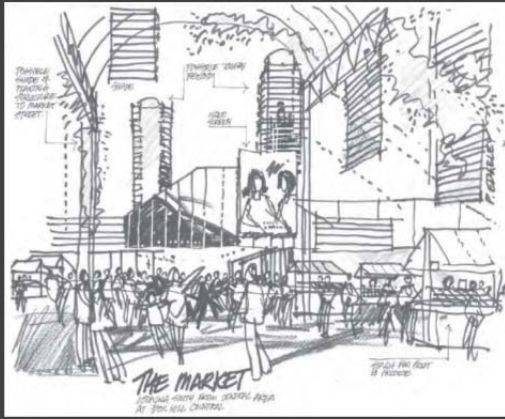


Building a Better Box Hill



Through cooperative redevelopment of the Box Hill transport interchange & town centre



Box Hill First stakeholders group requests that the Victorian Government commit funding to the development and assessment of a full business case in 2016 for redevelopment of the Box Hill transport interchange and town centre.

Key messages

- 1. Strong state policy direction for significant growth in Box Hill and exemplar of Transport Oriented Development.**
Current state policy and strategy (including *Plan Melbourne* and the *Transport Integration Act*) recognises Box Hill as a centre of regional and metropolitan significance, particularly with regard to jobs, education, health and transport. Box Hill is an opportunity for the Victorian Government to be a leader in creating an exemplar of polycentric planning and Transit Oriented Development. This opportunity could be similar to the NSW Government's leadership on centres such as Parramatta and Chatswood.
- 2. Box Hill is booming now.**
Significant growth has and is occurring in Box Hill, across health, education (over **60,000 students**), community services, housing (over **2300 new dwellings** and **26% population growth**) and employment (**26,000 jobs**).
- 3. Significant further growth is planned for Box Hill.**

\$4.2 billion in identifiable property and institutional investment prospects are planned over the next 12 years.

- 4. Future growth is dependent on infrastructure renewal.**
Over **\$3 billion** of investment is 'contingent' on state government clarification regarding required transport infrastructure and station renewal.
'A range of factors suggest that necessary decisions are imminent for Box Hill infrastructure, and delay may place a wide array of developmental opportunities and job creation impacts at risk' (Hale, 2015).
- 5. Redevelopment of the Box Hill transport interchange is highly beneficial from the state economic perspective.**

\$188 million in direct transport benefits has been identified.

'...timely redevelopment of the transport interchange offers the opportunity to underpin around \$3 billion in broader economic benefits ...' (Hale, 2015)

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6. Jobs

Opportunity to create 11,000 Jobs

6,400 construction jobs and 4,600 new and ongoing jobs, (Hale, 2015).

7. Transport is critical.

Box Hill is a destination for access to jobs, education, health and community services. Box Hill is also a hub for movement through the eastern region of Melbourne. Significant growth in population and jobs is putting pressure on existing transport. State and local initiatives to support access and travel demand (including reduced car parking and mode-shift) put further pressure on public transport.

8. Transport capacity limitations.

The current transport interchange is at or near its safe and effective design capacity. Patronage growth forecasts indicate that patronage **numbers will double by 2039 to 61,000 daily passenger movements.**

Patronage is expected to **increase by 33% in the next 9 years** (to 40,000 passengers per day), making decisions on the future of the facility imminent.

9. A solution is needed for existing problems.

A substantial amount of strategic work has already been undertaken for Box Hill. The problems of the current transit facility are well understood and documented. These include disability access and compliance.

10. Government action is needed to remove the existing barriers to development on the Box Hill Central site.

Including removal of limitations of the existing lease, and clarity on matters such as access, car parking and wayfinding. An optimal solution will require cooperative planning and investment by State Government and land owners, including Vicinity Centres.

11. Existing options for redevelopment of the transport interchange are inadequate without full consideration of opportunities for precinct redevelopment.

12. Redevelopment options must respond to future demand.

13. Redevelopment options must include interchanges to all other transport/travel modes.

14. Redevelopment options must unlock and contribute to urban renewal opportunities in the Box Hill town centre.

15. Redevelopment options need to address and contribute to placemaking / urban design outcomes for Box Hill.

Conclusion

Box Hill – “Melbourne East - Future Ready City” What / Who are the Enablers?

The investigation undertaken in the preliminary business case by *Box Hill First* does not provide the answers for a comprehensive solution for Box Hill. However, the consultation and appraisal undertaken by one of Australia's leading transport economics experts, underscores the outstanding **value** and **logic** of the **opportunity** awaiting Government **investment** and the **significance for Victoria**. It also highlights the **support** and **readiness** of key stakeholders to **collaborate** with the State Government.

Box Hill First, with the support of the regional economic development groups, submit that Box Hill presents an undeniable value proposition for Victoria that is an **economic enabler** by unlocking **growth** through **new business** and **job provision**. Action by the State Government through a full business case planning exercise is a sound investment and worthy of state funding.

2016 is an appropriate time to commence this work as major decisions loom regarding the Box Hill transit facility in the near term. Deliberate steps toward infrastructure transformation are necessary now, starting with productive discussions with the Box Hill Central shopping centre operator, Vicinity Centres.

Endorsed by Box Hill First stakeholder group

(including, Whitehorse City Council, Vicinity Centres, Box Hill Institute, Deakin University, Epworth Eastern Hospital, Carrington Health, Box Hill RSL, Salvation Army Box Hill, Asian Business Association of Whitehorse, Whitehorse Business Group, Asian Pacific Group, Fenton Partners, Transdev, Ventura Bus lines, Metro Trains Melbourne)

