

CAULFIELD TO BENTLEIGH TRAIN AND TRAM ZONE ACTIVITY CENTRES

MORE HOMES *and* MORE OPPORTUNITIES



PLANNING FOR THRIVING COMMUNITIES

As part of the Train and Tram Zone Activity Centres Program, we're planning for Caulfield, Glen Huntly, Ormond and Bentleigh, helping to guide development in these areas over the coming decades. The program is one of the key initiatives of *Plan for Victoria*, Victoria's 30-year strategic land use plan.

Housing is one of the biggest challenges we face in Victoria. By 2051, metropolitan Melbourne will need around an extra 1.8 million homes. That is why we're planning for more homes in and around Caulfield, Glen Huntly, Ormond and Bentleigh. These activity centres provide access to public transport, community facilities and crucial services, making them ideal locations to create opportunities for more housing, jobs, long-term growth and connections for communities.

This proposed plan celebrates what makes these activity centres unique. We've heard from the community and know how important the distinctive features of the area are. This plan does not propose to change existing heritage overlays nor significant landscape overlays, ensuring the unique qualities of the area are maintained, while responding to the need for more homes for more Victorians.

The Caulfield to Bentleigh activity 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.

Find out more about
the Train and Tram
Zone Activity Centres
Program



Department
of Transport
and Planning



More Homes
For Victorians

HOW YOUR FEEDBACK IS SHAPING OUR PLANS

We heard from the Caulfield, Glen Huntly, Ormond and Bentleigh community through two rounds of consultation, and your feedback is helping to shape our plans.

Caulfield

The community told us how much they value Caulfield's heritage. Existing heritage overlays will remain in place, ensuring the ongoing protection of places like the beloved Gascoigne Estate.

There was also a preference for accommodating taller heights in the core near Caulfield station, the racetrack and along Dandenong Road. Existing planning controls will stay in some areas where shown as 'other land'.

We also heard the importance of supporting vibrant pedestrian areas and further enhancing the amenity of streets and public spaces. This is why we propose to apply a mix of landscape setbacks, pedestrian links and active frontages (windows and entries to shops and businesses).

Glen Huntly

We heard from the community how much they value parks and open spaces such as Booran Reserve. That's why we're proposing to apply high protection to open spaces to ensure future development maintains sufficient sun access, allowing the community to continue to enjoy these highly valued spaces.

We also heard the importance of concentrating density along Glen Huntly Road, at key intersections and close to the train station. That's why we're proposing to focus greater heights in these locations.

Ormond

The community raised the importance of revitalising North Road by encouraging more attractive businesses and concentrating density. We also propose to apply active frontages (windows and entries to shops and businesses) and landscape setbacks to parts of North Road to encourage more street-level activity and vibrancy.

We're proposing mostly 6–8 storeys and some opportunities for 10–12 storeys on limited sites.

Bentleigh

The community told us how much they value Centre Road for pedestrian activity and outdoor dining. That's why we're proposing moderate sun access protection for this street, as well as parts of Daley Street, Vickery Street and Nicholson Street. These proposed controls are intended to ensure these streets remain sunny places where people like to spend time.

Protecting sun access to parks is a high priority for the community. That's why we're proposing sun access protection to Bentleigh Reserve. This will help to minimise future overshadowing impacts.

HOW WE PLAN ACTIVITY CENTRES

Each activity centre generally includes a **core**, inner and outer **catchment** area.

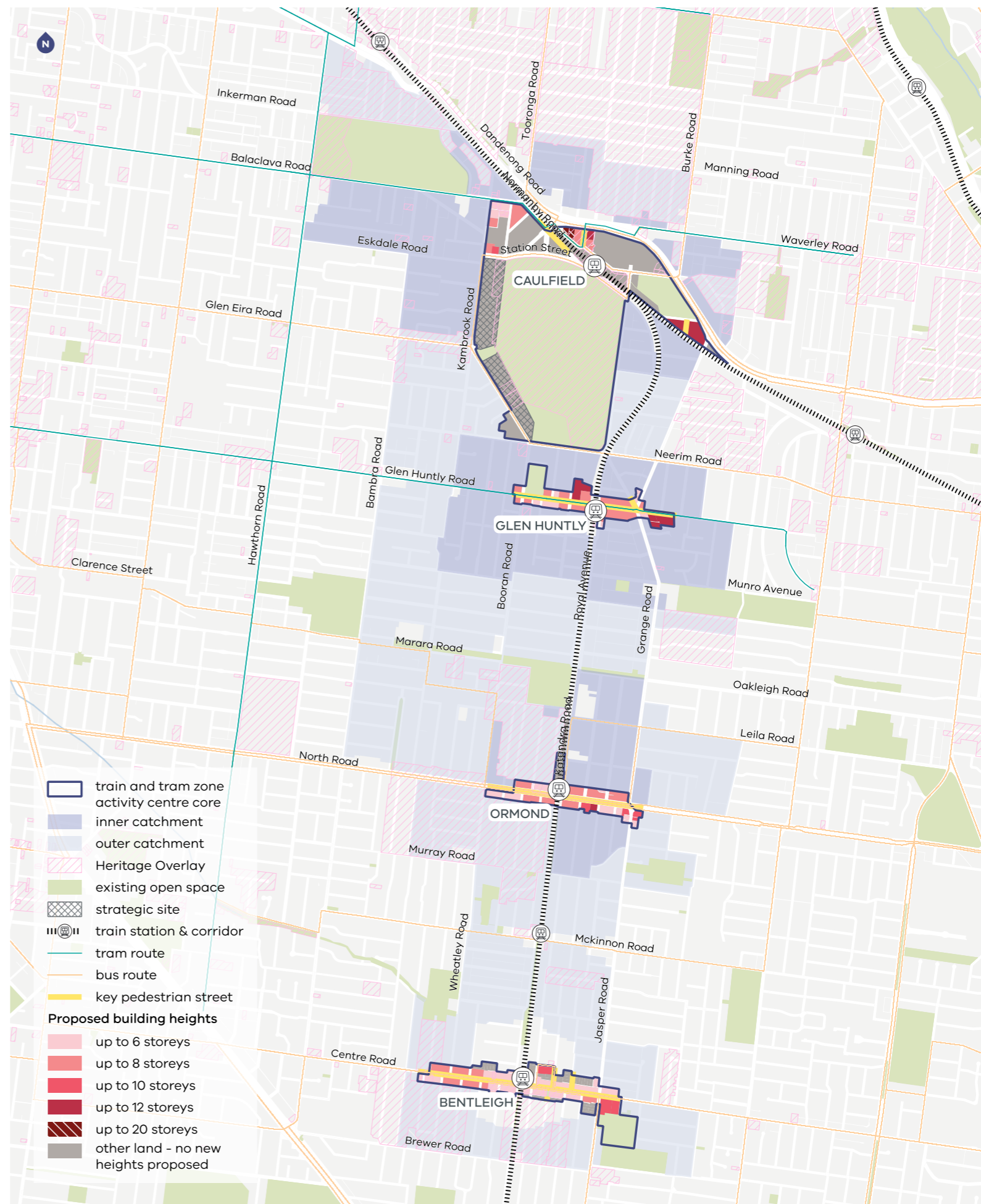
The core is intended to be located at the heart of the activity centre, closest to public transport, jobs and services, and is best suited to accommodate more homes. This area will aim to have taller buildings, allowing for more housing where it's needed most.

The inner catchment is intended to have the most direct access to the centre's core, generally allowing for buildings up to four storeys, and up to six storeys on larger lots.

The outer catchment is proposed to see building heights gradually decrease, generally allowing for buildings up to three storeys. On larger lots, buildings of up to four storeys are proposed to be allowed.

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. This document is also available in an accessible format at planning.vic.gov.au/activitycentres.



INFRASTRUCTURE INVESTMENT

The quality of the places we live in affects all aspects of our lives – how we live and work, connect with others and get around.

There has already been significant investment in the Caulfield to Bentleigh area. We know that there will be greater demand for services and infrastructure like public transport and open spaces as more people move in, with improvements needed to support the growing population.

Our proposed infrastructure contributions plans will require developers to pay a standardised contribution of \$11,350 for each new home, or equivalent charge for an office or similar building they deliver, which will be used to invest in improvements to infrastructure and facilities for the local community.



OPPORTUNITIES FOR CAULFIELD TO BENTLEIGH TO IMPROVE

This plan shows what we can do to make this community an even better place to live, work and get around in the long-term.



Thriving activity centre cores



Safer, attractive and connected walking and riding networks



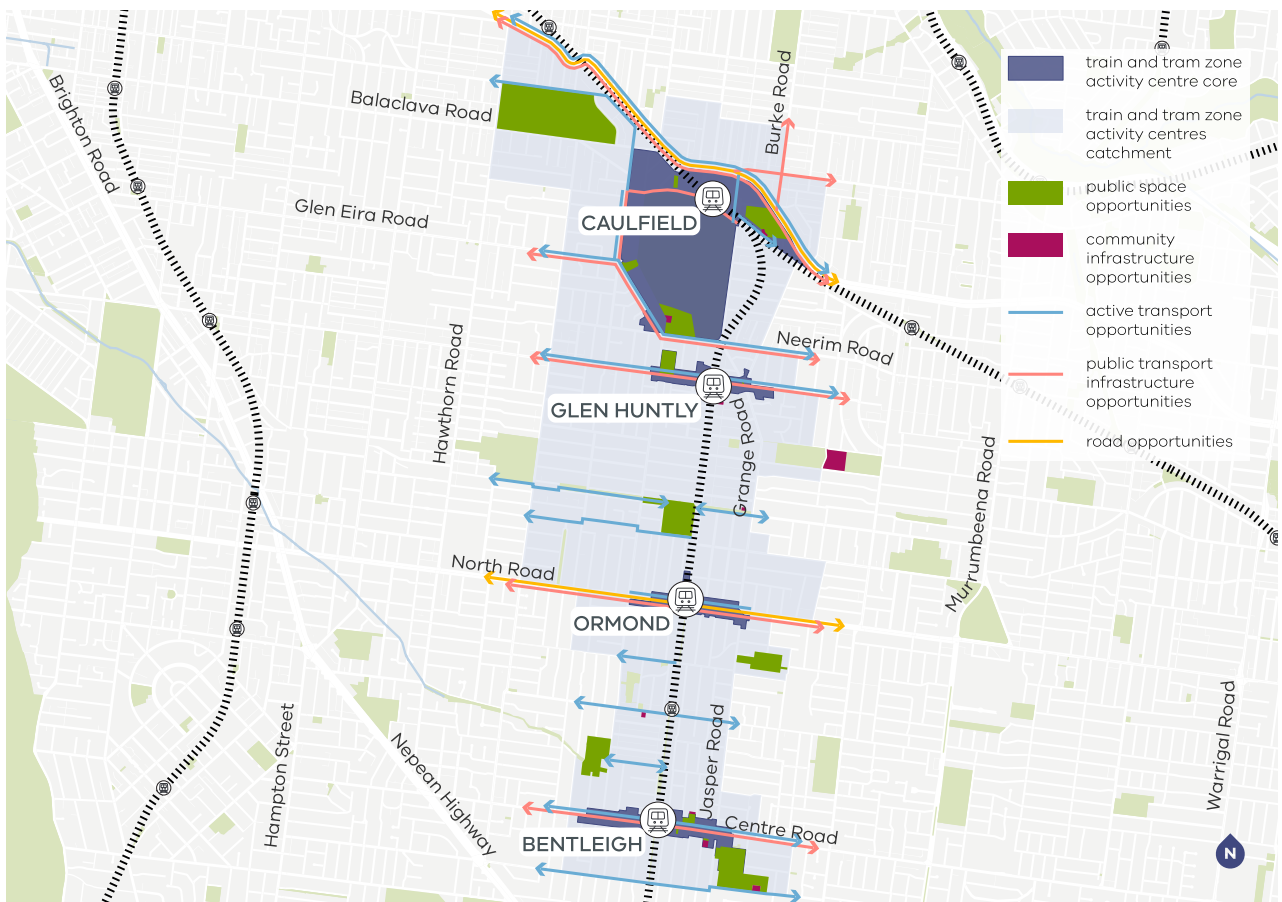
Improved public transport passenger experience



Improved green spaces, recreation and play facilities



More efficient movement for cars and freight



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