

CAULFIELD TO BENTLEIGH TRAIN AND TRAM ZONE ACTIVITY CENTRES PLAN

CAULFIELD | GLEN HUNTLY | ORMOND | BENTLEIGH

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 Caulfield, Glen Huntly, Ormond and Bentleigh 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 CAULFIELD TO BENTLEIGH

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

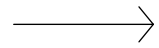
This Train and Tram Zone Activity Centres Plan (the Plan) for Caulfield, Glen Huntly, Ormond and Bentleigh guides where new homes go, how new development will be shaped and what improvements will enhance the liveability of this place.

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

This strategic background document should be read alongside the relevant planning schemes and other documentation. This includes the Built Form Overlay schedules, the updated local policy and the Explanatory Report.

2 THE TRAIN AND TRAM ZONE ACTIVITY CENTRES PROGRAM

We're planning for more homes in and around 60 train and tram zone activity centres across Melbourne, encouraging more new homes to be built around public transport, jobs and services by 2051.



STATE STRATEGIC CONTEXT

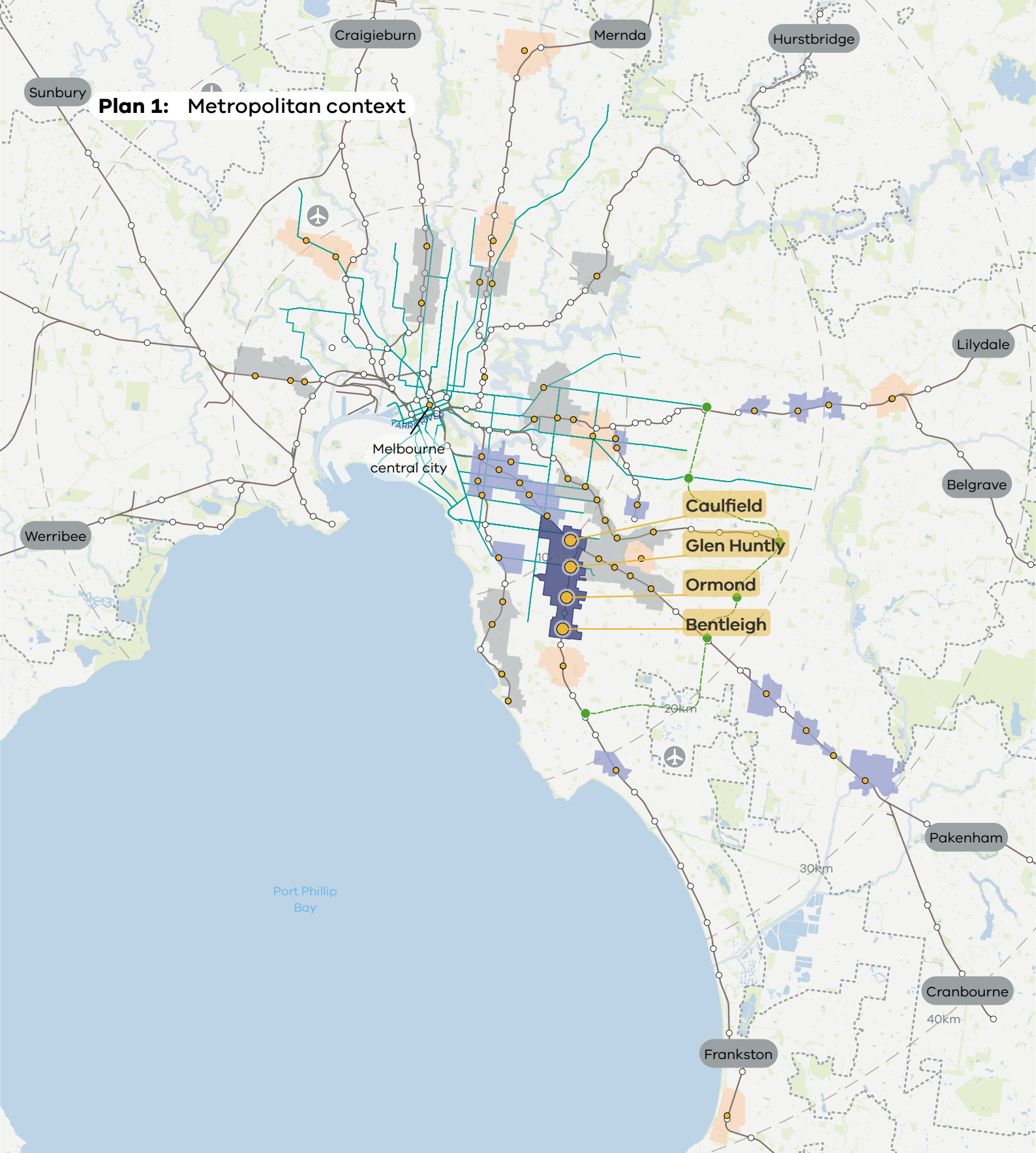
The Train and Tram Zone Activity Centres Program includes 60 train and tram zone activity centres across metropolitan Melbourne where there is good access to public transport, jobs and services. The Program has been rolled out across three stages: The Pilot, Stage 1 and Stage 2. The distribution of the train and tram zones is shown at **Plan 1: Metropolitan context**.

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

The Caulfield to Bentleigh activity centres are located within the Glen Eira local government area (LGA). The catchment also includes the Stonnington LGA. *Plan for Victoria* sets the City of Glen Eira the target of 63,500 net additional homes and 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 the following state policies that support Victorians to live, work, access and enjoy places across Melbourne:

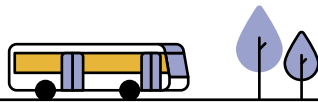
- *Victoria's Bus Plan 2021* sets out the Victorian Government's long-term strategy to deliver a more modern, productive and environmentally sustainable bus network.
- *Melbourne's Tram Plan 2023* sets out the Victorian Government's long-term approach to delivering a tram network that puts passengers first, connects people to the places they want to go, and is accessible to more people.
- *Victoria's Active Transport Plan 2026* aims to get more Victorians using active transport to get around.
- The *Transport Integration Act 2010* aims to ensure all transport modes work together and that transport planning is aligned with land use planning.
- The *Economic Growth Statement Victoria: Open for Business 2024* lays out the actions for a stronger economy that creates more jobs and supports a stronger future for all Victorians.
- The *Healthy Waterways Strategy 2018–2028* sets the long-term vision for managing the health of Melbourne's waterways.
- The *Train and Tram Zone Activity Centres Program Explainer 2026* sets out the objectives for the Program, along with the urban design principles that underpin this work.



Plan 1: Metropolitan context

- train and tram zone activity centre
- Caulfield to Bentleigh train and tram zone activity centres and catchment
- other stage 2 train and tram zone activity centres and catchment
- stage 1 train and tram zone activity centres and catchment
- pilot activity centres
- urban growth boundary
- tram route
- train station & corridor
- SRL East station & corridor (indicative)





HOW WE CONSULTED WITH THE COMMUNITY

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

- **Caulfield activity centre core built form**
- **Glen Huntly activity centre core built form**
- **Ormond activity centre core built form**
- **Bentleigh activity centre core built form**

We heard that the top five themes for Caulfield to Bentleigh were:



Preserve and protect local heritage

In addition to retaining existing Heritage Overlays, we've applied lower heights to large heritage precincts in the catchment.

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



Adjust proposed catchment heights

In response to community feedback, areas where new catchment controls apply have been adjusted to ensure appropriate transitions between the activity centre, the inner catchment, and the outer catchment. Large heritage precincts have also been removed from the inner catchment and will be in the outer catchment.

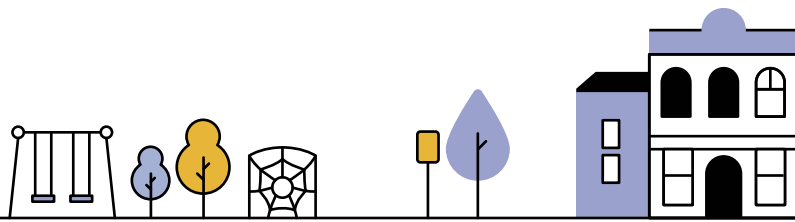
Head to **section 5 the activity centre catchments** to learn more.



Invest in local infrastructure to support growth

An infrastructure contributions plan is being considered for Caulfield, Glen Huntly, Ormond and Bentleigh. 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 Caulfield to Bentleigh** to learn more.



Develop plans based on local conditions

The planning tools for Caulfield to Bentleigh recognise the strategic work completed by Glen Eira City Council for Caulfield, Glen Huntly and Bentleigh activity centres by aligning building heights where appropriate, thereby helping to ensure the character of important areas are preserved.

The planning tools for Ormond have also been applied to protect and enhance local character. Catchment boundaries have been amended to reflect local conditions and walking distances from train stations/tram stops.

Head to **section 4 the activity centre cores** and to **section 5 the activity centre catchments** to learn more.



Preserve and protect existing open space and increase tree canopy cover

The Program's controls are tailored to retain sunlight to important open spaces and provide opportunities for urban greening through landscape setbacks and other measures.

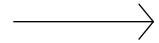
Head to **section 4 the activity centre cores** and **infrastructure investment focus areas** to learn more.

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

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3 THE STRATEGIC DIRECTION FOR CAULFIELD TO BENTLEIGH

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





ABOUT CAULFIELD TO BENTLEIGH

This plan comprises four activity centres:

- Caulfield activity centre
- Glen Huntly activity centre
- Ormond activity centre
- Bentleigh activity centre.

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

Why Caulfield to Bentleigh 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 Caulfield to Bentleigh activity centres are located around Caulfield, Glen Huntly, Ormond and Bentleigh train stations. These centres are well-served by public transport, linking people to employment, retail, recreation and services.

These activity centres benefit from strong public transport connectivity, with multiple rail, tram and bus services, including the Frankston, Cranbourne and Pakenham rail lines and tram routes 3, 16, 61, 64 and 67, providing links across metropolitan Melbourne to key destinations such as the city centre, Chadstone, Oakleigh, South Yarra, Brighton and Parkville.

The services that support this place

The Caulfield to Bentleigh activity centres are located approximately 10 kilometres south-east of the Melbourne central city. These are located across the suburbs of Caulfield North, Caulfield, Caulfield South, Glen Huntly, Ormond, McKinnon and Bentleigh.

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: Caulfield to Bentleigh context and recent Victorian Government infrastructure**.



Public realm and community infrastructure – having great community spaces

Booran Reserve in Glen Huntly, Bentleigh Reserve in Bentleigh and EE Gunn Reserve in Ormond are key public open spaces, which contribute to creating places which are greener and cooler with more canopy trees.

Community facilities such as Bentleigh Library, Caulfield Park Pavilion, local schools and the Glen Eira Sports and Aquatic Centre ensure the community has good access to places that encourage social interaction and active lifestyles.

We heard from the community that green and open spaces are important.

In the Community Reference Group Statement of Advice, we heard the call for tree-lined streets, an improved open space network, and accessible open spaces across the centres.

Transport – facilitating how we get around

Transport services have improved in recent years with significant public transport and active transport improvements.

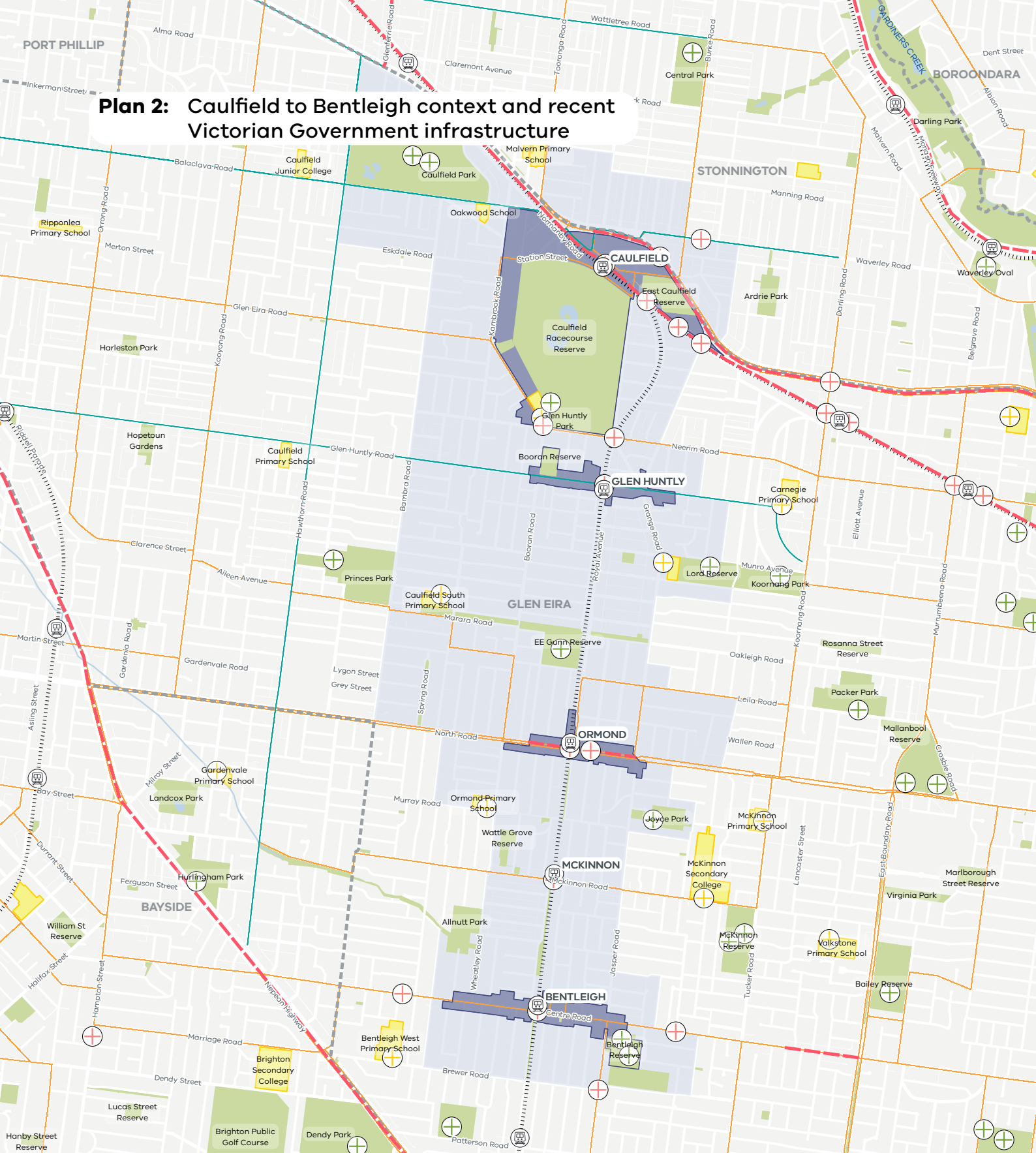
The Metro Tunnel has shortened the time it takes to get to the city and offers new direct connections to destinations such as the Parkville medical precinct, Arden urban renewal precinct and St Kilda Road.

The level crossing removal projects at Glen Huntly Road and Neerim Road have delivered benefits for all types of transport. The projects included a new Glen Huntly Station, improved conditions for road users, a new accessible tram stop, and upgrades to active transport infrastructure, including a new cycling path on Queens Avenue connecting Glen Huntly and Caulfield stations. This builds on the original level crossing removals and safer, more user-friendly stations at Bentleigh, McKinnon and Ormond.

These activity centres also benefit from good access to walking and riding networks for local journeys, including the Djerring Trail, Frankston Line shared user path, the Rosstown Rail Trail, and the Elster Creek Trail.

We heard from the community that accessibility including walkability and being able to reach destinations easily are important.

In the Community Reference Group Statement of Advice, we heard the call for safe, well-lit footpath and bike path connections and having essential services within walking distance.



Plan 2: Caulfield to Bentleigh 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

Recent State Government funded infrastructure projects

- transport corridor upgrades
- transport infrastructure upgrades
- education facility upgrades
- sporting facility upgrades



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 Glen Huntly, Ormond, Bentleigh, parts of Caulfield and across greater eastern and 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 parts of Caulfield, 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 Caulfield to Bentleigh activity centres.

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

It is hoped that this statement will spark curiosity and inform the strategic direction for 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 statement does 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 the proposed location of the Caulfield to Bentleigh activity centres, which includes Caulfield, Glen Huntly, Ormond and Bentleigh.

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.

The Caulfield cluster sits within a part of Country that was once characterised by extensive swamps and wetlands. As occurred across much of Bunurong Country, these areas were progressively drained and filled, to the detriment of both Country and Bunurong peoples. The loss of these swamp environments alienated Bunurong peoples from important and previously abundant food and water sources, and diminished the ecological richness of the landscape.

It also restricted access to culturally significant materials. For example, tertiary sandstone—present across parts of south and south-east Melbourne, including Caulfield—was an important resource used to obtain ochre, particularly red ochre, which is essential for certain cultural practices.

Ormond and Bentleigh are located within Dendy's Special Survey area, which was established to accelerate immigration and development. This process facilitated the surveying, subdivision, and sale of land to colonists, resulting in significant dispossession of Bunurong peoples and widespread destruction of 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

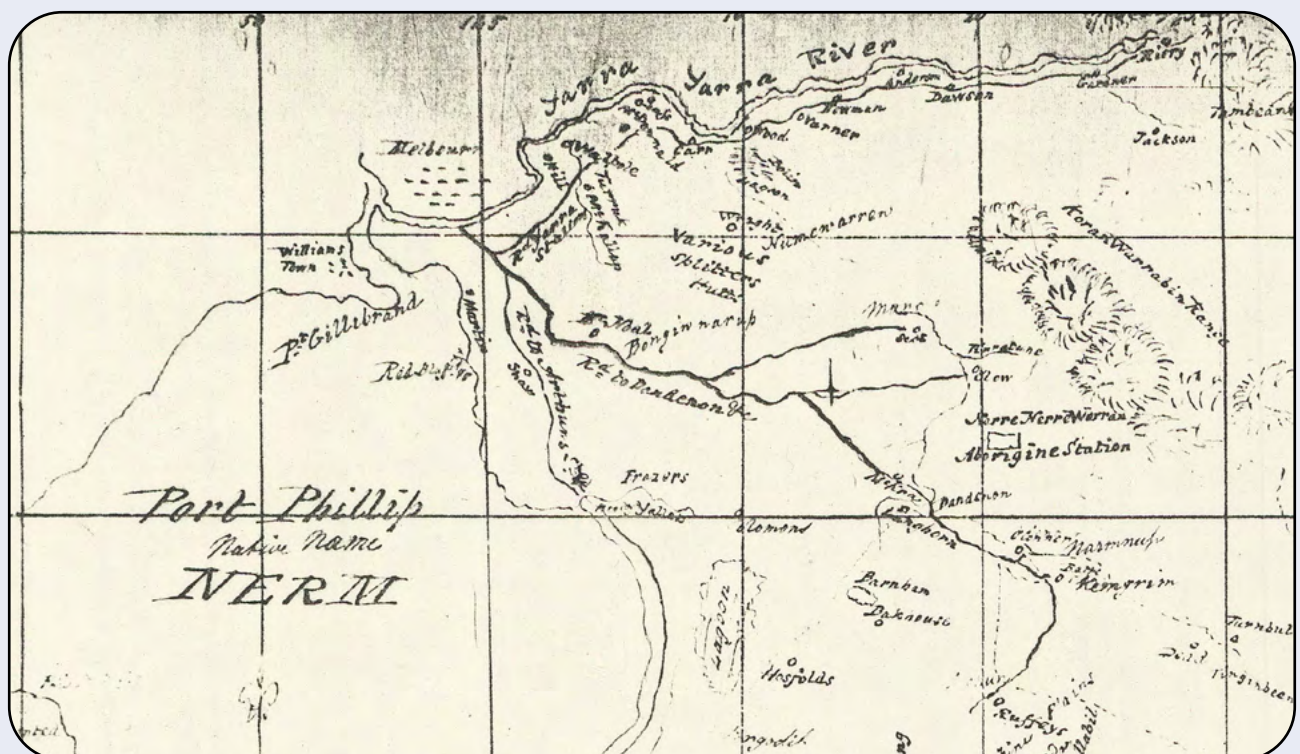
The Wurundjeri people have an unbroken relationship with Country, caring for this land, its waterways, its plants, and animals. A core purpose of the Wurundjeri Woi-wurrung Corporation is the protection, preservation and revitalisation of Wurundjeri culture and cultural practices.

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

The cultural landscape around the Caulfield to Bentleigh Activity Centres has recorded traditional Woi-wurrung language place names. These place names were recorded by Assistant Aboriginal Protector William Thomas in his journals, and in a map illustrated by him in 1840, as seen in **Figure 1**. Figure 1 highlights the “Rd to Dandenong”, which allows us to see where these Activity Centres are situated. Bonginnarup or Bungenurrook is noted as a possible place name around this area – and is an unidentified locality near Malvern, or Caulfield North, just south of Kooyong Koot (Gardiners Creek)¹.

Traditional place names in Woi-wurrung language for this area can also be found in Alfred Howitt's transcriptions from Wurundjeri Woi-wurrung Ancestor and ngurungaeta William Barak, whose knowledge was passed down to him by his Ancestors, noting the confluence of the Birrarung (Yarra River) with Kooyong Koot (Gardiners Creek) as "Koyung-bort" where he noted "Gardner Ck at River"². Howitt also mentions "*Malvern Rising ground between Ry St + junction of Wattle Tree and Dandenong Rd, Koornang = rising ground*"³. There are recognised places around this Activity Centre that hold cultural heritage values and are important to Wurundjeri Woi-wurrung People.

Figure 1: A map of Western Port District (detail), 1840



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. These waterways are considered the veins of Country and provided gathering spaces for cultural practice. Waterways provided resources to Wurundjeri Woi-wurrung Ancestors, and were meeting places for Wurundjeri local clan groups.

We know that this area was particularly rich with resources prior to invasion from early geographical surveys completed by surveyor Robert Hoddle. A map Hoddle surveyed in 1839, see **Figure 2**, depicts the landscape as areas with "fine grassy hill with gum and box" and "thickly wooded box and stringy bark", this part of Country was a culturally rich and highly valuable area for Ancestors.

Figure 2: Survey, Parishes and Partly Surveyed Country, 1839





THE VISION FOR CAULFIELD TO BENTLEIGH

Caulfield, Glen Huntly, Ormond and Bentleigh are already great places to live, work and spend time.

Our vision is to help these places grow in a way that keeps what people love, while providing for more diverse types of homes and making these spaces greener, safer and easier to get around.

With good public transport options, thriving local shops and places for people to meet, these areas will offer more choice in homes close to jobs, schools, parks and cafés, helping more people live locally and enjoy the things that matter day to day.

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

Caulfield

Caulfield will continue to evolve as a thriving and well-connected hub, supported by places that shape local identity, including Derby Road, Monash University, Caulfield Racecourse Reserve, Caulfield Village, and Caulfield Park.

More housing diversity across the core and catchment will help to ensure housing opportunities for existing and future residents. Locating homes close to Caulfield Train Station, tram or bus stops, or within walking distance of open spaces will ensure that people can enjoy high quality places to live, work, study and visit with minimal travel time.

Green spaces, tree-lined streets and a sense of openness will remain defining elements of Caulfield, contributing to a human scale environment with access to daylight, sky views and green outlooks. The local community will be connected to the area's local destinations through people-friendly streets, convenient public transport options and a built form character that blends new development with its distinctive history and heritage built form.

New development will contribute to a cohesive urban form, where contemporary buildings sit comfortably alongside heritage and established streetscapes.



Glen Huntly

Glen Huntly will continue to function as a vibrant centre, where active ground floor uses, local businesses, and higher density development are encouraged to build on a welcoming environment that is well-supported by public transport.

Built form controls that encourage pedestrian activity and protect sunlight to key public spaces will help create an inviting centre, enhance street presence, support movement, and establish a strong sense of place at the pedestrian level.

Booran Reserve will continue to play an important role as a key open space, valued for its amenity and contribution to recreation and community wellbeing. Glen Huntly's open space and greenery will ensure Glen Huntly evolves with balance and long-term amenity.



Ormond

Embracing its local character, Ormond will continue to support daily needs close to home, with shops, services, and employment located within walking distance of public transport services. This reinforces its role as a smaller, but still well-functioning centre.

North Road will continue to have a dual role as a key transport route and a lively main street. Good quality development will create streets that feel safe, intuitive, and comfortable while strengthening the relationship between buildings, movement, and public space.

Higher density living and the existing dual access entrances to Ormond Station will help unlock the centre's potential, creating a well-connected place that supports everyday life.

Future growth will build on Ormond's recognised character, with built form that reinforces a coherent and distinctive centre over time.



Bentleigh

Bentleigh will develop as a centre that supports additional housing, close to a diverse range of local shops, jobs, and services.

Development will be shaped by high quality urban design, promoting attractive streets, safe movement, and well-defined public spaces. Development along Centre Road will respect valued heritage character while contributing to a high-quality public realm and appropriately planned new built form.

Existing public open spaces, including Bentleigh Reserve, will continue to support community life by being accessible places for gathering and recreation.



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.

"Glen Huntly is already a great example of an activity centre. It has a lively, multicultural high street with high rise apartments very close to the station that taper as you move away. It has fantastic public transport connections."

– Glen Huntly 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 3** 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 within 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.

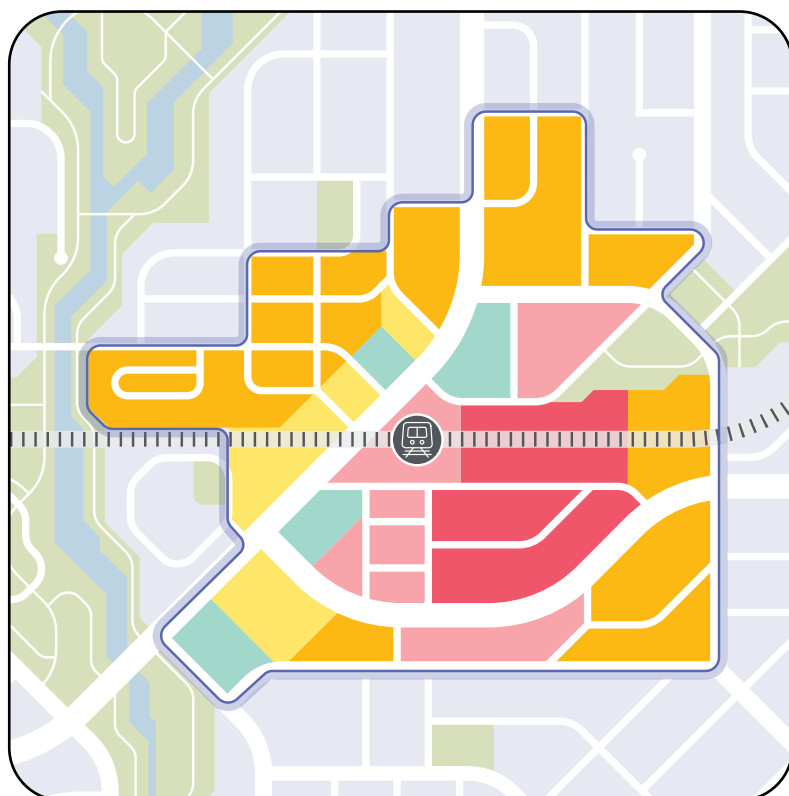
The Built Form Overlay provides consistent planning controls in the activity centre cores based on those typologies and the Housing Growth Framework.

The overlay introduces a streamlined planning pathway known as ‘deemed to comply’. This allows buildings, homes and businesses to be approved faster by clearly outlining standards appropriate for each area.

Deemed to comply standards include building heights, street wall heights and setbacks. If a planning application does not meet these standards, the usual decision-making process and criteria apply to those matters.

We have sought to align the built form outcomes, including heights, with Glen Eira City Council’s draft structure plans for the Caulfield, Glen Huntly and Bentleigh centres, where these align with the Program’s objectives, acknowledging the recency of the draft plans.

Figure 3: 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 Caulfield, Glen Huntly, Ormond and Bentleigh activity centres, please see the following sections:

- **Caulfield activity centre core built form**
- **Glen Huntly activity centre core built form**
- **Ormond activity centre core built form**
- **Bentleigh activity centre core built form.**

Built form testing

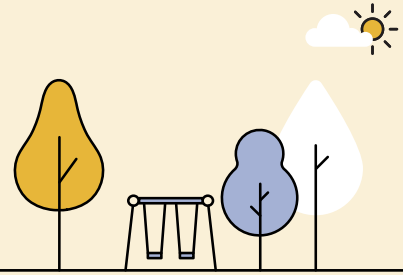
Each place is unique and we have responded to this by carrying out built form testing. Built form testing helped us understand the key qualities of these centres, and to balance allowing more homes with protecting amenity, such as sun access to identified parks and streets, and identified key view lines.

Recommendations from built form testing for Caulfield to Bentleigh included changing typologies and 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 Caulfield to Bentleigh 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.



Pedestrian connections

Pedestrian connections are new or existing walkways between buildings.

They allow better access to and from the activity centre core.



Active frontages

Active frontages, including multiple entrances and storefront windows at ground level, support a vibrant, active, and safe pedestrian environment.

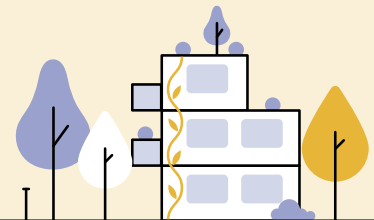
We have identified primary, secondary and tertiary active frontages based on the existing and emerging land uses in different typologies, ensuring new buildings provide opportunities for the right level of activation.



Landscape setbacks

Landscape setbacks are the spaces between the front of the building and the property line, typically front gardens.

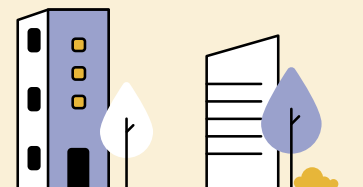
They support urban greening and in particular tree canopy, the softening of edges and ensure an appropriate transition to the public realm.



Sensitive interface setbacks

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

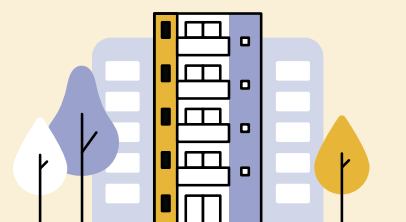
Sensitive interface setbacks are used to respond to the amenity needs of neighbouring properties to the south. These provide additional setbacks to the south boundary to allow sun access to the north-facing areas of properties south of the activity centre core.



Master planning

Master planning is required for larger sites that may be developed with multiple buildings or across several stages. It is also applied to sites with multiple public interfaces or where internal roads or pedestrian connections are needed.

The purpose of the master plan is to ensure co-ordinated, well-considered development across the whole site.





CAULFIELD ACTIVITY CENTRE CORE BUILT FORM

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

Caulfield is a well-established centre known for its transport connections, and key destinations such as Monash University's Caulfield campus and the Caulfield Racecourse Reserve. These key elements are supported by a mix of residential and commercial activity, including Caulfield Village and the Derby Road precinct.

Given the centre's diversity in offerings and wide range of public transport options, building heights between six to 20 storeys have been applied within the Caulfield core with the greatest heights directed to land near the railway. This reflects the centre's capacity to accommodate population growth, supported by its strong access to train, tram, and bus services.

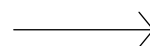
The Community Reference Group noted how important it is to focus development near the train station, shops, and racecourse and for Dudley Street sites to accommodate greater heights. That is why we have planned for most of the residential growth to occur in these locations within the core.

We heard that the community is generally supportive of growth focused in areas close to Caulfield train station, Derby Road, and the Caulfield racecourse.

"I currently live with my parents near this area and would love to live in this area in the future to be close to family, the parks and wildlife. I love the place I grew up, and have good access to public transport (especially for access to my work)."

– Caulfield community member

Refer to **Plan 3: Caulfield typology, activation and setbacks** and **Plan 4: Caulfield building heights and sun protection** to see the built form outcomes and building heights for the activity centre core.



Plan 3: Caulfield typology, activation and setbacks



- Caulfield train and tram zone activity centre core
- train station & corridor
- tram route
- existing open space
- Heritage Main Street Core typology

- Fringe Precinct typology
- Limited Sensitivities typology
- strategic site
- primary active frontage
- secondary active frontage

- tertiary active frontage
- landscape setback
- pedestrian connection
- Victorian heritage register site



Plan 4: Caulfield building heights and sun protection



We have applied key pedestrian street designation to Derby Road recognising the importance of maintaining daylight access to the main commercial strip

Building heights align with the draft heights proposed by Council's Structure Plan, where appropriate

- Caulfield 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 20 storeys

Sun protection

- key pedestrian street
- high protection open space

0 50 100 150 200 m





GLEN HUNTLY ACTIVITY CENTRE CORE BUILT FORM

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

Glen Huntly is known for its cafés, restaurants, and local businesses along Glen Huntly Road, where residents and visitors spend time, creating a lively and welcoming atmosphere. This is why we have applied a mix of primary and secondary active frontages along Glen Huntly Road and some of the busier side streets, to support the ongoing vibrancy and activation of these areas.

Booran Reserve is also a popular family-friendly park that provides a shared outdoor space for the community, supporting recreation, social interaction, and activities for people of all ages. This is why we have applied high solar access protection to this open space and introduced sun access protection along Glen Huntly Road to support future growth of trees and maintain daylight access for the community.

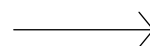
The Community Reference Group noted how important development is to rejuvenate the core shopping street and how density should be focused along the main street for Glen Huntly. That's why we have planned for greater heights near the train station and the south-eastern section of the core, with larger land parcels that can be developed up to 12 storeys, while maintaining sensitive interfaces and limiting overshadowing impacts.

We heard that the community is generally supportive of greater heights on the main street and key intersections, as well as setting buildings back further from the street and gradual transitions of height.

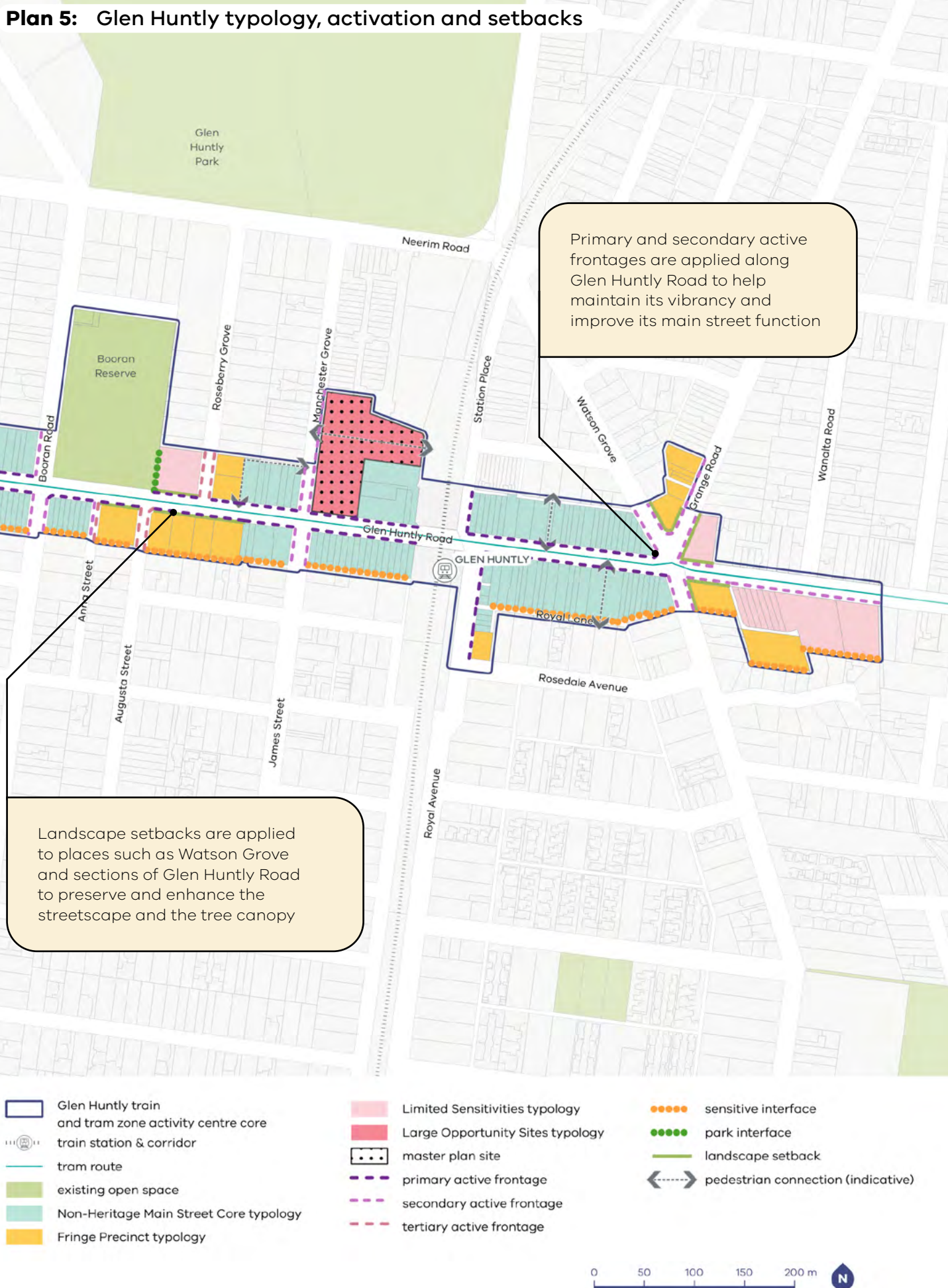
"I think that the primary requirement for Glen Huntly is significantly improving the shopping strip along Glen Huntly Road and utilising the significant parcels of available land around the Woolworths and local carparks to provide high density housing, whilst respecting the lower-lying nature of the suburb."

– Glen Huntly community member

Refer to **Plan 5: Glen Huntly typology, activation and setbacks** and **Plan 6: Glen Huntly building heights and sun protection** to see the built form outcomes and building heights for the activity centre core.



Plan 5: Glen Huntly typology, activation and setbacks



Plan 6: Glen Huntly building heights and sun protection



- Glen Huntly train and tram zone activity centre core
- train station & corridor
- tram route
- up to 6 storeys
- up to 8 storeys

up to 12 storeys

Sun protection

- key pedestrian street
- high protection open space





ORMOND ACTIVITY CENTRE CORE BUILT FORM

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

Ormond is known for its proximity to local schools, a diverse mix of shops and services, and a range of housing types from single storey dwellings to modern apartments and townhouses. This is why we are supporting the emerging character of the area by encouraging more housing along North Road and encouraging a range of heights from six to 12 storeys, where appropriate. This approach will expand the range of housing options available, to meet the changing needs of existing and future residents.

There is an opportunity to enhance the public realm within this centre to support the existing and future mix of commercial shops, services and housing. This is why we have applied requirements for landscape setbacks along North Road to increase greening and tree canopy coverage, while improving pedestrian comfort and safety next to a high traffic road. Active frontages along North Road will also help promote street-level activity, increasing amenity and feelings of safety.

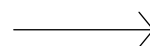
The Community Reference Group noted general acceptance of heights in the right locations, and that more development around North Road could reinvigorate the area if designed well.

We heard that the community is generally supportive of more housing in the area, recognising its role in strengthening the viability of North Road and in attracting a range of desirable commercial businesses to the centre.

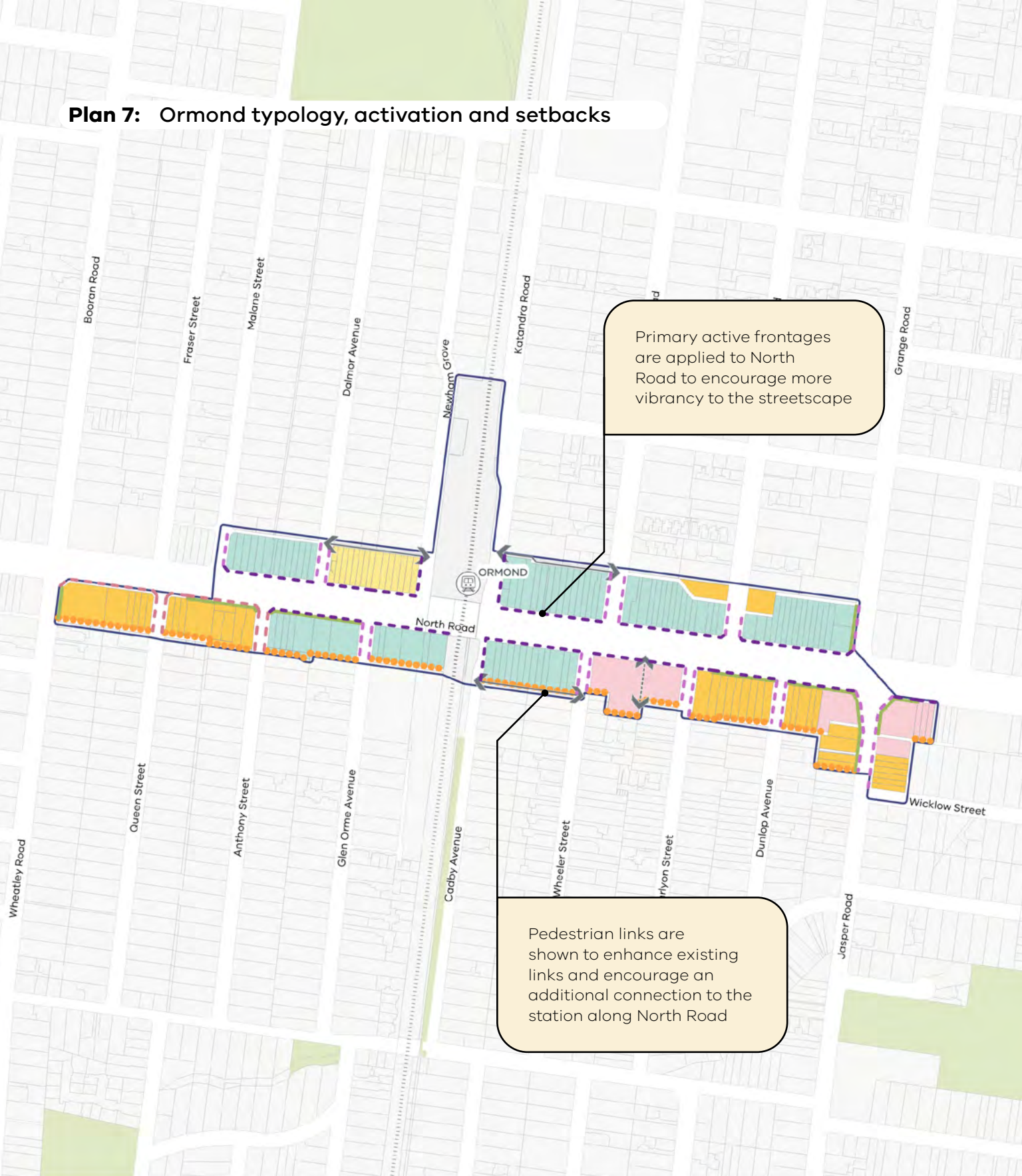
"The neighbourhoods around Ormond Station are predominantly low rise, leafy, family-orientated and full of character. It is a small station supported by a vibrant and diverse local community. This is what makes living in this area great."

– Ormond community member

Refer to **Plan 7: Ormond typology, activation and setbacks** and **Plan 8: Ormond building heights and sun protection** to see the built form outcomes and building heights for the activity centre core.



Plan 7: Ormond typology, activation and setbacks



Plan 8: Ormond building heights and sun protection



- Ormond train and tram zone activity centre core
- train station & corridor
- up to 6 storeys
- up to 8 storeys
- up to 10 storeys
- up to 12 storeys
- Sun protection**
- key pedestrian street





BENTLEIGH ACTIVITY CENTRE CORE BUILT FORM

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

Centre Road in Bentleigh is well-recognised for its cafés, restaurants, and shops, with Godfrey Street providing opportunities for street dining and Bentleigh Plaza offering a space for people to gather. This is why we applied a key pedestrian street designation to several side streets such as Godfrey Street and Centre Road to support and protect daylight access and provide a high-quality public realm for residents and visitors.

Heritage buildings and the established heritage character are a distinctive feature of Bentleigh, particularly along Centre Road. Our planning controls, specifically the application of the Heritage Main Street typology, will ensure that the existing heritage values and built form are respected as new development occurs.

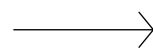
The Community Reference Group noted how important protecting parks are for Bentleigh. That is why we have applied overshadowing protection to open spaces such as Bentleigh Reserve, Bentleigh Plaza, and the Bentleigh library forecourt.

We heard that the community is generally supportive of higher development along Centre Road.

"People should have much greater access to housing
– affordable and premium
– close to the city, public transport, workplaces and shopping areas."

– Bentleigh community member

Refer to **Plan 9: Bentleigh typology, activation and setbacks** and **Plan 10: Bentleigh building heights and sun protection** to see the built form outcomes and building heights for the activity centre core.



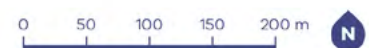
Plan 9: Bentleigh typology, activation and setbacks



We've applied sensitive interfaces to the southern side of buildings on the south of Centre Road to protect the amenity for abutting residential areas

Bentleigh's heritage buildings along Centre Road are important to the community. That's why we have applied built form controls that respect the heritage in these areas through appropriate setbacks

- | | | |
|--|----------------------------------|------------------------------------|
| Bentleigh train and tram zone activity centre core | Limited Sensitivities typology | park interface |
| train station & corridor | Large Opportunity Sites typology | landscape setback |
| existing open space | primary active frontage | pedestrian connection |
| Heritage Main Street Core typology | secondary active frontage | pedestrian connection (indicative) |
| Non-Heritage Main Street Core typology | tertiary active frontage | |
| Fringe Precinct typology | sensitive interface | |



Plan 10: Bentleigh building heights and sun protection



Centre Road and nearby side streets such as Godfrey Street have key pedestrian street designations to recognise the importance of maintaining sun access to these areas and maintain their status as areas people like to spend time

Bentleigh Reserve, Bentleigh Library forecourt, and Bentleigh Plaza have sun access protection because open spaces are highly valued by the community

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

Sun protection

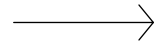
- key pedestrian street
- moderate protection open space



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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 Caulfield to Bentleigh

The key features that influenced the catchment boundaries include:

- Heritage Overlay precincts such as parts of Gascoigne Estate, were included in the outer catchment only
- Adjusting the catchment at McKinnon having regard to its status within the Program and broader relationship to the area
- Access to daily services and amenities, including open space such as Caulfield Park through public transport.

To understand where we've applied the inner and outer catchment boundaries, please see **Plan 11: Caulfield to Bentleigh 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 11: Caulfield to Bentleigh 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 Glen Eira and Stonnington planning schemes.

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.

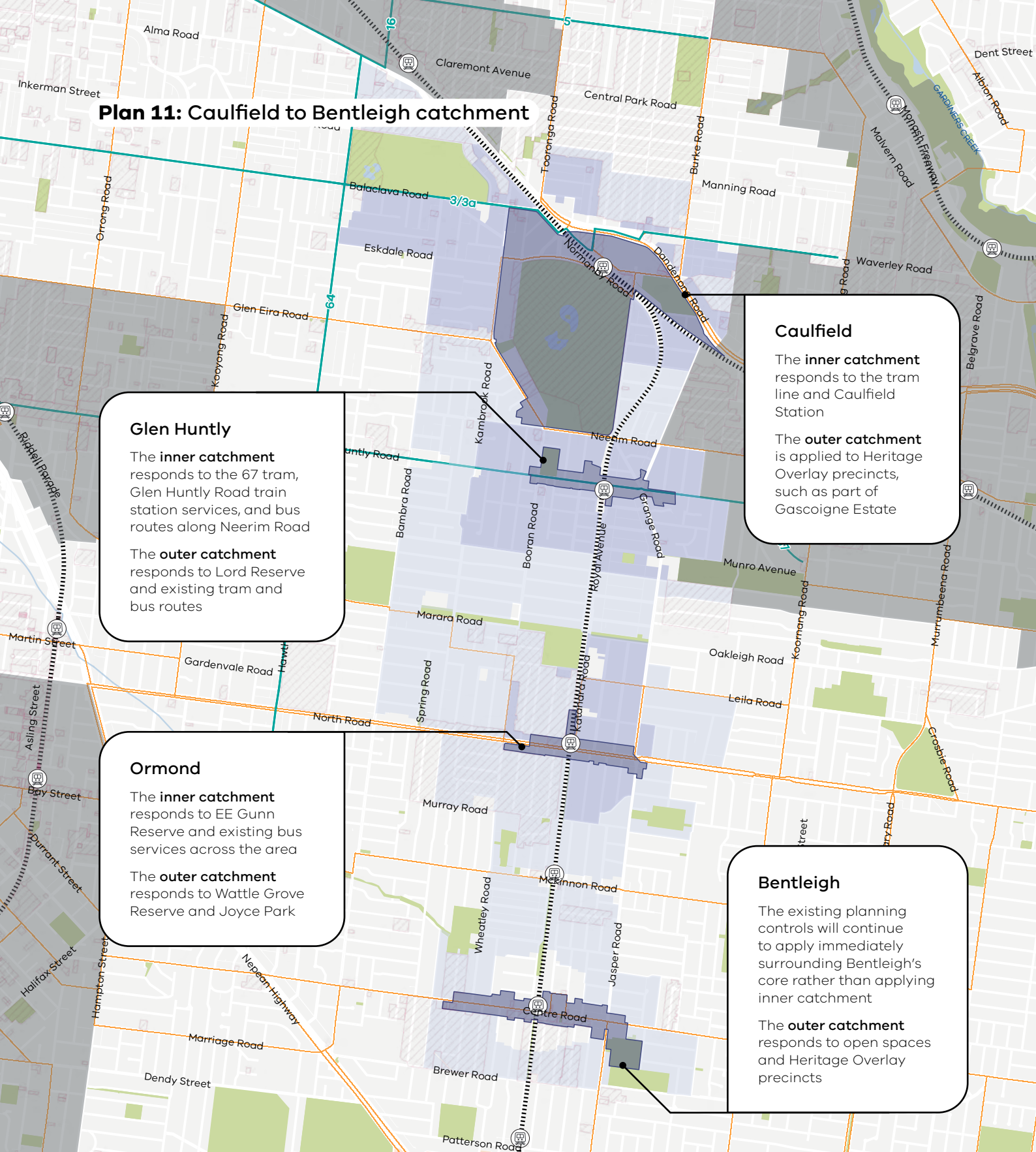
The outer catchment

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 11: Caulfield to Bentleigh catchment**





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



CHANGES TO THE PLANNING SCHEMES

Changes to local policy

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

Changes to the overlays in the planning schemes

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

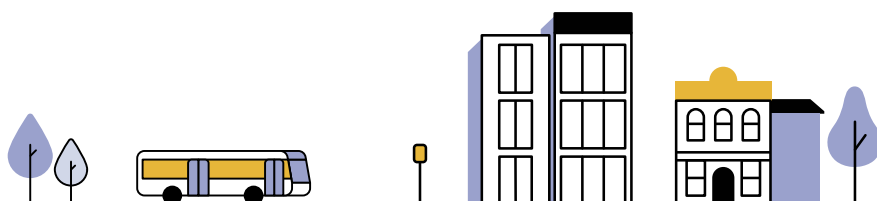
To have these kinds of homes close to services, jobs and public transport, we need to remove some of the existing overlays that have built form elements. This includes:

- Design and Development Overlay 8 for the Bentleigh activity centre.

Changes to zoning in the planning schemes

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

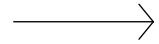
- Changing some areas of Neighbourhood Residential Zone Schedule 1 to Mixed Use Zone in the Caulfield activity centre.
- Changing some areas of General Residential Zone Schedule 2 to Mixed Use Zone in the Caulfield activity centre.
- Changing some areas of General Residential Zone Schedule 1 to Commercial 1 Zone in the Glen Huntly activity centre.
- Changing some areas of General Residential Zone Schedule 2 to Commercial 1 Zone in the Glen Huntly activity centre.
- Changing some areas of General Residential Zone Schedule 2 to Mixed Use Zone in the Glen Huntly activity centre.
- Changing some areas of General Residential Zone Schedule 1 to Commercial 1 Zone in the Ormond activity centre.
- Changing some areas of General Residential Zone Schedule 2 to Commercial 1 Zone in the Ormond activity centre.
- Changing some areas of Residential Growth Zone Schedule 1 to Commercial 1 Zone in the Bentleigh activity centre.



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6 INFRASTRUCTURE

The Caulfield to Bentleigh 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 Caulfield to Bentleigh (refer to **Plan 2: Caulfield to Bentleigh 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

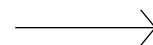
To improve the liveability, biodiversity and climate resilience of these centres, the Victorian Government continues to investigate place-based integrated water management interventions including alternative water supplies that can be delivered for non-potable uses. The interventions aim to integrate 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 CAULFIELD TO BENTLEIGH





INVESTING IN CAULFIELD TO BENTLEIGH'S INFRASTRUCTURE

We have heard through community engagement on the Train and Tram Zone Activity Centres Program and *Plan for Victoria* that communities value access to high quality parks 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

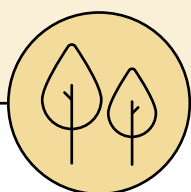
Contributing to greener and cooler parks, streets and public places with more vegetation and street trees.

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.

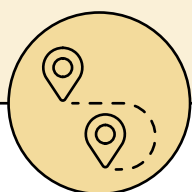
While the reference to specific places and locations are indicative only and are subject to change, they indicate that contributions received are intended to be spent locally on things that are valuable and serve the community.

Examples of potential locations are included below and in **Plan 12: Indicative Caulfield to Bentleigh 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.



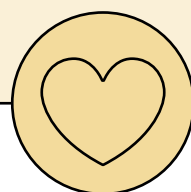
Support improved opportunities for play and recreation, maximising use, access, and enjoyment of public space by everyone.

- Upgrade public spaces (passive open space, pedestrian malls, plazas and forecourts), such as Bentleigh Reserve and Allnutt Park. 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 East Caulfield Reserve and EE Gunn Reserve. 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 Normanby Road, Inkerman Road and Glen Huntly Road.
- 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 McKinnon Rd, Centre Road and Marara Road.



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

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

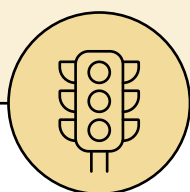
The place improvement plans listed below for the core show the local infrastructure improvement opportunities for the specific activity centres and immediate surrounds, not the broader transport network opportunities identified in **Plan 12**.

- **Plan 13: Caulfield activity centre core place improvement**
- **Plan 14: Glen Huntly activity centre core place improvement**
- **Plan 15: Ormond activity centre core place improvement**
- **Plan 16: Bentleigh 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 North 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 Bentleigh Library and Youth Hub, and Glen Huntly Park Pavilion. Works could include, but not be limited to, libraries, maternal and child health centres, early childhood education, and community centres.

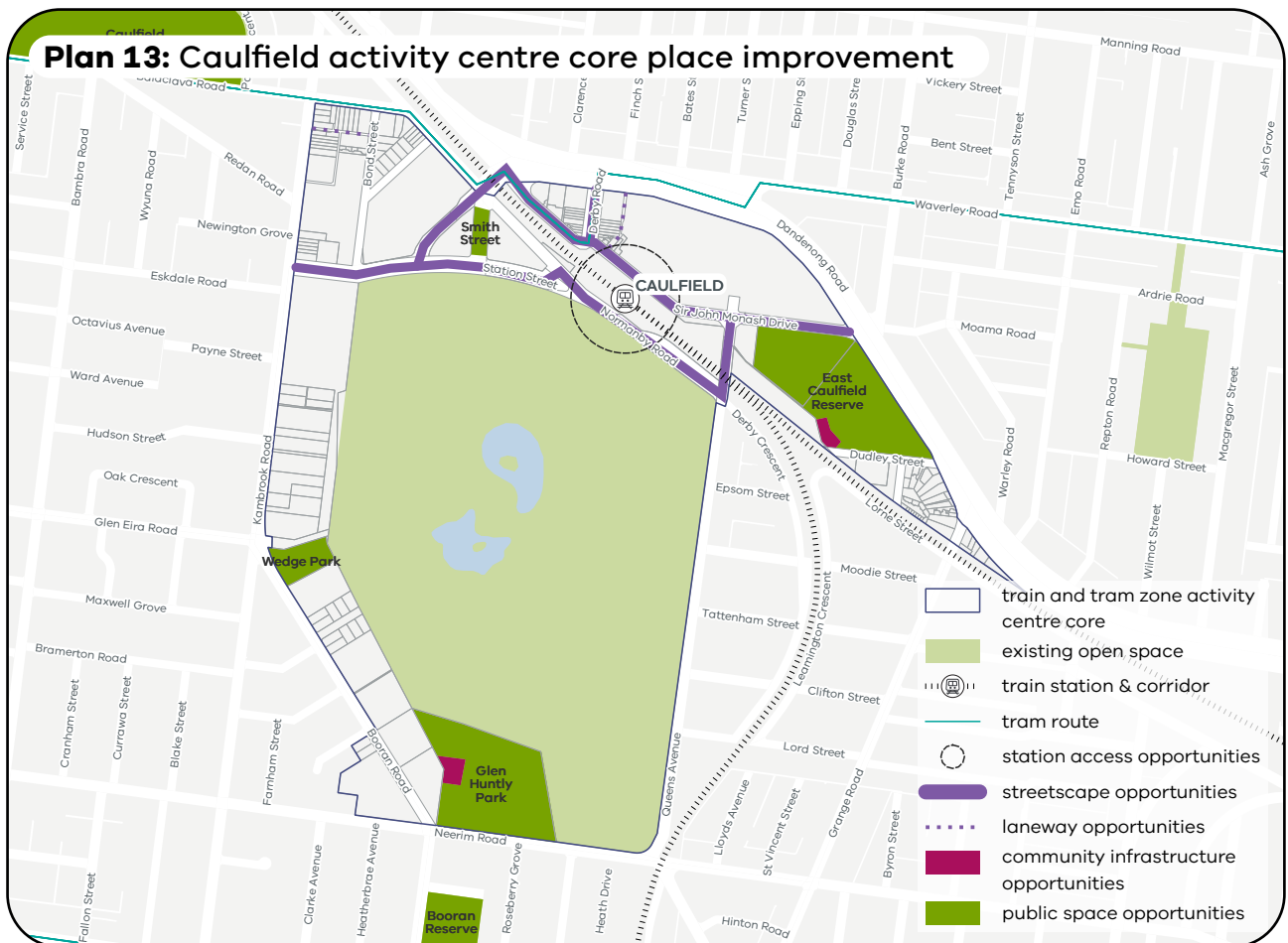
Plan 12: Indicative Caulfield to Bentleigh place improvement opportunities



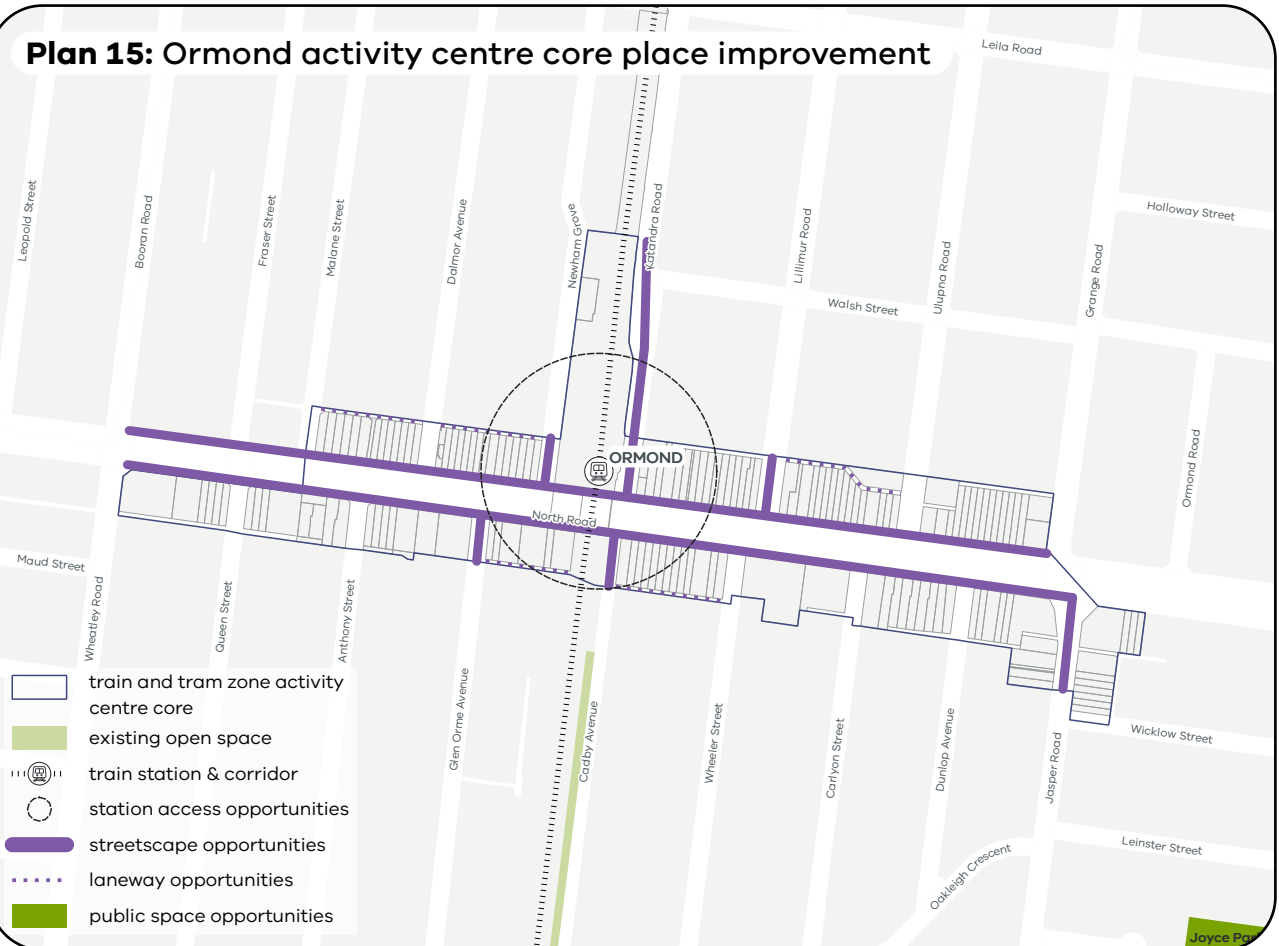
- train and tram zone activity centre core
- train and tram zone activity centres catchment
- train station & corridor
- existing open space
- watercourse & waterbody
- active transport opportunities
- public transport infrastructure opportunities
- road opportunities
- community infrastructure opportunities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

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

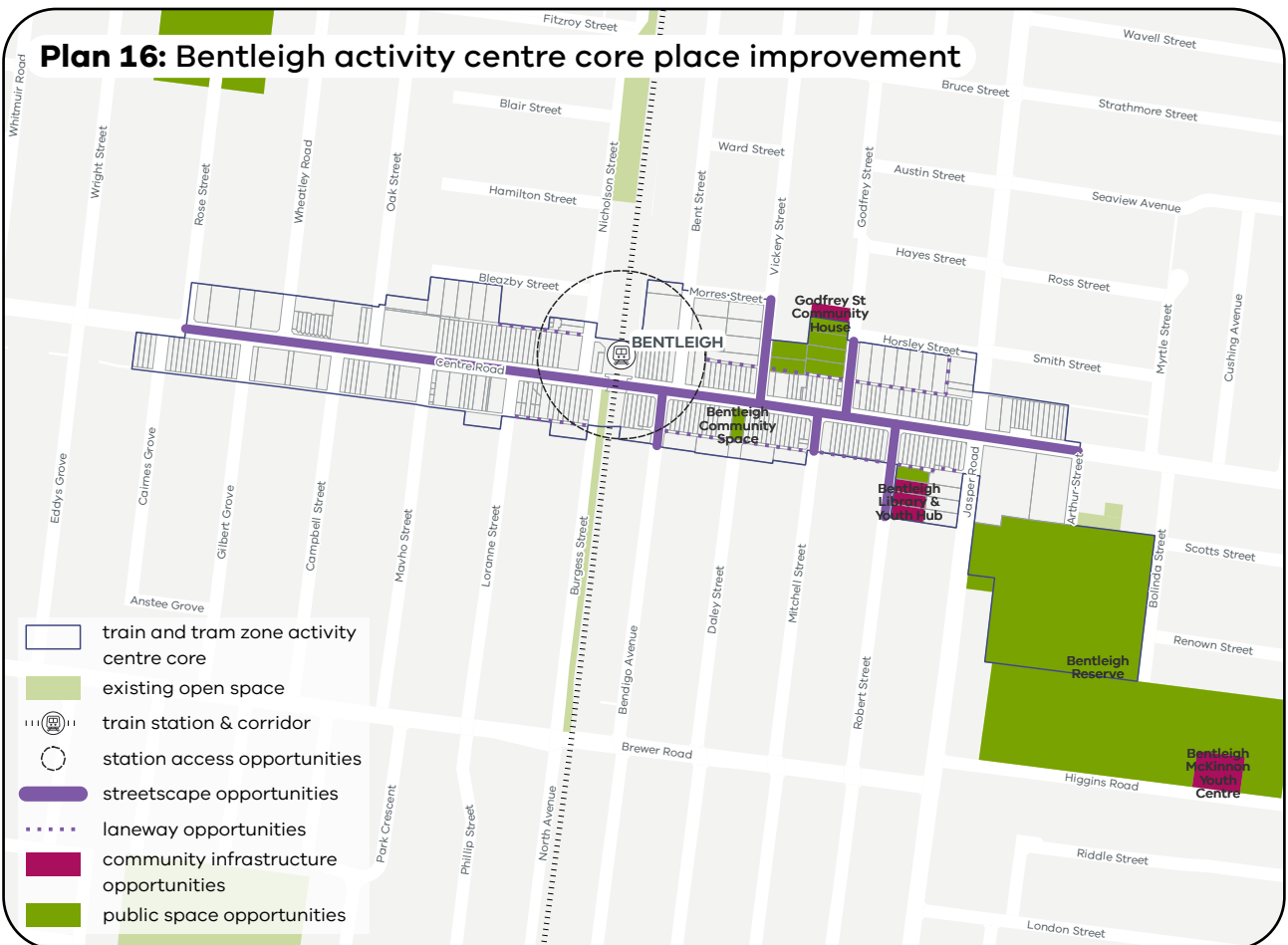




Plan 15: Ormond activity centre core place improvement



Plan 16: Bentleigh activity centre core place improvement



8 REFERENCES

Endnotes

- 1 Bungenurrook is noted as a waterhole & creek about 8 miles south-east of Melbourne, and noted as Le Mans Station. Le Mans Swamp was regularly used as an eeling waterhole, and is present day Lord Reserve (formerly Lemans Swamp). This exists just south of Gardiners Creek. William Thomas, (1840), *A map of Western Port District* (cartographic material) by Asst. Protector Thomas, (cropped), State Library Victoria, accessed 26 February 2026; William Thomas, (1838–1868), Volume 23 Item 01: *William Thomas vocabularies and miscellaneous information – 'Book A', 1838–1868*, State Library of New South Wales, MLMSS 214.
- 2 Alfred Howitt, (n.d.) Field notebook; transcription – page 16, Howitt and Fison Archive, accessed 2 March 2026.
- 3 Alfred Howitt, (ca. 1900) *Notes by Howitt on Kulin from Barak*; transcription – Page 98, Howitt and Fison Archive, accessed 2 March 2026.

Images

Department of Crown Lands and Survey, Robert Hoddle (1839), *Port Phillip District Showing: Parishes And Partly Surveyed Country*, Public Record Office Victoria, Series No. VPRS 8168, Consignment No. P0003, Roll113, accessed 17 March 2026.

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

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Howitt A (n.d.), *Notes by Howitt on Kulin from Barak*; Transcription – Page 98, Howitt and Fison Archive, accessed 2 March 2026.

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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.
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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.
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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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