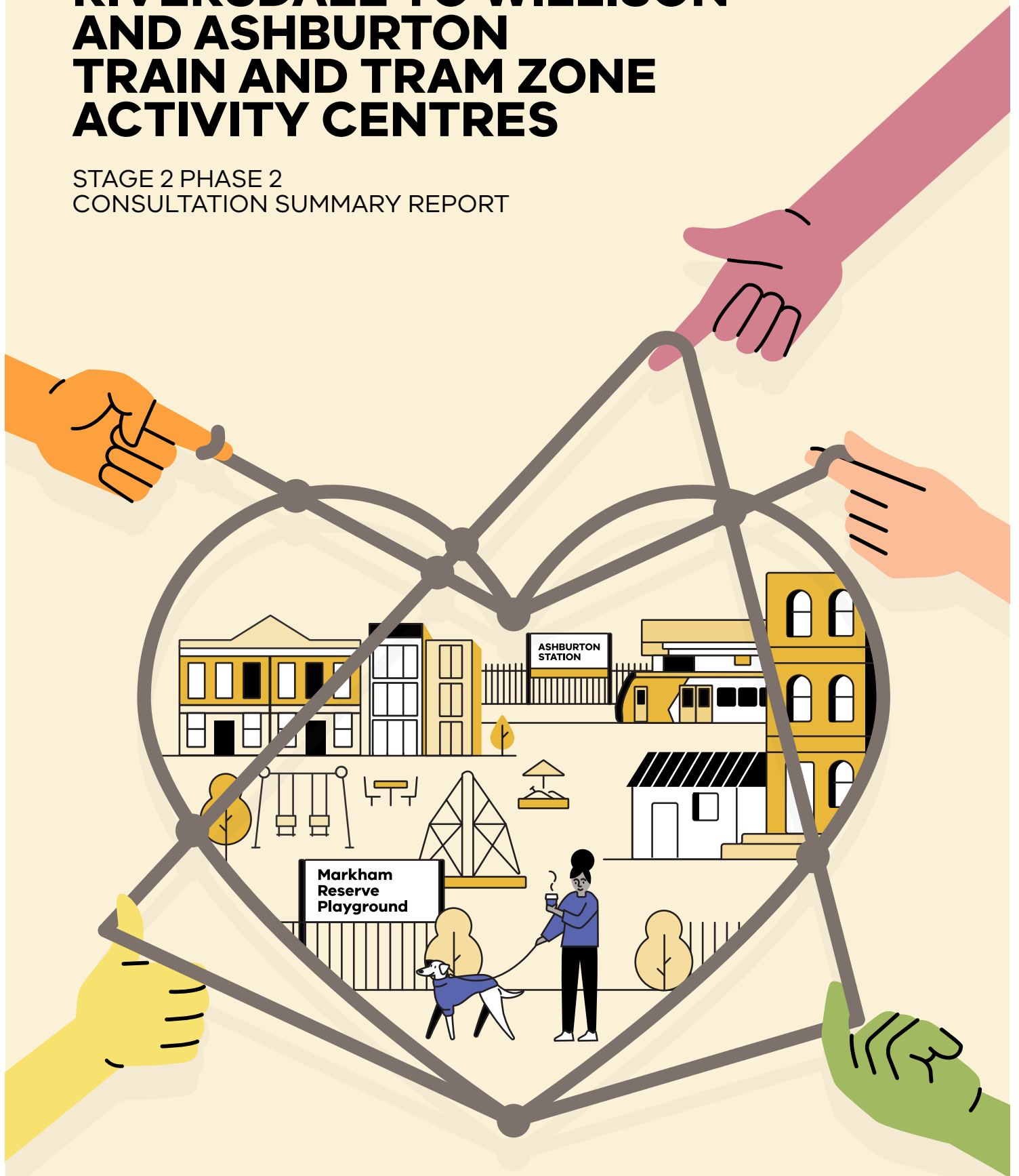


RIVERSDALE TO WILLISON AND ASHBURTON TRAIN AND TRAM ZONE ACTIVITY CENTRES

STAGE 2 PHASE 2
CONSULTATION SUMMARY REPORT



ACKNOWLEDGEMENT OF COUNTRY

We proudly acknowledge the First Peoples of Victoria. We acknowledge their ongoing strength in practicing the world's oldest living culture. We acknowledge the Traditional Owners' lands, waters and skies on which we live and work. We also pay our respects to their Elders past and present.

The Riversdale to Willison and Ashburton train and tram zone 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.

Description of artwork

Aaron Duggan (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 traveling 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.



Authorised by the Victorian Government, Melbourne

Department of Transport and Planning
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Victoria 3000
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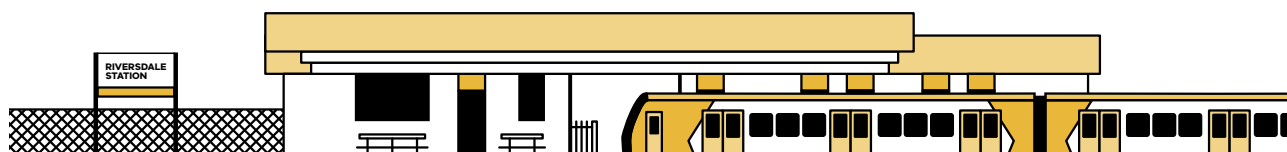
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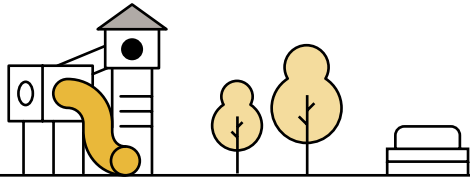
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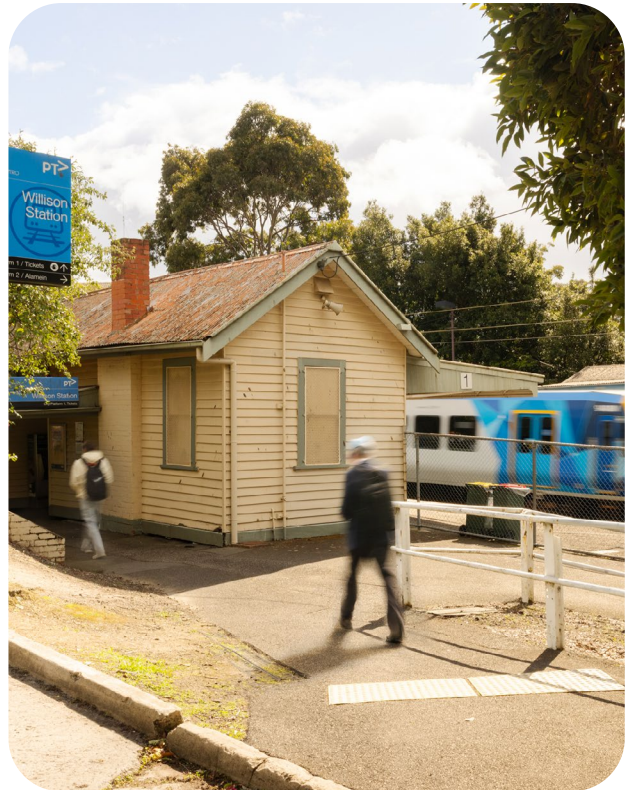


EXECUTIVE SUMMARY

This report documents the second phase of consultation for the Stage 2 Train and Tram Zone Activity Centres Program, undertaken between 11 February 2026 and 22 March 2026.

It covers engagement across 23 activity centres and provides a summary of feedback for the Riversdale to Willison and Ashburton group of centres.

The report outlines consultation with community, Traditional Owners, Boroondara City Council, state agencies and industry stakeholders, and explains how feedback has informed the final activity centre plan and planning controls, which were approved and implemented in July 2026.



There were two stages of the Train and Tram Zone Activity Centre Program, with 25 centres in Stage 1 and 23 centres in Stage 2.

For each stage, there were two distinct phases of consultation. Phase 1: we asked community about the things they love about their local areas. Phase 2: we sought feedback on draft maps.

We also worked with community reference groups to help us distil the information we gathered from community and develop Statements of Advice.

There are a further two activity centres in the program across the City of Yarra and the City of Melbourne. These will be reported on separately.

PROGRAM OVERVIEW

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

The Train and Tram Zone Activity Centres Program is helping to plan for this growth by focussing new homes in well-located areas close to public transport, jobs and services, making it easier for people to live, work and stay connected. This program will encourage more than 300,000 new homes in and around train and tram zone activity centres.

Activity centres are vibrant places where people live, shop, work, access public transport and connect with family and friends. They range in size and service offering, such as small centres around suburban train stations, to clusters of shops and services along high streets, to major centres with universities, hospitals and large shopping centres.

As part of the program, plans have been developed for each activity centre, including for the Riversdale to Willison and Ashburton centres. The plans will guide where new homes can be located, and what types of homes are most appropriate for each area while still supporting well-designed, liveable, thriving neighbourhoods.

PROGRAM TIMELINE

LATE 2024 TO EARLY 2025

Consultation for 10 Pilot activity centres and plans developed and finalised
50 train and tram zone activity centres announced (including 2 inner city centres)

MAY TO JULY 2025

Stage 1 (first 25 train and tram zone activity centres)
Phase 1 consultation
Community Reference Group workshops
Feedback from consultation informs draft maps for Stage 1 centres

SEPTEMBER TO OCTOBER 2025

Stage 1
Phase 2 consultation – draft maps
Further detailed planning

OCTOBER TO NOVEMBER 2025

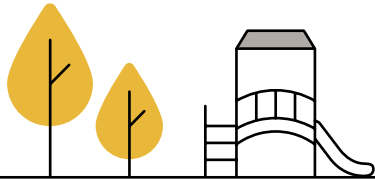
Stage 2 (23 train and tram zone activity centres)
Phase 1 consultation
Consultation feedback informs draft maps for Stage 2 centres

FEBRUARY TO MARCH 2026

Stage 2
Phase 2 consultation – draft maps
Community Reference Group workshops
Further detailed planning
Stage 1 Train and Tram Zone Activity Centre Plans finalised

JULY 2026

Stage 2 Train and Tram Zone Activity Centre Plans finalised



CONSULTATION APPROACH AND PARTICIPATION

Phase 2 consultation for all 23 Stage 2 activity centres combined both broad community participation and targeted stakeholder consultation. Consultation activities for community were developed to be accessible and inclusive, supporting participation from the wider community. Activities included an online survey (translated into priority languages), online Q&A sessions, walk-by events, drop-ins and community reference group sessions. Structured meetings were also held with councils, Traditional Owners, state agencies and industry representatives.

A comprehensive marketing campaign was undertaken to support consultation, which included direct mail, digital advertising boards in shopping centres, posters at train stations, tram and bus stops, social media posts, multicultural outreach and targeted briefings.

Gender impacts and considerations

Consultation for the Train and Tram Zone Activity Centres Program was developed to be broadly accessible and inclusive, supporting diverse participation from across the community. While the program did not specifically target participation based on gender, the outcomes indicate a relatively balanced representation across genders. Approximately 49% of survey participants identified as female, 40% as male, 2% as non-binary and 8% preferring not to say.

Multicultural approach

A focus of our consultation approach was to reduce barriers for multicultural communities to participate. Targeted multicultural consultation was undertaken in areas with a higher percentage of non-English speaking residents with low English proficiency. Activities included pop-up stalls at local markets, attending local community centre events, and a multicultural drop-in session, where translators were available. Throughout the program, we had more than 300 interactions with more than 20 language groups.

In addition to this, translated content was available in the form of flyers, newspaper ads, radio ads, geo-targeted social media ads, posters, content and surveys on our Engage Victoria webpages. These were tailored to the top languages spoken amongst people with low English proficiency for each of the local areas. Throughout our engagement in Phase 2, we had over 1,000 views on our in-language pages, and 11 survey submissions completed in languages other than English. Approximately 30% of participants to the English survey also said they spoke a language other than English at home.

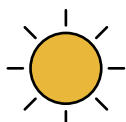
KEY PROGRAM-WIDE THEMES AND RESPONSES

There was a range of feedback from community, council, industry, major landowners and Traditional Owners, across all 23 centres. However, some common themes emerged, which supported the program's objectives and deliverables. These included:



INVEST IN LOCAL INFRASTRUCTURE TO SUPPORT GROWTH

Infrastructure Contribution Plans are being considered for the activity centres. This is to fund infrastructure essential to the liveability of current and future communities.



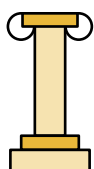
ADJUST PROPOSED CORE HEIGHTS

Core building heights have been adjusted, where relevant, in response to feedback, to ensure access to sunlight is protected for important locations.



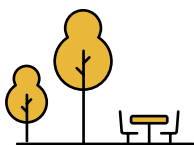
DEVELOP PLANS BASED ON LOCAL CONDITIONS

The planning tools ensure the character of special places is preserved and core and catchment boundaries have been amended to reflect local conditions and walking distances from train stations/tram stops.



PRESERVE AND PROTECT LOCAL HERITAGE

In addition to retaining existing Heritage Overlays, we've applied lower heights to large heritage precincts and not specified heights on Victoria Heritage Register sites in the core of the activity centre.



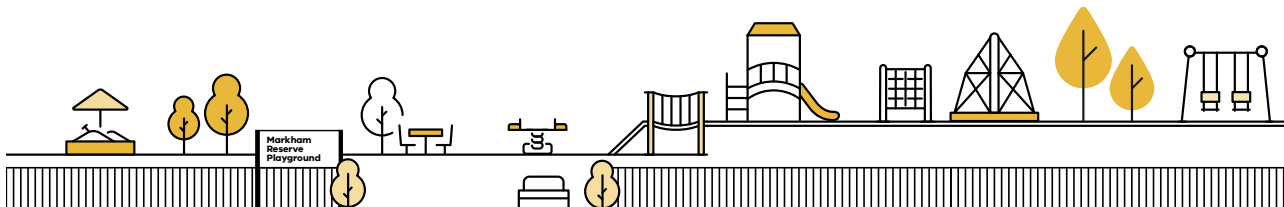
PRESERVE AND PROTECT CONTROLS FOR EXISTING OPEN SPACE AND INCREASE TREE CANOPY COVER

Statewide planning controls now include items relating to canopy cover. We have also considered and have tailored a response to Significant Landscape Overlays.



ENABLE MORE OPPORTUNITIES FOR SITE CONSOLIDATION

The Built Form Overlay and Housing Choice and Transport Zone support site consolidation by allowing for greater development capacity when lots are consolidated in the core and catchment.



RIVERSDALE TO WILLISON – FEEDBACK AND OUTCOMES

Council and community feedback for Riversdale to Willison and Ashburton highlighted the need to preserve and protect local heritage to ensure plans focus on the local character and the existing charm. It was emphasised that as the community grows, infrastructure and essential services will also need to grow.

In response, final plans include:

Preserve and protect local heritage

In addition to retaining existing Heritage Overlays, we've applied outer catchment to all precinct heritage overlay areas such as the Hassett Estate.

Invest in local infrastructure to support growth

An Infrastructure Contributions Plan is being developed for Riversdale to Willison. It will intend to fund essential infrastructure like improvements to the Anniversary Trail and Riversdale Park.

Enable more opportunities for housing diversity and affordability

The planning tools for Riversdale to Willison enable various types of homes to be developed in the future, whether that's low-rise apartments, townhouses or single homes.

ASHBURTON – FEEDBACK AND OUTCOMES

Preserve and protect local heritage

We've retained existing Heritage Overlays and have applied outer catchment to large heritage precincts such as the Great Glen Iris Railway Junction Estate.

Invest in local infrastructure to support growth

An Infrastructure Contributions Plan is being developed for Ashburton, it will intend to fund essential infrastructure like the Ashburton Library and Community Centre.

Develop plans based on local conditions

The planning tools for Ashburton ensure that the character of special locations, such as High Street, are preserved. Primary active frontages have been applied along High Street to ensure the current level of activity is maintained.

Preserve and protect existing open space and increase tree canopy cover

Ashburton's leafy streets and parks will be supported by planning tools to maintain and protect existing canopy trees. Future developments will also be required to consider and implement greening and canopy cover.

WHAT WE DID WITH FEEDBACK

Feedback from Phase 2 consultation has been central to shaping balanced, place-specific outcomes that support housing growth, while responding to local character, heritage, amenity and infrastructure considerations.

The Riversdale to Willison and Ashburton train and tram zone activity centre plans are now finalised. Thanks to all participants for their contributions, which have directly influenced final planning outcomes and will help deliver more homes in well-located, liveable communities.

CONSULTATION SCOPE – STAGE 2

Consultation for the Train and Tram Zone Activity Centre Program was developed to be accessible and inclusive, supporting participation from a diverse representation of the community and to provide community members and stakeholder groups with an opportunity to understand the program and provide feedback at key points in the program. This also included Traditional Owner, council and industry consultation.

The objectives were to:

1. build community and stakeholder understanding of the program, the change it may bring and the rationale, including the importance of providing more homes in metropolitan Melbourne
2. provide clear, timely and transparent program information to enable informed participation and to collect meaningful feedback
3. engage with stakeholders and community at the right time to meaningfully inform project deliverables
4. reach a diversity of community stakeholder views and perspectives.

Stage 2 of the Train and Tram Zone Activity Centres Program focused on 23 centres, including Riversdale to Willison and Ashburton.

The 23 centres are:

- **Riversdale to Willison Stations, Ashburton Station**
- Blackburn Station, Nunawading Station, Mitcham Station
- Caulfield Station, Glen Huntly Station, Ormond Station, Bentleigh Station, Elsternwick Station
- Hawksburn Station, Toorak Station, Armadale Station, Toorak Village, Malvern Station
- Mentone Station
- South Yarra Station, Prahran Station, Windsor Station
- Springvale Station, Noble Park Station, Yarraman Station, Dandenong Station

COMMUNITY CONSULTATION

Phase 1: Understanding place

The first phase of community consultation was held between **20 October and 30 November 2025**.

In this phase, we asked people to share what they love about where they live.

We created maps to support consultation, showing indicative boundaries for proposed activity centres.

We asked:

- where do you like to spend time
- how do you move through your suburb
- what areas do you want to see protected
- what needs to be improved.

This phase of consultation was also an opportunity to provide more information about the program and to answer questions.

Key activities included:

- an online survey
- local drop-in sessions and walk-by events
- online question and answer sessions.

Feedback from these activities helped us to develop draft maps for each activity centre.

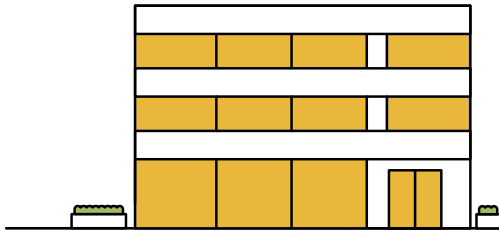
Phase 2: draft maps

Phase 2 community consultation was held between **11 February and 22 March 2026**.

Feedback gathered from Phase 1 community consultation together with key stakeholder groups and local councils helped us develop draft maps for each centre.

During this phase of consultation, we went back to the local community, councils and key stakeholders with draft maps, to gain further feedback on:

- proposed heights
- proposed catchment boundaries
- important public spaces and streets.



Community Reference Groups

Community Reference Groups (CRGs) formed a key component of the Phase 2 consultation program, providing structured and representative workshops for in-depth community input.

Expressions of interest opened on 27 October 2025, with participants selected through an EOI process. An agency, who is independent of government, managed the EOI review process to ensure diverse community perspectives were represented.

The program was delivered between 17 March and 22 March 2026 and was facilitated by an independent agency to encourage confidence in the process. It included one online session and two full-day, in-person workshops. Across the sessions, participants engaged with project materials, community feedback as well as planners who shared how draft maps were determined.

CRG participants brought a diverse range of views and local insights and were tasked with preparing Statements of Advice for their respective centres. These statements were provided to DTP and have been considered alongside broader community feedback, strategic work already undertaken by councils, site visits, technical studies and urban design testing to inform the final plans.

TRADITIONAL OWNER CONSULTATION

The Riversdale to Willison and Ashburton centres are located on the lands of the Wurundjeri Woi-wurrung People and we acknowledge them as the Traditional Owners.

We have been consulting with the relevant Registered Aboriginal Parties (RAPs) for the Stage 2 train and tram zone activity centres.

The purpose of consulting with the RAPs was to seek feedback on planning proposals for these centres, and to identify ways to amplify the significance of Aboriginal cultural heritage and values through the Train and Tram Zone Activity Centres Program and the plans.

Consultation involved:

- seven meetings, including five workshops with Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC) between January and April 2026
- six cultural values statements produced by WWCHAC's research unit.

The statements are included in the train and tram zone activity centre plans for each place. These statements aim to share information with the broader community and to increase awareness and understanding of Wurundjeri Woi-wurrung People and their connection to Country.



LOCAL COUNCIL CONSULTATION

The Stage 2 train and tram zone activity centres are in the following council areas:

- City of Boroondara
- City of Glen Eira
- City of Greater Dandenong
- City of Kingston
- City of Stonnington
- City of Whitehorse

Throughout the program, we regularly engaged with councils to:

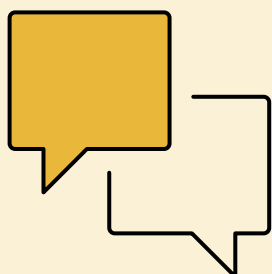
- provide regular and timely updates about the program
- seek input into draft maps and proposed planning changes
- tap into their local expertise and knowledge to better understand the local train and tram zone activity centres and potential opportunities for housing and infrastructure upgrades
- inform them about our community engagement approach and upcoming engagement
- seek advice about effectively engaging their local communities, including multicultural groups
- identify appropriate locations for drop-in sessions to maximise community participation.

STATE GOVERNMENT AND KEY AUTHORITY CONSULTATION

We have worked with relevant State Government departments and agencies to align planning, transport, infrastructure, and service delivery objectives.

Departments and agencies we engaged with included:

- Department of Health
- Department of Education
- Department of Justice and Community Services
- Department of Energy, Environment and Climate Action of Victoria
- Development Victoria
- Homes Victoria
- Melbourne Water
- South East Water
- Environment Protection Agency
- Infrastructure Victoria
- Level Crossing Removal Authority
- Department of Jobs, Skills, Industry and Regions
- Victorian Infrastructure Delivery Authority
- VicTrack
- Other Department of Transport and Planning teams



In early 2025, plans were finalised and implemented for the 10 pilot activity centres.

In March 2026, plans for the 25 Stage 1 train and tram zone activity centres were finalised and implemented.

We've now finalised plans for the 23 stage 2 train and tram zone activity centres.

These key milestones would not have been possible without the valuable input of the community, local councils, Traditional Owners and key stakeholders. The interest, participation and feedback have all been critical in shaping the final plans.

The input received has directly informed key elements of the plans, ensuring they respond to local priorities, conditions and lived experiences.

The plans aim to provide a considered and place-based approach to supporting growth and will play an important role in guiding development to support communities over the coming decades.

PHASE 2 CONSULTATION OVERVIEW

This section of the report provides an overview of the Stage 2 – Phase 2 consultation with community, councils and industry representatives including the engagement approach, activities and key statistics.

HOW WE CONSULTED

Phase 2 consultation was developed to ensure the community was informed about the program and its progress, while also encouraging community feedback on draft maps for each of the centres.

To maximise reach and participation, our engagement approach included combining broad-reaching and targeted activities. These included:

Direct mail

Postcards and newsletters were sent to businesses, households and absent landowners within approximately 100m to 200m from the edge of each activity centre boundary.



Information packs

Information packs were provided to local councils, community organisations and multicultural organisations to support information sharing and promoting the program. This helped to extend reach through trusted local networks.



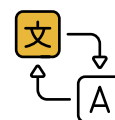
Social media

A targeted social media campaign used geo-targeted posts and organic content to encourage participation in the online survey, local drop-in sessions and to encourage expressions of interest for the Community Reference Groups.



Multicultural engagement

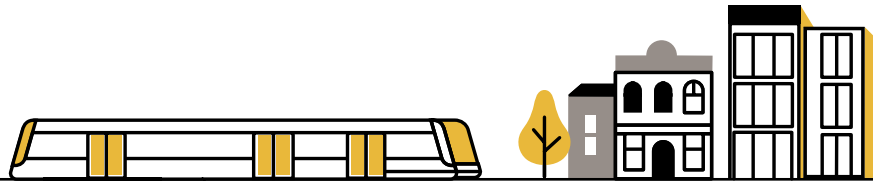
Targeted multicultural consultations included pop-up stalls at local markets, local community multicultural events, and a targeted in-language drop-in session with translators available and supported by advertising in local newspapers. To raise awareness and encourage participation, in-language radio advertising was used, translated information kits were sent to council and community organisations, and the Engage Vic pages and the online survey were also translated into the top languages for each activity centre.



Digital and out-of-home advertising

To reach people in high-activity locations, we had posters at train, tram and bus stops and digital displays at various retail stores across the activity centres. Online advertising on commonly used apps also helped to increase visibility and awareness.





HOW WE RECEIVED FEEDBACK

During this phase of engagement, feedback on the draft maps was gathered through a range of channels to ensure broad community participation. This included:

- an online survey available via Engage Victoria. The survey was translated into the top languages other than English across all clusters
- online Q&A sessions held for each cluster, where planners provided information on the program, and participants had a chance to ask questions. Questions were thematically summarised and answered by the planners during this one-hour session
- drop-in sessions where community members could speak directly with place-based planners in one-on-one conversations, and provide feedback on the draft maps
- walk-by events held in busy locations near the activity centres, to promote the program and encourage participation online or at our drop-in sessions
- submissions through our dedicated inbox
- additional pop-up sessions held in community centres and at local markets to reach diverse and multicultural communities.

STAGE 2 – PHASE 2 CONSULTATION IN NUMBERS



2,674

Survey responses



36

Council briefings and meetings



69,204

Unique visitors to Engage Vic
(from 11 Feb to 22 March 2026)



15

Industry forums and briefings



1,718

Drop in and walk-by attendees



579

Submissions received via email



178

Online Q&A attendees



181

Community Reference Group
Participants

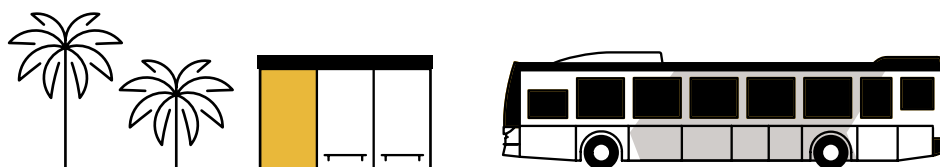
CONSULTATION THEMES FOR PHASE 2

There was a range of feedback from community, council, industry, major landowners and Traditional Owners, across all 23 centres.

However, some common themes emerged, which supported the program's objectives and deliverables. These included:

- a need for more homes and different types of homes in well-located areas
- new planning controls to give more certainty to council, community, developers and other industry stakeholders about what can be built
- confidence that the new planning controls will aim to enhance long-term opportunities for housing delivery by unlocking land near transit corridors, thereby strengthening the pipeline for infill development.





Other broader feedback has resulted in a range of program-wide changes (refer to page 7). In addition to the program-wide changes, we have also drawn on council structure plans and other relevant strategic documents where they align with the program's objectives, policy principles and timing. Additional planning reforms will support train and tram zone activity centres to be vibrant, liveable places.

These include:

Infrastructure contribution plans (ICPs)

As part of the Train and Tram Zone Activity Centres Program, infrastructure contributions plans are being developed for each of the centres. These intend to require developers to pay a standardised fee for each new home or equivalent charge for an office or similar building, which will be used to invest in improvements to infrastructure and facilities for local communities.

Mid Rise Code

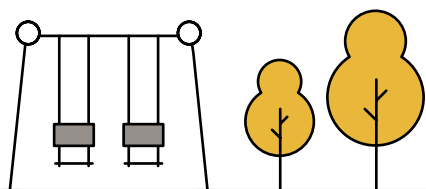
The new Mid-Rise Code will make it faster, cheaper and easier to build good quality, medium-density homes in the places people want to live, close to transport, jobs and services.

The Mid-Rise Code introduces new planning controls for four to six storey apartments to make them more comfortable, liveable and sustainable.

Townhouse and Low-Rise Code

The Townhouse and Low-Rise Code introduces a deemed to comply assessment pathway to support faster decisions and greater certainty for townhouses and apartment buildings up to three storeys.





Tree canopy standards

Amendment (VC289) introduced a new clause (52.37) to all planning schemes with regards to canopy trees, requiring a planning permit to remove, destroy or lop a canopy tree in specific circumstances.

Car parking reforms

Parking requirements have been updated and less parking is required for a new use or development where it has access to public transport. For residential uses, car parking can increase the cost of a townhouse by more than 10 per cent or add more than 15 per cent cost to the rent. This initiative will enable more Victorians the choice of a more affordable home by not paying for car parking they may not need.

Environmentally sustainable design

New policy and guidance have been introduced to ensure new housing is designed sustainably, including the Resilient Building and Development Guidelines, Future Homes and Low-rise and Townhouse and Mid-rise Code.

The Great Design Fast Track

The Great Design Fast Track is a new, streamlined planning approval pathway, based on seven principles of good design.

The Great Design Fast Track is available for apartment and townhouse proposals that are two to eight storeys in height with eight or more homes that demonstrate specified principles for great design. These design principles, developed in partnership with the Office of the Victorian Government Architect, will ensure new housing is well-designed, sustainable and liveable for Victorians.

Pick my Park

Pick My Park is a \$30 million program, which will improve access to quality parks and open spaces for growing communities.

Grants have been made available to improve or revitalise existing parks and to transform underused land to create new green spaces.



RIVERSDALE TO WILLISON AND ASHBURTON – PHASE 2 CONSULTATION SUMMARY

This section of the report provides an overall summary of council, industry, Traditional Owner and community consultation themes and feedback, relating to the Riversdale to Willison and Ashburton activity centres. It also includes an overview of how we have responded to this feedback.

COUNCIL CONSULTATION – BOROONDARA CITY COUNCIL FEEDBACK

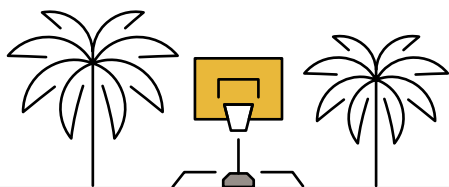
The Riversdale to Willison and Ashburton train and tram zone activity centres are located in the Boroondara City Council area.

As part of Phase 2 consultation, we sought feedback on the draft maps from Boroondara City Council. This included feedback on the proposed core heights, catchment boundaries and planning controls.

Boroondara City Council prepared a submission in response to the draft maps and proposed planning controls, which can be accessed [here](#).

High level themes from the submission included:

- requests for any future level crossing removals at Prospect Hill and Riversdale Road to be complemented by urban design work in conjunction with council
- concerns with the application of the typology and deemed to comply approach, expressing that the built form standards are not responsive to local context
- requests for no HCTZ (Housing Choice and Transport Zone) be applied to Heritage Overlay areas
- concerns about Riversdale to Willison being included in the program and including HCTZ1 for Riversdale to Willison, given there is no activity centre core, the presence of the Special Building Overlay (SBO) and existing Heritage Overlays.



COMMUNITY CONSULTATION IN NUMBERS FOR RIVERSDALE TO WILLISON AND ASHBURTON



300

Survey responses



37

online Q&A session participants

Held on Wednesday
4 March 2026



154

walk-by interactions

3 walk-by events

Thursday 5 March 2026 –
Corner Bourke Avenue and
Bourke Road, Camberwell

Monday 16 March 2026 –
Corner Bourke Avenue and
Bourke Road, Camberwell

Saturday 21 March 2026 –
High Street, Ashburton



51

drop-in participants

2 drop-in events

Thursday 5 March 2026 –
Camberwell Hockey Club,
Carinda Road, Canterbury

Saturday 21 March 2026 –
1st Ashburton Scout Hall,
High Street, Ashburton



26

CRG participants for
Riversdale to Willison
and Ashburton

RIVERSDALE TO WILLISON AND ASHBURTON KEY THEMES

The following key themes were raised across the online Q&A sessions, walk-by events and drop-ins for Riversdale to Willison and Ashburton.

Building heights and catchment boundaries

- Participants felt that new developments need to be delivered without significant overshadowing of neighbouring homes and need to ensure there will be protections for solar access
- Many preferred lower building heights of two to four storeys to maintain the village feel in these areas
- There was some support for increased density near public transport hubs, but design quality and local amenity must be preserved.

Heritage and neighbourhood character

- There were suggestions to reduce the catchment boundaries to exclude heritage areas to protect streetscapes and views
- Participants strongly supported protecting existing heritage overlays
- Participants felt that taller buildings would impact the existing residential areas and neighbourhood character.

Local infrastructure and open space

- Participants felt that congestion was an existing issue along main roads like High Street, with limited on-street parking and parking near the train stations
- Concerns were expressed that narrow residential streets are already overwhelmed with rat-running and residents feel this may worsen with additional growth in the area.

Traffic congestion and parking

- Participants felt the local area is already busy and increasing density in the area will create more congestion, especially along Malvern Road, High Street and Orrong Road
- Support for more on-street parking, and more than one carpark per apartment.

Infrastructure capacity

- Participants emphasised that funding for increased drainage, schools and other infrastructure is required to support growth
- Participants want to see increased frequency of services on the Alamein line, with better connectivity across rail corridors.
- Some expressed a desire to see more youth activities and community facilities

Vegetation, tree canopy and open space

- Strong views were expressed for protecting existing green spaces, tree canopy and pocket parks as they are highly valued by the community
- Suggestions for more accessible open spaces and exercise facilities.

COMMUNITY REFERENCE GROUPS

181 participants online across all 23 centres

163 participants across the 2-day in-person workshops

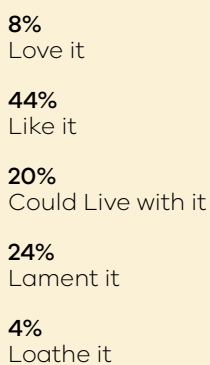
Held at Monash College City Campus – 750 Collins Street, Docklands

26 Riversdale to Willison and Ashburton

The Community Reference Groups were delivered between 17 March – 22 March 2026 and included one online session and two full-day, in-person workshops. Across the sessions, participants engaged with project materials, community feedback and DTP planners shared how draft maps were determined. An agency, independent of government, managed the recruitment and delivery of the sessions to ensure a level of confidence in the process.

Community Reference Group participants brought a diverse range of views and local insights. They were tasked with reviewing these materials, understanding what considerations were within scope and where community had influence, and preparing Statements of Advice for their respective centres. These statements were formally provided to the planning team and have been considered alongside the broader community feedback, council strategic work, site visits, technical studies and urban design testing to inform the final plans.

CRG sentiment towards Statements of Advice



Key Themes from the Statements of Advice (SoAs)

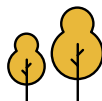
These themes represent Riversdale to Willison and Ashburton's group consensus on each of the characteristics they love and value about their activity centres. You can read the full Statements of [Advice here](#).



Village character and local identity



Built heritage



Leafy streets, trees and green environment



Walkability, liveability and everyday convenience

Participants were asked to rate their levels of comfort with the final written statements that were handed over to DTP.

Overall, participant sentiment towards the Statements of Advice for the Riversdale to Willison and Ashburton area was generally accepting.

Just over half of the participants voted favourably, either liking or loving the Statement of Advice and 20% able to live with it. However, 24% of participants expressed dissatisfaction and one outright rejection of the statements.

When prompted about why they chose their level of comfort, many participants agreed with most of the content in the statements but felt there were minor differences that didn't always reflect the wider group.

The results suggest that although there were small differences, there was a reasonable level of comfort and consensus.



ONLINE SURVEY RESULTS



300 SURVEY RESPONSES

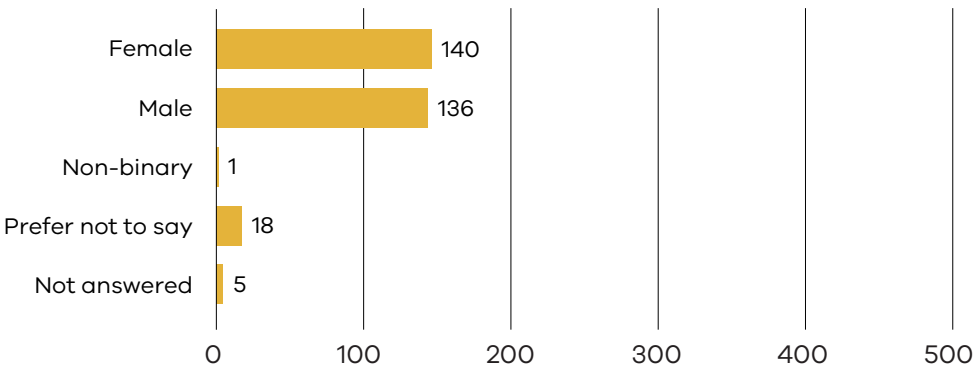
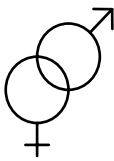
172 Ashburton Station

128 Riversdale to Willison

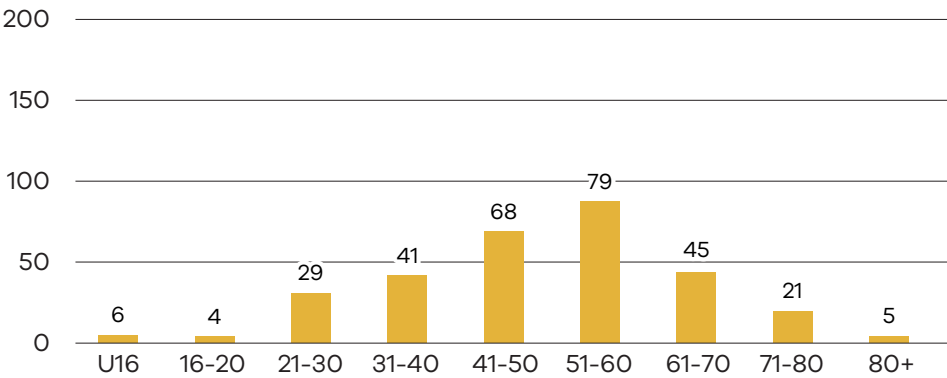
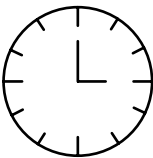
DEMOGRAPHIC INSIGHTS

As part of the survey, we asked participants to provide us with demographic information to better understand the diversity of those participants. The following provides an overview of who we heard from:

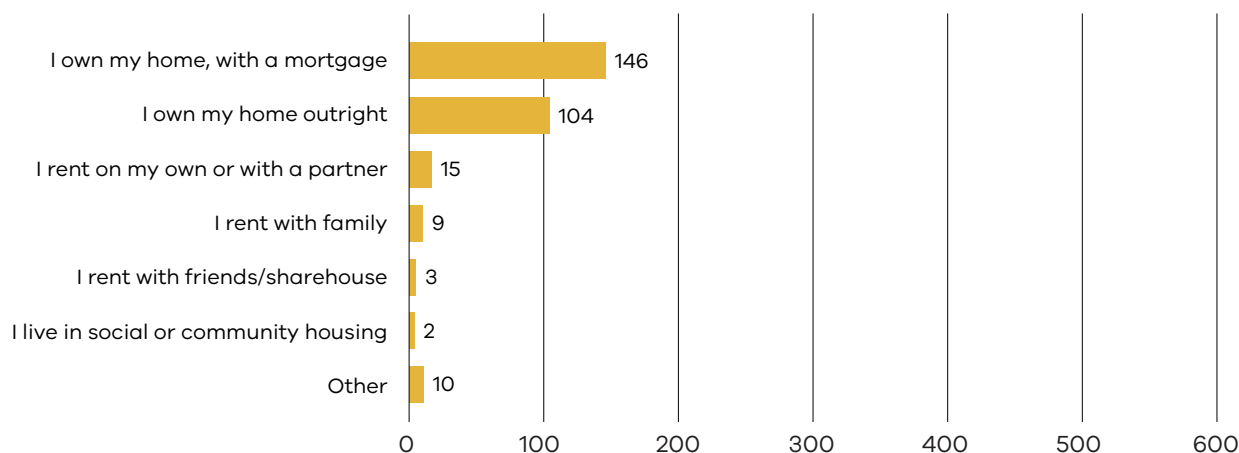
GENDER



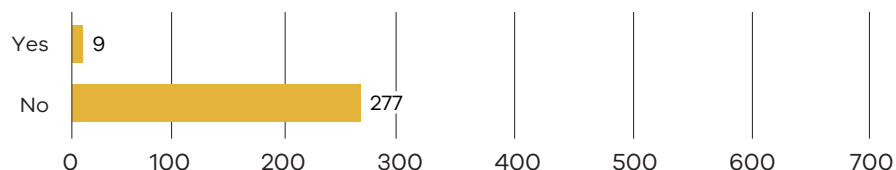
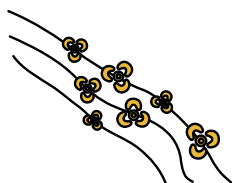
AGE



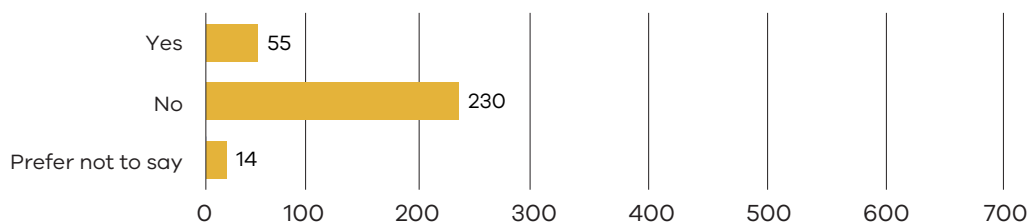
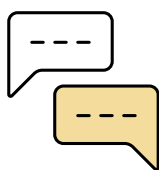
LIVING ARRANGEMENTS



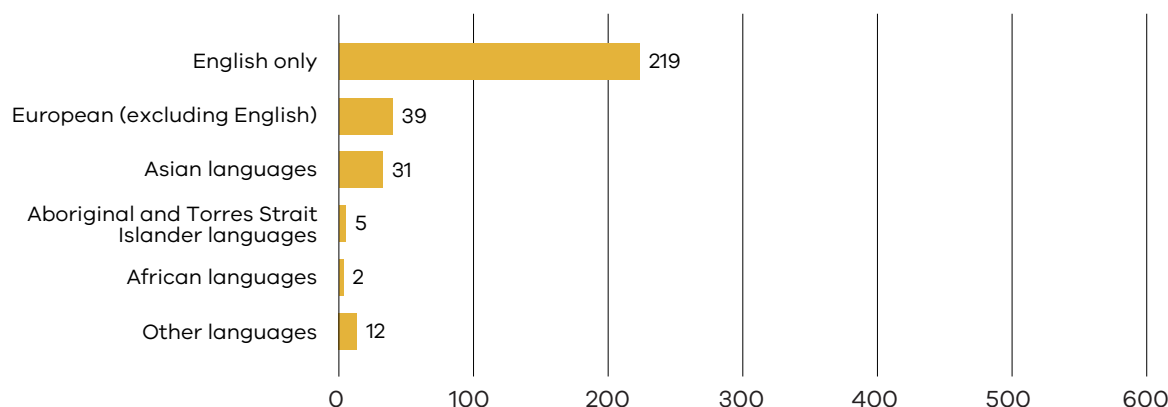
IDENTIFY AS ABORIGINAL OR TORRES STRAIT ISLANDER



NON-ENGLISH SPEAKING BACKGROUND



LANGUAGES SPOKEN AT HOME



SURVEY SENTIMENT

Top 10 most valued places

1. Summerhill Park
2. Ferndale Trail/Ferndale Reserve
3. Anniversary Trail
4. Warner Reserve
5. Willison Park
6. Ashburton Park
7. Riversdale Park
8. Watson Park
9. Brinsley Reserve
10. Matlock Street Reserve

Key local streets

Participants were asked whether there were specific streets where people spend a lot of time and where access to sunlight should be protected.

The following were identified:

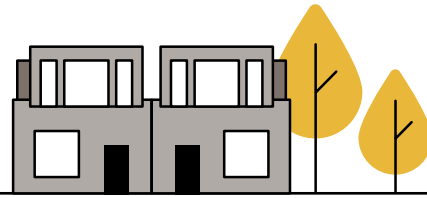
- main streets such as High Street, Welfare Parade, Riversdale Road, Fordham Avenue and Fakenham Road. These places often have heavy foot traffic connecting people to the train station, tram stops, shops, schools and some are also used as a key cycling route
- residential streets with missing tree canopy cover such as Matlock Street, Ashburn Grove, Christowel Street, Spencer Road, Lansell Crescent and Prospect Hill Road.

Key pedestrian links

We asked participants about key pedestrian links and connections to help people move around their activity centre. Considerations included:

- the Anniversary Trail as it's a heavily used shared pedestrian and cycling corridor, that is valued by the community for its connectivity and canopy cover
- improvements to movement across High Street in Ashburton to make it a safer corridor, with increased crossings, lighting and signage
- making the stations more accessible, with improved pedestrian crossings, weather protection and connectivity to surrounding services such as schools and parks.





FEEDBACK BY TRAIN AND TRAM ZONE ACTIVITY CENTRE

Survey participants were asked to view the draft maps showing the proposed catchment boundaries and proposed building heights for the core of their train and tram zone activity centre.

The survey sought community feedback on preferred building heights within the core of each activity centre (where applicable) with six storeys presented as the lowest option. This reflects the program's objectives to enable more homes in well-located areas and as such, building heights below six storeys were not proposed for the core of the activity centres.

RIVERSDALE TO WILLISON STATION

In Riversdale and Willison, DTP work applies to the catchment only as there is no commercial core. Because of this, we did not seek feedback on core heights for these centres as part of our consultation.

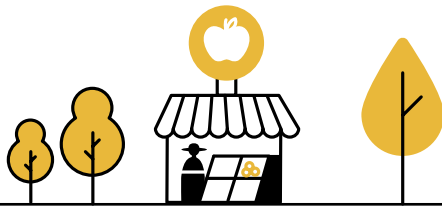
These two stations were included in the program because of their access to the Alamein train line, as well as their strong connections to local schools, commercial areas, parks and infrastructure. All existing Heritage Overlays will remain in place to support the areas' diverse history.

Catchment boundary

- There were suggestions to exclude all heritage overlay areas and narrow residential streets to protect streetscapes and neighbourhood character. Some of these areas include the Golf Links Estate, Hassett Estate, Christowel Street, Spencer Road and other heritage streets around west and north of the stations
- Participants felt that the current boundary extends too far into hilly residential areas with poor accessibility, with streets that have small lot sizes and limited parking
- There were suggestions to concentrate increased density on major arterial roads like Riversdale Road and areas immediately adjacent to the station or tram stops.

How should Riversdale to Willison be developed now and in the future?

Protecting historic homes, leafy streetscapes, tree canopy and parks was a priority. Participants wanted their local area to evolve in a way that balances housing growth and protects heritage, neighbourhood character and liveability. There was some recognition for the need for more housing for younger people, downsizers and those with accessibility needs but this needs to be accompanied by more local amenity, traffic management, improved public transport services and protection of the existing local character.



ASHBURTON STATION

Building heights

- While there was strong opposition to building heights of more than three to four storeys, there was some acceptance of additional heights provided they are based directly on High Street above or behind existing shops, within immediate proximity to Ashburton station and on large, consolidated lots or existing car park sites
- Participants felt that side streets, residential blocks, areas near schools, childcare, parks, and heritage sites should be entirely protected from increasing density due to overshadowing, loss of privacy, traffic spill into nearby residential streets and loss of tree canopy and greenery
- Participants emphasised that development needs to reflect Ashburton's infrastructure capacity
- There were strong views that new developments should have upper-level setbacks and human scale street interfaces, mandatory lot consolidation to avoid tall, skinny buildings and retain access to sunlight, views and trees.

Catchment boundary

- It was felt that the proposed catchments extended too far and should be reduced to avoid increasing traffic pressure and to limit changes to neighbourhood character
- There was support for allowing boundaries to extend east to west along High Street, rather than north to south into residential areas
- A number of streets were nominated for exclusion due to being residential streets with established tree canopy and significant heritage value, these included Eleanor Street, Baker Parade, Fakenham Road, Lexia Street, Ward Street, Highgate Road and areas bordering Summerhill Estate.

How should Ashburton be developed now and in the future?

Participants expressed a preference for Ashburton to evolve carefully, with modest, well-designed, medium density housing focused around High Street and Ashburton Station, while protecting surrounding residential streets. There was a strong call for heights to be limited to a maximum of four storeys with generous setbacks, private open space, and family friendly layouts. Participants wanted priority to be given to preserving the suburb's leafy character, heritage and parks. Participants also expressed that increased housing should be accompanied with significant upgrades to infrastructure such as public transport, roads, parking, schools, health services and green space.

HOW FEEDBACK HAS HELPED TO INFORM PLANS

The feedback received as part of Phase 2 consultation has informed place-specific changes to the final Riversdale to Willison and Ashburton Activity Centre Plans and planning controls. This includes catchment boundaries and core building heights.

Some of the feedback we received was outside the Train and Tram Zone Activity Centres Program scope, however much of this feedback is being addressed by other initiatives to support more homes in well-located areas.

There was other feedback we received that the program could not address because it did not meet program objectives.

This table reflects an overview of the place-specific changes that have been made to the maps for Riversdale to Willison and Ashburton based on feedback from Phase 2 consultation.

Train and Tram Zone Activity Centre	Key themes	What we heard	What we did
Riversdale and Willison Stations	Local infrastructure investment	Invest in local infrastructure to maintain liveability and support increased density	We've proposed Frog Hollow Reserve Hall and Fordham Avenue Kindergarten as places for potential community infrastructure improvements.
	Protect local character and heritage	Preserve and protect local heritage	In addition to retaining existing Heritage Overlays, we've applied lower heights to large heritage precincts in the catchment, to respond to existing heritage character.
Ashburton Station	Protect local character and heritage	Retain sun access on High Street	Solar protection controls have been applied along the entirety of High Street. This ensures the street will remain sunny at key times of the day into the future.
	Local infrastructure investment	Invest in local infrastructure to maintain liveability and support increased density	We've identified High Street as a potential location for safer crossings, improved footpaths and signalling improvements to improve walkability and pedestrian safety.

THANK YOU

The feedback summarised in this report has been used to inform the Riversdale to Willison and Ashburton train and tram zone activity centre plans.

The plans are now finalised and have been approved by the Minister for Planning.

We'd like to thank everyone who has contributed to this program. Your feedback has played an essential role in shaping outcomes to benefit your local communities.

If you would like to learn more about tram and train zone activity centres, visit our website: [Train and Tram Zone Activity Centres Program](#)

CONTACT US

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Department
of Transport
and Planning



**More Homes
For Victorians**