

ASHBURTON TRAIN AND TRAM ZONE ACTIVITY CENTRE PLAN

WURUNDJERI WOI-WURRUNG COUNTRY

JUNE 2026



**Authorised by the Victorian Government,
Melbourne**

Department of Transport and Planning
1 Spring Street
Melbourne, Victoria 3000
Telephone (03) 9655 6666

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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 Ashburton activity centre is 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.



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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 ASHBURTON

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 is 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

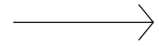
This Train and Tram Zone Activity Centre Plan (the Plan) for Ashburton guides where new homes go, how new development will be shaped and what improvements will enhance the liveability of this place.

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 Built Form Overlay schedule, 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**.

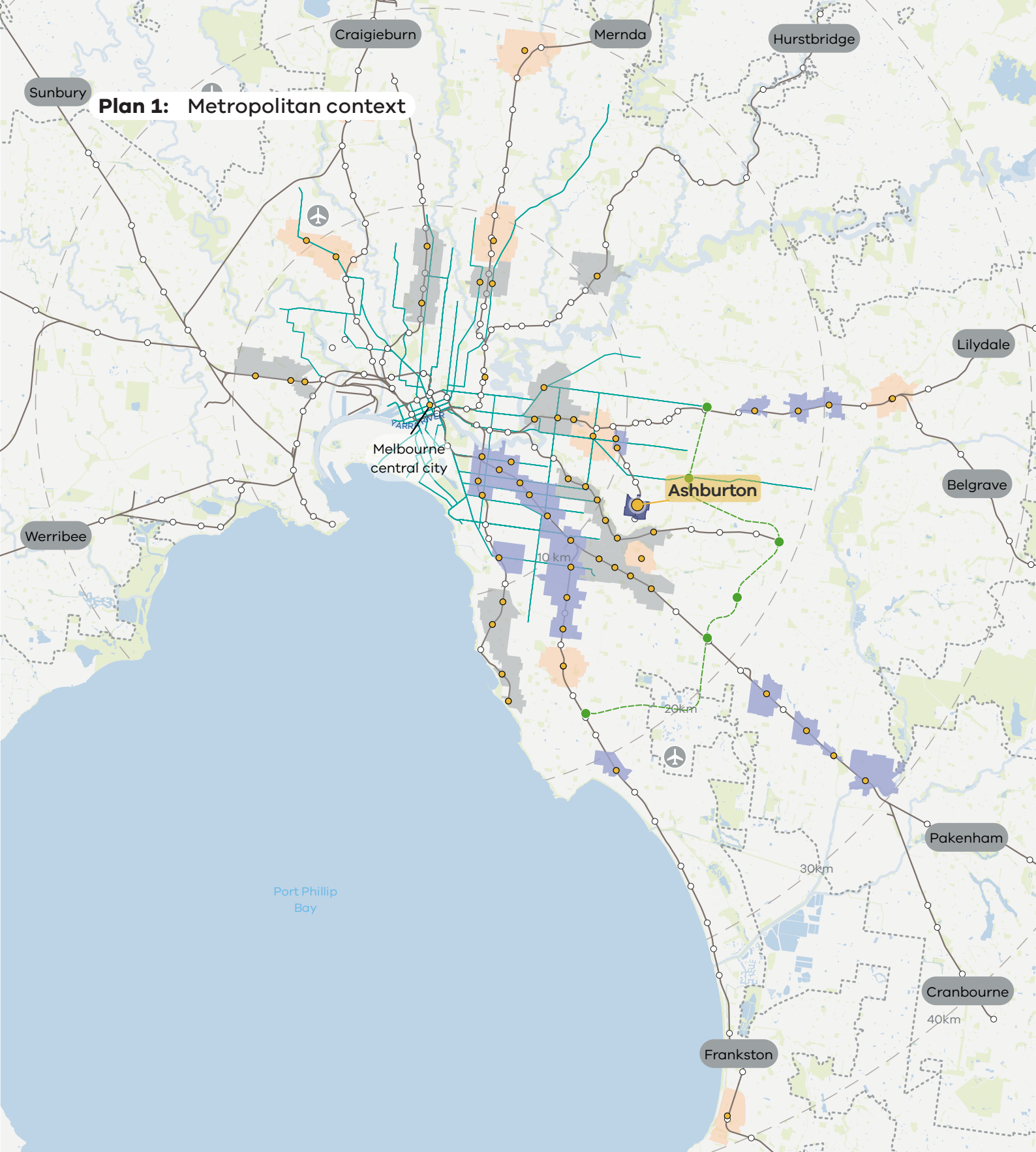
Plan for Victoria sets the vision for how the state will grow to 2050. Structured around five pillars of action, the plan outlines how Victoria will become more vibrant, accessible and connected. *Plan for Victoria* lists the Ashburton activity centre as one of the centres we're planning for under *Pillar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

The Ashburton activity centre is 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 catchment, contributing to this housing target.

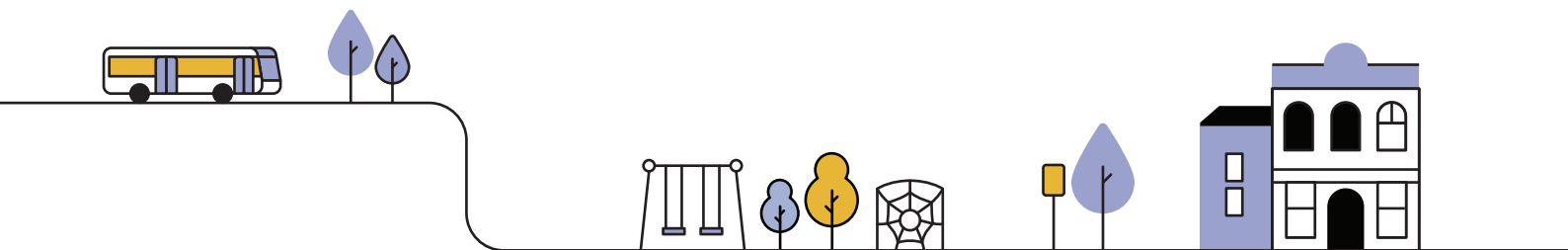
The Program also operates in the context of and alongside the following state policies that support Victorians to live, work, access and enjoy places across Melbourne:

- *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.
- *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 *Healthy Waterways Strategy 2018–2028* sets the long-term vision for managing the health of Melbourne's waterways.
- 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 | ■ pilot activity centres |
| ■ Ashburton train and tram zone activity centre and catchment | --- urban growth boundary |
| ■ other stage 2 train and tram zone activity centres and catchment | — tram route |
| ■ stage 1 train and tram zone activity centres and catchment | — 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 **Ashburton activity centre core built form**.

We heard that the top four themes for Ashburton were:



Preserve and protect local heritage

In addition to retaining existing Heritage Overlays, we've applied outer catchment heights to all catchment areas due to large heritage precincts. We have also done this because Ashburton is designated as a 'neighbourhood centre' in *Plan for Victoria*.

Head to **section 5 the activity centre catchment** to learn more.



Invest in local infrastructure to support growth

An infrastructure contributions plan is being considered for Ashburton. It will intend to fund infrastructure essential to the liveability of the current and future communities in and around this centre.

Head to **section 7 local infrastructure improvement opportunities for Ashburton** to learn more.



Develop plans based on local conditions

The planning tools for Ashburton ensure that the character of special locations, such as High Street are preserved.

Head to **Ashburton activity centre core built form** and to **section 5 the activity centre catchment** to learn more.



Preserve and protect existing open space and increase tree canopy cover

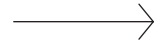
The Program's controls are tailored to retain sunlight to important open spaces and provide opportunities for urban greening through landscape setbacks and other measures.

Head to **section 4 the activity centre core** and **infrastructure investment focus areas** to learn more.

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

3 THE STRATEGIC DIRECTION FOR ASHBURTON

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





ABOUT ASHBURTON

When we say *Ashburton*, we are referring to the centre and its catchment area.

The activity centre is shown at **Plan 2: Ashburton context and recent Victorian Government infrastructure**.

Why Ashburton is 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 Ashburton activity centre is located around the Ashburton train station on the Alamein line.

The centre is well-served by public transport with train services connecting to other parts of metropolitan Melbourne, including Melbourne city centre, Camberwell Junction, and Hawthorn.

The bus network services the activity centre and provides access to a range of destinations, including a variety of schools, shopping centres and other activity centres in the wider eastern suburbs of Melbourne, between Glen Iris and Glen Waverley.

The services that support this place

The Ashburton activity centre is located approximately 13 kilometres east of the Melbourne central city.

In recent years, the Victorian Government has committed to and carried out several community and transport infrastructure projects in and around this centre.

The key projects are shown at **Plan 2: Ashburton context and recent Victorian Government infrastructure**.



Public realm and community infrastructure – having great community spaces

Ashburton’s library, community centre and maternal and child health centre support wellbeing and foster opportunities for learning and skills development.

Summerhill Park, Ferndale Trail, Ashburton Park and the Anniversary Trail are key public open spaces that contribute to a greener and cooler neighbourhood.

Recreational facilities, such as the Ashburton Pool and Recreation Centre and Warner Reserve, encourage social interaction and an active lifestyle by offering the community services that support their physical and mental health.

We heard from the community that access to open space and canopy cover is important, and that these elements must be retained to preserve the area’s distinctive character.

In the Community Reference Group Statement of Advice, we heard that future infrastructure investments must match population growth.

Transport – facilitating how we get around

Road safety, especially at school times, has improved with variable speed signage on High Street in Ashburton.

The area also has access to active transport trails such as the Anniversary Trail, which has recently received safety upgrades.

We heard from community members that ensuring safe movement across High Street and resolving traffic hotspots around school zones are important.

In the Community Reference Group Statement of Advice, we heard the call for improved pedestrian and traffic calming measures on local streets to reduce the impact from out-of-neighbourhood cars.

Plan 2: Ashburton context and recent Victorian Government infrastructure



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

Recent State Government funded infrastructure projects

- transport infrastructure upgrades
- education facility upgrades
- sporting facility upgrades



TRADITIONAL OWNERS

The Registered Aboriginal Party for the activity centre and its catchment area is the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC).

Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation is the Registered Aboriginal Party for and on behalf of Wurundjeri Woi-wurrung People. Wurundjeri Woi-wurrung People are recognised as the Traditional Owners of their lands and waters in Ashburton 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, lores 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 Ashburton activity centre. The 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 centre, 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.

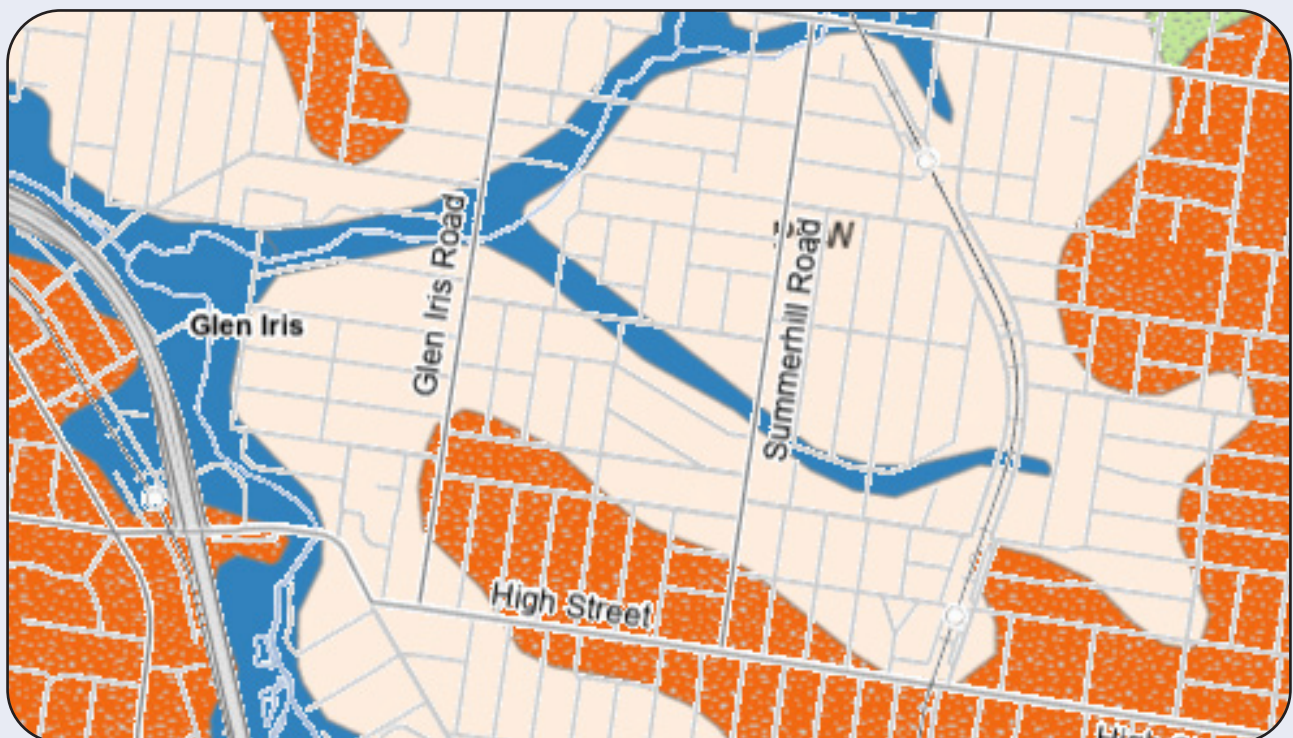
– Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation
Community Statement.

The locality of Ashburton is uniquely hugged by Kooyong Koot (Gardiners Creek), thus Country where this activity centre lies represents a highly significant place on Wurundjeri Country. Highly valuable waterways once existed, for example Ashburton Creek formerly flowed from Ashburton to Ferndale Park in Glen Iris where it joined Back Creek, which has now been channelled underground. Walking tracks now exist over the former course of the creek.

Removal of unnamed waterways, particularly tributaries from Back Creek are a loss to the landscape that surpasses a physical and ecological loss, but is a cultural loss. Waterways are veins that create and promote healthy Country, and have acted as the life source to Wurundjeri Woi-wurrung People for thousands of years.

Figure 1 shows the Ecological Vegetation Classes that would have existed on waterways prior to 1750. It shows the confluence of Kooyong Koot (Gardiners Creek) and Back Creek as EVC 56; Floodplain Riparian Woodland, which occurs along the banks and floodplains of larger meandering rivers and major creeks, in broader wetland communities¹.

Figure 1: Pre-1750s Ecological Vegetation Classes

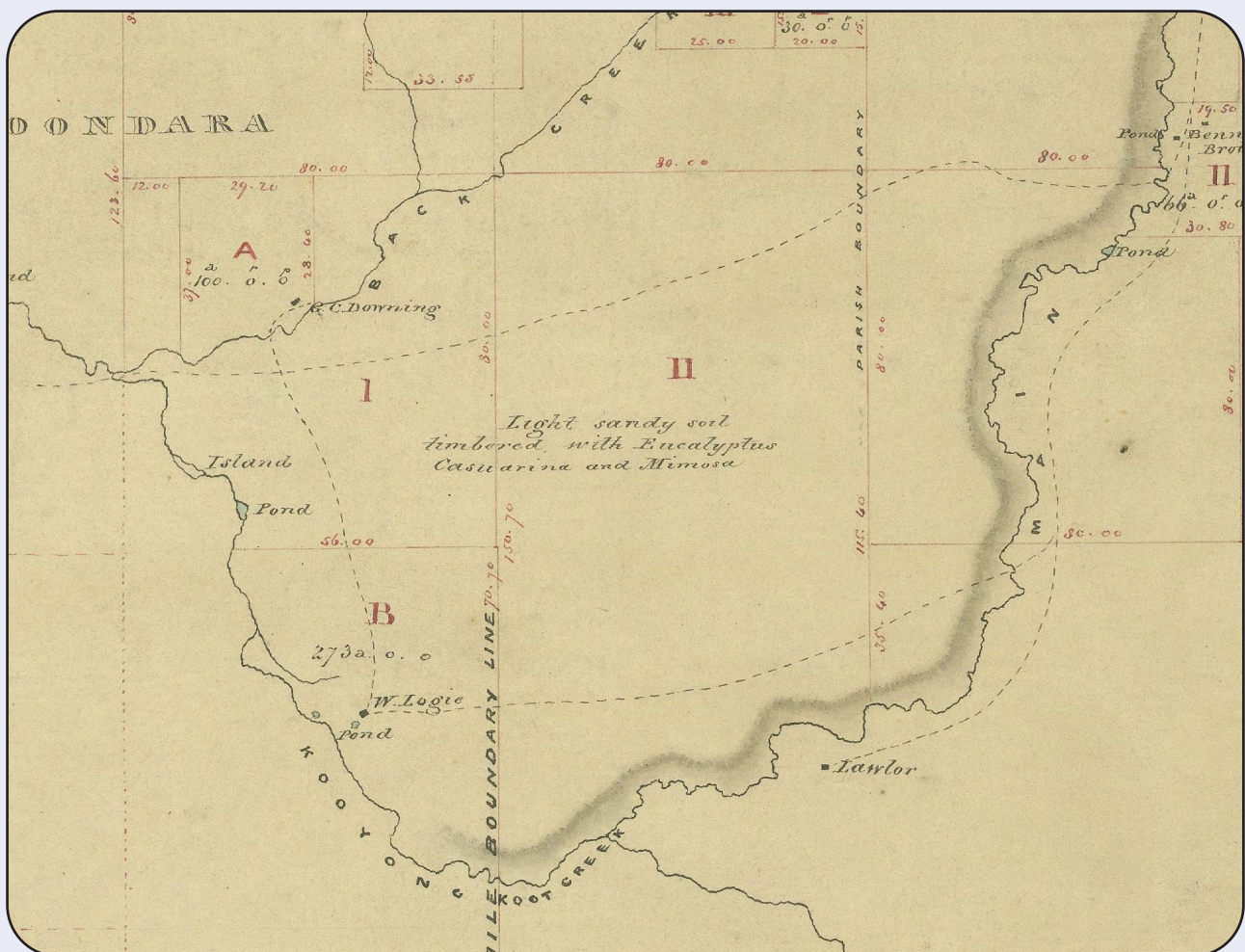


This area is significant due to the valuable sightlines and viewpoints which Wurundjeri Woi-wurrung Ancestors would have utilised such as Kooyong Koot (Gardiners Creek) and lands surrounding it, its confluence with the Birrarung (Yarra River), Port Phillip Bay, and Mount Corhanwarrabul and the Dandenong Ranges. These areas are of deep importance for traditional resource use, travel routes, and ceremonial practice.

The area where the Ashburton Activity Centre lies was once described as having *"light sandy soil, timbered with eucalyptus casuarina and mimosa"*, shown in **Figure 2**. Though the landscape was modified by 1851, it reflects Assistant Aboriginal Protector William Thomas's journal entries. Thomas describes areas around Kooyong Koot (Gardiners Creek) as a meeting place for Wurundjeri Woi-wurrung Ancestors².

Remnant landscape/tangible values represent remnants of the past and reflect these cultural values. There are recognised places around this Activity Centre that hold cultural heritage values and are important to Wurundjeri Woi-wurrung People.

Figure 2: Sydney B35 Allotments



THE VISION FOR ASHBURTON

Ashburton is already a great place to live, work and spend time in. Our vision is to help Ashburton 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, thriving local shops and places for people to meet, this area 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 Ashburton train and tram zone activity centre is built from the Statement of Advice prepared by the Community Reference Group as well as Boroondara Council's strategic work and engagement.

Ashburton will remain a vibrant and friendly centre, where its rich history is enjoyed by locals and visitors alike, who benefit from the convenient access to shops, cafés, services and community facilities.

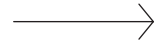
New homes and infrastructure will be carefully planned to enhance the area's character and values, with existing heritage being protected and celebrated in all future development. Greener, tree-lined streets and community spaces will support environmental sustainability and community wellbeing.



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4 THE ACTIVITY CENTRE CORE

The activity centre core is the central part of the activity centre, closest to public transport, jobs and services.





EXPECTED CHANGE IN THE ACTIVITY CENTRE CORE

The existing context of the activity centre influences the amount of growth expected. We understand how important it is to protect what makes each place special. Through community engagement, we heard from communities what local characteristics to protect and enhance, as well as what could make Ashburton better.

The activity centre core is a vibrant place where people shop, work, access public transport, connect with family and friends, as well as live. This makes the core the right place for more jobs and housing, including more diverse housing types. More Victorians can live where they want to and closer to the things that matter to them.

The activity centre core will change gradually over the next few decades, providing the new homes we need between now and 2051. It is likely that larger and unused blocks of land might be developed first, as they provide the best opportunities to deliver new homes the soonest.

"I would like to see more apartment buildings and townhouses built, but with family-friendly proportions. Many people enjoy the parks and wide open spaces of Ashburton, while being close to amenities."

– Ashburton community member

How we determine appropriate heights

The current size of the activity centre core, including its existing services, influences the growth planned to 2051.

The Housing Growth Framework, as referenced in the *Train and Tram Zone Activity Centres Program Explainer 2026*, gives the activity centre a ranking that determines the possible range of building heights that can be applied.

The building height in the activity centre core is informed by the built form typologies applied – see **Figure 3** below for an example. These are determined by both the level of development a location can accommodate and the types of buildings, homes and businesses already there.

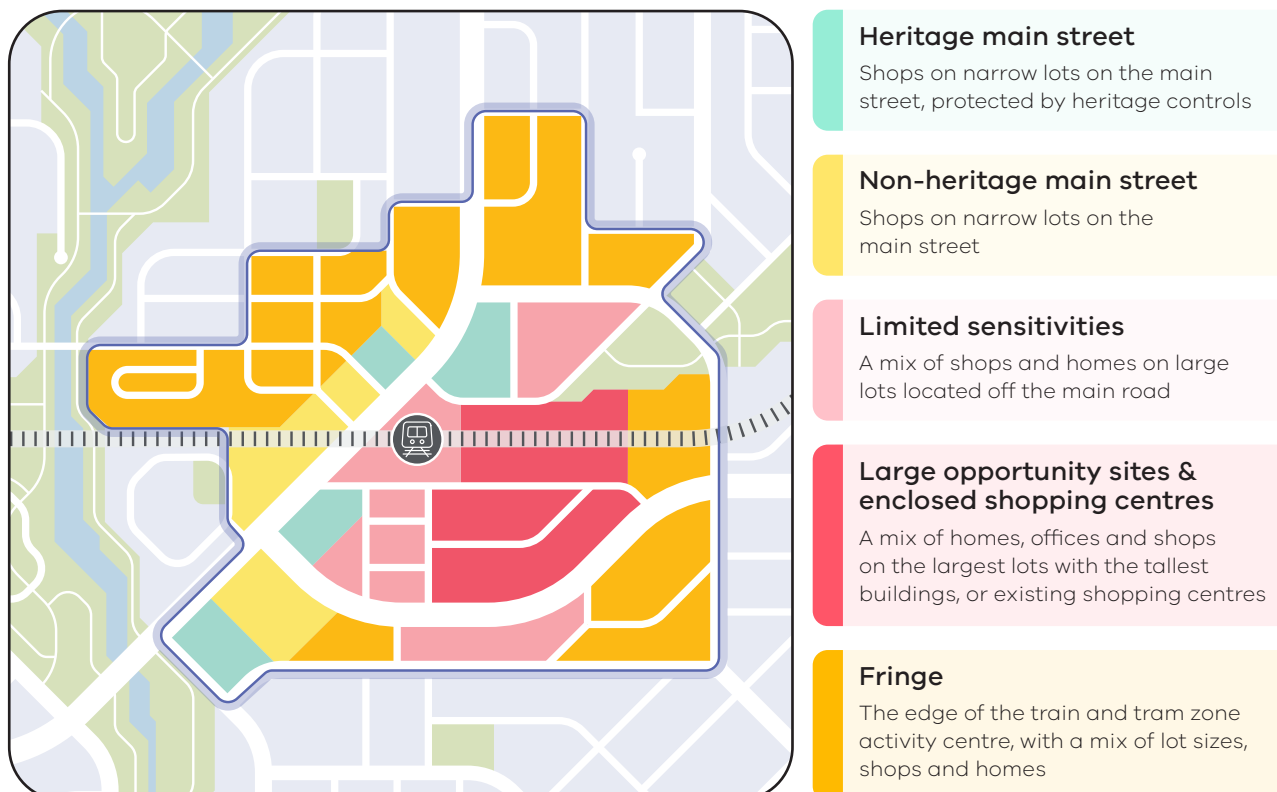
Each typology in the Housing Growth Framework ranking has its own set of standards for heights and setbacks, to allow the right level of development to happen in the right places.

The Built Form Overlay provides consistent planning controls in the activity centre core based on those typologies and the Housing Growth Framework.

The overlay introduces a streamlined planning pathway known as ‘deemed to comply’. This allows buildings, homes and businesses to be approved faster by clearly outlining standards appropriate for each area. ‘Deemed to comply’ standards include building heights, street wall heights and setbacks.

If a planning application does not meet these standards, the usual decision-making process and criteria apply to those matters.

Figure 3: Built form typologies (example only)





BUILT FORM OUTCOMES EXPLAINED

We're working with a set of consistent built form standards that support growth while ensuring development responds and contributes positively to its local context.

To understand where we've applied some of these standards to the Ashburton activity centre, please see **Ashburton activity centre core built form**.

Built form testing

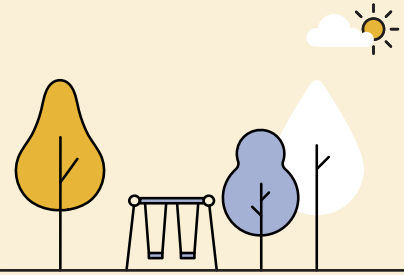
Each place is unique and we have responded to this by carrying out built form testing. Built form testing helped us understand the key qualities of the centre, and to balance allowing more homes with protecting amenity, such as sun access to identified parks and streets, and identified key view lines.

Recommendations from built form testing for Ashburton can be found in *Activity Centres Program Tranche 2 Local Variations Testing Ashburton Report* (Architectus, April 2026).

Sun access protections

Public and green spaces serve as invaluable public assets. Sunlight plays a vital role in preserving the health of landscaping and trees, as well as providing comfortable conditions for users.

Parks, streets and other public spaces have been identified for different levels of protection based on their significance and use. This will ensure they receive enough direct sun in different seasons.



Pedestrian connections

Pedestrian connections are new or existing walkways between buildings.

They allow better access to and from the activity centre core.



Active frontages

Active frontages, including multiple entrances and storefront windows at ground level, support a vibrant, active, and safe pedestrian environment.

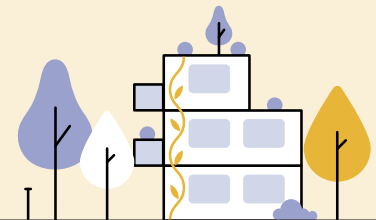
We have identified primary, secondary and tertiary active frontages based on the existing and emerging land uses in different typologies, ensuring new buildings provide opportunities for the right level of activation.



Landscape setbacks

Landscape setbacks are the spaces between the front of the building and the property line, typically front gardens.

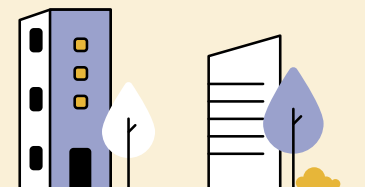
They support urban greening and in particular tree canopy, the softening of edges and ensure an appropriate transition to the public realm.



Sensitive interface setbacks

Setbacks manage the amenity needs of neighbouring properties by providing space between the building and the property line.

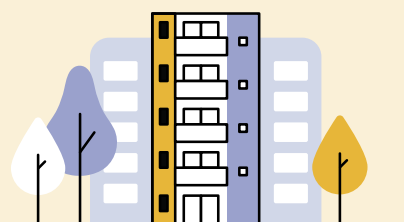
Sensitive interface setbacks are used to respond to the amenity needs of neighbouring properties to the south. These provide additional setbacks to the south boundary to allow sun access to the north-facing areas of properties south of the activity centre core.



Master planning

Master planning is required for larger sites that may be developed with multiple buildings or across several stages. It is also applied to sites with multiple public interfaces or where internal roads or pedestrian connections are needed.

The purpose of the master plan is to ensure co-ordinated, well-considered development across the whole site.





ASHBURTON ACTIVITY CENTRE CORE BUILT FORM

What we understand about the place and how we've addressed it

High Street is known for its lively and bright atmosphere, where residents and visitors spend time with friends and family enjoying all it has to offer. That's why we have applied primary active frontage controls along all of High Street to ensure the level of activity is retained and enhanced.

We have introduced sun access protection along High Street to ensure the street remains bright, as well as ensuring future canopy trees can grow. Areas along High Street with existing canopy trees have landscape setbacks applied to ensure future development accommodates the retention of these trees.

The Community Reference Group noted how important the village character and charm are for Ashburton. That is why we have applied the Non-Heritage Main Street Core typology along all of High Street, to protect and enhance the main street feel.

We heard that the community is generally supportive of new development being focused along High Street.

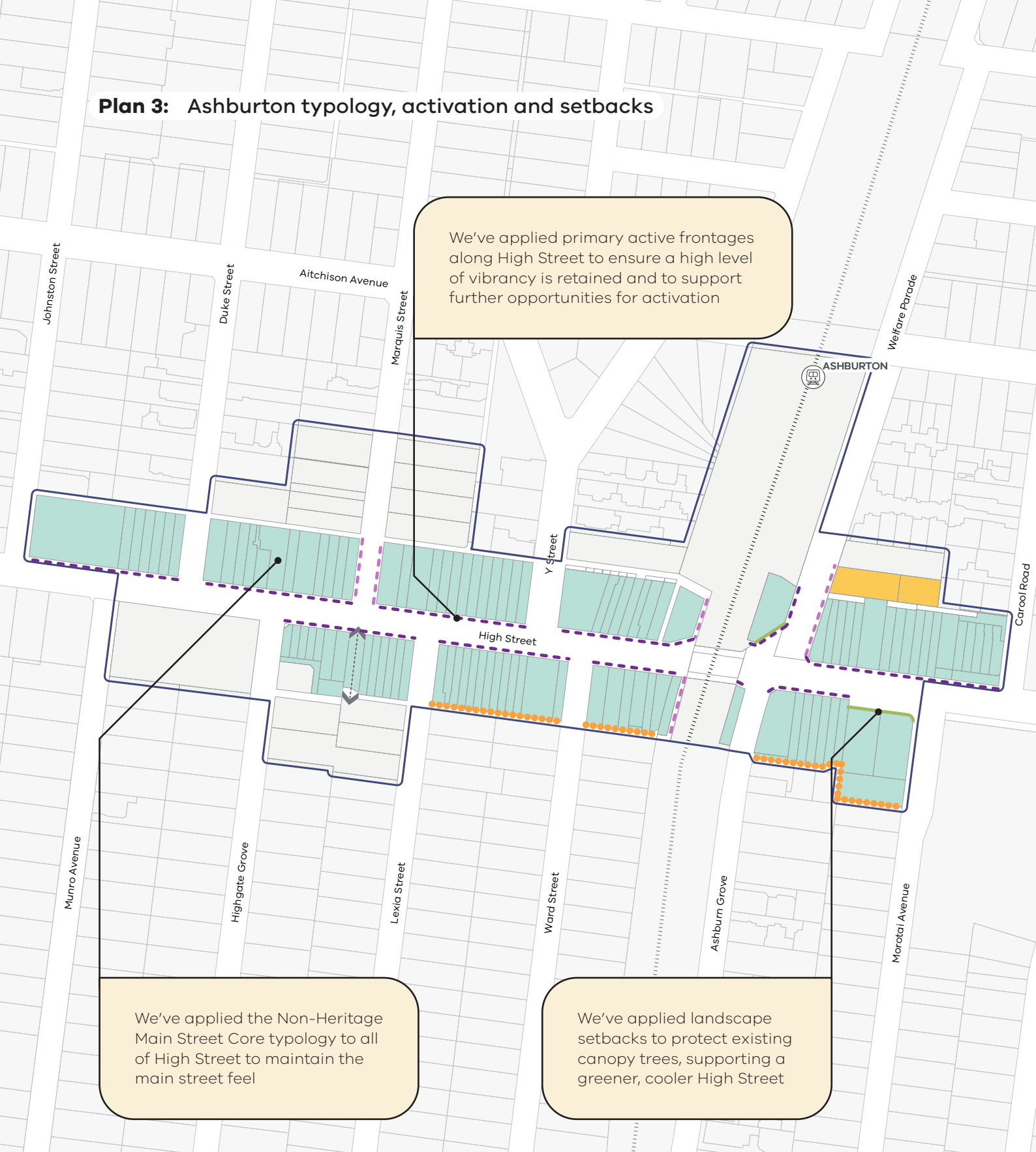
"I support thoughtful growth that strengthens Ashburton's vitality and housing diversity."

– Ashburton community member

Refer to **Plan 3: Ashburton typology, activation and setbacks** and **Plan 4: Ashburton building heights and sun protection** to see the built form outcomes and building heights for the activity centre core.



Plan 3: Ashburton typology, activation and setbacks



- Ashburton train and tram zone activity centre core
- train station & corridor
- Non-Heritage Main Street Core typology
- Fringe Precinct typology
- primary active frontage
- secondary active frontage
- sensitive interface
- landscape setback
- pedestrian connection (indicative)



Plan 4: Ashburton building heights and sun protection



- 

 Ashburton train and tram zone activity centre core
- 

 train station & corridor
- 

 up to 6 storeys
- 

 up to 8 storeys
- 

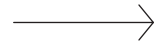
 key pedestrian street
- Sun protection**



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5 THE ACTIVITY CENTRE CATCHMENT

The residential area surrounding the activity centre core, called the catchment, provides opportunities to locate more homes close to local destinations such as shops and services, public transport and 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 station and the main commercial areas of the activity centre core 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.

Defining the catchment in Ashburton

In response to community feedback, the size and scale of Ashburton, extensive precinct heritage overlays and its designation as a 'neighbourhood centre' in *Plan for Victoria*, we are only applying outer catchment for this activity centre.

The key features that influenced the catchment boundary include:

- Heritage Overlays
- Key areas of open space
- Distance from the Ashburton train station
- Distance from the commercial offerings of High Street.

Changes to zoning in the planning schemes

The Housing Choice and Transport Zone enables a diversity of housing in the catchment, and other well-serviced locations.

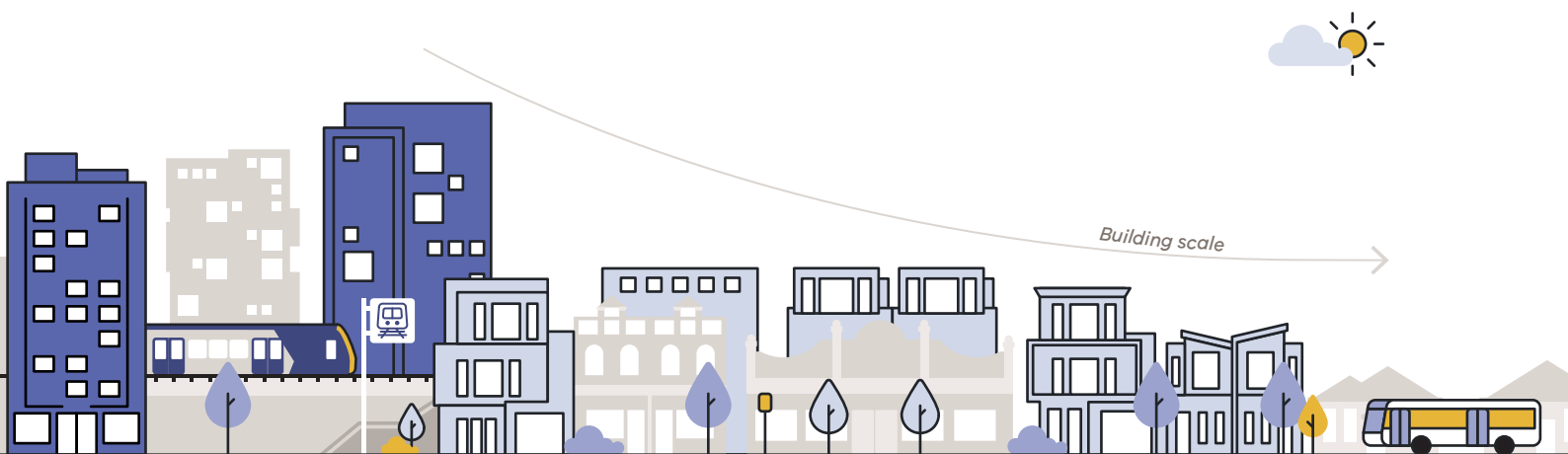
The Housing Choice and Transport Zone 2 is applied to all residentially-zoned land in the Ashburton catchment and will replace existing residential zones in these areas.

Plan 5: Ashburton catchment shows the high-level vision for the outer catchment. To see the detailed application of Housing Choice and Transport Zone, please refer to the *Boroondara Planning Scheme*.

Transition from the train and tram zone

As you move away from the commercial and community core of the activity centre, the allowable building heights gradually decrease, creating a transition between the activity centre and the surrounding suburb.

The illustration below demonstrates how the transition from the core to the catchment occurs. To understand how the catchment has been set, refer to the *Train and Tram Zone Activity Centres Program Explainer, 2026*.



The core

The cultural and commercial hub of the community, the activity centre core is thriving and active with shops, community facilities, services and transport options.

The catchment

The catchment for Ashburton generally allows for building heights of 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 catchment boundary, please see **Plan 5: Ashburton catchment**



Plan 5: Ashburton catchment

The catchment has been drawn based on pedestrian accessibility to Ashburton Station and the commercial core of High Street, reflecting the areas most conveniently served by these key activity nodes

Areas of open space such as the Ferndale Trail, Ashburton Park and Warner Reserve bound the catchment to the north and east, acting as natural breaks to the catchment extent

- train and tram zone activity centre core
- outer catchment
- train station & corridor
- bus route
- Heritage Overlay
- existing open space



CHANGES TO THE BOROONDARA PLANNING SCHEME

Changes to local policy

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.

Changes to the overlays in the Boroondara Planning Scheme

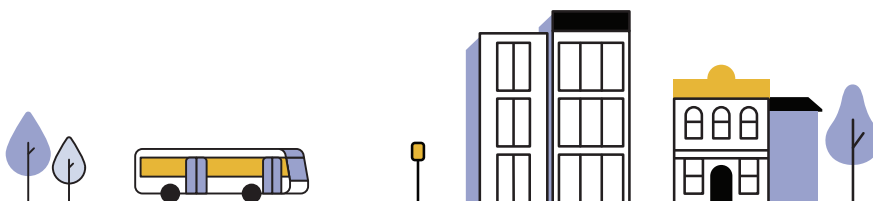
The Built Form Overlay guides built form for medium-scale and higher-scale apartment buildings, as well as for retail, office and other uses in the core.

To have these kinds of homes close to services, jobs and public transport, we need to amend the Design and Development Overlay 16 for the Ashburton activity centre, as it contains built form elements.

Changes to zoning in the Boroondara Planning Scheme

To have the kinds of places set out in this Plan, we need to rezone some areas that have conflicting land use and built form controls. This includes:

- Changing some areas of Neighbourhood Residential Zone to only Commercial 1 Zone in the Ashburton activity centre.



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6 INFRASTRUCTURE

The Ashburton activity centre was chosen for its 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 Ashburton (refer to **Plan 2: Ashburton 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 this centre, 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.

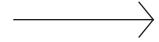
In line with *Plan for Victoria*, new guidance is also being prepared on how to appropriately build in areas subject to flooding. As part of this, Melbourne Water is in the process of updating its flood modelling through the Greater Melbourne Flood Information Program to provide more in-depth information 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.

7 LOCAL INFRASTRUCTURE IMPROVEMENT OPPORTUNITIES FOR ASHBURTON





INVESTING IN ASHBURTON'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, 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 this centre remains a great place to live.

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

These contributions would then be provided to councils and the Victorian Government to help deliver the essential infrastructure this activity centre needs to thrive.

Developers, local government, state agencies and other stakeholders including the Federal Government all share the 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 in this activity centre.

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

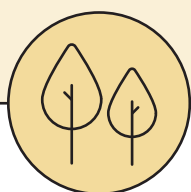
Contributing to greener and cooler parks, streets and public places with more vegetation and street trees.

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.

Examples of potential locations are included below and in **Plan 6: Indicative Ashburton place improvement opportunities**.



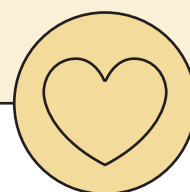
Support improved opportunities for play and recreation, maximising use, access, and enjoyment of public space by everyone.

- Upgrade public spaces (passive open space, pedestrian malls, plazas and forecourts), such as Summerhill Park. 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 Ashburton Park and Warner 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 Yuille Street and Fakenham Road.
- Provide attractive walking routes through safe and attractive crossing opportunities and continuous footpath treatments in the activity centre core, around the train station and roads such as High Street and the Anniversary Trail.



Support initiatives that encourage increased social participation and activity, where places are designed so people are safe and welcome to shop, socialise and dine.

- Upgrade streetscapes in activity centre core and commercial areas, such as High Street. Works could include, but not be limited to, street tree planting and landscaping, street furniture, pedestrian priority crossings, water sensitive urban design, and footpath improvements and/or widening.
- Improve laneways and side roads supporting key streetscapes, and other local roads in activity centre cores and catchment, such as at the rear of commercial properties along High Street. Works could include, but not be limited to, street tree planting and landscaping, lighting and footpath improvements and/or widening.

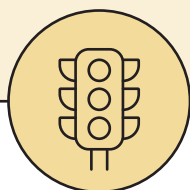
Plan 7: Indicative Ashburton activity centre core place improvement opportunities

shows the place improvement plan for the core, shows the local infrastructure improvement opportunities for Ashburton and immediate surrounds, not the broader transport network opportunities identified in **Plan 6**.



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

- Improve the safety, comfort and passenger experience of bus stop facilities, including shelters, seating, tactiles, information displays and wayfinding.
- Provide safer access to bus stops by aligning these with pedestrian crossings.
- Improve bus efficiency and reliability, including intersection changes, and on-road priority.



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 High Street, including 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 Ashburton Library and Community Centre. Works could include, but not be limited to, libraries, maternal and child health centres, early childhood education and community centres.

Plan 6: Indicative Ashburton place improvement opportunities

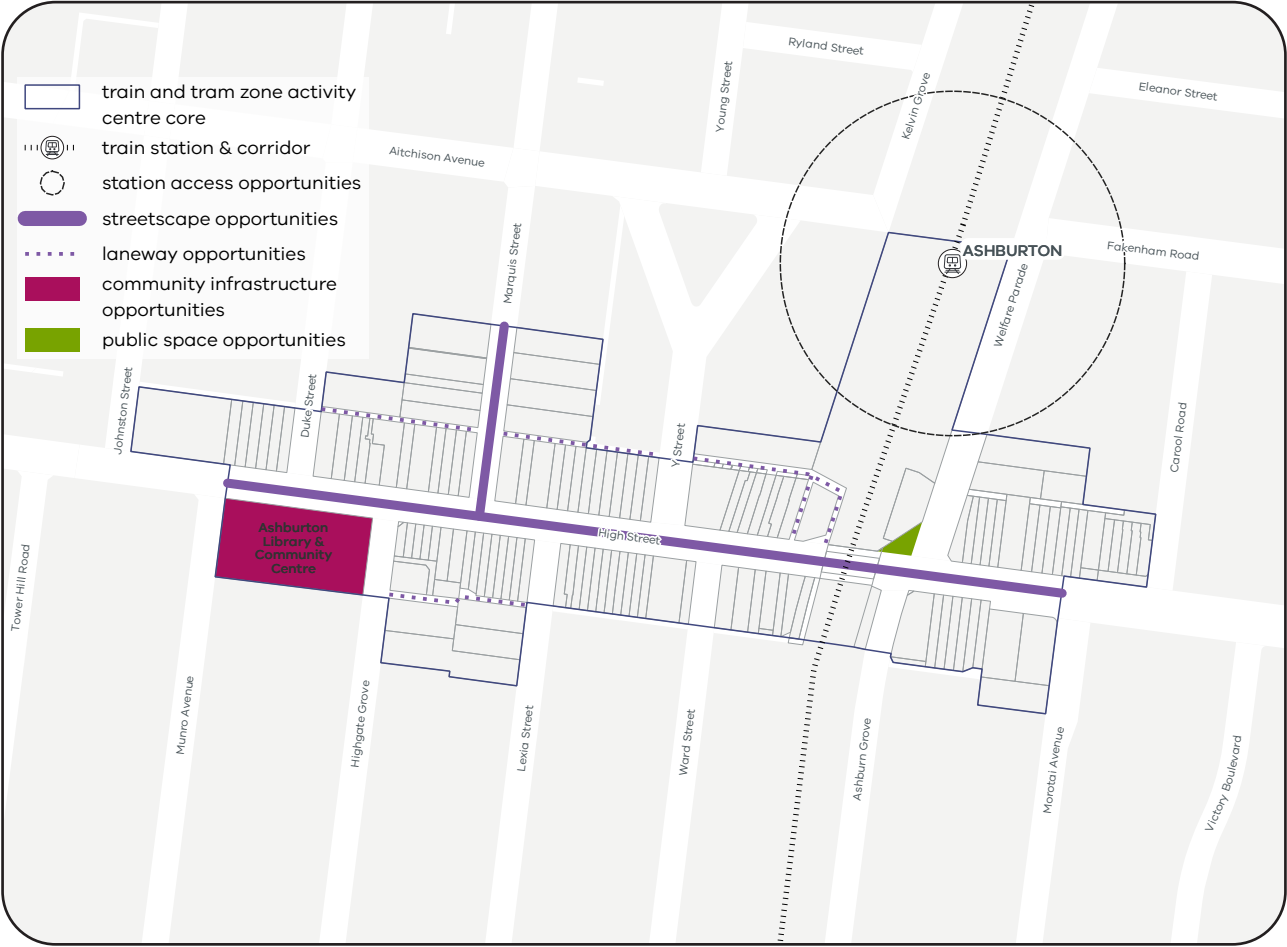


- train and tram zone activity centre core
- train and tram zone activity centre catchment
- train station & corridor
- existing open space
- active transport opportunities
- public transport infrastructure opportunities
- road opportunities
- community infrastructure opportunities
- public space opportunities

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



Plan 7: Indicative Ashburton activity centre core place improvement opportunities



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8 REFERENCES

Endnotes

- 1 Victorian Volcanic Plain bioregion, EVC 56: Floodplain Riparian Woodland, Department of Sustainability and Environment, accessed 10 March 2026.
- 2 Marguerita Stephens (ed) (2014), *The Journal of William Thomas Assistant Protector of the Aborigines of Port Phillip & Guardian of the Aborigines of Victoria 1839–1867*, Volumes 1–3, Victorian Aboriginal Corporation for Languages, Melbourne.

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Stephens, M. (2014), *The Journal of William Thomas Assistant Protector of the Aborigines of Port Phillip & Guardian of the Aborigines of Victoria 1839–1867*, Volumes 1–3, Victorian Aboriginal Corporation for Languages, Melbourne.

9 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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