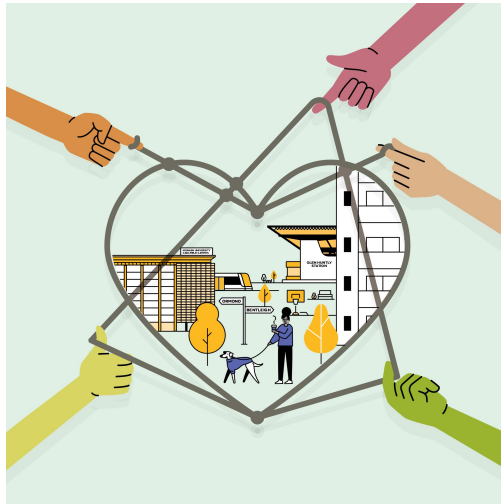




DTP Community Reference Group

STATEMENT OF

ADVICE

Activity Centres
Caulfield to
Bentleigh and
Elsternwick

22 March 2026

REMIT

How do we plan for more homes in and around Caulfield, Glen Huntly, Ormond, Bentleigh and Elsternwick while strengthening the things that make these places unique?

1. INTRODUCTION

A short summary of who and how this statement was developed, less than one page

28 community members across 5 Activity Centres (Caulfield, Glen Huntly, Ormond, Bentleigh, Elsternwick) met across two days to provide input on the proposed catchment boundaries and height/density of the development around these areas.

Some limitations:

- The feedback processes created issues for individuals that felt they weren't familiar with an area but needed to provide a response given the wide number of activities centres, some not located on the same train line. In the future better allocations should occur to ensure residents who provide feedback are at least familiar with the activity center.
- There were concerns as to whether this consultation process is genuine or merely performative and whether the Government will in fact act on the considered advice provided by members of the reference group.
- There were considerably large areas in which to provide feedback on for our group ie. we had a lot of activity centers, and many participants felt they did not have sufficient local knowledge of surrounding catchments of the Activity Centres to provide meaningful input. Ideally, we would need a larger sample from these Activity Centres to be more representative of these areas. All CRG participants attempted to provide useful comments but we flag that some survey results (e.g. the love

it-loathe it survey) might have produced skewed results.

I.e. Refer to the Mentone CRG which features 35 local residents commenting only on Mentone.

- The questions were quite targeted and did not consider the broad range of input from the community members present.
- We felt the scope of input felt constrained (commenting only on housing, boundaries and building heights). We feel like we were unable to properly comment without an understanding of the (necessary) planned infrastructure provision/ upgrades to support this densification.
- There was not sufficient background information shared with the CRG or time allowed to make truly informed recommendation.

Our hopes for the activity centre:

- We hope that the feedback is taken onboard, actioned and reflected in the revised plans. As participants, many of us welcome return comments (please contact us in the future).
- We all love our community and want to share it, especially with quality and affordable homes but without losing the reasons people want to live here.

2. WHAT WE LOVE AND VALUE ABOUT THESE ACTIVITY CENTRES

What we love and value

Green space, greenery and openness

People valued parks, green spaces, an open space network, and retaining existing open feel of the community. This included being able to see the sky, enjoy sunrise, and experience a spacious, open character rather than a built-up feel. Also love the tree lined streets, and vegetation in private and public gardens that add to the feel/freshness.

Heritage, beautiful homes and streetscapes

People valued heritage, built heritage, old beautiful homes, and attractive streetscapes. The responses reflected appreciation for the established character of the area through older buildings, heritage homes and the visual quality of the street environment. Heritage estates create their beauty when taken as a whole. When dissected they create a cascade of deterioration ie. start with one space, then in 10 years its a completely different look, feel and place to be part of. This is also what new residents are seeking.

Right Sized

We love that services such as schools, fire/police, hospitals, etc are fit for current population levels and demographics (eg. student to elderly). Any increase in density needs to be done in conjunction with services to ensure fit.

Walkability, access and getting around easily

People valued walkability and accessibility, including public transport and being able to reach destinations easily. This also included safe, well lit footpath and bike path connections and having important places within walking distance.

Local shops, high streets and everyday activity

People valued local shops, market space / shops / high street, strip shopping, and the everyday activity these centres support. This included a diverse range of local shops providing essentials within walking distance. Local shops v big Corporates bring a very distinct and different feel. We didn't want to see every Activity Center become a cookie cutter big corporate feel.

Community, village feel and social connection

People valued community, families, a small community feel where we know one another, and the “village” feel. The responses point to places that feel local, familiar and socially connected. This is what makes an area “liveable” and increases the happiness of the constituents.

Safety, human scale and comfortable neighbourhood character

People valued places that feel safe, human scale, and not over crowded /overbuilt. This came through in references to safety, knowing there's windows onto the street, low to mid-rise, and neighbourhoods that feel comfortable, visible and easy to move through.

Overlook / Overshadowing

This should be avoided, carefully managed.

What would need to remain for it to still feel like this place

Heritage and neighbourhood character

A significant number of participants said heritage needs to not only remain, but be further protected, and in some cases this stood alone as the key response. Across the sheets, this points to a desire for the area to still feel like itself, with its established character and heritage qualities still visible and intact. Clear feedback that residential heritage areas should be excluded from the activity centres..

Low-rise scale, openness and the ability to see the sky

People wanted the area to remain low-rise / low to mid-rise, not too high, and to keep the sense that you can see the sky. This points to a future character that stays open, not overbuilt, and recognisable in its scale.

Green character and more space

People said green qualities need to remain, and also called for more spaces. Taken together, this suggests that greenery, openness and space around people and buildings are seen as important to whether the area still feels like this place in 20 years.

Walkability, safety and getting around

People wanted the area to remain walkable, safe to walk, and supported by better movement options. This included calls for more transport options eg buses, increasing reliability of trams over traffic, showing that getting around easily and safely is part of what needs to remain.

Traffic and parking that feel manageable

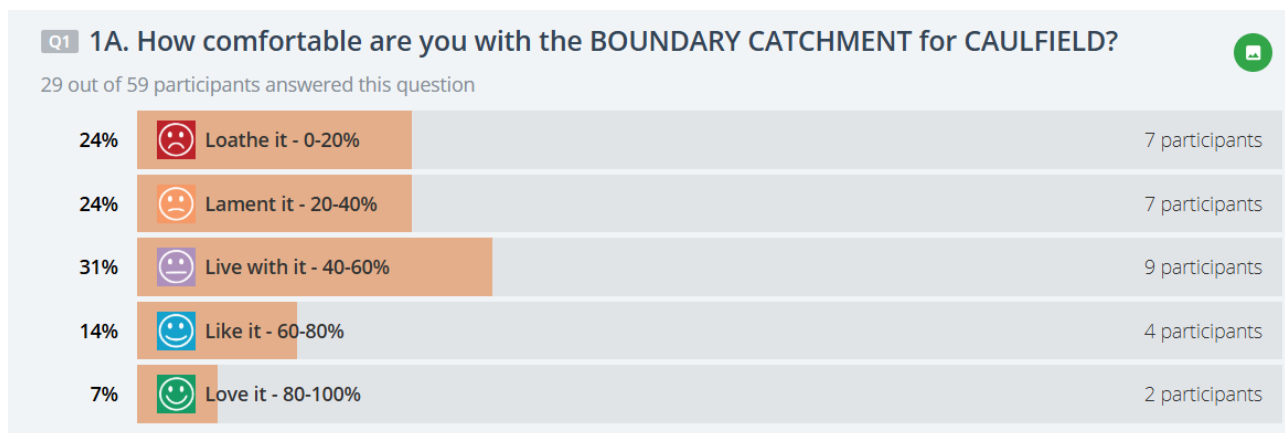
People pointed to the need for parking off streets and manageable traffic congestion. This suggests that for the area to still feel like this place, traffic and parking pressures need to be kept under control rather than dominating daily life. Future developments need to allow for adequate off street parking for residents.

Quality, balance and change that still fits

People referred to balance, being affordable but QUALITY, and in one response said effectively all of them need to remain. There was also a note of “not Box Hill”, which reads as a clear signal that future change should not feel too intense, too built up or out of scale with the existing area. Street based strip shopping is an important feature.

With the significant increase in working from home, there is less of a need to focus on transport “into the city” and more desire to ensure communities can thrive and be their own hub, with local quality, local shops, beautiful street scapes, plenty of green spaces, and small neighbourhood feel.

3A. CAULFIELD - KEY CONSIDERATION NO. 1 – THE CATCHMENT BOUNDARIES



Many of the current boundaries are opposed

There was a general view that the boundaries are too broad and inappropriately extend into areas with heritage and neighbourhood character overlays. The boundaries also extend beyond the walkable catchment area of public transport. The Premier in her press release of 10 September 2025 referred to “inner catchments, representing up to a five-minute walk from the station” – the Department should act consistently with the Premier’s statement and not apply the inner catchment areas more extensively than a five minute walk from the railway station. Any rezoning should not cause the Premier to break a promise set out in her press release.

Respect for heritage and neighbourhood character overlays is a major concern

There was concern about protecting existing character and avoiding inappropriate development. The group felt that heritage should be looked at as a whole and that areas subject to heritage and neighbourhood character overlays should not be rezoned. This is the view of more than 1500 members of the community who signed a [change.org](#) petition to this effect ([Petition · Gascoigne Estate under threat - Malvern East, Australia · Change.org](#)). There are other areas waiting for heritage listing, and this process ought to be respected.

The exclusion of heritage and neighbourhood character overlays from the areas to be rezoned was also recommended by an independent planning panel in respect of the pilot activity centres. The Government ought to follow this expert advice.

Specifically, Gascoigne estate should be treated as a protected area and as a whole. There was a clear view that density should not spread into quieter residential areas or heritage streets.

Dandenong Road is a major barrier to movement

Dandenong Road is a dangerous barrier, which takes a long time to cross from the north to gain access to the Caulfield Railway Station to the south. Dandenong Road should be the northern edge of the catchment area (with potential only for development facing Dandenong Road). No rezoning should occur north of sites fronting onto Dandenong Road.

By comparison, the boundary of the Elsternwick Activity Centre does not cross Nepean Highway, which recognised that arterial roads are a major barrier.

Similarly, the North Brighton Activity Centre does not cross Nepean Highway. The initial proposal in this area was for the activity centre to cross Nepean Highway, but the Government acted on advice and made that activity centre smaller such that it is now confined to the western side of Nepean Highway (where the railway station is located).

For consistency and as a matter of equity, the same approach should be taken and the Caulfield Station Activity Centre should not be north of Dandenong Road.

Importance of appropriate development

There was concern about protecting existing character and avoiding inappropriate development. The group also requested that Glen Eira and Stonnington Council and heritage experts are consulted.

Existing council housing strategies

Substantial work has been progressed by the Glen Eira Council and Stonnington Council to develop Housing Strategies, which are inconsistent with the Activity Centre Proposals. The Council Strategies represent the product of detailed community consultation and ought to be respected by the State Government.

Preference to focus density around the station, shops and major corridors

We said development should be concentrated closer to the station, Caulfield Racecourse, and along Dandenong Road itself.

Concerns about infrastructure, traffic and access

We raised issues about congestion, parking, and the ability to move through the area, especially across Dandenong Road. Some of us felt infrastructure constraints limit how much density the area can support.

There is a lack of existing and proposed future infrastructure to support the proposed density increase.

Recognition that the area very close to Caulfield Station & race course may be appropriate for growth

Caulfield Station has access to trains and trams, and it makes sense to accommodate more housing immediately surrounding the Station and Racetrack. Development should be concentrated around this area so as to cause less overshadowing to sensitive residential areas.

Protecting liveability

Strong desire to maintain community character, feel, and beauty. There are clear areas to be excluded from rezoning. There are areas of very high quality and beauty, which should not be damaged by rezoning. This amenity is valued by residents and visitors to the area and should be preserved.

Suggested boundary changes

Land north of Dandenong Road to be excluded from the activity centre area, with Dandenong Road to become the northern boundary of the activity centre. Development may occur facing Dandenong Road, but not further to the north.

Land west of Kambrook Road to be changed from Housing Choice and Transport Zone 1 to Housing Choice and Transport Zone 2 on the basis Kambrook Road is a natural boundary between the racecourse and the inner core and areas to the west are beyond a five minute walk from the station and do not have sufficient infrastructure.

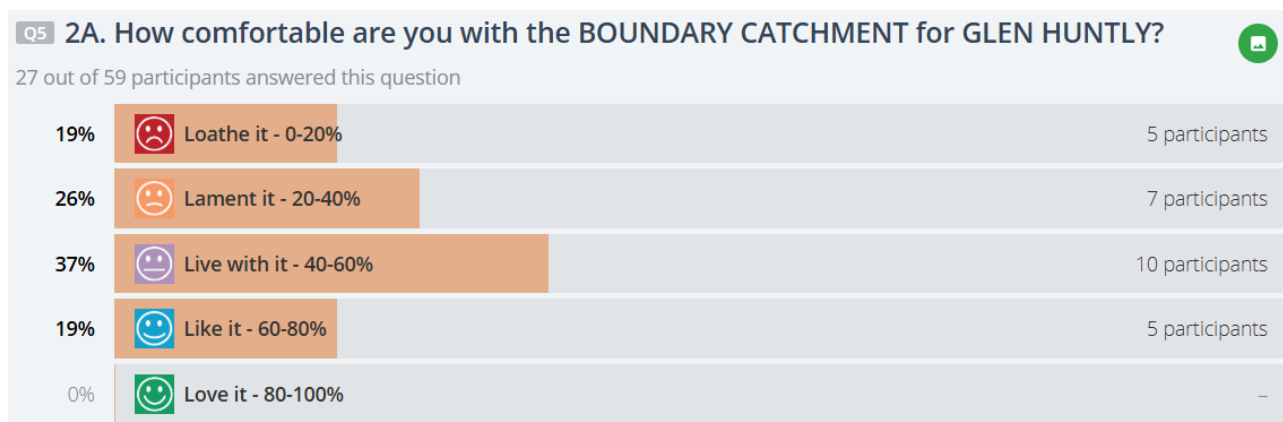
The strategic development zone on the western boundary of the racecourse should be used for higher density housing (see further response to question 4A).

Division of views as land south of Booran Road and north of Neerim Road becoming Housing Choice and Transport Zone 1.

Land west of Queens Avenue bordered by Tattenham and Lord Streets to become Housing Choice and Transport Zone 1

Land south of Dudley Street and north of Tattenham St could be Transport Zone 1.

3B. GLEN HUNTLY - KEY CONSIDERATION NO. 1 – THE CATCHMENT BOUNDARIES



Catchment boundaries need adjustments and more consideration of green space.

Areas around the Caulfield Race track provide excellent opportunity for higher storeys and density. Strong consideration should be given to increasing density around this prime open / green space whilst reducing heights further to the south of the Core. Parkland within this catchment should have lower heights on the North side to ensure critical light and open feel is maintained.

Strong concern that the core activity zone and broader inner and outer catchment is too large and spreads into unsuitable streets.

We said the core activity zone is too broad and the inner catchment “spans many minor streets” and should be reduced, with suggestions to pull back the lower boundary (e.g Wattle Avenue (current proposed) to Garden Avenue (revised suggestion), Madden Avenue (current proposed) to Merinda Avenue(revised suggestion)) and provide a more cohesive suburb. There were concerns about density (Inner Catchment zones) being proposed on quieter residential areas which are some distance to core public transport and amenities (e.g. Wattle Av, Bealibi Road).

The Ormond and Glen Huntly maps cover broadly the same area, and there is a concern that the proposed outer catchment area in Glen Huntly will be compressed between the proposed Inner Catchments of Ormond and Glen Huntly (e.g. the land between Wattle Avenue / Oakleigh Road). Refinement of the boundaries should consider the two Activity Centres together to ensure balance of inner and outer catchments.

Clear preference to focus density along main roads and near the station and Racecourse.

We said density should be “along Glen Huntly Road,” “closer to the station,” and near major corridors, rather than across side streets (e.g the proposed 12 storey catchment to the very east). Some of us supported extending or adjusting boundaries where transport access is strongest and maybe better considering the corridor (north to south) between Glen Huntly and Caulfield.

Strong concern about impacts on parks and open space

We repeatedly raised Garden Avenue Reserve, Booran Reserve, and Princes Park, saying development near these areas would “overshadow,” reduce “sunlight,” and affect how they are used. There was a clear expectation that these spaces should be protected by making the areas directly surrounding outer catchment areas and mandating setbacks to retain these open community spaces. It was evident that increased development would put pressure on existing green spaces, and was evident that more spaces are required to keep in step with the planned development.

Significant concerns were raised regarding parking, traffic, congestion and public infrastructure capacity

We said roads like “Glen Huntly Rd, Neerim, and Grange Road ” are already congested and that increased density would worsen traffic, parking and place pressure on infrastructure. There was concern about whether infrastructure can support increased housing.

Confusion and inconsistency in how boundaries are drawn

We questioned why some streets are included on one side but not the other, and why boundaries cross or stop at certain roads are not consistent like other proposed maps (e.g. Bealbi, Hawson, Wattle are all misaligned, and Yendon extends further than other areas) . Some of us said the boundary “is not logical” and lacks a clear rationale and could create a divide with high rise living and established homes. The current map doesn’t consider the difference between main activity centre (e.g. Caulfield with extensive services and facilities) and a less developed area like Glen Huntly that is more residential and less able to support these developments. The desire being that service be significantly improved in this activity area to support the growth.

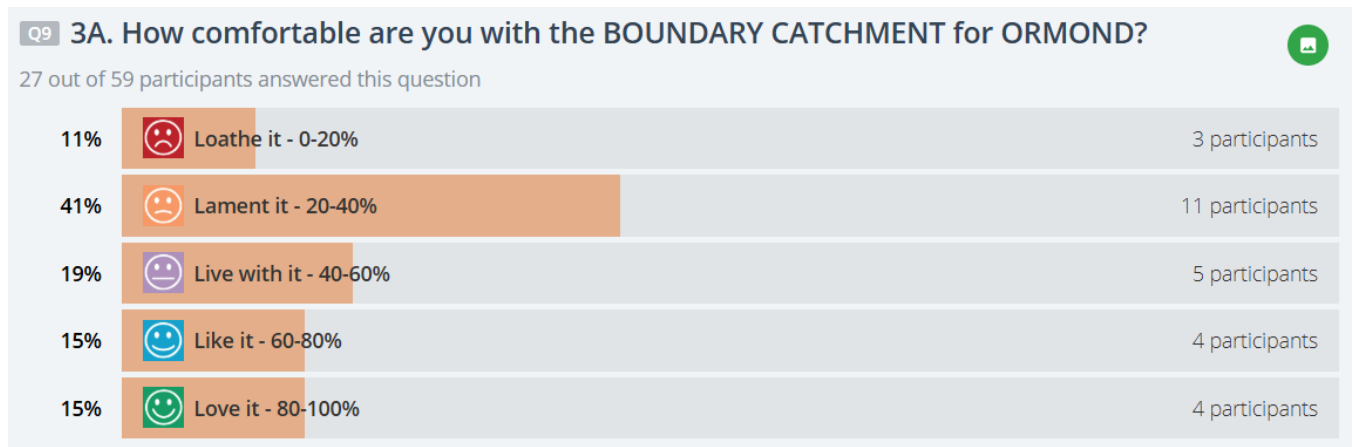
Tension between supporting growth and protecting neighbourhood character

Some of us supported higher density, especially near the racecourse or transport, while others said development would “overdevelop” low-rise areas and lead to loss of “beautiful homes” and character. Whilst the CRC understand and want the neighbourhood to remain and attract diverse demographics, we acknowledge a balance (mix of densities) needs to be struck to manage these competing priorities

Preference for a more targeted and graduated approach

We suggested increasing density “closer to the strip of shops / station / Racecourse” and reducing it further out, with lower heights or increased usage of the outer catchment in the more residential spaces. There was a clear expectation of a more focused and stepped approach rather than the current proposal.

3C. ORMOND - KEY CONSIDERATION NO. 1 – THE CATCHMENT BOUNDARIES



Mixed views, but general sense the catchment could work with refinement

Some of us said it is “suitable” or “good,” and could work in theory, especially given Ormond is a smaller area. Others said it is “too large” or needs changes. Overall, we leaned toward refining rather than rejecting the approach.

Tension between supporting growth and preserving a ‘middle ground’ character

Some of us saw Ormond as a quiet area that could benefit from “more people and services,” while others emphasised keeping its “charm and community.” This reflects a balance between enabling growth and protecting what exists.

The key tension for Ormond is that its character is a leafy, green neighbourhood with good tree canopy, where you can walk around and see the sky. A high density of 4 to 6 storey buildings will fundamentally change this character.

We said Ormond “does not suit 6 storey development” and that spreading density would “change the fabric of the area.” Heritage overlays and existing character were seen as important constraints on where development should occur.

Strong concern that the inner catchment is too extensive and spreads too far

Some said the “inner catchment is too extensive”. We said the inner catchment should be “closer to the station,” potentially extending toward McKinnon or along North Road, but not spread broadly. It should be limited to a 5 minute walk from the station.

There is a risk that extending the inner catchment further north would cause it to “run together” with Glen Huntly, reducing variation in housing and impacting neighbourhood diversity and quality. Some of us suggested pulling the inner catchment closer to the station or limiting its extent.

Proposed adjustments to inner catchment:

- Change classification on Oakleigh Road beside Ormond Community Gardens to outer catchment, as this is a narrow strip of green space that would feel overly enclosed by 6 storeys.
- Change from outer to inner catchment between Ormond Road and Arnott Street, and between North Road and Wicklow Street.

We welcome more development at North Road

We all agreed North Road needs rejuvenating. We would like it to be viable for more attractive businesses, particularly supporting small, family businesses and fewer massage parlours.

Concentrating density very close to North Road could make it more viable for businesses to locate there.

The core could extend beside the railway line, up Katandra Road to Walsh Street and a short way down Cadby Avenue, to support mixed use on less busy roads.

Businesses on North Road suffer because of lack of parking, but North Road is currently too busy for on-street parking to be appropriate. Core redevelopment needs either to reduce North Road to two lanes with a service/parking lane, or provide additional off-street parking for businesses integrated into the building design.

Concerns about infrastructure, traffic and local capacity

We raised issues about congestion, particularly on roads like Grange Road, and said increased density would worsen traffic where there is “no tram” and limited transport options. More parking is needed for school pick up and drop off and to support local businesses.

Other roads of concern: Grange Road is already a busy road so further development should consider impacts on traffic. Oakleigh Road beside Ormond Community Kindergarten and also Katandra Road beside Kilvington are very busy during pick-up and drop-off times and cannot handle more traffic without alternative parking being provided.

Desire to protect and enhance green space and local amenity

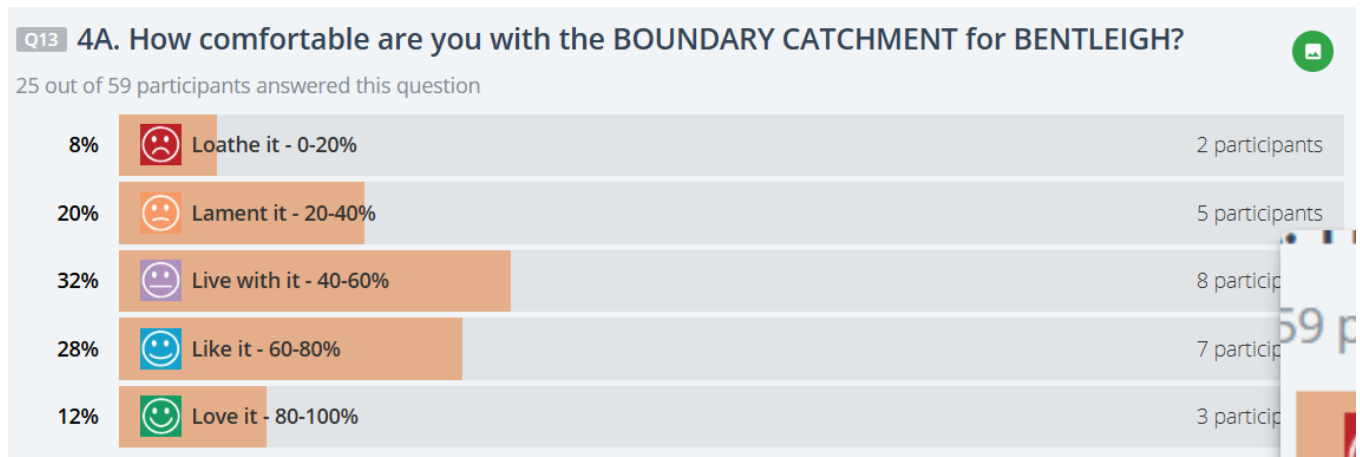
We said “additional green spaces are required” to balance the increased development and that areas near open space should have lower heights (i.e. outer catchment) or be treated carefully.

Ormond Community Gardens: This is a special place. It would become dark and uninviting if bordered by 6 storeys. The Gardens are very narrow so it would feel enclosed and unsafe if bordered by high walls. The buildings adjacent should be outer catchment

Maintaining amenity and environmental quality was a clear priority.



3D. BENTLEIGH - KEY CONSIDERATION NO. 1 – THE CATCHMENT BOUNDARIES



Mixed views, with a preference to re-size the catchment area

Some of the group thought there would be benefits in expanding the catchment area to the south side of Brewer Rd down to Patterson Rd, which would enable for the Patterson train station to also be part of the activity centre. We would not like to increase the overall size of the catchment area, and therefore a reduction in the east-west boundaries could be reduced.

One suggestion was to avoid development from Bruce St up to Mckinnon Rd as this area has very small blocks and narrow streets, which would create havoc for residents, with the flow of traffic.

Concerns about congestion, traffic and infrastructure capacity

Bentleigh is “already busy and congested” and may “not support further development” without improvements to infrastructure. Any further development needs to ensure adequate parking is included, to reduce overcrowding on the street. This would also allow for an easier flow of traffic, and encourage more visitors to the area and use the amenities.

Additionally infrastructure like sewerage, water, schools, healthcare, and community services, should be important considerations with the increased density in Bentleigh.

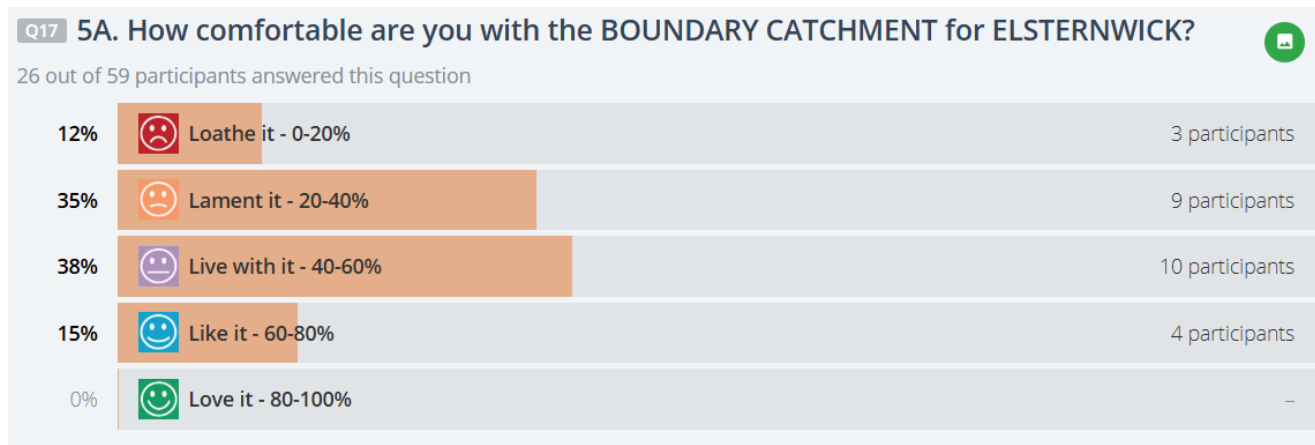
Recognition that the area is already well-developed and planned

We noted that “existing development and planning seem to cover most aspects” and that current proposals align with this. Some of us felt the area is already evolving and does not need major changes.

Importance of protecting heritage, parks and lower-density areas

We highlighted that “heritage overlays,” “nature reserves,” and areas near parks like Hodgson Reserve should not be impacted. There was concern about higher buildings near these sensitive areas.

3E. ELSTERNWICK - KEY CONSIDERATION NO. 1 – THE CATCHMENT BOUNDARIES



Mixed views, but general sense that catchment requires refinement

Overall, we leaned toward refining rather than rejecting it. Some of us said it “works fine,” “not bad,” or were “happy with the overall catchment area,” while others felt it is “too extensive” or needs adjustment with detailed suggestions provided below..

Strong concern that the catchment does not reflect walkability

There was a clear view that walkability matters and areas beyond a comfortable distance to the station may not be appropriate.

We said the inner catchment “extends too far from the station” and should be changed to the below:

- To the north of Glen Huntly Rd limiting inner catchment to end at Alison Rd
- To the south of Glen Huntly Rd limit the inner catchment to the east to stop at Shoobra Rd.
- Extend inner catchment on the south of Glen Huntly Rd and the west of Shoobra Rd to extend all the way to Elster Creek. Riddell St provides good walkability to the station.
- Extend inner catchment to the west over Nepean Hwy and improve pedestrian access with footbridges over Hwy at Rusden St and Glen Huntly Rd. This would also improve access to Elsternwick Park and reserve. Additionally, this area is close to the station. The west side would then be well positioned for higher density and is well served

by the Nepean Hwy as a major transportation lane (as transportation catches up with housing/density).

- We support the outer catchment external boundary to remain as is.

Protection of solar access around both Harleston Park and Hopetoun Gardens.

Agreement that parks should be surrounded by outer catchment to:

- Protect sunlight, outlook and sky line / view
- Prevent overshadowing and overwhelming the parks
- Ease transition from heights of surrounding buildings to the park

Strong emphasis on protecting heritage areas for most people, some different opinions on the size of the heritage overlay

We said “heritage homes and shops need to be protected” and to support this we believe there needs to be a resolution on Amendment C257glen before the Activity Centre is finalised.

There was concern that current boundaries include too many heritage areas. Some of us feel that the sheer weight of heritage overlays to the north of Glen Huntly Rd, and potentially to the south, will severely impact development opportunities within Elsterwick.

Concerns about infrastructure limits and overdevelopment

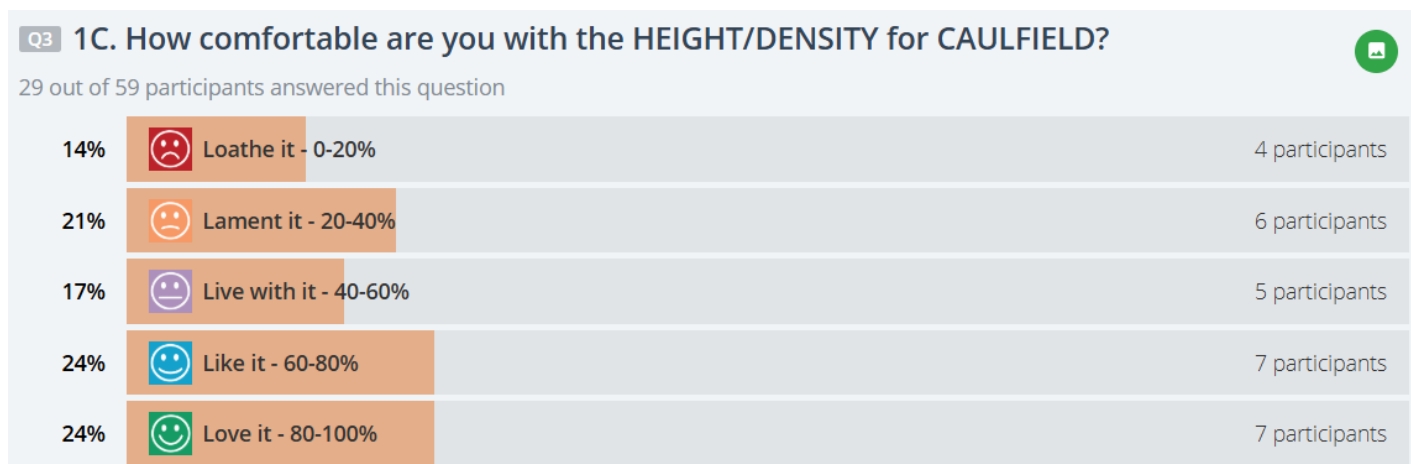
We said the catchment may be “too extensive for the level of infrastructure” and that there is “limited scope for growth due to congestion.” Some of us felt parts of Elsternwick already have significant development.

There is a strong indication for a need to develop the following prior to housing development: pedestrian footbridge and increased width of paths, lack of parking at the station, ability of parking to access shops, street lighting

Tension between supporting growth and preserving neighbourhood character

Keep the neighbourhood character i.e. heritage homes and shopfronts. Some of us supported denser housing to “reflect a broader cross section of society,” while others emphasised protecting “beautiful heritage homes” and local character. This reflects a balance between change and preservation.

4A. CAULFIELD KEY CONSIDERATION No. 2 – BUILDING HEIGHTS AND DENSITY



Strong preference to concentrate higher density around the station, racetrack and core

We repeatedly said height should be focused around Caulfield Station, Caulfield Race Track, Caulfield plaza with some suggesting the “core could be raised to 20 storeys” and that more height is appropriate in the centre and not the heritage areas. There was a clear view that this is where density makes most sense. This will provide for the mixed demographic of student housing and those wishing to not have vehicles and be close to the train station and beautiful open vista afforded by the racetrack.

Difference to other Activity Centers

There are some clear areas where very tall buildings are acceptable in this precinct (examples are recent buildings immediately next to the racetrack). The group felt this demonstrated an opportunity to continue this within the core ie. near the station and racetrack. A tall core is more acceptable in this area than other activity centers (allows sunlight access, and racecourse site not a sensitive residential neighbour).

Concerns about amenity impacts including overshadowing and liveability

Concern centered where tall buildings extended further into residential

areas when compared to having a taller core. Shadowing would fit better for this activity area when clustered together.

Concern for higher buildings proposed to the north of public open space because this can make the area dark.

Recognition that Caulfield has essential infrastructure and capacity for growth in the core area, but not for growth outside the core

We said the area has strong transport connections, and strategic planning already underway. This supported the case for higher density in the core.

However, outside the core, existing and proposed infrastructure is not adequate for proposed growth.

Currently there are no plans for additional essential community infrastructure and no plans for additional public green open space. This should constrain the development capacity of the area beyond the core.

Potential opportunities of strategic development site

The strategic development site is a significant amount of land benefitting from its adjacency to an important community asset (Caulfield Racetrack). Views expressed a desire to consider the opportunity of a vertical school, freeing up land for additional high density core (residential and commercial development eg. > 12 storeys). Here we suggest high density outside of a 5 minute walk to the train station as it is adjacent to a school and provides access to community hubs, shops and parks (eg.. new shops north of racetrack). The participants noted that not all community members need to go into the city. In our future connected world, and working from home initiatives by the government more people will choose to live in well designed areas.

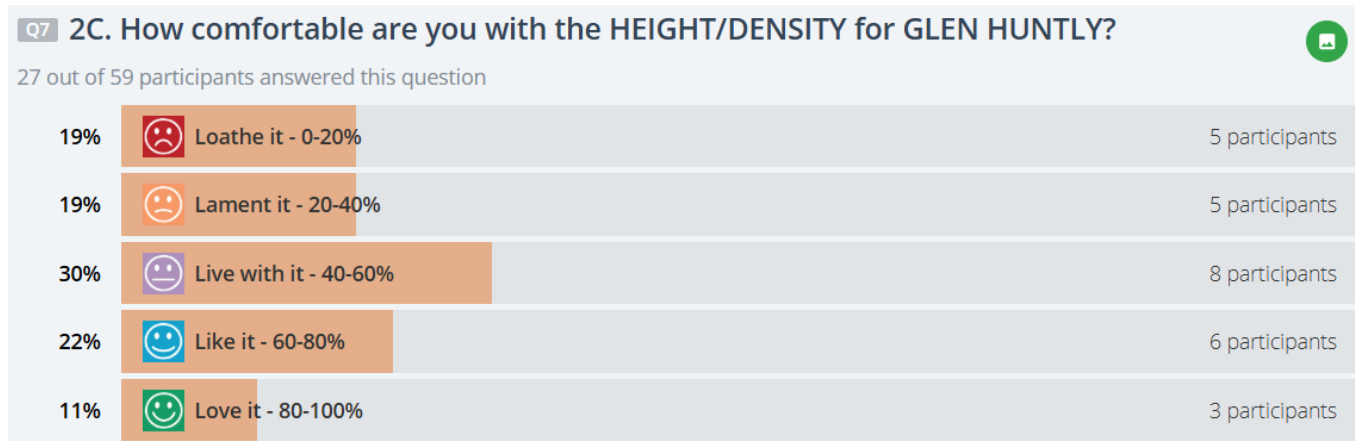
Dudley Street sites

Land bounded by Dudley Street, Dandenong Road and the railway line provides opportunity for higher density, due to lack of sensitive nearby uses. It is suggested that the proposed height be increased from 12 storeys to 20 storeys.

Application of Housing Choice and Transport Zone 1

The Housing Choice and Transport Zone 1 should only be applied in areas up to five minutes walk from the Caulfield Railway Station. The Premier in her press release of 10 September 2025 referred to “inner catchments, representing up to a five-minute walk from the station” – the Department should therefore act consistently with the Premier’s statement and not apply the inner catchment areas more extensively than a five minute walk from the railway station. This excludes areas to the north of Dandenong Road.

4B. GLEN HUNTLY KEY CONSIDERATION No. 2 – BUILDING HEIGHTS AND DENSITY



Mixed views, with varying support of the height limits.

Feedback acknowledged the core requires development to rejuvenate the core shopping street, however indicated consideration is required around height limits to minimise overshadowing of the suburb and removal of sky views. The core street is quite narrow and congested compared to other main streets in the area and high development could overwhelm the street.

Strong concerns that the proposed heights are too high in parts of the activity centre.

We said “12 storeys are too high” and “4-6-storeys would be better,” with concerns about buildings feeling “imposing” and out of scale with the current suburb and narrow core street. There was a clear view that higher buildings could be placed around Caulfield Racecourse (e.g. Queens Avenue East to Train Track) where overlooking the racecourse provides limited impact to existing communities, house.

Preference to concentrate height near the station/Racecourse and key corridors

We said “greater height near the station & racecourse would work well” and that density should be focused around Glen Huntly Road and key intersections. Some of us also suggested shifting more density toward Caulfield where capacity and land already exists.

Significant concerns about impacts on amenity and public realm

We raised concerns about “overshadowing,” “wind tunnel” effects, and

reduced sunlight, especially along the shopping strip. There was a strong sense that taller buildings could make the area less comfortable to walk, cycle or spend time in.

Strong concern about impacts on parks and open space

We repeatedly highlighted Booran Reserve and Garden Reserve and nearby open spaces, saying development would “block the sun,” “feel closed in,” and reduce the value of these places. Protecting these areas was a clear priority. Opportunities should be considered to expand these areas and add additional green spaces if density is increased.

Concerns about infrastructure capacity and supporting services

We said increased density is “not supported by current infrastructure,” including transport, schools and services. There was concern about overcrowding, especially on the Frankston line as GH is the last stop, and the tram line is already inconsistent / unreliable due to traffic congestion and not accessible.

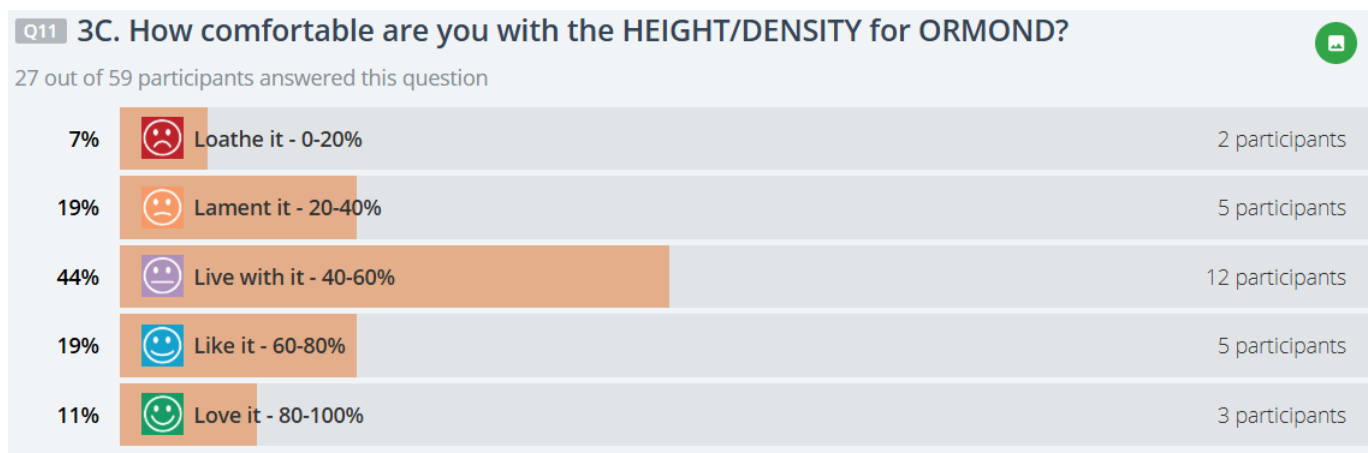
Desire for better design, setbacks and transitions

We suggested more “setbacks,” gradual height transitions, and better design to maintain walkability and reduce impacts. There was a clear expectation that height should step down away from key areas.

Tension between supporting growth and protecting liveability

Some of us supported revitalising the area and increasing density, while others said higher buildings would “defeat the purpose of a desirable neighbourhood.” This reflects support for change in principle, but concern about outcomes if not carefully managed.

4C. ORMOND KEY CONSIDERATION No. 2 – BUILDING HEIGHTS AND DENSITY



Mixed views, but general acceptance of moderate height in the right locations

Some of us said heights are “appropriate,” a “good mix,” or “not bad,” particularly given existing development. Others were less comfortable that 4-6 storeys on side streets would create a “wall of buildings”. Overall, there was some acceptance of increased density if it is carefully located and maintains a green frontage.

Strong concern that proposed heights are too high in residential areas

We said “6 storeys [is] too high” on side streets. There was a clear preference to limit heights on residential streets keeping the inner catchment to a 5 minute walk from the station.

Tension between supporting growth and preserving neighbourhood character

Some of us supported more housing and said density “feels appropriate,” while others said the area is “quiet” and would be significantly changed. This reflects a balance between enabling growth and maintaining local character.

Importance of transitions and protecting surrounding residential areas

We said there should be a “skyline gradient” stepping down from the core, with lower heights toward quieter residential streets. There was concern about abrupt changes between different scales.

Concerns about amenity impacts

Ormond Community Gardens is a treasured asset and should be protected from overshadowing and high (6 storey) buildings.

Preference to concentrate height along North Road and key corridors

We supported increased density “along North Road,” noting it is already a busy corridor and could accommodate more development. Some of us said this could help “reinvigorate” the area if designed well.

North Road should be limited to 8 storeys

We questioned elements like the “singular lot of up to 12 storeys” on North Road and whether it is already approved. The 12 and 10 storeys on North Road seemed out of place; taller buildings in the core, especially up to “12 storeys,” would be “very imposing” and a “huge change” for a relatively quiet area. Some thought a uniform 8 storeys on North Road (including raising the 6 storeys to 8) could work well, but others think a mixture of heights would be fine.

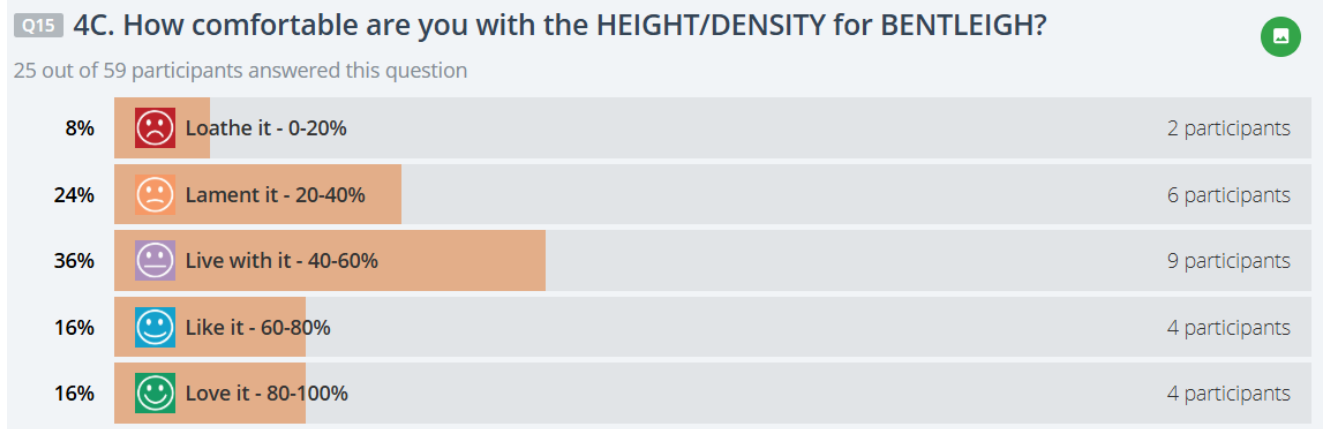
There is already an approved 10 storey development above the Ormond train station and we would welcome this site being developed as soon as possible.

We noted that the higher development on North Road must minimise overshadowing of neighbouring, lower residences.

Need for better street design, infrastructure and pedestrian outcomes

We said North Road needs to be “slowed,” “narrowed,” or redesigned to support increased density, with better footpaths and active frontages. Parking and traffic were also raised as ongoing concerns.

4D. BENTLEIGH KEY CONSIDERATION No. 2 – BUILDING HEIGHTS AND DENSITY



Mixed views, but general acceptance of moderate height with limits

We believe there should be a limit of 6 stories for the inner core catchment area, especially on the dwellings built on the north side of Centre rd, to protect businesses on the south side from limited sunlight during winter months, and access to natural light more generally in open spaces.

Concern that proposed heights may be too high in parts

We think there should be limits set to 6 storeys for development in the inner catchment, and 4 stories for the outer catchment area, to ensure natural light, sunshine, was accessible to all residents, especially those with existing investments in solar power. Having a gradual step-down in height also helps with the transition of buildingscapes. Noting that Glen Eira council already has plans for the inner catchment area, this should be limited to 6 stories.

Preference to focus higher density along the centre and main roads

We supported increasing height “around the centre road core” and shopping strip. See previous notes about risk of overshadowing on the south side. Spreading height into surrounding residential streets should be limited.

Concerns about amenity impacts including overshadowing and wind

We raised issues about “overshadowing,” “wind tunnel impacts,” and loss of sunlight, especially for homes and businesses on the south side of

Centre Rd. There were specific concerns about impacts on outdoor dining and pedestrian comfort.

Strong concern about impacts on parks and open space

There is the very real risk of overshadowing the Hodgson Reserve with a multi-storey development on the north side, which would be the current Woolworths shopping centre.

Consideration should also be given to existing dwellings where the community has invested in solar panels.

Protecting parks and maintaining sunlight access is a clear priority.

Need for better design, spacing and transitions

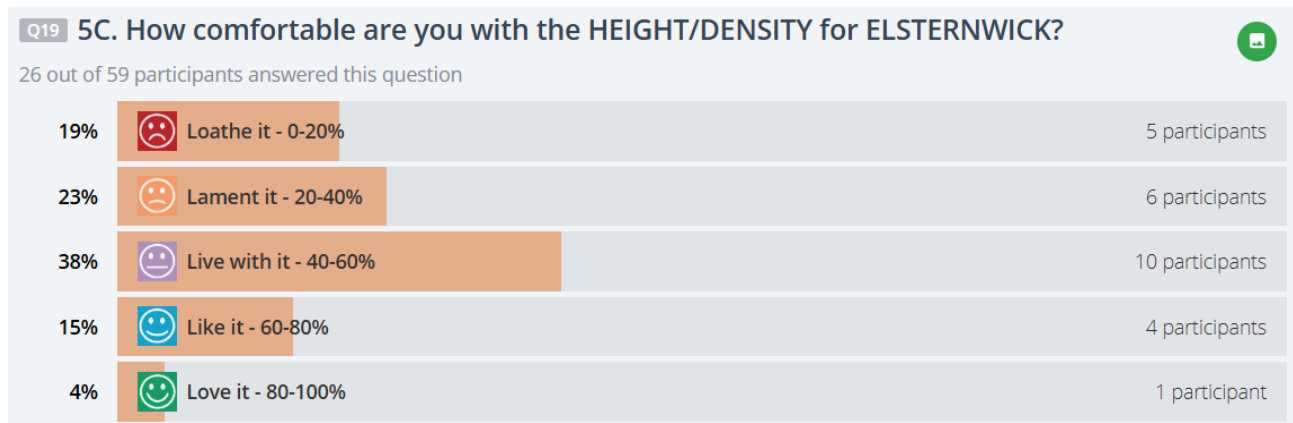
We emphasised “spacing in between buildings,” setbacks, and avoiding a “homogeneous feel.” There was a clear expectation that design quality and transitions would determine whether outcomes are acceptable.

Tension between increasing density and maintaining liveability

We understand the need for more housing, however not at the expense of walkability, amenity and overall neighbourhood feel, which includes feeling safe in this area, especially for commuters walking home in the dark during winter months.

The ability to separate cyclists and pedestrians from cars, would be welcomed, though we understand this might be a challenge with Centre Rd being congested.

4E. ELSTERNWICK KEY CONSIDERATION No. 2 – BUILDING HEIGHTS AND DENSITY



Mixed views, but general acceptance of current or moderate heights

Some of us said heights “seem to work well,” are “ok,” or “make sense,” particularly where development already exists. Others were less comfortable, but there was some acceptance of maintaining or slightly increasing current levels.

So as to limit impact of transition between inner and outer catchments, limiting the height transitions of adjacent properties is required.

In the outer catchment, height should be limited to 2 or 3 storeys on larger blocks to stop overshadowing, retain canopy, preserve outlook, and retain access to solar and blue sky. This also eases the transition between outer catchment and residential areas beyond.

In inner catchment, height should be restricted to four storeys except for areas adjacent to the core, which can be six on large blocks to gradually transition between. There was concern about how different scales would transition and whether this would “overwhelm” the area.

Strong concern about impacts on amenity, sunlight and street experience

We said taller buildings would “overshadow the street,” reduce sunlight, and make it “uncomfortable to walk, cycle or drive past.” Protecting the “sunlight available in the high street” was a key issue.

As previously mentioned, restricting the heights of blocks surrounding the Harleston Park and Hopetoun Gardens by reclassing areas around these as outer catchment with a maximum height of 2 storeys. This includes reclassifying the catchment to outer catchment on all 4 sides of the parks to stop the park being overwhelmed, closed in, and losing the feeling of openness, space, and access to sun and sky.

Retain existing tree canopy and expand it where possible, including Riddell Pde. This can be facilitated by increased setbacks.

Importance of protecting heritage areas and existing character

We said “heritage areas... should be retained” and that higher density should avoid these areas. There was concern about impacts on heritage streets and the broader character of Elsternwick.

Example: Ripponlea - protecting these types of areas really positively impacts the community feel/character. This approach should apply to all heritage areas.

Concerns about congestion and infrastructure capacity

We said the area is “already congested” and that increased density would make movement more difficult. There were also questions about whether transport upgrades justify the proposed scale of change. Transport upgrades include reduction of personal vehicle use and more active transport options. There will need to be road management changes to reflect increased density and use. Our radical suggestion is to fully pedestrianise Glen Huntly Rd from Orong Rd to Elsternwick station whilst retaining the tram line. This means no car access similar to Bourke Street Mall.

5. LOOKING TO THE FUTURE

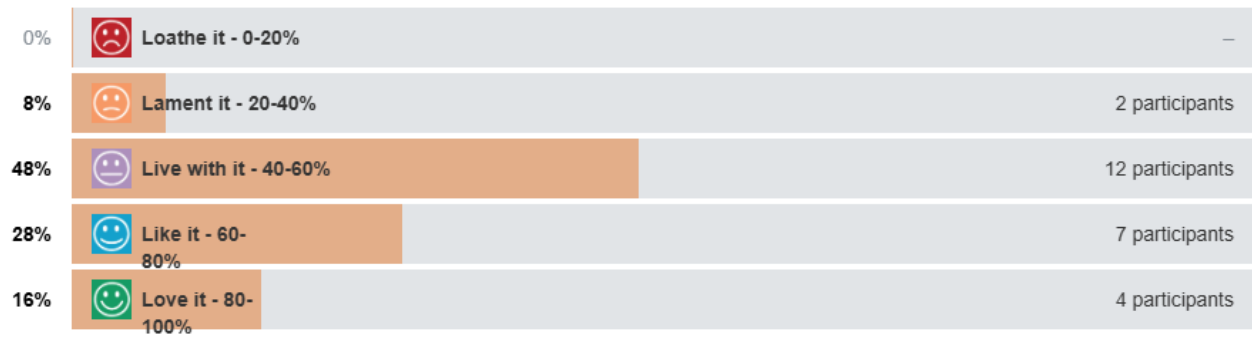
- Summary of CRG overarching comfort level with the draft Activity Centre PlanS
- Raw output aligned to CRG comfort levels and responding to what would increase their level of acceptability for the draft plan overall

6. APPENDIX

- Raw output of 'what we love about the activity centre' (both questions)
- Raw output for consideration no. 1 rationales
- Raw output for consideration no. 2 rationales
- Raw outputs of 'how comfortable are you with the Statement of Advice?'

Q1 How comfortable are you with your Statement of Advice as its written?

25 out of 121 participants answered this question



Q2 Why did you choose this level of comfort?

23 out of 121 participants answered this question

We worked together as a group to collate the comments however I felt the process was quite rushed and didn't provide adequate time to refine the feedback. With the second round when other people commented on the written work, there were many comments like "clarify intent" and "wording is unclear". There needed to generally have more preparation time. The AI skewed the comments based on the love it/love it poll and wasn't reflective of the worded feedback, this needed a lot of work to refine and get the right key points across

I think the group did a fantastic job with the time, resources and time available to them. I do feel like the report is accurate to the discussions had over the weekend but have hesitations about the accuracy of our collective voice as a true representation of the community. Refer to introduction "limitations" relating to the large area of catchments in relation to the small CRG participant number. But we all did our best and I feel the report is a reflection of everyone's best efforts at making sure the voices in the room are heard.

The Caulfield Activity Centre CRG group was heavily dominated by people representing the heritage precinct of the Gascoigne Estate so their views tend to dominate. The Caulfield area was totally underrepresented. The wrong terminology was used to describe my view that the area west of Kambrook Road should be part of the outer core not inner core (where up to 6 storeys would be allowed. This is inappropriate in this area which has minimal infrastructure and is over a 10 minute walk from Caulfield Station

The final document did include certain elements that we discussed over the last two days, which was pleasing to see, but the responses in general were far too generic for my liking. It is only partially representative of the wider community, as in my opinion we should have had more people who are familiar with each activity zone, in their own CRGs as opposed to a blended group akin to what we had (Caulfield, Ormond, Bentleigh, Elsternwick).

Some but not all points gathered. Group was too big with too not enough specifics for each station/activity centre compared with other groups. One station not even on same train line

I think the individual area statements are good but now we have had a chance to read them it's clear we as a community have a higher level view: in our area Caulfield is a key transport hub and the highest density development should be concentrated there. Glen Huntly and Ormond can absorb some higher density but to preserve their character as leafy suburbs this should be limited to outer catchment levels except within 5 minutes of each station ie the inner catchment needs reducing for both areas.

Felt that everyone had their say and all felt the same about agreeing with development, but also keeping development in character with the suburb. I do hope the Government will listen to what we have to say. Thank you!

I felt that there should have been far more emphasis on planning scheme amendments C2glen, C149glen and C220glen and potential amendment C257glen which totally heritage overlays to a huge number of properties in the most ideal development environment in Elsternwick. Unless something is done with these properties Elsternwick development will be minimal.

Whilst the majority of the group leaned into the process and collaborated, a few individuals in the group edited the final documents without consultation.

While far from exhaustive, I feel the document generally reflects the range of views expressed.

Everyone made great comments utilising their local knowledge of their areas and the feedback has the potential to make really good Activity Centres, pending the Department taking it into account

I feel that they could use more detail but generally well articulated the broader desires

Feedback on zone boundaries and heights need to be considered together. Caulfield recommendations are to shrink the inner catchment a lot, but propose increasing heights in the core, which would probably be a successful outcome overall.

The premier's September 2025 statement that the inner catchment should be 5 minute walk to station clearly mismatches the proposed zones which are twice that size.

The final report for Caulfield reflects the views of the group. The feedback must be acted upon. There is real concern with the approach to heritage overlay areas and those areas should be excluded from the Caulfield Activity centre. The CRG group for Caulfield also reflected that if the character of the area is lost then people will not want to move or live in the area.

Whilst the majority of the group leaned into the process, a few individuals in the group with a clear agenda actively added in additional commentary late in the development without consultation.

It's not possible to satisfy everyone's opinion in a document

CRG4 Caulfield, Elsternwick Glen Huntley Ormond Bentleigh too large an area to feel confident that the advice was relevant to the different areas

I was not comfortable giving recommendations to areas that I am not familiar with

The scale used did not provide a not sure or n/a option so think some of the results could be skewed

Limitation: the CRG is not diverse enough, the age group and social class in balance only reflect part of the interest. The objective of this project is not align between the group, with the vision limited in personal interest instead of future growth. A better targeted demographic for the future planning should be introduced to the group before the discussion begins.

What we love: this statement includes certain areas that reside very different groups. However, the scale of height in the overall view may not be applicable to some of the areas, like Caulfield. Generally, we agreed Caulfield should be the area with higher scale among all five areas.

I feel like most of us agreed on most points, especially regarding the core heights and densities proposed, and about keeping the feel of the green and open spaces intact as far as possible, however I also feel like most of us lost track by the end of it, because the exercise was about housing and not our perspective regarding the zoning of the areas alone.

I also feel like there was limited time to understand all the zones together at once, however it was good to see a drastic change of demands based on different zones. Most predominantly, I was happy about how the group came together to form a statement that was unanimously