

# box hill transport interchange

*June 2014*



Architecture Planning Interior Design

# box hill is big (and getting bigger):

**Box Hill is firmly established as the pre-eminent growth centre for Melbourne's eastern suburbs. Unusual amongst its peers, this growth is spread over housing, retail and commercial development.**

**Building permits for Box Hill issued in 2012 totalled \$383 million, up from \$39 million in 2005**

(City of Whitehorse figures, amount adjusted to 2012 dollars via RBA calculator)

**146,000 square metres of office space  
(+ 20,000m2 under construction and growing)**

**60,000 square metres of retail (in a variety of typologies - 2 shopping-mall complexes, traditional main street strip shopping and a pedestrian mall.)**

**Major extensions to Box Hill Hospital, Epworth Private Hospital and Box Hill TAFE have all either been completed since 2005 or are now under active consideration.**

# box hill is diversified:

Unlike many suburban centres in Melbourne, the core area of Box Hill is already established as a diversified employment hub specialising in government and professional services, health and education. These are the growth industries of the future.

There are 13,750 jobs in the Box Hill CAA alone, with a focus on higher order office jobs and a highly educated workforce.

Employment in health and community services has grown from 2,500 jobs in 2001 to 4,500 jobs in 2011.

Employment in the education sector has grown from 770 jobs in 2001 to 1,320 jobs in 2011.

(analysis of ABS Census data by REMPLAN for City of Whitehorse)

**40,000 students in Box Hill Institute  
(+ 23,000 Deakin University nearby in Burwood)**

**48,000 patients treated annually in Box Hill Hospital,  
accounting for 71,500 bed days in 2013 up from  
32,200 bed days in 2006.** (Eastern Health figures)

**In addition, many more patients are treated in  
Epworth Eastern Hospital + associated specialised  
medical and allied health**

# box hill is booming:

**In 2001, the population of Box Hill Activity Centre was 3,260 people. In 2006 the population was 3,280.**

**In 2011, the population was 4,135 people. That's 26% growth in five years, or 4.75% p.a.**

(analysis of ABS Census data by REMPLAN for City of Whitehorse)

**Between 2004 and 2011, 70% of all the net new dwellings constructed in the City of Whitehorse's Activity Centres were built in Box Hill.**

(Housing Development Data 2013, DTPLI)

**From 2011-2013 there were 1239 new dwellings under-construction or approved**

(based on City of Whitehorse building approvals data)

**By 2030, the centre is forecast to contain 1,400 to 2,700 additional dwellings**

(from Box Hill Structure Plan)



### 1 Significant Recent Investment

1. Box Hill Hospital \$450M redevelopment – construction near completion
2. Epworth Eastern hospital \$60M in 2004 and further expansion mooted.
3. Box Hill Institute of TAFE – 2 expansion projects in last 5 years.
4. Box Hill Gardens – multi-purpose court, circuit track, water harvesting (award winning masterplan and projects)
5. Grocon 20 storey (20,000m<sup>2</sup>) office building for ATO – currently under construction
6. DOJ building - completed
7. New regional police station (incl. home to transit and PSOs) – completed
8. Urban improvement works \$6M + (Whitehorse Road, Station Street, Carrington Rd, central laneways)
9. Aqualink Box Hill \$30M+ (aquatic centre and major sporting facility)

### 10 Major Residential Investment

10. 545 Station Street (Box Hill Tower) 34 storey – 419 apartments + retail
11. 1 Archibald St – 10 storey – 103 apartments
12. 5-7 Bruce St – 9 storey – 64 apartments
13. 19 Irving Av – 7 storey – 40 apartments
14. 1 Elland Av – 9 storey – 49 serviced apartments
15. 2-4 Elland -10 storey - 116 dwellings
16. 6-8 Wellington Rd. – 9 storey – 82 apartments
17. 19-21 Poplar St – 8 storey – 87 apartments
18. 17 Poplar - 8 storey – 63 apartments
19. 5 Poplar – 6 storey – 35 apartments
20. 5 Rodgerson – 7 storey
21. 710 Station Street – around 10 storey
22. 712-714 Station Street – around 10 storey



# box hill has a highly supportive planning environment and investment pipeline:

**Box Hill has had an Urban Design Framework since 2002, and a Structure Plan since 2007.**

**The strategic planning environment supports and promotes appropriate intensification within the core area.**

**In the five year period starting in 2010-11 financial year, Council will invest around \$47 Million in public works projects to improve Box Hill, including**

- Urban realm improvements including new high quality footpaths (bluestone, granite and exposed aggregate) for Whitehorse Road, Station Street, Carrington Road, central laneways; drainage works; and new bespoke street furniture.
- Redevelopment of the Aqualink Box Hill recreation facility
- Box Hill Gardens – multi-purpose courts and amenities; 1 kilometre circuit track; WSUD water harvesting

**In addition, Council has also completed in recent years:**

- Box Hill Mall upgrade,
- Bruce Street pedestrianisation project
- Whitehorse Road median upgrade and creation of a new plaza space
- Wayfinding signage
- Laneway improvements
- CCTV and lighting upgrades and additions
- Box Hill Gardens Master Plan
- \$6.5M redevelopment of the iconic Box Hill Town Hall and Community Hub

*box hill today:*



Box Hill is a great place and is constantly getting better.



# box hill is the transport centre:

**Box Hill is the busiest transport hub in the eastern suburbs, providing access to the Belgrave and Lilydale train lines, 109 Tram to City and Port Melbourne as well as 21 bus routes, including SmartBus and direct services to Deakin University.**

**Box Hill train station provides for 20,000 people movements per weekday.**

**44% of people walked all the way to the station and 40% interchanged from other forms of public transport** (Box Hill Access & Mobility Plan, 2011, DoT Data)

**Box Hill bus interchange provides for 16,740 passengers per day (2011).**

**That's 24% more passengers than 5 years previously, due largely to Smartbus services.**

**25% (5,000 pax.) of passengers entering the train station are interchanging from the bus station.**

(Box Hill Access & Mobility Plan, 2011, derived from Booz Allen & Hamilton research in 1998 and DoT Data)



# box hill is amongst the top 3 busiest interchanges outside of Melbourne's CBD

comparable only with Dandenong and Footscray. (PTV Data, 2012)



## Footscray

27,500 Passenger Movements  
(Average Weekday 2008-2012)

Connecting Bus & Tram

Major renovation underway,  
scheduled completion 2014



## Box Hill

21,200 Passenger Movements  
(Average Weekday 2008-2012)

Connecting Bus & Tram

Construction completed 1980s.



## Dandenong

17,600 Passenger Movements  
(Average Weekday 2008-2012)

Connecting Bus

Construction completed 1995,  
recently funded for further  
upgrade to bus interchange.



## Ringwood

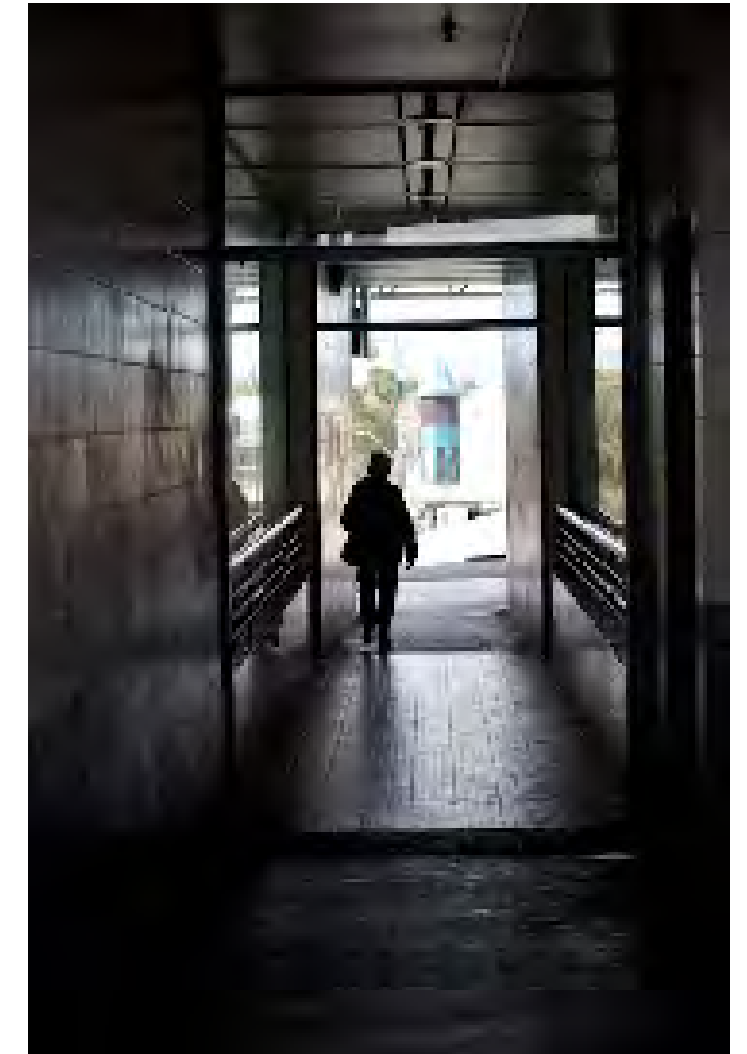
11,800 Passenger Movements  
(Average Weekday 2008-2012)

Connecting Bus

Recently funded upgrade to bus  
interchange:

\$66m Govt. + QIC co-investment

# box hill transport interchange



Few changes have occurred at Box Hill Interchange since it was completed in the 1980s.

- There is little visual connection between the station concourse and the bus interchange (photo, right).
- The interchange has compromised DDA accessibility, requiring patrons to wait in a disused loading bay for station access after hours (photo, far right).



# demand in box hill is only going to grow:

As traffic congestion increases in the centre it will become more important to encourage mode shift to public transport to allow for both residential and employment growth.

PTV figures project continual growth in demand for train services at Box Hill, up to 38,000 movements per weekday in 2030. This growth is faster than general population growth in the region. (PTV Data)

**98% of people who work within Box Hill Activity Centre live outside of the centre. Currently 66% of these people drive.** (analysis by REMPLAN for City of Whitehorse)

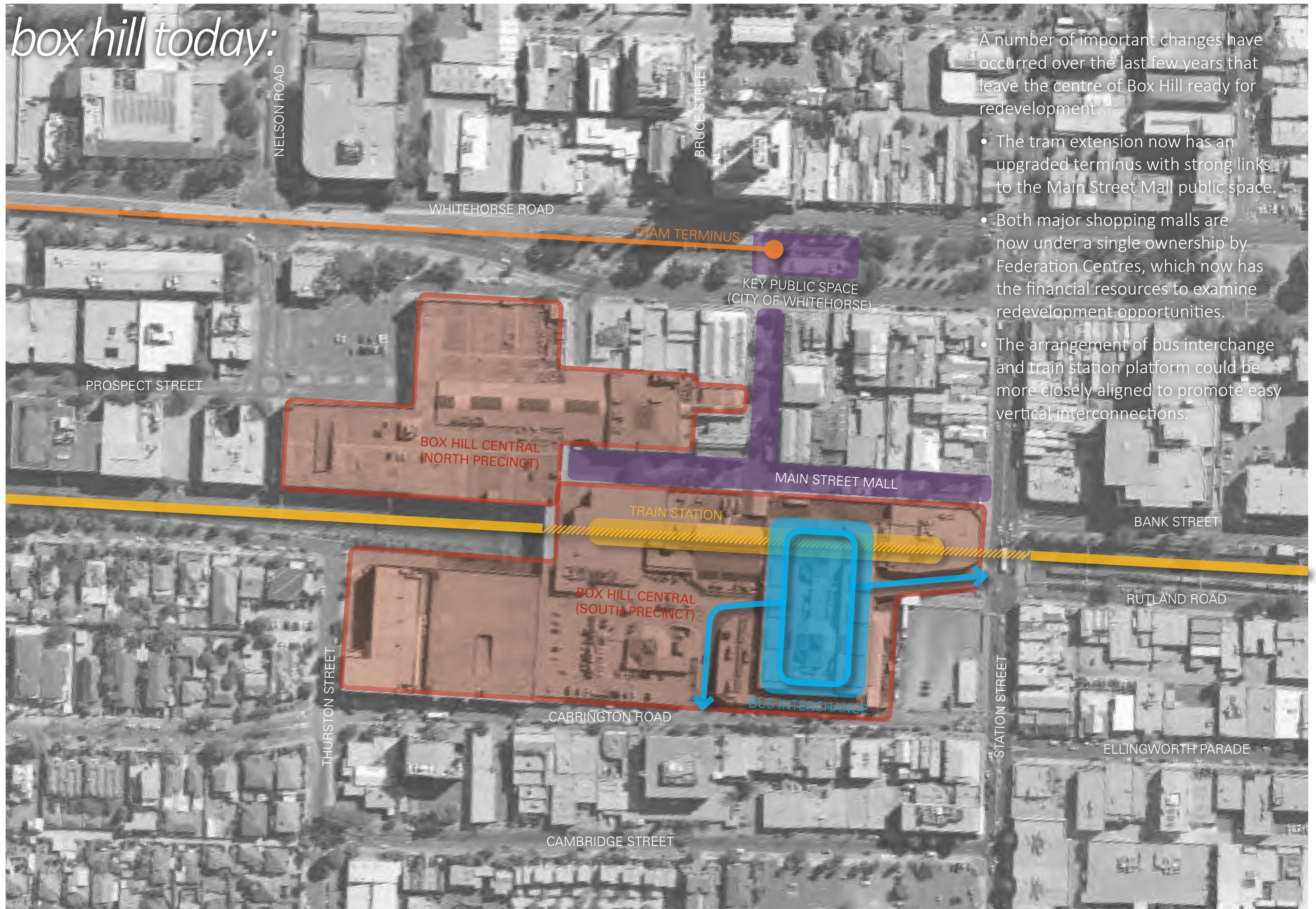
**Most apartment and mixed-used developments approved over the last five years have received a reduction in statutory requirements for car parking. With fewer car spaces and more residents demand on transport will continue to rise.**



# box hill today:

A number of important changes have occurred over the last few years that leave the centre of Box Hill ready for redevelopment.

- The tram extension now has an upgraded terminus with strong links to the Main Street Mall public space.
- Both major shopping malls are now under a single ownership by Federation Centres, which now has the financial resources to examine redevelopment opportunities.
- The arrangement of bus interchange and train station platform could be more closely aligned to promote easy vertical interconnections.





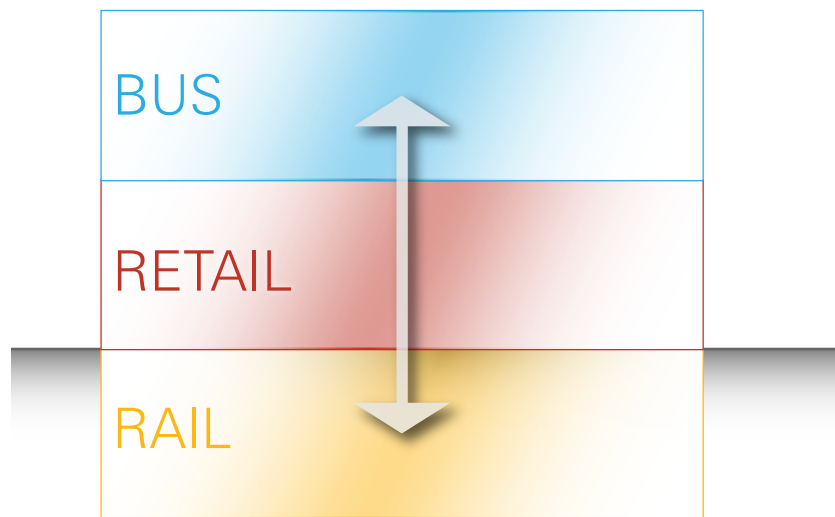
# proposition:

13

June 2014

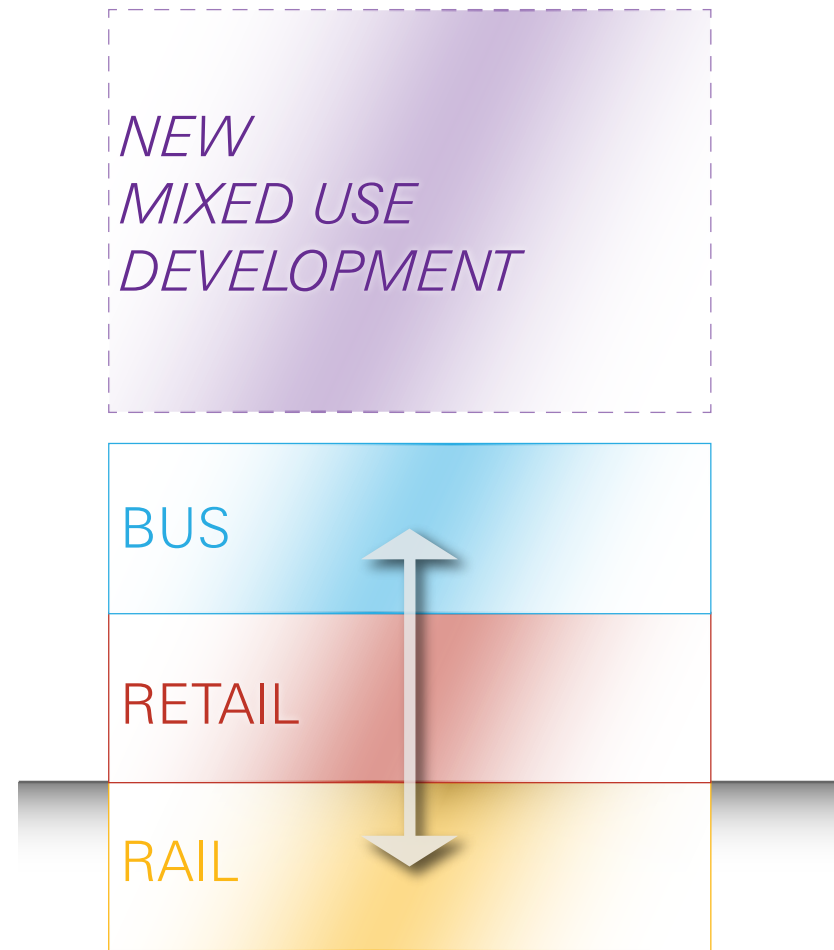
Box Hill Transport Interchange

mgs



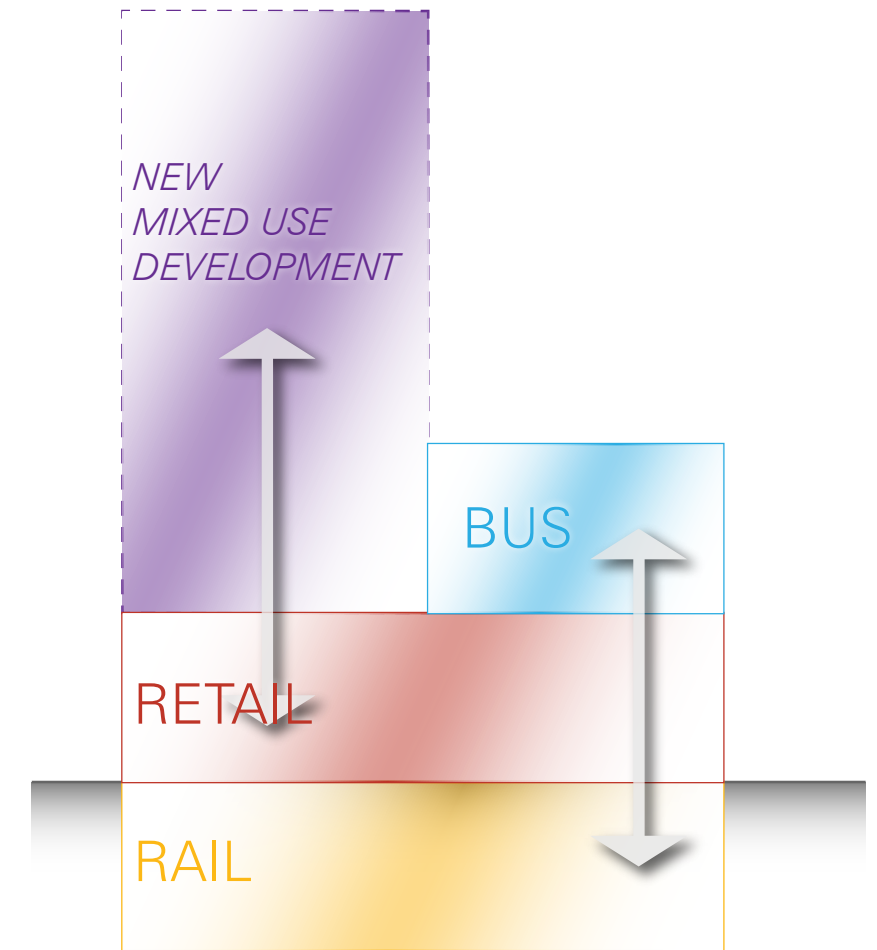
## Opportunity 1: Improve interchange functionality

An upgrade to the interchange alone would address the transport access and capacity issues, but does little to increase the development of the centre and could be costly.



## Opportunity 2: Improve interchange functionality + encourage further redevelopment

Any upgrade to the interchange should also allow for further air-rights development at a later stage, but this requires close partnerships and aligned development timeframes for success.



## Opportunity 3: Improve interchange functionality + simplify strata relationships

By clarifying the ownership arrangements prior to development greater flexibility can be achieved and development risk can be contained.

higher expenditure

unlock the potential for value capture





# *opportunities:*

## **Revenue to the State from relocated commuter car parking?**

If the 500+ commuter car spaces are relocated elsewhere on the rail line this would be available for sale or transfer, opening up opportunities for further retail or non-retail development without the need for new car spaces.

## **Increased patron capacity, passenger safety and security from an improved transport interchange.**

## **Strong opportunity for partnership between public and private sectors.**

Federation Centres has a large footprint on both sides of the rail line and is a logical partner for further engagement.

MAIN STREET MALL

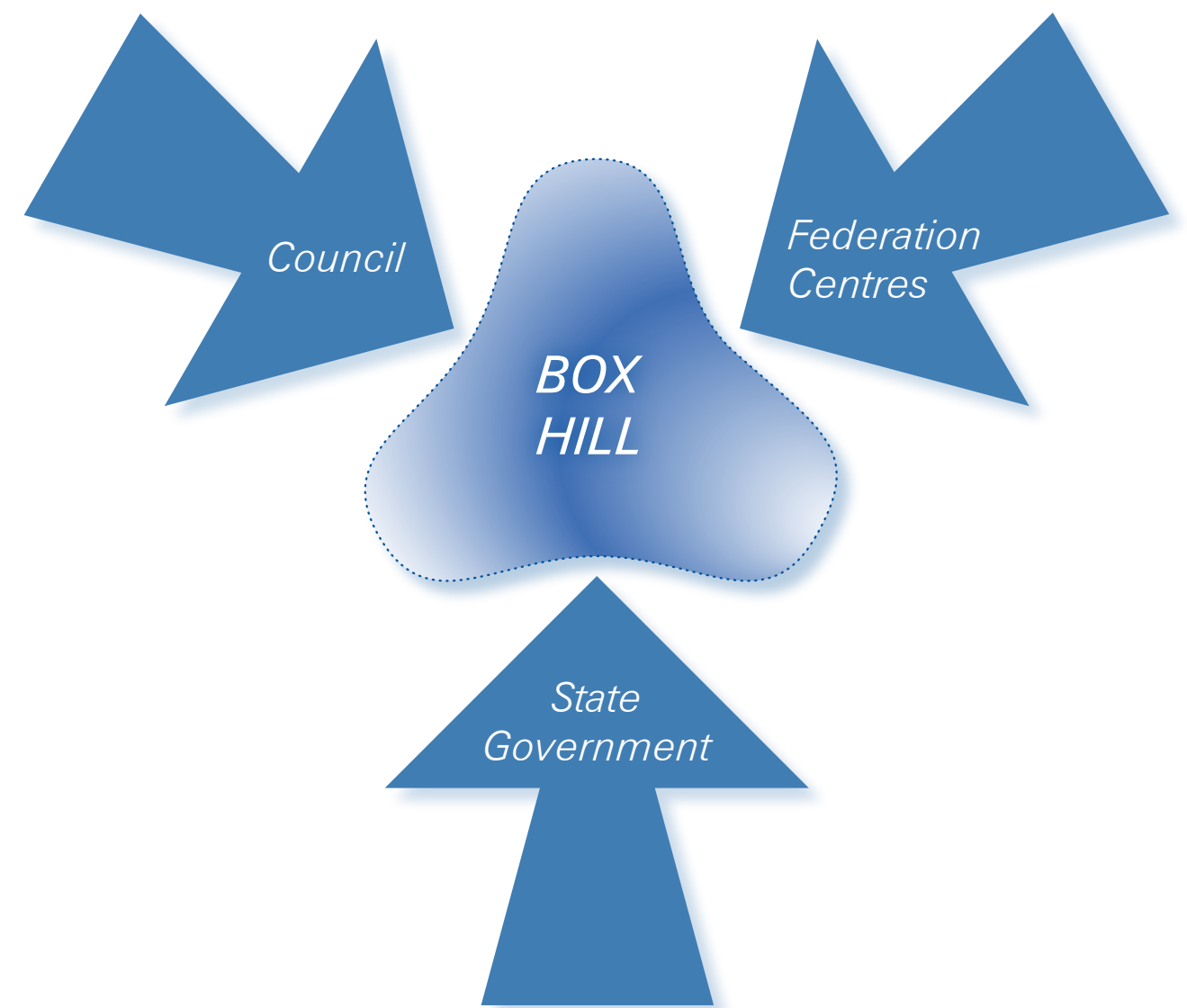
STATION STREET

CARRINGTON ROAD

# next steps:

Funding is now required for a feasibility study to determine a detailed plan for future development.

This study should strongly engage with all significant stakeholders to establish a partnership model for the centre.



By sorting out the ownership structure and tenancy arrangements the study will help unlock development potential and facilitate value capture.