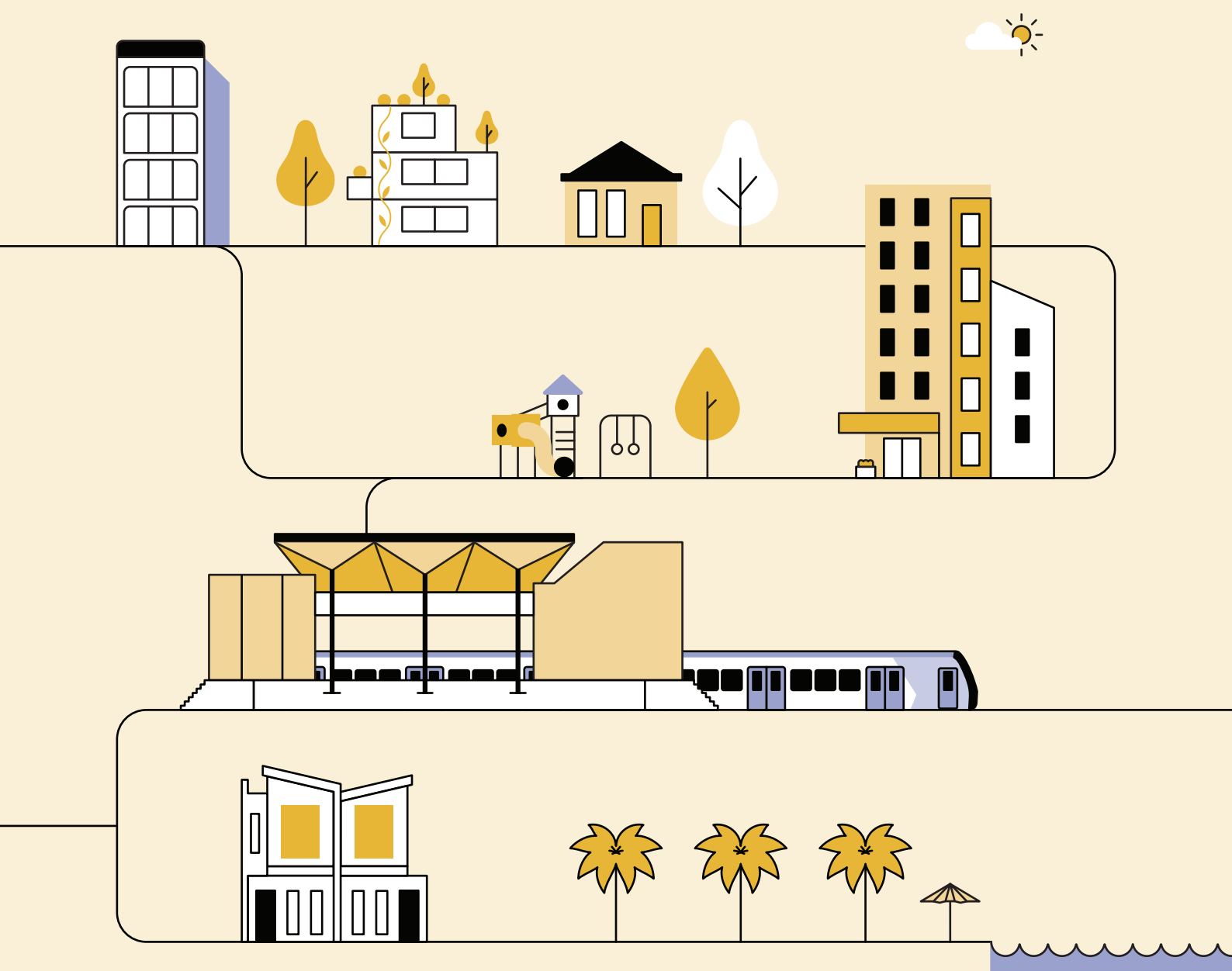


MENTONE TRAIN AND TRAM ZONE ACTIVITY CENTRE PLAN

BUNURONG COUNTRY

JUNE 2026



**Authorised by the Victorian Government,
Melbourne**

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

© State of Victoria Department of Transport
and Planning, 2026.

Except for any logos, emblems, trademarks, artwork and
photography, this document is made available under
the terms of the Creative Commons Attribution 3.0
Australia license.

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.

Disclaimer

This publication may be of assistance to you, but the
State of Victoria and its employees do not guarantee
that the publication is without flaw of any kind or is
wholly appropriate for your particular purposes and,
therefore, disclaims all liability for any error, loss or other
consequence which may arise from you relying on any
information in this publication.

ACKNOWLEDGEMENT OF COUNTRY

The Victorian Government acknowledges Traditional Owners in Victoria as the custodians of Country. We acknowledge their extraordinary strength and resilience in the face of historical and ongoing social, economic and legal injustices, maintaining their connection to Country.

The Mentone activity centre is located on the lands of the 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.

We acknowledge that the long-lasting, far-reaching and intergenerational consequences of colonisation and dispossession continue to exist today and continue to cause harm. Colonisation has left entrenched systemic and structural racism and suffering, including through the laws and policies of the Colony of Victoria, which specifically excluded First Peoples and their laws, lores, customs, languages and cultures. The Victorian Government has a responsibility to transform its systems and service delivery so First Peoples have decision-making power over matters that directly affect them.



Description of artwork

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

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

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



CONTENTS

1 THE PURPOSE	7
Why we're planning for Mentone	8
The purpose of this document	8
2 THE TRAIN AND TRAM ZONE ACTIVITY CENTRES PROGRAM	9
State strategic context	10
How we consulted with the community	12
3 THE STRATEGIC DIRECTION FOR MENTONE.....	13
About Mentone.....	14
Why Mentone is in the Program	14
The services that support this place	14
Traditional Owners	17
Statement from the Registered Aboriginal Party.....	17
Bunurong cultural values statement.....	18
The vision for Mentone.....	19
4 THE ACTIVITY CENTRE CORE	21
Expected change in the activity centre core	22
How we determine appropriate heights	23
Built form outcomes explained	24
Mentone activity centre core built form	27
What we understand about the place and how we've addressed it.....	27
5 THE ACTIVITY CENTRE CATCHMENT.....	31
Expected change in the catchment	32
Defining the catchment in Mentone.....	32
Transition from the train and tram zone.....	33
Changes to the Kingston Planning Scheme.....	35
Changes to local policy	35
Changes to the overlays in the Kingston Planning Scheme.....	35
Changes to zoning in the Kingston Planning Scheme	35
6 INFRASTRUCTURE	37
Planning for future growth	39
Transport improvements.....	39
Education capacity.....	39
Health services.....	39
Integrated water management.....	40

7 LOCAL INFRASTRUCTURE IMPROVEMENT OPPORTUNITIES FOR MENTONE	41
Investing in Mentone’s infrastructure	43
Infrastructure investment focus areas	43
Strategies and opportunities	44
8 GLOSSARY OF TERMS	48

FIGURES

Figure 1 Built form typologies (example only)	23
--	----

PLANS

Plan 1 Metropolitan context.....	11
Plan 2 Mentone context and recent Victorian Government infrastructure.....	16
Plan 3 Mentone typology, activation and setbacks	28
Plan 4 Mentone building heights and sun protection	29
Plan 5 Mentone catchment.....	34
Plan 6 Indicative Mentone place improvement opportunities.....	46
Plan 7 Mentone activity centre place improvement.....	47

This page has been intentionally left blank

1 THE PURPOSE

The Activity Centre Plan sets a broad vision for the area, which incorporates the local knowledge of the community and others who visit and work in the place, and informs preparation of new planning controls to enable development over time.





WHY WE'RE PLANNING FOR MENTONE

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

Everyone should have the opportunity to live in a well-designed home, at an affordable price, in a place they can thrive.

That is why we're planning for more homes in and around train and tram zones, encouraging homes to be built close to public transport, jobs and services.

THE PURPOSE OF THIS DOCUMENT

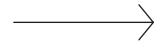
This Train and Tram Zone Activity Centre Plan (the Plan) for Mentone guides where new homes go, how new development will be shaped and what improvements will enhance the liveability of this place.

The purpose of this Plan is to support clear place-focused planning rules, focusing on built form outcomes such as building heights, to guide where new homes go and provide certainty to community and developers about growth. It also identifies the opportunities for place improvements to support more homes.

This strategic background document should be read alongside the relevant planning schemes and other documentation. This includes the updated Activity Centre Zone schedule, the Built Form Overlay schedule, the updated local policy and the Explanatory Report.

2 THE TRAIN AND TRAM ZONE ACTIVITY CENTRES PROGRAM

We're planning for more homes in and around 60 train and tram zone activity centres across Melbourne, encouraging more new homes to be built around public transport, jobs and services by 2051.



STATE STRATEGIC CONTEXT

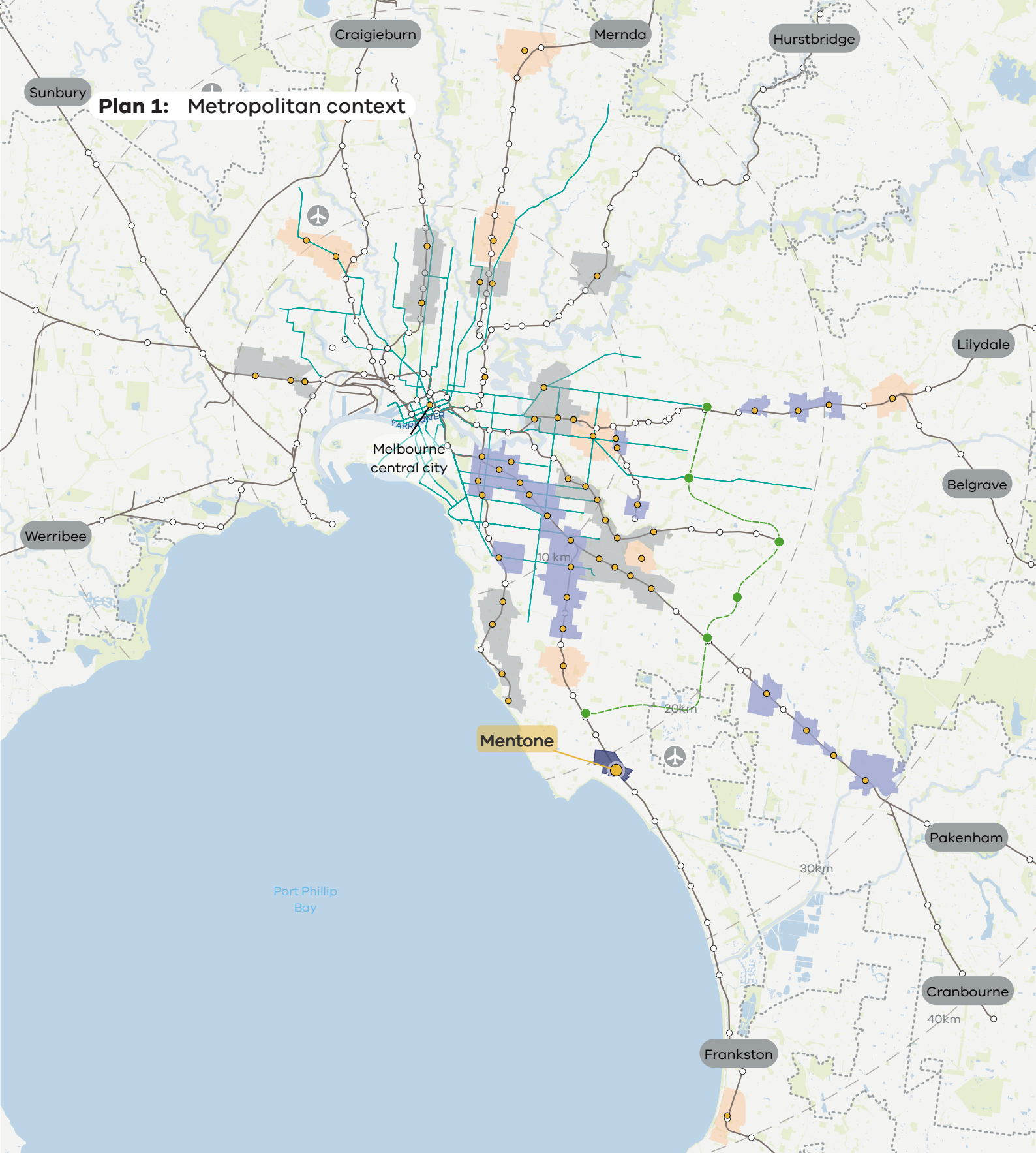
The Train and Tram Zone Activity Centres Program includes 60 train and tram zone activity centres across metropolitan Melbourne where there is good access to public transport, jobs and services. The Program has been rolled out across three stages: The Pilot, Stage 1 and Stage 2. The distribution of the train and tram zones is shown at **Plan 1: Metropolitan context**.

Plan for Victoria sets the vision for how the state will grow to 2050. Structured around five pillars of action, the plan outlines how Victoria will become more vibrant, accessible and connected. *Plan for Victoria* lists the Mentone activity centre as one of the centres we're planning for under Pillar 1: Housing for all Victorians.

The Mentone activity centre is located within the Kingston local government area. *Plan for Victoria* sets the City of Kingston the target of 51,500 net additional homes to 2051. The Program creates planning capacity for more homes in this activity centre and its catchment, contributing to this housing target.

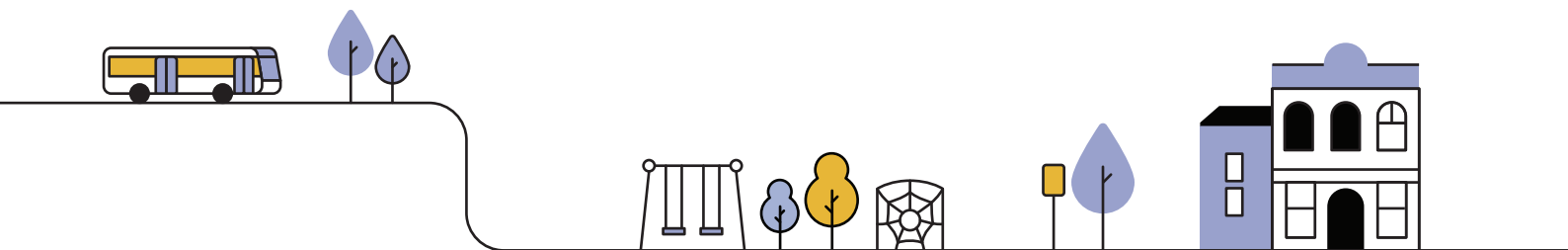
The Program also operates in the context of and alongside the following state policies that support Victorians to live, work, access and enjoy places across Melbourne:

- *Victoria's Bus Plan 2021* sets out the Victorian Government's long-term strategy to deliver a more modern, productive and environmentally sustainable bus network.
- *Victoria's Active Transport Plan 2026* aims to get more Victorians using active transport to get around.
- The *Transport Integration Act 2010* aims to ensure all transport modes work together and that transport planning is aligned with land use planning.
- The *Economic Growth Statement Victoria: Open for Business 2024* lays out the actions for a stronger economy that creates more jobs and supports a stronger future for all Victorians.
- The *Healthy Waterways Strategy 2018–2028* sets the long-term vision for managing the health of Melbourne's waterways.
- The *Train and Tram Zone Activity Centres Program Explainer 2026* sets out the objectives for the Program, along with the urban design principles that underpin this work.



- train and tram zone activity centre
- Mentone train and tram zone activity centre and catchment
- other stage 2 train and tram zone activity centres and catchment
- stage 1 train and tram zone activity centres and catchment
- pilot activity centres
- urban growth boundary
- tram route
- train station & corridor
- SRL East station & corridor (indicative)





HOW WE CONSULTED WITH THE COMMUNITY

We consulted with the community and key stakeholders, including Kingston City Council, over two stages to inform this plan. What we heard from consultation and how we address it is captured in **Mentone activity centre core built form**.

We heard that the top three themes for Mentone were:



Preserve and protect local character and heritage

We are retaining existing Heritage Overlays and have applied the Heritage Main Street Core typology to protect and enhance the heritage buildings in the activity centre core.

Head to **Mentone activity centre core built form** to learn more.



Develop plans based on local conditions

The planning tools for Mentone ensure the character of special locations, such as Mentone station heritage gardens, is preserved.

Head to **Mentone activity centre core built form** to learn more.



Adjust proposed core heights

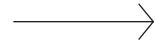
Core building heights in Mentone have been adjusted in response to feedback, to ensure key view lines to Kilbreda College tower (former Coffee Palace) and sun protections for important locations such as the Piazza (adjacent to 48 Como Parade West).

Head to **Mentone activity centre core built form** to learn more.

For further information, see *Mentone Train and Tram Zones – Phase 2 – Consultation Summary Report* (DTP, 2026).

3 THE STRATEGIC DIRECTION FOR MENTONE

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





ABOUT MENTONE

When we say *Mentone*, we are referring to the centre and its catchment area.

The activity centre is shown at **Plan 2: Mentone context and recent Victorian Government infrastructure**.

Why Mentone is in the Program

The Program is about creating more opportunities for diverse types of housing in areas close to existing train and tram services that have room to grow now and into the future.

The Mentone activity centre is located around the Mentone train station. This train station benefited from a level crossing removal completed in 2021. The station is serviced by the Frankston railway line, which will feed into nearby stations on the Suburban Rail Loop East (SRL East) in the future.

This centre is well-served by public transport with train services connecting to other parts of metropolitan Melbourne, including Melbourne central city, Frankston and Caulfield. A connected network of bus routes service the activity centre and provide access to a range of destinations, including Chadstone shopping centre, Southland shopping centre, a variety of schools, and other activity centres in the wider south-eastern and bayside suburbs of Melbourne including Oakleigh and Dandenong.

The services that support this place

The Mentone activity centre is located approximately 21 kilometres south-east of the Melbourne central city.

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

The key projects are shown at **Plan 2: Mentone context and recent Victorian Government infrastructure**.



Public realm and community infrastructure – having great community spaces

The level crossing removal project has provided walking and cycling paths connecting the Mentone, Cheltenham and Parkdale station precincts and includes public space for playing, sitting, exercising and walking dogs, and riding amenities.

Mentone station heritage gardens, Mentone Reserve and Keith Styles Reserve are key public open spaces that contribute to creating places which are greener and cooler with more canopy trees.

The Mentone Activity Hub, Keith Styles Reserve, Dolomore Reserve, the nearby foreshore and Mentone Lifesaving Club facilities ensure the community has good access to places which encourage social interaction and active lifestyles.

We heard from the community that infrastructure including public spaces, parks, roads, recreational facilities, and public transport must be retained and improved to preserve the area's liveability.

In the Community Reference Group Statement of Advice, we heard the call to preserve and improve green spaces.

Transport – facilitating how we get around

The Mentone level crossing removal project has improved Mentone's transport network. The removal of the level crossing has benefited all transport users.

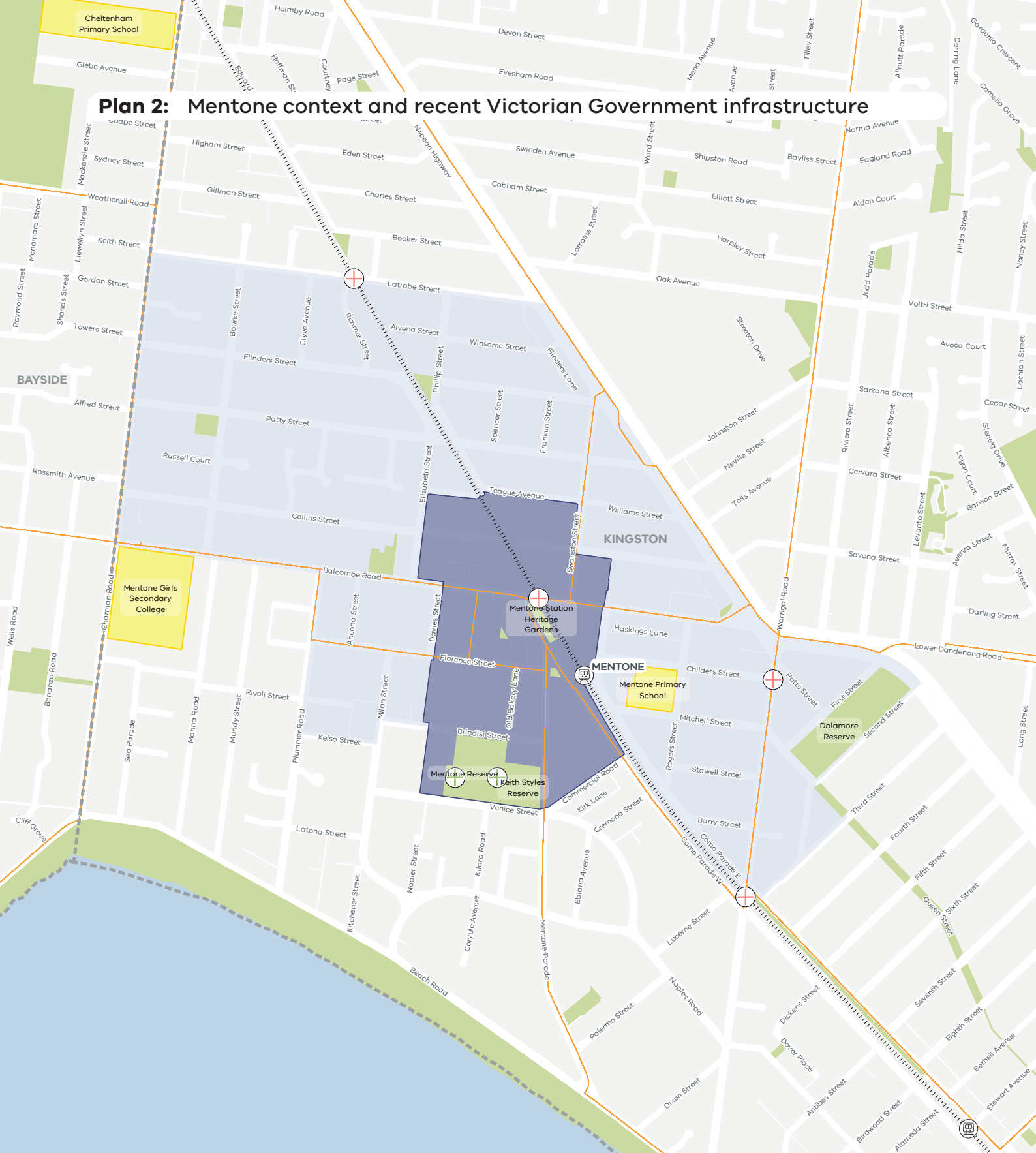
A new train station was built, with improved accessibility, modern facilities, better lighting and security. As part of the project a new bus interchange was built to service the five bus routes travelling through Mentone. There are also now more than three kilometres of additional walking and cycling paths connecting the Mentone and Cheltenham station precincts, improved lighting, accessibility and car parking.

In the future, Mentone will be close to the new Southland SRL station, providing improved access across Melbourne.

We heard from the community that walkability throughout the centre and connection to bike paths is important.

In the Community Reference Group Statement of Advice, we heard the call to retain and improve walkability and cycling connections within and between the activity centre core and catchment areas.

Plan 2: Mentone context and recent Victorian Government infrastructure



- train and tram zone activity centre core
- train and tram zone activity centre catchment
- train station & corridor
- bus route
- municipal boundary
- education (state)

- existing open space
- Recent State Government funded infrastructure projects**
- transport infrastructure upgrades
- sporting facility upgrades



TRADITIONAL OWNERS

The Registered Aboriginal Party for the activity centre and catchment areas is the Bunurong Land Council Aboriginal Corporation.

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

Traditional Owner groups are the original custodians of the land who share a deep cultural, spiritual and social connection with Country. They have their own unique culture, history, language, customs, lore and laws.

Statement from the Registered Aboriginal Party

Bunurong Land Council Aboriginal Corporation has provided and consented to the publication of a Statement of Cultural Values for the Mentone activity centre. This statement is included as part of the Plan for the purposes of sharing information, increasing awareness and understanding of Aboriginal people and their connections to, and understanding of, the place with the broader community.

It is hoped that this statement will spark curiosity and inform the strategic direction for this activity centre, as well as signal to developers, builders and the wider community the cultural significance of these places to Aboriginal people.

Plan for Victoria's pillars of action

Self-determination and caring for Country is one of the five pillars of action in *Plan for Victoria*.

Action 20 provides the opportunity to recognise Traditional Owners' Country in planning schemes and provide Country-specific guidance, where supported by and following ongoing engagement with Traditional Owners.

The Department of Transport and Planning has consulted with Bunurong Land Council Aboriginal Corporation and the Traditional Owners of the land to understand the cultural values and stories that relate to the Country we are planning more homes on.



The Statement of Cultural Values is a condensed statement of documented cultural values.

The statement does not represent the full significance of cultural values of the activity centres, which can only be understood through more detailed Cultural Values Assessments that involve On Country walks and traditional knowledge recording.

BUNURONG CULTURAL VALUES STATEMENT

Bunurong peoples are the Traditional Custodians of this land, including the proposed location of the Mentone activity centre. They have cared for this Country for thousands of years and continue to do so today. This area, and the broader cultural and biocultural landscapes of Bunurong Country, remain deeply significant to Bunurong peoples.

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

A songline traverses Bunurong Country and passes through the Mentone area, closely following the coastline of Naarm (Port Phillip Bay). This route, travelled over countless generations, provided access to safe camping places, freshwater sources, edible plants, and abundant hunting grounds. The songline continues along the peninsula towards Munmurr (Point Nepean) for Bunurong women and towards Cape Schanck for Bunurong men.

Prior to colonisation, Bunurong Country contained many important water places. Naarm, a significant part of Warranh (Sea Country), reflects Bunurong peoples' identity as Saltwater peoples. At the same time, freshwater sources—including swamps, rivers, creeks, and springs—are also valued highly. Numerous springs and swamps were once found within this part of Country. However, the cumulative effects of colonisation have led to the loss or degradation of many of these water places. For example, many springs in the Beaumaris-Black Rock area, immediately west of Mentone, have ceased functioning. Similarly, the draining of Carrum Swamp to the south of Mentone drastically altered the environment, affecting habitats for flora and fauna and reducing access to water.

Historical and ongoing restrictions on access to Country have continued to limit Bunurong peoples' ability to care for Country. Bunurong Elders have identified this disconnection as a key factor contributing to poorer health and wellbeing outcomes within the contemporary Bunurong community.

THE VISION FOR MENTONE

Mentone is already a great place to live, work and spend time. Our vision is to help Mentone grow in a way that keeps what people love, while providing for more diverse types of homes and making these spaces greener, safer and easier to get around.

With good public transport options, thriving local shops and places for people to meet, this area will offer more choice in homes close to jobs, schools, parks and cafés, helping more people live locally and enjoy the things that matter day to day.

The following vision for the Mentone train and tram zone activity centre is built from the Statement of Advice prepared by the Community Reference Group as well as Kingston City Council's strategic work and engagement.

Mentone will remain a vibrant, welcoming and walkable centre, where its character and history is appreciated by locals and visitors.

With convenient access to train and bus services, shops, cafes, and community facilities, this centre will offer more well-designed housing options so more people can live locally in homes that suit their needs.

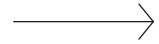
New homes and infrastructure will be carefully planned to enhance the area's character and values, with existing heritage being protected and celebrated in future development. Planning for Mentone will make the most of its green spaces, while creating greener, tree-lined streets and community spaces to support environmental sustainability and community wellbeing.



This page has been intentionally left blank

4 THE ACTIVITY CENTRE CORE

The activity centre core is the central part of the activity centre, closest to public transport, jobs and services.





EXPECTED CHANGE IN THE ACTIVITY CENTRE CORE

The existing context of the activity centre influences the amount of growth expected. We understand how important it is to protect what makes each place special. Through community engagement, we heard from communities what local characteristics to protect and enhance, as well as what could make Mentone better.

The activity centre core is a vibrant place where people shop, work, access public transport, connect with family and friends, as well as live. This makes the core the right place for more jobs and housing, including more diverse housing types. More Victorians can live where they want to and closer to the things that matter to them.

The activity centre core will change gradually over the next few decades, providing the new homes we need between now and 2051. It is likely that larger and unused blocks of land might be developed first, as they provide the best opportunities to deliver new homes the soonest.

"It is essential that the unique character and established activities of the Mentone area are protected. The concentration of schools, community uses, and existing neighbourhood constraints must remain central to all future planning decisions. Any future development must respond to these characteristics through clever, sustainable design that prioritises amenity, safety, and environmental quality."

– Mentone community member

How we determine appropriate heights

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

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

The building height in the activity centre core is informed by the built form typologies applied – see **Figure 1** below for an example. These are determined by both the level of development a location can accommodate and the types of buildings, homes and businesses already there.

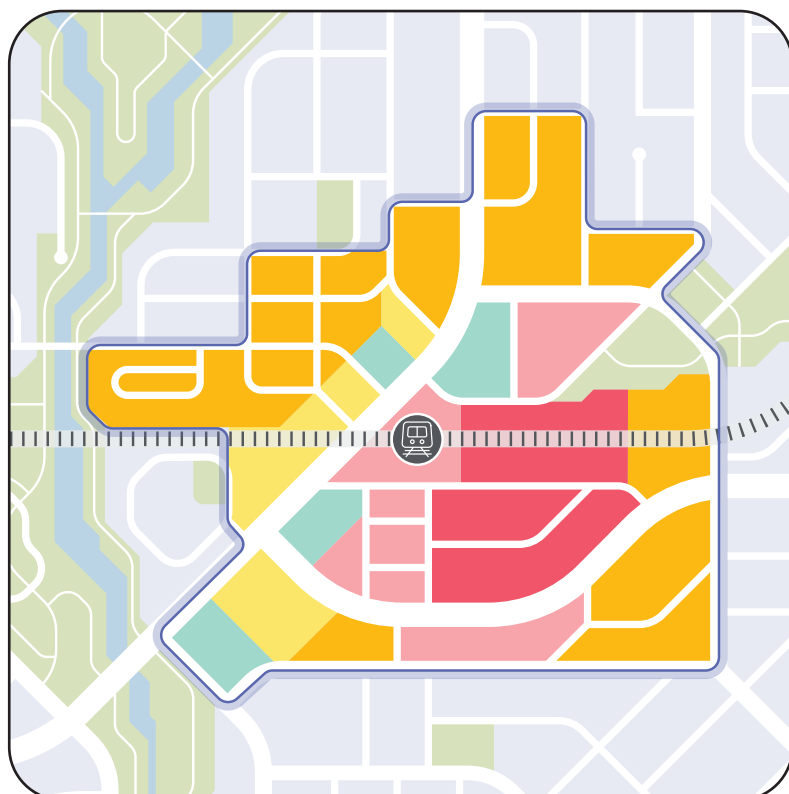
Each typology within the Housing Growth Framework ranking has its own set of standards for heights and setbacks, to allow the right level of development to happen in the right places.

The Built Form Overlay provides consistent planning controls in the activity centre cores based on those typologies and the Housing Growth Framework.

The overlay introduces a streamlined planning pathway known as ‘deemed to comply’. This allows buildings, homes and businesses to be approved faster by clearly outlining standards appropriate for each area.

Deemed to comply standards include building heights, street wall heights and setbacks. If a planning application does not meet these standards, the usual decision-making process and criteria apply to those matters.

Figure 1: Built form typologies (example only)



Heritage main street

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

Non-heritage main street

Shops on narrow lots on the main street

Limited sensitivities

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

Large opportunity sites & enclosed shopping centres

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

Fringe

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



BUILT FORM OUTCOMES EXPLAINED

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

To understand where we've applied some of these standards to the Mentone activity centre, please see **Mentone activity centre core built form**.

Built form testing

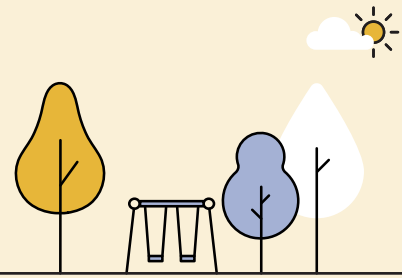
Each place is unique and we have responded to this by carrying out built form testing. Built form testing helped us understand the key qualities of these centres, and to balance allowing more homes with protecting amenity, such as sun access to identified parks and streets, and identified key view lines.

Recommendations from built form testing for Mentone included changing typologies and building heights as well as other minor changes to sun access protection. Refer to *Activity Centres Program Tranche 2 Local Variations Testing Mentone Report* (Architectus, April 2026).

Sun access protections

Public and green spaces serve as invaluable public assets. Sunlight plays a vital role in preserving the health of landscaping and trees, as well as providing comfortable conditions for users.

Parks, streets and other public spaces have been identified for different levels of protection based on their significance and use. This will ensure they receive enough direct sun in different seasons.



Pedestrian connections

Pedestrian connections are new or existing walkways between buildings.

They allow better access to and from the activity centre core.



Active frontages

Active frontages, including multiple entrances and storefront windows at ground level, support a vibrant, active, and safe pedestrian environment.

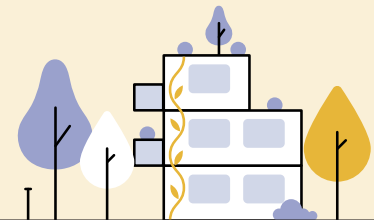
We have identified primary, secondary and tertiary active frontages based on the existing and emerging land uses in different typologies, ensuring new buildings provide opportunities for the right level of activation.



Landscape setbacks

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

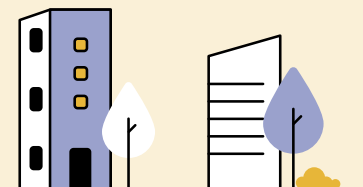
They support urban greening and in particular tree canopy, the softening of edges and ensure an appropriate transition to the public realm.



Sensitive interface setbacks

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

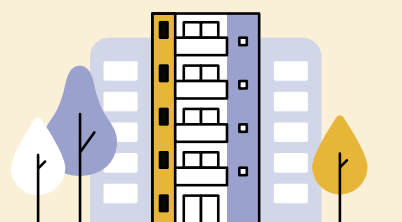
Sensitive interface setbacks are used to respond to the amenity needs of neighbouring properties to the south. These provide additional setbacks to the south boundary to allow sun access to the north-facing areas of properties south of the activity centre core.



Master planning

Master planning is required for larger sites that may be developed with multiple buildings or across several stages. It is also applied to sites with multiple public interfaces or where internal roads or pedestrian connections are needed.

The purpose of the master plan is to ensure co-ordinated, well-considered development across the whole site.





MENTONE ACTIVITY CENTRE CORE BUILT FORM

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

Mentone is known for its heritage buildings, including the historic railway station and gardens precinct and the Kilbreda Tower (former Coffee Palace) and adjoining piazza, where residents and visitors enjoy the activity on offer with friends and family. That's why we have applied primary active frontage controls along Balcombe Road, Florence Street, Mentone Parade and Como Parade West to ensure high levels of activation still take place.

We have introduced sun access protection along Balcombe Road, Florence Street, Mentone Parade and Como Parade West to ensure these streets remain bright, and to ensure future canopy trees can grow.

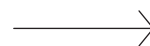
Areas along Mentone Parade, Florence Street, Davies Street and Brindisi Street with existing canopy trees have landscape setbacks applied to ensure future development retains existing trees.

The Community Reference Group noted how important the heritage buildings, walkable streets and green spaces are to Mentone's village character. That's why we have applied the Heritage Main Street Core typology along Como Parade West and Mentone Parade, to protect and enhance the main street feel.

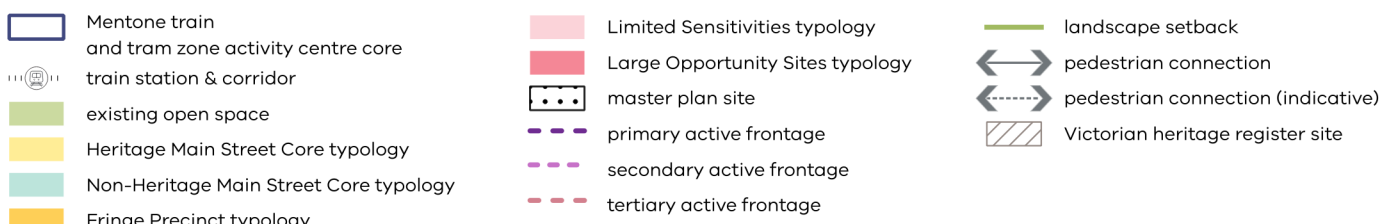
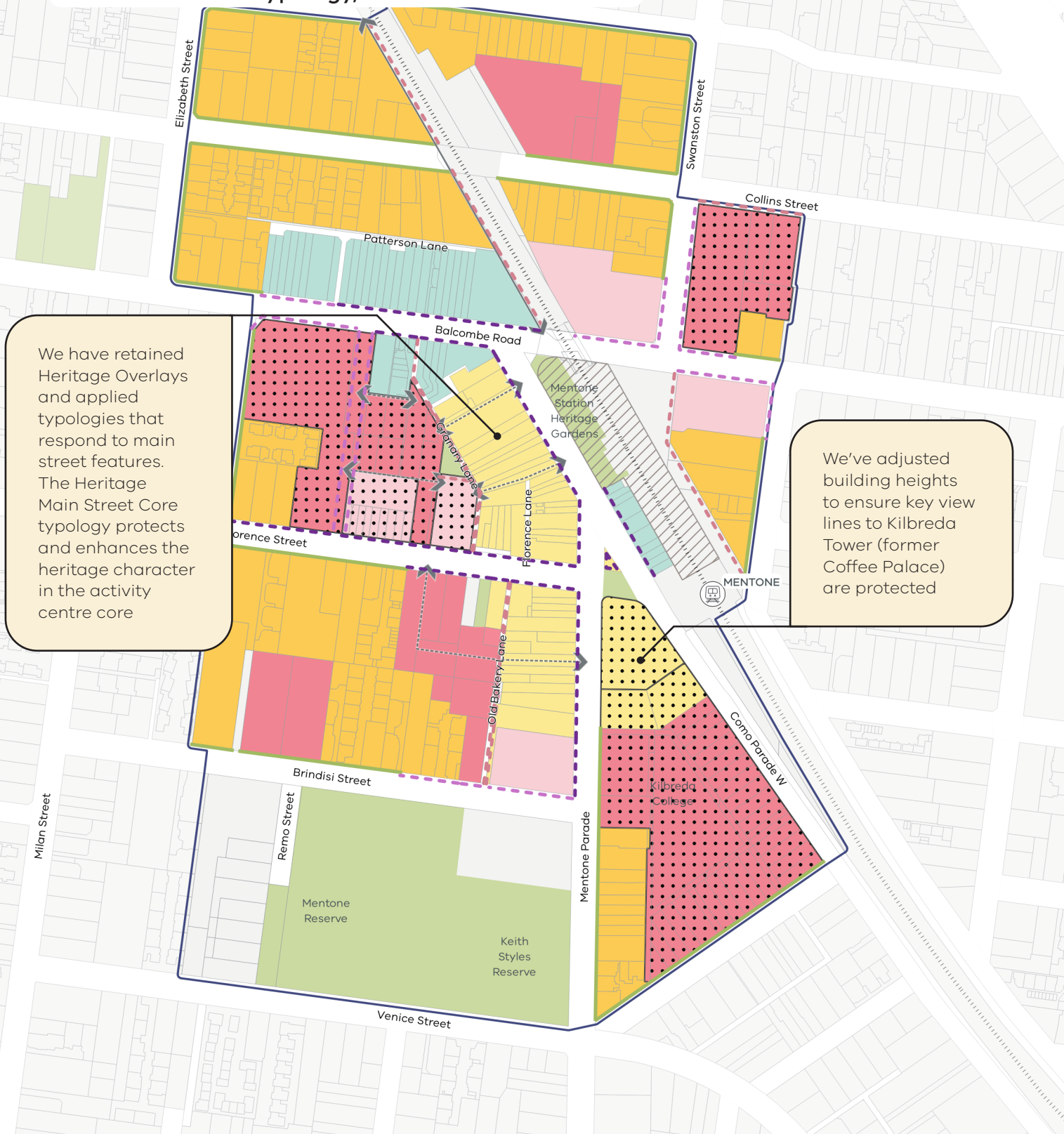
"I would love to see medium density apartment buildings (eight storey or less) of merit being built in and around the Mentone Station."

– Mentone community member

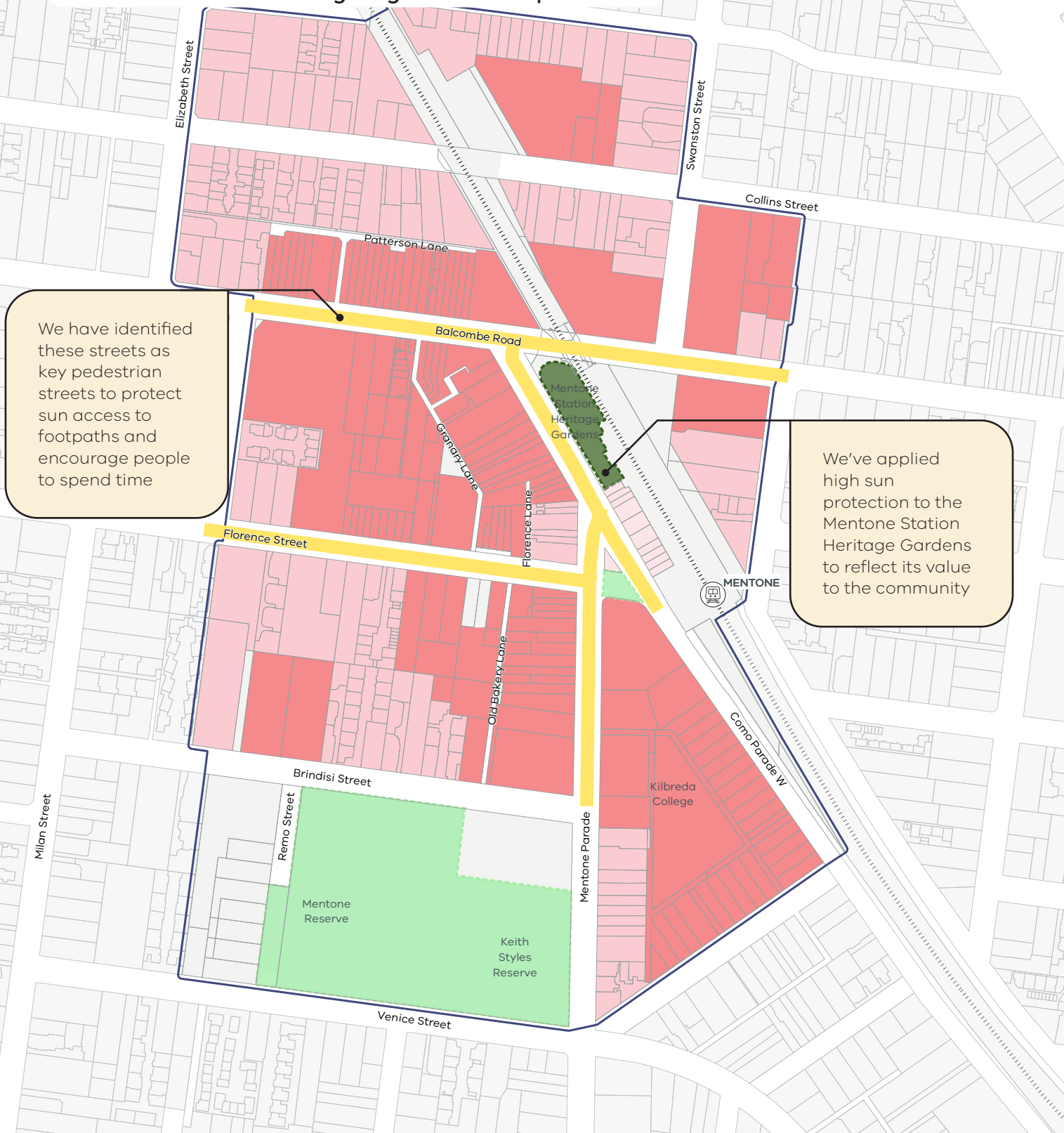
Refer to **Plan 3: Mentone typology, activation and setbacks** and **Plan 4: Mentone building heights and sun protection** to see the built form outcomes and building heights for the activity centre core.



Plan 3: Mentone typology, activation and setbacks



Plan 4: Mentone building heights and sun protection



- Mentone train and tram zone activity centre core
- train station & corridor
- up to 2 storeys
- up to 6 storeys
- up to 8 storeys

Sun protection

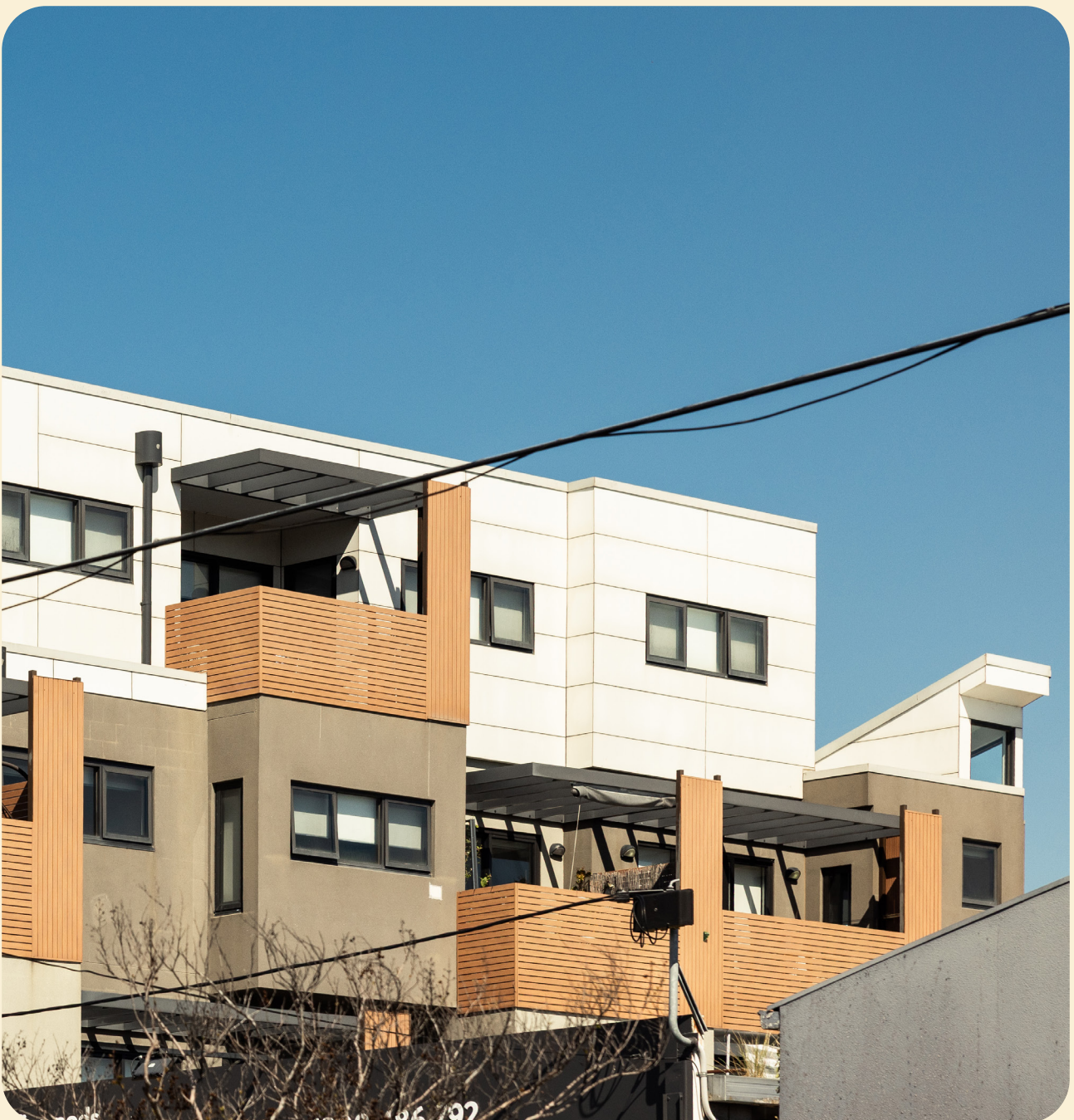
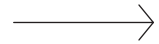
- key pedestrian street
- high protection open space



This page has been intentionally left blank

5 THE ACTIVITY CENTRE CATCHMENT

The residential area surrounding the activity centre core, called the catchment, provides opportunities to locate more homes close to local destinations such as shops and services, public transport and jobs.





EXPECTED CHANGE IN THE CATCHMENT

The catchment makes sure more homes are in the right places to give Victorians more housing choices with access to local destinations.

The catchment extends approximately 800 metres from the main commercial areas of the activity centre core and will allow for more housing diversity and choice including small and medium-scale apartment buildings, townhouses and semi-detached houses close to the activity centre.

Defining the catchment in Mentone

The key features that influenced the catchment boundaries include:

- Proximity to the Port Phillip Bay foreshore and avoiding overlap with Design and Development Overlay Schedule 1 which includes foreshore amenity considerations.
- Nepean Highway as it is a high traffic road.
- Distance from the Mentone commercial area.

To understand where we've applied the inner and outer catchment boundaries, please see **Plan 5: Mentone catchment**.

Changes to zoning in the planning schemes

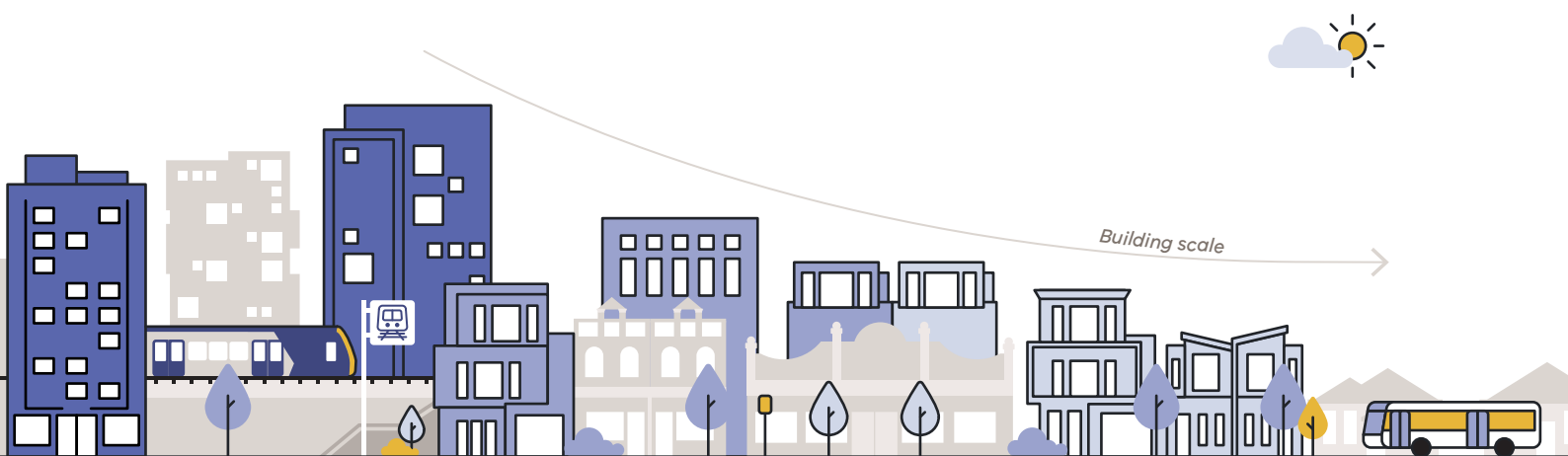
The Housing Choice and Transport Zone enables a diversity of housing in the catchment, and other well-served locations. The Housing Choice and Transport Zone 1 will replace most existing residentially zoned land in the inner catchment and Housing Choice, and Transport Zone 2 will replace most existing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

Plan 5: Mentone catchment shows the high-level vision for the outer catchment. To see the detailed application of Housing Choice and Transport Zone, please refer to the *Kingston Planning Scheme*.

Transition from the train and tram zone

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

The illustration below demonstrates how the transition from the core to the catchment occurs. To understand how the catchment has been set, refer to the *Train and Tram Zone Activity Centres Program Explainer*, 2026.



The core

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

The inner catchment

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

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

The outer catchment

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

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

To understand where we've applied the inner and outer catchment, please see **Plan 5: Mentone catchment**



Plan 5: Mentone catchment



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



CHANGES TO THE KINGSTON PLANNING SCHEME

Changes to local policy

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

Changes to the overlays in the Kingston Planning Scheme

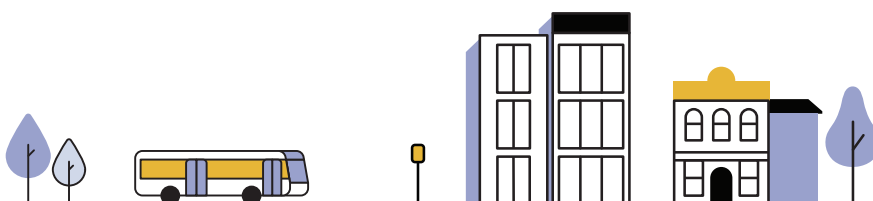
The Built Form Overlay guides built form for medium-scale and higher-scale apartment buildings, as well as for retail, office and other uses in the core.

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

- Design and Development Overlay Schedule 22 (Mentone Junction Precinct)
- Design and Development Overlay Schedule 25 (Neighbourhood Renewal Areas 2 – Local Roads)
- Design and Development Overlay Schedule 26 (Neighbourhood Renewal Areas 2 – Main Roads).

Changes to zoning in the Kingston Planning Scheme

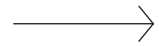
To have the kinds of places set out in this Plan, we need to amend the existing Activity Centre Zone Schedule 2 where there are conflicting built form elements.



This page has been intentionally left blank

6 INFRASTRUCTURE

The Mentone activity centre was chosen for its access to public transport networks, community facilities, services and other important infrastructure.





PLANNING FOR FUTURE GROWTH

The quality of the places we live in affects all aspects of our lives, from our health and wellbeing to our impact on nature.

Though there has already been significant investment in Mentone (refer to **Plan 2: Mentone context and recent Victorian Government infrastructure**), we know that as more people move in, there will be greater demand for infrastructure and services.

The Victorian Government, alongside councils and other infrastructure delivery partners, is continuing to plan for future growth, to help deliver the infrastructure people in train and tram zone activity centres will benefit from into the future.



Transport improvements

The Victorian Government plans and manages transport at a system level, balancing all modes together. Through co-ordinated improvements to train, tram and bus networks, we're seeking to make public transport simpler, more accessible and more reliable.

We are also looking to facilitate improvements in walking and cycling (known as active transport) and have committed to a target of 25 per cent of all trips being by active transport by 2030. These improvements provide people with more options to travel and encourage more people to leave the car at home.

Road network improvements are planned across Victoria to improve the efficiency, safety and resilience of the road network, balancing the needs of all road users.



Education capacity

The Victorian Government continues to consider the need for additional government primary and secondary school provision to serve the growing community.

We are also monitoring the need for new and/or expanded public, not-for-profit and for-profit kindergarten provision to serve the community.



Health services

The Victorian Government continues to consider the development of health services and infrastructure priorities to support the health system.

Future investment will seek to respond to growth and ageing infrastructure pressures, and will also consider opportunities to promote new care models and how to make best use of existing infrastructure.



Integrated water management

To improve the liveability, biodiversity and climate resilience of this centre, the Victorian Government continues to investigate place-based integrated water management interventions including alternative water supplies that can be delivered for non-potable uses. The interventions aim to integrate innovative flood mitigation measures that not only reduce local flooding and build climate resilience, but also contribute to water supply security, enhance public amenity, support urban cooling, and nurture biodiversity.

In line with *Plan for Victoria*, new guidance is also being prepared on how to appropriately build in areas subject to flooding. As part of this, Melbourne Water is in the process of updating its flood modelling through the Greater Melbourne Flood Information Program to provide more in-depth information about known hazards. This new flood modelling information could be used by councils when considering permits for housing in areas subject to flooding and to inform the design of future flood and drainage mitigation infrastructure.

The opportunities for public realm upgrades could include consideration of water security, water sensitive urban design and nature-based approaches as part of upgrades to streetscapes and open spaces. This could contribute to reducing flood risk, having an urban form that is climate adaptive and improving amenity.

The Victorian Government has announced the development of a new risk based flood hazard rating system and is preparing new planning and building controls to guide the types of uses and development that are appropriate in areas subject to flooding.

These new planning and building controls will assist in identifying where to build, what to build and also how to build to ensure flood risks are addressed.

7 LOCAL INFRASTRUCTURE IMPROVEMENT OPPORTUNITIES FOR MENTONE





INVESTING IN MENTONE'S INFRASTRUCTURE

We have heard through community engagement on the Train and Tram Zone Activity Centres Program and *Plan for Victoria* that communities value access to high quality parks, open spaces, and walking and cycling infrastructure, and want to see more investment in these.

The Victorian Government is developing an infrastructure funding system to ensure that developers contribute to improving the infrastructure, so this centre remains a great place to live.

Under the system, developers may be expected to pay a standardised contribution for each new home and each square metre of new commercial or industrial space they deliver.

These contributions would then be provided to councils and the Victorian Government to help deliver the essential infrastructure each activity centre needs to thrive.

Developers, local government, state agencies and other stakeholders including the Federal Government all share the responsibility for funding infrastructure, and the new system will aim to be one component of a broad infrastructure funding strategy to ensure communities receive the infrastructure they need in this activity centre.

Infrastructure investment focus areas



Inclusive, community-centred design

Improving your streets, public spaces and local public facilities, such as libraries and community centres, to ensure communities can meet daily needs close to home.



Accessible public transport and active transport

Investing in safe and direct walking and riding networks that help people to get around and enhance the community's liveability. Upgrading public transport infrastructure to be universally accessible, safe and comfortable.



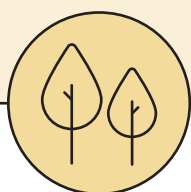
Green spaces that are great places

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

STRATEGIES AND OPPORTUNITIES

The strategies and opportunities below provide an insight into how the new infrastructure funding mechanism could be used to support the future population of the activity centre and catchment area.

While the reference to specific places and locations are indicative only and are subject to change, they indicate that contributions received are intended to be spent locally on things that are valuable and serve the community.



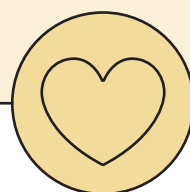
Support improved opportunities for play and recreation, maximising use, access, and enjoyment of public space by everyone.

- Upgrade public spaces (passive open space, pedestrian malls, plazas and forecourts), such as the Mentone Piazza. Works could include, but not be limited to, tree planting and landscaping, playground and exercise equipment and integrated water management.
- Increase the capacity and/or capability of active recreation reserves, such as Mentone Reserve. Works could include, but not be limited to, improved playing surfaces, lighting, pavilions or integrated water management.



Support safer, attractive and connected walking and riding networks for most people to meet their everyday needs and move between activity centres.

- Provide safer and attractive riding facilities, on strategic and priority corridors, such as Balcombe Road, Mitchell Street, Mentone Parade.
- Provide attractive walking routes through safe and attractive crossing opportunities and continuous footpath treatments in the activity centre cores, around train stations and roads such as Como Parade, Mitchell Street and Florence Street.

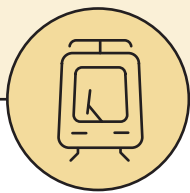


Support initiatives that encourage increased social participation and activity, where places are designed so people are safe and welcome to shop, socialise and dine.

- Upgrade key streetscapes in activity centre cores and commercial areas, such as Mentone Parade and Florence Street. Works could include, but not be limited to, street tree planting and landscaping, street furniture, pedestrian priority crossings, water sensitive urban design, and footpath improvements and/or widening.
- Improve laneways, side roads supporting key streetscapes, and other local roads in activity centre cores and catchments, such as Florence and Old Bakery Lane. Works could include, but not be limited to, street tree planting and landscaping, lighting and footpath improvements and/or widening.

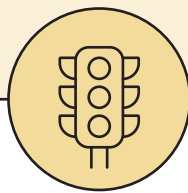
Examples of potential locations are included below and in **Plan 6: Indicative Mentone place improvement opportunities**. This plan shows the indicative improvement opportunities to the transport network, open spaces and community infrastructure at a broader network scale, which could occur over time.

Plan 7: Mentone activity centre place improvement shows the local infrastructure improvement opportunities for Mentone and immediate surrounds, not the broader transport network opportunities identified in **Plan 6**.



Support greater choice in travel by improving on-road public transport efficiency and passenger experience.

- Improve the safety, comfort and passenger experience of bus stop facilities, including shelters, seating, tactiles, information displays and wayfinding.
- Provide safer access to bus stops by aligning these with pedestrian crossings.
- Improve bus efficiency and reliability, including intersection changes, and on-road priority.



Support more efficient road movements for cars and freight.

- Continue to review ways to improve traffic flow for cars and freight along roads such as Nepean Highway including intersection changes.



Support improvements to existing community infrastructure and identify opportunities for new infrastructure to support a growing community.

- Improve community facilities, such as the Mentone Activity Hub. Works could include, but not be limited to, libraries, maternal and child health centres, early childhood education and community centres.

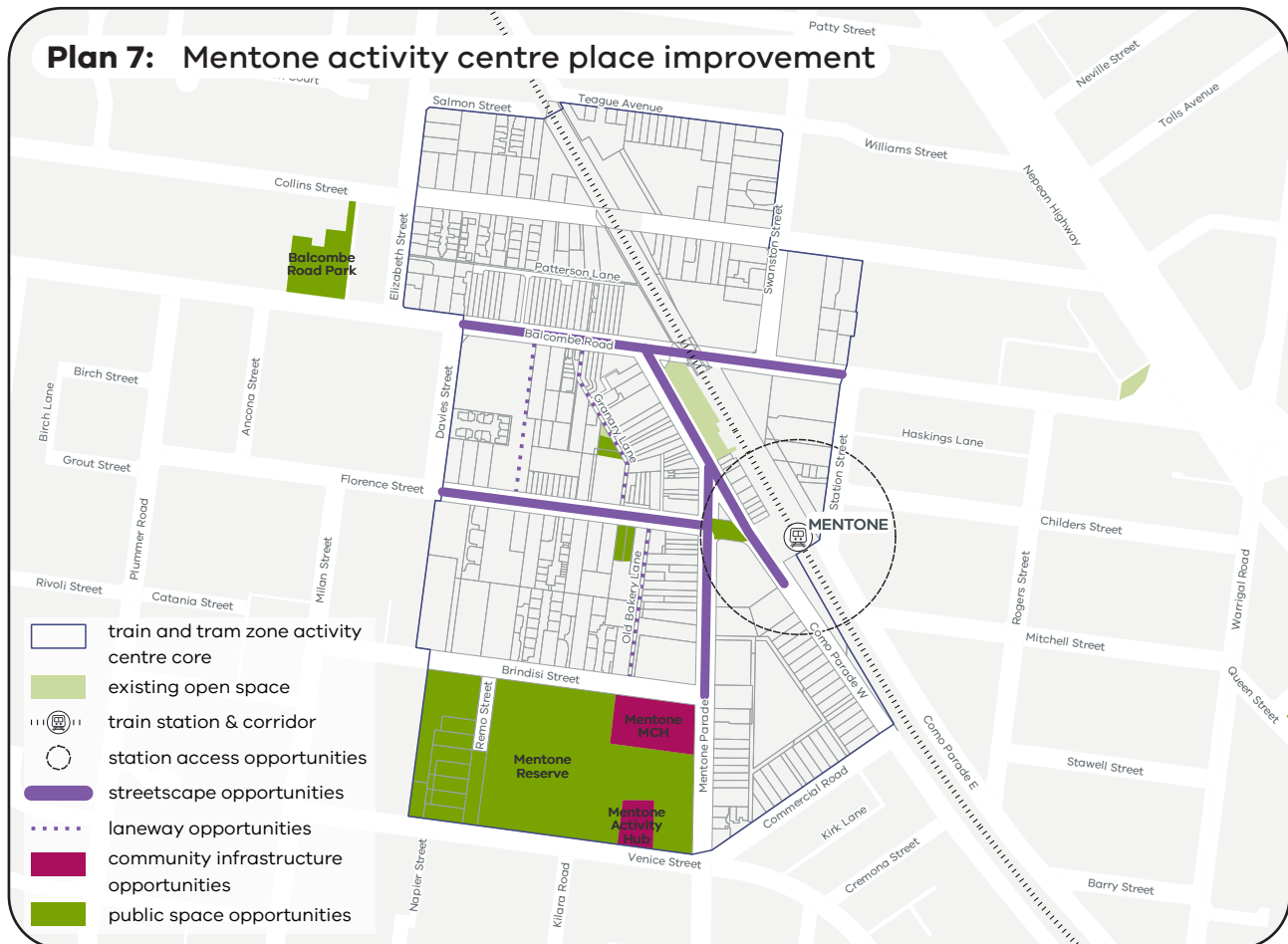
Plan 6: Indicative Mentone place improvement opportunities

The map illustrates the indicative Mentone place improvement opportunities. Key streets highlighted for improvement include Higham Street, Gillman Street, Charles Street, Booker Street, Cobham Street, Lorraine Street, Oak Avenue, Harpley Street, Elliott Street, Shipston Road, Baylis Street, Evesham Road, Devon Street, Holmby Road, Glebe Avenue, Sydney Street, Weatherall Road, Keith Street, Gordon Street, Towers Street, Raymond Street, McManara Street, Shands Street, Lewellyn Street, Charman Road, Rossmith Avenue, Wells Road, Balanza Road, Sea Parade, Marina Road, Mundy Street, Rivoli Street, Plummers Road, Kelso Street, Latona Street, Kitchener Street, Napier Street, Coryule Avenue, Kilara Road, Mentone Parade, Palermo Street, Dixon Street, Naples Road, Dover Place, Antibes Street, Birchwood Street, Alameda Street, Stewart Avenue, Bethell Avenue, Eighth Street, Seventh Street, Sixth Street, Fifth Street, Fourth Street, Third Street, Second Street, First Street, Potts Street, Warrigal Road, Lower Dandenong Road, Darling Street, Murray Street, Borwon Street, Logan Court, Glenelg Drive, Cedar Street, Lachlan Street, Avoca Court, Voltri Street, Judd Parade, Alden Court, Eagland Road, Norma Avenue, Allnutt Parade, Darning Lane, Camelia Grove, Gardenia Crescent, and Tilley Street. The map also shows the coastline and the location of Mentone.

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



Plan 7: Mentone activity centre place improvement



8 GLOSSARY OF TERMS

Refer to *Train and Tram Zone Activity Centres Program Explainer 2026* for further detail.

A

- active frontages** Active frontages allow for unobstructed views into and out of the ground floor of buildings and can be a combination of elements such as windows, shop/building entries and commercial activities.
- active transport** Active transport refers to any form of human-powered movement, such as walking and riding, as well as using e-scooters or personal mobility devices. It involves transport for purposes such as running errands, commuting or accessing public transport, rather than just for recreation.

B

- Built Form Overlay (BFO)** An overlay is a state-standard provision, forming part of a suite of provisions in the Victoria Planning Provisions (VPP). The BFO provides a framework for consistent planning controls structured around built form typologies.

C

- Community Reference Group (CRG)** Community Reference Groups formed a key component of the Train and Tram Zone Activity Centres consultation program.
- CRG members came together on a voluntary basis to provide input, feedback and local perspectives to ensure a balanced and broad representation of local voices. The CRG was tasked with responding to a central remit and developing Statement(s) of Advice for the DTP planners preparing the Activity Centre plans.

H

- Housing Choice and Transport Zone (HCTZ)** A planning zone that seeks to facilitate a diversity of housing at increased densities in locations around identified activity centres and other well-served locations with convenient access to jobs, public transport and services.
- Housing Growth Framework** A tool that has been developed to categorise activity centres based on their access to public transport, services and capacity to accommodate development; and which provides the basis for built form controls including setbacks and heights.

I

- infrastructure** Basic facilities and networks (e.g. roads, libraries and utilities) needed for the functioning of a local community or broader society. Infrastructure can be provided by the private sector (e.g. local roads, childcare, shopping centres), or by Government (e.g. hospitals, schools, railways).
- Infrastructure Contributions Plan (ICP)** A statutory document incorporated into a planning scheme that sets out the charges developers must pay to help fund essential public infrastructure—such as traffic signals, parks, and community facilities—needed to support new or growing communities.
- Integrated Water Management (IWM)** An approach to planning that brings together all facets of the water cycle including sewage management, water supply, stormwater management and water treatment, ensuring environmental, economic and social benefits.

M

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

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

O

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

P

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

R

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

S

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

T

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

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



Department
of Transport
and Planning

