

# Media Release

Hon Jacinta Allan MP  
Premier



Wednesday, 18 March 2026

## MORE HOMES NEAR PUBLIC TRANSPORT LOCKED IN

The Allan Labor Government is making it easier to build more homes in Melbourne's best-connected suburbs.

These suburbs have experienced some of the slowest housing growth over the past 30 years.

That's despite these places being well-connected to great public transport, jobs, schools and services.

It means young people are being priced out.

To fix this, Labor is releasing the final planning controls for 25 train and tram zones in inner and middle suburbs:

- Seven are located along the new Metro Tunnel corridor – Carnegie, Murrumbeena, Hughesdale, Oakleigh, Middle Footscray, West Footscray and Tottenham stations
- Six are along the Glen Waverley Line – Tooronga, Darling, East Malvern, Holmesglen, Gardiner and Glen Iris stations
- Four are along the Sandringham Line – North Brighton, Middle Brighton, Hampton and Sandringham stations
- Three are along the Belgrave and Lilydale lines – Hawthorn, Glenferrie and Auburn stations
- Two are along the Upfield line – Brunswick and Coburg stations
- One on the Hurstbridge line – Heidelberg station
- Three along major tram corridors in Thornbury and Kew – St Georges Road (Thornbury), High Street (Thornbury) and Kew Junction.

These new planning controls make it easier to build homes by giving certainty about what can be built and where.

It also stops homes from getting caught up in red tape.

In the immediate 'core' of the train and tram zones, controls allow for higher heights – ranging from six to 20 storeys depending on the location.

Buildings that meet planning rules in the core will be 'deemed to comply' – meaning they can't be sent to VCAT, speeding up approvals.

If they don't meet the rules, they aren't eligible for this program.

In the catchments that surround the core, there are lower height limits for more townhouses and low-rise buildings.

The inner catchment is up to four storeys or up to six storeys on larger blocks.

The outer catchment is up to three storeys or up to four on larger blocks.

Feedback from more than 12,500 Victorians directly shaped the final plans – including changes to height limits, greener streetscapes and stronger infrastructure planning.

Consultation is currently open on a further 23 train and tram zones.

**Media contact:** Ruby Wallace 0415 476 743 | [ruby.wallace@minstaff.vic.gov.au](mailto:ruby.wallace@minstaff.vic.gov.au)

Work on the two inner Melbourne train and tram zones in both Melbourne and Yarra city councils is also progressing.

Our train and tram zones will help unlock capacity for more than 300,000 homes in these areas by 2051.

We know we need new planning controls in these areas, because the old ones locked young people out.

Areas like Kew, Hawthorn and Brighton have experienced the slowest housing growth in Melbourne, in some areas we've seen the population of people under 65 go backwards and school enrolments plunge.

The Liberal's housing plan is to return to the old planning system – creating childless suburbs, where young Victorians, families and workers can't afford to live.

Only Labor has new solutions to make life easier and more affordable for Victorians.

#### **Quotes attributable to Premier Jacinta Allan**

*“For years, some of Melbourne’s best-connected suburbs have been locked up and it’s pushing young people and families out. We’re changing that.”*

*“These reforms cut delays and give clear rules – so more millennials get into a home faster.”*

#### **Quotes attributable to Minister for Planning Sonya Kilkenny**

*“We want more Victorians to live in places that have great trains, trams, schools and jobs nearby – that’s why we’re making it easier to get more homes built.”*

*“Jess Wilson’s housing plan is to cut thousands of new homes being built and push up the price of housing.”*