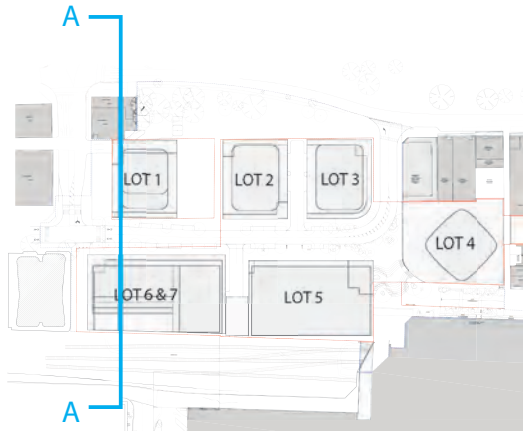


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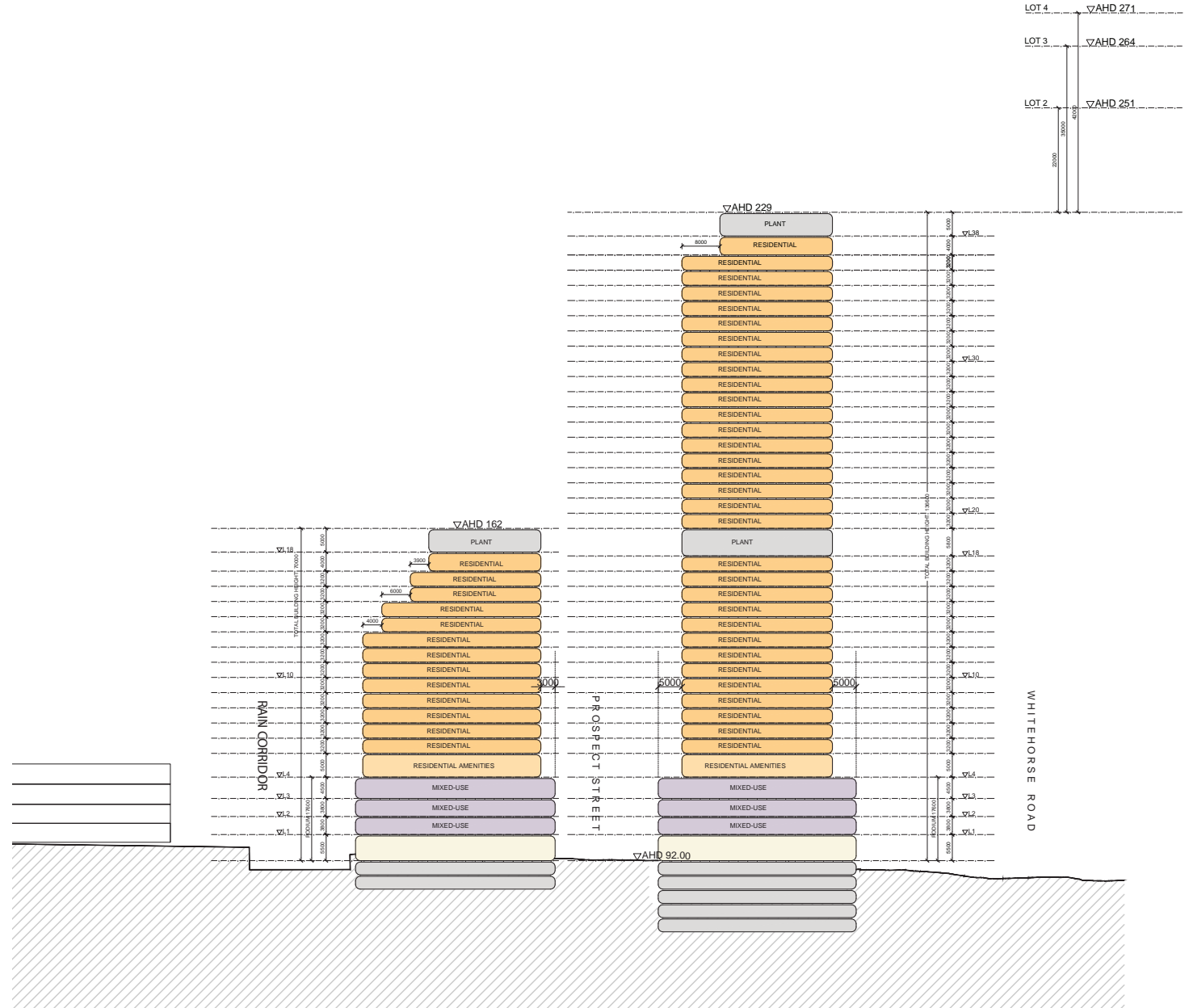


# 4.2 INDICATIVE CONCEPT PLAN

SECTION AA



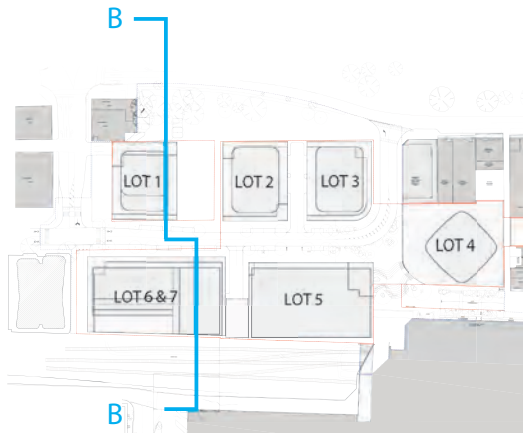
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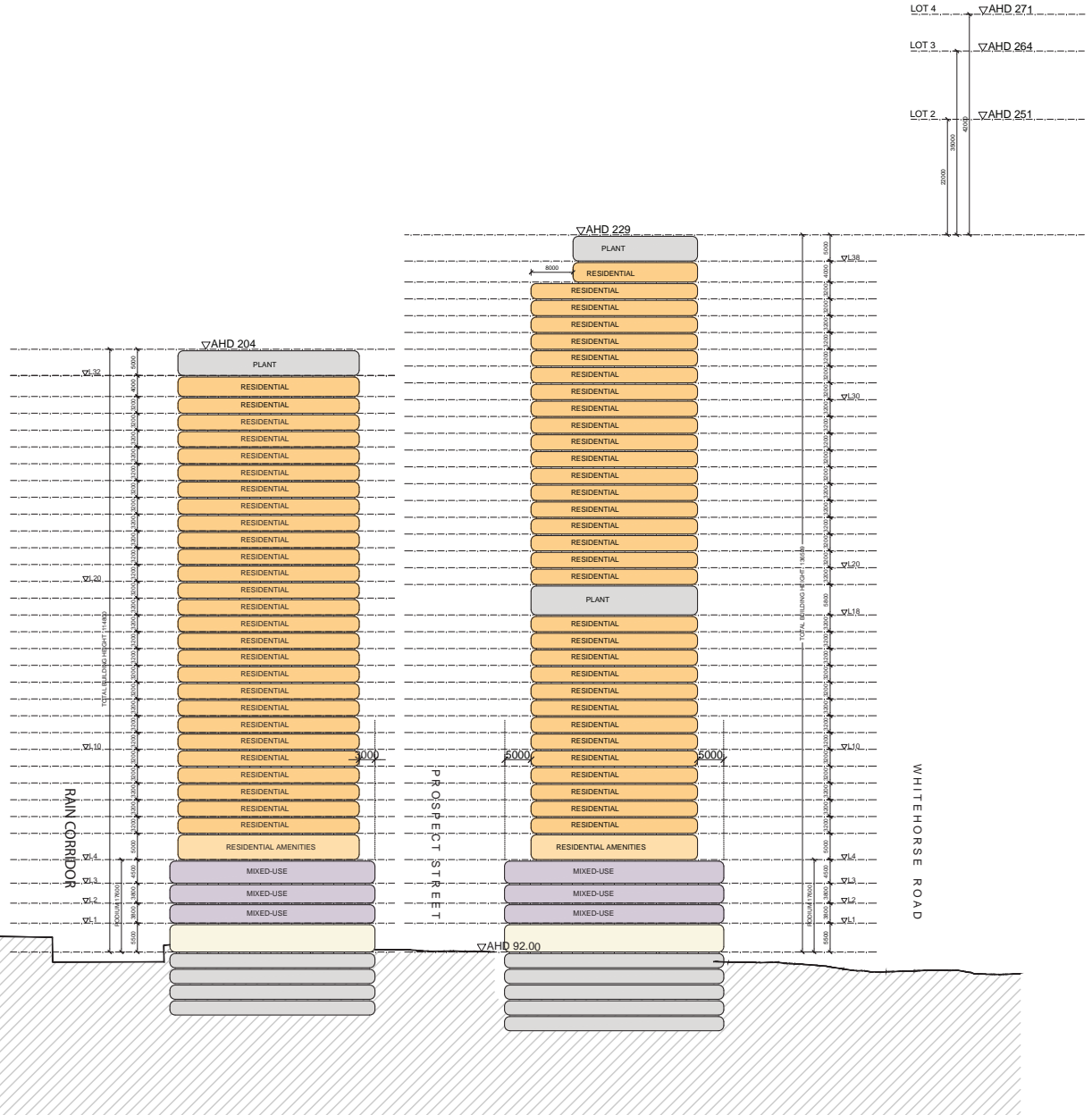


# 4.2 INDICATIVE CONCEPT PLAN

## SECTION BB



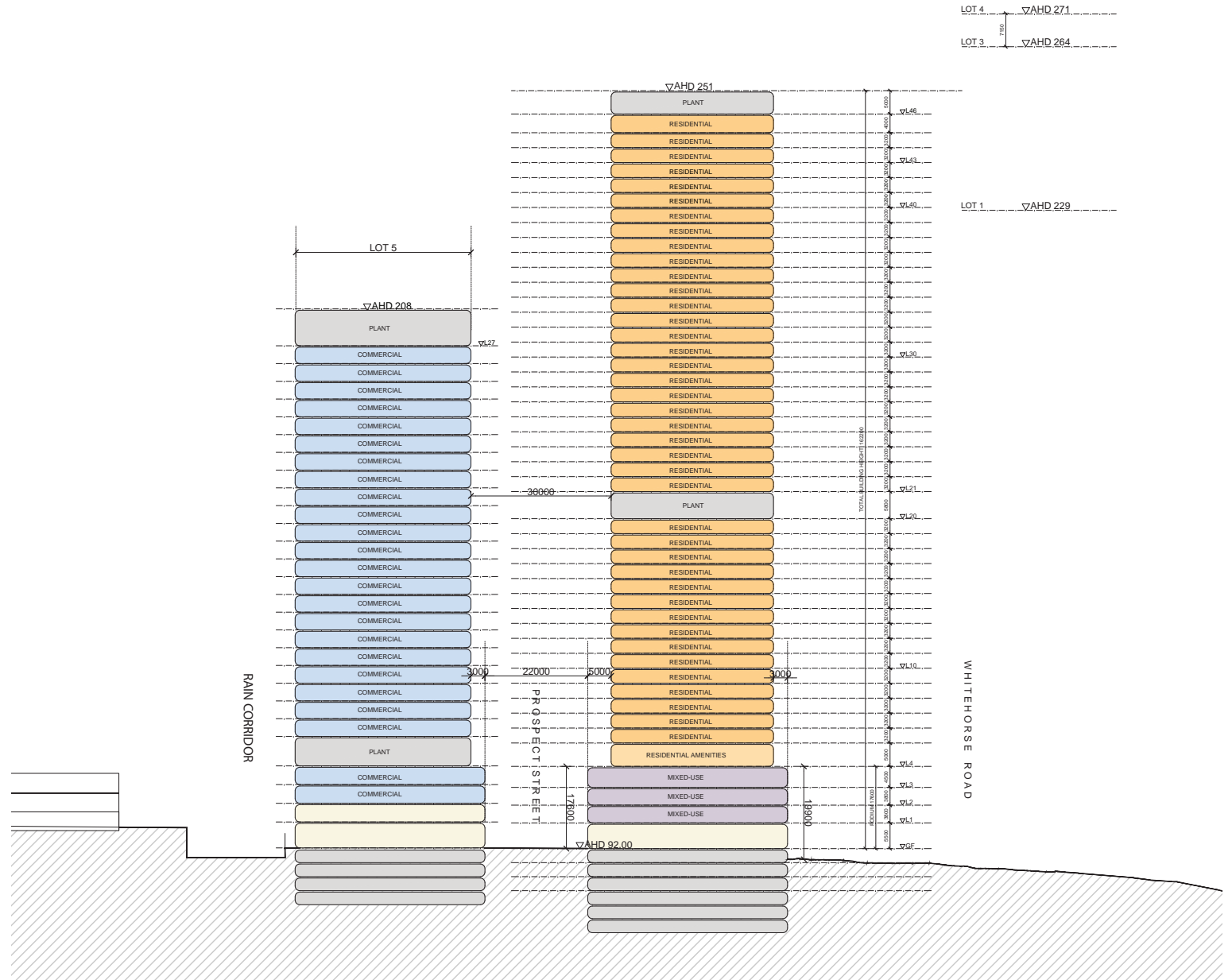
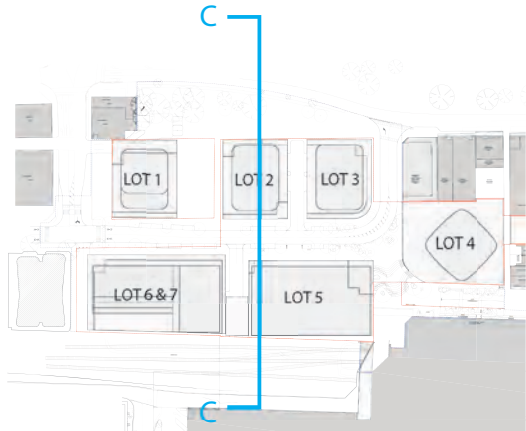
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# 4.2 INDICATIVE CONCEPT PLAN

## SECTION CC



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