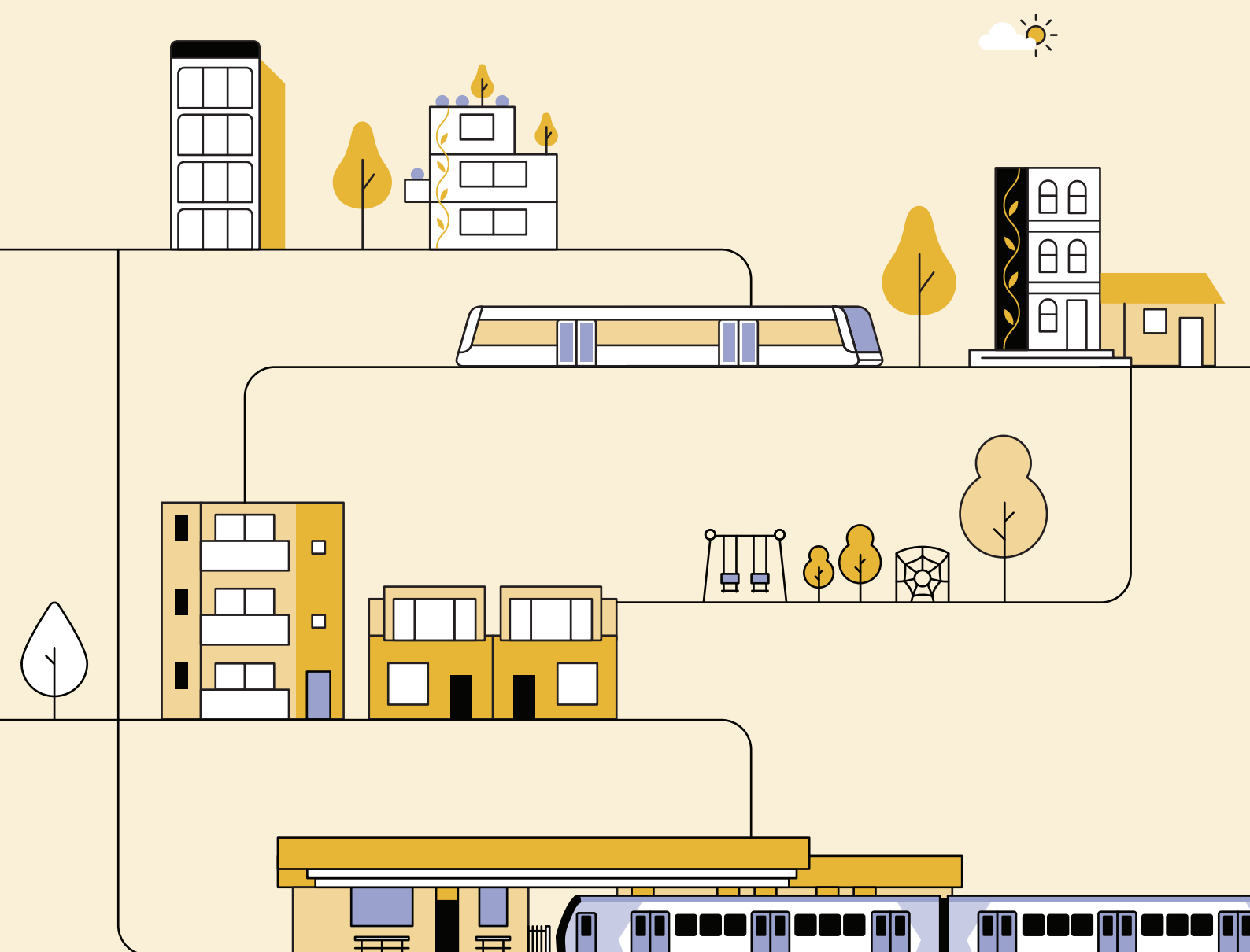


RIVERSDALE AND WILLISON TRAIN AND TRAM ZONE ACTIVITY CENTRES PLAN

RIVERSDALE | WILLISON

WURUNDJERI WOI-WURRUNG COUNTRY

JUNE 2026



**Authorised by the Victorian Government,
Melbourne**

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information in this publication.

ACKNOWLEDGEMENT OF COUNTRY

The Victorian Government acknowledges Traditional Owners in Victoria as the custodians of Country. We acknowledge their extraordinary strength and resilience in the face of historical and ongoing social, economic and legal injustices, maintaining their connection to Country.

The Riversdale and Willison activity centres are located on the lands of the Wurundjeri Woi-wurrung People and we acknowledge them as Traditional Owners. We pay our respects to Elders past and present, whose knowledge and wisdom have ensured the continuation of spiritual and cultural practices.

We acknowledge that the long-lasting, far-reaching and intergenerational consequences of colonisation and dispossession continue to exist today and continue to cause harm. Colonisation has left entrenched systemic and structural racism and suffering, including through the laws and policies of the Colony of Victoria, which specifically excluded First Peoples and their laws, lores, customs, languages and cultures. The Victorian Government has a responsibility to transform its systems and service delivery so First Peoples have decision-making power over matters that directly affect them.



Description of artwork

Aaron (Gunaikurnai) 'Movements Between the Five Clans' 2019, acrylic on canvas.

"The tracks are going between the five clans of the Gunaikurnai and the hands are the symbols of my spirit travelling around the campsites."

This artwork was created through programs provided by the Torch. **The Torch** provides art, cultural and arts industry support to Indigenous offenders and ex-offenders in Victoria. The Torch aims to reduce the rate of re-offending by encouraging the exploration of identity and culture through art programs to define new pathways upon release.



CONTENTS

1 THE PURPOSE	7
Why we're planning for Riversdale and Willison	8
The purpose of this document	8
2 THE TRAIN AND TRAM ZONE ACTIVITY CENTRES PROGRAM	9
State strategic context	10
How we consulted with the community	12
3 THE STRATEGIC DIRECTION FOR RIVERSDALE AND WILLISON	13
About Riversdale and Willison	14
Why Riversdale and Willison are in the Program	14
The services that support this place	14
Traditional Owners	17
Statement from the Registered Aboriginal Party	17
Wurundjeri Woi-wurrung waterways statement	18
Wurundjeri Woi-wurrung statement of cultural values.....	19
The vision for Riversdale and Willison	21
4 THE ACTIVITY CENTRE CATCHMENT	23
Expected change in the catchment	24
Changes to zoning in the planning scheme	24
Changes to local policy in the planning scheme.....	24
Defining the catchment in Riversdale and Willison.....	25
5 INFRASTRUCTURE	27
Planning for future growth	29
Transport improvements	29
Education capacity	29
Health services.....	29
Integrated water management	30
6 LOCAL INFRASTRUCTURE IMPROVEMENT OPPORTUNITIES FOR RIVERSDALE AND WILLISON	31
Investing in Riversdale and Willison's infrastructure	33
Infrastructure investment focus areas.....	33
Strategies and opportunities	34
7 REFERENCES.....	37
Endnotes.....	37
Images	37
References	37
8 GLOSSARY OF TERMS	38

FIGURES

Figure 1 Survey detail, 1856.....19

Figure 2 Survey detail, 1937.....20

PLANS

Plan 1 Metropolitan context.....11

Plan 2 Riversdale and Willison context and recent Victorian Government infrastructure.....16

Plan 3 Riversdale and Willison catchment26

Plan 4 Indicative Riversdale and Willison place improvement opportunities36

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1 THE PURPOSE

The Activity Centres Plan sets a broad vision for the area, which incorporates the local knowledge of the community and others who visit and work in the place, and informs preparation of new planning controls to enable development over time.





WHY WE'RE PLANNING FOR RIVERSDALE AND WILLISON

Housing is one of the biggest challenges we face in Victoria. By 2051, metropolitan Melbourne will need around an extra 1.8 million homes.

Everyone should have the opportunity to live in a well-designed home, at an affordable price, in a place they can thrive.

That's why we're planning for more homes in and around train and tram zones, encouraging homes to be built close to public transport, jobs and services.

THE PURPOSE OF THIS DOCUMENT

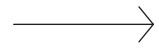
This Train and Tram Zone Activity Centres Plan (the Plan) for Riversdale and Willison guides where new homes go, how new development will be shaped and what improvements will enhance the liveability of this place.

The purpose of this Plan is to support clear place-focused planning rules, focusing on built form outcomes such as building heights, to guide where new homes go and provide certainty to community and developers about growth. It also identifies the opportunities for place improvements to support more homes.

This strategic background document should be read alongside the relevant planning schemes and other documentation. This includes the updated local policy and the Explanatory Report.

2 THE TRAIN AND TRAM ZONE ACTIVITY CENTRES PROGRAM

We're planning for more homes in and around 60 train and tram zone activity centres across Melbourne, encouraging more new homes to be built around public transport, jobs and services by 2051.



STATE STRATEGIC CONTEXT

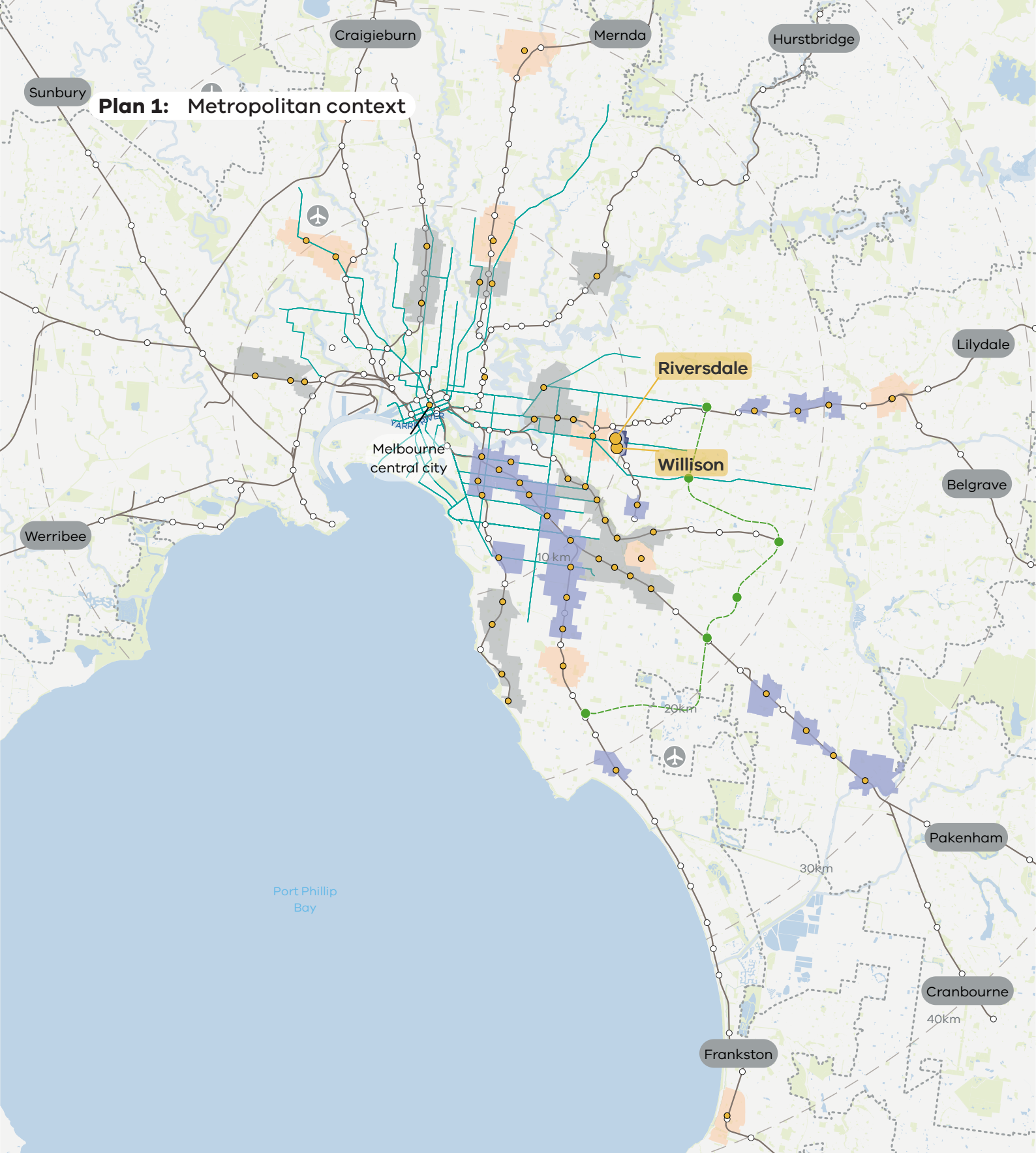
The Train and Tram Zone Activity Centres Program includes 60 train and tram zone activity centres across metropolitan Melbourne where there is good access to public transport, jobs and services. The Program has been rolled out across three stages: The Pilot, Stage 1 and Stage 2. The distribution of the train and tram zones is shown at **Plan 1: Metropolitan context**.

Plan for Victoria sets the vision for how the state will grow to 2050. Structured around five pillars of action, the plan outlines how Victoria will become more vibrant, accessible and connected. *Plan for Victoria* lists the Riversdale and Willison activity centres as some of the centres we're planning for under *Pillar 1: Housing for all Victorians*.

The Riversdale and Willison activity centres are located within the Boroondara local government area. *Plan for Victoria* sets the City of Boroondara the target of 65,500 net additional homes to 2051. The Program creates planning capacity for more homes in this activity centre and its catchments, contributing to this housing target.

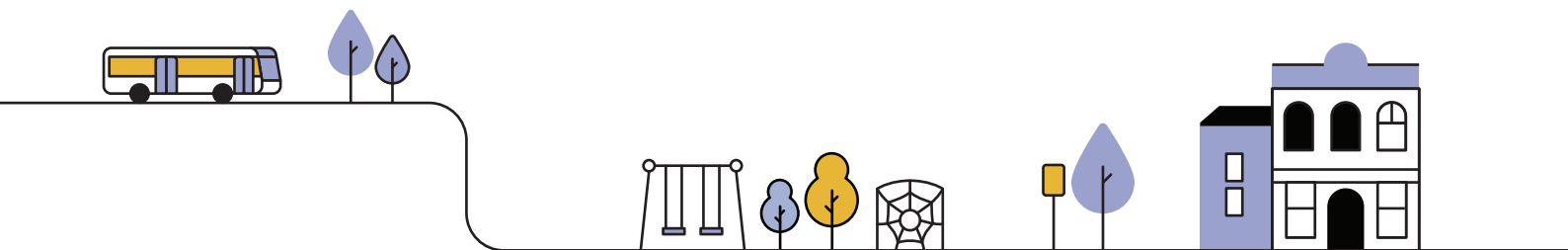
The Program also operates in the context of and alongside state policies that support Victorians to live, work, access and enjoy places across Melbourne:

- **Victoria's Bus Plan 2021** sets out the Victorian Government's long-term strategy to deliver a more modern, productive and environmentally sustainable bus network.
- **Melbourne's Tram Plan 2023** sets out the Victorian Government's long-term approach to delivering a tram network that puts passengers first, connects people to the places they want to go, and is accessible to more people.
- **Victoria's Active Transport Plan 2026** aims to get more Victorians using active transport to get around.
- The **Transport Integration Act 2010** aims to ensure all transport modes work together and that transport planning is aligned with land use planning.
- The **Economic Growth Statement Victoria: Open for Business 2024** lays out the actions for a stronger economy that creates more jobs and supports a stronger future for all Victorians.
- The **Train and Tram Zone Activity Centres Program Explainer 2026** sets out the objectives for the Program, along with the urban design principles that underpin this work.



- train and tram zone activity centre
- Riversdale and Willison train and tram zone activity centre and catchment
- other stage 2 train and tram zone activity centres and catchment
- stage 1 train and tram zone activity centres and catchment
- pilot activity centres
- urban growth boundary
- tram route
- train station & corridor
- SRL East station & corridor (indicative)





HOW WE CONSULTED WITH THE COMMUNITY

We consulted with the community and key stakeholders, including Boroondara City Council, over two stages to inform this plan. What we heard from consultation and how we addressed it is captured in **Section 4 The Activity centre catchment**.

We heard that the top three themes for Riversdale and Willison were:



Preserve and protect local heritage

In addition to retaining existing Heritage Overlays, we've applied lower heights to large heritage precincts.

Head to **section 4 the activity centre catchment** to learn more.



Invest in local infrastructure to support growth

An Infrastructure Contributions Plan is being considered for Riversdale and Willison. It will intend to fund infrastructure essential to the liveability of the current and future communities in and around these centres.

Head to **section 6 local infrastructure improvement opportunities for Riversdale and Willison** to learn more.



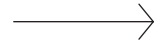
Enable more opportunities for housing diversity and affordability

The planning tools enable opportunities for different types of homes to be delivered for different people in all stages of life.

For further information, see *Riversdale and Willison Train and Tram Zones – Stage 2 Phase 2 – Consultation Summary Report* (DTP, 2026).

3 THE STRATEGIC DIRECTION FOR RIVERSDALE AND WILLISON

Victorians want more homes close to public transport, jobs and services.





ABOUT RIVERSDALE AND WILLISON

This plan comprises two activity centres:

- Riversdale station
- Willison station.

When we say *Riversdale and Willison*, we are referring to both of these stations and their shared catchment areas. The activity centres are shown at **Plan 2: Riversdale and Willison context and recent Victorian Government infrastructure**.

Why Riversdale and Willison are in the Program

The Program is about creating more opportunities for diverse types of housing in areas close to existing train and tram services that have room to grow now and into the future.

The Riversdale and Willison activity centres are located around the Riversdale and Willison train stations.

These centres are well-serviced by public transport with train services connecting to other parts of metropolitan Melbourne, including the Melbourne city centre, Camberwell Junction and Ringwood.

The activity centres are also serviced by the route 70 tram, which provides access to a range of destinations including the Melbourne central city, Docklands, Richmond and Wattle Park.

In response to the land uses, size and scale of Riversdale and Willison and their designation as a 'Neighbourhood centre' in *Plan for Victoria*, we are only applying catchment for these activity centres.

The services that support this place

The Riversdale and Willison activity centres are located approximately 10 kilometres east of the Melbourne central city. The centres are located in the suburb of Camberwell.

In recent years, the Victorian Government has committed to and carried out several community and transport infrastructure projects in and around these centres. The key projects are shown at **Plan 2: Riversdale and Willison context and recent Victorian Government infrastructure**.



Public realm and community infrastructure – having great community spaces

The vast open spaces around Riversdale and Willison stations, such as Brinsley Reserve, Riversdale Park, Frog Hollow Reserve and Willison Park, all play a vital role in supporting a healthy lifestyle. These accessible green spaces invite residents and visitors to engage in physical activity such as walking, cycling and other recreational activities, which contribute to improved physical and mental wellbeing. These areas also act as gathering places where people can connect with each other, fostering a sense of community.

These green spaces also enable future opportunities to support climate resilience through increased canopy cover and water-sensitive urban design initiatives. Expanding canopy cover can help cool surrounding streets and public areas, making them more comfortable, while also improving air quality and supporting local biodiversity.

Riversdale and Willison also benefit from convenient access to a range of schools, such as Camberwell High, various kindergartens, and multiple sporting facilities like the Camberwell Hockey Club and Willison Park Tennis Club.

Other community facilities, such as the Camberwell Library, Camberwell Maternal and Child Health Care Centre and Camberwell Primary School, are located in the adjacent Camberwell Junction activity centre, which hosts a broader range of services to support the community.

Transport – facilitating how we get around

There have been transport improvements in the area, with additional weekend bus services added to support weekend travel.

We heard from the community that tree protection and access to green space is important.

In the Community Reference Group Statement of Advice, we heard the call for infrastructure which matches future population growth.

We heard from the community that traffic mitigation on key roads, such as Riversdale Road, is important.

In the Community Reference Group Statement of Advice, we heard the call for increased frequency on the Alamein train line to support future growth.

Plan 2: Riversdale and Willison context and recent Victorian Government infrastructure



- train and tram zone activity centre catchment
- train station & corridor
- tram route
- bus route
- education (state)

- existing open space

Recent State Government funded infrastructure projects

- transport infrastructure upgrades
- education facility upgrades

0 0.1 0.2 0.3 0.4 km



TRADITIONAL OWNERS

The Registered Aboriginal Party for Riversdale and Willison is the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation.

Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation is the Registered Aboriginal Party for and on behalf of Wurundjeri People. Wurundjeri Woi-wurrung People are recognised as the Traditional Owners of their lands and waters in the Riversdale and Willison activity centres, and across central–south Victoria.

Traditional Owner groups are the original custodians of the land who share a deep cultural, spiritual and social connection with Country. They have their own unique culture, history, language, customs and laws.

Statement from the Registered Aboriginal Party

Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation has provided and consented to the publication of a Statement of Cultural Values for the Riversdale and Willison activity centres. This statement is included as part of the Plan for the purposes of sharing information, increasing awareness and understanding of Aboriginal people and their connections to, and understanding of, the place with the broader community.

It is hoped that this statement will spark curiosity and inform the strategic direction for these activity centres, as well as signal to developers, builders and the wider community the cultural significance of these places to Aboriginal people.

Plan for Victoria's pillars of action

Self-determination and caring for Country is one of the five pillars of action in *Plan for Victoria*.

Action 20 provides the opportunity to recognise Traditional Owners' Country in planning schemes and provide Country-specific guidance, where supported by and following ongoing engagement with Traditional Owners.

The Department of Transport and Planning has consulted with Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation and the Traditional Owners of the land to understand the cultural values and stories that relate to the Country we are planning more homes on.



The Statement of Cultural Values is a condensed statement of documented cultural values.

The statement does not represent the full significance of cultural values of the activity centres, which can only be understood through more detailed Cultural Values Assessments that involve On Country walks and traditional knowledge recording.

WURUNDJERI WOI-WURRUNG WATERWAYS STATEMENT

Water is integral to the formation of Wurundjeri Woi-wurrung Country, and there are many Creation stories for different waterways, including the Birrarung (Yarra River).

As stated by Wurundjeri Woi-wurrung Elders of the WWCHAC Water Program subcommittee (WWCHAC, n.d.):

The waterways are the lifeblood of the land. The veins of Country. We must care for our mother and her veins.

The waterways provide not just for humans, but all living things; all around us, above us and below us. Being respectful of all spiritual and living things connected to waterways is our cultural responsibility. Waterways sustain all animals and plants – all life. Waterways are important for our totemic systems, as they may depend on living and thriving waterways. Ensuring waterways are healthy and thriving contributes to our strong continued connection to Country.

Wurundjeri Woi-wurrung People are the only cultural authority to speak for Wurundjeri Woi-wurrung Country, therefore, it is paramount that Wurundjeri Woi-wurrung People are providing direction on how Country should be cared for and managed. Understanding our lores/laws and our traditional cultural protocols, process, governance and decision-making needs to be respected, supported and resourced to allow proper informed participation.

Speaking to the right people who make decisions is an important space for Wurundjeri Woi-wurrung People to be in to ensure cultural values for waterways are imbedded and informing policy and planning. Being involved at a high level and at the beginning of processes, lays the foundation for working towards and achieving cultural outcomes for Wurundjeri Woi-wurrung People, Country and our waterways.

Providing the Elders the space and opportunity to teach and pass knowledge onto the next generation is extremely important. Our voices, stories, history and connections need to be acknowledged and shared. We need to ensure there is the space for the next generation to continue to Care for Country.

Working together is integral to the environmental, spiritual, sustainable and cultural outcomes for Country. A healthy Country contributes to the health and wellbeing of Wurundjeri Woi-wurrung People.

WURUNDJERI WOI-WURRUNG STATEMENT OF CULTURAL VALUES

The Wurundjeri people have an unbroken relationship with Country, caring for this land, its waterways, its plants, and animals. A core purpose of the Wurundjeri Woi-wurrung Corporation is the protection, preservation and revitalisation of Wurundjeri culture and cultural practices.

– Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation
Community Statement.

The Riversdale activity centre exists in the hilly area of Camberwell, which includes similar sightlines to the Ashburton activity centre, as these are proximal to each other. It would have once had sightlines from/to the Birrarung (Yarra River), including its confluence with Kooyong Koot (Gardiners Creek), and ephemeral waterways such as Back Creek. Additionally, this activity centre has sightlines from/to Mount Corhanwarrabul and Mount Dandenong and to Port Phillip Bay.

Figure 1 shows the broader area of Camberwell, with the Riversdale and Willison train stations highlighted in red. Surrounding peaks and ridgelines are shaded and 'W. Creek' is noted just east of this activity centre, what would have once been a tributary of Back Creek. Today it is known as the Anniversary Trail, or the Outer Circle Railway Trail.

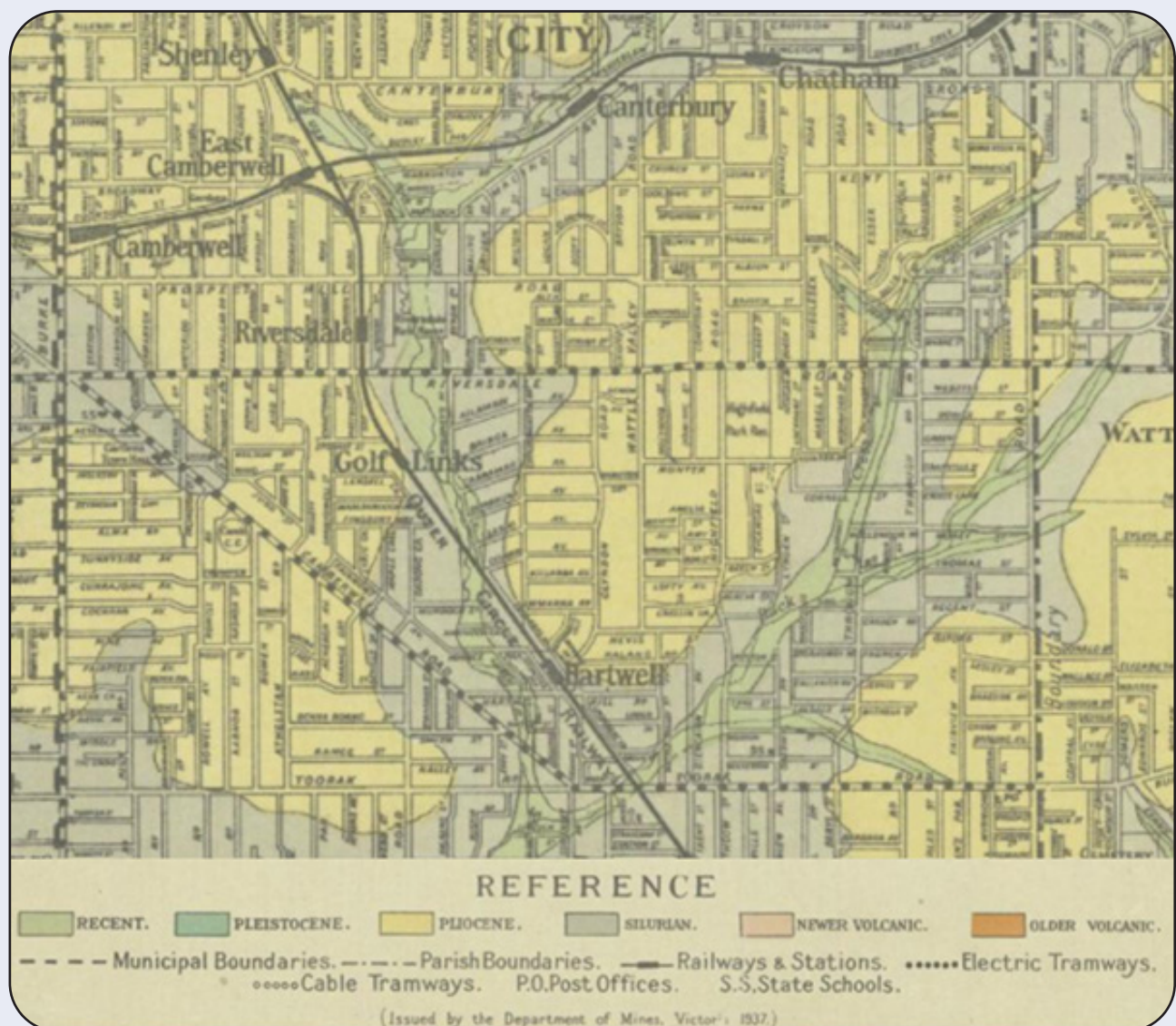
Figure 1: Survey detail, 1856



Figure 2 shows the rail line along the defunct Outer Circle Railway, including the Riversdale and Golf Links stations (now known as Willison Station). This rail line follows proximity primarily to ridgelines that would have been utilised by Wurundjeri Woi-wurrung Ancestors as viewpoints across Country¹. It also shows the Riversdale and Willison areas exist on Silurian and Pliocene geological zones, with high level alluvium and largely sand deposits, sand hills/ridges, and siltstones interbedded with thin sandstones².

This activity centre is surrounded by significant waterways that have been subject to archaeological surveys and reporting. The area directly associated with this activity centre requires further surveys to be undertaken as there is a significant lack of surveying completed.

Figure 2: Survey detail, 1937



THE VISION FOR RIVERSDALE AND WILLISON

Riversdale and Willison are already great places to live, work and spend time in.

Our vision is to help these places grow in a way that keeps what people love, while providing for more diverse types of homes and making these spaces greener, safer and easier to get around.

With good public transport options, nearby thriving local shops and places for people to meet, these areas will offer more choice in homes close to jobs, schools, parks and cafés, helping more people live locally and enjoy the things that matter day to day.

The following vision for the Riversdale and Willison train and tram zone activity centres is built from the Statement of Advice prepared by the Community Reference Group as well as Boroondara Council's strategic work and engagement.

Riversdale and Willison will support an inclusive community that offers a diverse range of housing choice which caters to people at all stages of life.

The area's leafy character will be strengthened through the retention and enhancement of canopy trees, creating a cooler, greener environment.

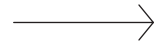
Development of future homes will be guided by respect for heritage, ensuring that the area's unique history and identity are preserved and celebrated for future generations.



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4 THE ACTIVITY CENTRE CATCHMENT

The residential areas surrounding the stations are called the catchment. This area provides opportunities to locate more homes close to local destinations such as public transport, open space and access to jobs.





EXPECTED CHANGE IN THE CATCHMENT

The catchment makes sure more homes are in the right places to give Victorians more housing choices with access to local destinations.

The catchment extends approximately 800 metres from the train stations and will allow for more housing diversity and choice including small and medium-scale apartment buildings, townhouses and semi-detached houses close to the activity centre.

Changes to zoning in the planning scheme

The Housing Choice and Transport Zone enables a diversity of housing in the catchment, and other well-served locations. The Housing Choice and Transport Zone 1 will replace most existing residentially zoned land in the inner catchment and Housing Choice and Transport Zone 2 will replace most existing residentially zoned land in the outer catchment.

Plan 3: Riversdale and Willison catchment shows the high-level vision for the inner and outer catchments.

To see the detailed application of the Housing Choice and Transport Zone, please refer to the *Boroondara Planning Scheme*.

Changes to local policy in the planning scheme

We have amended some local policies in the *Boroondara Planning Scheme* to more closely align with our objectives in the Train and Tram Zone Activity Centres Program.

Defining the catchment in Riversdale and Willison

The key features that influenced the catchment boundaries include:

- Heritage Overlays
- Distance from Riversdale station
- Distance from Willison station
- Access to the route 70 tram line
- Land recently rezoned to Housing Choice and Transport Zone.

To understand where we've applied the inner and outer catchment boundaries, please see **Plan 3: Riversdale and Willison catchment**. As seen in the illustration below, the catchment has been divided into an inner catchment and an outer catchment. To understand how the catchment has been set, refer to the *Train and Tram Zone Activity Centres Program Explainer*, 2026.



The inner catchment

The inner catchment includes residential land with direct access to open spaces, local destinations, and public and active transport.

The inner catchment generally allows for building heights up to four storeys. Where lots are larger and meet specified criteria, it allows buildings of up to six storeys.

The outer catchment

The remainder of the catchment generally allows for building heights up to three storeys.

Where lots are larger and meet the criteria, it allows buildings of up to four storeys.

To understand where we've applied the inner and outer catchment, please see **Plan 3: Riversdale and Willison catchment**



Plan 3: Riversdale and Willison catchment

The outer catchment ties into land that was recently changed to Housing Choice and Transport zoning as part of the Camberwell Junction Activity Centre

The **inner catchment** along Riversdale Road reflects direct access to both Riversdale station and the route 70 tram.

The **outer catchment** responds to existing Heritage Overlay precincts and distance from the train stations.

- inner catchment
- outer catchment
- activity centres pilot catchment
- train station & corridor
- tram route
- bus route
- Heritage Overlay
- existing open space

0 0.1 0.2 0.3 0.4 km



5 INFRASTRUCTURE

The Riversdale and Willison activity centres were chosen for their access to public transport networks, community facilities, services and other important infrastructure.





PLANNING FOR FUTURE GROWTH

The quality of the places we live in affects all aspects of our lives, from our health and wellbeing to our impact on nature.

Though there has already been significant investment in Riversdale and Willison (refer to **Plan 2: Riversdale and Willison context and recent Victorian Government infrastructure**) we know that as more people move in, there will be greater demand for infrastructure and services.

The Victorian Government, alongside councils and other infrastructure delivery partners, is continuing to plan for future growth, to help deliver the infrastructure people in train and tram zone activity centres will benefit from into the future.



Transport improvements

The Victorian Government plans and manages transport at a system level, balancing all modes together. Through co-ordinated improvements to train, tram and bus networks, we're seeking to make public transport simpler, more accessible and more reliable.

We are also looking to facilitate improvements in walking and cycling (known as active transport) and have committed to a target of 25 per cent of all trips being by active transport by 2030. These improvements provide people with more options to travel and encourage more people to leave the car at home.

Road network improvements are planned across Victoria to improve the efficiency, safety and resilience of the road network, balancing the needs of all road users.



Education capacity

The Victorian Government continues to consider the need for additional government primary and secondary school provision to serve the growing community.

We are also monitoring the need for new and/or expanded public, not-for-profit and for-profit kindergarten provision to serve the community.



Health services

The Victorian Government continues to consider the development of health services and infrastructure priorities to support the health system.

Future investment will seek to respond to growth and ageing infrastructure pressures and will also consider opportunities to promote new care models and how to make best use of existing infrastructure.



Integrated water management

To improve the liveability, biodiversity and climate resilience of these centres, the Victorian Government continues to investigate place-based integrated water management interventions including alternative water supplies that can be delivered for non-potable uses. The interventions aim to integrate innovative flood mitigation measures that not only reduce local flooding and build climate resilience, but also contribute to water supply security, enhance public amenity, support urban cooling, and nurture biodiversity.

In line with *Plan for Victoria*, new guidance is also being prepared on how to appropriately build in areas subject to flooding. As part of this, Melbourne Water is in the process of updating its flood modelling through the Greater Melbourne Flood Information Program to provide more in-depth information about known hazards. This new flood modelling information could be used by councils when considering permits for housing in areas subject to flooding and to inform the design of future flood and drainage mitigation infrastructure.

The opportunities for public realm upgrades could include consideration of water security, water sensitive urban design and nature-based approaches as part of upgrades to streetscapes and open spaces. This could contribute to reducing flood risk, having an urban form that is climate adaptive and improving amenity.

The Victorian Government has announced the development of a new risk based flood hazard rating system and is preparing new planning and building controls to guide the types of uses and development that are appropriate in areas subject to flooding.

These new planning and building controls will assist in identifying where to build, what to build and also how to build to ensure flood risks are addressed.

6 LOCAL INFRASTRUCTURE IMPROVEMENT OPPORTUNITIES FOR RIVERSDALE AND WILLISON





INVESTING IN RIVERSDALE AND WILLISON'S INFRASTRUCTURE

We have heard through community engagement on the Train and Tram Zone Activity Centres Program and *Plan for Victoria* that communities value access to high quality parks and open spaces, and walking and cycling infrastructure, and want to see more investment in these.

The Victorian Government is developing an infrastructure funding system to ensure that developers contribute to improving the infrastructure, so these centres remain great places to live.

Under the system, developers may be expected to pay a standardised contribution for each new home they deliver and for each square metre of new commercial or industrial space they deliver.

This system will provide direct contributions to councils and the Victorian Government to help deliver the essential infrastructure each activity centre needs to thrive.

Developers, local government, state agencies and other stakeholders including the Federal Government all share responsibility for funding infrastructure, and the new system will aim to be one component of a broad infrastructure funding strategy to ensure communities receive the infrastructure they need.

Infrastructure investment focus areas



Inclusive, community-centred design

Improving your streets, public spaces and local public facilities, such as libraries and community centres, to ensure communities can meet daily needs close to home.



Accessible public transport and active transport

Investing in safe and direct walking and riding networks that help people to get around and enhance the community's liveability. Upgrading public transport infrastructure to be universally accessible, safe and comfortable.



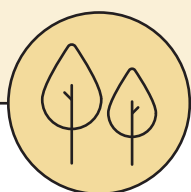
Green spaces that are great places

Contributing to greener and cooler parks, streets and public places with more vegetation and street trees.

STRATEGIES AND OPPORTUNITIES

The strategies and opportunities below provide an insight into how the new infrastructure funding mechanism could be used to support the future population of the activity centre and catchment area.

While the reference to specific places and locations are indicative only and are subject to change, they indicate that contributions received are intended to be spent locally on things that are valuable and serve the community.



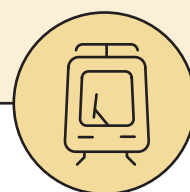
Support improved opportunities for play and recreation, maximising use, access, and enjoyment of public space by everyone.

- Upgrade public spaces (passive open space, pedestrian malls, plazas and forecourts), such as Riversdale Park and Brinsley Reserve. Works could include, but not be limited to, tree planting and landscaping, playground and exercise equipment and integrated water management.
- Increase the capacity and/or capability of active recreation reserves such as Frog Hollow Reserve. Works could include, but not be limited to, improved playing surfaces, lighting, pavilions or integrated water management.



Support safer, attractive and connected walking and riding networks for most people to meet their everyday needs and move between activity centres.

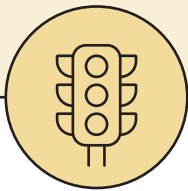
- Provide safer and attractive riding facilities, on strategic and priority corridors, such as the Anniversary Trail and Riversdale Road.
- Provide attractive walking routes through safe and attractive crossing opportunities and continuous footpath treatments around train stations and roads, such as Riversdale Road and Prospect Hill Road.



Support greater choice in travel by improving on-road public transport efficiency and passenger experience.

- Improve the safety, comfort and customer experience of bus and tram stop facilities, through interventions such as, but not limited to, shelters, seating, tactiles, information displays and wayfinding.
- Provide safer access to bus and tram stops by aligning these with pedestrian crossings.
- Improve bus and tram efficiency and reliability, including intersection changes, and on-road priority.

Examples of potential locations are included below and in **Plan 4: Indicative Riversdale and Willison place improvement opportunities**. This plan shows the indicative improvement opportunities to the transport network, open spaces and community infrastructure at a broader network scale, which could occur over time.



Support more efficient road movements for cars and freight.

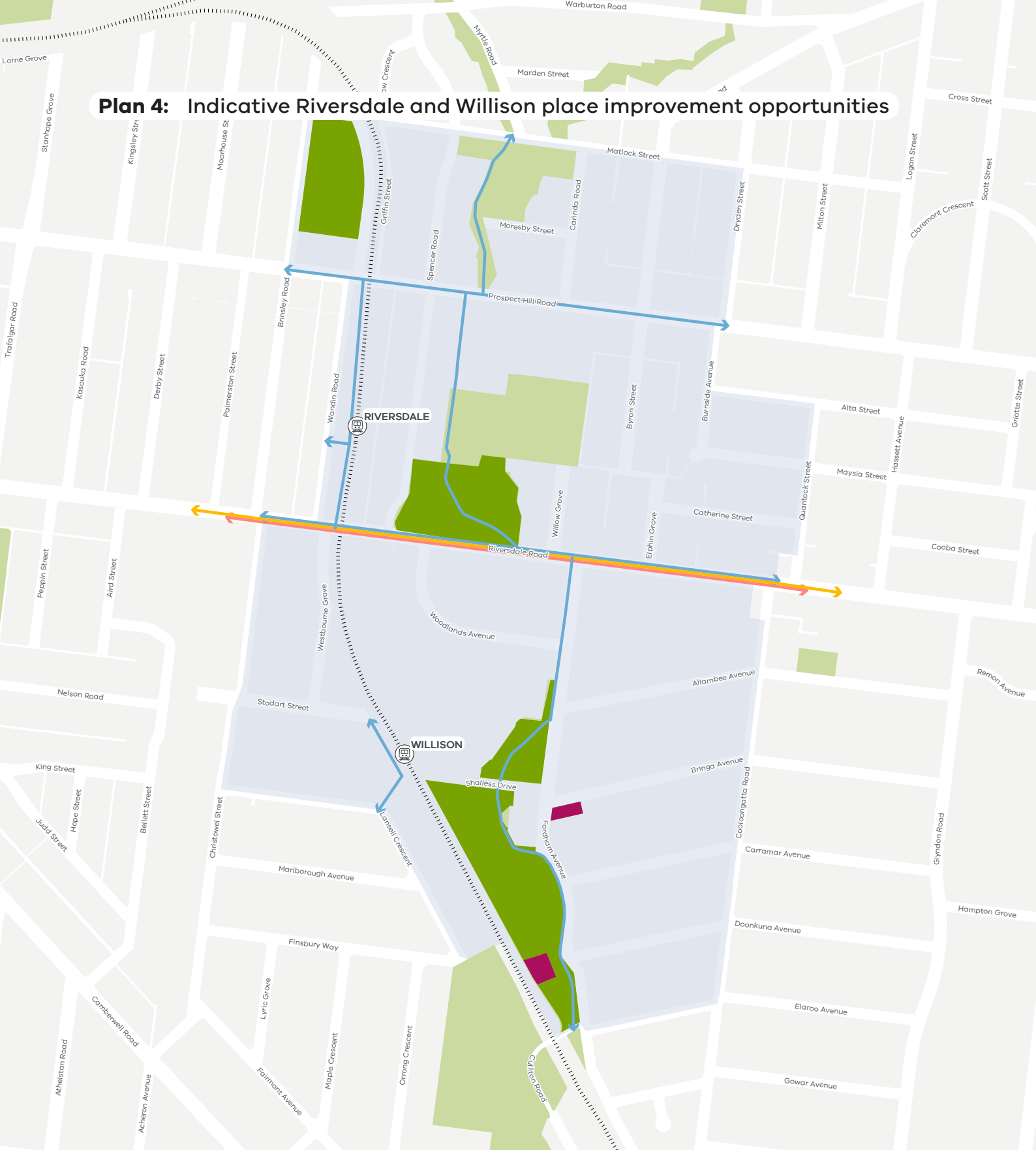
- Continue to review ways to improve traffic flow for cars and freight along roads, such as Riversdale Road, through interventions such as, but not limited to, traffic signals and intersection changes.



Support improvements to existing community infrastructure and identify opportunities for new infrastructure to support a growing community.

- Improve community facilities, such as the Frog Hollow Reserve Hall and Fordham Avenue Kindergarten. Works could include but not be limited to libraries, maternal and child health centres, early childhood education and community centres.

Plan 4: Indicative Riversdale and Willison place improvement opportunities



- | | | | |
|--|---|--|---|
| | train and tram zone activity centre catchment | | active transport opportunities |
| | train station & corridor | | public transport infrastructure opportunities |
| | existing open space | | road opportunities |
| | | | community infrastructure opportunities |
| | | | public space opportunities |

NOTE: This map indicates potential opportunities for future infrastructure delivery and does not present specific projects.



7 REFERENCES

Endnotes

- 1 The Argus (18 September 1882), THE OUTER-CIRCLE RAILWAY, National Library of Australia, accessed 11 March 2026.
- 2 Geological Survey of Victoria (1981), Ringwood [cartographic material].

Images

Department of Crown Lands & Survey (1856), Melbourne, MD1; Melbourne and Suburbs, Public Record Office Victoria, Series No. VPRS 8168, Consignment No. P0002, accessed 11 March 2026.

Department of Crown Lands & Survey (1937), MD120 Melbourne and Suburbs Geological Map, Public Record Office Victoria, Series No. VPRS 8168, Consignment No. P0002, accessed 10 March 2026.

All site photography by Charlie Kinross (2025) unless otherwise indicated.

References

Geological Survey of Victoria (1981), Ringwood [cartographic material].

The Argus (18 September 1882), 'THE OUTER-CIRCLE RAILWAY', National Library of Australia, accessed 11 March 2026.

8 GLOSSARY OF TERMS

Refer to *Train and Tram Zone Activity Centres Program Explainer 2026* for further detail.

A

- active frontages** Active frontages allow for unobstructed views into and out of the ground floor of buildings and can be a combination of elements such as windows, shop/building entries and commercial activities.
- active transport** Active transport refers to any form of human-powered movement, such as walking and riding, as well as using e-scooters or personal mobility devices. It involves transport for purposes such as running errands, commuting or accessing public transport, rather than just for recreation.

B

- Built Form Overlay (BFO)** An overlay is a state-standard provision, forming part of a suite of provisions in the Victoria Planning Provisions (VPP). The BFO provides a framework for consistent planning controls structured around built form typologies.

C

- Community Reference Group (CRG)** Community Reference Groups formed a key component of the Train and Tram Zone Activity Centres consultation program.
- CRG members came together on a voluntary basis to provide input, feedback and local perspectives to ensure a balanced and broad representation of local voices. The CRG was tasked with responding to a central remit and developing Statement(s) of Advice for the DTP planners preparing the Activity Centre plans.

H

- Housing Choice and Transport Zone (HCTZ)** A planning zone that seeks to facilitate a diversity of housing at increased densities in locations around identified activity centres and other well-served locations with convenient access to jobs, public transport and services.
- Housing Growth Framework** A tool that has been developed to categorise activity centres based on their access to public transport, services and capacity to accommodate development; and which provides the basis for built form controls including setbacks and heights.

I

- infrastructure** Basic facilities and networks (e.g. roads, libraries and utilities) needed for the functioning of a local community or broader society. Infrastructure can be provided by the private sector (e.g. local roads, childcare, shopping centres), or by Government (e.g. hospitals, schools, railways).
- Infrastructure Contributions Plan (ICP)** A statutory document incorporated into a planning scheme that sets out the charges developers must pay to help fund essential public infrastructure—such as traffic signals, parks, and community facilities—needed to support new or growing communities.
- Integrated Water Management (IWM)** An approach to planning that brings together all facets of the water cycle including sewage management, water supply, stormwater management and water treatment, ensuring environmental, economic and social benefits.

M

main street A main street generally contains the greatest concentration of activity in the centre with a retail focus and higher pedestrian activity. A main street typically consists of a mix of uses and building types, where shopfront buildings have dwellings and/or office spaces above.

master plan A master plan serves as a guiding document or blueprint for a large-scale project or development that coordinates all elements — such as land use, built form, access and staging — to ensure cohesive and organised execution over time, particularly if a project is developed in stages.

O

open space Land that provides outdoor recreation, leisure and/or environmental benefits and/or visual amenity.

P

public realm Incorporates all areas freely accessible to the public, including parks, plazas, streets and laneways.

R

responsible authority The decision maker on planning permit applications – usually the relevant Council but in some situations, it could be the Minister for Planning.

S

solar access Ability of a property, street or open space to receive sunlight.

T

Traditional Owners People who, through membership of a descent group or clan, are responsible for caring for particular Country. A Traditional Owner is authorised to speak for Country and its heritage as a senior Traditional Owner, an Elder or, in more recent times, a registered native title claimant.

typology Typology refers to the classification of areas within activity centres into distinct types, based on their common site and context attributes, where each type shares similar development opportunities and requires specific planning settings to guide appropriate built form outcomes.



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