

CAULFIELD TO BENTLEIGH AND ELSTERNWICK 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 Caulfield, Glen Huntly, Ormond, Bentleigh and Elsternwick 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

Department of Transport and Planning
1 Spring Street, Melbourne
Victoria 3000
Telephone (03) 9655 6666

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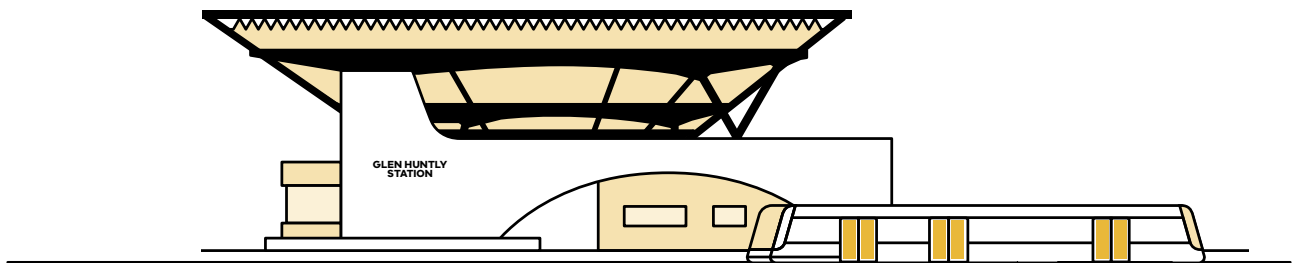
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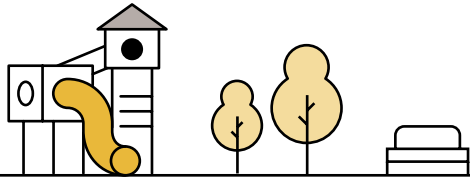
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EXECUTIVE SUMMARY

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 Caulfield to Bentleigh (including Glen Huntly and Ormond) and Elsternwick group of centres.

The report outlines consultation with community, Traditional Owners, Glen Eira 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 Caulfield to Bentleigh and Elsternwick 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

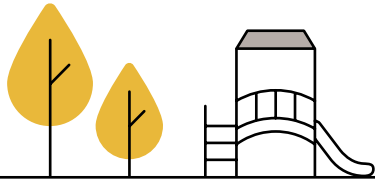
Stage 2 (23 train and tram zone activity centres)
Phase 1 consultation
Consultation feedback informs draft maps for Stage 2 centres

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.

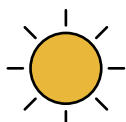
KEY PROGRAM-WIDE THEMES AND RESPONSES

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.



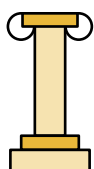
ADJUST PROPOSED CORE HEIGHTS

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



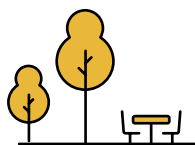
DEVELOP PLANS BASED ON LOCAL CONDITIONS

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.



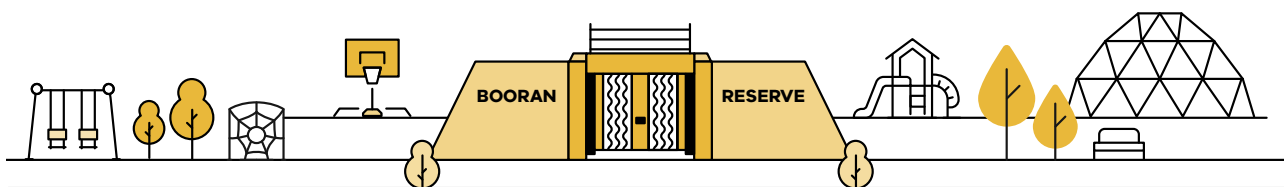
PRESERVE AND PROTECT CONTROLS FOR EXISTING OPEN SPACE AND INCREASE TREE CANOPY COVER

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.



CAULFIELD TO BENTLEIGH AND ELSTERNWICK – FEEDBACK AND OUTCOMES

Council and community feedback in the Caulfield to Bentleigh and Elsternwick centres focused on protecting heritage areas such as parts of the Gascoigne Estate, ensuring appropriate building heights that respond to local conditions, supporting infrastructure capacity for growth and preserving green open spaces and sunlight access.

In response, final plans include:

Preserve and protect local heritage

To protect built form heritage, we applied “outer catchment” instead of inner catchment to part of the Gascoigne Estate in Caulfield. In the core, we have applied planning controls that recognise the presence of existing heritage buildings in areas such as Centre Road in Bentleigh.

In Elsternwick, council and community feedback focussed on protecting local heritage such as the Ripponlea Estate, improving local infrastructure and the public realm, as well as proposing appropriate building heights to align with local conditions and existing council work. The feedback considered also included a review of community submissions received by Council in 2025 relating to its Elsternwick planning scheme amendment (Amendment C256glen).

Adjust proposed catchment boundaries

The extent of the inner catchment was reduced in Ormond and Bentleigh to reflect lower accessibility and walkability from these areas to Ormond and Bentleigh Activity Centres. It was also reduced and outer catchment applied to respond to existing precinct Heritage Overlays such as part of the Ormond and Environs Precinct.

Ripponlea Estate was excluded from the Elsternwick catchment area, recognising its heritage value on the Victorian Heritage Register.

Invest in local infrastructure to support growth

Infrastructure Contribution Plans are being developed for Caulfield to Bentleigh and Elsternwick, which includes opportunities for local infrastructure improvements such as potential streetscape upgrades along Glen Huntly Road and North Road.

Develop plans based on local conditions

Glen Eira City Council recently prepared the Elsternwick Structure Plan, 2023 for the core of the Elsternwick activity centre. The building heights and planning controls closely align with Victorian government’s planning objectives and so our plans propose heights that reflect Council’s Structure Plan.

Glen Eira City Council’s draft strategic work - specifically their proposed building heights - were considered, where appropriate, for Caulfield, Glen Huntly and Bentleigh activity centres to recognise the local conditions. The tallest building heights will still be located within the core, along main roads and near train stations.

Preserve and protect existing open space and increase tree canopy cover

Solar protection is applied to key open spaces such as Booran Reserve to ensure key parks and open spaces continue to receive sunlight.

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 Caulfield to Bentleigh and Elsternwick train and tram zone activity centre plans are 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 Caulfield to Bentleigh and Elsternwick.

The 23 centres are:

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

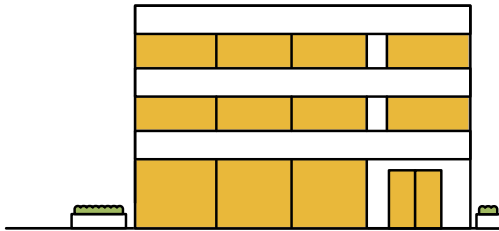
Phase 2: draft maps

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 Caulfield to Bentleigh and Elsternwick 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 6 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:

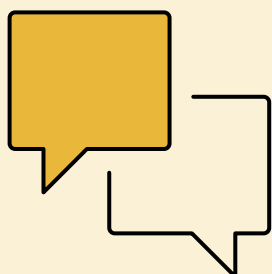
- provide regular and timely updates about the program
- seek input into draft maps and proposed planning changes
- tap into their local expertise and knowledge to better understand the local train and tram zone activity centres and potential opportunities for housing and infrastructure upgrades
- inform 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.



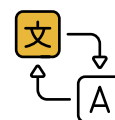
Social media

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

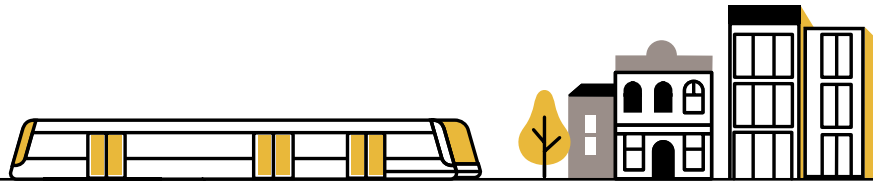
Targeted multicultural consultations included pop-up stalls at local markets, local community multicultural events, and a targeted in-language drop-in session with translators available and supported by advertising in local newspapers. To raise awareness and encourage participation, in-language radio 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

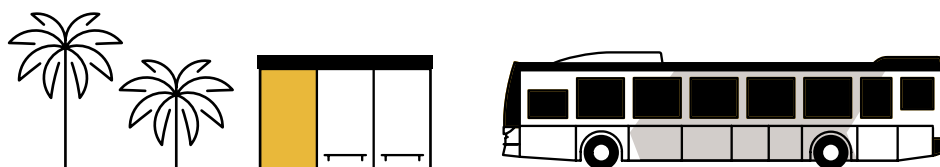
CONSULTATION THEMES FOR PHASE 2

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 page 7). In addition to these 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

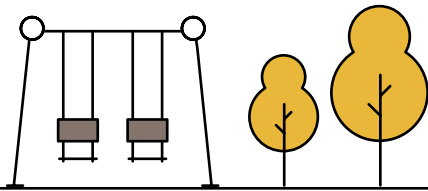
The new Mid-Rise Code will make it faster, cheaper and easier to build good quality, medium-density homes in the places people want to live, close to transport, jobs and services.

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 town house 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.



CAULFIELD TO BENTLEIGH AND ELSTERNWICK – 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 Caulfield to Bentleigh and Elsternwick activity centres. It also includes an overview of how we have responded to this feedback.

COUNCIL CONSULTATION – GLEN EIRA CITY COUNCIL FEEDBACK

The Caulfield to Bentleigh and Elsternwick train and tram zone activity centres are located in the Glen Eira City Council area.

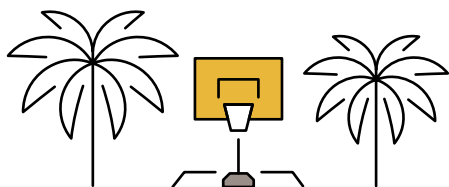
As part of Phase 2 consultation, we sought feedback on the draft maps from Glen Eira City Council. This included feedback on the proposed core heights, catchment boundaries and planning controls.

Glen Eira 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:

- opposing the removal of third-party appeal rights by the Built Form Overlay (BFO) and requesting notice and review rights to be turned on in the schedules
- concerns about tree canopy cover as a result of densification
- concerns that the Housing Choice and Transport Zone (HCTZ) doesn't include a mechanism to refuse proposals based on underdevelopment
- concerns that the application of the inner catchment does not recognise existing Heritage Overlays and Neighbourhood Character Overlays
- concerns that catchments are inconsistently applied, and in some cases, extend beyond appropriate walking distances.
- concerns that catchment boundaries are inconsistent with new car parking requirements with many inner and outer catchments falling within the lower category of parking requirements.





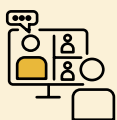
COMMUNITY CONSULTATION INSIGHTS FOR CAULFIELD TO BENTLEIGH AND ELSTERNWICK

Community consultation in numbers for Caulfield to Bentleigh and Elsternwick



583

Survey responses



36

online Q&A session
participants

Held on Monday
2 March 2026



110

walk-by interactions
3 walk-by events

Tuesday 3 March –
81 Hawthorn Road,
Caulfield North

Monday 16 March –
Bentleigh Plaza

Wednesday 18 March –
Glen Huntly Road,
Elsternwick



91

drop-in participants
2 drop-in events

Tuesday 3 March –
Caulfield Park Pavilion

Wednesday 18 March –
The Elsternwick Club



28

CRG participants for
Caulfield to Bentleigh
and Elsternwick

CAULFIELD TO BENTLEIGH AND ELSTERNWICK KEY THEMES

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

Heritage and neighbourhood character

- Participants wanted to preserve heritage areas and homes and protect existing heritage overlay areas (especially Gascoigne Estate)
- There were desires to protect the existing low-rise, leafy, family-oriented neighbourhood character
- Participants wanted to ensure larger developments will not negatively impact local shopping strips, heritage houses and tree-lined streets.

Building heights

- Participants felt that increased density should be limited to areas immediately surrounding the station and on major roads
- Where there was support for increased density, many were apprehensive about 20 storeys and were more comfortable with an increase of 6 to 8 storeys.

Infrastructure capacity

- Flood risks and drainage management were considered a high priority for new developments, especially in flood-prone areas like east of Glen Huntly and south of Ormond Station
- There was a call for essential infrastructure like schools, community services, roads and public transport to be upgraded to support growth
- Traffic and parking availability are already considered significant local issues which participants felt will worsen with increased population.

Building considerations

- Participants felt that new development should prioritise quality, sustainability and human-scale design
- Participants wanted to ensure liveability is maintained by avoiding impacts on sunlight, privacy, airflow, noise levels, heat, wind tunnels and minimal construction disruptions.

Green space, open space and tree canopy

- Participants wanted to see new parks and more open space to support growth
- There were views that increased density should be supported by well-planned green infrastructure and funded by developer contributions to enhance neighbourhood amenity
- Participants said that private gardens need to maintain good access to sunlight and healthy airflow.

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.

28

Caulfield to Bentleigh and Elsternwick 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

16%
Love it

28%
Like it

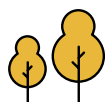
48%
Could Live with it

8%
Lament it

0%
Loathe it

Key Themes from the Statements of Advice (SoAs)

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



Green space, greenery and openness



Heritage, beautiful homes and streetscapes



Right sized



Walkability, access and getting around easily



Local shops, high streets and everyday activity

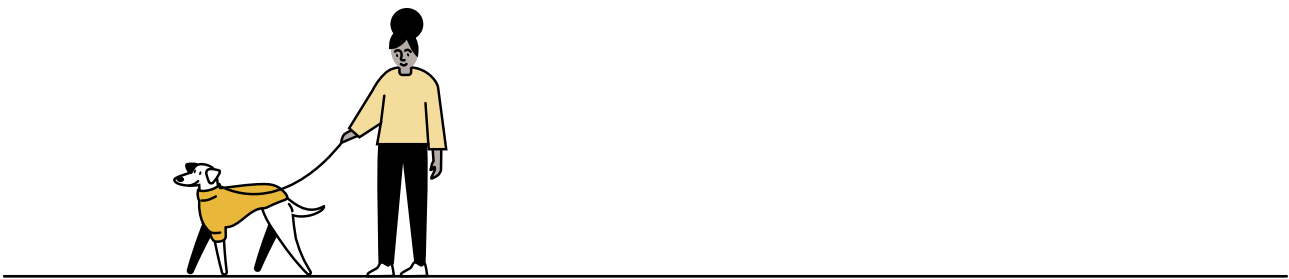


Community, village feel and social connection

Following the preparation of the Statements of Advice, participants were asked to vote on their level of comfort with the final statements developed by their reference group and presented to DTP.

Overall, participant sentiment towards the Statement of Advice developed for the Caulfield to Bentleigh and Elsternwick's area was largely positive or accepting.

No participants outright rejected their group's statement and only a small minority indicated they didn't like it. Majority expressed neutral acceptance, and 44% either liked or loved the statement. These results indicate overall acceptance, with limited dissatisfaction.



ONLINE SURVEY RESULTS



583 SURVEY RESPONSES

132 Bentleigh Station

68 Elsternwick Station

144 Ormond Station

170 Caulfield Station

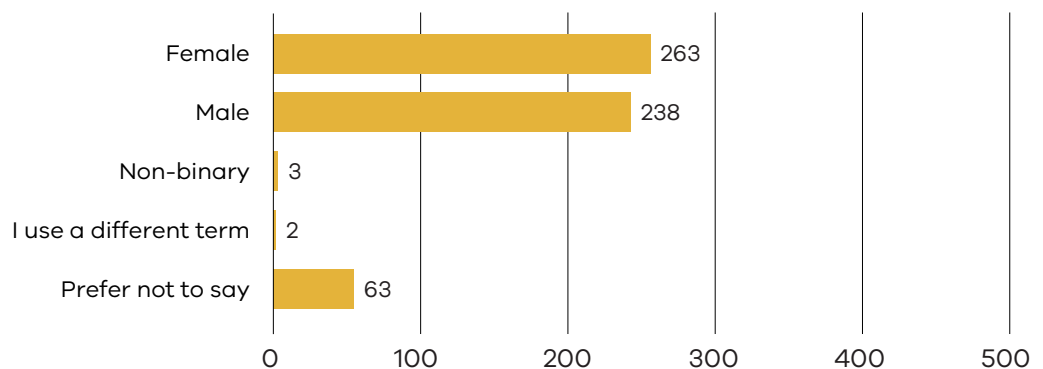
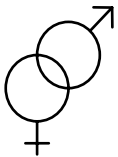
69 Glen Huntly Station

DEMOGRAPHIC INSIGHTS

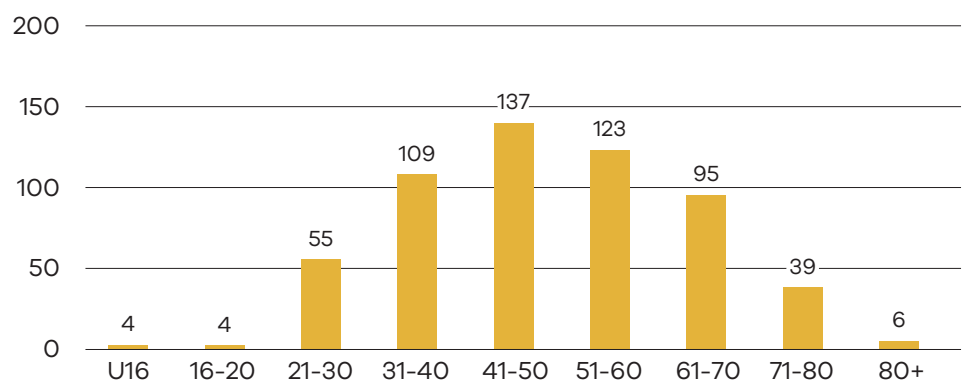
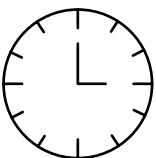
As part of the survey, we asked participants to provide us with demographic information to better understand the diversity of those participants.

The following provides an overview of who we heard from:

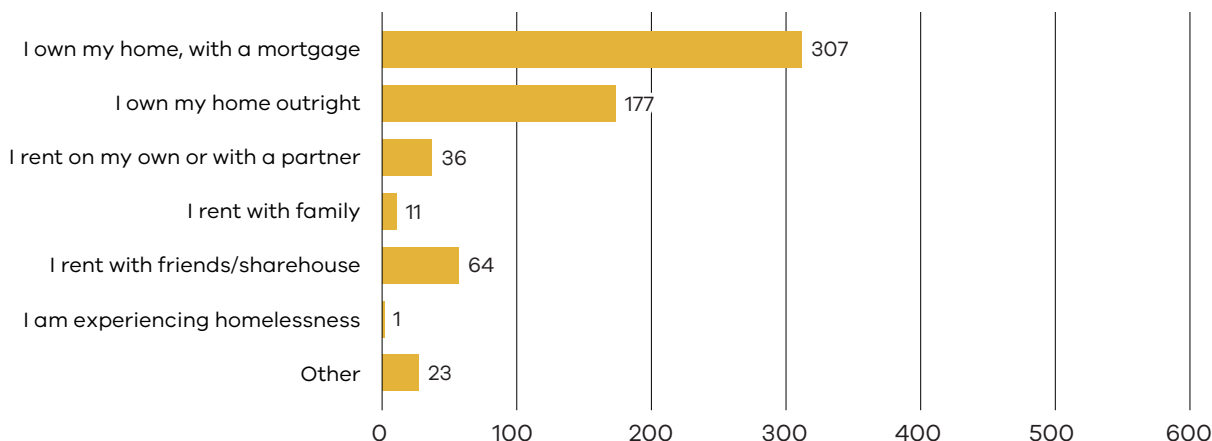
GENDER



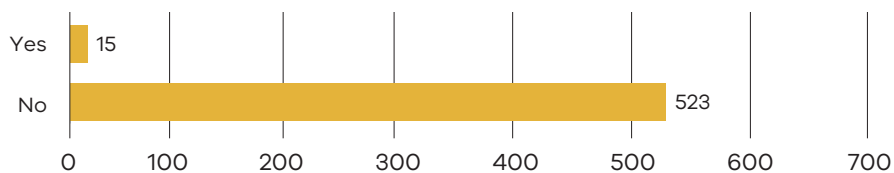
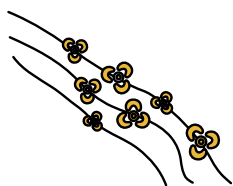
AGE



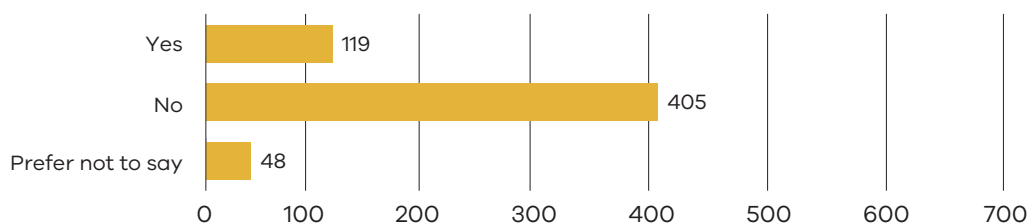
LIVING ARRANGEMENTS



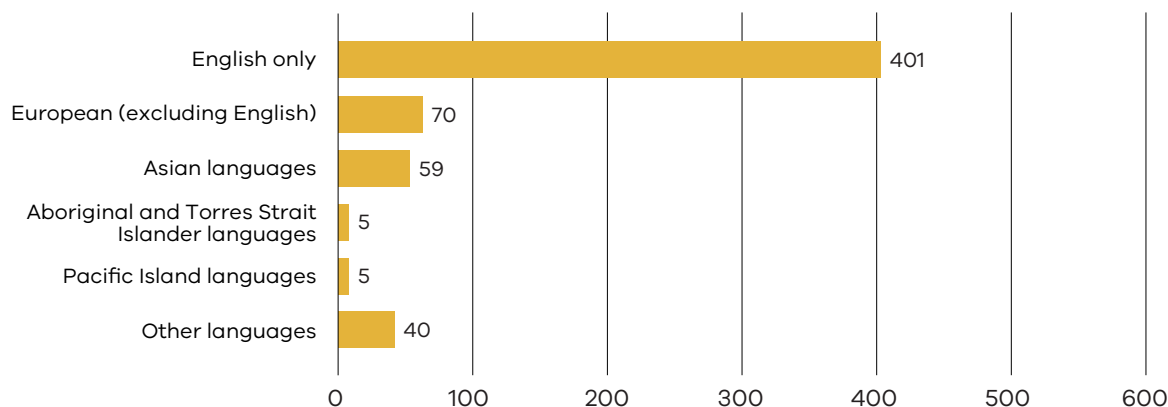
IDENTIFY AS ABORIGINAL OR TORRES STRAIT ISLANDER



NON-ENGLISH SPEAKING BACKGROUND



LANGUAGES SPOKEN AT HOME



SURVEY SENTIMENT

Top 10 most valued places

1. Allnut Park
2. Caulfield Racecourse
3. Central Park
4. Harleston Park
5. Wattle Grove Reserve
6. Lord Reserve
7. Elsternwick Plaza
8. Joyce Park
9. East Caulfield Reserve
10. Caulfield Park

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.

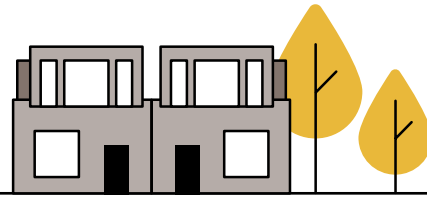
Responses prioritised the following:

- the Gascoigne Estate precinct and other key heritage streets such as Ardrie Road, Selwyn Street, Sinclair Street, Clarence Street and Plunket Street. These streets are heavily walked and part of the local character that relies on existing tree canopy and winter sun.
- main streets and shopping strips like Glen Huntly Road, Centre Road, Koornang Road, North Road, Elsternwick Plaza and Bentleigh Plaza. Participants call for more large canopy trees, especially where people sit, walk and dine.
- streets with heavy foot traffic used by students, children, cyclists and pedestrians such as Station Street, Normanby Road, Wheatley Road, Jasper Road, Lewis Street and Balaclava Road.
- green corridors, trails and shared paths such as Djerring Trail, Rosstown Rail Trail, Elster Creek Trail, Moodie Street underpass and streets surrounding parks. Participants believe overshadowing in these areas could impact public health, comfort, safety and environmental quality.

Key pedestrian links

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

- the railway line, Nepean Highway, Dandenong Road, Princes Highway and Sir John Monash Drive. These places have been identified as dangerous areas that create a barrier for neighbourhood connections and require improved safety for pedestrians.
- walking routes to and from train station and shopping strips, especially around Caulfield, Bentleigh, Glen Huntly and McKinnon. Participants call for more clear pedestrian routes, slower traffic and improved connections that avoid busy roads.
- pedestrian paths and connections along trails, green corridors and rail corridors where people want to see safer street crossings at trail junctions, more shade and lighting, clear continuation rather than dead-ends or diversions onto busy streets. Some of these connections include the Djerring Trail, from Queens Avenue, Moodie Street, Leamington and Derby Crescents, Rosstown Rail Trail from Curraweena Park to Grange Road and Elster Creek Trail to Allnut Park.



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 reflected 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.

CAULFIELD STATION

Building heights

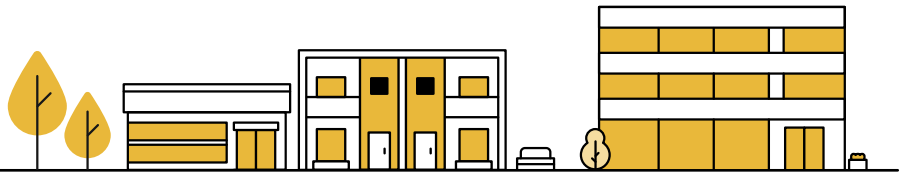
- Greater building heights were supported but only in highly concentrated areas particularly immediately around Caulfield Station, along Dandenong Road and adjacent to existing high-rise, rail corridors, Monash University and Caulfield Village
- There was clear opposition for increased density in residential streets and heritage areas, especially the Gascoigne Estate where the low-rise character of the area is seen to protect local amenity, sunlight and heritage, privacy and tree canopy.

Catchment boundary

- Participants felt that catchment boundaries extend too far into residential areas, and should exclude heritage areas like the Gascoigne Estate, streets north of Dandenong Road and narrow residential streets
- There was support for the catchment boundary to be tightly confined to the immediate station precinct, major roads and non-heritage land south of Dandenong Road.

How should Caulfield be developed now and in the future?

Participants emphasised that development should be respectful of the existing homes and neighbourhoods, be carefully planned and concentrated close to Caulfield Station, along major roads and public transport corridors. While there was support for more housing, most participants supported low to medium density that was well-designed, family-friendly and accompanied by investment in infrastructure upgrades, including public transport, roads, schools, open space, parking and community services. Participants also emphasised that the future of Caulfield should be planned in partnership with local council and communities, with human-scale development that preserves heritage character, greenery, sunlight and liveability.



GLEN HUNTLY STATION

Building heights

- The immediate area around Glen Huntly Station was considered the most appropriate location for taller buildings, within 100 metres of the station or on sites like the Woolworths block, station car parks or rail adjacent land.
- Other areas where participants felt increased heights could be located included areas on Glen Huntly Road, Grange Road, Neerim Road and on large sites.
- Many showed preference for four to eight storeys with strong design controls, setbacks, and stepped forms to protect sunlight, outlook and privacy.
- Anything above six to eight storeys was considered out of scale for Glen Huntly, and density should not exceed the capacity of local streets and services.

Catchment boundary

- It was felt that inner and outer catchment boundaries extend beyond a realistic five-to-ten-minute walk to the station and should be reduced to 400 or 500 metres from the station.
- Main roads like Glen Huntly Road, Neerim Road and Grange Road were considered more appropriate for inclusion, due to their width, traffic capacity and existing commercial character.
- It was also felt that quiet, narrow residential streets, parallel streets and no-through roads such as Anna Street, Augusta Street, Griffith Street, Field Street and Flowers Street should be excluded as they aren't suitable for increased density.

How should Glen Huntly be developed now and in the future?

There was broad support for medium density development that was focussed on Glen Huntly Road, near the station and on large, underutilised sites, while protecting the narrow parallel streets beyond Booran Road from increased heights and increased traffic pressures. Participants emphasised that growth should be accompanied by safer and more frequent public transport, safer cycling routes, improved pedestrian connections and adequate green space. Participants also expressed a desire for Glen Huntly to evolve as a leafy, people focused neighbourhood hub with shops, cafes, family sized homes and infrastructure that can reduce car dependence.

ORMOND STATION

Building heights

- A majority opposed high-rise and mid-rise development above two to three storeys, as it is considered out of character for the residential streets, existing heritage overlays, narrow roads, limited parking, school capacity, flooding risks, loss of sunlight, privacy and neighbourhood amenity.
- Moderate density was only supported conditionally provided new buildings are developed very close to Ormond Station or along North Road.

Catchment boundary

- Catchment areas were felt to extend too far and should be reduced so that it's a genuine five-to-10-minute walk to Ormond Station.
- Participants felt that Heritage Overlay streets, park adjacent streets, flood-prone areas and school areas such as McKinnon Hill, areas beyond Wheatley, Jasper and North Roads should be excluded from the catchment boundaries.
- Participants felt that catchments should focus on North Road and the immediate Station area.

How should Ormond be developed now and in the future?

Overall, participants wanted to preserve Ormond's low-rise, family-oriented character, heritage homes, tree-lined streets and sense of community. Participants believe that high-rise or widespread mid-rise development is inappropriate, especially in streets with a Heritage Overlay and residential backstreets. Traffic congestion, parking shortages, schools at capacity, flooding, loss of sunlight and declining green space were repeatedly mentioned as already pressing issues that must be taken into consideration when planning for increased density in this area.

BENTLEIGH STATION

Building heights

- There was preference for a maximum of four storeys near the station or in limited commercial areas to avoid wind tunnel effects, overshadowing and loss of light, visual impacts and enclosed, overcrowded streets.
- Strong support expressed for retaining a low-rise, heritage sensitive built form to align with Bentleigh's character, heritage, existing infrastructure capacity and community expectations.
- A very small number of comments expressed support for redevelopment and suggested mixed-use places that service local needs.

Catchment boundary

- Strong support for reducing inner and outer catchment boundaries back to the immediate Bentleigh Station precinct and excluding quiet residential streets, green space, parks and community areas.
- Many called for the exclusion of McKinnon Streets in the outer catchment, including Amelia Street, Jean Street, Lysbeth Street, Anne Street, Wright Street, Rose Street and Whitmuir Road. These streets are not within a 10-minute walking distance to Bentleigh or Ormond Stations and are quiet suburban streets often with heritage overlays.
- Specific roads were frequently mentioned as being logical boundaries, such as Wheatley Road, Jasper Road, Centre Road, Rose Street, Bruce Street, and the railway line as a natural boundary.

How should Bentleigh be developed now and in the future?

Participants emphasised that Bentleigh is already congested, with parking shortages, traffic delays, full schools, ageing drainage and limited health services. Participants expressed a desire to ensure additional housing in this area be accompanied by upgrades to public transport, walking and cycling infrastructure, green space, community facilities and mandatory on-site parking. There were calls for more family-sized homes such as townhouses and larger dwellings rather than one-to-two-bedroom apartments. Participants emphasised that new development should be of a high-quality and should respect the existing neighbourhood character. The dominant view was that Bentleigh should remain a liveable, low-rise suburb with growth contained to the Station and main roads.

ELSTERNWICK STATION

In Elsternwick, rather than create a new plan for the core area, our approach broadly reflects Glen Eira Council's Elsternwick Structure Plan 2023 to guide future growth of the Elsternwick train and tram zone activity centre core, following extensive community consultation. Because of this, we did not seek feedback on the proposed core heights for Elsternwick, as part of our consultation.

Catchment boundary

- There were suggestions to reduce catchment boundaries to the Glen Huntly Road activity strip and the immediate Elsternwick Station area.
- Strong support expressed for excluding heritage and neighbourhood character streets in the catchment areas, to avoid impacts to heritage streetscapes, gardens, biodiversity and local amenity.
- Suggestions for boundaries to extend out to only 300 to 400 metres from the station, with hard boundaries along major roads like Glen Huntly Road, Orrong Road, Stanley Street, King Street and Shoobra Street.
- A small minority suggested extending boundaries toward Nepean Highway, Brighton Road, Riddell Parade and Gardenvale, or to include the north side of Stanley Street in the core.

How should Elsternwick be developed now and in the future?

Elsternwick participants wanted to see gentle, place-specific change that protects the local character, heritage streetscapes, limited green space and liveability. While there was general acceptance of increased density near Elsternwick Station and along Glen Huntly Road or other major roads, there was strong opposition to buildings exceeding four to five storeys due to existing congestion, limited green space, public transport capacity, limited parking, wind exposure and overshadowing. Infrastructure upgrades are required such as safer walking and cycling connections, better station amenity and security.

HOW FEEDBACK HAS HELPED TO INFORM PLANS

The feedback received as part of Phase 2 consultation has informed place-specific changes to the final Caulfield to Bentleigh and Elsternwick 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.

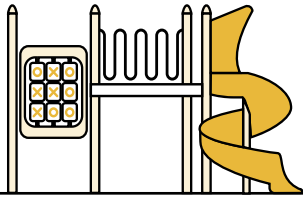
This table reflects an overview of the place-specific changes that have been made to the maps for Caulfield, Glen Huntly, Ormond, Bentleigh and Elsternwick Stations based on feedback from Phase 2 consultation.

Train and Tram Zone Activity Centre	Key themes	What we heard	What we did
Caulfield Station	Open space	A strong desire for more opportunities for open, green space.	We've identified community spaces like Caulfield Park for potential open space improvements and cycling improvements along Normanby Road
	Local infrastructure investment	Invest in local infrastructure to maintain liveability and support increased density.	We've identified streets around Monash University and Smith Street as potential public space improvements. Sir John Monash Drive to Derby Road has been recognised as a potential opportunity area for footpath upgrades and improvements. We've included East Caulfield Reserve Pavilion as a community infrastructure opportunity.
	Council place based work	A considered approach to larger sites, like Caulfield Village	We've retained existing Council controls for Caulfield Village to ensure development being planned/underway is well coordinated with recent development



Train and Tram Zone Activity Centre

	Key themes	What we heard	What we did
Glen Huntly Station	Protect local character and heritage	Protect the unique heritage and neighbourhood character on local streets	We've applied planning and design controls along Derby Road that respond to the existing heritage in the area. This will make sure future development is consistent with the existing character.
	Local infrastructure investment	Invest in local infrastructure to maintain liveability and support increased density	We've extended proposed streetscape improvements along Watson Grove, for potential upgrades to pedestrian infrastructure, such as safe and attractive crossing opportunities and continuous footpath treatments. We've included the corner of Glen Huntly Road and Watson Grove for potential public space improvements
	Active transport	Improve walking and cycling connectivity	We've added James Street and Manchester Grove to our public realm improvement plans, identifying them as potential locations for walking and cycling improvements
	Council place based work	Consider Council's existing strategic work	We've rezoned areas along Glen Huntly Road, to align with Council led strategic work. This will enable a suitable mix of apartments and shops, responding to Glen Huntly's local character and opportunities.
Ormond Station	Catchment boundaries	Reduce catchment boundaries to reflect a reasonable walkable distance to and from Ormond Station	We've reduced the catchment boundary by removing areas to the east and west of McKinnon Station, where community advised they were a significant distance from Ormond and Bentleigh activity centres, and had little day-to-day association with those centres.
	Active transport	Improved walkability around North Road	We've proposed potential pedestrian upgrades to streets along the south of North Road, like Anthony Street and Glen Orme Avenue
	Protect local character and heritage	Better transition in building scale between the core and neighbouring residential areas.	We've revised the built form controls in areas such as Ulupna Road to ensure appropriate building transitions between higher scale areas and residential areas, by applying rules for appropriate street wall heights and setbacks.
	Local infrastructure investment	The community value their unique community spaces	Ormond Community Garden has been identified as the kind of place where community infrastructure improvements could be made.



Train and Tram Zone Activity Centre	Key themes	What we heard	What we did
Bentleigh Station	Local infrastructure investment	Invest in local infrastructure to maintain liveability and support increased density	We've included a segment on Maple Street (between Oak Street to Nicholson Street) as an opportunity for laneway improvements.
	Protect local character and heritage	The community values Bentleigh Plaza as a special place that people spend time	We've applied rules to surrounding sites to ensure that new development doesn't significantly overshadow Bentleigh Plaza and daylight access is maintained in the future.
		Consider Council's existing strategic work on how we can improve walkability in Elsternwick	We've responded by including proposed pedestrian links to improve access to the train station and increase walkability between public and private land near Bentleigh Reserve.
Elsternwick Station	Council place based work	Additional design and planning guidance should be included in the controls for the core	We responded by working with Council to incorporate existing strategic work and have included planning and design standards for sites in the core.
	Protect local character and heritage	Don't include the Rippon Lea Estate within the catchment boundary	We've removed Rippon Lea Estate from the catchment boundary due to its significant heritage status and community use.
	Active transport	Improve walkability and cycling connections	We've identified the need for potential cycling improvements along the Nepean Highway. We've identified all of Glen Huntly Road as a potential location for improving and increasing both walking and cycling.
	Local infrastructure investment	Invest in local infrastructure to maintain liveability and support increased density	We included Elsternwick Club as a potential location for public space and community infrastructure improvements.

THANK YOU

The feedback summarised in this report has been used to inform the Caulfield to Bentleigh and Elsternwick 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





Department
of Transport
and Planning



**More Homes
For Victorians**