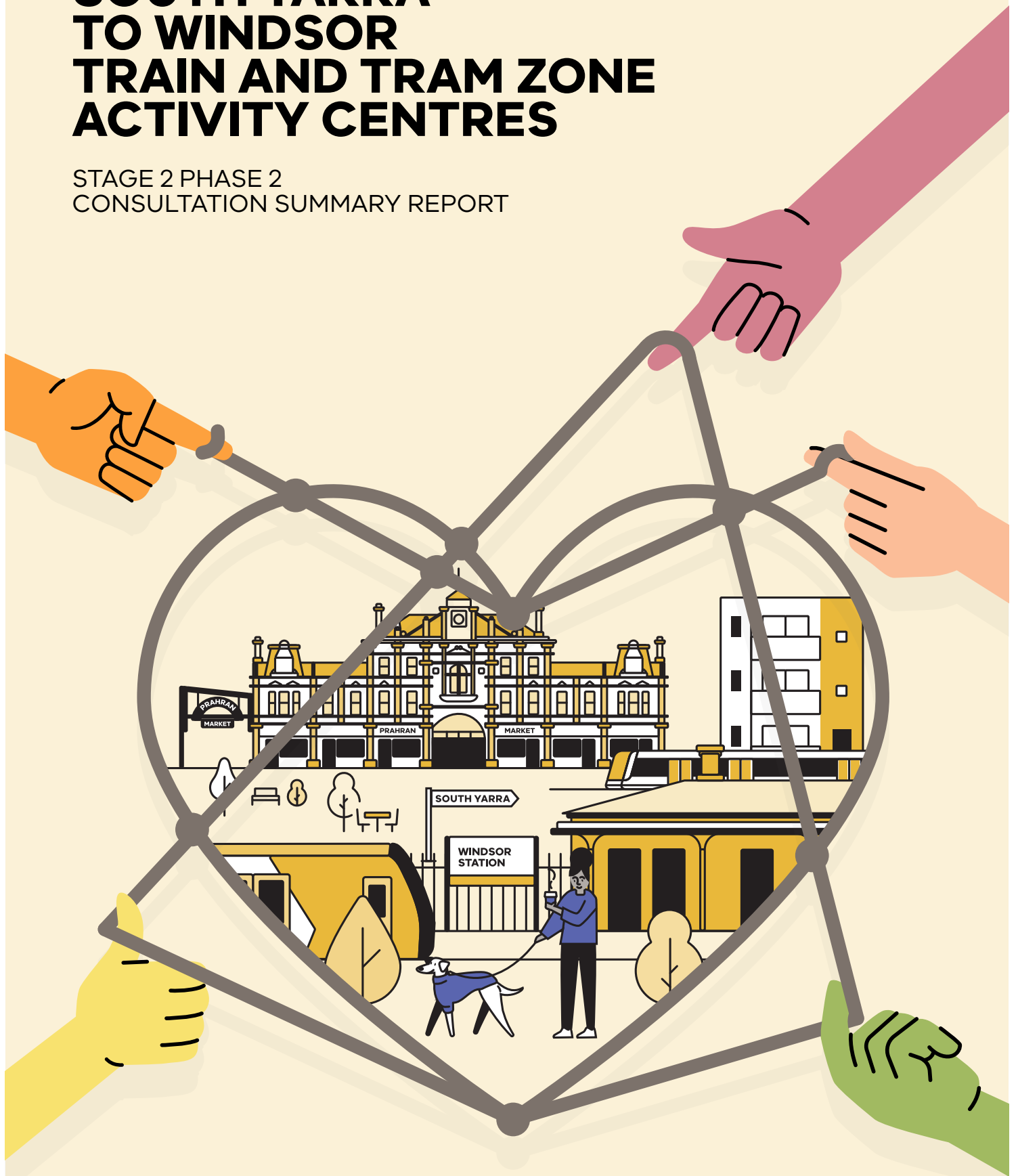


SOUTH YARRA TO WINDSOR TRAIN AND TRAM ZONE ACTIVITY CENTRES

STAGE 2 PHASE 2
CONSULTATION SUMMARY REPORT



ACKNOWLEDGEMENT OF COUNTRY

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

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

Description of artwork

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

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

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



Authorised by the Victorian Government, Melbourne

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1 Spring Street, Melbourne
Victoria 3000
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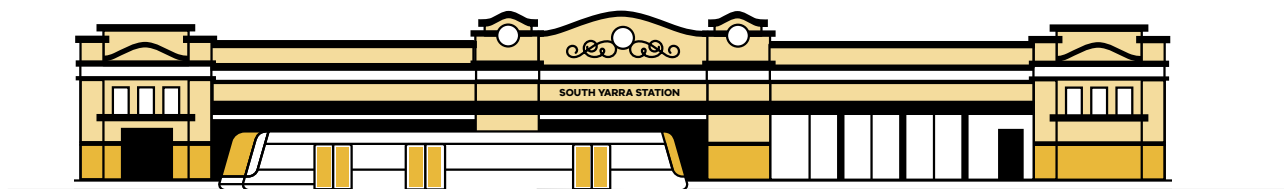
Accessibility information

If you want to receive this publication in an accessible format (such as large print or audio), call 136 186 (select option 6) or email activity.centres@transport.vic.gov.au

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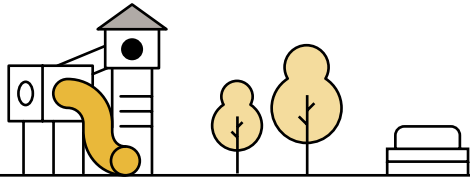
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CONTENTS

EXECUTIVE SUMMARY.....	4
PROGRAM OVERVIEW.....	5
CONSULTATION SCOPE – STAGE 2.....	9
PHASE 2 CONSULTATION OVERVIEW.....	12
CONSULTATION THEMES FOR PHASE 2.....	14
SOUTH YARRA TO WINDSOR – PHASE 2 CONSULTATION SUMMARY.....	17
FEEDBACK BY TRAIN AND TRAM ZONE ACTIVITY CENTRE	23

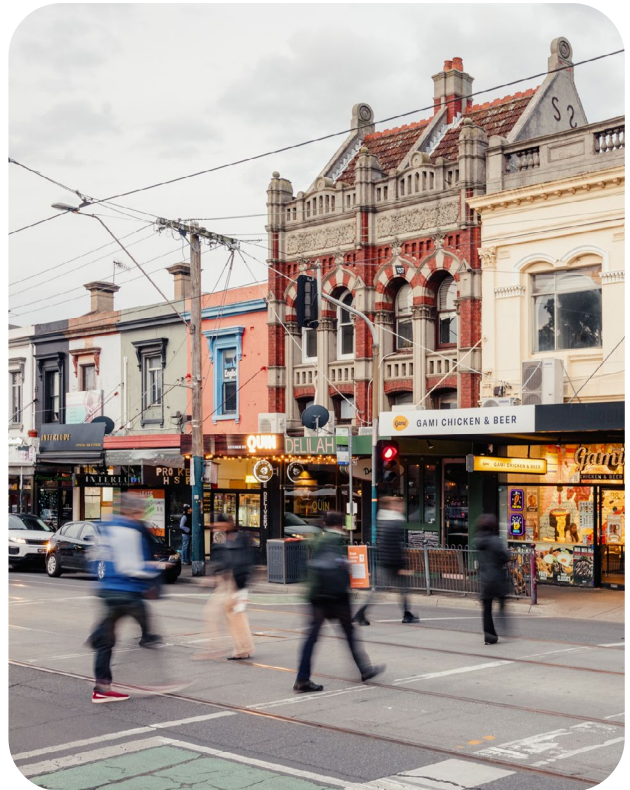


EXECUTIVE SUMMARY

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

It covers engagement across 23 activity centres and provides a summary of feedback for the South Yarra to Windsor activity centres (including Prahran station).

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



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

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

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

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

PROGRAM OVERVIEW

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

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

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

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

PROGRAM TIMELINE

LATE 2024 TO EARLY 2025

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

MAY TO JULY 2025

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

SEPTEMBER TO OCTOBER 2025

Stage 1
Phase 2 consultation – draft maps
Further detailed planning

OCTOBER TO NOVEMBER 2025

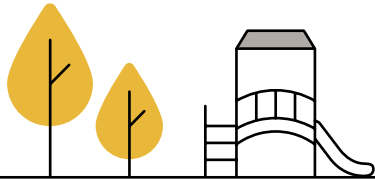
Stage 2 (23 train and tram zone activity centres)
Phase 1 consultation
Consultation feedback informs draft maps for Stage 2 centres

FEBRUARY TO MARCH 2026

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

JULY 2026

Stage 2 Train and Tram Zone Activity Centre Plans finalised



CONSULTATION APPROACH AND PARTICIPATION

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

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

Gender impacts and considerations

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

Multicultural approach

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

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

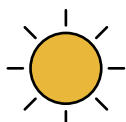
KEY PROGRAM-WIDE THEMES AND RESPONSES

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



INVEST IN LOCAL INFRASTRUCTURE TO SUPPORT GROWTH

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



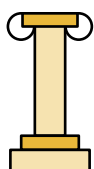
ADJUST PROPOSED CORE HEIGHTS

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



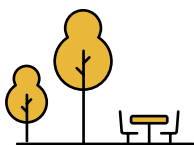
DEVELOP PLANS BASED ON LOCAL CONDITIONS

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



PRESERVE AND PROTECT LOCAL HERITAGE

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



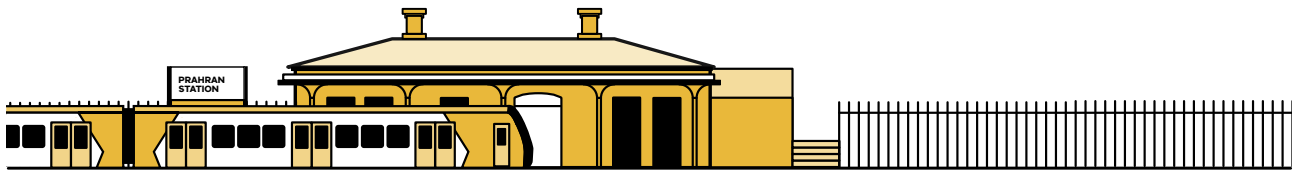
PRESERVE AND PROTECT CONTROLS FOR EXISTING OPEN SPACE AND INCREASE TREE CANOPY COVER

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



ENABLE MORE OPPORTUNITIES FOR SITE CONSOLIDATION

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



SOUTH YARRA TO WINDSOR – FEEDBACK AND OUTCOMES

Council and community feedback across South Yarra, Prahran and Windsor focused on protecting heritage by adjusting the catchment extent, leveraging existing place-based planning, and continuing solar access to key public spaces such as Grattan Gardens and Prahran Square.

In response, final plans include:

Preserve and protect local heritage

We have applied lower catchment heights to large heritage precincts such as the Tivoli Road/Malcolm Street Precinct. In addition, we have removed the Como House and Garden and the Braille Library from the catchment, retaining their existing planning controls based on their Victorian Heritage Register status.

Develop plans based on local conditions

The planning tools for South Yarra to Windsor build on Stonnington City Council's existing Activity Centre Zone and its strategic planning. Some community feedback suggested that residents found the existing planning controls in the activity centres effective at guiding new development. By retaining these controls - with some amendments - we will retain much of what the community values, including heritage street wall design controls and some overshadowing protections.

Invest in local infrastructure to support growth

Infrastructure Contributions Plans are being developed for South Yarra, Prahran and Windsor. They will fund infrastructure essential for liveability of current and future communities in and around these centres. Community feedback helped identify potential infrastructure opportunities including streetscape improvements on Chapel Street and Malvern Road, and improvements to community facilities, such as the Grattan Gardens Community Centre and Greville Street Library.

Adjust proposed core heights

Core building heights in Prahran have been adjusted from 12 storeys to five storeys in some locations in response to feedback and to protect solar access to Grattan Gardens and Prahran Square.

WHAT WE DID WITH FEEDBACK

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

The South Yarra to Windsor train and tram zone activity centre plan is now finalised. Thanks to all participants for their contributions, which have directly influenced final planning outcomes and will help deliver more homes in well-located, liveable communities.

CONSULTATION SCOPE – STAGE 2

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

The objectives were to:

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

Stage 2 of the Train and Tram Zone Activity Centres Program focused on 23 centres, including South Yarra to Windsor.

The 23 centres are:

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

COMMUNITY CONSULTATION

Phase 1: Understanding place

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

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

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

We asked:

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

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

Key activities included:

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

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

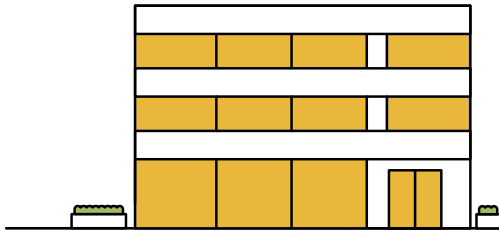
Phase 2: draft maps

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

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

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

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



Community Reference Groups

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

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

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

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

TRADITIONAL OWNER CONSULTATION

As well as consulting with the wider community, we have been engaging with the Registered Aboriginal Parties (RAPs) for these train and tram zone activity centres.

The South Yarra, Prahran and Windsor centres are located on the lands of the Bunurong People and 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.

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

Consultation involved:

- A total of nine workshop style meetings with Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC) to support feedback and the preparation of their Waterways statement as well as six place-based Statements of Cultural Values produced by WWCHAC's Research Unit
- Two meetings with Bunurong Land Council Aboriginal Corporation (BLCAC) to support feedback and the preparation of six Cultural Values Statements produced by BLCAC.

The Cultural Values Statements do not represent the full significance of cultural values of the activity centres. This can only be understood through more detailed Cultural Value assessments that involve On Country walks and traditional knowledge recording.

LOCAL COUNCIL CONSULTATION

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

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

Throughout the program, we regularly engaged with councils to:

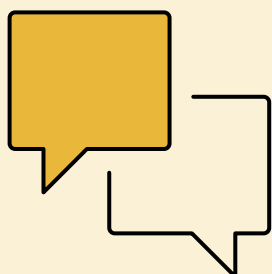
- provide regular and timely updates about the program
- seek input into draft maps and proposed planning changes
- tap into their local expertise and knowledge to better understand the local train and tram zone activity centres and potential opportunities for housing and infrastructure upgrades
- inform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

STATE GOVERNMENT AND KEY AUTHORITY CONSULTATION

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

Departments and agencies we engaged with included:

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



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

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

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

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

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

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

PHASE 2 CONSULTATION OVERVIEW

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

HOW WE CONSULTED

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

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

Direct mail

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



Information packs

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



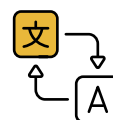
Social media

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



Multicultural engagement

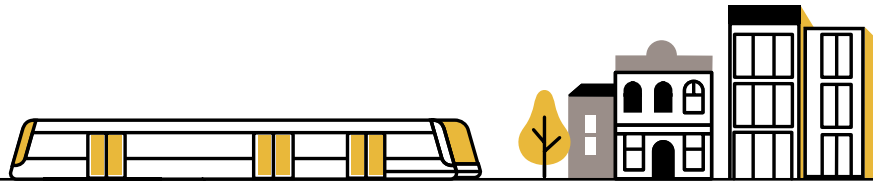
Targeted multicultural consultations included pop-up stalls at local markets, local community multicultural events, and a targeted in-language drop-in session with translators available and supported by advertising in local newspapers. To raise awareness and encourage participation, in-language radio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



Digital and out-of-home advertising

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





HOW WE RECEIVED FEEDBACK

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

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

STAGE 2 – PHASE 2 CONSULTATION IN NUMBERS



2,674

Survey responses



36

Council briefings and meetings



69,204

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



15

Industry forums and briefings



1,718

Drop in and walk-by attendees



579

Submissions received via email



178

Online Q&A attendees



181

Community Reference Group
Participants

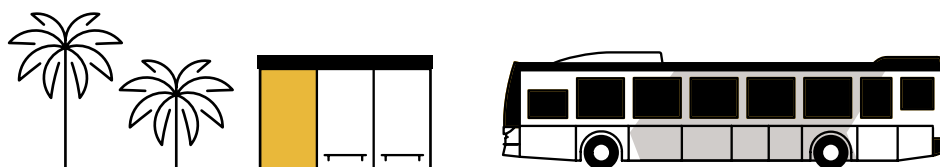
CONSULTATION THEMES FOR PHASE 2

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

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

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





Other broader feedback has resulted in a range of program-wide changes (refer to table on page 7).

In addition to the program-wide changes, we have also drawn on council structure plans and other relevant strategic documents where they align with the program's objectives, policy principles and timing. Additional planning reforms will support train and tram zone activity centres to be vibrant, liveable places.

These include:

Infrastructure contribution plans (ICPs)

As part of the Train and Tram Zone Activity Centres Program, infrastructure contributions plans are being developed for each of the centres.

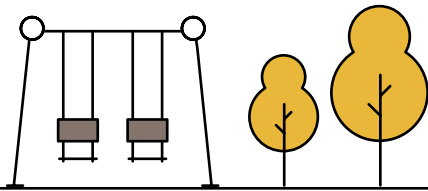
These intend to require developers to pay a standardised fee for each new home or equivalent charge for an office or similar building, which will be used to invest in improvements to infrastructure and facilities for local communities.

Mid Rise Code

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

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





Townhouse and Low-Rise Code

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

Tree canopy standards

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

Car parking reforms

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

Environmentally sustainable design

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

The Great Design Fast Track

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

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

Pick my Park

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

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



SOUTH YARRA TO WINDSOR – PHASE 2 CONSULTATION SUMMARY

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

COUNCIL CONSULTATION – STONNINGTON CITY COUNCIL FEEDBACK

The South Yarra to Windsor train and tram zone activity centres are located in the Stonnington City Council area.

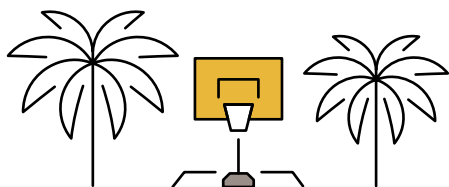
As part of Phase 2 consultation, we sought feedback on the draft maps from Stonnington City Council. This included feedback on the proposed core heights, catchment boundaries and planning controls.

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

High level themes from the submission included:

- a request for DTP to use the extensive strategic work that council has already undertaken
- a request to retain the Activity Centre Zone for Chapel Street
- a request to reduce building heights to respond to existing heritage places and precincts, and solar protection to specific streets of character value in the centres
- removing areas within Heritage Overlays and Neighbourhood Character Overlays from the Housing Choice and Transport Zone (HCTZ) and applying the HCTZ2 to areas in the Neighbourhood Residential Zone (NRZ)
- built form testing to be undertaken, to demonstrate achievability of proposed heights and setbacks
- Environmentally Sustainable Design (ESD) and tree protection requirements to be strengthened as part of the program
- several requests for rezoning Council owned land that provide community services (e.g. childcare).





COMMUNITY CONSULTATION INSIGHTS FOR SOUTH YARRA TO WINDSOR

Community consultation in numbers for South Yarra to Windsor



346

Survey responses



10

online Q&A session
participants

Held on Wednesday
25 February



123

walk-by interactions
2 walk-by events

Wednesday 4 March,
Opposite South Yarra
Station – 162 Toorak Road

Saturday 14 March –
Prahran Square



20

drop-in participants
2 drop-in events

Wednesday 4 March –
St Martins Youth Centre –
Gallery, South Yarra

Saturday 14 March
– Grattan Gardens
Community Centre,
Prahran



26

CRG participants for
South Yarra to Windsor

SOUTH YARRA TO WINDSOR KEY THEMES

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

Building Heights

- Many felt the area is already too dense and lower-scale development is more appropriate, especially in quiet residential streets.
- There was some support for additional housing provided new development is well-designed, and concentrated along main roads and the activity centre core.

Heritage and neighbourhood character

- Participants felt strongly about protecting heritage buildings and the existing character of residential streets
- There were calls for new development to respond and complement the existing streetscapes.

Public and active transport

- Participants wanted to see upgrades to stations, so commuters feel safer using public transport at night
- Participants emphasised the need for more public transport services to operate, including during off-peak times as well as increased capacity on both trains and trams.

Traffic congestion and parking

- Participants said that traffic and parking improvements are required, especially around the train station and on main streets such as Chapel Street and Toorak Road
- Some suggested traffic management changes and additional parking like structured car parks.

Building considerations

- Participants highlighted the need for new developments to feel safe, active and welcoming at ground level and should consider impacts to sun access, overshadowing and potential noise impacts
- There was strong support for high-quality design that fits in with the street and contributes to a more inclusive and functional community.

COMMUNITY REFERENCE GROUPS

181

participants online across all 23 centres

163

participants across the 2-day
in-person workshops

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

26

South Yarra to Windsor participants

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

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

CRG sentiment towards Statements of Advice

10%
Love it

57%
Like it

33%
Could Live with it

0%
Lament it

0%
Loathe it

Key Themes from the Statements of Advice (SoAs)

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



**Community, inclusivity,
vibrancy and diversity**



**Open space, green space
and heritage protections**

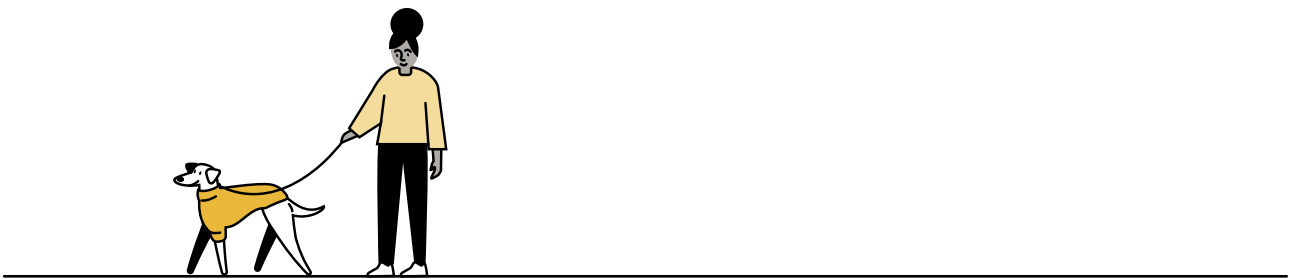


**Walkability, liveability
and everyday convenience**

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

Overall, participant sentiment was very positive, with all participants either loving, liking, or accepting of it and no participants showing any dissatisfaction towards the Statements of Advice they developed.

When asked why they chose this level of comfort, participants highlighted that the Statements represent the views of different community members and reflects the sentiment and overall conversations throughout the course of the CRG workshops. Some mentioned they would have liked to have had more data provided to them and more guidance on how the statements will be used in future steps.



ONLINE SURVEY RESULTS



346 SURVEY RESPONSES

133 South Yarra Station

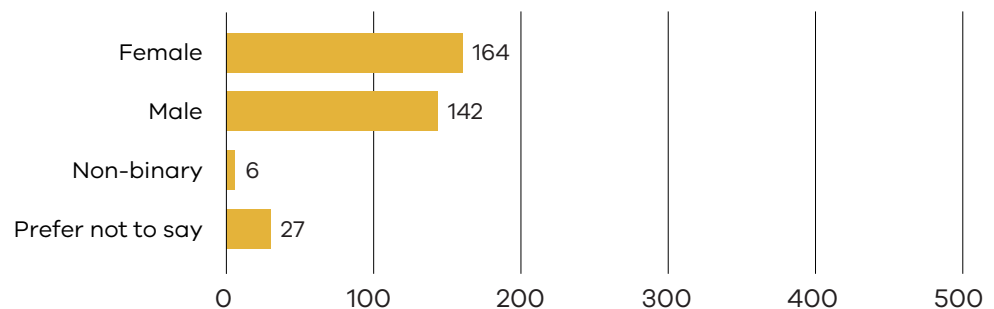
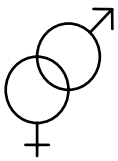
91 Windsor Station

122 Prahran Station

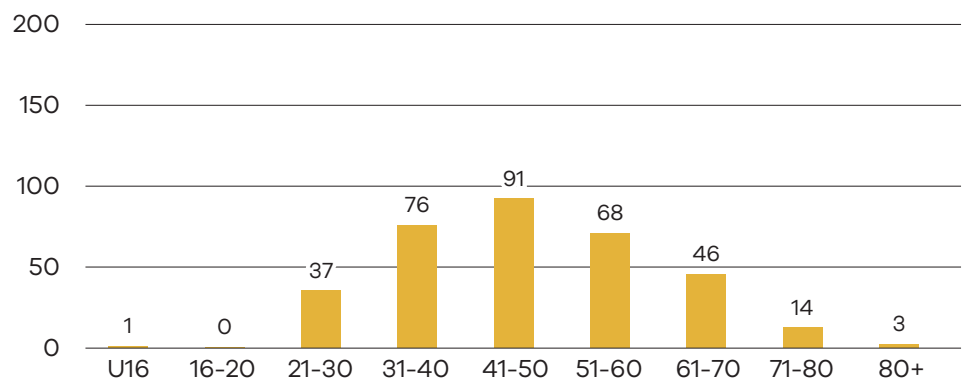
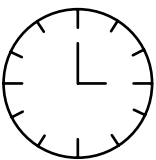
DEMOGRAPHIC INSIGHTS

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

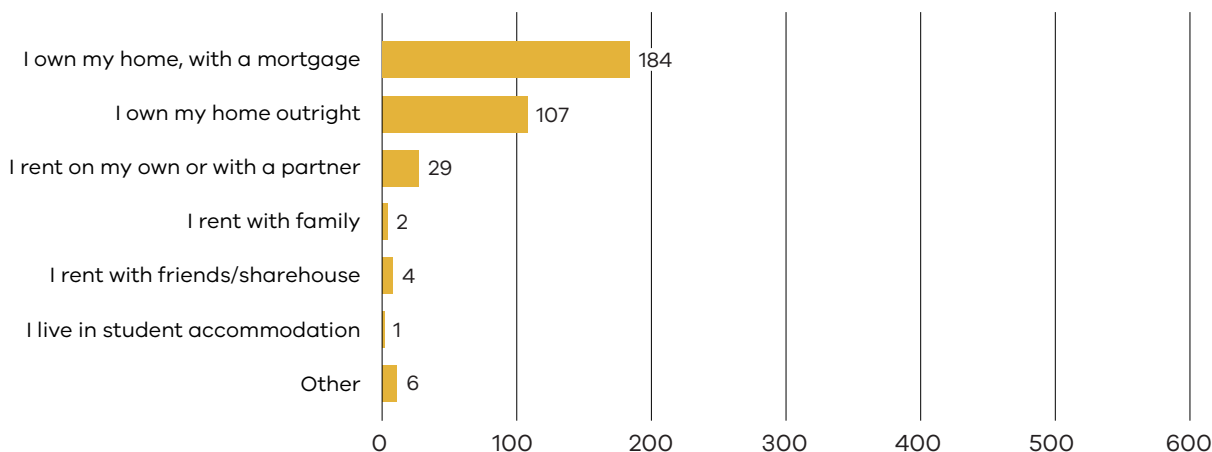
GENDER



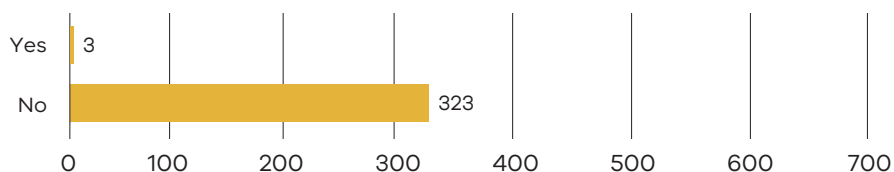
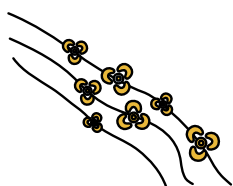
AGE



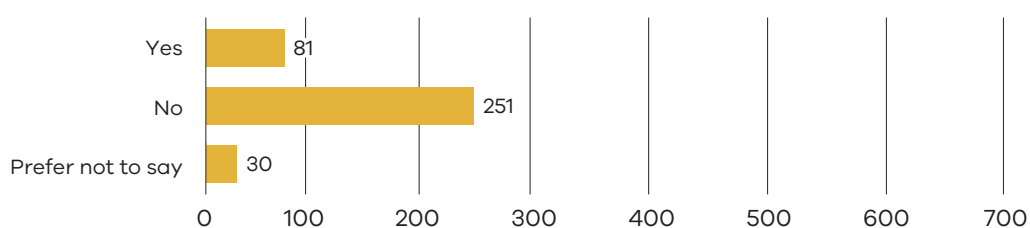
LIVING ARRANGEMENTS



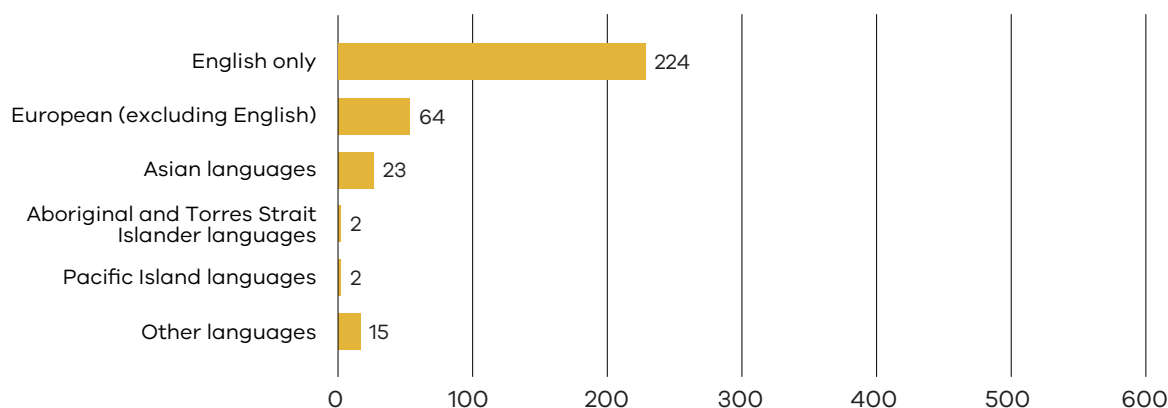
IDENTIFY AS ABORIGINAL OR TORRES STRAIT ISLANDER



NON-ENGLISH SPEAKING BACKGROUND



LANGUAGES SPOKEN AT HOME



SURVEY SENTIMENT

Top 10 most valued places

1. Prahran Square
2. Gladstone Gardens
3. Fawkner Park
4. Princes Gardens
5. Victoria Gardens
6. James Street Reserve
7. Chris Graham Reserve
8. Harry Gregory Reserve
9. Rockley Gardens
10. Prahran Market

Key local streets

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

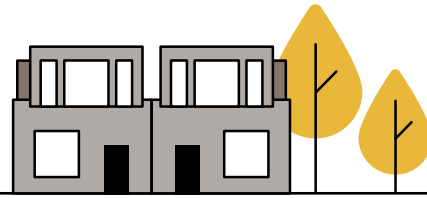
Responses prioritised the following:

- Chapel Street, Toorak Road, Commercial Road and High Street. These roads carry high pedestrian volumes, café culture, tram stops and station access and need sun access, wider footpaths, trees and awnings
- Greville Street, Izett Street, Porter Street, Claremont Street, Upton Road, Union Street, Darling Street, Daly Street and Yarra Street. These streets are frequently used for daily walking routes and connections to public transport, schools, hospitals, parks and retail
- Residential streets such as Eastbourne Street, Duke Street, Earl Street, James Street, Peel Street, Albert Street, Hornby Street, Osborne Street, Balmoral Street and Macfarlan Street. They're valued for liveability and residents want to ensure these streets aren't impacted by overshadowing.

Key pedestrian links

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

- emphasis on improving pedestrian links to and from the train stations. Key routes include Greville Street, Porter Street, Daly Street, Yarra Street, Osborne Street, Claremont Street, Union Street and Izett Street. Safety, congestion, narrow footpaths and lack of pedestrian crossings were seen as major barriers for daily routes
- east to west connectivity crossing Chapel Street and the rail corridor and local laneways behind Prahran Market. Participants want to see more well-lit, car free pedestrian and cycling paths along here to link neighbourhoods, parks and stations and reducing reliance on Chapel Street
- pedestrian links used by school children, families, dog walkers and older residents need to be protected and upgraded. Routes include Greville Street (from the station to the hospital and schools), Peel Street (from the station to St Kilda Road trams), routes to key open spaces, parks and reserve.



FEEDBACK BY TRAIN AND TRAM ZONE ACTIVITY CENTRE

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

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

SOUTH YARRA STATION

Building Heights

- The most frequent view was that taller buildings are most suited directly adjacent to the South Yarra Station, and within already developed areas
- Chapel Street, Toorak Road and Punt Road were identified as appropriate locations for higher density, as they are wide arterial roads with tram routes, commercial activity, existing taller buildings and better capacity to absorb density rather than the quiet residential streets
- Participants felt that density should not extend into narrow, tree-lined residential streets or heritage overlay areas
- A view that heights should step down quickly away from main roads and the station, to protect sunlight, privacy and neighbourhood character
- Within the core, there was strong preference for mid-rise development due to infrastructure limits such as existing traffic congestion.

Catchment Boundaries

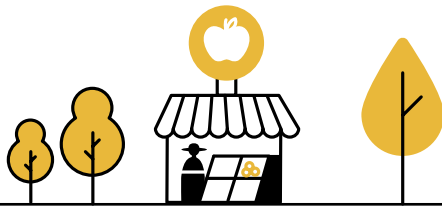
- Participants felt that catchment boundaries should be more tightly focussed around South Yarra Station, major roads and established commercial areas like Chapel Street, Toorak Road, Punt Road and the land between the rail line and Chapel Street
- Strong desire to exclude quiet residential streets and heritage overlay areas from the inner catchment to protect character, trees, sunlight and privacy. Streets included Tivoli Road, parts of River Street, Fitzgerald Street, Darling Street, Shipley Street
- Requests for exclusions around local parks including Argo Park, McFarlane Park and Osborne Park, to avoid overshadowing and loss of amenity
- Strong support for using Council's approach, ensuring catchments are aligned with the infrastructure capacity, flooding risks, and heritage conditions.

How should South Yarra be developed now and in the future?

Overall, there was broad conditional support for South Yarra to accommodate more housing to improve affordability, enable home ownership, and support younger people. Consistent feedback called for new development to be concentrated near public transport, favouring well-designed and mixed-use housing with heights that step down sensitively to protect residential areas.

There were some concerns that South Yarra is already highly developed and that further density needs to consider upgrades to infrastructure such as public transport capacity, roads, drainage, schools, parks, and community services as well as improved safety and cleanliness.

There was strong support for revitalising Chapel Street, with more ground-floor activation, safer walking and cycling infrastructure, reducing car usage and support for local businesses. Residents wanted to see more green space and tree canopy, preservation of heritage areas and development that is well-designed, sustainable, enhances liveability and complements the local character of the area.



PRAHRAN STATION

Building heights

- The most common views were that the tallest buildings should be located immediately adjacent to Prahran Station, along the rail corridor (Porter Street) and on major roads like Chapel Street, Commercial Road, High Street, Malvern Road and Punt Road
- Participants wanted to retain the existing feel of the low-rise residential streets and protection of heritage overlay areas and suggested to keep smaller side streets two to three storeys with clear step downs in height away from the core to preserve sunlight, privacy and character
- The most frequently accepted building heights ranged from four to six storeys, with minimal support for up to eight storeys in limited locations like Porter Street, or on commercial sites. There was a smaller number of participants who supported 10 to 12 storeys, provided they are directly next to the station or rail corridor.

Catchment boundary

- There was strong support for reducing the inner catchment boundary to focus tightly on Prahran Station and Chapel Street, rather than applying proposed controls across smaller residential areas
- Calls to exclude streets west of Prahran Station, between the Sandringham line and Punt Road from the inner and outer catchment boundaries. Some of these streets mentioned included Alfred Street, Donald Street, Perth Street and Charles Street
- Many felt that the catchment boundaries should reflect the infrastructure capacity, block sizes, transport access and neighbourhood character, rather than distance from the core. There was support for excluding areas with flooding risk and limited public transport.

How should Prahran be developed now and in the future?

Participants wanted Prahran to develop in a considered way that produces high-quality homes while protecting the suburb's character, liveability and heritage while meeting housing needs. There was conditional support for more housing and diversity, mainly within immediate proximity to Prahran Station and on major roads like Chapel Street and Punt Road where there are key tram routes. Many did not support medium to high density development spilling into low-scale residential streets. It was felt that because Prahran is already well developed, the current infrastructure is strained, including roads and traffic congestion, parking shortages, safety considerations and limited green space. There was a view that additional development needs to be matched by upgrades to transport, streets, utilities, school, safety and public spaces and should prioritise human scale design with strong setbacks, protection of sunlight, tree canopy, active ground floors and high-quality buildings.

WINDSOR STATION

Building heights

- Most comments supported concentrating taller buildings near the station, along Chapel Street, Dandenong Road, Union Street and other major arterial roads
- Four to six storeys was the most frequently preferred height range across most participants. There was some support for eight storeys in the core provided the quality of the buildings are of high standard. Some participants supported 10 to 12 storeys provided they were developed on large, consolidated sites near the station or Dandenong Road
- Participants felt that heights should be reduced in residential streets, narrow roads and heritage areas, including Victoria Street, Somerset Place, Presentation College and areas south of High Street.

Catchment boundary

- There were suggestions to exclude quiet residential streets and heritage streets such as Elm Place, Somerset Place, Peel Street, Victoria Street, Hornby Street, McIlwrick Street, White Street and James Street
- Participants wanted areas adjacent to open spaces, such as the Windsor Bowling Club, and Windsor Rail Siding/Parklands to be excluded. Participants felt taller buildings near these locations would reduce sunlight access
- There was some support for extending catchment boundaries across Dandenong Road or toward Williams Road or The Avenue, to reflect actual walking patterns to the station.

How should Windsor be developed now and in the future?

There was strong support for low to mid-rise development around three to six storeys particularly along Chapel Street, near Windsor Station, provided development delivers larger, family-friendly apartments, avoids overshadowing and overlooking.

Participants wanted to preserve their narrow residential streets, heritage precincts and open spaces. Transport capacity, traffic management, parking, safety, greenspace and infrastructure requires significant improvement to be able to accommodate and support growth in the area. Participants wanted the future of Windsor to show carefully managed growth that is human scale, sustainable and benefits the community, to enhance liveability.



HOW FEEDBACK HAS HELPED TO INFORM PLANS

The feedback received as part of Phase 2 consultation has informed place-specific changes to the final South Yarra to Windsor activity centre plans and planning controls. This includes catchment boundaries and core building heights.

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

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

This table reflects an overview of the place-specific changes that have been made to the maps for South Yarra, Prahran and Windsor Stations based on feedback from Phase 2 consultation.

Train and Tram Zone Activity Centre	Key themes	What we heard	What we did
South Yarra Station	Building heights	Support for taller buildings to be located on main streets like Toorak Road.	We've increased heights on larger blocks along Toorak Road, while ensuring the street has adequate solar protection.
	Protect local character and heritage	Protect local heritage character.	We've removed large sites such as Braille Library and Hall and Como House that are listed under the Victorian Heritage Register, from the catchment area.
		The community values the neighbourhood character of South Yarra and sun access to local streets.	We've retained planning rules that will continue to protect access to sunlight in neighbourhood areas and have aligned our plans with much of Council's strategic work.
Prahran Station	Protect local character and heritage	Community spaces are important such as Grattan Gardens and Prahran Square	We've reduced heights on some sites that surround these places, to limit overshadowing from future development.
	Building heights	Increase heights for some parcels across the core, given their accessibility and larger size.	We've increased heights on larger sites that are in close proximity to Chapel Street and Toorak Road.
	Council place based work	Plan for more community green open spaces.	We've removed the proposed height controls on sites in Clifton Street, to align with Council master-planning and allow for a community pocket park in the future.
		Consider Council's strategic work when identifying locations for public realm improvements.	We've added sites between Clifton Street and Bang Street to place improvement opportunity plans, to align with Council's Mount Street Masterplan.
Windsor Station	Protect local character and heritage	Concerns about overshadowing the main streets and desires for respecting existing local heritage of the area.	We've adjusted the maximum building heights along Chapel Street, between Toorak Road and Windsor Station.

THANK YOU

The feedback summarised in this report has been used to inform the South Yarra to Windsor train and tram zone activity centre plans.

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

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

If you would like to learn more about tram and train zone activity centres, visit our website:

[Train and Tram Zone Activity Centres Program](#)

CONTACT US

Activity.centres@transport.vic.gov.au



