

**Combined Residents of Whitehorse  
Action Group (CROWAG) Incorporated.**

ABN 40385662637 Inc. No A0104002C

Email - crowag.inc@gmail.com

Web - www.crowag.org



**Submission to the Suburban Rail Loop East Precincts Standing  
Advisory Committee - Box Hill.**

**21st October 2025**

**Introduction.**

This submission is on behalf of The Combined Residents of Whitehorse Action Group (CROWAG). My name is David Morrison, Secretary of CROWAG.

CROWAG is a non-political, peak organisation in Whitehorse. It advocates for Whitehorse community and its well-being. CROWAG is made up of 13 affiliate resident groups and many individuals.

We are grateful for the opportunity to make this submission.

We acknowledge that there is a housing emergency and also in a developing climate emergency, both of which need urgent action however only one is being dealt with through this planning amendment.

Our submission endeavours to express some concerns that will impact the people who will live and work in Box Hill for generations to come - the third group of stakeholders after government and developers.

**Federation Brickworks Site.**

I have been overseas and not had the benefit of following the hearing. I find in at least one matter there has been a significant amendment. The Schedule 5 to clause 37.10 Precinct Zone as agreed between the SRL authority and Paleo dated 30.9. 25, is significantly different from that advertised with the amendment C255. Not only are there significant changes, but they are also not highlighted or marked up with track changes.

The changes now allow a comprehensive development of the site with increased density as well building heights to increase from 5-6 storeys to up to 10 storeys in the centre. Mont Albert Road is extended through to Surry Drive in place of an active transport link for cycling and walking.

The changes if accepted by the Panel increase the windfall profit value for Paleo and consequently the cost ratepayers or taxpayers would have to pay to acquire it for public open space.

The brickworks site should instead, under the structure plan, be reserved for Future Public Open Space in line with the communities' vision for the site and a master plan be developed ahead of any consideration for development.

The amended schedule 5 adds to the diminished confidence that the community has in the consultation process. The clear desire of the community is for the Federation Brickworks site to be Public Open Space; this was not reflected in the SRL vision document.

**Under specific issues related to Urban Design – public open spaces - weather the planning for open space is adequate.**

**CROWAG has advocated for a long time that the Federation Brickworks Site be public open space. We understand that it could take a number of years to remediate because of contamination. Open space is the best community use of the site. A well designed park with sporting facilities open space parkland, perhaps a botanical garden well planted with canopy trees would be a great asset for the Box Hill community and would provide an opportunity to recover lost tree canopy from private development and recent big build projects like the Northeast Link, Suburban Rail Loop and level crossing removal projects.**

**Pocket parks, though important do not meet the needs of the broader community.**

### **Mont Albert Road Extension.**

The implications of the change to Schedule 5 on the future of the brickworks site for public open space are clear. The changes will make public acquisition more expensive and more difficult. The extension of Mont Albert Road will also have long term negative traffic impacts.

The cycling/walking opportunities outlined in Objective 16 will be compromised. Safe direct active transport infrastructure is required to create a modal shift.

A road connection extending Mont Albert Road through to Surrey Road will provide additional traffic accessing Box Hill from Mont Albert Road and Elgar Road. Also opening an east west (rat run) south of Box Hill centre between Middleborough and Elgar Road. Traffic volumes would increase making cycling less safe and less attractive for walkers.

The structure plan needs strategies to reduce traffic volumes and speeds and increase active transport and green links. The connection from the brickworks site to Station Walk is a critical link in improving active transport connectivity to Box Hill business and transport core.

## **Addressing Some Urban Design Specific Issues**

### **Active transport**

Two of CROWAG's affiliate groups are active transport organisations who advocate for better active transport outcomes. The Whitehorse Active Transport Group (WATAG) and Metropolitan East Bicycle Users Group (MeBug)

Objective 16 as outlined in the structure plan, which seeks to encourage a modal shift is supported, however the proposed time tane and the scope is not ambitious enough.

Objective 16

Create a legible and safe active transport network

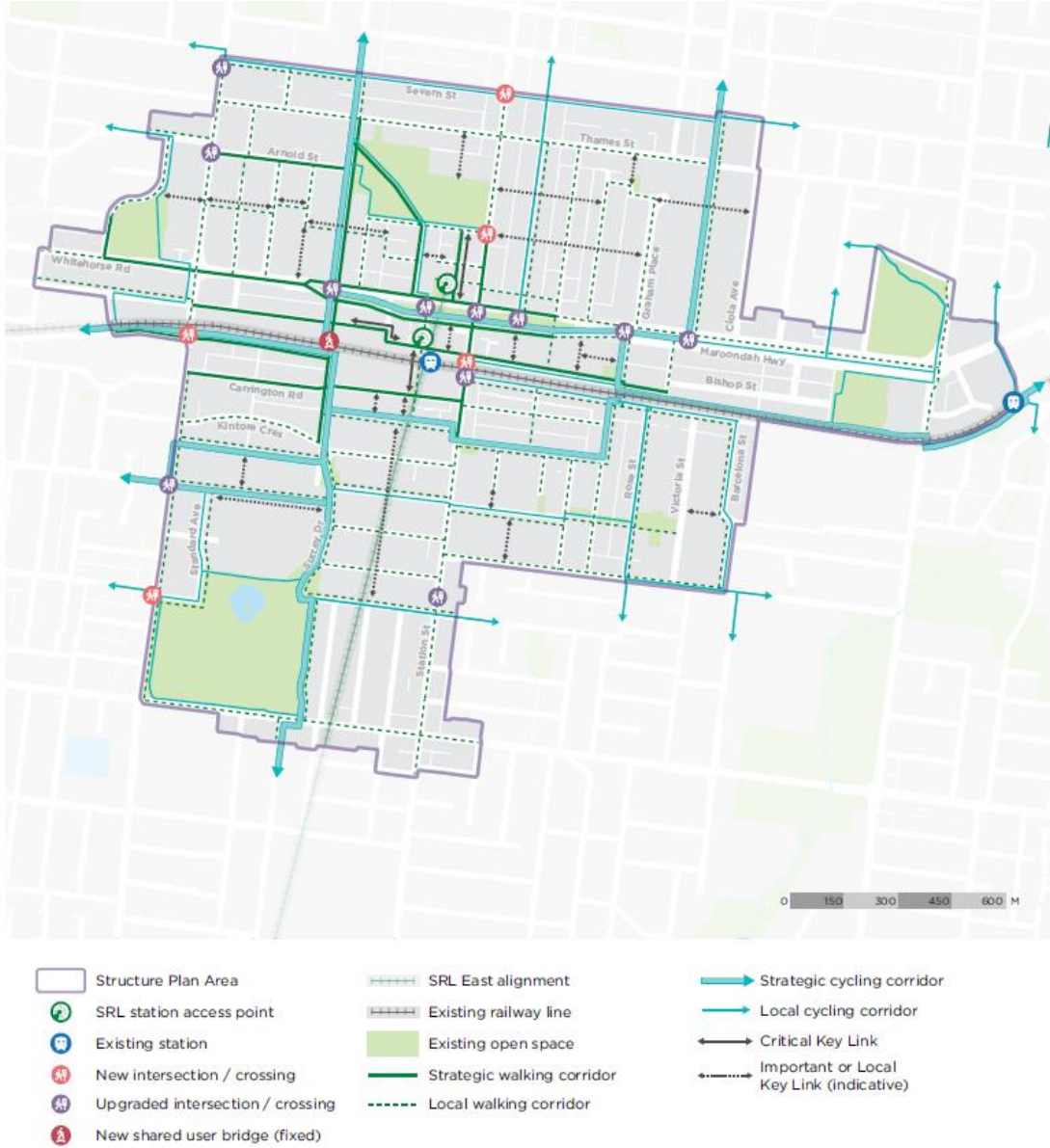


Figure 1. Map depicting the proposed active transport network Draft Structure Plan Page 73.

It is pleasing to note the need for the Thurston connection is acknowledged again, as it was in the 2007 Box Hill Structure Plan, however now placed into the long-term action list, the level of service for cyclists, pedestrians and commuters will continue to be very poor.

Box Hill is bisected by the Ringwood to Melbourne railway line. Like a river the railway line is a barrier to movement to and from either side. In 1956 when Victoria had a population of 2.6 million, residents were able to cross at 5 locations between Elgar Road and Laburnum station, 2 road crossings and 3 pedestrian crossings at natural ground

level. A local trip to Surrey Dive from Box Hill North for a swim could be easily managed by car, on foot or bicycle. Roads were not congested, and the settlement pattern was open.

By 1964 commercial development to the east of Prospect Street had seen the nearby rail pedestrian crossing gone. And by 1975 the second pedestrian crossing between Elgar Road and Station Street had also gone.

**Under specific issues related to Urban Design the panel questions if planning for active transport is appropriate. We would suggest it is not. It could well be 40-50 years before the 2007 Action - 'Grade separated access for pedestrians and bicycles across the railway to link Thurston Street to Nelson Road.' Is a reality. The number of resulting additional car journeys from that delay would be very significant.**

The importance of well designed safe active transport infrastructure is well known. To achieve the modal shift expected of the structure plan high quality infrastructure needs to be complete early to demonstrate to future residents that a car is not needed. Habits are hard to change and building active transport infrastructure at the end will not attract the same number of users. Early development means less cars used for all the following years, and active transport infrastructure is relatively cheaper.

Key projects that would make a big difference include:

- The Thurston Street rail bridge, urgent and soon, Vicinity have approved plans to remove the existing crossing.
- Protected bike lanes linking the Box Hill to Ringwood trail to the Koonung Trail along Nelson Road and beyond.
- A link from the Box Hill to Ringwood trail west to Mont Albert and beyond
- Protected bike lanes along green streets linking residential areas to Box Hill Central
- A direct connection between Box Hill/Ringwood trail and the future Box Hill/Hawthorne trail. The ghost platform 4 at Box Hill station could provide the linkage.

## Transport and Traffic Infrastructure

How well does the draft structure plan and amendment align to the [Integrated Transport Strategy](#):

- **Traffic congestion** and parking impacts due to future increased demand generated by whole of Box Hill development.
- **Significant increase in traffic flow** north and south generated by the North East Link project once completed.
- **Proposed Thurston Street overpass.** The extension of Nelson Road to the future Thurston Street bridge is proposed in the longer term.
- **Nelson Road** becomes the major entry and exit point for all of the northern Vicinity development between Elgar Road and Station Street. It also is the primary cycling corridor N/S and will connect to the future shared path link across the Thurston Street overpass.

Dedicated protected cycle lanes must be included along Nelson Road from the Thurston Street overpass.

- **Poor service for Cyclists** - Why is such an unsafe poor, service for cyclists proposed on roadways. At the very minimum, for the number of bicycles anticipated in a redeveloped Box Hill, protected cycle lanes must be a requirement of new roadway development. Cycling trips during the 2 hours of the morning peak, when car parking demand, and road conflict, is also higher makes for unsafe cycling. To maximise the benefits of cycling, infrastructure needs to cater for the 60% of interested but concerned cyclists.
- **Avoid Accidents** - 49% of cyclist road deaths in Victoria occur in 60km/h zones or less. In the 10 years, Feb 2013 to Feb 2023 [TAC statistics](#) show that in Melbourne, 3517 cyclists were hospitalised from road accidents. For new developments of infrastructure seeking to meet the next 30 years of cycling demand, the safest solutions must be prioritised. Guidance from the best international cycling cities must be considered.
- **Aligning with [Victorian Cycling Strategy 2018-28](#)** Does the Structure Plan align with strategic approaches and goals set out in the Victorian Cycling Strategy?

The Strategy has a fundamental objective to increase cycling as a transportation mode for commuter or education trips up to 45 minutes, from home to work or education, or local shorter trips to the station, shops or schools. Its key aims are:

- **a safer system**
  - The strong message from community consultations was that safety (both real and perceived), is the most important determinant of whether people cycle.
- **provide a consistent lower stress cycling experience.**
  - Cyclists' biggest concern is traffic stress (the potential or actual stress arising from the interactions with motor vehicles)
  - Cyclists can also be stressed by other factors including hills and delays

People make their choice to cycle based on the highest level of traffic stress that they expect to encounter on a particular route. If the stress is too high, many people (particularly the interested but concerned) will decide not to cycle on a route.

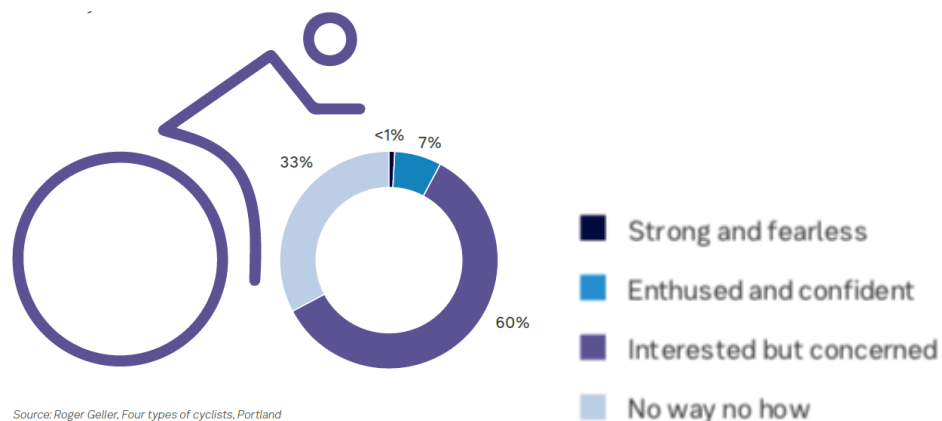


Figure 1. Cycling attitudes and behaviours.

Underpinning the Victorian Cycling Strategy is the concept that *'people can be grouped into four types according to their cycling attitudes or behaviours'*.

1. **Strong and fearless** - cycle regardless of road conditions (<1%) ready to mix with traffic.
  2. **Enthused and confident** - already riding (7%), but they could ride more.
  3. **Interested but concerned** - (60%), varying age and cycling ability, are put off by the need to ride close to motor vehicles and pedestrians, especially on higher-speed, higher-volume roads or where conflicts are more likely. The highest priority group to encourage by investment in safer and lower stress infrastructure.
  4. **No way no how** (33%) will not cycle because they can't or have no interest.
- 
- **The poor outcome for active transport** - With no short-term commitment to a N/S Thurston Street overpass with loss of direct N/S and E/W links a key incentive for a modal shift will be lacking.
  - **E bikes have taken off**, and many alternative bike configurations are in use. On road and end of trip infrastructure needs to accommodate these changes. Food delivery riders are the most prevalent e-bike users in central Box Hill. They are also frequent users of the loading bay bridge. They and other riders will be forced onto the more dangerous Station Street and Elgar Road alternatives while awaiting the Thurston bridge connection.
  - **Will the primary routes of the principal bicycle network be kept open** - north/south and east/west, during the Vicinity development phase and the SRL development phase the current loading bay link will be unavailable. It could be 10-15 years, under the current structure plan before the Thurston Street overpass is constructed. What is the maximum acceptable interruption to a primary cycling route. Would we accept loss of an arterial road for a similar time?

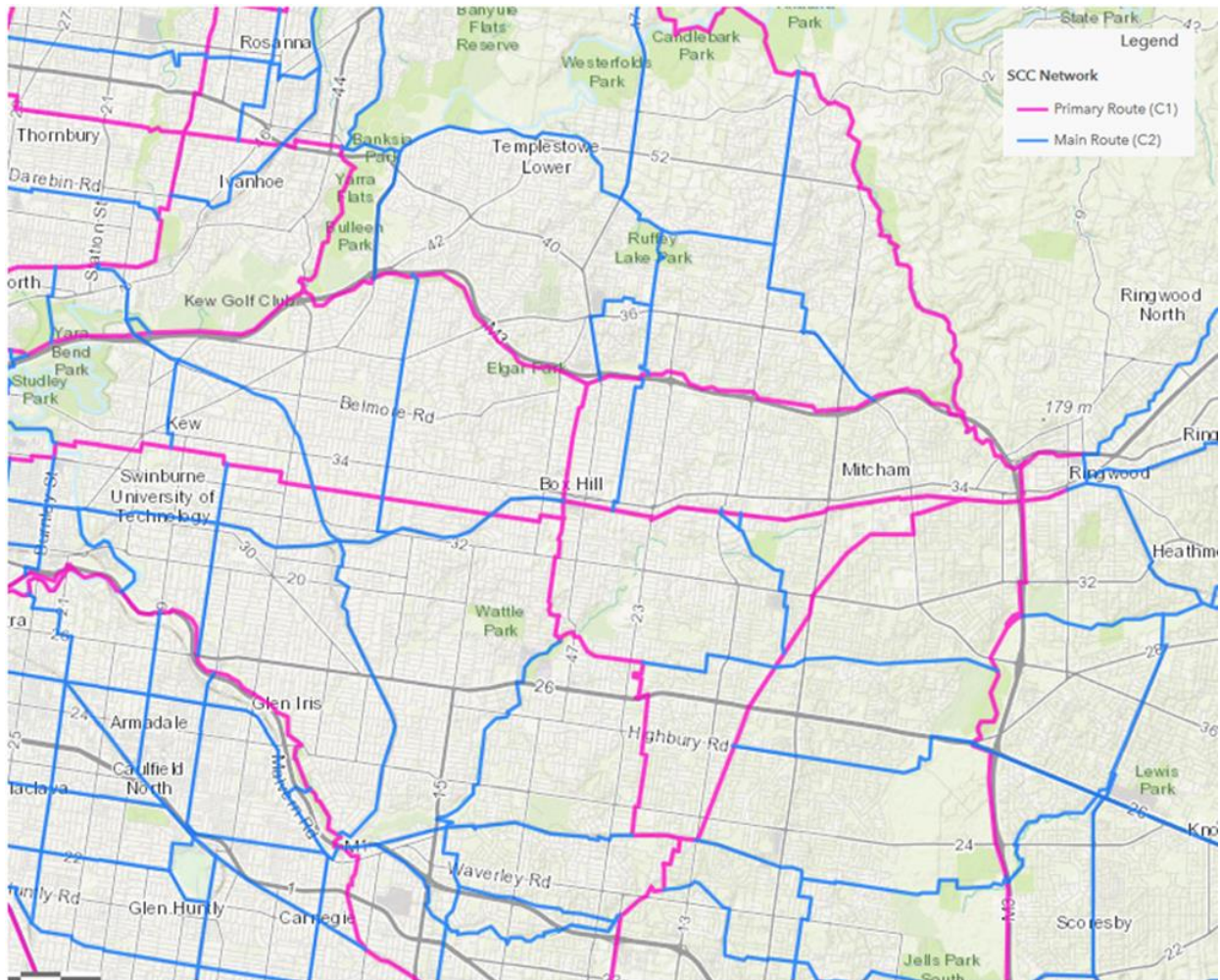


Figure 2. Overview of the Strategic Cycle Corridors through Box Hill.

With new development shaping the next 30-50-100 years, the best active transport outcomes must be achieved.

### Climate.

Whilst acknowledging the future climate issues, the strategies of the structure plan, to increase housing density, fail to build in the necessary climate mitigation strategies into the plan.

The Climate Response Plan states that *‘Under a Future Accelerated State, where changes to address sustainability challenges are implemented through policy and planning approaches to deliver accelerated sustainability outcomes, a number of sustainability opportunities have been identified that support the Box Hill Structure Plan Area achieving regional sustainability policy objectives, and the Vision.*

The Climate Response Plan is saying that if its recommendations are built into the planning scheme then sustainability objectives can be achieved.

The Structure Plan will ‘bake-in’ planning decision that have implications for Box Hill for the next 50 – 100 years and beyond. The failure to integrate meaningful landscape and tree canopy

targets into the planning amendment C255 demonstrates a mindful lack of willingness to *deliver accelerated sustainability outcomes*.

Landscape and tree canopy on development sites provide the range of passive services needed for human health including passive cooling, shading amenity, habitat, filtering CO<sub>2</sub> from the air and providing O<sub>2</sub>.

Schedules to 43.06 - 5,6,7 and 8

## **Setbacks.**

Front Setbacks in Schedules 5 and 6 are only specified for Station Street, Nelson Road and Prospect Street. The lack of a specified front setback for the remainder of sites implies no setback is required. **Box Hill has narrow footpath, building to boundary will crowd the street level amenity reducing the perception of safety. Developers should be nudged to provide meaningful setbacks at street level to ensure a high level of street amenity and space for pedestrians, and active transport users.**

The trade off for high rise development needs to be adequate private open space and more generous setbacks to allow for landscaping and meaningful canopy tree planting.

Wider setbacks provide more space for landscaping and canopy cover that shades users (pedestrians, cyclists) etc. as well as road surfaces, and wider footpaths encourage a modal shift to walking/cycling that is sought to be achieved.

If minimum setbacks are allowed through the structure plan narrow street canyons will be the future feature of central Box Hill.

**A key issue is Whether the proposed Voluntary Public Benefit Uplift Framework is appropriate in respect of the spatial application of the framework in Box Hill. We suggest that it must be used to increase setbacks and make footpaths wider.**

**Another key issue is whether proposals meeting Environmentally Sustainable Design (ESD) requirements should be able to access the public benefit framework. This does not make sense. Proposals must meet ESD requirements. They should not be allowed to trade off what is a requirement for additional height. Only concrete demonstrable public benefits should be rewarded.**

**An explicit use of the Voluntary Benefit Uplift Framework should include guidance as to the preferred outcome and public benefits of wider street frontages.** For example, properties along station street Box Hill between Whitehorse Road and Cambridge Street should be encouraged to provide wider street frontage by a setback at street level. To do otherwise risks locking in poor amenity for the next century.

The Voluntary Benefit Uplift Framework makes the decision too discretionary in favour of the developer choice. Developers need to be nudged to provide the street amenity in this case. Other areas may need better active transport links and consequently need to be nudged in that direction.

Setbacks for all Schedules are inadequate and as they currently stand don't support the week tree canopy provisions.

Generally, except for the core area of Box Hill, the minimum front setback is 3m or 4m with minimum side setback of zero or 2m depending on the overlay. Landscaping opportunities are limited in the front setback of 3m, where there is only space for a type A canopy tree. Type A canopy trees will grow to 6m with a spread of 4m, providing, when mature, little more shade than a beer garden umbrella.

Setbacks should not be discretionary.

<p>Clause 43.06-7.5 Front setbacks, street wall heights, setbacks above the street wall and landscaped setbacks (BF05)</p>	<p><b>Minimum front setback:</b></p> <ul style="list-style-type: none"> <li>▪ Area A: <ul style="list-style-type: none"> <li>• 3 metres front setback to a height of 21 metres with an additional 4m setback above a height of 21 metres.</li> </ul> </li> <li>▪ Area B and Area F: <ul style="list-style-type: none"> <li>• 3 metres front setback to a height of 14 metres with an additional setback of 2 metres and to achieve a 45° plane (or less) when measured from the opposite street boundary above a height of 14 metres.</li> </ul> </li> <li>▪ Area C: <ul style="list-style-type: none"> <li>• 3 metres front setback.</li> </ul> </li> </ul>	<p>This is a discretionary standard.</p>
--	--	--

Figure 3. SCHEDULE 7 TO CLAUSE 43.06 BUILT FORM OVERLAY

## Tree Canopy.

SLO9 controls should continue to be applied. The controls in VC289 effectively replicate what is proposed in the structure plan which is inadequate to achieve the 30% Plan Victoria target or meet councils Urban Forest objectives.

### WHITEHORSE PLANNING SCHEME

Clause 43.06-7.12 Landscaping and fencing (BF12)	<p>In Area A, Area B, Area C and Area F:</p> <ul style="list-style-type: none"> <li>A development should meet the following landscaping requirements: <ul style="list-style-type: none"> <li>A minimum deep soil area of 15 percent of the total site area.</li> <li>Canopy trees provided in accordance with Tables 3.1, 3.2 and 3.3.</li> </ul> </li> </ul> <p><b>Table 3.1 – Canopy Tree Requirements</b></p> <table border="1"> <thead> <tr> <th>Deep Soil Area</th> <th>Canopy tree</th> </tr> </thead> <tbody> <tr> <td>50sqm or less</td> <td>At least 1 Type A tree</td> </tr> <tr> <td>51 - 100sqm</td> <td>At least 1 Type B tree</td> </tr> <tr> <td>101 - 200sqm</td> <td>At least 2 Type B trees</td> </tr> <tr> <td>201sqm or more</td> <td>At least 3 Type B trees</td> </tr> </tbody> </table> <p><b>Table 3.2 – Soil Requirements for Trees:</b></p> <table border="1"> <thead> <tr> <th>Tree Type</th> <th>Area of Deep Soil</th> <th>Minimum Plan Dimension</th> </tr> </thead> <tbody> <tr> <td>Type A</td> <td>12sqm</td> <td>2.5m</td> </tr> <tr> <td>Type B</td> <td>49sqm</td> <td>4.5m</td> </tr> </tbody> </table> <p><b>Table 3.3 – Tree Types:</b></p> <table border="1"> <thead> <tr> <th>Tree Type</th> <th>Minimum Canopy diameter at maturity</th> <th>Minimum height at maturity</th> </tr> </thead> <tbody> <tr> <td>Type A</td> <td>4m</td> <td>6m</td> </tr> <tr> <td>Type B</td> <td>8m</td> <td>8m</td> </tr> </tbody> </table> <p>Front fences should be constructed with high quality materials and be visually permeable.</p>	Deep Soil Area	Canopy tree	50sqm or less	At least 1 Type A tree	51 - 100sqm	At least 1 Type B tree	101 - 200sqm	At least 2 Type B trees	201sqm or more	At least 3 Type B trees	Tree Type	Area of Deep Soil	Minimum Plan Dimension	Type A	12sqm	2.5m	Type B	49sqm	4.5m	Tree Type	Minimum Canopy diameter at maturity	Minimum height at maturity	Type A	4m	6m	Type B	8m	8m	This is a discretionary standard.
Deep Soil Area	Canopy tree																													
50sqm or less	At least 1 Type A tree																													
51 - 100sqm	At least 1 Type B tree																													
101 - 200sqm	At least 2 Type B trees																													
201sqm or more	At least 3 Type B trees																													
Tree Type	Area of Deep Soil	Minimum Plan Dimension																												
Type A	12sqm	2.5m																												
Type B	49sqm	4.5m																												
Tree Type	Minimum Canopy diameter at maturity	Minimum height at maturity																												
Type A	4m	6m																												
Type B	8m	8m																												

Figure 4. SCHEDULE 7 TO CLAUSE 43.06 BUILT FORM OVERLAY

There is no mandated target % for tree canopy in the draft structure plan, Plan for Victoria seeks 30% canopy cover. Dr Greg Moore talks about the UNECE standard – (United Nations Economic Commission for Europe) – 3, 30, 300 rule – where you should be able to see 3 trees from your house, 30% canopy tree cover and be within 300m to public open space. From intersection Carrington and Surrey Road, it is more than 500m to usable public open space.

VC267 (Townhouse and Low-Rise Code) has 10% for 1000sqm or less and 20% for larger sites. 15% of site area is to be provided with deep soil. Canopy tree numbers are prescribed. The Urban Greening Plan submitted by a developer should also have a canopy tree % target to be achieved.

To visualise how the tree canopy will be implemented we have assumed 1 1000sqm lot in the example below.

On 1000sq m block 15% (150sqm) deep soil is provided and, 2 type B trees are required providing 100sqm canopy – 10% of site.

Area of tree at maturity –

Type A – 4m diameter – 13sqm.

*Type B – 8 m diameter 50sqm.*

*A minimum dimension of the front setback of 3m (Area A, B, C and F) will not allow a type B tree enough space as the minimum plan dimension is 4.5 m.*

*So, what does the schedule say should be planted? If we choose 2 type A trees, and who would check what variety is planted, then the numerical number is met but the canopy cover would be 2.6%.*

*If we plant 2 type B trees and they never reach their optimal mature height because of the limited deep soil provided, the canopy cover will again be less than 10%.*

*The schedule says nothing about what else should be planted in the deep soil but does make reference to planting in the rear setback, hidden from the public realm by the building mass on the site.*

*What the above demonstrates is that the developments permitted under the structure plan will make little contribution to the amenity, canopy or shading of the public realm. Unless mandatory landscape and canopy targets are included in permit conditions.*

## **Street Amenity.**

Our residential streets are being asked to do too much in this structure plan.

They are expected to:

- Provide the services we expect – water, power, gas, sewerage, storm water, phone and internet communication.
- Give up generous setbacks for greater density and canyoning.
- Provide a thoroughfare for cars, emergency services, delivery and construction vehicles.
- Be safe for cyclists, wheeling and pedestrians.
- Absorb overflow car parking that planning dispensation will force onto residential streets.
- Provide shade, habitat, carbon storage and amenity through street trees on whatever small permeable spaces are left. Wider crossovers for large developments reduce available space.

The private realm must contribute more to ensure a reasonable level of street amenity exists.

## **Wind impacts.**

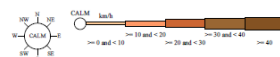
8.0 Wind Impact Reports required of the schedules for the built form overlay should consider downstream turbulence impacts of development proposals as well as impacts on the private open space of residential balconies. They should use contemporary modelling techniques.

The wind analysis used in the Vicinity development application identified acceptable but not ideal impacts. The analysis was based on conditions expected in the Melbourne CBD and based on data collected from the Bureau of Meteorology (BoM) site at Essendon. The upstream terrain of the CBD is very different to that of Box Hill. The flat Basalt Plains and Port Phillip Bay surrounding the CBD are very different from the rolling

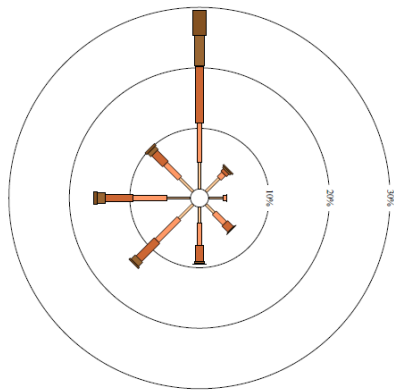
hills and the Dandenong Ranges that impact Box Hill. BoM wind data expressed in wind roses for Essendon and Viewbank (the closest BoM wind data site to Box Hill) show big differences in the prevailing wind direction and average wind speed.

The wind analysis doesn't appear to take account of the impact of funnelling between towers or the downstream impacts of wind turbulence on nearby residential areas from high rise towers.

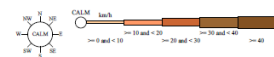
Rose of Wind direction versus Wind speed in km/h (01 Apr 1939 to 11 Aug 2021)  
 Custom times selected, refer to attached note for details  
**ESSENDON AIRPORT**  
 Site No: 086028 • Opened Jan 1929 • 201 Open • Latitude: -37.7272° • Longitude: 144.8064° • Elevation 78 m  
 An asterisk (\*) indicates that calm is less than 0.5%.  
 Other important info about this analysis is available in the accompanying notes.



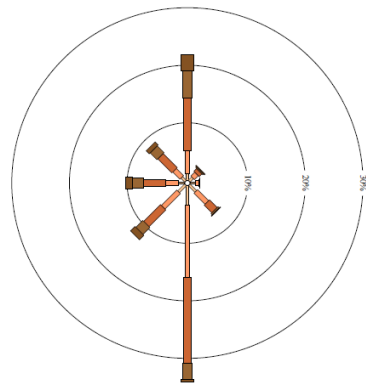
9 am  
 18567 Total Observations  
 Calm 7%



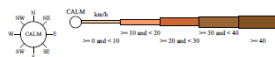
Rose of Wind direction versus Wind speed in km/h (01 Apr 1939 to 11 Aug 2021)  
 Custom times selected, refer to attached note for details  
**ESSENDON AIRPORT**  
 Site No: 086028 • Opened Jan 1929 • 201 Open • Latitude: -37.7272° • Longitude: 144.8064° • Elevation 78 m  
 An asterisk (\*) indicates that calm is less than 0.5%.  
 Other important info about this analysis is available in the accompanying notes.



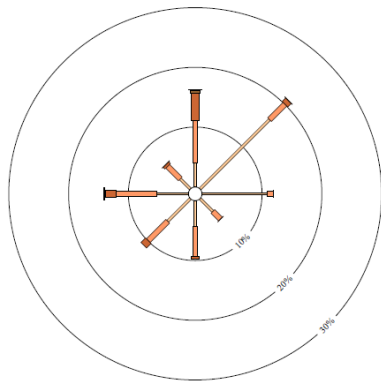
3 pm  
 18374 Total Observations  
 Calm 2%



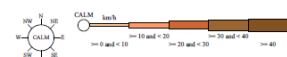
Rose of Wind direction versus Wind speed in km/h (01 Dec 1999 to 11 Aug 2021)  
 Custom times selected, refer to attached note for details  
**VIEWBANK**  
 Site No: 086028 • Opened Sep 1999 • 201 Open • Latitude: -37.7420° • Longitude: 145.0972° • Elevation 66 m  
 An asterisk (\*) indicates that calm is less than 0.5%.  
 Other important info about this analysis is available in the accompanying notes.



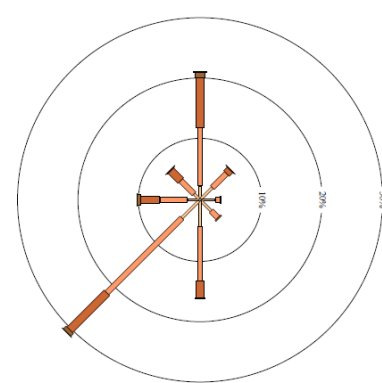
9 am  
 7895 Total Observations  
 Calm 6%



Rose of Wind direction versus Wind speed in km/h (01 Dec 1999 to 11 Aug 2021)  
 Custom times selected, refer to attached note for details  
**VIEWBANK**  
 Site No: 086028 • Opened Sep 1999 • 201 Open • Latitude: -37.7420° • Longitude: 145.0972° • Elevation 66 m  
 An asterisk (\*) indicates that calm is less than 0.5%.  
 Other important info about this analysis is available in the accompanying notes.



3 pm  
 7892 Total Observations  
 Calm 1%



### The future rail/bus interchange requirements

The poor suburban train and bus interchange service and associated infrastructure have been the subject of a number of reviews. In the community's mind a 'fit for purpose' interchange plan that

integrates with the SRL project should have been the starting point for the Box Hill Structure Plan. The panel, in its 2017 report on Amendment C175 (a failed attempt for a Box Hill Structure Plan) stated on Page 8. *'The Panel is concerned that the Amendment may limit the redevelopment potential of the Interchange and concludes that the relationship between the requirements of the Transport Integration Act and the Amendment warrant further consideration.'*

We will be locked into the current configuration with existing inefficiencies magnified over time as the demand for extra services increases.

An opportunity for a circular courtesy bus that allows passengers on and off at short stops around the centre could be considered to reduce the use of cars. Park and ride for a local fare from nearby activity centres would also be an incentive to leave the car behind.

### **Other concerns that remain.**

- How are interfaces with the adjoining residential areas managed. Will there be a sharp interface between the building heights and mass or will there be a requirement to taper heights and mass at the edges?
- Is the 15% of deep soil protected for canopy trees and landscaping or will it be used for recreation/private open space.
- Apart from the maximum permitted building footprint and 15% of deep soil, what percentage of the remaining area will be permeable?
- Will underground carparking be required or will there be a need to provide hard surface parking.
- We are concerned that there are no social housing targets in the structure plan.
- Third party notification and appeal rights should be reinstated. Applications that don't comply with design and building standards should be open to appeal.
- Reserving of sites for social and community infrastructure like schools, community centres, sporting facilities etc is a basic requirement of long-term planning and must be part of the current Box Hill Structure Plan.