

# SOUTH YARRA TO WINDSOR TRAIN AND TRAM ZONE ACTIVITY CENTRES PLAN

SOUTH YARRA | PRAHRAN | WINDSOR

BUNURONG COUNTRY & WURUNDJERI WOI-WURRUNG COUNTRY

JUNE 2026



**Authorised by the Victorian Government,  
Melbourne**

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## ACKNOWLEDGEMENT OF COUNTRY

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

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

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



### Description of artwork

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

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

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



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# 1 THE PURPOSE

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







## WHY WE'RE PLANNING FOR SOUTH YARRA TO WINDSOR

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

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

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

## THE PURPOSE OF THIS DOCUMENT

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

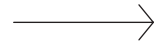
The purpose of this Plan is to support clear place-focused planning rules, focusing on built form outcomes such as building heights, to guide where new homes go and provide certainty to community and developers about growth. It also identifies the opportunities for place improvements to support more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

This strategic background document should be read alongside the relevant planning schemes and other documentation. This includes the Activity Centre Zone Schedule 1 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

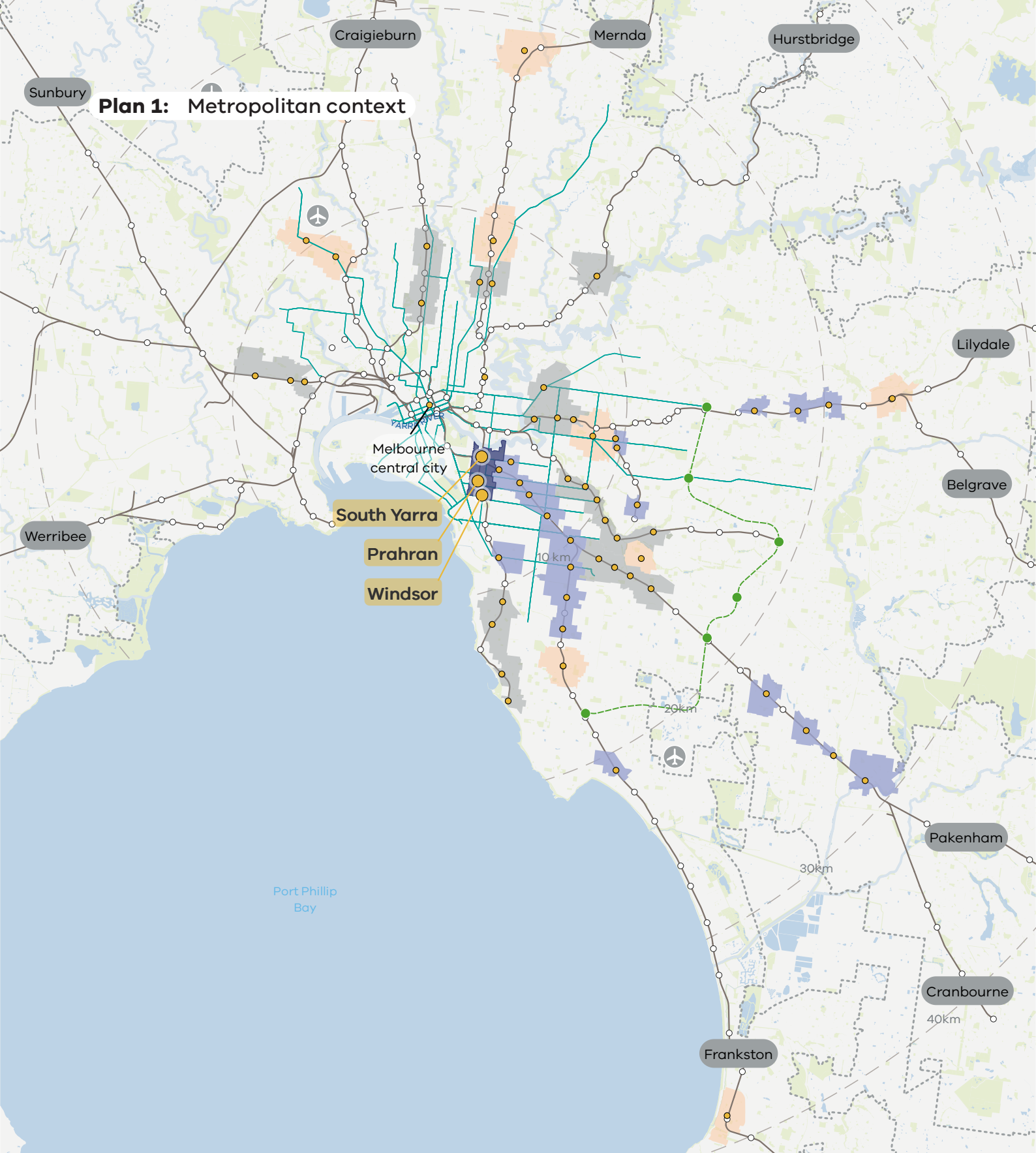
The Train and Tram Zone Activity Centres Program includes 60 train and tram zone activity centres across metropolitan Melbourne where there is good access to public transport, jobs and services. The Program has been rolled out across three stages: The Pilot, Stage 1 and Stage 2. The distribution of the 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 South Yarra to Windsor activity centres as some of the centres we're planning for under Pillar 1: Housing for all Victorians.

The South Yarra, Prahran and Windsor activity centres are in the Stonnington local government area. *Plan for Victoria* sets the City of Stonnington the target of 50,000 net additional homes to 2051. The Program creates planning capacity for more homes in these activity centres and their catchments, contributing to these housing targets.

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

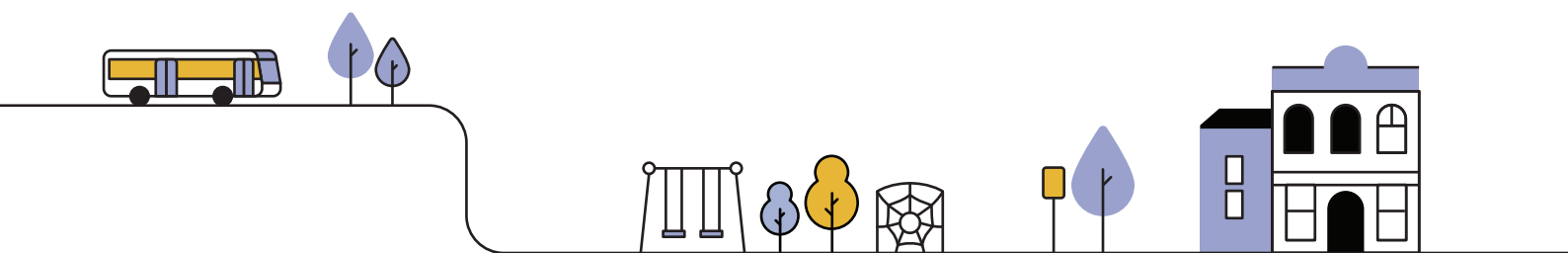
- *Victoria's Bus Plan 2021* sets out the Victorian Government's long-term strategy to deliver a more modern, productive and environmentally sustainable bus network.
- *Melbourne's Tram Plan 2023* sets out the Victorian Government's long-term approach to delivering a tram network that puts passengers first, connects people to the places they want to go, and is accessible to more people.
- *Victoria's Active Transport Plan 2026* aims to get more Victorians using active transport to get around.
- The *Transport Integration Act 2010* aims to ensure all transport modes work together and that transport planning is aligned with land use planning.
- The *Economic Growth Statement Victoria: Open for Business 2024* lays out the actions for a stronger economy that creates more jobs and supports a stronger future for all Victorians.
- The *Healthy Waterways Strategy 2018–2028* sets the long-term vision for managing the health of Melbourne's waterways.
- The *Yarra River Protection/Wilip-gin Birrarung murrn Act 2017* identifies the Yarra River, also known as the Birrarung, and its corridor as a single living and integrated natural entity for protection. The *Burndap Birrarung burndap umarkoo (Yarra Strategic Plan)* identifies how we work with Traditional Owners and plan for our activity centres where they are located within one kilometre of the river.
- The *Train and Tram Zone Activity Centres Program Explainer, 2026* sets out the objectives for the Program, along with the urban design principles that underpin this work.



- |                                                                             |                                              |
|-----------------------------------------------------------------------------|----------------------------------------------|
| ● train and tram zone activity centre                                       | ■ pilot activity centres                     |
| ■ South Yarra to Windsor train and tram zone activity centres and catchment | --- urban growth boundary                    |
| ■ other stage 2 train and tram zone activity centres and catchment          | — tram route                                 |
| ■ stage 1 train and tram zone activity centres and catchment                | — train station & corridor                   |
|                                                                             | —●— SRL East station & corridor (indicative) |







## HOW WE CONSULTED WITH THE COMMUNITY

We consulted with the community and key stakeholders, including Stonnington City Council, over two stages to inform this plan. What we heard from consultation and how we addressed it, is captured in the below sections:

- **South Yarra activity centre core built form**
- **Prahran activity centre core built form**
- **Windsor activity centre core built form**

We heard that the top four themes for South Yarra to Windsor were:



### Preserve and protect local heritage

In addition to retaining existing Heritage Overlays, we've applied lower heights to large heritage precincts and have removed two, large Victoria Heritage Register sites from the catchment.

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



### Develop plans based on local conditions

The planning tools for South Yarra to Windsor build on Stonnington City Council's existing Activity Centre Zone and its strategic planning. This place-based approach will ensure the character of special locations is preserved.

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



### Invest in local infrastructure to support growth

An infrastructure contributions plan is being considered for South Yarra, Prahran and Windsor. It will intend to fund infrastructure essential to the liveability of the current and future communities in and around these centres.

Head to **section 7 local infrastructure improvement opportunities for South Yarra to Windsor** to learn more.



### Adjust proposed core heights

Core building heights in Prahran have been adjusted in response to feedback, to ensure sun protection is implemented for important locations such as Grattan Gardens and Prahran Square.

Head to **Prahran activity centre core built form** to learn more.

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



### 3 THE STRATEGIC DIRECTION FOR SOUTH YARRA TO WINDSOR

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







## ABOUT SOUTH YARRA TO WINDSOR

This plan comprises three activity centres:

- South Yarra activity centre
- Prahran activity centre
- Windsor activity centre.

When we say *South Yarra to Windsor*, we are referring to all of these centres and their shared catchment areas. The activity centres are shown at **Plan 2: South Yarra to Windsor context and recent Victorian Government infrastructure**.

### Why South Yarra to Windsor are in the program

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

The South Yarra to Windsor activity centres are located around the South Yarra, Prahran, and Windsor train stations.

These activity centres are well-served by public transport, linking people to employment, retail, recreation and services. They occupy a highly accessible location within the metropolitan public transport network, supported by the Frankston, Cranbourne, Pakenham and Sandringham rail lines and tram routes 5, 6, 58, 64, 72 and 78. This level of service provides frequent and reliable connections to the city centre and major employment, education and service destinations, including Parkville, Caulfield, St Kilda, Hawthorn and Brighton.

The activity centres are well-established commercial and mixed-use hubs built around bustling streets like Chapel Street. They already offer a wide range of shops, cafes, workplaces, and community services from Grattan Gardens to the Prahran Market. Adding more homes and businesses in these areas builds on existing strengths and helps more people live and work locally, close to jobs, services, and public transport.

### The services that support this place

The South Yarra to Windsor activity centres are located approximately four kilometres south-east of the Melbourne's city centre. They are located across the suburbs of South Yarra, Prahran and Windsor.

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

The key projects are shown at **Plan 2: South Yarra to Windsor context and recent Victorian Government infrastructure**.



## Public realm and community infrastructure – having great community spaces

Public transport connections between the centres, including the Metro Tunnel, provide more opportunities to create active and inviting public spaces.

Windsor Siding Reserve, Princes Gardens, and Grattan Gardens are key public open spaces that contribute to creating places which are greener and cooler with increased tree canopy cover. These spaces also play a key role in supporting healthy and active lifestyles.

Community facilities, such as Prahran Library, Prahran Market, Prahran Aquatic Centre, and the various local schools provide good access to places that encourage social interaction and active lifestyles.

We heard from the community that continuing to develop a vibrant mixed-use precinct is important.

Across the Community Reference Group Statements of Advice, we heard the call for retaining local character and access to transport connections.

## Transport – facilitating how we get around

Transport in South Yarra to Windsor is improving.

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 this year.

Access to the tram network has improved with the South Yarra Station level access stop. This aligns with tram vehicle changes across multiple routes with newer trams adding more room for more people, and improves access for those with a disability or with access requirements.

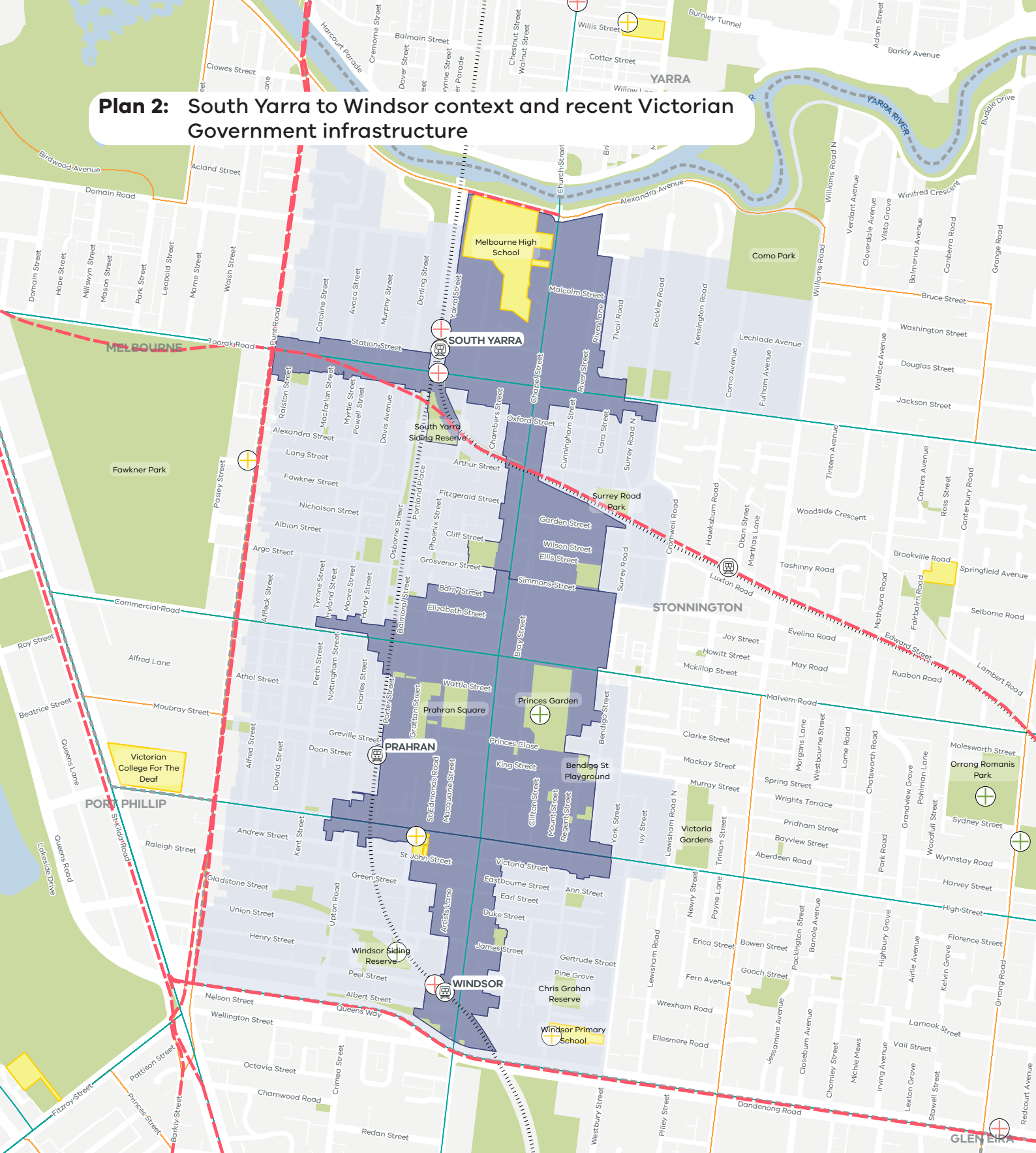
These centres have excellent access to walking and riding networks for local journeys, including the Main Yarra Trail. There are also a number of walking and riding improvements in progress around the catchment area, including shared zones, new pedestrian crossings, and safety improvements.

We heard from the community that many people are very supportive of the Train and Tram Zone Activity Centre Program, as South Yarra, Prahran and Windsor are rich in public transport services.

They emphasised that it is a beautiful place to live in, and more people deserve the chance to live here and contribute to the diverse neighbourhood.



## Plan 2: South Yarra to Windsor context and recent Victorian Government infrastructure



- train and tram zone activity centre core
- train and tram zone activity centres 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
- transport infrastructure upgrades
- education facility upgrades
- sporting facility upgrades

0 0.2 0.4 0.6 0.8 km





## TRADITIONAL OWNERS

The Registered Aboriginal Parties for the activity centres and catchment areas are the Bunurong Land Council Aboriginal Corporation and the Wurundjeri Woi-wurrung Cultural Heritage 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 parts of Prahran and Windsor, and across greater south-eastern Melbourne.

Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation is the Registered Aboriginal Party for and on behalf of Wurundjeri Woi-wurrung People. Wurundjeri Woi-wurrung People are recognised as the Traditional Owners of their lands and waters in South Yarra, parts of Prahran and Windsor, and across central-south Victoria.

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

## Statement from the Registered Aboriginal Parties

Both Registered Aboriginal Parties have provided and consented to the publication of Statements of Cultural Values for the South Yarra to Windsor activity centres.

These statements are included as part of the Plan for the purposes of sharing information, increasing awareness and understanding of Aboriginal people and their connections to, and understanding of, the place with the broader community.

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

### *Plan for Victoria's pillars of action*

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

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

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



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

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

## BUNURONG CULTURAL VALUES STATEMENT

Bunurong peoples are the Traditional Custodians of this land, including parts of the proposed locations across South Yarra to Windsor—specifically the Windsor activity centre and the western portion of the Prahran 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 Land Council Aboriginal Corporation (BLCAC) acknowledges that much of the South Yarra cluster lies within the Registered Aboriginal Party (RAP) area of Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation (WWCHAC). These RAP boundaries reflect the contemporary administrative arrangements, and do not represent the full pre-colonial extent of Bunurong Country nor areas of shared Country. The location of the South Yarra cluster across both BLCAC and WWCHAC RAP areas reflects the sophisticated ways in which peoples of the Kulin Nation managed Country and relationships between groups.

Although the current RAP area boundary with Wurundjeri Woi Wurrung is located south of the Yarra River, Bunurong peoples have historically visited and resided along the southern banks of the Yarra River, including areas now known as South Yarra and Prahran. Travel along the river connected people to culturally significant places. Historical accounts describe Bunurong headmen Derrimut and Benbow travelling east along the Yarra River and through Gardiner's Creek on a journey towards the Dandenong Ranges.

The Country encompassing the Windsor and Prahran Activity Centres was once a rich hunting ground. Dense bushland, large trees, thick wattle scrub, and swamps supported abundant wildlife, including birds, kangaroo, and possum. Its frequent use by Bunurong peoples reflects its importance. Today, the altered condition of Country—particularly the destruction of habitat and hunting grounds—serves as an important reminder of the harm that colonialism has inflicted on Bunurong peoples and Country.

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.

## WURUNDJERI WOI-WURRUNG WATERWAYS STATEMENT

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

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

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

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

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

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

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

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



## WURUNDJERI WOI-WURRUNG STATEMENT OF CULTURAL VALUES

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

– Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation  
Community Statement, 2025.

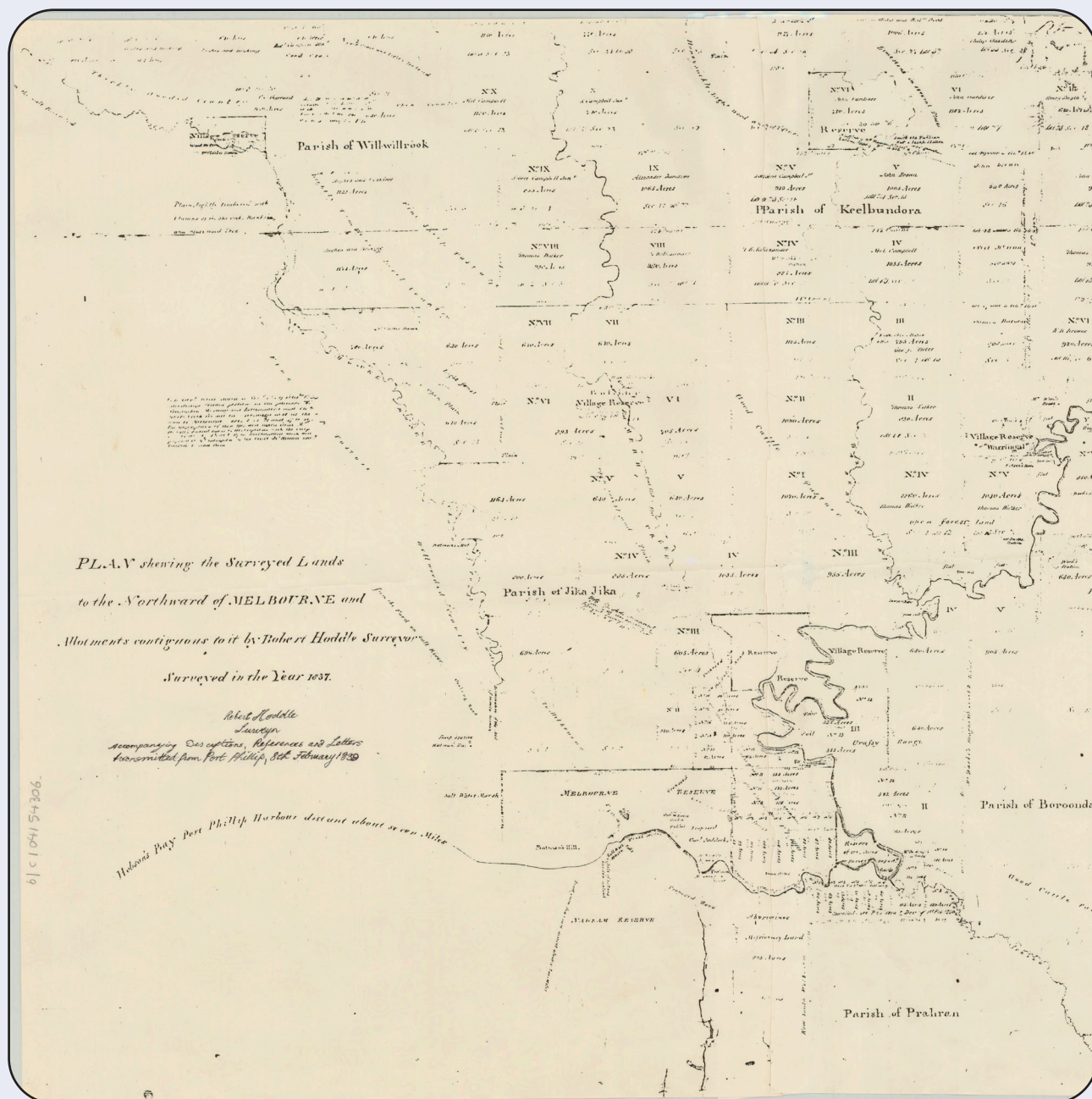
The cultural landscape around the South Yarra to Windsor activity centres has recorded traditional Woi-wurrung language place names. Traditional place names in Woi-wurrung language for this area can be found in the journals of Reverend George Langhorne. Langhorne notes the Woi-wurrung language place name recorded by surveyor Robert Hoddle in his correspondence 'Purraran [Pahran]'<sup>1</sup>. Assistant Aboriginal Protector William Thomas noted in his correspondence the Woi-wurrung language place name 'Prayran' as a place proximal to the bend of the Birrarung (Yarra River)<sup>2</sup>. A map produced in 1837 by Robert Hoddle shows the location of Pahran on the bend of the Birrarung (Yarra River) where the activity centre is located as seen in figure 1<sup>3</sup>.

This area of Wurundjeri Country is uniquely placed as valuable sightlines from/to Mount Dandenong and Mount Corhanwarrabul, Port Phillip Bay and waterways such as Kooyong Koot (Gardiners Creek) and the Birrarung (Yarra River), which are important observation points and landscape markers on Wurundjeri Country.

These waterways are important to Wurundjeri Woi-wurrung People and are known as traditional travel routes. Wurundjeri Woi-wurrung Ancestors camped along waterways<sup>4</sup>. Waterways were travel routes and songlines for Ancestors, the lands and trees surrounding waterways provided shelter and would have been like a map for Ancestors to view the flow of the river across Country<sup>5</sup>.

These waterways are considered the veins of Country and provided gathering areas for cultural practice. Waterways, named and unnamed, and water expanses, such as swamps, wetlands and billabongs, and the lands surrounding them provided resources to the Ancestors, and were meeting places for Wurundjeri local clan groups<sup>6</sup>.

**Figure 1: Survey (detail), 1837**







## THE VISION FOR SOUTH YARRA TO WINDSOR

South Yarra, Prahran and Windsor are already great places to live, work and spend time.

South Yarra, Prahran and Windsor are a well-connected network of centres, each with their own character yet connected by Chapel Street, comprising a healthy local economy and quality urban life. Together, they provide a rich spectrum of living, working, learning, and leisure opportunities that are well linked by a strong pedestrian network, and excellent train and tram options.

Residents and visitors easily move about the area, engaging with the Sandringham and Frankston train lines, as well as tram corridors along Chapel Street, Toorak Road, Commercial/Malvern Road, High Street and Queens Way/Dandenong Road. The excellent public transport connections will help to link a growing active transport focus for the area.

The following visions for each of the train and tram zone activity centre are built from the Statement of Advice prepared by the Community Reference Group as well as Stonnington Council's strategic work and engagement.



## South Yarra

South Yarra will continue to grow as an activity centre that supports residential and commercial growth in a balanced and complementary way, responding to housing and economic demand.

With strong transport links, South Yarra will offer a well-designed quality of life close to the city, while continuing to provide a vibrant mix of activities for residents and visitors. South Yarra's unique character along Toorak Road and Chapel Street will be respected and enhanced as the activity centre embraces growth.



## Prahran

Prahran's historic streetscapes, cultural richness, and vibrant community atmosphere will be preserved and enhanced as the activity centre continues to grow. Prahran's growth will be thoughtfully managed to reflect its distinct local character, while accommodating more housing in targeted areas, and responding to ongoing development across the broader area.

Key community assets such as Prahran Square, Prahran Market, Grattan Gardens, and Princess Gardens will remain central, supporting Prahran's role as a major civic and commercial centre within the broader network of activity centres.



## Windsor

Windsor will maintain its cohesive character, defined by varied built form, valued Victorian-era heritage and a diverse mix of activities. Growth in Windsor will respect the existing fabric, where new developments will integrate old and new built forms to balance growth and enhance qualities most valued by the community.

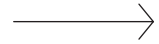
The surrounds will continue to remain well connected to various green spaces and provide opportunities to support and maintain Windsor's local charm.



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## 4 THE ACTIVITY CENTRE CORES

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 CORES

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 which local characteristics to protect and enhance, as well as what could make these places better.

The activity centre cores are vibrant places 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.

Each 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.

## South Yarra, Prahran and Windsor cores

Stonnington City Council prepared the *Chapel Vision Structure Plan 2013–2031* (the Structure Plan). The Structure Plan seeks to enhance the role and function of the three activity centres through built form and land use controls that allow for more homes and jobs.

As the intent of the corresponding Activity Centre Zone Schedule 1 broadly aligns with the Victorian Government's objectives for activity centres, the Activity Centre Zone will continue to guide built form outcomes in these three activity centres. We have reviewed the Activity Centre Zone and identified areas capable of delivering more homes, and increased building heights where appropriate.

The Structure Plan and the South Yarra to Windsor Train and Tram Zone Activity Centre Plan are background documents under Clause 72.08 of the *Stonnington Planning Scheme*.

"The proposed distribution of building heights shown in the map appears to provide an appropriate balance between accommodating growth and responding to the surrounding urban context."

– South Yarra community member

## How we determine appropriate heights

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

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

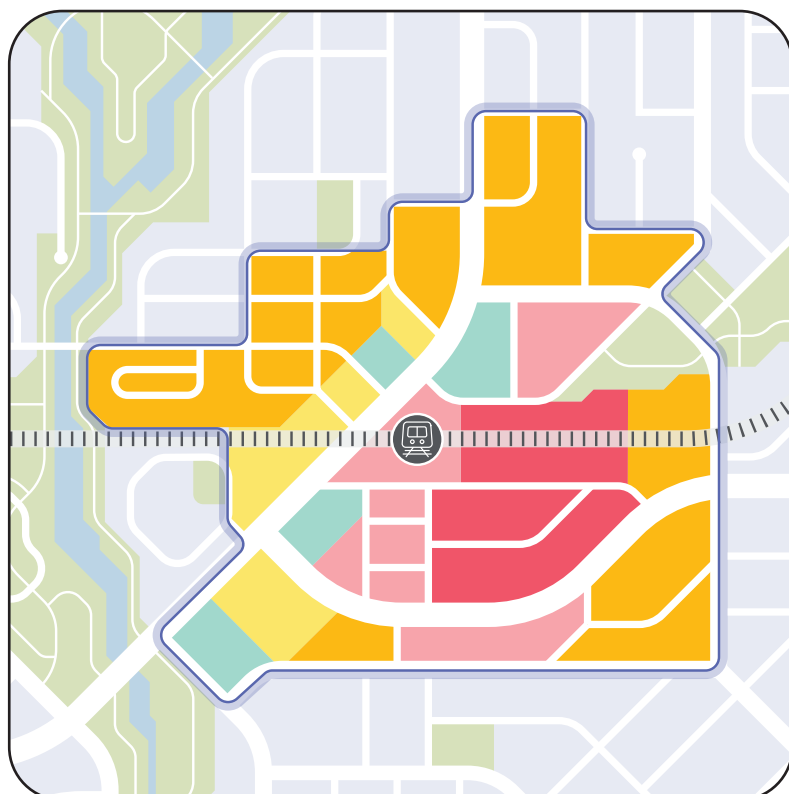
The building height in the activity centre core is informed by the built form typologies applied – see **Figure 2** below for an example. These are determined by both the level of development a location can accommodate and the types of buildings, homes and businesses already there.

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

Typologies have not been applied to the South Yarra, Prahan and Windsor activity centres. Initially, typologies were used to develop a fine-grain understanding of the built form characteristics of the activity centres.

These draft typologies were used as a benchmark to identify where more homes could be delivered beyond the existing planning controls. These areas then underwent built form testing to ensure that there was sufficient capacity to accommodate height increases and remain responsive to the uniqueness of each place.

**Figure 2: Built form typologies (example only)**



### Heritage main street

Shops on narrow lots on the main street, protected by heritage controls

### Non-heritage main street

Shops on narrow lots on the main street

### Limited sensitivities

A mix of shops and homes on large lots located off the main road

### Large opportunity sites & enclosed shopping centres

A mix of homes, offices and shops on the largest lots with the tallest buildings, or existing shopping centres

### Fringe

The edge of the train and tram zone activity centre, with a mix of lot sizes, shops and homes





## BUILT FORM OUTCOMES EXPLAINED

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

To understand where we've applied some of these standards to the South Yarra, Prahran, and Windsor activity centres, please see the following sections:

- **South Yarra activity centre core built form**
- **Prahran activity centre core built form**
- **Windsor activity centre core built form**

The approach for the South Yarra, Prahran, and Windsor activity centre cores differs from other centres in the Program. The approach is shaped by Stonnington's Activity Centre Zone, with our planning directed towards identifying residential opportunities in the core while maintaining the Activity Centre Zone's other built form controls, such as setbacks, pedestrian connections, and active frontages.



## Built form testing

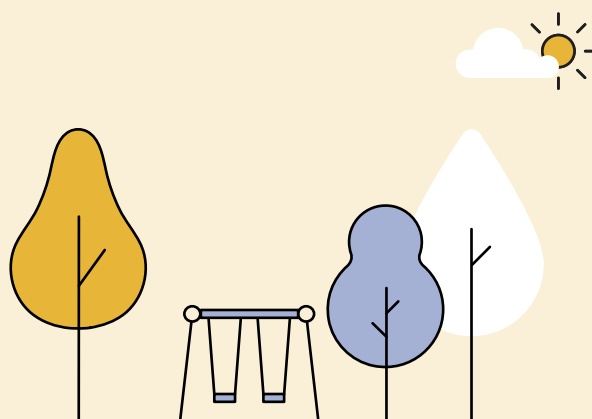
Each place is unique and we have responded to this by carrying out built form testing. Built form testing helped us understand the key qualities of these centres, and to balance allowing more homes with protecting amenity, such as sun access to identified parks and streets, and identified key view lines.

Recommendations from built form testing may include changing building heights as well as other minor changes to sun access protection and sensitive interface standards. Refer to *Train and Tram Zone Activity Centres Program Local Variations Testing Tranche 2 South Yarra to Windsor Report* (Architectus, April 2026).

### Sun access protections

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

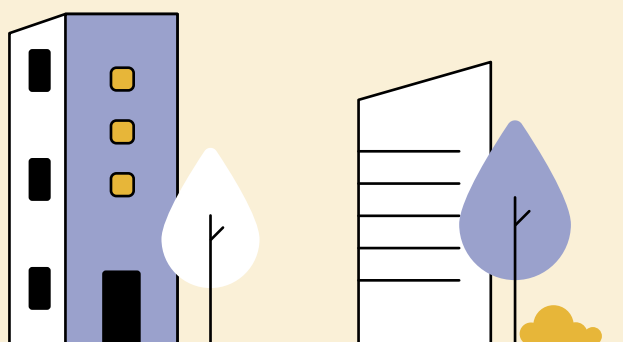
Parks, streets and other public spaces have been identified for different levels of protection based on their significance and use. This will ensure they receive enough direct sun in different seasons.



### Sensitive interface setbacks

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

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





## SOUTH YARRA ACTIVITY CENTRE CORE BUILT FORM

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

South Yarra has two distinct characters, between Toorak Road's heritage shop fronts, and Forest Hill's modern apartment and office towers. The proposed heights in the South Yarra activity centre are reflective of this character and proximity to South Yarra Station. Heights are scaled down progressively on the east side of Toorak Road and on River Street in response to local context.

The Community Reference Group noted how important Toorak Road is as a local high street and gathering place for people to work and socialise. That is why we have planned for sun protection on Toorak Road to ensure sunlight access for those walking, resting or riding down this major thoroughfare.

Many areas within the South Yarra activity centre are unchanged from the existing council controls. For more information on the full range of heights permitted in South Yarra please visit the *Stonnington Planning Scheme*.

We heard that the community in the South Yarra catchment area is generally supportive of development being concentrated nearest to the station and tram stops. The only areas proposed for an increase in maximum building heights in South Yarra are directly adjacent to South Yarra Station, and the intersection of the 58 and 78 trams on Chapel Street and Toorak Road.

"As the area grows, maintaining high-quality public spaces... and good urban design will be important."

– South Yarra community member

Refer to **Plan 3: South Yarra building heights and sun protection** to see the built form outcomes and building heights for the activity centre core.



### Plan 3: South Yarra building heights and sun protection

Heights have been increased on Toorak Road closest to the South Yarra Station and Chapel Street intersection.

These sites have been proposed based on their land size or their potential for consolidation with adjacent properties.

Solar access will be protected on Toorak Road and Chapel Street. This will ensure that any increased building heights will be set back from the street and balanced with the pedestrian scale and experience.

-  South Yarra train and tram zone activity centre core
-  train station & corridor
-  tram route
-  up to 6 storeys
-  up to 8 storeys
-  up to 10 storeys
-  up to 12 storeys

-  up to 16 storeys
-  council height

#### Sun protection

-  key pedestrian street
-  open space for solar protection







## PRAHRAN ACTIVITY CENTRE CORE BUILT FORM

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

The Prahran activity centre builds on Stonnington City Council's existing strategic work for the Prahran precinct in their Activity Centre Zone. We have retained existing maximum building heights in certain areas of Prahran following an assessment of lot size, development potential, and the suitability of the existing controls.

The Community Reference Group noted how important open spaces, footpaths, and sunny streets are for access, amenity and the vibrant local character. That's why we have planned for solar protection of existing open spaces and key streets such as Greville Street and Chapel Street.

The Prahran activity centre is also home to social housing that is undergoing redevelopment managed by Homes Victoria. The Program is not proposing any changes to the existing planning controls that are in place for these sites.

We heard that the community are generally supportive of housing growth along the train line as well as main streets such as Commercial Road and High Street. With this in mind, heights of 12 to 16 storeys will be permitted on large lots on High Street and on Porter Street, which runs parallel to the rail corridor.

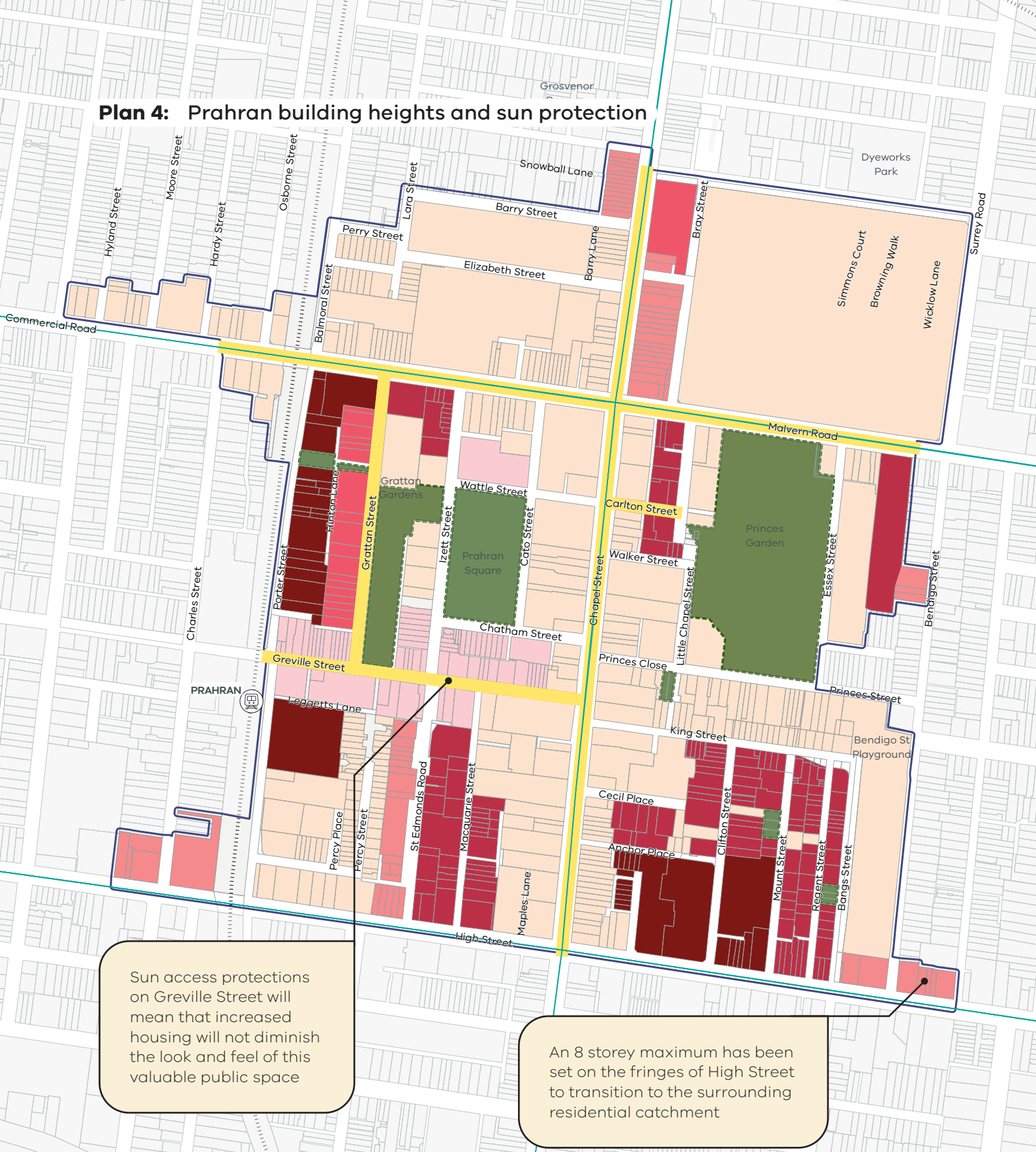
"I would like the area to be developed in a balanced way where new development is integrated into the suburb... by increasing greenery, parks and community spaces."

– Prahran community member

Refer to **Plan 4: Prahran building heights and sun protection** to see the built form outcomes and building heights for the activity centre core.



## Plan 4: Prahran building heights and sun protection



- Prahran train and tram zone activity centre core
- train station & corridor
- tram route
- up to 6 storeys
- up to 8 storeys
- up to 10 storeys
- up to 12 storeys

- up to 16 storeys
- council height
- Sun protection**
- key pedestrian street
- open space for solar protection







## WINDSOR ACTIVITY CENTRE CORE BUILT FORM

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

Windsor has a distinctive character that balances the interaction of heritage built forms and diverse mix of activities that the community value. The Community Reference Group noted how important the intact heritage shops and façades were across this centre.

That is why as part of the activity centre planning process, we have proposed heights that will continue to preserve the heritage values and ensure balanced growth is maintained across Windsor.

The Community Reference Group highlighted how important the protection of Chapel Street and High Street were for both residents and visitors who visited to work, shop or dine. That's why we have planned for solar protection on High Street and Chapel Street to ensure adequate amount of sunlight access is maintained.

We heard that the community are generally supportive of increased housing in areas adjacent to the Windsor Station and along Dandenong Road. In response, we have planned for increased heights of up to and including 12 storeys in these areas, through which we can expect greater housing choices.

"This is an area rich in public transport and services and amenities. It's a beautiful place to live and more people deserve the chance to live here and contribute to our diverse neighbourhood."

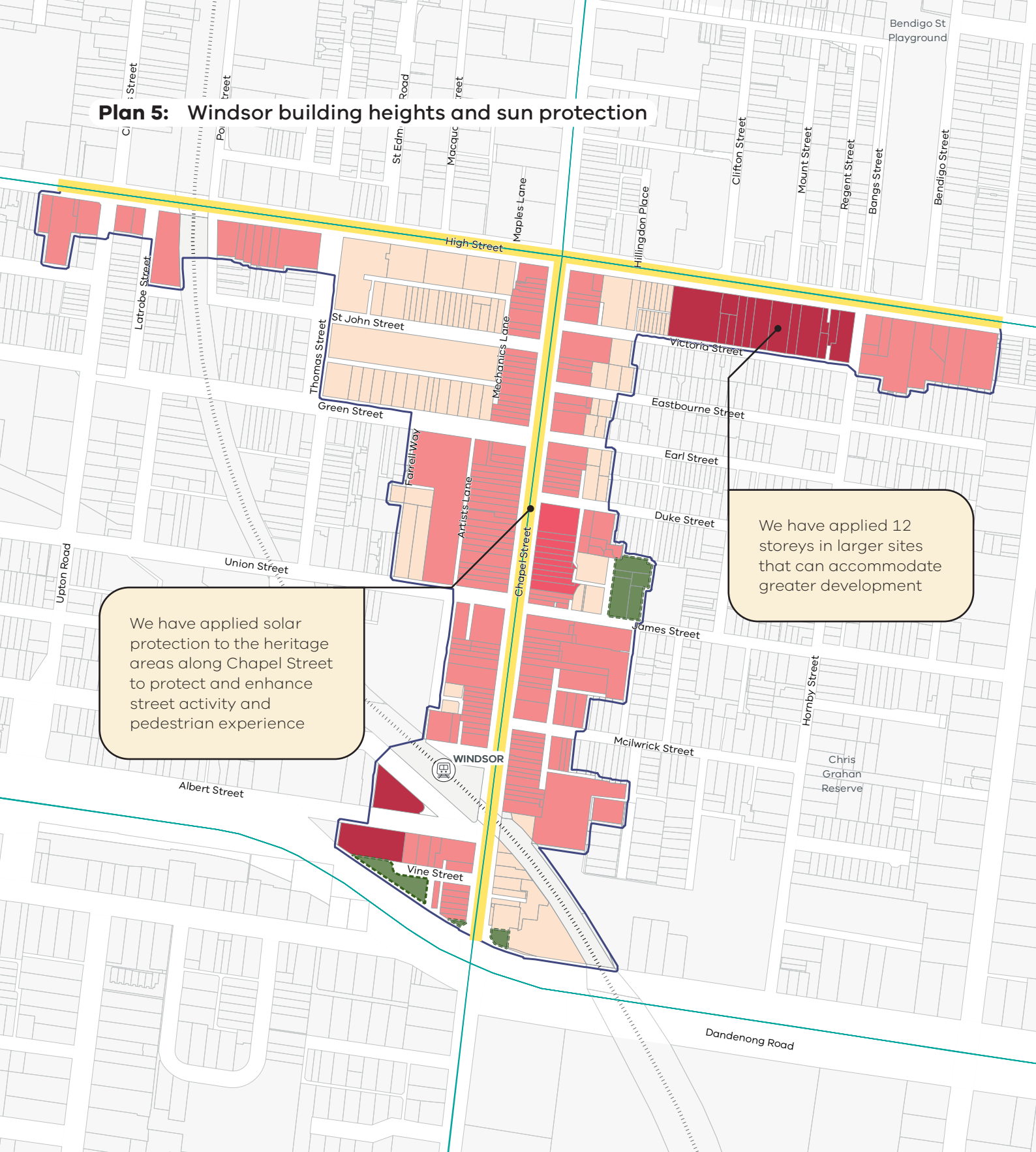
– Windsor community member

Refer to **Plan 5: Windsor building heights and sun protection** to see the built form outcomes and building heights for the activity centre core.





## Plan 5: Windsor building heights and sun protection



- Windsor train and tram zone activity centre core
- train station & corridor
- tram route
- up to 8 storeys
- up to 10 storeys
- up to 12 storeys

- council height
- Sun protection**
- key pedestrian street
- open space for solar protection

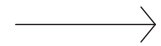


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## 5 THE ACTIVITY CENTRE CATCHMENTS

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







## EXPECTED CHANGE IN THE CATCHMENT

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

The catchment extends approximately 800 metres from the train stations, tram stops 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 South Yarra to Windsor

The key features that influenced the catchment boundaries include:

- Heritage Overlays
- Major roads, including Chapel Street, Toorak Road, Commercial Road, Malvern Road and High Street
- Major waterways and significant landscapes, specifically the Yarra (Birrarung) River Corridor Environs, which is a key area of Aboriginal cultural heritage sensitivity
- Inner-city connections.

To understand where we've applied the inner and outer catchment boundaries, please see **Plan 6: South Yarra to Windsor 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 Housing Choice and Transport Zone 1 will replace most existing residentially zoned land in the inner catchment and Housing Choice and Transport Zone 2 will replace most existing residentially zoned land in the outer catchment.

**Plan 6: South Yarra to Windsor catchment** shows the high-level vision for the inner and outer catchments.

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

As seen in the illustration below, the catchment has been divided into an inner catchment and an outer catchment. To understand how the catchment has been set, refer to the *Train and Tram Zone Activity Centres Program Explainer*, 2026.



### The 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.

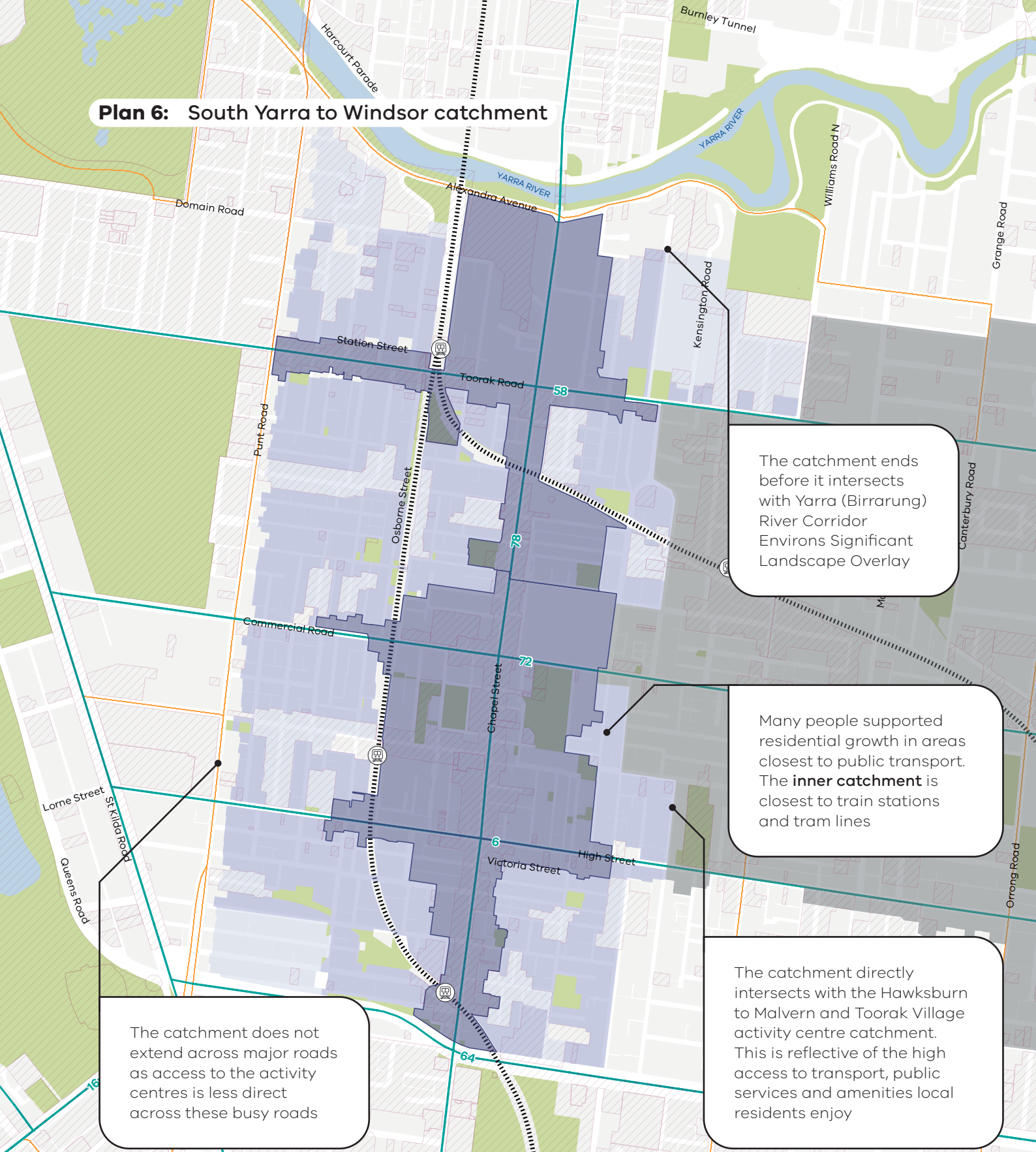
Where lots are larger and meet the criteria, it allows buildings of up to four storeys.

To understand where we've applied the inner and outer catchment, please see **Plan 6: South Yarra to Windsor catchment**





## Plan 6: South Yarra to Windsor catchment



- train and tram zone activity centre core
- inner catchment
- outer catchment
- other train and tram zone activity centres and catchment
- train station & corridor

- tram route
- bus route
- Heritage Overlay
- existing open space
- watercourse & waterbody





# CHANGES TO THE STONNINGTON PLANNING SCHEME

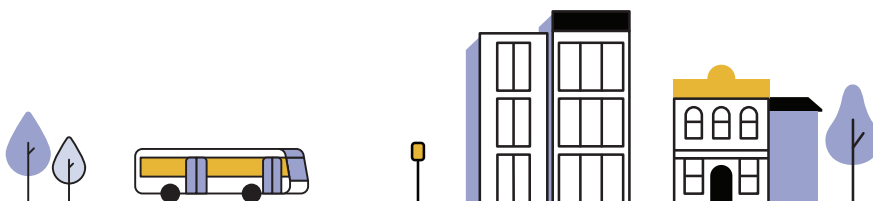
## Changes to local policy in the planning scheme

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

## Changes to zoning in the planning scheme

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

- Amending the content of Schedule 1 to the Activity Centre Zone for the Chapel Street activity centre (applies to the South Yarra, Prahran, and Windsor activity centres).
- Changing some areas of General Residential Zone to Activity Centre Zone in the Prahran activity centre.



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## 6 INFRASTRUCTURE

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









## PLANNING FOR FUTURE GROWTH

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

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

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



### Transport improvements

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

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

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



### Education capacity

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

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



### Health services

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

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



## Integrated water management

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

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

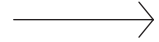
The opportunities for public realm upgrades could include consideration of water security, water sensitive urban design and nature-based approaches as part of upgrades to streetscapes and open spaces. This could contribute to reducing flood risk, having an urban form that is climate adaptive and improving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

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

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



## 7 LOCAL INFRASTRUCTURE IMPROVEMENT OPPORTUNITIES FOR SOUTH YARRA TO WINDSOR









# INVESTING IN SOUTH YARRA TO WINDSOR'S INFRASTRUCTURE

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

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

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

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

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

## Infrastructure investment focus areas



### **Inclusive, community-centred design**

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



### **Accessible public transport and active transport**

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



### **Green spaces that are great places**

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

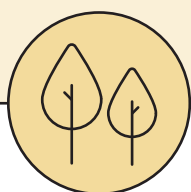


# STRATEGIES AND OPPORTUNITIES

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

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

Examples of potential locations are included below and in **Plan 7: Indicative South Yarra to Windsor place improvement opportunities**. This plan shows the indicative improvement opportunities to the transport network, open spaces and community infrastructure at a broader network scale, which could occur over time.



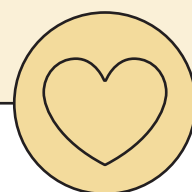
**Support improved opportunities for play and recreation, maximising use, access, and enjoyment of public space by everyone.**

- Upgrade public spaces (passive open space, pedestrian malls, plazas and forecourts), such as Caroline Street Reserve and James Street 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 Princes Gardens. 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 Darling Street, Osborne Street, and Wilson Street.
- 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 Yarra Street, Osborne Street, and Little Chapel 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 streetscapes in activity centre cores and commercial areas, such as Chapel Street, Malvern Road and High Street. Works could include, but not be limited to, street tree planting and landscaping, street furniture, pedestrian priority crossings, water sensitive urban design, and footpath improvements and/or widening.
- Improve laneways, side roads supporting key streetscapes, and other local roads in activity centre cores and catchments, such as Artists and Mechanics Lane. Works could include, but not be limited to, street tree planting and landscaping, lighting and footpath improvements and/or widening.

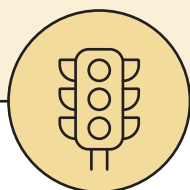
The place improvement plans listed below for the core show the local infrastructure improvement opportunities for the specific activity centres and immediate surrounds, not the broader transport network opportunities identified in **Plan 7**.

- **Plan 8: South Yarra activity centre core place improvement**
- **Plan 9: Prahran activity centre core place improvement**
- **Plan 10: Windsor activity centre core place improvement**



**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 Dandenong Road and Punt Road including intersection changes.



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

- Improve community facilities, such as the Grattan Gardens Community Centre and Greville Street Library. Works could include but not be limited to libraries, maternal and child health centres, early childhood education and community centres.

## Plan 7: Indicative South Yarra to Windsor place improvement opportunities



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

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





### Plan 8: South Yarra activity centre core place improvement

**Legend:**

- train and tram zone activity centre core
- existing open space
- train station & corridor
- tram route
- station access opportunities
- streetscape opportunities
- laneway opportunities
- public space opportunities

### Plan 9: Prahran activity centre core place improvement

This map illustrates the proposed improvements for the Prahran activity centre core. The map shows a grid of streets with various colored overlays indicating different types of improvements. A legend on the left side of the map defines the symbols used:

- train and tram zone activity centre core:** Indicated by a light blue shaded area.
- existing open space:** Indicated by green shaded areas.
- train station & corridor:** Indicated by a blue line with a train icon.
- tram route:** Indicated by a red line.
- station access opportunities:** Indicated by a dashed circle around the train station.
- streetscape opportunities:** Indicated by thick red lines.
- laneway opportunities:** Indicated by dotted red lines.
- public space opportunities:** Indicated by dark green shaded areas.

The map shows the following streets and landmarks:

- Streets:** Cliff Street, Grosvenor Street, Simons Street, Barry Street, Elizabeth Street, Commercial Road, Chapel Street, Wattie Street, Chatham Street, Greville Street, King Street, Cecil Place, Anchor Place, Victoria Street, Eastbourne Street, Horby Street, York Street, Murray Street, Leila Street, Clarke Street, Summers Street, Francis Street, Mackay Street, Lewisham Road N, Ivy Street, Cromwell Road, Matherwell Street, Wicklow Lane, Browning Walk, Simmons Court, Dye Works Park, Hobson Street Park, Princes Gardens, Bendigo Street Playground, Victoria Gardens, Green Street, St John Street, Thomas Street, Latrobe Street, Upton Road, Kent Street, Andrew Street, Raleigh Street, Gladstone Street, George Street, Perth Street, Charles Street, High Street, St Edmunds Road, Macquarie Street, Percy Street, Gifford Street, Mount Street, Bang Street, Princes Street, Essex Street, Bendigo Street, Cromwell Road, Matherwell Street, Wicklow Lane, Browning Walk, Simmons Court, Dye Works Park, Hobson Street Park, Princes Gardens, Bendigo Street Playground, Victoria Gardens.
- Landmarks:** Princes Gardens, Bendigo Street Playground, Victoria Gardens, Dye Works Park, Hobson Street Park, Cromwell Park, Matherwell Street, Wicklow Lane, Browning Walk, Simmons Court.

## Plan 10: Windsor activity centre core place improvement



## 8 REFERENCES

### Endnotes

- 1 G.M. Langhorne (October 1889), cited in Cooper, J. B. (1924) *The history of Prahran: From its First Settlement to a City*. Modern Printing Co. 1924, p. 5.
- 2 W. Thomas (Assistant Protector, Westernport District) (1841), *373: Respecting the murder of two Aborigines*, Public Record Office Victoria, Series No. VPRS 11, Consignment No. P0000, accessed 24 March 2026.
- 3 Robert Hoddle, 1837, *Plan shewing the surveyed lands to the northward of Melbourne and allotments contiguous to it* [cartographic material], State Library Victoria, MAPS 821.1 A.
- 4 Wurundjeri Woi-wurrung Elder Aunty Alice Kolasa, cultural values online knowledge recording, 16 March 2025.
- 5 Wurundjeri Woi-wurrung Elder Aunty Alice Kolasa, cultural values online knowledge recording, 16 March 2025.
- 6 Wurundjeri Woi-wurrung Elder Aunty Di Kerr, WWCHAC minutes 9 February 2026 ; Wurundjeri Woi-wurrung Elder Aunty Alice Kolasa, cultural values online knowledge recording, 16 March 2025.

### Images

Robert Hoddle (1837), *Plan shewing the surveyed lands to the northward of Melbourne and allotments contiguous to it* [cartographic material], State Library Victoria, MAPS 821.1 A.

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

### References

Langhorne, G.M., (October 1889), cited in Cooper, J. B., (1924), *The history of Prahran: From its First Settlement to a City*. Modern Printing Co. 1924.

Thomas, W. (Assistant Protector, Westernport District) (1841), *373: Respecting the murder of two Aborigines*, Public Record Office Victoria, Series No. VPRS 11, Consignment No. P0000, accessed 24 March 2026.



## 9 GLOSSARY OF TERMS

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

### A

**active frontages** Active frontages allow for unobstructed views into and out of the ground floor of buildings and can be a combination of elements such as windows, shop/ building entries and commercial activities.

**active transport** Active transport refers to any form of human-powered movement, such as walking and riding, as well as using e-scooters or personal mobility devices. It involves transport for purposes such as running errands, commuting or accessing public transport, rather than just for recreation.

### B

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

### C

**Community Reference Group (CRG)** Community Reference Groups formed a key component of the Train and Tram Zone Activity Centres consultation program.

CRG members came together on a voluntary basis to provide input, feedback and local perspectives to ensure a balanced and broad representation of local voices. The CRG was tasked with responding to a central remit and developing Statement(s) of Advice for the DTP planners preparing the Activity Centre plans.

### H

**Housing Choice and Transport Zone (HCTZ)** A planning zone that seeks to facilitate a diversity of housing at increased densities in locations around identified activity centres and other well-served locations with convenient access to jobs, public transport and services.

**Housing Growth Framework** A tool that has been developed to categorise activity centres based on their access to public transport, services and capacity to accommodate development; and which provides the basis for built form controls including setbacks and heights.

### I

**infrastructure** Basic facilities and networks (e.g. roads, libraries and utilities) needed for the functioning of a local community or broader society. Infrastructure can be provided by the private sector (e.g. local roads, childcare, shopping centres), or by Government (e.g. hospitals, schools, railways).

**Infrastructure Contributions Plan (ICP)** A statutory document incorporated into a planning scheme that sets out the charges developers must pay to help fund essential public infrastructure—such as traffic signals, parks, and community facilities—needed to support new or growing communities.

**Integrated Water Management (IWM)** An approach to planning that brings together all facets of the water cycle including sewage management, water supply, stormwater management and water treatment, ensuring environmental, economic and social benefits.

## M

### main street

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

### master plan

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

## O

### open space

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

## P

### public realm

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

## R

### responsible authority

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

## S

### solar access

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

## T

### Traditional Owners

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

### typology

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



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