

ELSTERNWICK TRAIN AND TRAM ZONE ACTIVITY CENTRE PLAN

BUNURONG COUNTRY

JUNE 2026



**Authorised by the Victorian Government,
Melbourne**

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

© State of Victoria Department of Transport
and Planning, 2026.

Except for any logos, emblems, trademarks, artwork and
photography, this document is made available under
the terms of the Creative Commons Attribution 3.0
Australia license.

Accessibility information

If you want to receive this publication in an accessible
format (such as large print or audio), call 136 186 (select
option 6) or email activity.centres@transport.vic.gov.au.
This document is also available in an accessible format
at planning.vic.gov.au/activitycentres.

Disclaimer

This publication may be of assistance to you, but the
State of Victoria and its employees do not guarantee
that the publication is without flaw of any kind or is
wholly appropriate for your particular purposes and,
therefore, disclaims all liability for any error, loss or other
consequence which may arise from you relying on any
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 Elsternwick activity centre is located on the lands of the Bunurong 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 Elsternwick	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 ELSTERNWICK.....	13
About Elsternwick	14
Why Elsternwick is in the Program	14
The services that support this place	14
Traditional Owners	17
Statement from the Registered Aboriginal Party.....	17
Bunurong cultural values statement.....	18
The vision for Elsternwick.....	19
4 THE ACTIVITY CENTRE CORE	21
Expected change in the activity centre core	22
Elsternwick activity centre core	22
5 THE ACTIVITY CENTRE CATCHMENT	23
Expected change in the catchment	24
Defining the catchment in Elsternwick	24
Transition from the train and tram zone	25
Changes to the Glen Eira Planning Scheme	27
Changes to local policy	27
Changes to the overlays in the Glen Eira Planning Scheme	27
Changes to zoning in the Glen Eira Planning Scheme	27
6 INFRASTRUCTURE	29
Planning for future growth	31
Transport improvements	31
Education capacity	31
Health services	31
Integrated water management	32
7 LOCAL INFRASTRUCTURE IMPROVEMENT OPPORTUNITIES FOR ELSTERNWICK	33
Investing in Elsternwick's infrastructure	35
Infrastructure investment focus areas	35
Strategies and opportunities	36
8 GLOSSARY OF TERMS	40

PLANS

Plan 1	Metropolitan context.....	11
Plan 2	Elsternwick context & recent Victorian Government infrastructure	16
Plan 3	Elsternwick catchment.....	26
Plan 4	Indicative Elsternwick place improvement opportunities	38
Plan 5	Elsternwick activity centre core place improvement.....	39

This page has been intentionally left blank

1 THE PURPOSE

The Activity Centre 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 ELSTERNWICK

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

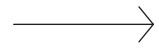
This Train and Tram Zone Activity Centre Plan (the Plan) for Elsternwick guides where new homes go, how new development will be shaped and what improvements will enhance the liveability of this place.

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**.

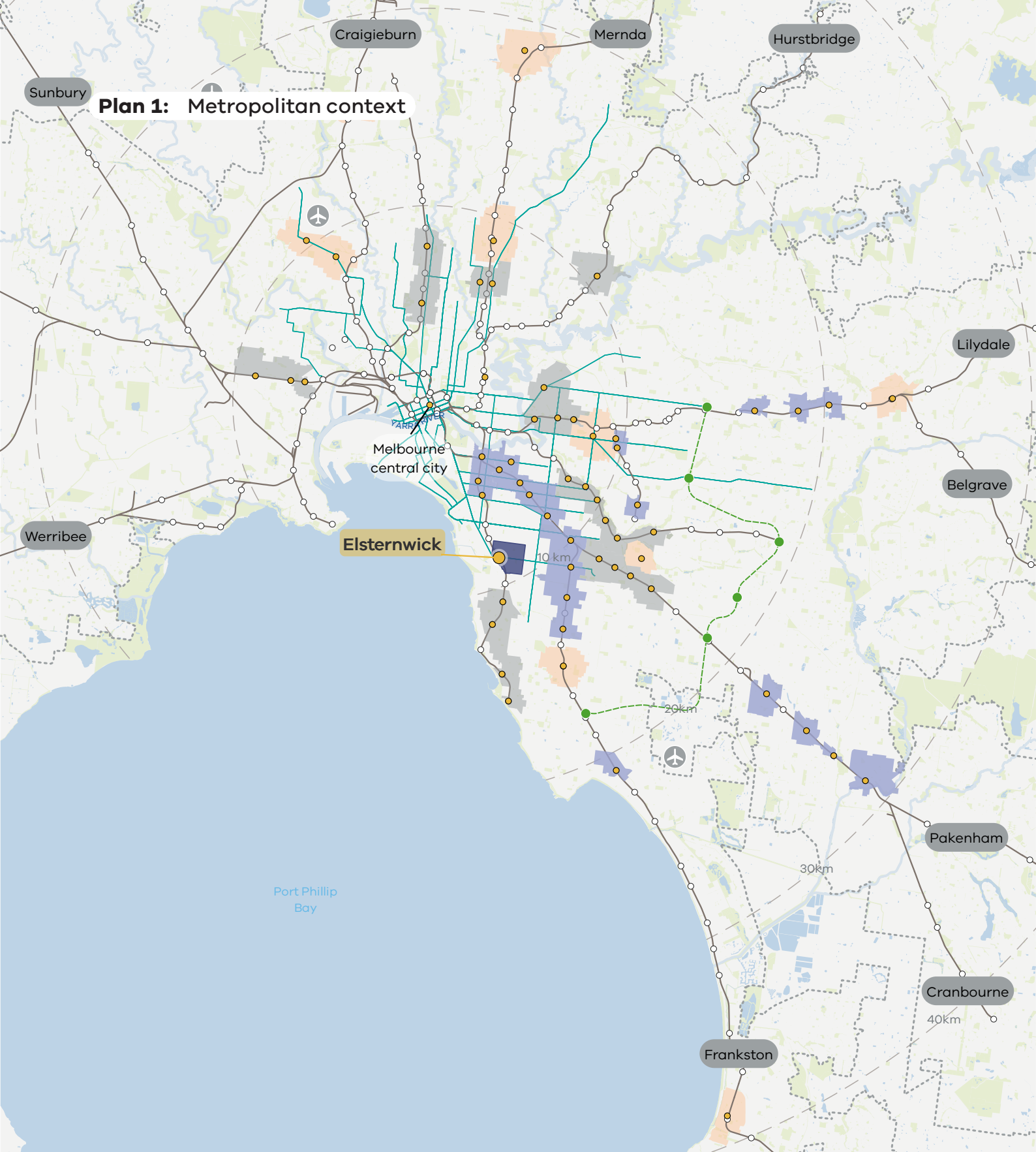
Plan for Victoria sets the vision for how the state will grow to 2050. Structured around five pillars of action, the plan outlines how Victoria will become more vibrant, accessible and connected. Plan for Victoria lists the Elsternwick activity centre as one of the centres we're planning for under Pillar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

The Elsternwick activity centre is located within Glen Eira local government area. Plan for Victoria sets the City of Glen Eira the target of 63,500 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 creates planning capacity for more homes in this activity centre and its catchment, contributing to this housing target.

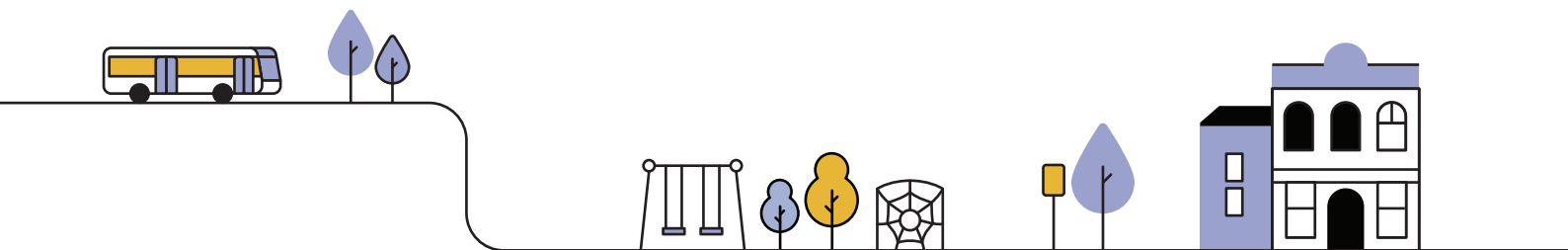
The Program also operates in the context of and alongside the following state policies that support Victorians to live, work, access and enjoy places across Melbourne:

- **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.
- **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 **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
- Elsternwick 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 Glen Eira City Council, over two stages to inform this plan. We also reviewed community submissions received by council in 2025 relating to its Elsternwick planning scheme amendment (Amendment C256glen).

We heard through the consultation process, including community submissions from council's exhibition period for the *Elsternwick Structure Plan 2023* that the top three themes for Elsternwick were:



Preserve and protect local heritage

In addition to retaining existing Heritage Overlays, we've generally applied outer catchment to larger heritage precincts and have removed two Victoria Heritage Register sites from the catchment, including the Rippon Lea Estate.

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



Invest in local infrastructure to support growth

An infrastructure contributions plan is being considered for Elsternwick. It will intend to fund infrastructure essential to the liveability of the current and future communities in and around this centre. This includes public realm improvements and essential upgrades to infrastructure.

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



Develop plans based on local conditions

Council's strategic work informed the planning controls for Elsternwick, including building heights. The application of the inner and outer catchment reflects local conditions, including areas with existing heritage overlays.

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

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

3 THE STRATEGIC DIRECTION FOR ELSTERNWICK

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





ABOUT ELSTERNWICK

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

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

Why Elsternwick 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 Elsternwick activity centre is located around Elsternwick train station and Glen Huntly Road and is well-served by public transport, linking people to employment, retail, recreation and services.

This centre benefits from strong public transport connectivity, with the Sandringham rail line, tram route 67 and a bus network providing links to the Melbourne central city and other key destinations such as Caulfield, South Yarra and Brighton.

The services that support this place

The Elsternwick activity centre is located approximately 9 kilometres south-east of 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: Elsternwick context & recent Victorian Government infrastructure**.



Public realm and community infrastructure – having great community spaces

Elsternwick Plaza and Hopetoun Gardens are key public open spaces that foster community connection while contributing to a greener, cooler environment with more canopy trees.

Community facilities, such as Elsternwick Library and the Kadimah Jewish Cultural Centre & National Library, encourage social interaction, learning and inclusion by providing accessible places for people to meet, study or participate in shared activities.

The Elsternwick Maternal and Child Health Centre is a community facility that provides local families with access to health services, information and support to ensure the community has access to places that support wellbeing and care.

We heard from the community that managing impacts on amenity, sunlight and street experience including retention of existing tree canopy is important.

In the Community Reference Group Statement of Advice, we heard the call for more infrastructure to support housing growth.

Transport – facilitating how we get around

Elsternwick's transport network is improving, with more public transport services. The Metro Tunnel creates additional capacity across the rail network, allowing for improved services. As a result, middle of the day services on the Sandringham Line will increase later in 2026.

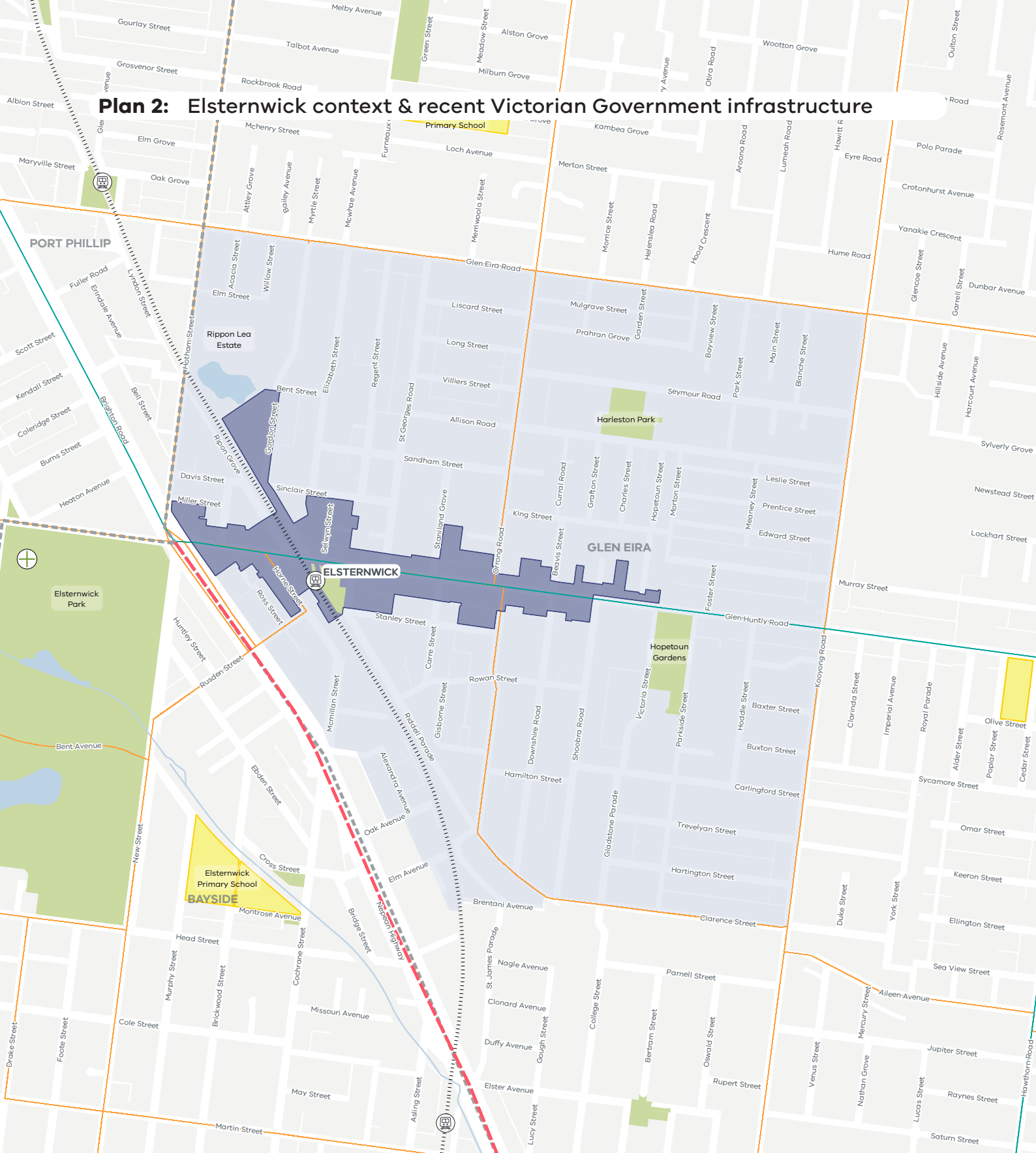
The bus network has improved with more routes connecting to Elsternwick Station; and more services on the Route 606 connecting Elsternwick with St Kilda, Port Melbourne and Fishermans Bend.

Elsternwick also has good access to walking and riding networks nearby for local journeys, including the Rosstown Rail Trail, the Elster Creek Trail, and the Bay Trail.

We heard from the community that transport upgrades and active transport options are important.

In the Community Reference Group Statement of Advice, we heard the call for improved pedestrian facilities such as footpath widenings.

Plan 2: Elsternwick context & recent Victorian Government infrastructure



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

- existing open space
- watercourse & waterbody
- Recent State Government funded infrastructure projects**
- transport corridor upgrades
- sporting facility upgrades



TRADITIONAL OWNERS

The Registered Aboriginal Party for this activity centre and catchment area is the Bunurong Land Council Aboriginal Corporation.

Bunurong Land Council Aboriginal Corporation is the Registered Aboriginal Party for and on behalf of Bunurong People. Bunurong People are recognised as the Traditional Owners of their lands and waters in Elsternwick and across greater western and south-eastern Melbourne.

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

Bunurong Land Council Aboriginal Corporation has provided and consented to the publication of a Statement of Cultural Values for the Elsternwick activity centre. 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 this activity centre, 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 Bunurong Land Council 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.

BUNURONG CULTURAL VALUES STATEMENT

Bunurong peoples are the Traditional Custodians of this land, including the proposed location of the Elsternwick Activity Centre. They have cared for this Country for thousands of years and continue to do so today. This area, and the broader cultural and biocultural landscapes of Bunurong Country, remain deeply significant to Bunurong peoples.

Bunurong peoples hold extensive knowledge of Country, passed down through generations via lore, ceremonies, rituals, and cultural practices. These traditions sustain and reinforce important social, cultural, political, spiritual, economic, and ecological values.

Bunurong peoples identify as saltwater people, an identity that is central to their culture and continues to guide their practices. Prior to colonisation, Bunurong peoples in the Elsternwick area had access to diverse natural water sources including rivers, creeks, springs, swamps, and wetlands. They also constructed artificial wells in drier areas and used a range of implements to store and transport water between camps. The abundance of both fresh and saltwater resources made this an important and sustaining place for Bunurong peoples.

Coastal areas near Elsternwick—including Elwood, Point Ormond, and Red Bluff—were important places for gathering seafood. Fish, mussels, and cockles were commonly collected. However, the sale of coastal lands in the early 1840s significantly disrupted Bunurong peoples' access to food and water, severing vital connections to these resources.

The subsequent draining and reclamation of Elwood Swamp further reduced access to previously abundant food sources, including aquatic and terrestrial flora and fauna. Within a short period, these changes contributed to widespread starvation and disease among Bunurong peoples.

Historical and ongoing restrictions on access to Country have continued to limit Bunurong peoples' ability to care for Country. Bunurong Elders have identified this disconnection as a key factor contributing to poorer health and wellbeing outcomes within the contemporary Bunurong community.

THE VISION FOR ELSTERNWICK

Elsternwick is already a great place to live, work and spend time. Our vision is to help this place 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 Elsternwick train and tram zone activity centre is built from the Statement of Advice prepared by the Community Reference Group and the *Elsternwick Structure Plan 2023*.

Glen Eira City Council's vision for the Elsternwick activity centre core in the *Elsternwick Structure Plan 2023*:

"A safe, connected, accessible and liveable centre that embraces its historic character and strong cultural and village feel.

The centre will be a destination for its longstanding cultural and entertainment offerings, business and employment opportunities, and a range of quality local retail outlets and community spaces, providing a socially, environmentally and economically sustainable future."

Building on Glen Eira City Council's vision for the core, the surrounding residential area, referred to as the catchment, will offer diverse types of homes for existing and future residents of the area. New housing will be carefully planned to support a diverse and growing community, with development focused in locations close to public transport, shops, services and community facilities.



This page has been intentionally left blank

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 Elsternwick 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.

Elsternwick activity centre core

Glen Eira City Council prepared the *Elsternwick Structure Plan 2023*, which sets out a vision for how the area should grow and change over time. Because this plan is up to date and broadly aligned with the Victorian Government's objectives for activity centres, it plays a key role in guiding development in the core of Elsternwick.

This means the approach for the Elsternwick activity centre core is slightly different – it is primarily guided by the Structure Plan, particularly when it comes to building heights.

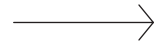
Both the Structure Plan and the Train and Tram Zone Activity Centre Plan are recognised as background documents under Clause 72.08 of the *Glen Eira Planning Scheme*. Together, they help shape the form and character of future development in Elsternwick.

"I welcome more homes in our area – it's a lovely place to live and I would like more people to be able to experience it."

– Elsternwick community member

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 Elsternwick train station and tram stop 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 Elsternwick

The key features that influenced the catchment boundaries include:

- Existing Heritage Overlays, particularly to the north of the activity centre core
- Rippon Lea Estate, a Victorian and National Heritage Register listed site
- Major roads, like Nepean Highway
- Distance from the Elsternwick train station.

To understand where we've applied the inner and outer catchment boundaries, please see Plan 3: Elsternwick catchment.

Changes to zoning in the planning schemes

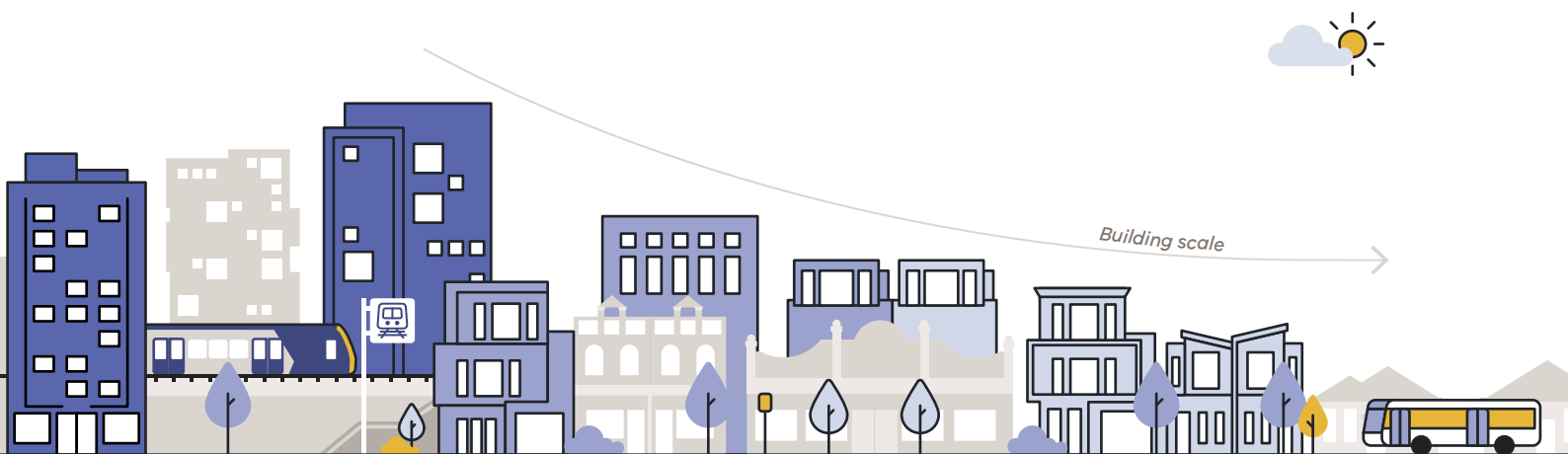
The Housing Choice and Transport Zone enables a diversity of housing in the catchment, and other well-serviced locations. The HCTZ1 is applied to most existing residentially-zoned land in the inner catchment, and HCTZ2 is applied to most existing residentially zoned land in the outer catchment. It will replace existing residential zones in these areas.

Plan 3: Elsternwick 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 *Glen Eira 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 inner catchment

The inner catchment includes residential land with direct access to the activity centre core, 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: Elsternwick catchment**



Plan 3: Elsternwick catchment

The **inner catchment** responds to surrounding open spaces, existing train and tram lines and bus services

The **outer catchment** responds to existing Heritage Overlay precincts

The Rippon Lea Estate is a significant site listed on the Victorian and National Heritage Register as an example of an intact 19th century mansion and gardens. In recognition of its significance, this site is not included in the catchment.

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



CHANGES TO THE GLEN EIRA PLANNING SCHEME

Changes to local policy

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

Changes to the overlays in the Glen Eira Planning Scheme

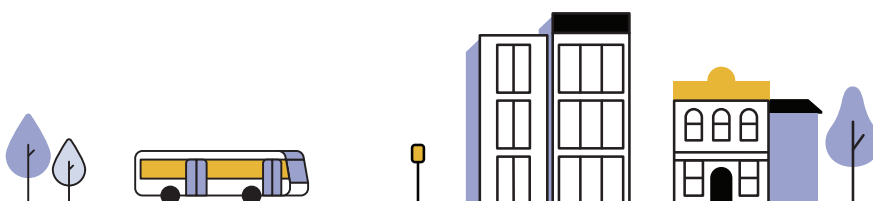
The Built Form Overlay guides built form for medium-scale and higher-scale apartment buildings, as well as for retail, office and other uses in the core.

To have these kinds of homes close to services, jobs and public transport, we need to remove some of the conflicting matters in Design and Development Overlay 10 for the Elsternwick activity centre, as it has built form elements.

Changes to zoning in the Glen Eira 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 Residential Growth Zone to Commercial 1 Zone in the Elsternwick activity centre.
- Changing some areas of Neighbourhood Residential Zone to Mixed Use Zone in the Elsternwick activity centre.



This page has been intentionally left blank

6 INFRASTRUCTURE

The Elsternwick 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 Elsternwick (refer to **Plan 2: Elsternwick context & 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.

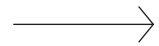
In line with *Plan for Victoria*, new guidance is also being prepared on how to appropriately build in areas subject to flooding. As part of this, Melbourne Water is in the process of updating its flood modelling through the Greater Melbourne Flood Information Program to provide more in-depth information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

Communities value access to high quality parks, open spaces and walking and cycling infrastructure, and they want to see more investment in these facilities.





INVESTING IN ELSTERNWICK'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 each 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.



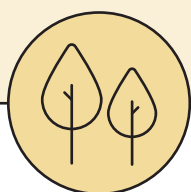
Green spaces that are great places

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 references 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.



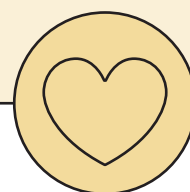
Support improved opportunities for play and recreation, maximising use, access, and enjoyment of public space by everyone.

- Upgrade public spaces (passive open space, pedestrian malls, plazas and forecourts) such as Elsternwick Plaza and Yalukit Willam Nature 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 Elsternwick Park. 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 Glen Eira Road, Orrong Road and Riddell Parade.
- Provide attractive walking routes through safe and attractive crossing opportunities and continuous footpath treatments in the activity centre cores, around train stations and roads such as Glen Huntly Road and Hotham Street.

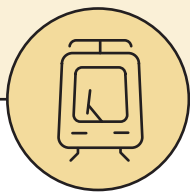


Support initiatives that encourage increased social participation and activity, where places are designed so people are safe and welcome to shop, socialise and dine.

- Upgrade key streetscapes in activity centre cores and commercial areas, such as Glen Huntly Road. 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, side roads supporting key streetscapes, and other local roads in activity centre cores and catchments such as at the rear of commercial properties along Glen Huntly Road. Works could include but not be limited to street tree planting and landscaping, lighting and footpath improvements and/or widening.

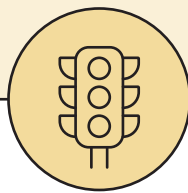
Examples of potential locations are included below and in **Plan 4: Indicative Elsternwick place improvement opportunities**.

Plan 5: Elsternwick activity centre core place improvement shows the local infrastructure improvement opportunities for Elsternwick and immediate surrounds, not the broader transport network opportunities identified in **Plan 4**.



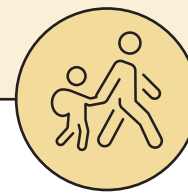
Support greater choice in travel by improving on-road public transport efficiency and passenger experience.

- Improve the safety, comfort and passenger experience of bus and tram stop facilities, including 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.



Support more efficient road movements for cars and freight.

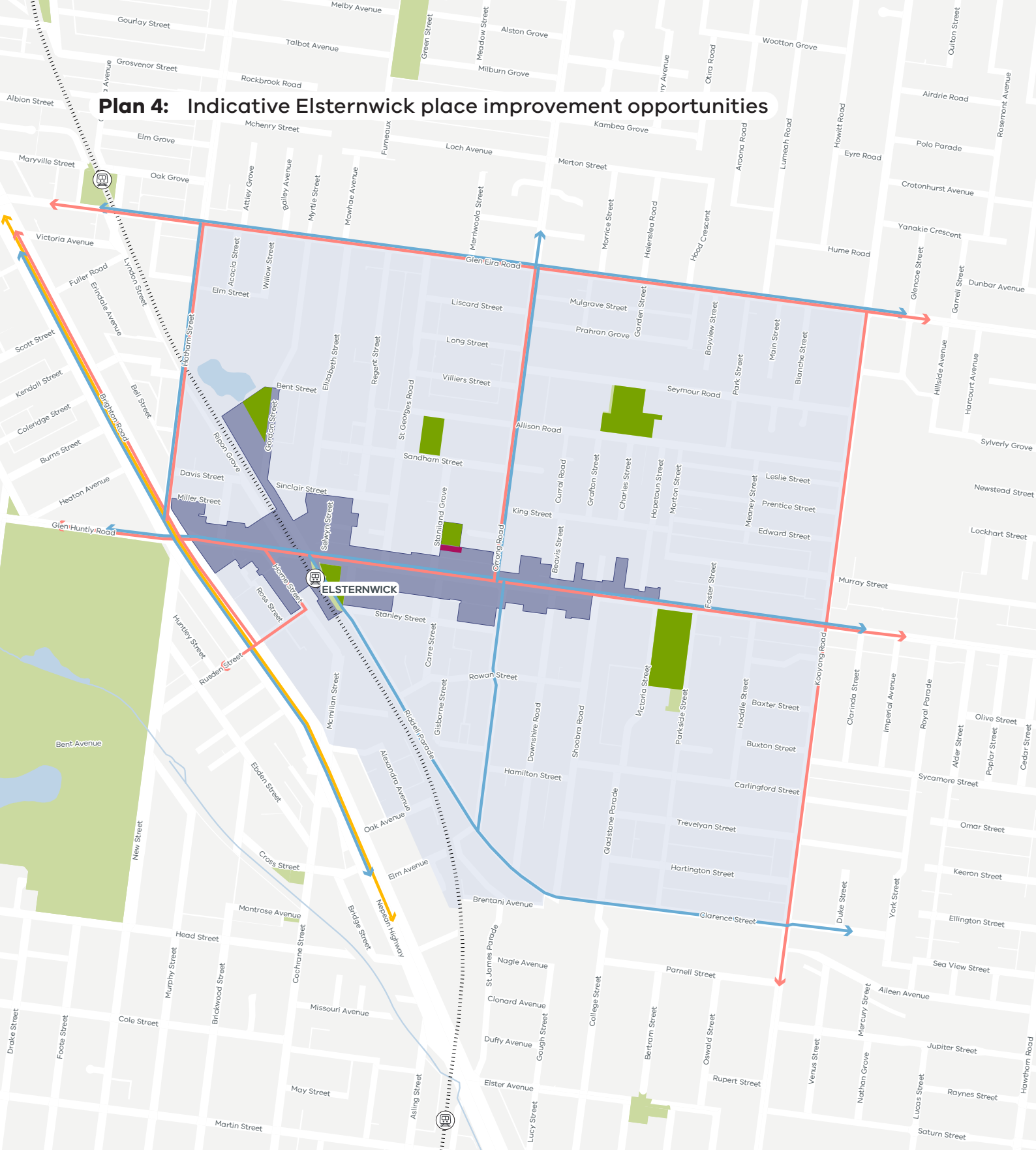
- Continue to review ways to improve traffic flow for cars and freight along roads such as Nepean Highway including intersection changes.



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

- Improve community facilities such as Elsternwick Library. Works could include, but not be limited to, libraries, maternal and child health centres, early childhood education and community centres.

Plan 4: Indicative Elsternwick place improvement opportunities

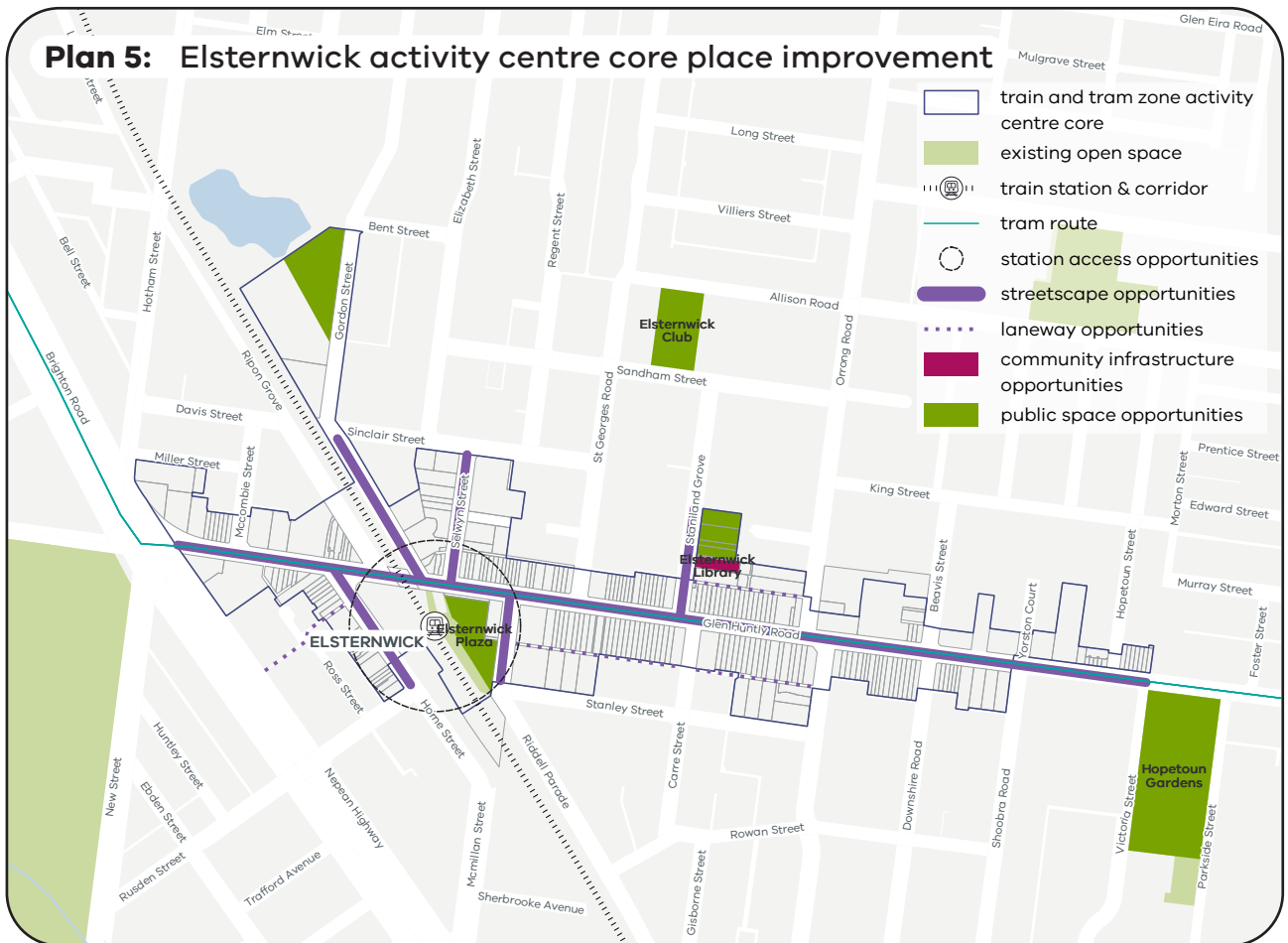


- train and tram zone activity centre core
- train and tram zone activity centre catchment
- train station & corridor
- existing open space
- watercourse & waterbody
- active transport opportunities
- public transport infrastructure opportunities
- road opportunities
- community infrastructure opportunities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

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



Plan 5: Elsternwick activity centre core place improvement



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.



Department
of Transport
and Planning

