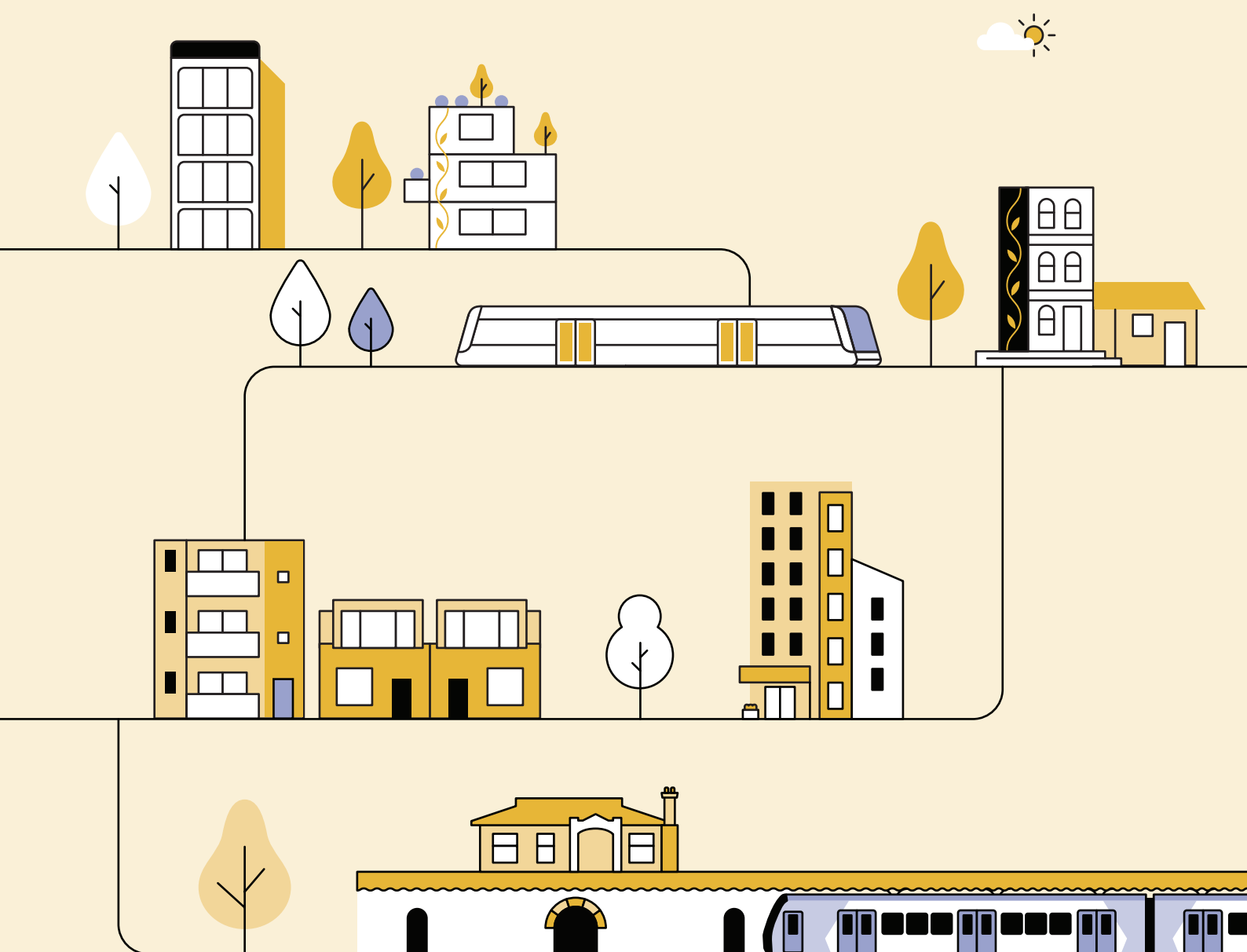


HAWKSburn TO MALVERN AND TOORAK VILLAGE TRAIN AND TRAM ZONE ACTIVITY CENTRES PLAN

HAWKSburn | TOORAK | ARMADALE | MALVERN | TOORAK VILLAGE
WURUNDJERI WOI-WURRUNG COUNTRY & BUNURONG 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 Hawksburn, Toorak, Armadale, Malvern and Toorak Village activity centres are located on the lands of the the Wurundjeri Woi-wurrung People and the Bunorong 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 HAWKSBURN TO MALVERN AND TOORAK VILLAGE

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

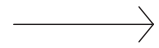
This Train and Tram Zone Activity Centres Plan (the Plan) for Hawksburn, Toorak, Armadale, Malvern and Toorak Village guides where new homes go, how new development will be shaped and what improvements will enhance the liveability of this place.

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

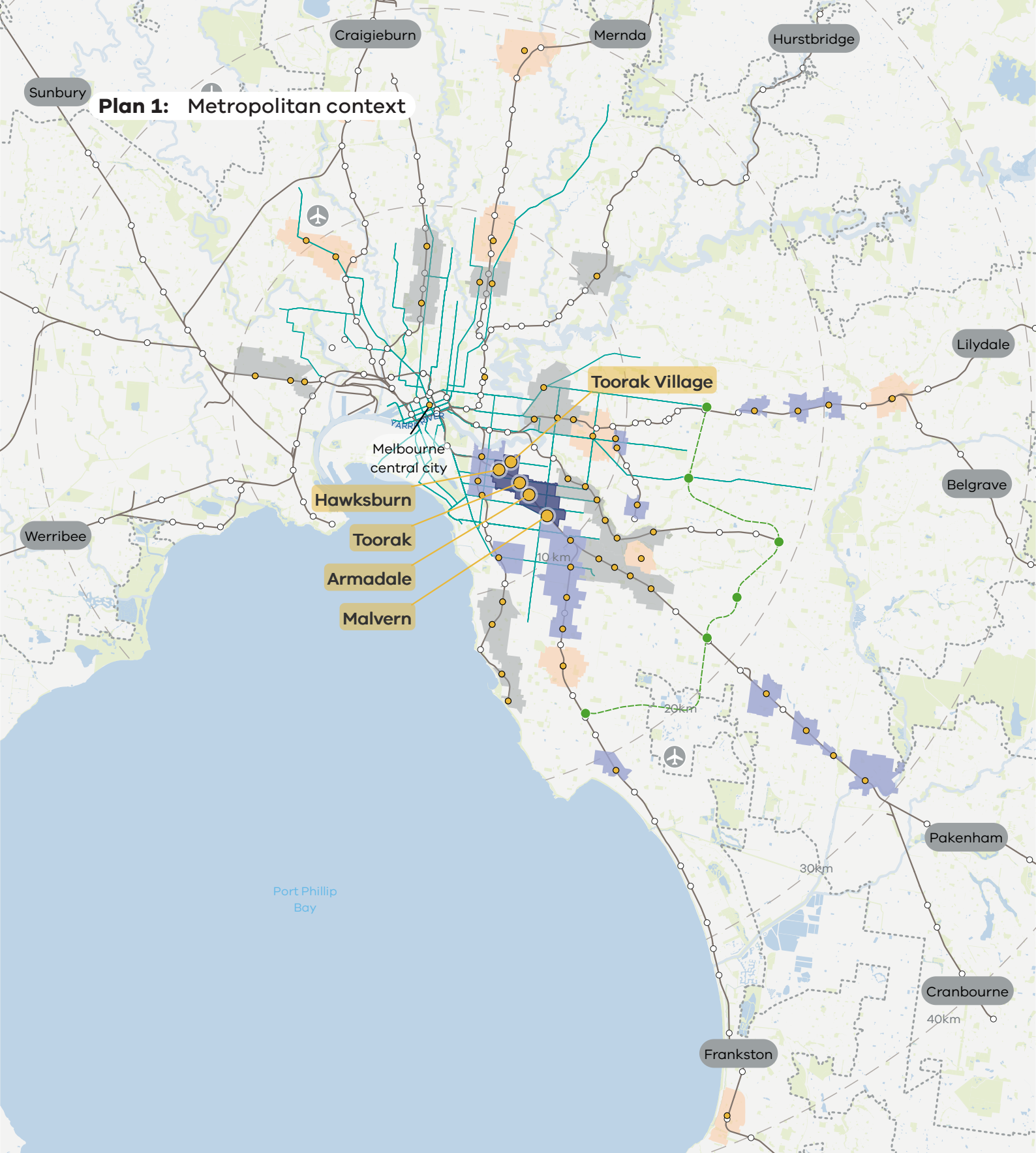
The Train and Tram Zone Activity Centres Program includes 60 train and tram zone activity centres across metropolitan Melbourne where there is good access to public transport, jobs and services. The Program has been rolled out across three stages: The Pilot, Stage 1 and Stage 2. The distribution of the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

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

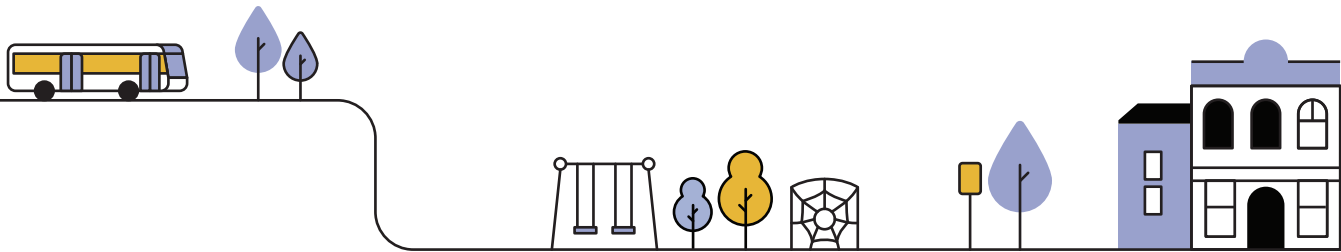
The Program also operates in the context of and alongside state policies that support Victorians to live, work, access and enjoy places across Melbourne:

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



- train and tram zone activity centre
- Hawksburn to Malvern and Toorak Village 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 Stonnington City Council, over two stages to inform this plan. What we heard from consultation and how we addressed it, is captured in the below sections:

- **Hawksburn activity centre core built form**
- **Toorak activity centre core built form**
- **Armadale activity centre core built form**
- **Malvern activity centre core built form**
- **Toorak Village activity centre core built form**

We heard that the top four themes for Hawksburn to Malvern and Toorak Village were:



Preserve and protect local heritage

In addition to retaining existing Heritage Overlays, we've applied lower catchment heights to large heritage precincts and not specified heights on Victoria Heritage Register sites within activity centre cores.

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



Develop plans based on local conditions

The planning tools for Hawksburn to Malvern and Toorak Village ensure the character of special locations, such as heritage areas, is preserved. Core and catchment heights have been amended to reflect local conditions and walking distances from train stations and tram stops.

Head to **section 4 the activity centre cores** and 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 Hawksburn to Malvern and Toorak Village. 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 Hawksburn to Malvern and Toorak Village** to learn more.



Adjust proposed core heights

Core building heights in Hawksburn to Malvern and Toorak Village have been adjusted in response to feedback, to ensure solar access is maintained for important streets, such as High Street, Malvern Road, Beatty Avenue, Jackson Street, Glenferrie Road, and Toorak Road.

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

For further information, see *Hawksburn to Malvern and Toorak Village Train and Tram Zones – Stage 2 Phase 2 – Consultation Summary Report* (DTP, 2026).

3 THE STRATEGIC DIRECTION FOR HAWKSburn TO MALVERN AND TOORAK VILLAGE

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





ABOUT HAWKSBURN TO MALVERN AND TOORAK VILLAGE

This plan comprises five activity centres:

- Hawksburn Activity Centre
- Toorak Activity Centre
- Armadale Activity Centre
- Malvern Activity Centre
- Toorak Village Activity Centre.

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

Why Hawksburn to Malvern and Toorak Village 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 Hawksburn to Malvern and Toorak Village activity centres have good access to public transport across rail, tram and bus, that provide access to a range of destinations.

The activity centres are located around the Hawksburn, Toorak, Armadale and Malvern train stations that are serviced by the Frankston, Cranbourne and Pakenham rail lines. The activity centres benefit from additional connectivity provided by multiple tram corridors, including Malvern Road, High Street, Glenferrie Road, Wattle tree Road, Toorak Road and Dandenong Road, that link them to the city centre and other key destinations such as Caulfield, South Yarra, Hawthorn and Parkville.

The services that support this place

The Hawksburn to Malvern and Toorak Village activity centres are located approximately 4.5 kilometres south-east of the Melbourne's city centre. These are located across the suburbs of Toorak, Armadale, Malvern, South Yarra, Prahran, and Windsor.

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

The key projects are shown at **Plan 2: Hawksburn to Malvern and Toorak Village context and recent Victorian Government infrastructure**.



Public realm and community infrastructure – having great community spaces

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

This well-connected network of centres boasts attractive, lively streets and local meeting places, such as Beatty Avenue, Kings Arcade, Glenferrie Road and High Street, Malvern.

Victoria Gardens, Toorak Park, Malvern Cricket Ground and Brookville Gardens are vital open spaces that enhance the health and wellbeing of everyone who lives, works or plays in Stonnington. Together, they support the area's biodiversity, help mitigate the impacts of climate change, and contribute to a greener, cooler urban environment.

Community facilities, such as Malvern Town Hall, St George's Hall, Malvern Library and various educational and health services, ensure the community has good access to places that encourage social interaction and connection.

We heard from the community that the green spaces of these suburbs are important to them.

Across the Community Reference Group Statements of Advice, we heard the call for the preservation and maintenance of larger parks that accommodate a variety of activities (sports, walking pets, picnics, playgrounds and wildlife).

Transport – facilitating how we get around

Transport services have improved in recent years with significant public transport and active transport improvements. The Metro Tunnel provides a new connection to the city centre and beyond, particularly reducing travel times for residents in Malvern. It also offers direct connections to destinations such as the Parkville medical precinct, Arden urban renewal precinct and St Kilda Road.

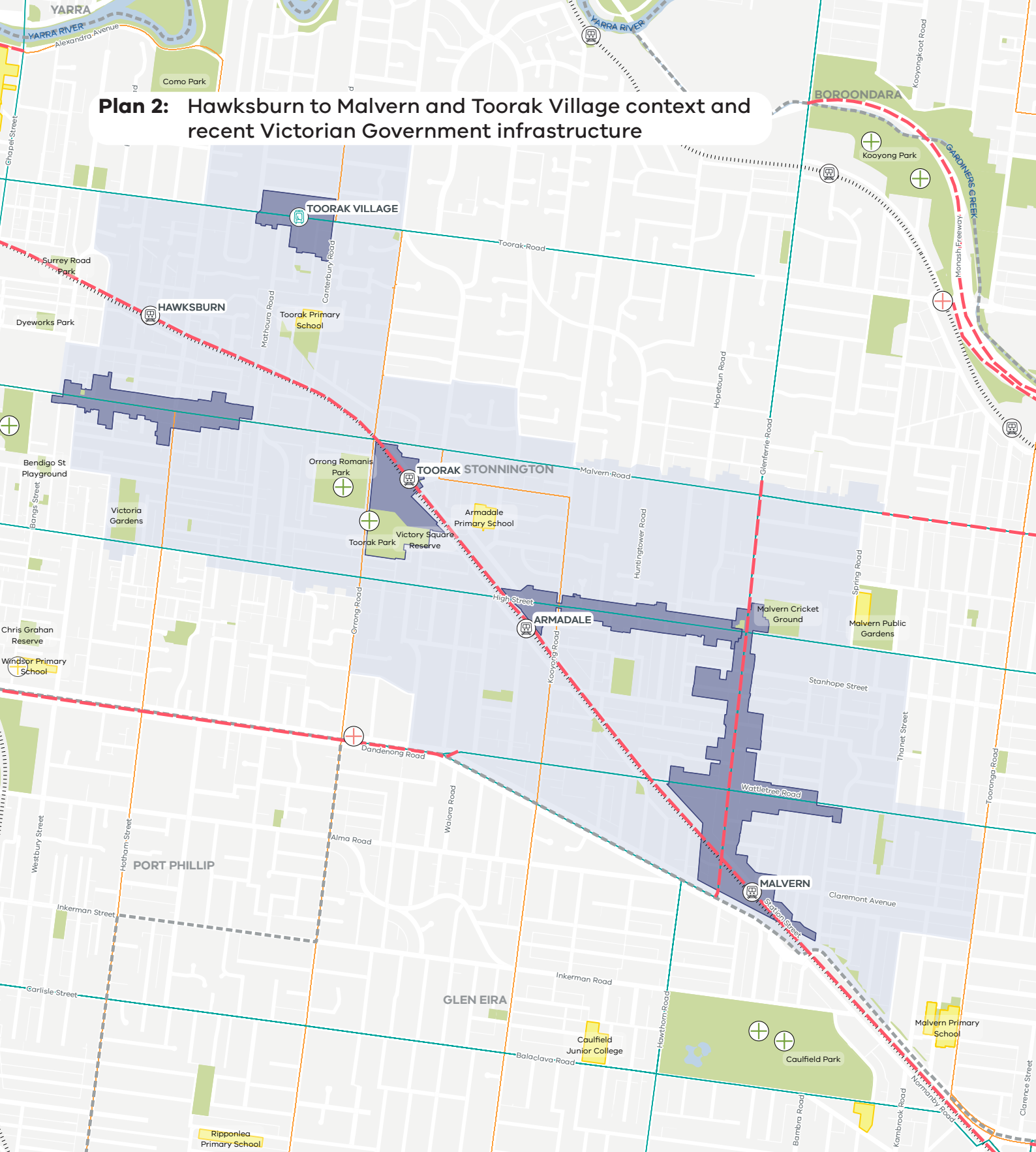
Tram route 58 along Toorak Village now operates E Class trams, increasing capacity and providing more space for passengers travelling to the city centre and onward to West Coburg.

Additional weekend services on bus route 605 improve network connections between Toorak and Caulfield, Gardenvale, and the city centre.

We heard from the community that public transport accessibility and reducing car dependence is important.

Across the Community Reference Group Statements of Advice, we heard the call for improved pedestrian safety and disability access to public transport services.

Plan 2: Hawksburn to Malvern and Toorak Village 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 Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation and the Bunurong Land Council Aboriginal Corporation.

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 Hawksburn Activity Centre, Toorak Activity Centre, Armadale Activity Centre, Malvern Activity Centre and Toorak Village Activity Centre, and across central-south Victoria.

Bunurong Land Council Aboriginal Corporation is the Registered Aboriginal Party for and on behalf of Bunurong People. Bunurong People are recognised as the Traditional Owners of their lands and waters in parts of Armadale, and across greater south-eastern Melbourne.

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.

Statements from the Registered Aboriginal Parties

Both Registered Aboriginal Parties have provided and consented to the publication of Statements of Cultural Values for the Hawksburn to Malvern and Toorak Village 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 Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation, the Bunurong People 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.

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.

Hawksburn, Toorak Village, Toorak, Malvern and Armadale Activity Centres encompass an area of high cultural value for Wurundjeri Woi-wurrung People. Though this area requires further work for the WWCHAC's Research Unit Cultural Values Program, there is ethnohistorical evidence which stresses the sensitivity of this area.

The localities where these Activity Centres lie represents highly significant places on Wurundjeri Country. Birrarung (Yarra River) and are in proximity to Birrarung (Yarra River), Kooyong Koot (Gardiners Creek) and unnamed waterways. Waterways are veins that create and promote healthy Country, and have acted as the life source to Wurundjeri Woi-wurrung People for thousands of years. Water would have been the most important thing for Wurundjeri Woi-wurrung Ancestors. Water was an important resource for Ancestors, and the resources waterways provided allowed them to survive¹.

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



The significance of this cultural landscape and its traditional place names in Woi-wurrung language have been recorded in ethnohistorical records. Alfred Howitt mentioned from Wurundjeri Woi-wurrung Ancestor and ngurungaeta William Barak knowledge that was passed down to him by his Ancestors that, *"Malvern Rising ground between Ry St + junction of Wattle Tree and Dandenong Rd, Koornang = rising ground"*².

Assistant Aboriginal Protector William Thomas recorded 'Turruk [also Kurruk] = Toorak' and this is depicted in figure 1³. William Thomas recorded rises as places of encampments important for Ancestors, with reference to the Yarra Yarra clan group⁴, and as high points on the landscape. Thomas described the landscape as:

*"I said marnamuk & found them at a place called Kurruk, where the Yarras were very prettily encampd on a Nth rise, I beg the two blacks that I had with me encp on Sth rise I in the Dell like between the two"*⁵.

The George Langhorne Aboriginal Mission established in ca. 1837 south of the Birrarung (Yarra River) in proximity to the areas of South Yarra and Toorak where the Activity Centres are situated. Wurundjeri Woi-wurrung Ancestor and ngurungaeta William Barak recalled his memories of George Langhorne from Coranderrk:

*"A Mr Langhorne started a school for blacks in Bourke St and King St, and he and a Mr Belche (late of Geelong) used to go to the camps and preach. Barak's father was very angry at the way he had been duped [in Batman's deed of title], and made trouble."*⁶

BUNURONG CULTURAL VALUES STATEMENT

Bunurong peoples are the Traditional Custodians of this land, including parts of the proposed locations the Toorak cluster—specifically the southern part of the Toorak to Armadale catchment.

They have cared for this Country for thousands of years and continue to do so today. This area, and the broader cultural and biocultural landscapes of Bunurong Country, remain deeply significant to Bunurong peoples.

Bunurong peoples hold extensive knowledge of Country, passed down through generations via lore, ceremonies, rituals, and cultural practices. These traditions sustain and reinforce important social, cultural, political, spiritual, economic, and ecological values.

Bunurong peoples hold extensive knowledge of Country, passed down through generations via lore, ceremonies, rituals, and cultural practices. These traditions sustain and reinforce important social, cultural, political, spiritual, economic, and ecological values.

Bunurong Land Council Aboriginal Corporation (BLCAC) acknowledges that much of the Toorak cluster lies within the Registered Aboriginal Party (RAP) area of Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation (WWCHAC). These RAP boundaries reflect the contemporary administrative arrangements, and do not represent the full pre-colonial extent of Bunurong Country or areas of shared Country. The location of the Toorak cluster across both BLCAC and WWCHAC RAP areas reflects the sophisticated ways in which peoples of the Kulin Nation managed Country and relationships between groups. Although the current RAP area boundary with Wurundjeri Woi Wurrung is located south of the Yarra River, Bunurong peoples have historically visited and resided along the southern banks of this significant watercourse.

Bunurong peoples moved across Country in accordance with seasonal cycles, enjoying easy access to a diverse range of readily available resources. The part of Country now encompassed by the Toorak cluster formed part of established Bunurong travel routes. These well-defined Bunurong pathways were embedded within the landscape and were later adopted and adapted by early colonists as stock routes.

Dandenong Road is one of many examples of a Bunurong pathway that was subsequently used by stockists and eventually developed into a major road. The routes were important to both Bunurong peoples and colonists because they typically provided access to fresh water sources. However, as colonists increasingly used these established pathways, they were widened and degraded by stock movement and ceased being used regularly by Bunurong peoples.

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.



THE VISION FOR HAWKSburn TO MALVERN AND TOORAK VILLAGE

Hawksburn, Toorak, Armadale, Malvern and Toorak Village 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 Stonnington City Council's strategic work and engagement.

Hawksburn, Toorak, Armadale, Malvern and Toorak Village form a network of distinct yet complementary centres, connected by the Frankston rail line, several tram corridors and a fine-grain network of green, walkable streets.

Access to parks and gardens, valued heritage buildings, and vibrant, character-rich high-streets foster strong social connections and reinforce the community's deeply valued sense of place.

Hawksburn

Hawksburn will remain a vibrant village centre.

The area's eclectic shops and services centred around the intersection of Malvern Road and Williams Road will continue to meet local needs, while areas west of Williams Road will accommodate greater housing renewal, supported by the progressive transformation of larger-format light industrial sites.



Toorak

Toorak will continue to evolve as a centre shaped by its dividing rail line.

Beatty Avenue's heritage buildings and village feel will support new shop-top housing, while areas west of Toorak Station and Orrong Road will continue to develop a more contemporary apartment character. A consistent mid-rise scale will guide future built form across the centre.



Armadale

High Street's distinctive mix of eclectic and designer boutiques, fine-grained heritage buildings, and specialty retail and hospitality services will be strengthened by new developments integrating old and new built forms.

Strategic infill development will be carefully designed to protect the centre's celebrated high street character and heritage fabric.



Malvern

Malvern, strengthened by the recent delivery of a strategic development at the Dandenong Road gateway, will continue to grow as a vibrant and well-connected mixed-use centre.

The centre is anchored by Glenferrie Road's retail and commercial activity; Malvern Central; and the health and medical precinct along Wattletree Road. The centre will support new housing and investment, while protecting Glenferrie Road's valued heritage character.



Toorak Village

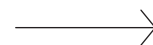
Toorak Village will continue to thrive as a distinctive and vibrant centre, with additional housing supporting its compact mix of commercial, retail and hospitality services.

Greater housing outcomes will be focused on strategic sites on Toorak Road, reinforcing the area's valued character as a neighbourhood already featuring more apartments and flats than detached houses.



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.

"It makes so much more sense to me to allow greater heights for developments along main roads in the area to increase density and housing."

– Toorak community member

How we determine appropriate heights

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

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

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

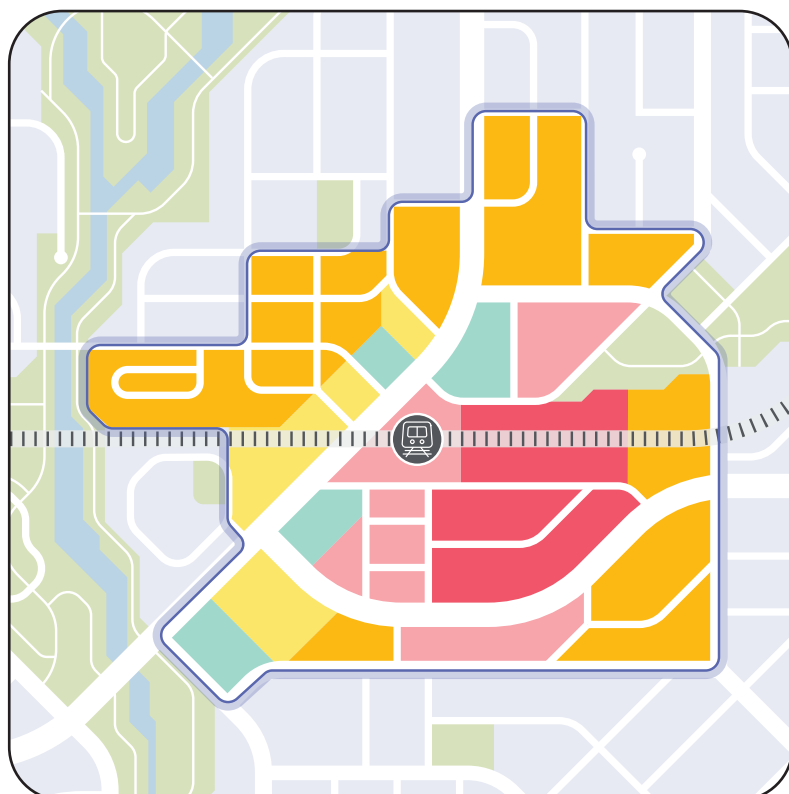
Each typology within the Housing Growth Framework ranking has its own set of standards for heights and setbacks, to allow the right level of development to happen in the right places.

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.

Figure 2: Built form typologies (example only)



Heritage main street

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

Non-heritage main street

Shops on narrow lots on the main street

Limited sensitivities

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

Large opportunity sites & enclosed shopping centres

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

Fringe

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



BUILT FORM OUTCOMES EXPLAINED

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

To understand where we've applied some of these standards to the Hawksburn, Toorak, Armadale, Malvern and Toorak Village activity centres, please see the following sections:

- **Hawksburn activity centre core built form**
- **Toorak activity centre core built form**
- **Armadale activity centre core built form**
- **Malvern activity centre core built form**
- **Toorak Village activity centre core built form.**

Built form testing

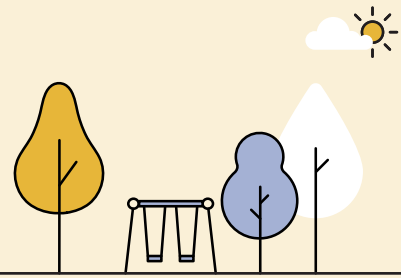
Each place is unique and we have responded to this by carrying out built form testing. Built form testing helped us understand the key qualities of these centres, and to balance allowing more homes with protecting amenity, such as sun access to identified parks and streets, and identified key view lines.

Recommendations from built form testing may include 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 Hawksburn to Malvern and Toorak Village Report* (Architectus, May 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.

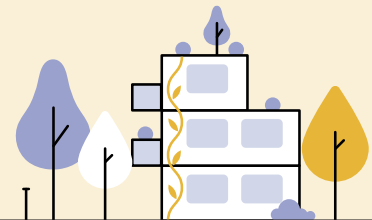
We have identified primary, secondary and tertiary active frontages based on the existing and emerging land uses in different typologies, ensuring new buildings provide opportunities for the right level of activation.



Landscape setbacks

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

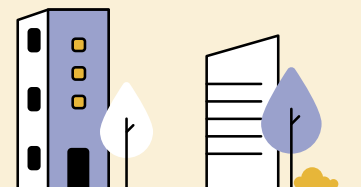
They support urban greening and in particular tree canopy, the softening of edges and ensure an appropriate transition to the public realm.



Sensitive interface setbacks

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

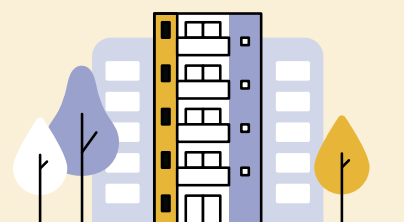
Sensitive interface setbacks are used to respond to the amenity needs of neighbouring properties to the south. These provide additional setbacks to the south boundary to allow sun access to the north-facing areas of properties south of the activity centre core.



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.





HAWKSBURN ACTIVITY CENTRE CORE BUILT FORM

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

Hawksburn is known for its village feel. The character of Hawksburn differs across the centre, with areas east of Williams Road exemplifying a fine grain character, heritage shop fronts and a diverse retail and commercial offer typical of late 19th century shopping strips.

In contrast, areas west of Williams Road exemplify larger-format light industrial sites. This is why we have applied six storey building heights on the fine grain heritage shop fronts around the intersection of Malvern and Williams Road and instead focused greater heights west of Williams Road on larger light industrial sites that better accommodate greater building heights.

To maintain the vibrancy of Hawksburn's cafés and local businesses, we have applied a mix of primary and secondary active frontage along Malvern Road, Williams Road and select side streets such as Hobson Street and Mathoura Road.

The Community Reference Group noted how important Malvern Road is as a local high street and gathering place for people to work and socialise. This is why we've planned solar protection for Malvern Road to ensure sunlight access for those walking, resting or riding along Malvern Road.

We heard that the community is generally supportive of development being concentrated around Hawksburn Station, as well as along main roads, key transport corridors such as Malvern Road and Williams Road and redevelopment sites.

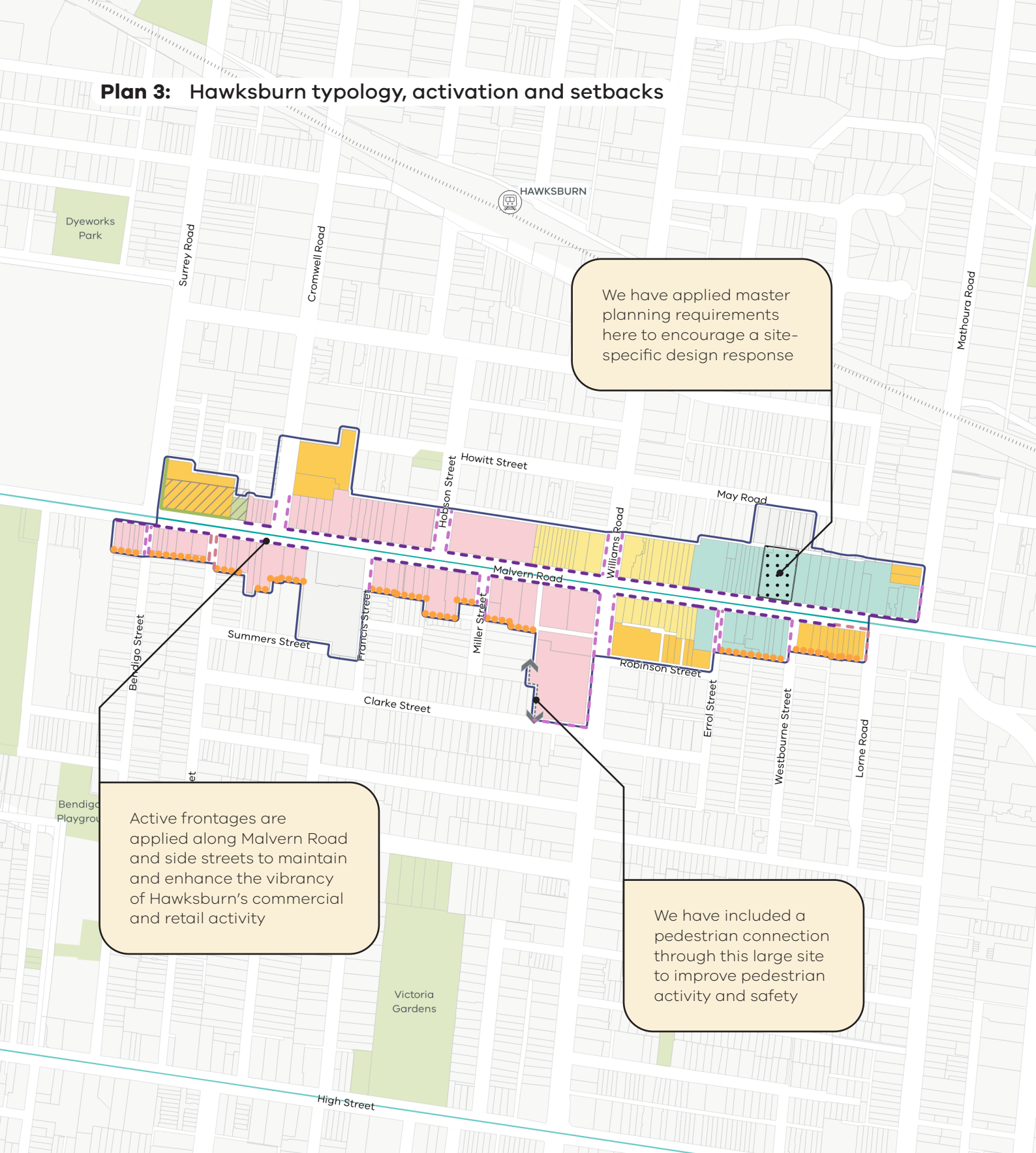
"I would like to see development that is sensitive to the existing look and feel of the suburb."

– Hawksburn community member

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



Plan 3: Hawksburn typology, activation and setbacks



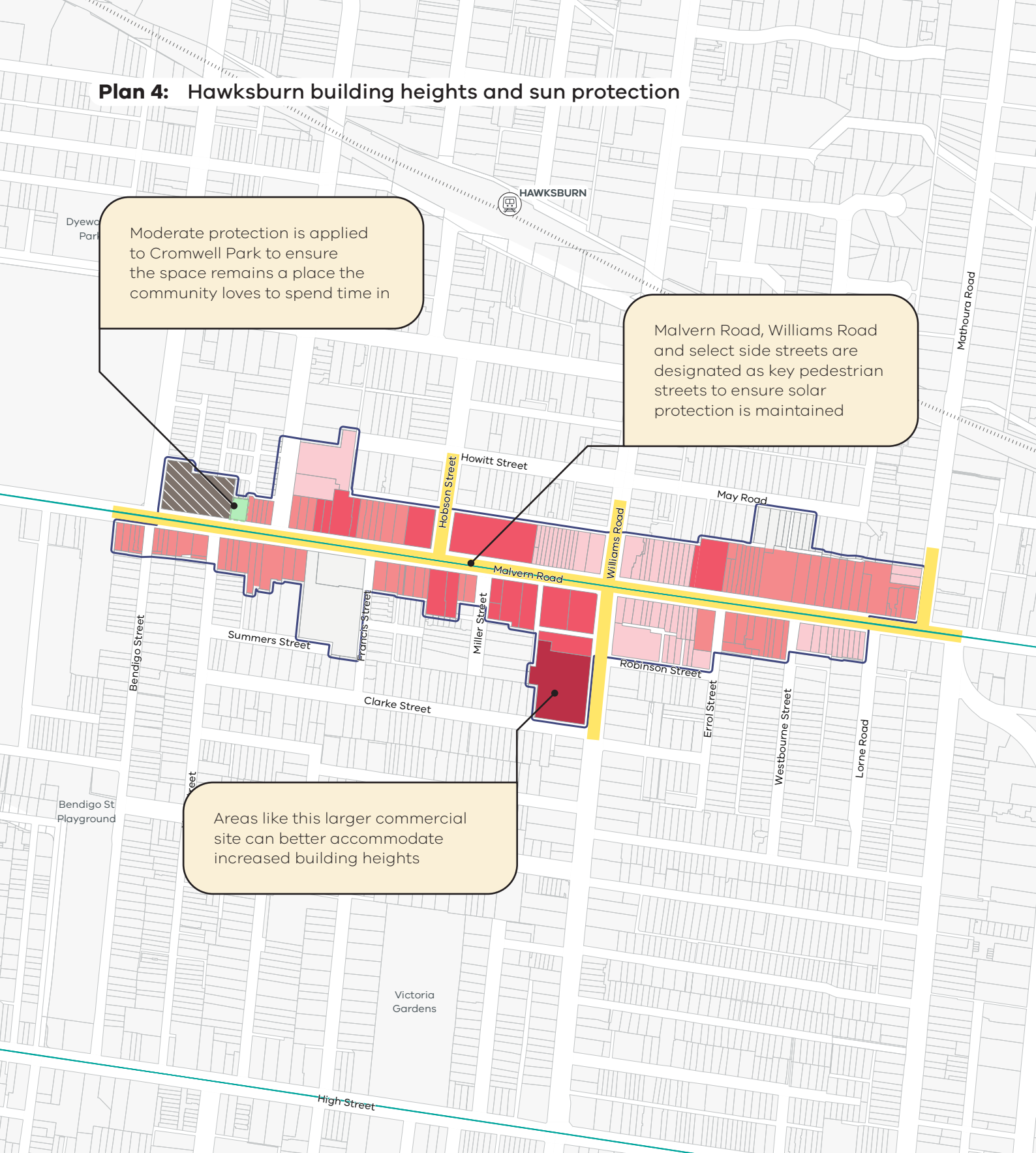
- Hawksburn train and tram zone activity centre core
- train station & corridor
- tram route
- existing open space
- Heritage Main Street Core typology
- Non-Heritage Main Street Core typology

- Fringe Precinct typology
- Limited Sensitivities typology
- master plan site
- primary active frontage
- secondary active frontage
- tertiary active frontage

- sensitive interface
- landscape setback
- ↔ pedestrian connection (indicative)
- Victorian heritage register site



Plan 4: Hawksburn building heights and sun protection



- Hawksburn 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
- VHR - height not specified
- Sun protection**
- key pedestrian street
- moderate protection open space





TOORAK ACTIVITY CENTRE CORE BUILT FORM

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

Toorak will continue to evolve as a centre defined by two distinct yet complementary characters.

Beatty Avenue is distinguished by its handsome, well-preserved heritage shopfronts, which provide intimate dining venues and specialist retail boutiques. These elements create the much-loved village atmosphere that defines the street. To protect this character, a consistent six-storey building height has been applied along Beatty Avenue. This approach enables new shop-top housing while ensuring future development respects the area's established scale. Modest building heights also help maintain good sunlight access along the street, including at the civic corner of Beatty Avenue and Rose Street.

Recent redevelopment at Toorak Park has introduced a contemporary apartment character that is distinct yet complementary to Beatty Avenue's village feel. A uniform six-storey height across the remaining centre helps ensure new development supports, rather than overwhelms, the valued heritage character of Beatty Avenue's shopfronts and Armadale more broadly.

The Community Reference Group noted how important Beatty Avenue is as a local centre, suggesting higher building heights should be focused on the station and areas west of the rail line. This is why we've planned solar protection for Beatty Avenue and Rose Street to ensure sunlight access for those walking, resting, street dining, or otherwise occupying the street.

We heard that the community is generally supportive of moderate residential growth if the growth is appropriately located. Community members preferred that increased densities be focused around Toorak station and along main roads, such as Orrong Road.

"Care needs to be taken in building new housing to preserve the amenity and character of the area"

– Toorak community member

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



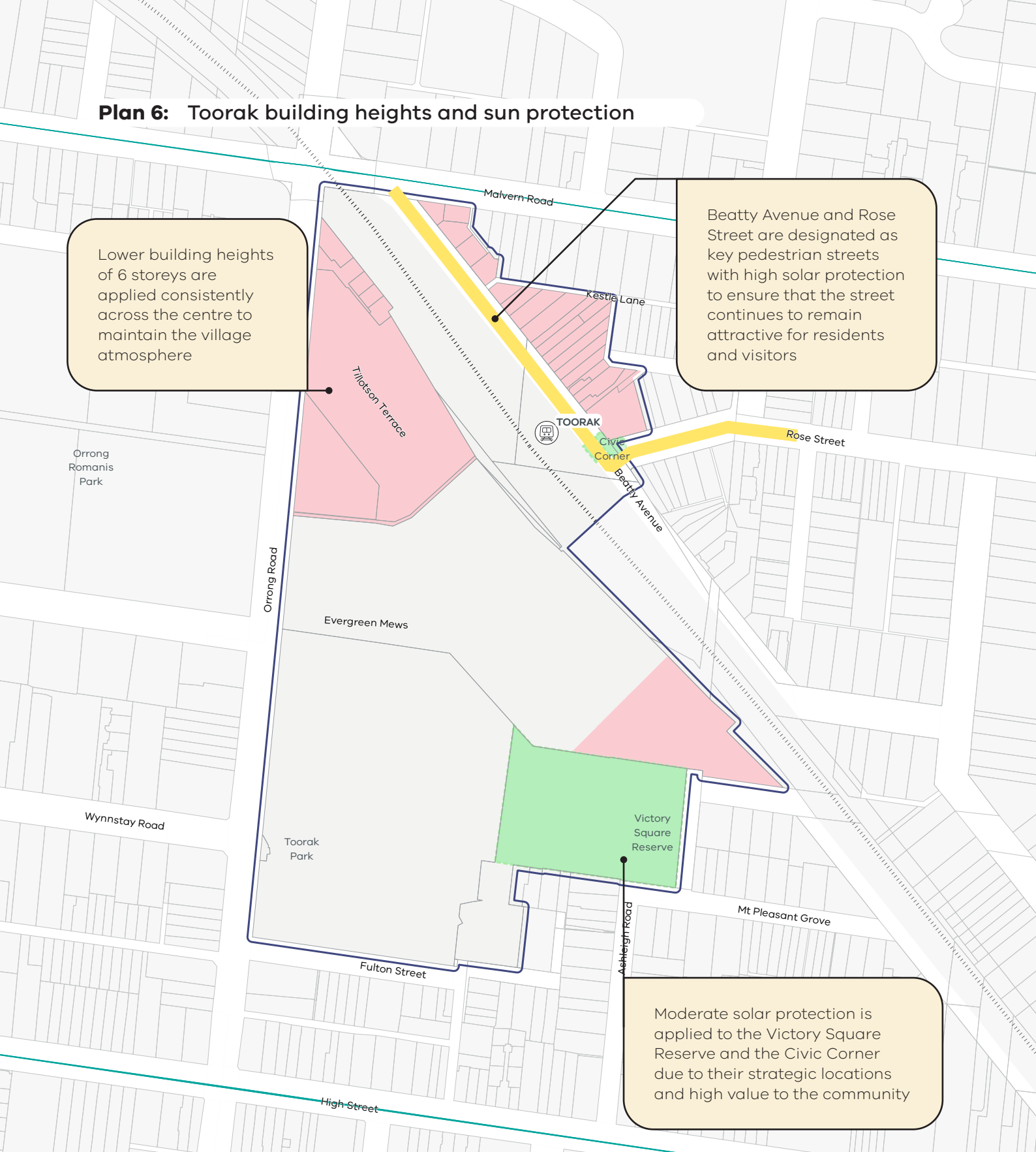
Plan 5: Toorak typology, activation and setbacks



- | | | | | | |
|--|---|--|------------------------------------|--|------------------------------------|
| | Toorak train and tram zone activity centre core | | Heritage Main Street Core typology | | landscape setback |
| | train station & corridor | | Fringe Precinct typology | | pedestrian connection (indicative) |
| | tram route | | primary active frontage | | Victorian heritage register site |
| | existing open space | | secondary active frontage | | |
| | | | park interface | | |



Plan 6: Toorak building heights and sun protection



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

Sun protection

- key pedestrian street
- moderate protection open space





ARMADALE ACTIVITY CENTRE CORE BUILT FORM

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

High Street, Armadale is distinguished by its commercial vibrancy, diverse boutique offerings – including fashion, galleries and intimate hospitality venues – low commercial vacancy, and intact heritage buildings. In response, modest building heights of up to six storeys have been applied across most of High Street to support shop-top housing while maintaining good solar access at the street level.

A mix of primary and secondary active frontages has also been designated along High Street and key side streets to reinforce the area's vibrancy. Given High Street's east-west orientation, sensitive interface standards have been applied to residential areas immediately to the south of the centre, ensuring there is sufficient access to sunlight for north-facing windows.

The Community Reference Group highlighted the importance of Heritage Overlays in shaping where taller development should occur. Accordingly, modest six-storey heights have been applied to heritage-affected land along High Street, while eight and 10 storey development has been limited to sites outside the Heritage Overlay.

We heard that the community is generally supportive of concentrating greater height along main roads and near the train station, provided this is done in a way that respects local character, existing greenery, the established streetscape, and residential areas immediately behind and to the south of High Street.

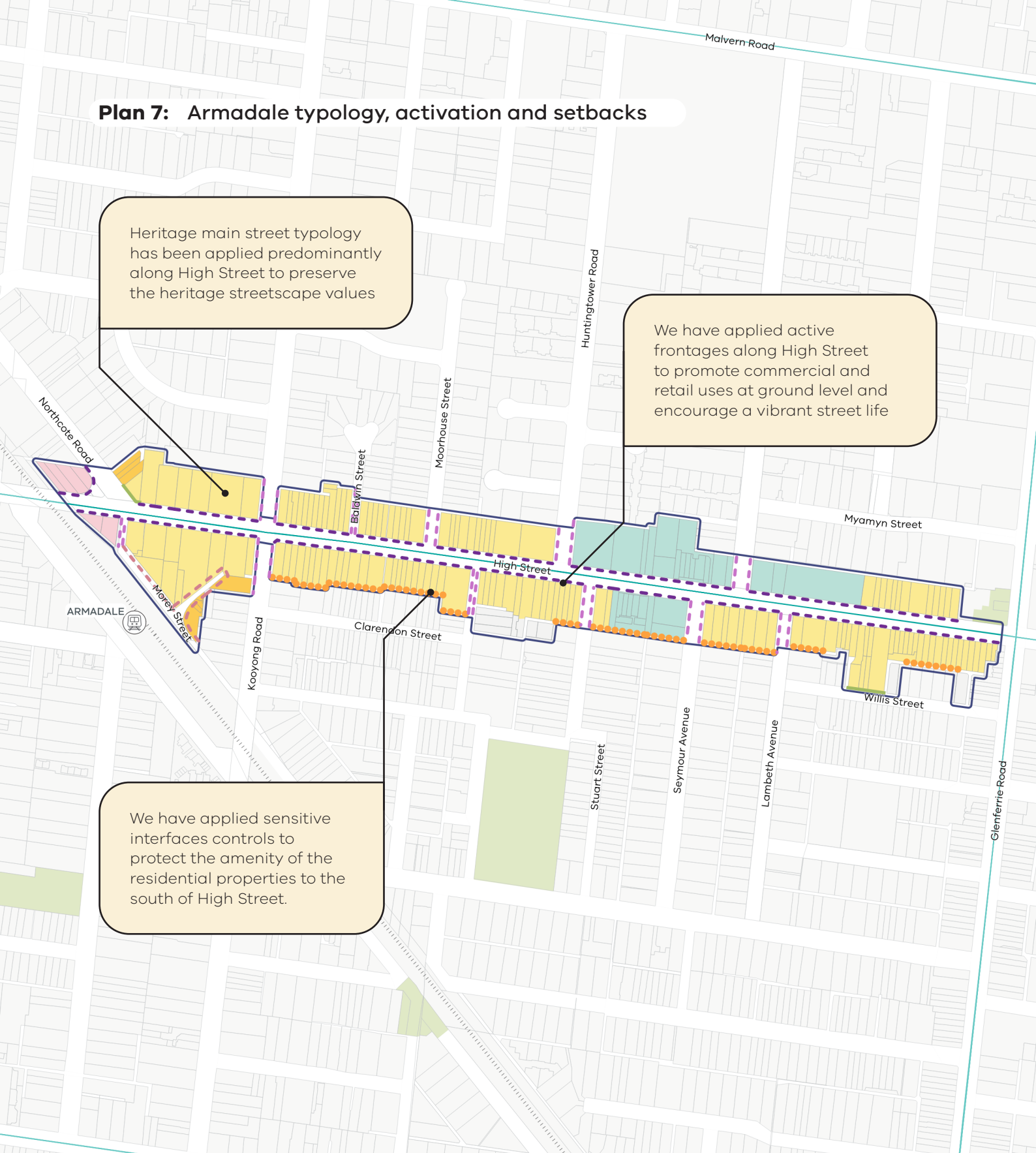
"I'd love to see higher density homes but to be consistent with neighbourhood appeal so local charm, vegetation and sun is not lost."

– Armadale community member

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



Plan 7: Armadale typology, activation and setbacks



- | | | |
|---|--|--------------------------|
| Armadale train and tram zone activity centre core | Non-Heritage Main Street Core typology | tertiary active frontage |
| train station & corridor | Fringe Precinct typology | sensitive interface |
| tram route | Limited Sensitivities typology | landscape setback |
| existing open space | primary active frontage | |
| Heritage Main Street Core typology | secondary active frontage | |



Plan 8: Armadale building heights and sun protection



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





MALVERN ACTIVITY CENTRE CORE BUILT FORM

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

Malvern is a well-connected, mixed-use centre anchored by Glenferrie Road's fine-grain heritage shopfronts, diverse food and hospitality offerings, Malvern Central, and Wattletree Road's health and medical precinct.

A mix of primary and secondary active frontages has been designated along Glenferrie Road, Wattletree Road and key side streets to reinforce the area's vibrancy. As the streets with the highest pedestrian activity, Glenferrie Road, Wattletree Road and Station Street have the highest level of solar protection from additional overshadowing.

Given Wattletree Road's east-west orientation, sensitive interface standards have been applied to residential areas immediately to the south of the centre, ensuring there is sufficient access to sunlight for north-facing windows.

The Community Reference Group highlighted the importance of Heritage Overlays in shaping where taller development should occur. Accordingly, modest eight-storey heights have been applied to heritage-affected land along Glenferrie Road, while 12 and 16 storey development has been limited to significant development sites along Glenferrie Road, Wattletree Road and Dandenong Road.

We have applied master planning requirements to Malvern Central to encourage the best design outcomes for the public on this large opportunity site, including improved pedestrian connection to Glenferrie Road.

We heard that the community is generally supportive of concentrating greater height along main roads and near the train station, provided this is done in a way that respects local character.

"We understand the need for development around train stations and main roads."

– Malvern community member

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



Plan 9: Malvern typology, activation and setbacks

We've applied Heritage Main Street Core typology to all of Glenferrie Road and Station Street. This will create a continuous street appearance that is responsive to its heritage context, a feature of Malvern that is very important to local residents and users of the activity centre

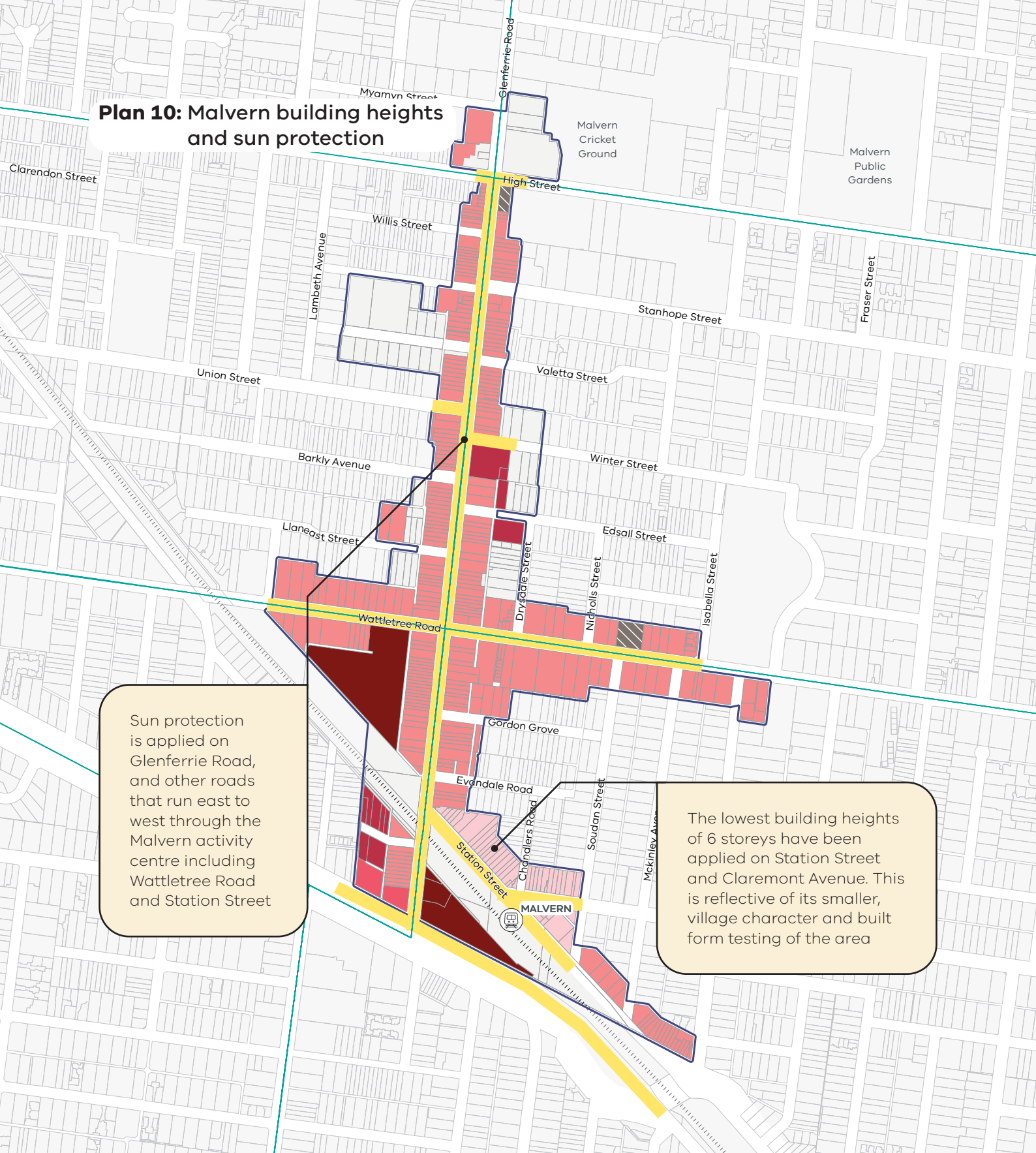
We've applied master planning requirements to Malvern Central to encourage the best design outcomes for the public on this large opportunity site

Map labels include: Clarendon Street, Myamyn Street, Glenferrie Road, High Street, Willis Street, Lambeth Avenue, Union Street, Barkly Avenue, Laneast Street, Wattlebee Road, Gordon Grove, Evandale Road, Station Street, MALVERN, Chenders Road, Soudan Street, McKinley Avenue, Glendeberg Grove, Claremont Avenue, Isabella Street, Edsall Street, Nicholls Street, Drysdale Street, Valetta Street, and Malvern Cricket Ground.

-  sensitive interface
 landscape setback
 pedestrian connection (indicative)
 Victorian heritage register site



Plan 10: Malvern building heights and sun protection



- Malvern train and tram zone activity centre core
- train station & corridor
- tram route
- up to 6 storeys
- up to 8 storeys
- up to 10 storeys
- up to 12 storeys
- up to 16 storeys
- VHR - height not specified
- Sun protection**
- key pedestrian street





TOORAK VILLAGE ACTIVITY CENTRE CORE BUILT FORM

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

Toorak Village is a vibrant centre well serviced by trams, comprising a diverse mix of activities and large-scale contemporary developments.

The Community Reference Group highlighted that it was an appropriate centre for housing growth, particularly around the tram corridor. That's why we have planned for heights of eight to 10 storeys along much of Toorak Road with street wall heights of three storeys. A strategically significant site on Toorak Road supports heights up to 16 storeys and is subject to master planning requirements.

The Community Reference Group noted how important the protection of Toorak Road and Grange/ Canterbury Roads were for people to live, work, shop and dine. Additionally, Jackson Street was highlighted to be a key street that was frequently used to access the Toorak Campus of Geelong Grammar School. That's why we have planned for solar protection along these access routes, ensuring adequate access to sunlight is maintained.

The heritage shopfronts to the east of Toorak Road are valued by the community, that is why we have applied Heritage-Main Street Core typology and lower heights of six storeys to preserve the heritage character.

We heard that the community is very supportive of increased heights on the large Trak Centre site as it has existing building heights up to 11 storeys. That is why we have planned for increased heights of 16 storeys along with master planning requirements to encourage better outcomes for the public on this large opportunity site, including an improved pedestrian connection to Jackson Street.

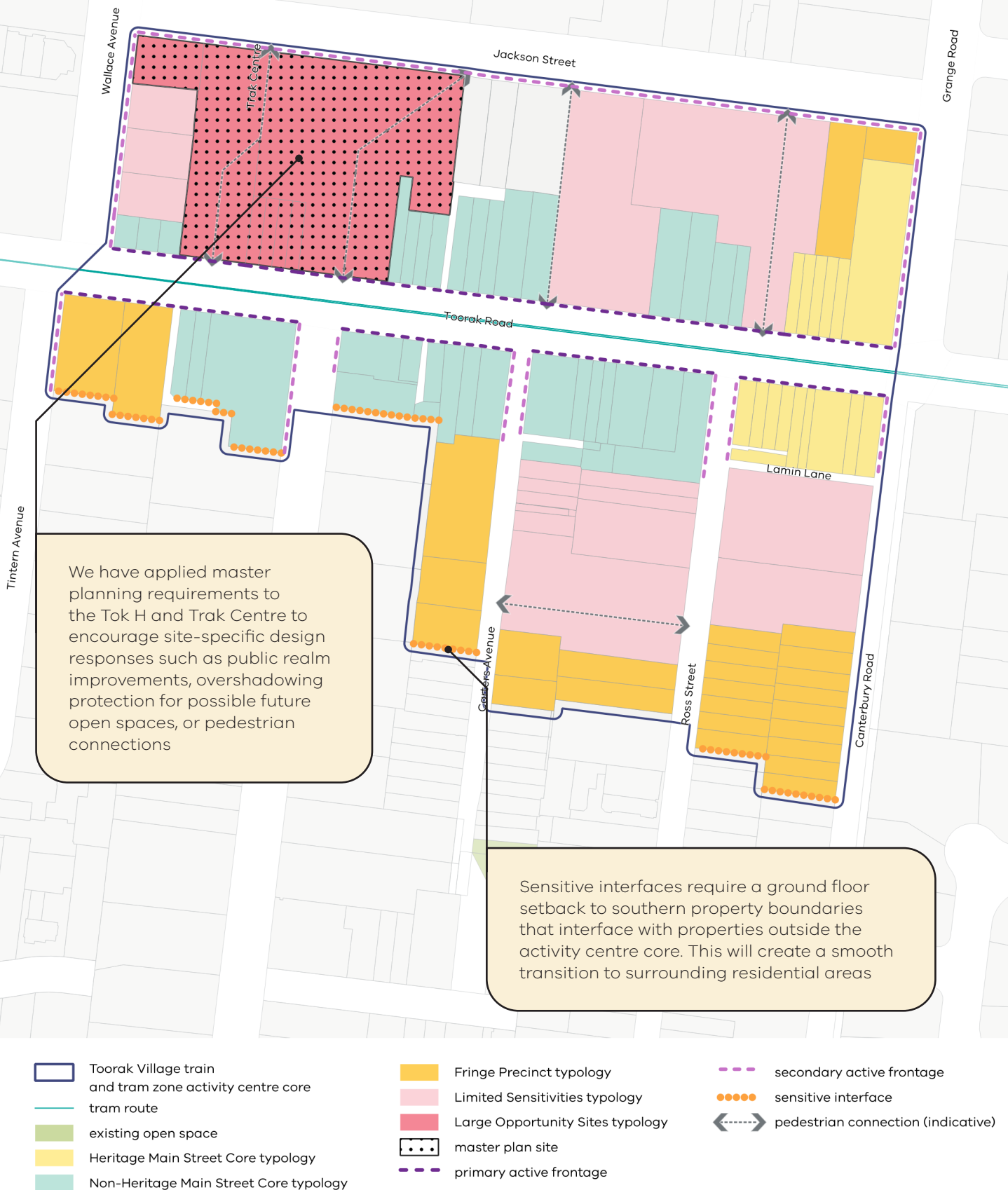
"Prioritising height along main transport routes supports efficient land use, encourages sustainable transport outcomes, and aligns with strategic planning objectives to concentrate growth in accessible locations."

– Toorak Village community member

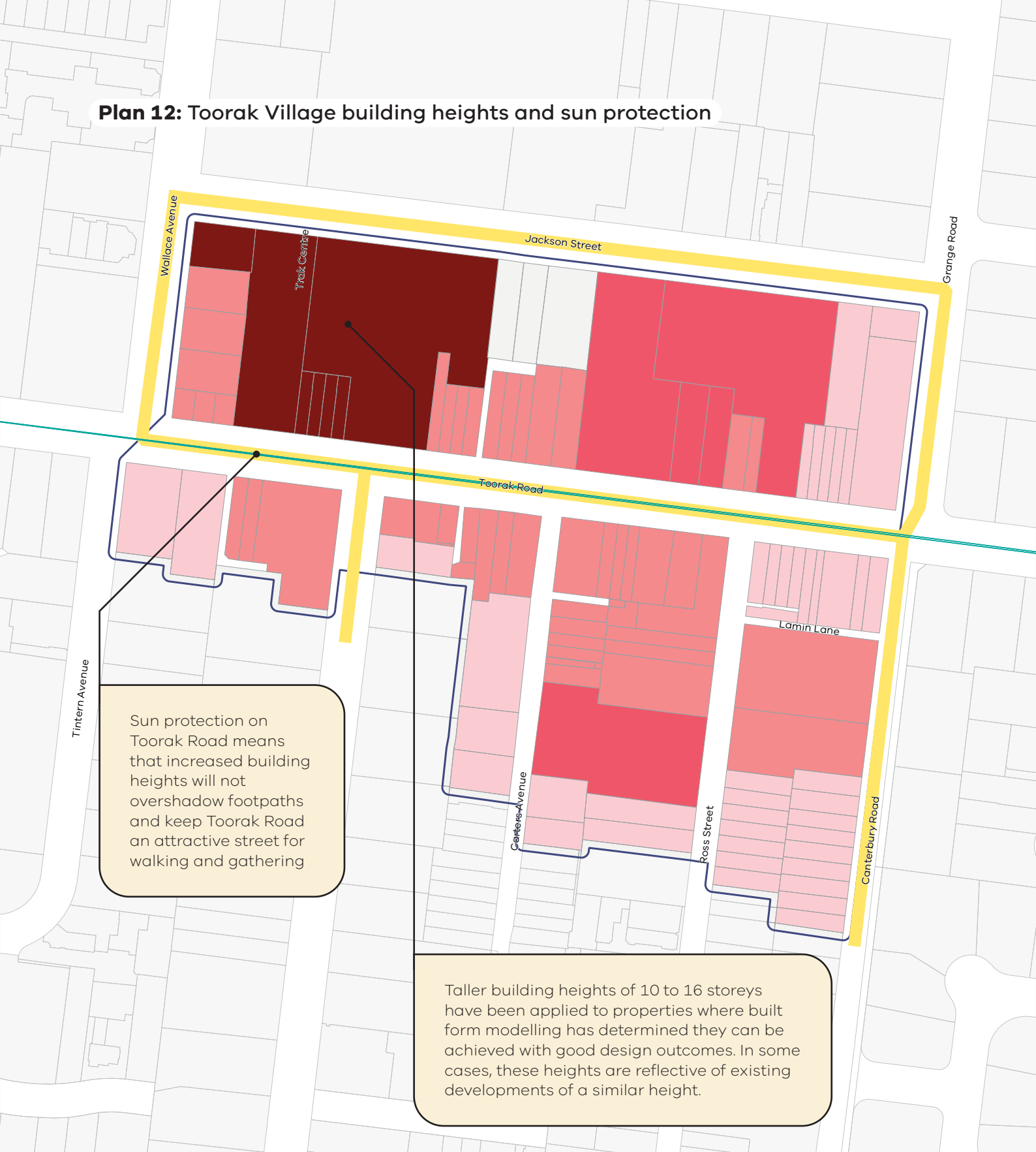
Refer to **Plan 11: Toorak Village typology, activation and setbacks** and **Plan 12: Toorak Village building heights and sun protection** to see the built form outcomes and building heights for the activity centre core.



Plan 11: Toorak Village typology, activation and setbacks



Plan 12: Toorak Village building heights and sun protection



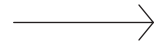
- Toorak Village train and tram zone activity centre core
- tram route
- up to 6 storeys
- up to 8 storeys
- up to 10 storeys
- up to 16 storeys
- Sun protection**
- key pedestrian street



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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 Hawksburn to Malvern and Toorak Village

The key features that influenced the catchment boundaries include:

- Heritage Overlays
- Major roads, like Dandenong Road.

To understand where we've applied the inner and outer catchment boundaries, please see **Plan 13: Hawksburn to Malvern and Toorak Village catchment**.

Mandatory height controls

Mandatory height controls across the catchment areas are important for several reasons. They provide certainty to residents and the broader community on what level of change to expect in their neighbourhood as the area becomes home to more people.

The mandatory height controls also provide for protection of view lines that extend from or across our activity centres to or between surrounding high points; important for recognising the cultural significance of these places to Traditional Owners; supporting ongoing cultural practices and allowing all people to orient themselves across the city.

In Armadale and Malvern, recognising the existing views from publicly accessible vantage points near the intersection of High Street and Glenferrie Road toward Upwey, new development within the residential catchment area should not obstruct these views.

Changes to zoning in the planning schemes

The Housing Choice and Transport Zone enables a diversity of housing in the catchment, and other well-served locations. The Housing Choice and Transport Zone 1 will replace most existing residentially zoned land in the inner catchment. The Housing Choice and Transport Zone 2 will replace most existing residentially zoned land in the outer catchment.

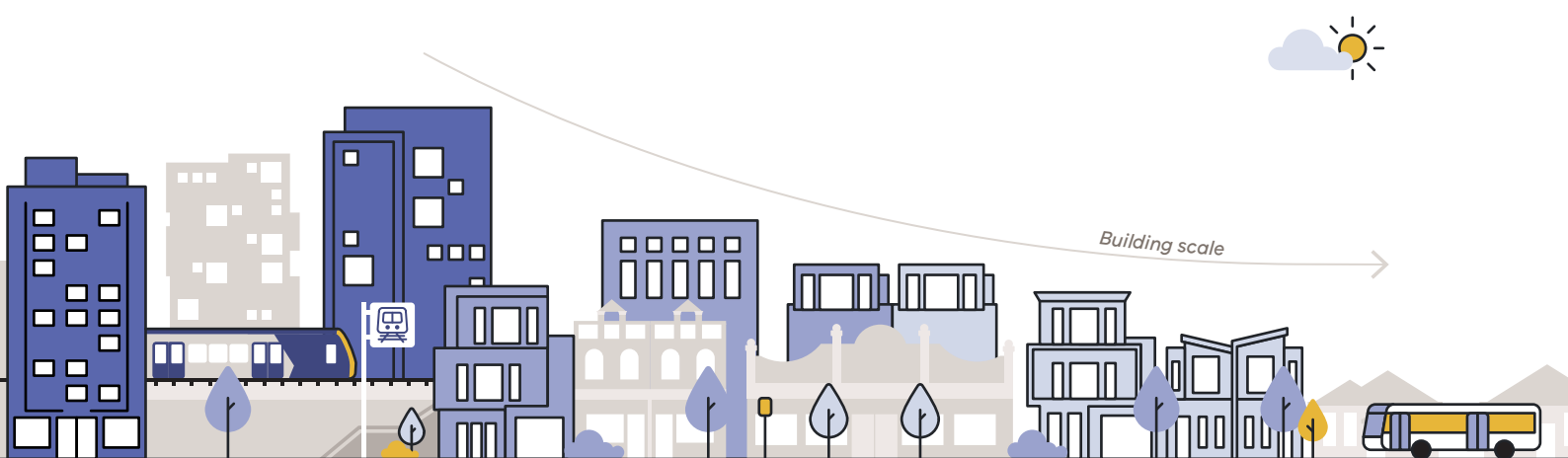
Plan 13: Hawksburn to Malvern and Toorak Village catchment shows the high-level vision for the inner and outer catchments.

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

Transition from the train and tram zone

As you move away from the commercial and community core of the activity centre, the allowable building heights gradually decrease, creating a transition between the activity centre and the surrounding suburb.

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



The core

The cultural and commercial hub of the community, the activity centre core is thriving and active with shops, community facilities, services and transport options.

The inner catchment

The inner catchment includes residential land with direct access to the activity centre core, open spaces, local destinations, and public and active transport.

The inner catchment generally allows for building heights up to four storeys. Where lots are larger and meet specified criteria, it allows buildings of up to six storeys.

The outer catchment

The remainder of the catchment generally allows for building heights up to three storeys.

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

To understand where we've applied the inner and outer catchment, please see **Plan 13: Hawksburn to Malvern and Toorak Village catchment**



Plan 13: Hawksburn to Malvern and Toorak Village catchment

Community feedback supported housing growth on main roads, serviced by trams and buses, which can connect residents quickly to a train station and commercial core

We have applied outer catchment in areas that have large heritage precincts and reduced public transport access such as the area west of Glenferrie Road

Residential properties on Florence Street have been removed from the catchment. This is based on community feedback regarding road access and limited development potential

The catchment directly intersects with the South Yarra to Windsor catchment. This is reflective of the high access to transport, public services and amenities local residents enjoy

The catchment is determined by a comfortable walking distance from transport and commercial high streets. This is seen in the south which ends at Dandenong Road and ends further north at High Street for the catchment around Hawksburn and Toorak stations

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

0 0.2 0.4 0.6 0.8 km



CHANGES TO THE STONNINGTON PLANNING SCHEME

Changes to local policy in the Stonnington Planning Scheme

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

Changes to the overlays in the Stonnington Planning Scheme

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 9 for the Toorak Village activity centre.
- Design and Development Overlay 19 for the Malvern activity centre and the Armadale activity centre.
- Design and Development Overlay 21 for the Hawksburn activity centre.
- Development Plan Overlay 3 for the Malvern activity centre.

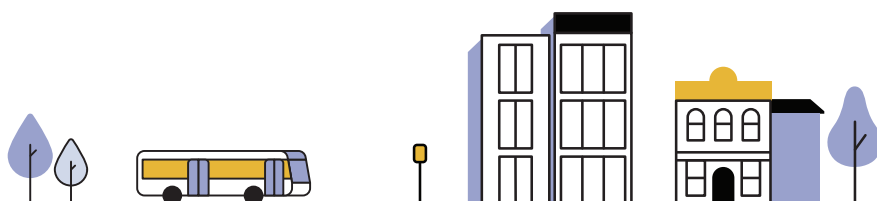
To have these kinds of homes close to services, jobs and public transport, we need to amend some of the existing overlays that have built form elements. This includes:

- Development Plan Overlay 2 for the Toorak activity centre.

Changes to zoning in the Stonnington Planning Scheme

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

- Changing some areas of General Residential Zone to Mixed Use Zone in the Toorak activity centre.
- Changing some areas of General Residential Zone to Mixed Use Zone in the Malvern activity centre.
- Changing some areas of Residential Growth Zone to Mixed Use Zone in the Malvern activity centre.



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6 INFRASTRUCTURE

The Hawksburn to Malvern and Toorak Village 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 Hawksburn to Malvern and Toorak Village (refer to **Plan 2: Hawksburn to Malvern and Toorak Village 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 HAWKSburn TO MALVERN AND TOORAK VILLAGE





INVESTING IN HAWKS BURN TO MALVERN AND TOORAK VILLAGE'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

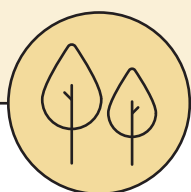
Contributing to greener and cooler parks, streets and public places with more vegetation and street trees.

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 14: Indicative Hawksburn to Malvern and Toorak Village 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.



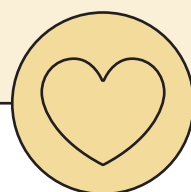
Support improved opportunities for play and recreation, maximising use, access, and enjoyment of public space by everyone.

- Upgrade public spaces (passive open space, pedestrian malls, plazas and forecourts), such as Union Street Gardens and Cromwell 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 Orrong Romanis 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 High Street, Glenferrie Road, and Canterbury 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 Malvern Road, High Street and Beatty Avenue.



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

- Upgrade streetscapes in activity centre cores and commercial areas, such as Malvern Road and Beatty Avenue. 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 Glenferrie Road. Works could include, but not be limited to, street tree planting and landscaping, lighting and footpath improvements and/or widening.

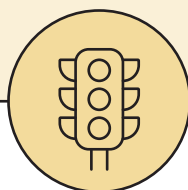
The place improvement plans listed below for the core show the local infrastructure improvement opportunities for the specific activity centres and immediate surrounds, not the broader transport network opportunities identified in **Plan 14**.

- **Plan 15: Hawksburn activity centre core place improvement**
- **Plan 16: Toorak activity centre core place improvement**
- **Plan 17: Armadale activity centre core place improvement**
- **Plan 18: Malvern activity centre core place improvement**
- **Plan 19: Toorak Village 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.



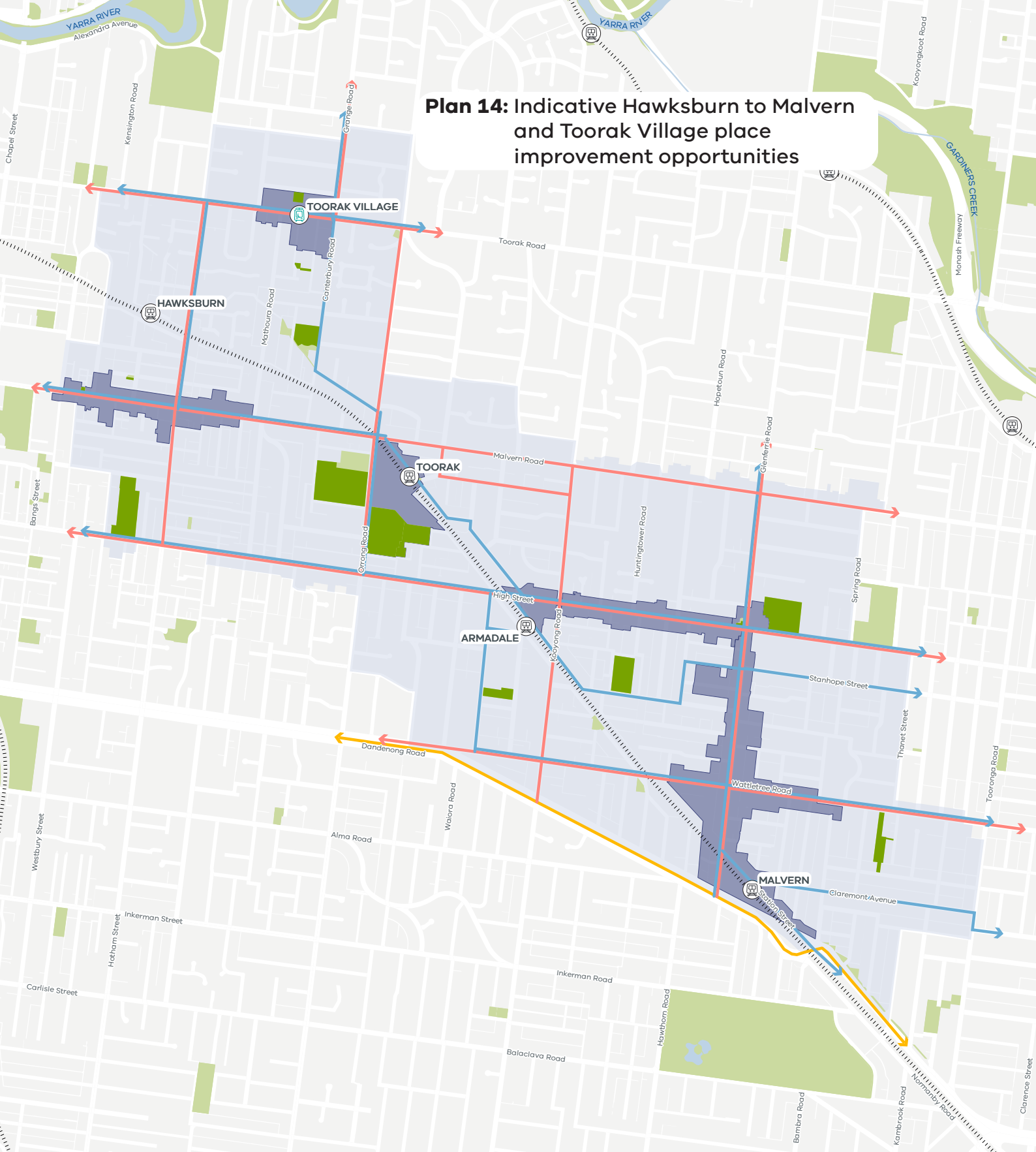
Support more efficient road movements for cars and freight.

- Continue to review ways to improve traffic flow for cars and freight along roads such as Dandenong Road, 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 Malvern Library. Works could include, but not be limited to, libraries, maternal and child health centres, early childhood education and community centres.



-  train and tram zone activity centre core
-  train and tram zone activity centres catchment
-  train station & corridor
-  existing open space
-  watercourse & waterbody

-  active transport opportunities
-  public transport infrastructure opportunities
-  road opportunities
-  public space opportunities

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

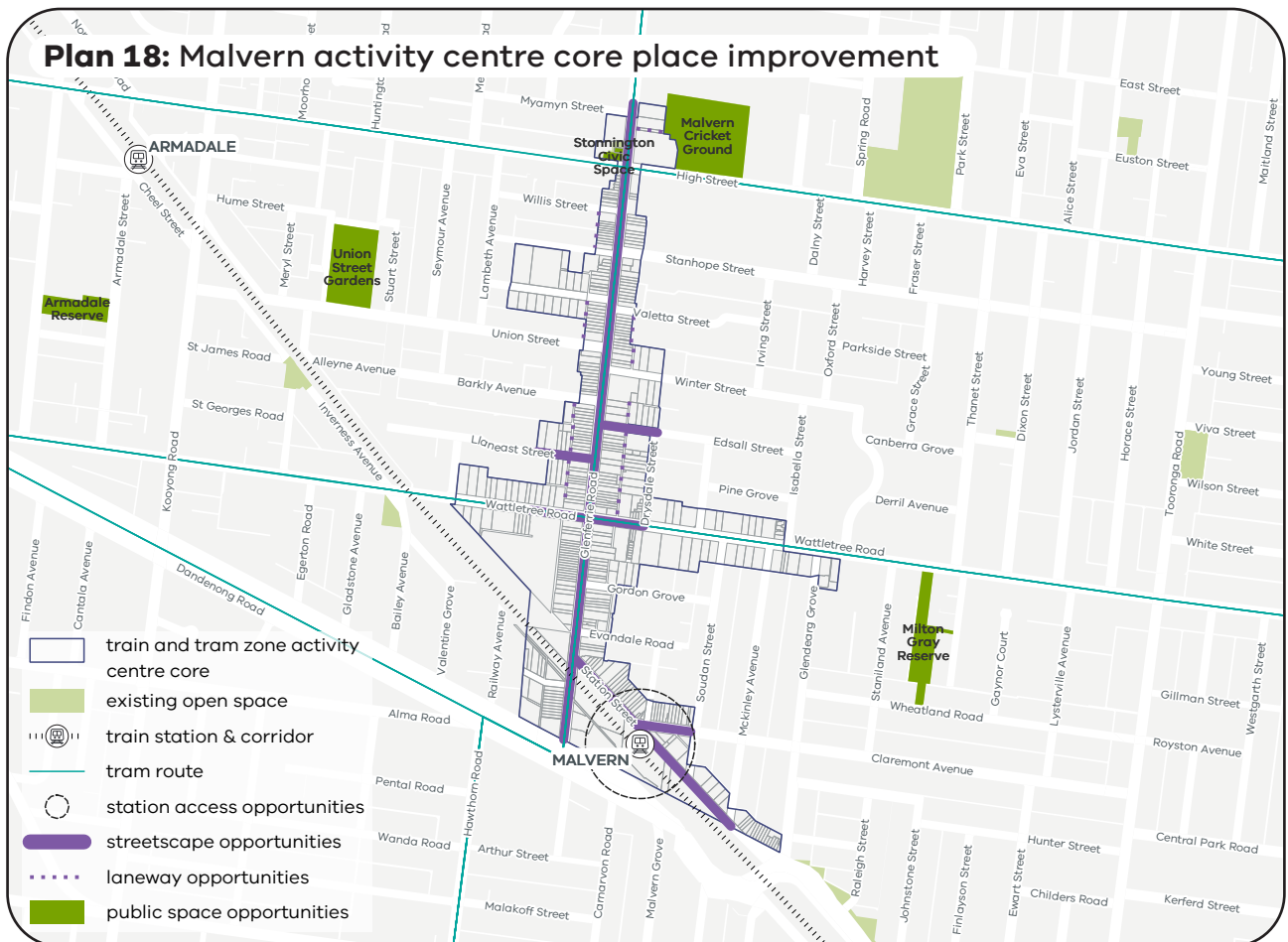




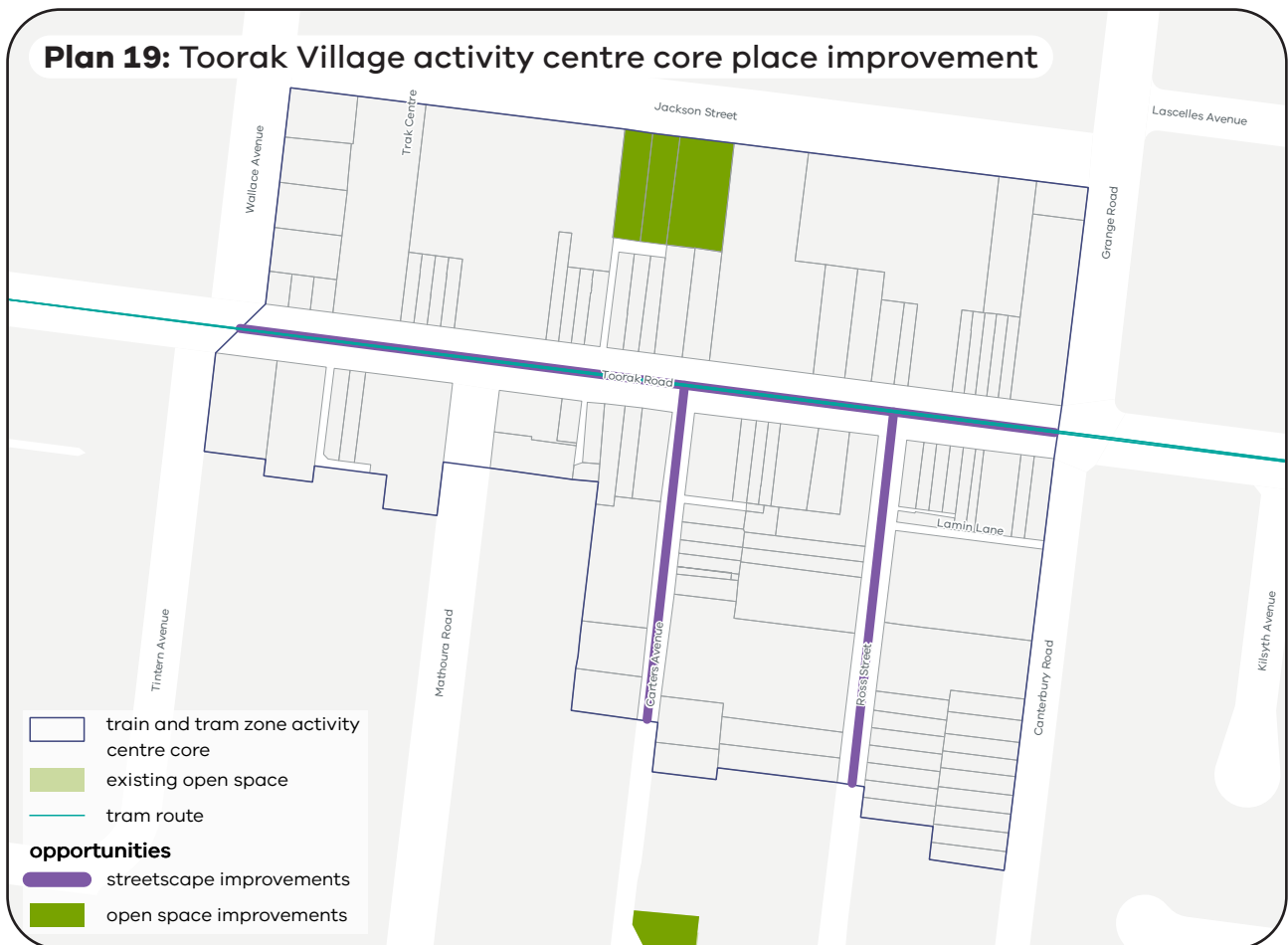
Plan 17: Armadale activity centre core place improvement



Plan 18: Malvern activity centre core place improvement



Plan 19: Toorak Village activity centre core place improvement



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8 REFERENCES

Endnotes

- 1 Wurundjeri Woi-wurrung Elder Aunty Alice Kolasa, cultural values online knowledge recording, 16 March 2025.
- 2 Alfred Howitt, (ca. 1900), *Notes by Howitt on Kulin from Barak*; transcription – Page 98, Howitt and Fison Archive, accessed 2 March 2026.
- 3 Marguerita Stephens (ed) (2014), *The Journal of William Thomas Assistant Protector of the Aborigines of Port Phillip & Guardian of the Aborigines of Victoria 1839–1867, Volume One: 1839 to 1843*. Victorian Aboriginal Corporation for Languages: Melbourne, p.199.
- 4 Yarra Yarra clan or tribe was a term generally used by colonial officials to refer to Woi-wurrung speaking clan groups, particularly Wurundjeri Woi-wurrung People whose Country is closely associated with the Birrarung (Yarra River).
- 5 Marguerita Stephens (ed) (2014), *The Journal of William Thomas Assistant Protector of the Aborigines of Port Phillip & Guardian of the Aborigines of Victoria 1839–1867, Volume One: 1839 to 1843*. Victorian Aboriginal Corporation for Languages: Melbourne, p.199.
- 6 G.H., Hunt, G. Davies, (pre-1932), *Aboriginal Dictionary* Compiled by Mrs. G. H. Hunt of Burwood N.S.W and Mrs George Davies of Healesville, Victoria; assisted by Barak, the last of the Yarra Yarra tribe. Includes transcription of conversations with Barak in the words of Mrs Alice Davies. William Barak Manuscript, University of Melbourne Archive Collection.

Images

Thomas, William (1840), A map of Western Port District (cartographic material) by Asst. Protector Thomas, (cropped), State Library Victoria, accessed 26 February 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.

C

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

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

H

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

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

I

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

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

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

M

main street

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

master plan

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

O

open space

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

P

public realm

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

R

responsible authority

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

S

solar access

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

T

Traditional Owners

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

typology

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



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