

# BLACKBURN TO MITCHAM TRAIN AND TRAM ZONE ACTIVITY CENTRES

MORE HOMES *and* MORE OPPORTUNITIES



## PLANNING FOR THRIVING COMMUNITIES

As part of the Train and Tram Zone Activity Centres Program, we're planning for Blackburn, Nunawading and Mitcham, helping to guide development in these areas over the coming decades. The program is one of the key initiatives of *Plan for Victoria*, Victoria's 30-year strategic land use plan.

Housing is one of the biggest challenges we face in Victoria. By 2051, metropolitan Melbourne will need around an extra 1.8 million homes. That is why we're planning for more homes in and around Blackburn, Nunawading and Mitcham. These activity centres provide access to public transport, community facilities and crucial services, making them ideal locations to create opportunities for more housing, jobs, long-term growth and connections for communities.

This proposed plan celebrates what makes these activity centres unique. We've heard from the community and know how important the distinctive features and leafy charm of the areas are. This plan does not propose to change existing heritage overlays nor significant landscape overlays, ensuring the unique qualities of the area are maintained, while responding to the need for more homes for more Victorians.

The Blackburn to Mitcham activity centres are located on the lands of the Wurundjeri Woi-wurrung People, and we acknowledge them as Traditional Owners.

We pay our respects to Elders past and present, whose knowledge and wisdom have ensured the continuation of spiritual and cultural practices.

Find out more about  
the Train and Tram  
Zone Activity Centres  
Program



Department  
of Transport  
and Planning



## HOW YOUR FEEDBACK IS SHAPING OUR PLANS

We heard from the Blackburn, Nunawading and Mitcham community through two rounds of consultation, and your feedback is helping to shape our plans.

### Blackburn

The community told us that Blackburn's extensive tree canopy and leafy streets make it special, and that's why, in addition to removing all Significant Landscape Overlays from the Blackburn catchment, we're proposing landscape setbacks for key streets like Albert Street, Chapel Street and Railway Road. It's also why we're proposing sun access protections for Whitehorse Road, Railway Road and Blackburn Road.

We heard how important it is to the community to manage the transition from the core to catchment areas north of Whitehorse Road. That's why we're proposing to reduce the heights from 16 storeys to 12 storeys and add master planning requirements.

We also heard the call for a reduced scale around South Parade. In response to community feedback, we're proposing to reduce the building heights along the street to eight storeys, and to six storeys for the properties to the south. This also creates a gentler graduation in height to the surrounding catchment areas.

### Nunawading

The community values the pedestrian experience along key streets in Nunawading. That's why we're proposing sun access protections for Springvale Road and Whitehorse Road, which will ensure these important pedestrian links do not become overshadowed.

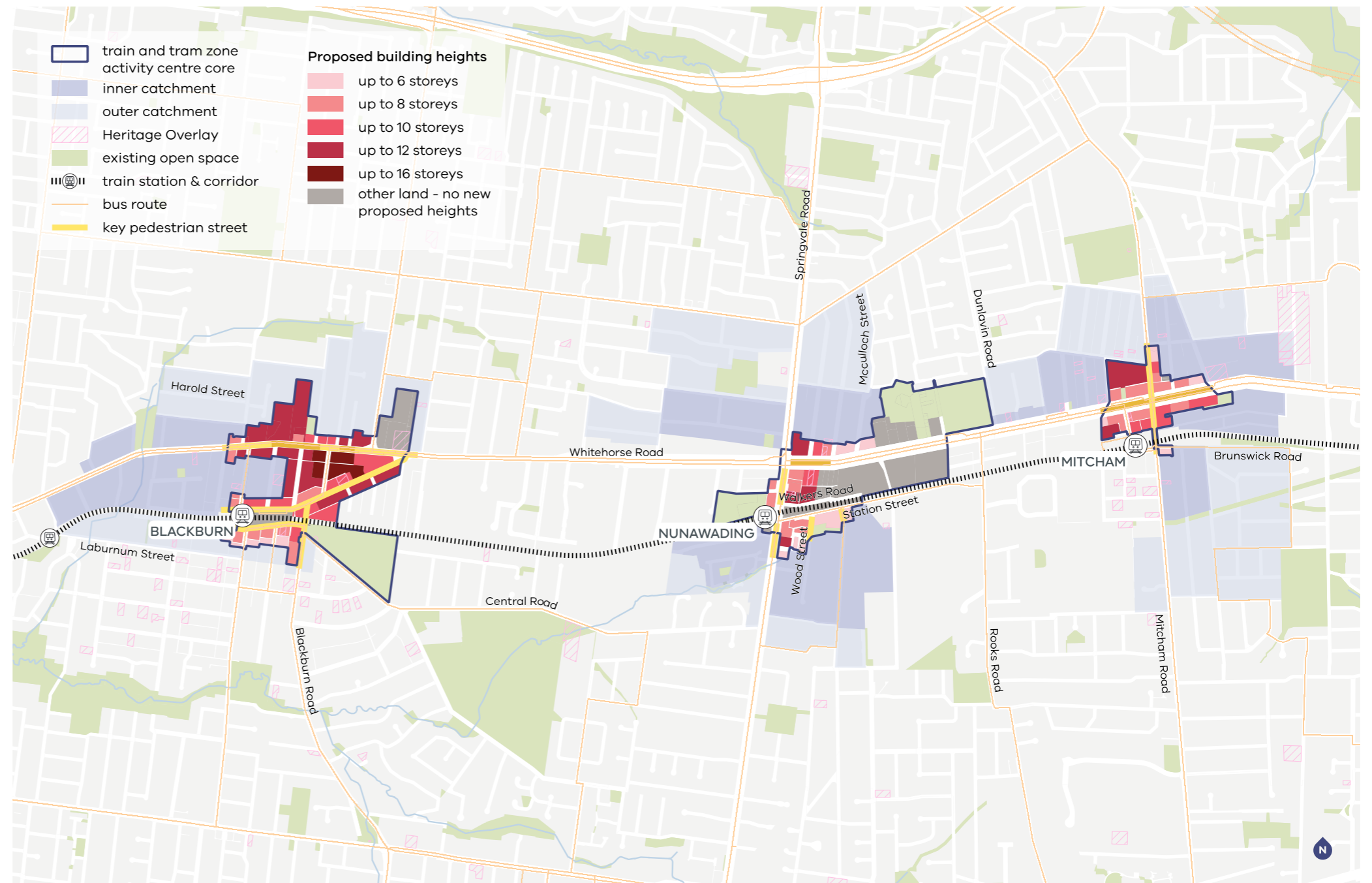
We're also proposing to protect sun access to Wood Street, Wood Park and Mount Pleasant Road. This seeks to minimise overshadowing impacts.

We're also proposing to apply active frontages (windows and entries to shops and businesses) to Springvale Road, and to Station Street and Whitehorse Road. This will support the pedestrian experience through passive surveillance, and enhanced connection to commercial and retail activity.

### Mitcham

The community told us they value the existing leafy and landscaped nature strips in Mitcham. That's why we're proposing additional landscape setbacks around the Mitcham Shopping Centre site, along Mitcham Road and at the Whitehorse Road intersection.

We heard that the community is more comfortable with greater heights being located closer to the train station. That's why we're proposing master planning requirements on larger sites with greater heights, to balance increased capacity with a suitable transition to surrounding residential areas.



## HOW WE PLAN ACTIVITY CENTRES

Each activity centre generally includes a **core**, inner and outer **catchment** areas.

The core is intended to be located at the heart of the activity centre, closest to public transport, jobs and services, and is best suited to accommodate more homes.

This area will aim to have taller buildings, allowing for more housing where it's needed most.

The inner catchment is intended to have the most direct access to the centre's core, generally allowing for buildings up to four storeys, and up to six storeys on larger lots.

The outer catchment is proposed to see building heights gradually decrease, generally allowing for buildings up to three storeys. On larger lots, buildings of up to four storeys are proposed to be allowed.

### 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](mailto:activity.centres@transport.vic.gov.au). This document is also available in an accessible format at [planning.vic.gov.au/activitycentres](http://planning.vic.gov.au/activitycentres).

# INFRASTRUCTURE INVESTMENT

The quality of the places we live in affects all aspects of our lives – how we live and work, connect with others and get around.

There has already been significant investment in the Blackburn to Mitcham area. We know that there will be greater demand for services and infrastructure like public transport and open spaces as more people move in, with improvements needed to support the growing population.

Our proposed infrastructure contributions plans will require developers to pay a standardised contribution of \$11,350 for each new home, or equivalent charge for an office or similar building they deliver, which will be used to invest in improvements to infrastructure and facilities for the local community.



## OPPORTUNITIES FOR BLACKBURN TO MITCHAM TO IMPROVE

This plan shows what we can do to make this community an even better place to live, work and get around in the long-term.



**Thriving activity centre cores**



**Safer, attractive and connected walking and riding networks**



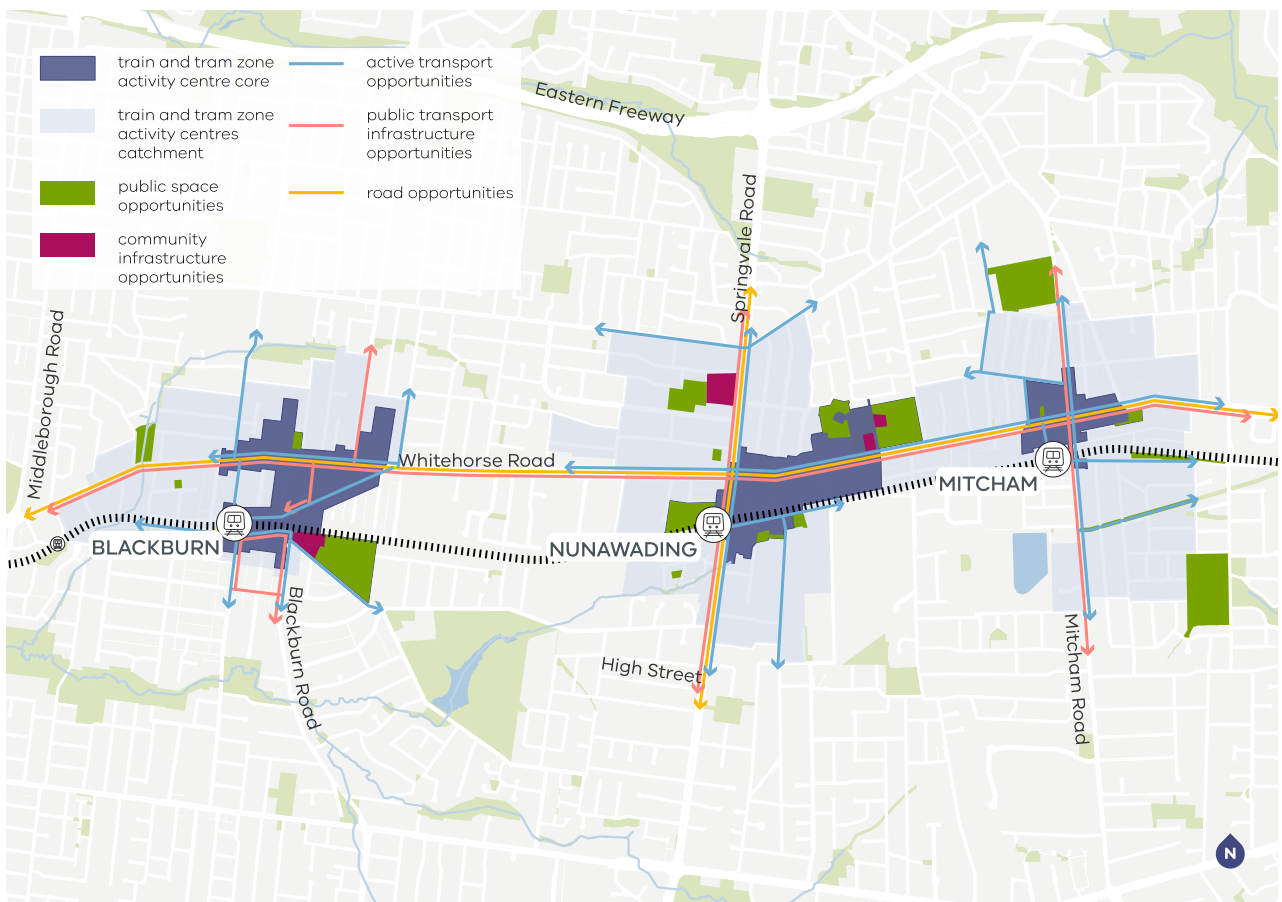
**Improved public transport passenger experience**



**Improved green spaces, recreation and play facilities**



**More efficient movement for cars and freight**



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