

SPRINGVALE TO DANDENONG TRAIN AND TRAM ZONE ACTIVITY CENTRES PLAN

SPRINGVALE | NOBLE PARK | YARRAMAN | DANDENONG

BUNURONG COUNTRY

JUNE 2026



**Authorised by the Victorian Government,
Melbourne**

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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 Springvale, Noble Park, Yarraman and Dandenong activity centres are 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.



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1 THE PURPOSE

The Activity Centres 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 SPRINGVALE TO DANDENONG

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's 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

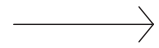
This Train and Tram Zone Activity Centres Plan (the Plan) for Springvale, Noble Park, Yarraman and Dandenong guides where new homes go, how new development will be shaped and what improvements will enhance the liveability of this place.

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 Built Form Overlay schedules, 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

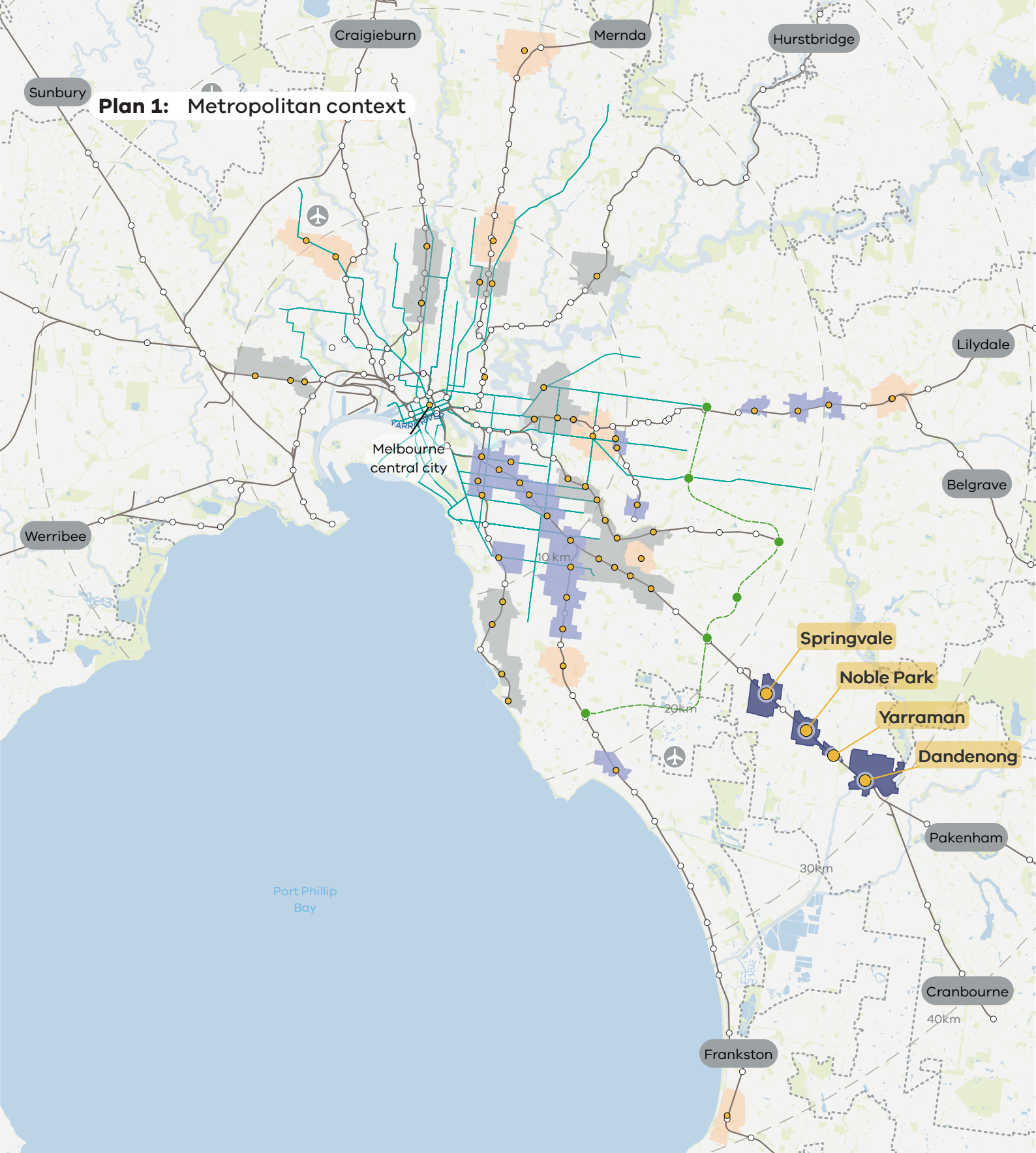
The Train and Tram Zone Activity Centres Program includes 60 train and tram zone activity centres across metropolitan Melbourne where there is good access to public transport, jobs and services. The Program has been rolled out across three stages: The Pilot, Stage 1 and Stage 2. The distribution of the 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 Springvale to Dandenong activity centres as some of the centres we're planning for under Pillar 1: Housing for all Victorians.

The Springvale to Dandenong activity centres are in the City of Greater Dandenong local government area. *Plan for Victoria* sets the City of Greater Dandenong the target of 52,500 net additional homes target to 2051. The Program creates planning capacity for more homes in these activity centres and their catchments, contributing to the housing target.

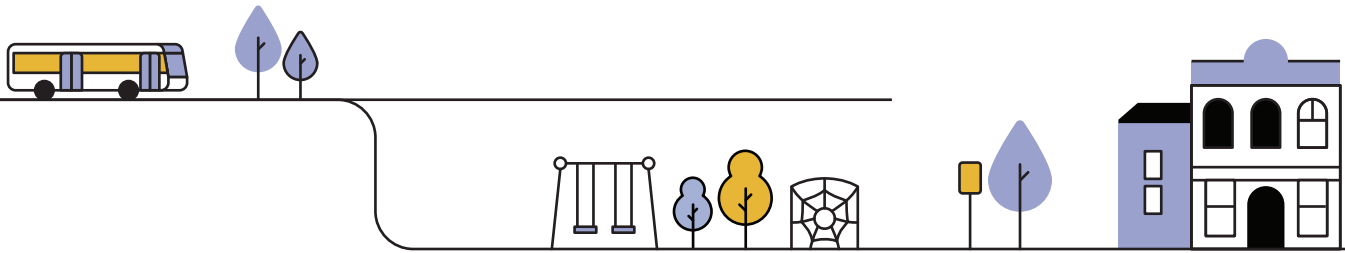
The Program also operates in the context of and alongside state policies that support Victorians to live, work, access and enjoy places across Melbourne:

- *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
- Springvale to Dandenong train and tram zone activity centres 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 Greater Dandenong City Council, over two stages to inform this plan. What we heard from consultation and how we addressed it is captured in **section 4 the activity centre cores** and **section 5 the activity centre catchments**.

We heard that the top five themes for Springvale to Dandenong were:



Invest in local infrastructure to support growth

An infrastructure contributions plan is being considered for Springvale, Noble Park, Yarraman and Dandenong. It will intend to fund infrastructure essential to the liveability of the current and future communities in and around these centres.

Head to **section 7 local infrastructure improvement opportunities for Springvale to Dandenong** to learn more.



Adjust proposed catchment boundaries

Some areas of the catchment have been adjusted in response to feedback, to ensure the catchment is within a walkable distance of the activity centre and to provide appropriate transitions between the activity centre, the catchment and the surrounding residential areas.



Adjust proposed core heights

Core building heights in Springvale, Noble Park and Dandenong have been adjusted in response to feedback, to ensure sun protections for important locations such as Douglas Street and Buckingham Avenue.

Head to **section 4 the activity centre cores** to learn more.



Provide for different types of higher density housing

Our planning controls facilitate an increase to the number of homes and provide for more housing diversity and choice, medium- and higher-scale apartment buildings, townhouses and semi-detached houses close to the activity centre.



Preserve and protect existing open space and increase tree canopy cover

The Program's controls are tailored to retain sunlight to important open spaces and provide opportunities for urban greening through landscape setbacks and other measures.

Head to **section 4 the activity centre cores** and **infrastructure investment focus areas** to learn more.

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

3 THE STRATEGIC DIRECTION FOR SPRINGVALE TO DANDENONG

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





ABOUT SPRINGVALE TO DANDENONG

This plan comprises four activity centres:

- Springvale activity centre
- Noble Park activity centre
- Yarraman activity centre
- Dandenong activity centre.

When we say *Springvale to Dandenong*, we are referring to all of these centres and their shared catchment areas. The activity centres are shown at **Plan 2: Springvale to Dandenong context and recent Victorian Government infrastructure**.

Why Springvale to Dandenong are 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 Springvale to Dandenong activity centres are located around Springvale, Noble Park, Yarraman and Dandenong train stations, which are serviced by the Pakenham and Cranbourne train lines. These high quality public transport connections link them to other parts of metropolitan Melbourne, including Melbourne's central city, Parkville health and university precinct, Melbourne's west, and the inner-city Metro Tunnel stations.

A comprehensive bus network services each activity centre, providing access to key destinations such as Chadstone Shopping Centre, Monash University, Glen Waverley, and the broader southern and eastern suburbs of Melbourne. The Dandenong Activity Centre also includes a major bus interchange, with 19 bus routes providing frequent and direct connections across the region.

The services that support this place

The Springvale to Dandenong activity centres are located approximately 25 kilometres south-east of the Melbourne central city. These are located across the suburbs of Springvale, Noble Park and Dandenong.

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

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



Public realm and community infrastructure – having great community spaces

The level crossing removal project, along with the Djerring Trail, Dandenong Creek and Eastlink Trail, have provided connections between the centres and surrounding areas, creating opportunities for active transport, exercising and walking dogs.

Community facilities, such as the Springvale Community Hub, Springvale Library, Noble Park Aquatic Centre, Dandenong Hospital, and Ross Reserve Sporting facilities, provide the community with good access to amenities and places that encourage social interaction and provide opportunities for leisure and exercise.

The Springvale Community Hub Park, Ross Reserve, Copas Park, and Dandenong Park are key public open spaces that contribute to creating places which are greener and cooler with more canopy trees.

Dandenong Market, Springvale shopping centre, McCrae Street, Dandenong Plaza and Dandenong Square provide a mix of multicultural restaurants, cafes and small local shops that encourage social interaction and sense of community.

We heard from the community that open space including along creeks; bike trails, parks and gardens are important.

In the Community Reference Group Statement of Advice, we heard the call for more green space and updated amenities.

Transport – facilitating how we get around

The Metro Tunnel shortens the time it takes to get to Melbourne central city and offers new direct connections to destinations such as the Parkville medical precinct, Arden urban renewal precinct, and St Kilda Road. Passengers now travel on new high-capacity trains along this line.

The Webster Street level crossing is now closed, with a new road under the rail line being built. The project also built a new walking and riding path along Webster Street, providing safer pedestrian and cycling access under the rail line.

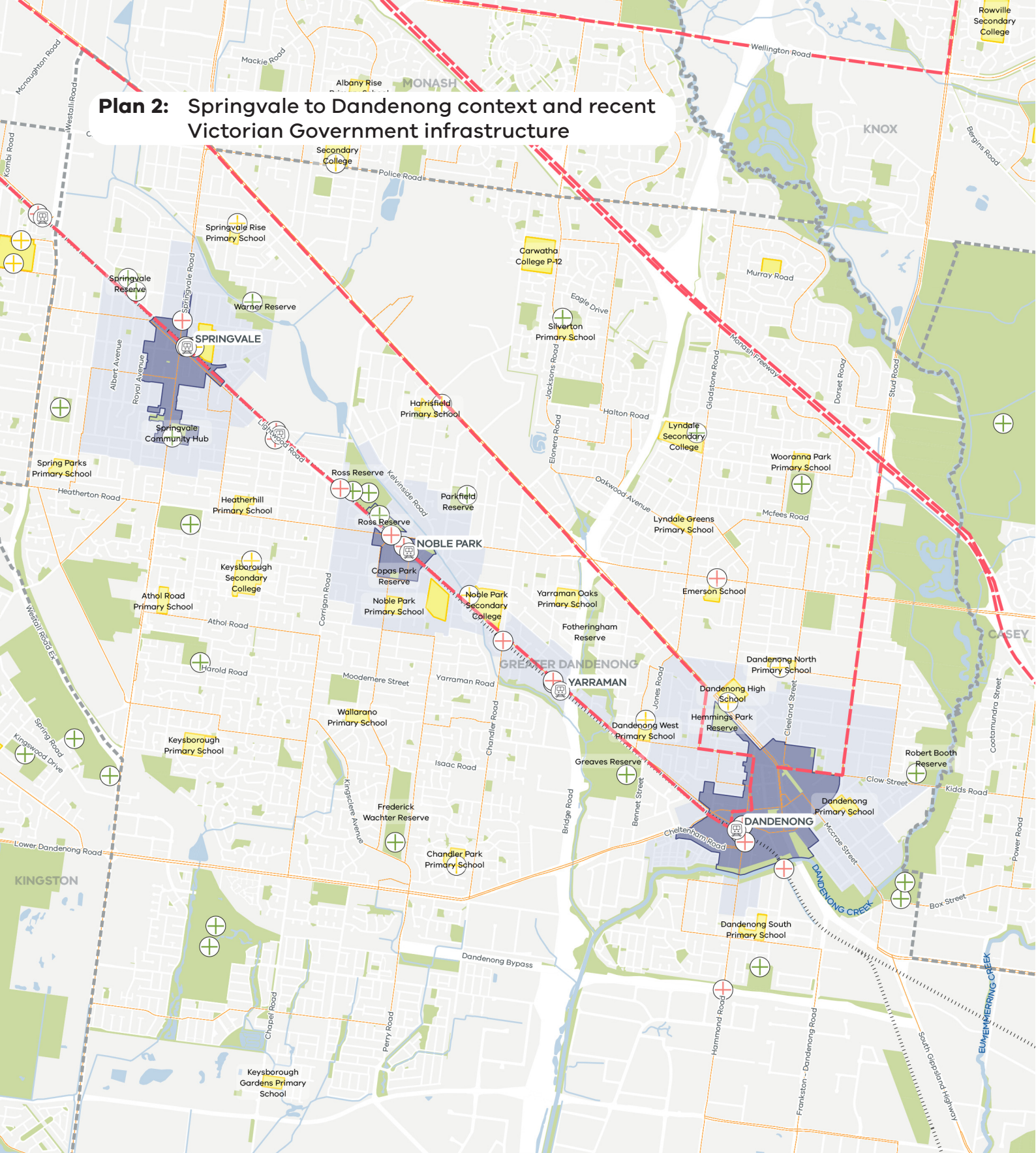
The new road underpass will reduce congestion, deliver a more reliable road network and prepare Dandenong for future development.

These centres also have good access to walking and riding networks for local journeys, including the Dandenong Creek Trail and the Eastlink Trail. The new path along Webster Street connects to the broader trail network.

We heard from the community that being able to walk to stations, shops and cycle through the area is important.

In the Community Reference Group Statement of Advice, we heard the call for the need for infrastructure and services to keep up with the proposed increased development.

Plan 2: Springvale to Dandenong context and recent Victorian Government infrastructure



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

- watercourse & waterbody
- Recent State Government funded infrastructure projects**
- transport corridor upgrades
- transport infrastructure upgrades
- education facility upgrades
- sporting facility upgrades



TRADITIONAL OWNERS

The Registered Aboriginal Party for the activity centres 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 Springvale to Dandenong 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 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 Value for the Springvale to Dandenong activity centres.

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 these activity centres, 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 Dandenong cluster activity centres, which includes Springvale, Noble Park, Yarraman, and Dandenong.

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.

Bunurong peoples moved across Country in accordance with seasonal cycles, enjoying easy access to a diverse range of resources. The part of Country now encompassed by the Dandenong cluster formed part of these established travel routes. Movement across Country was also connected to important social and spiritual obligations. Well-defined Bunurong pathways were embedded within the landscape, and these routes were often adopted and adapted by early colonists. Consequently, many of Victoria's earliest roads were constructed on top of these significant pathways.

Dandenong Creek is a significant waterway for Bunurong peoples, providing a reliable source of fresh water and a habitat for a wide range of flora and fauna including fish, reptiles, frogs, waterbirds, and mammals such as kangaroo and possum. However, the establishment of stockyards and the introduction of non-native animal species led to increased competition for water and food resources, as well as broader environmental degradation.

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 SPRINGVALE TO DANDENONG

Springvale, Noble Park, Yarraman and Dandenong are already great places to live, work and spend time.

Our vision is to help these places 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, these areas 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 visions for each of the train and tram zone activity centres are built from the Statement of Advice prepared by the Community Reference Group as well as Greater Dandenong Council's strategic work and engagement.

Springvale

Springvale's multicultural identity and thriving local businesses and markets create a vibrant and exciting environment.

Its specialist shops, services and bustling street life will continue to support local businesses and its diverse cultures will continue to draw more residents and visitors.

New homes will respect the centre's identity to ensure Springvale remains a welcoming place for the community.



Noble Park

Noble Park will remain a thriving, walkable and welcoming place that supports the day-to-day needs of the local community.

New homes will bring more people to support local businesses, while responding to the existing feel of Noble Park.

Noble Park will build on its cohesive character to create a lively, yet relaxed environment, which balances growth with the protection of key public areas.



Yarraman

Yarraman will remain compact and walkable, focussed on supporting the local community.

Tree-lined streets, nearby creek corridors, and strong walking and cycling connections link it to the rest of the municipality.

New housing and development will be sensitively integrated to respect the centre's scale and suburban setting.



Dandenong

Dandenong will continue to be a well-served hub that celebrates its role as one of Victoria's most culturally diverse centres.

Its rich mix of main street retail, the iconic Dandenong Market, cultural precincts, and a strong network of arts, civic spaces and community facilities will remain central to community life.

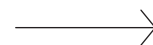
Green streets, urban parks and excellent public transport access will support a lively and inclusive centre that is easy to navigate. These features will make Dandenong ideal as a place for investment, increased employment, and population growth.



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4 THE ACTIVITY CENTRE CORES

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 CORES

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 which local characteristics to protect and enhance, as well as what could make these places better.

The activity centre cores are vibrant places 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.

Each 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.

“Delivering medium and higher density homes directly around the station is a logical step that capitalises on existing transport infrastructure.”

– Noble Park community member

How we determine appropriate heights

The current size 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.

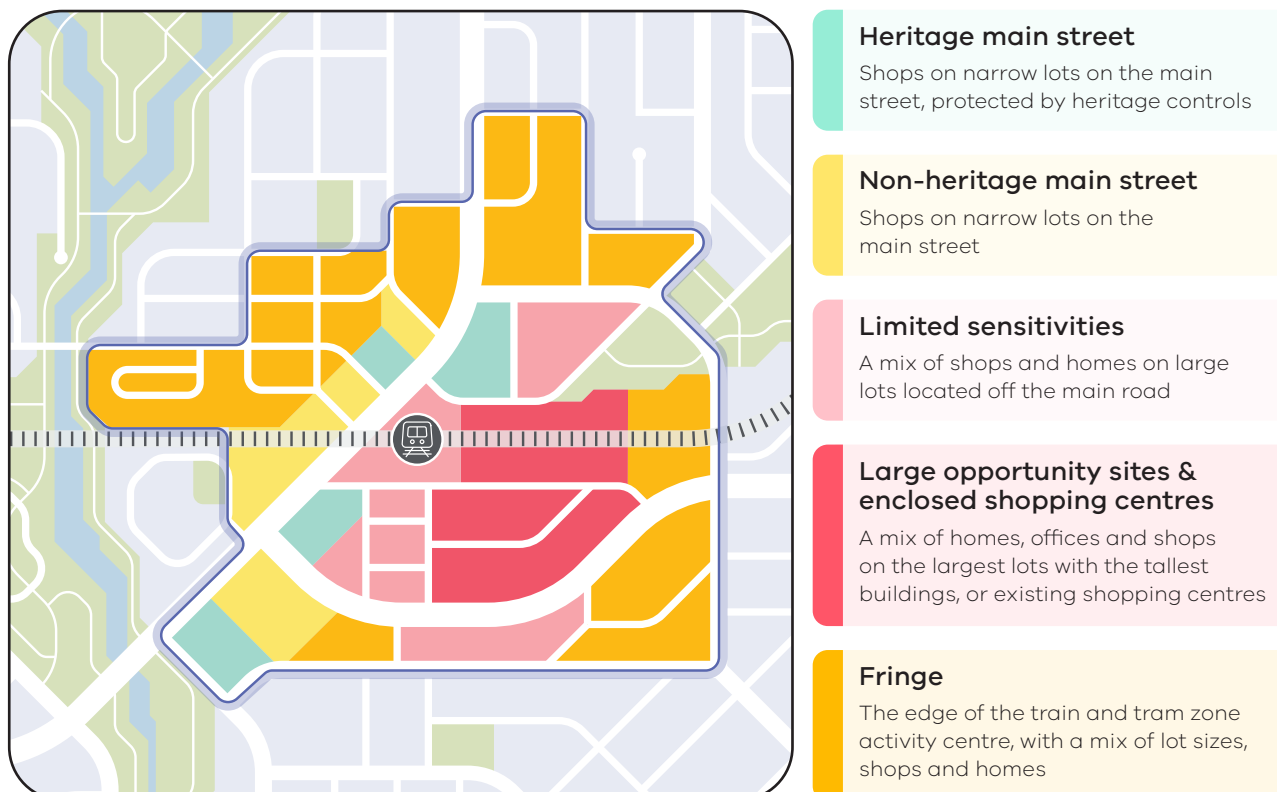
Each typology within the Housing Growth Framework ranking has its own set of standards for heights and setbacks, to allow the right level of development to happen in the right places.

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)





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 Springvale, Noble Park and Dandenong activity centres, please see:

- **Springvale activity centre core built form**
- **Noble Park activity centre core built form**
- **Dandenong activity centre core built form.**

The approach for Yarraman station differs, where no activity centre core is proposed. Due to the limited access to shops and other services around Yarraman station, we are proposing only an outer catchment in this area.

We have also drawn from recent council structure plans, particularly for Springvale and Noble Park, where guidance for the widening of laneways to improve walkability has been translated into our plans. Extensive State Government and council planning for Dandenong has also informed our plans.

Built form testing

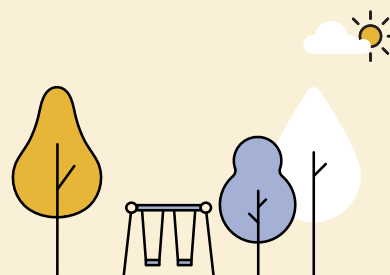
Each place is unique and we have responded to this by carrying out built form testing. Built form testing helped us understand the key qualities of these centres, and to balance allowing more homes with protecting amenity, such as sun access to identified parks and streets, and identified key view lines.

Recommendations from built form testing for Springvale to Dandenong included changing typologies and building heights as well as other minor changes to sun access protection and sensitive interface standards. Refer to *Train and Tram Zone Activity Centres Program Local Variations Testing Tranche 2 Springvale to Dandenong 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.

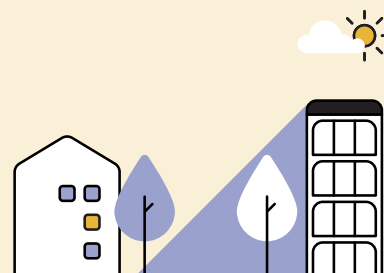
Parks, streets and other public spaces have been identified for different levels of protection based on their significance and use. This will ensure they receive enough direct sun in different seasons.



Pedestrian connections

Pedestrian connections are new or existing walkways between buildings.

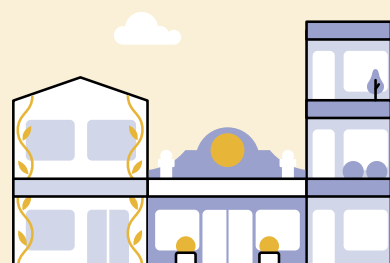
They allow better access to and from the activity centre core.



Active frontages

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

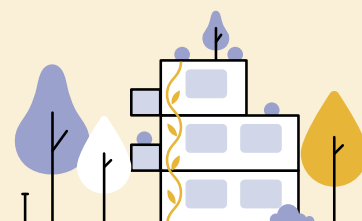
We have identified primary, secondary and tertiary active frontages based on the existing and emerging land uses in different typologies, ensuring new buildings provide opportunities for the right level of activation.



Landscape setbacks

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

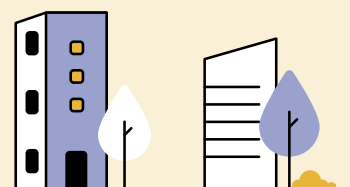
They support urban greening and in particular tree canopy, the softening of edges and ensure an appropriate transition to the public realm.



Sensitive interface setbacks

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

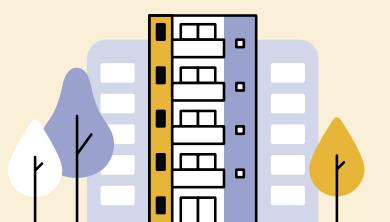
Sensitive interface setbacks are used to respond to the amenity needs of neighbouring properties to the south. These provide additional setbacks to the south boundary to allow sun access to the north-facing areas of properties south of the activity centre core.



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.





SPRINGVALE ACTIVITY CENTRE CORE BUILT FORM

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

Springvale is known for its lively and rich culture, where residents and visitors enjoy the local shops, restaurants and businesses with family and friends.

In response, we have applied solar protections along key pedestrian streets, such as Springvale Road and Buckingham Avenue, to protect the amenity of the places where people tend to spend most of their time.

The Community Reference Group noted how important the diversity of shops and quality of small local businesses and restaurants are in preserving authentic culture.

Our controls for Springvale apply taller maximum building heights around Springvale Road and the shopping centre, where local businesses can benefit from increased people living in the centre.

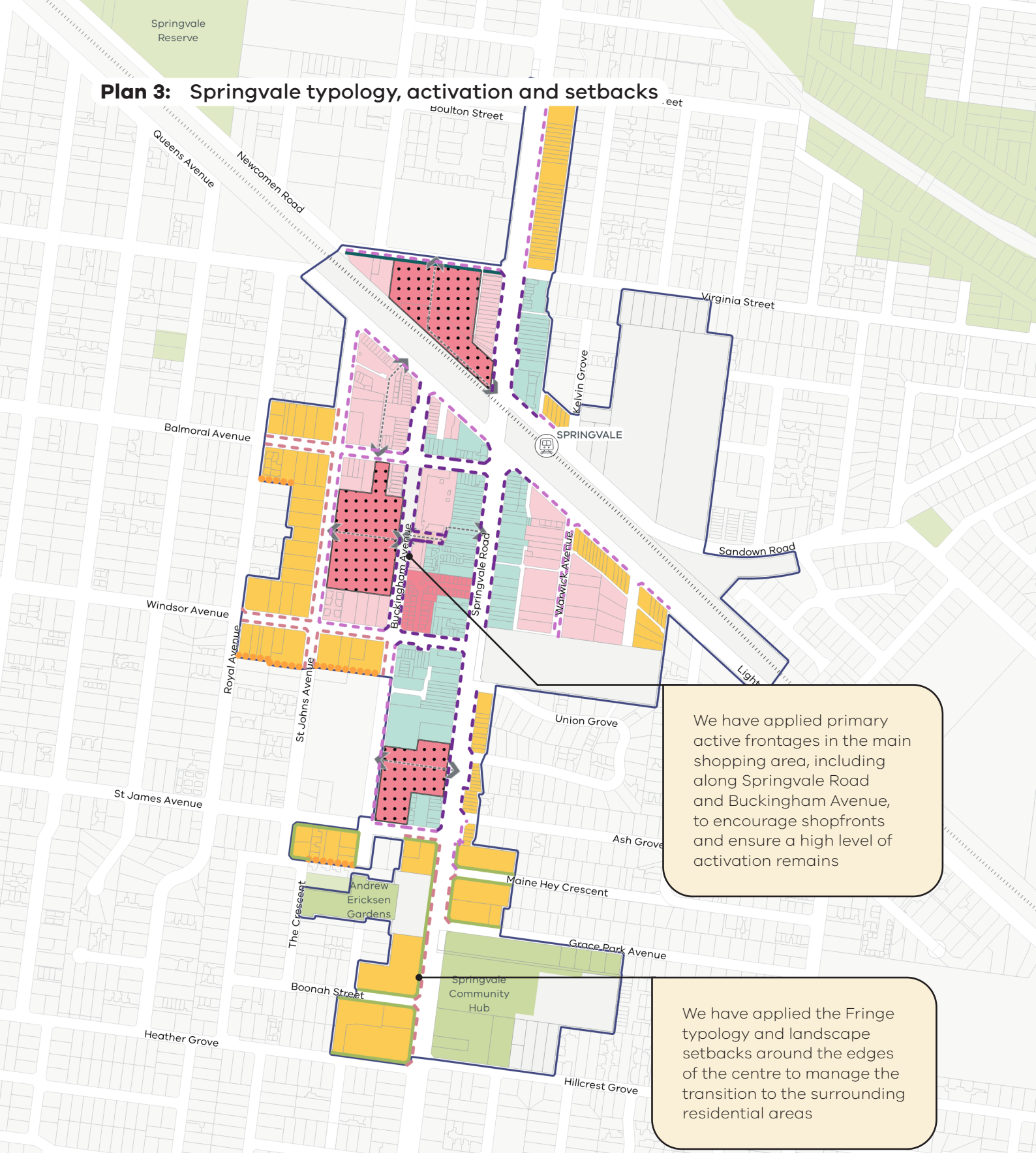
"I support changes for more housing for Vic but wishing these housing opportunities will include public housing"

– Springvale community member

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



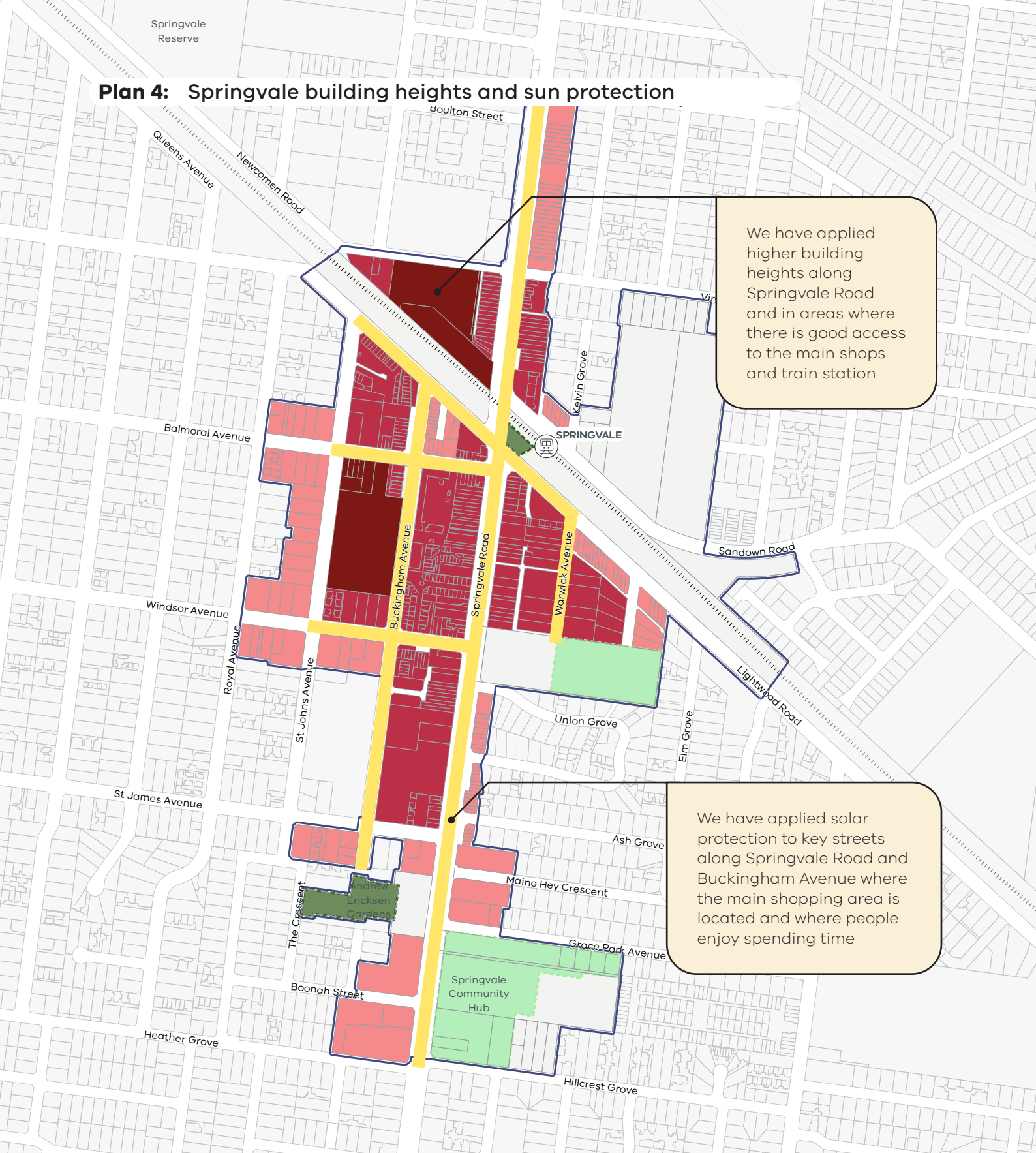
Plan 3: Springvale typology, activation and setbacks



- | | | |
|---|----------------------------------|------------------------------------|
| Springvale train and tram zone activity centre core | Limited Sensitivities typology | sensitive interface |
| train station & corridor | Large Opportunity Sites typology | landscape setback |
| existing open space | master plan site | ground floor setback |
| Non-Heritage Main Street Core typology | primary active frontage | pedestrian connection (indicative) |
| Fringe Precinct typology | secondary active frontage | |
| | tertiary active frontage | |



Plan 4: Springvale building heights and sun protection



- Springvale train and tram zone activity centre core
- train station & corridor
- up to 8 storeys
- up to 12 storeys
- up to 16 storeys

Sun protection

- key pedestrian street
- high protection open space
- moderate protection open space





NOBLE PARK ACTIVITY CENTRE CORE BUILT FORM

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

Noble Park is known for its village character, which fosters a strong sense of local identity among residents.

Its amenities and public open spaces, including the station civic space, the Djerring Trail, leisure and exercise areas within Ross Reserve, the Noble Park Aquatic Centre, and shops along Douglas Street and Heatherton Road provide the things visitors, workers and residents need.

The Community Reference Group highlighted their appreciation of Noble Park's village character in shaping a strong sense of place and the importance of open spaces, parks and gardens. Building heights of predominantly six to eight storeys are proposed, consistent with this character.

Setbacks and solar protection controls at park interfaces will help protect the amenity of these spaces.

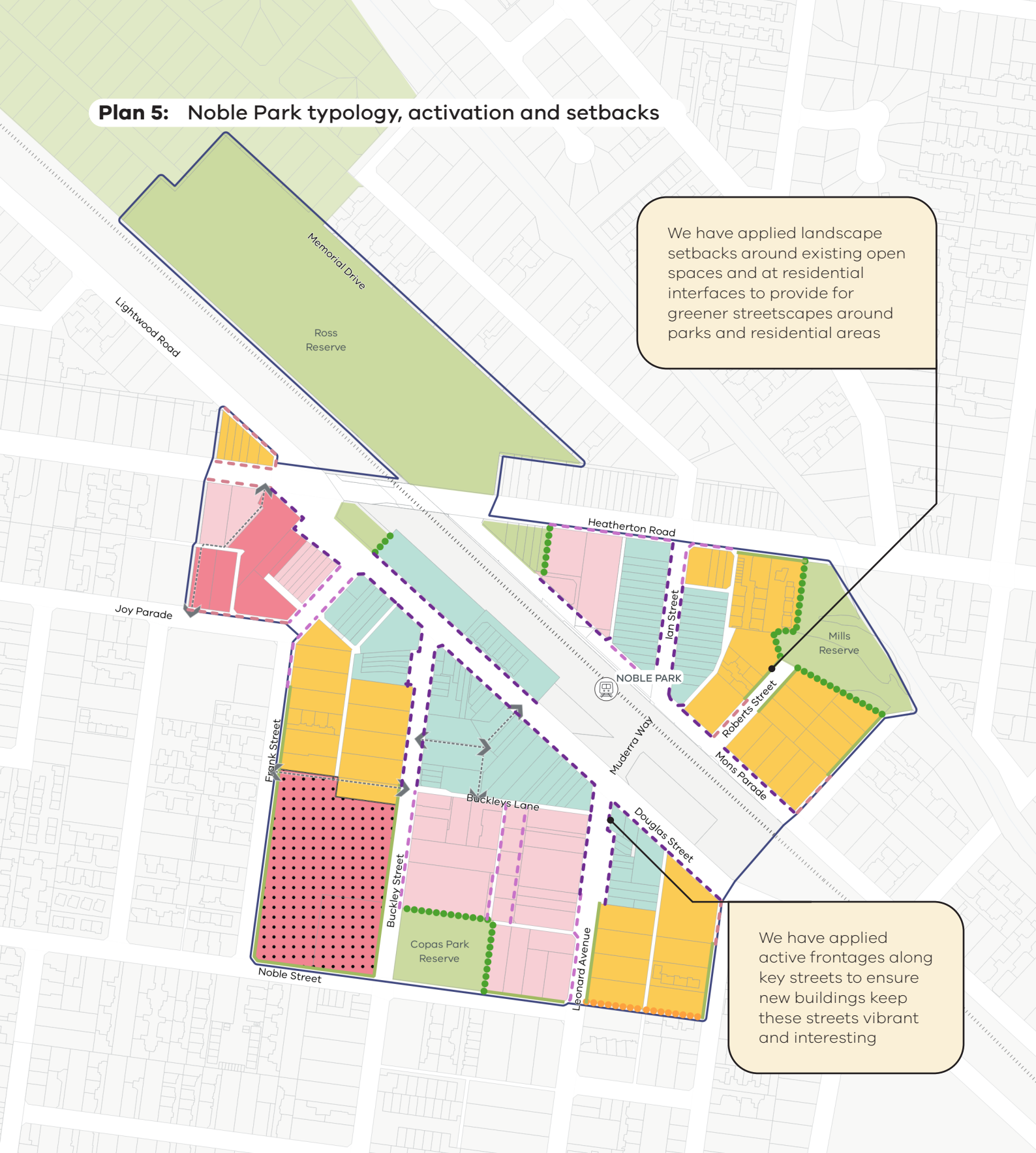
"As a homeowner in the area, I strongly support the development of Noble Park Station activity centre to accommodate more housing."

– Noble Park community member

Refer to **Plan 5: Noble Park typology, activation and setbacks** and **Plan 6: Noble Park building heights and sun protection** to see the built form outcomes and building heights for the activity centre core.



Plan 5: Noble Park typology, activation and setbacks



- | | | | | | |
|--|---|--|----------------------------------|--|------------------------------------|
| | Noble Park train and tram zone activity centre core | | Limited Sensitivities typology | | sensitive interface |
| | train station & corridor | | Large Opportunity Sites typology | | park interface |
| | existing open space | | master plan site | | landscape setback |
| | Non-Heritage Main Street Core typology | | primary active frontage | | pedestrian connection (indicative) |
| | Fringe Precinct typology | | secondary active frontage | | |
| | | | tertiary active frontage | | |



Plan 6: Noble Park building heights and sun protection

We have located the tallest building heights at larger, key opportunity sites where there is more space to transition to surrounding areas

We have specified a maximum height of 6 to 8 storeys for most of the centre to reflect the village character and respond sensitively to the surrounding neighbourhood

We have applied solar protection along Douglas Street and Buckley Street where the shops are located, and around Copas Park where people like to spend their leisure time

-  Noble Park train and tram zone activity centre core
-  train station & corridor
-  up to 6 storeys
-  up to 8 storeys
-  up to 10 storeys
-  up to 12 storeys

Sun protection

-  key pedestrian street
-  high protection open space
-  moderate protection open space

0 50 100 150 200 m





DANDENONG ACTIVITY CENTRE CORE BUILT FORM

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

Dandenong is known for its diverse multicultural identity, which is reflected in its diverse food and retail offerings that showcase the cultural richness of the community.

The Community Reference Group valued the Dandenong Market and its multicultural businesses that reflect the area's diversity. They also highlighted the need to balance growth by preserving suburban lifestyle and backyards. Dandenong Park and Dandenong Creek Trail are also valued by the community, providing a place for the community to exercise and enjoy the surrounding greenery.

Dandenong is a growing centre, with a diverse range of jobs and activities. It is well serviced by public transport. This is reflected in *Plan for Victoria*, which identifies Dandenong as a Metropolitan Activity Centre – a higher order activity centre providing a range of activities, jobs, housing and key services.

Acknowledging this, new maximum building heights are not proposed to be introduced for much of the centre, as high-density development continues to be supported while impacts on surrounding amenity can be balanced. We have applied the Fringe typology with maximum building heights to areas near quieter neighbourhoods to balance growth and maintain a sensitive transition to surrounding neighbourhoods.

We heard that the community are generally supportive of development in the activity centre core around the Dandenong train station. Development in the centre will be balanced by considering setback requirements, protecting sun access to key streets and parks, such as Dandenong Park.

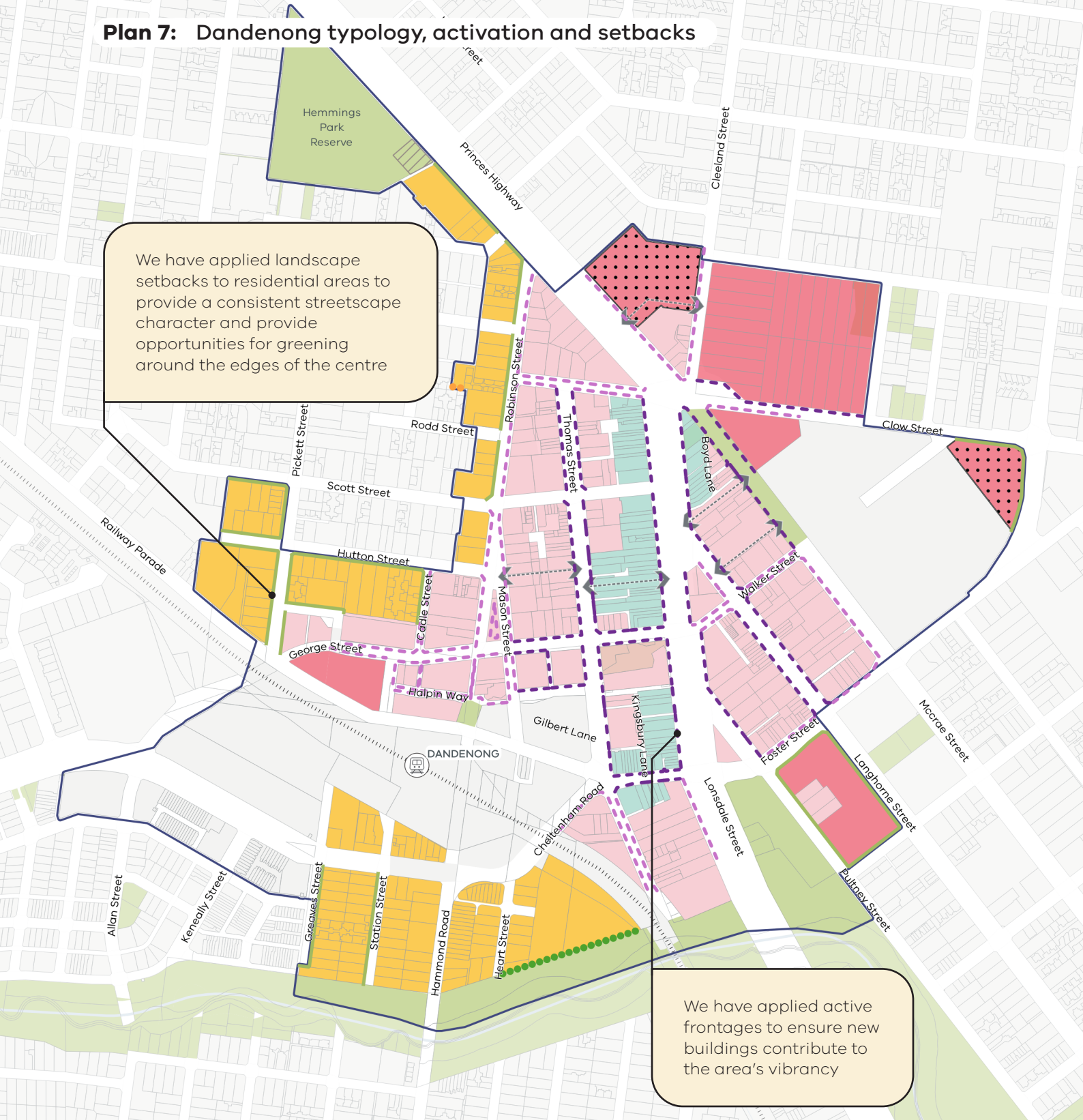
"I love living in the area and don't mind having higher buildings around me for housing and health and infrastructure. Also more support and resources for the people already living in the area.

– Dandenong community member

Refer to **Plan 7: Dandenong typology, activation and setbacks** and **Plan 8: Dandenong building heights and sun protection** to see the built form outcomes and building heights for the activity centre core.



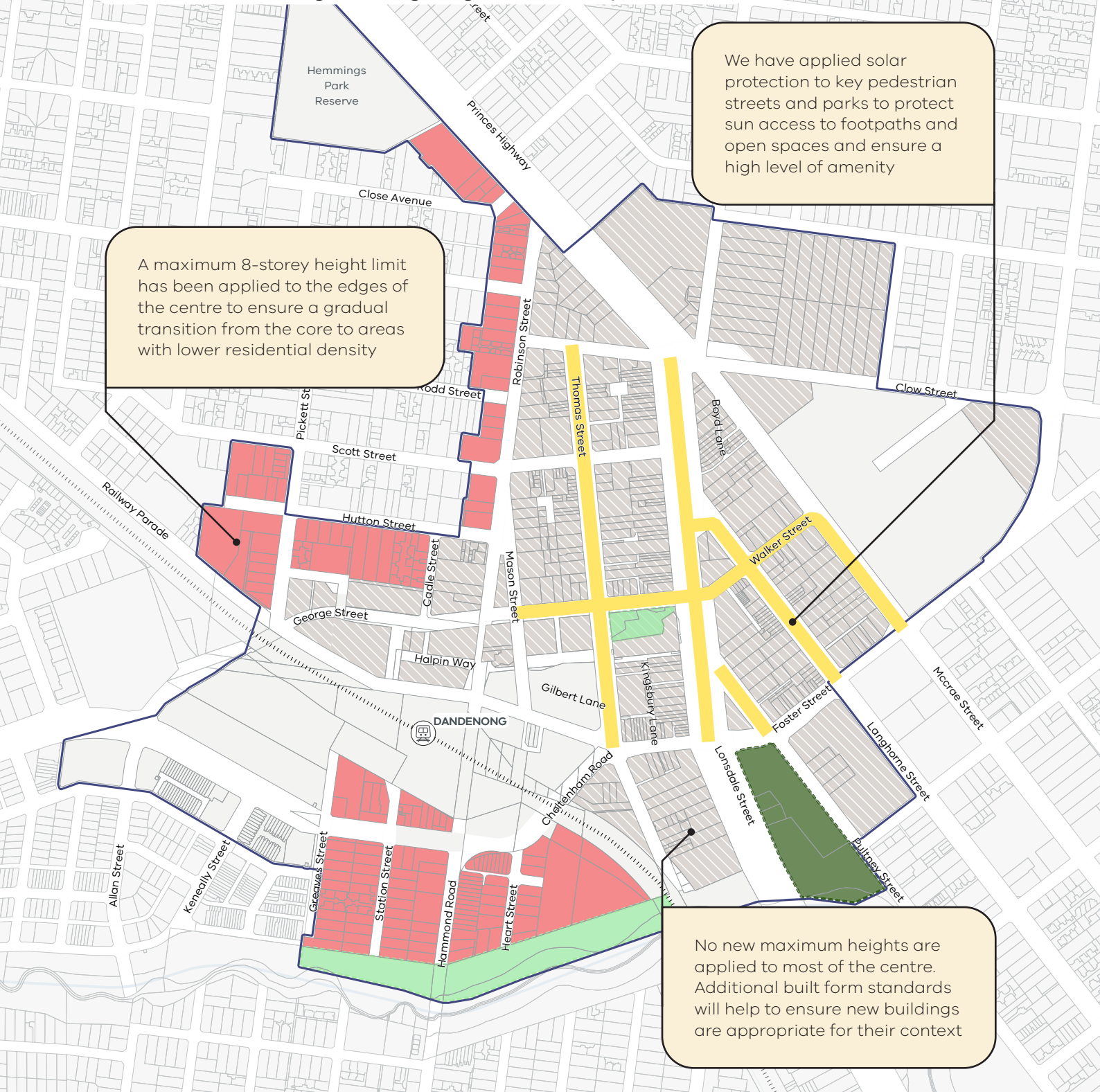
Plan 7: Dandenong typology, activation and setbacks



- | | | |
|--|----------------------------------|------------------------------------|
| Dandenong train and tram zone activity centre core | Limited Sensitivities typology | park interface |
| train station & corridor | Large Opportunity Sites typology | landscape setback |
| existing open space | master plan site | pedestrian connection (indicative) |
| Non-Heritage Main Street Core typology | primary active frontage | Victorian heritage register site |
| Fringe Precinct typology | secondary active frontage | |
| | sensitive interface | |



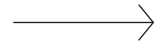
Plan 8: Dandenong building heights and sun protection



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5 THE ACTIVITY CENTRE CATCHMENTS

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 Springvale, Noble Park, Yarraman and Dandenong train stations and 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 Springvale to Dandenong

The key features that influenced the catchment boundaries include:

- Major waterways, like Mile Creek in Springvale and Noble Park, and Dandenong Creek in Dandenong, which limit access to the activity centre core and public transport.
- Access to amenities, like around Yarraman station, acknowledging the lesser access to shops and services in the Yarraman area.
- Distance from key public transport, like in Springvale where the catchment extent has been reduced to the south of the core as it is further from the train station.

To understand where we've applied the inner and outer catchment boundaries, please see **Plan 9: Springvale to Dandenong 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-serviced 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 9: Springvale to Dandenong catchment shows the high-level vision for the inner and outer catchments.

To see the detailed application of Housing Choice and Transport Zone, please refer to the *Greater Dandenong 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.

As seen in the illustration below, the catchment has been divided into an inner catchment and an outer catchment. 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 9: Springvale to Dandenong catchment**



Plan 9: Springvale to Dandenong catchment

Springvale

As a linear centre, the catchment has been drawn with a focus on transport accessibility to Springvale Station.

The **outer catchment** has been reduced in the north-west and west in response to community feedback regarding walkability and access.

Yarraman

Only the **outer catchment** has been applied to Yarraman.

The catchment extent is less than in other centres to reflect the limited access to shops and services.

Noble Park

The **inner catchment** is applied where access to services, goods and transport is best provided.

The **outer catchment** has been reduced in the south-west in response to community feedback regarding walkability and access.

Dandenong

The **inner catchment** has been drawn close to the core, where there is the best access to transport, services and amenities.

The **outer catchment** has been reduced in the south, where Dandenong Creek limits access.

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



CHANGES TO THE GREATER DANDENONG PLANNING SCHEME

Changes to local policy

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

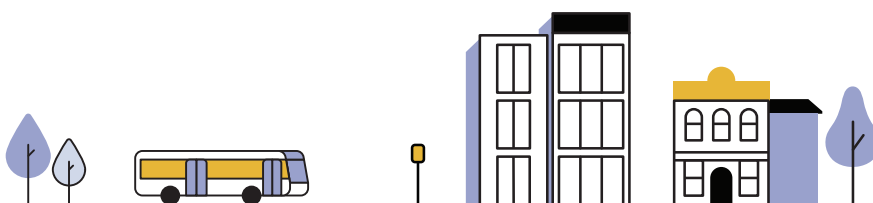
Changes to the overlays in the planning scheme

The Built Form Overlay guides built form for medium-scale apartments and higher-scale apartments, 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 remove some of the existing overlays that have built form elements. This includes:

- Design and Development Overlay 2 for the Dandenong activity centre.
- Design and Development Overlay 5 for the Noble Park activity centre.

In addition, we need to amend Design and Development Overlay 6 for the Springvale activity centre, as it includes built form elements.



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6 INFRASTRUCTURE

The Springvale to Dandenong activity centres were chosen for their 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 Springvale to Dandenong (refer to **Plan 2: Springvale to Dandenong 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 these centres, 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 SPRINGVALE TO DANDENONG





INVESTING IN SPRINGVALE TO DANDENONG'S INFRASTRUCTURE

We've 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 and 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 these centres remain great places to live.

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

This system will provide direct contributions 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 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.

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

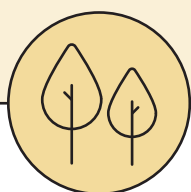
Contributing to greener and cooler parks, streets and public places with more vegetation and street trees.

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.

Examples of potential locations are included below and in **Plan 10: Indicative Springvale to Dandenong 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.



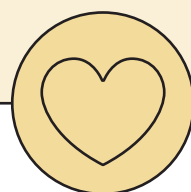
Support improved opportunities for play and recreation, maximising use, access, and enjoyment of public space by everyone.

- Upgrade public spaces (passive open space, pedestrian malls, plazas and forecourts), such as Erickson Gardens and Copas Park. 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 Norman Luth Reserve and Wilson Oval. 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 Railway Parade, Kelvinside Road, St James Avenue.
- 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 Buckingham Avenue, Douglas Street and Robinson Street/Mason 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 streetscapes in activity centre cores and commercial areas, such as Springvale Road and Thomas 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 Buckleys Lane. Works could include, but not be limited to, street tree planting and landscaping, lighting and footpath improvements and/or widening.

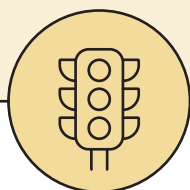
The place improvement plans listed below for the cores show the local infrastructure improvement opportunities for the specific activity centres and immediate surrounds, not the broader transport network opportunities identified in **Plan 10**.

- **Plan 11: Springvale activity centre core place improvement**
- **Plan 12: Noble Park activity centre core place improvement**
- **Plan 13: Dandenong activity centre core place improvement.**



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.

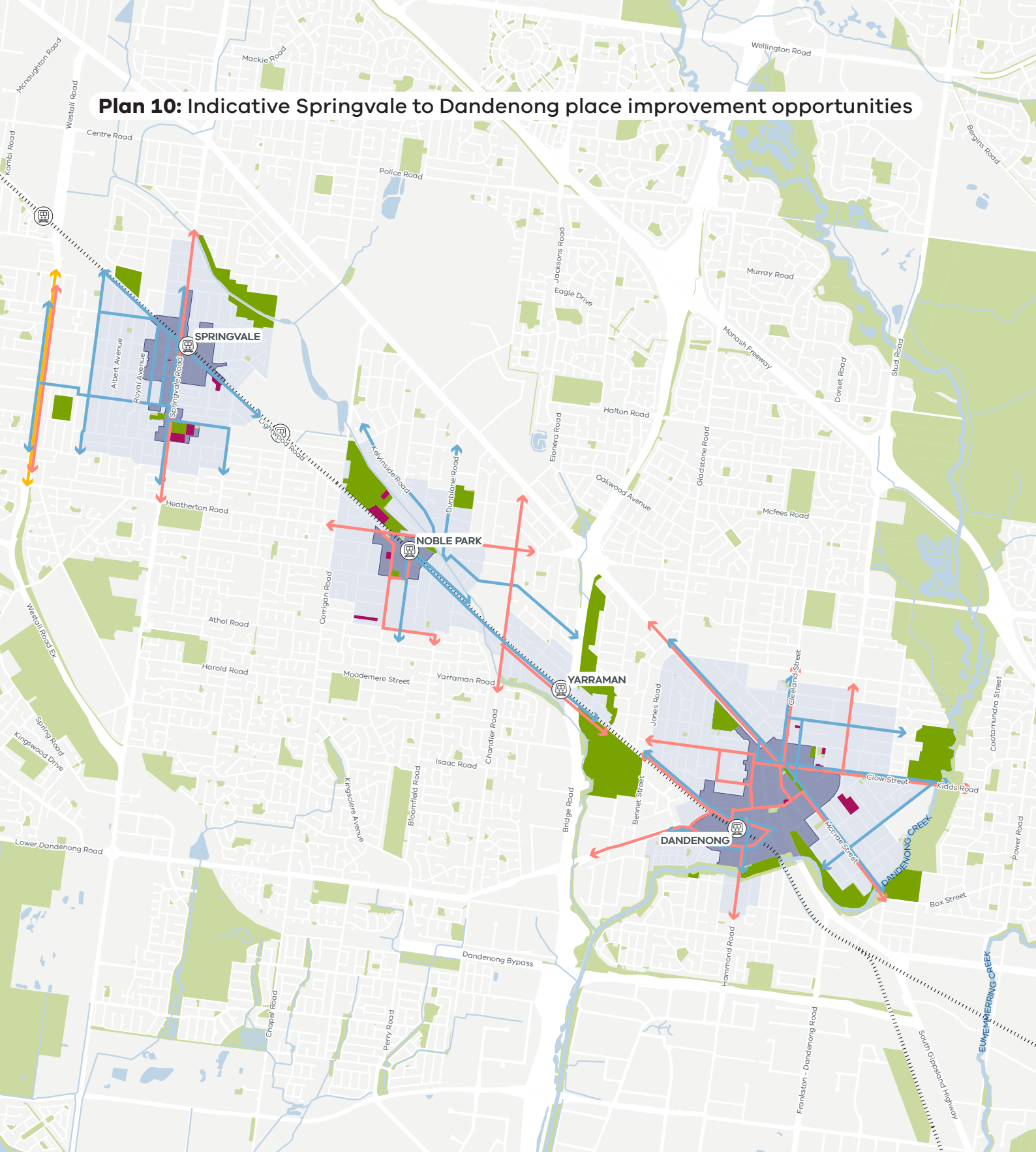
- Continue to review ways to improve traffic flow for cars and freight along roads such as Westall Road, including intersection changes.



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

- Improve community facilities, such as the Dandenong Primary Kindergarten and Springvale Library. Works could include, but not be limited to libraries, maternal and child health centres, early childhood education and community centres.

Plan 10: Indicative Springvale to Dandenong place improvement opportunities

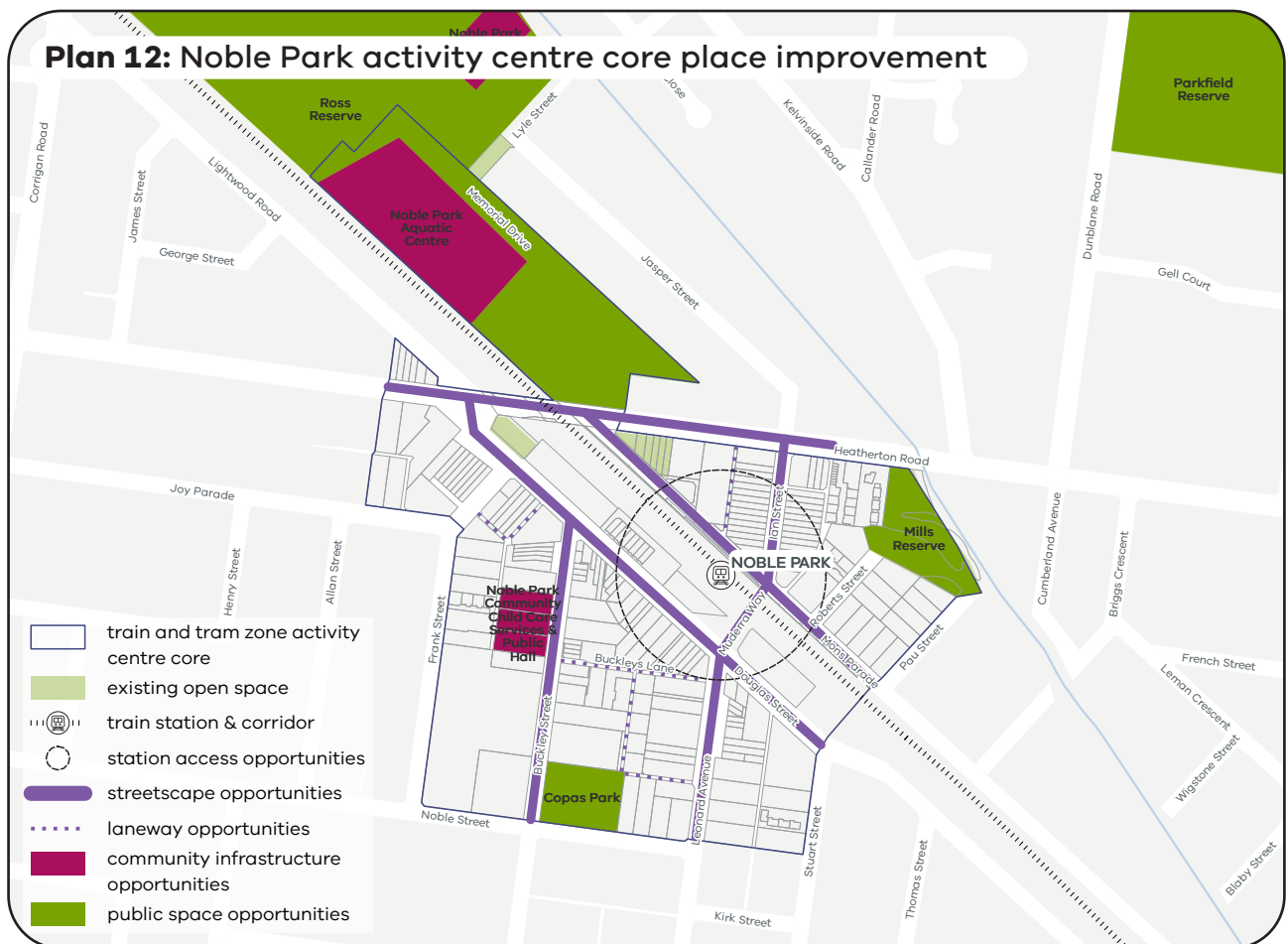
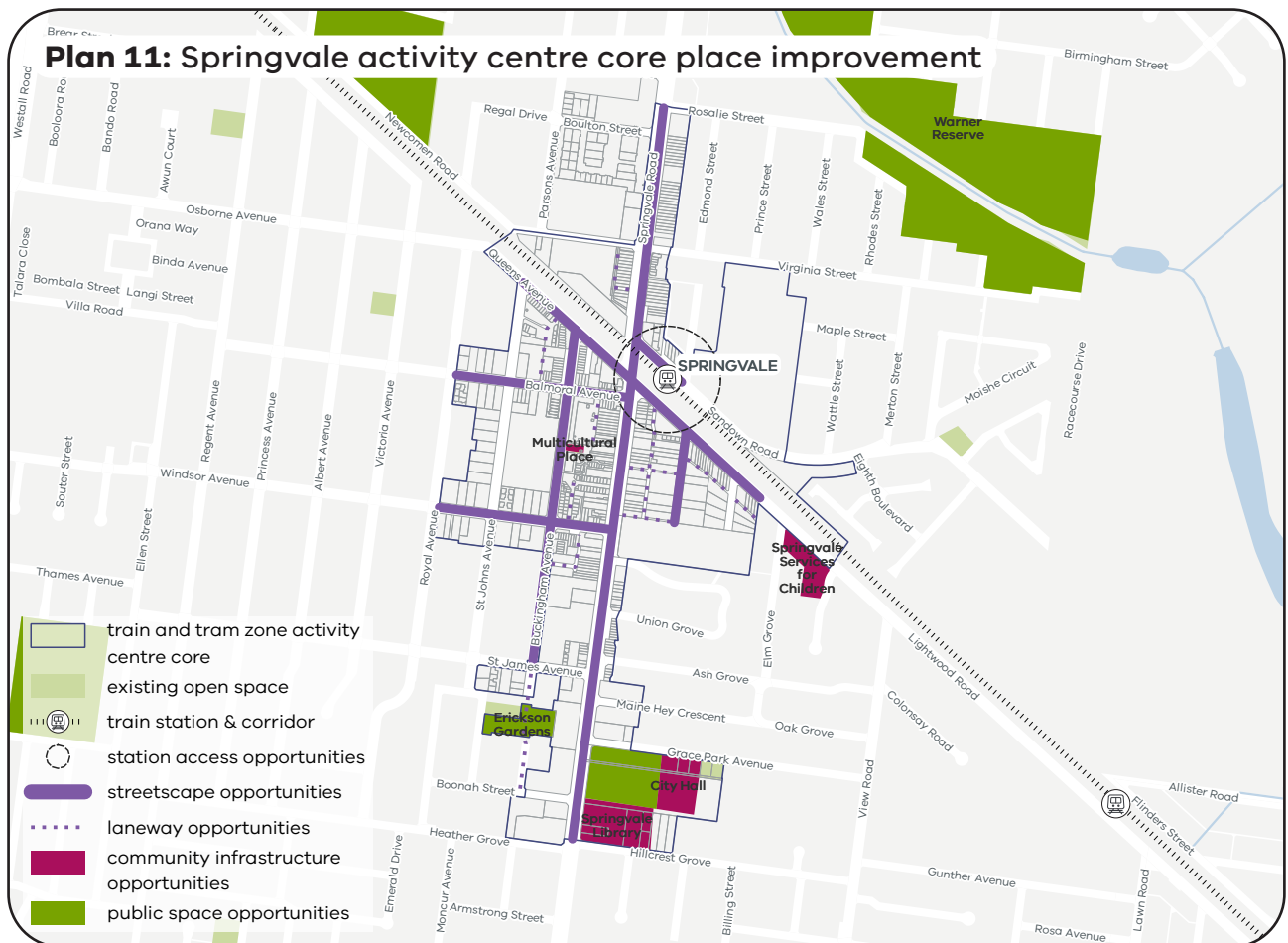


- train and tram zone activity centre core
- train and tram zone activity centres catchment
- train station & corridor
- existing open space
- watercourse & waterbody

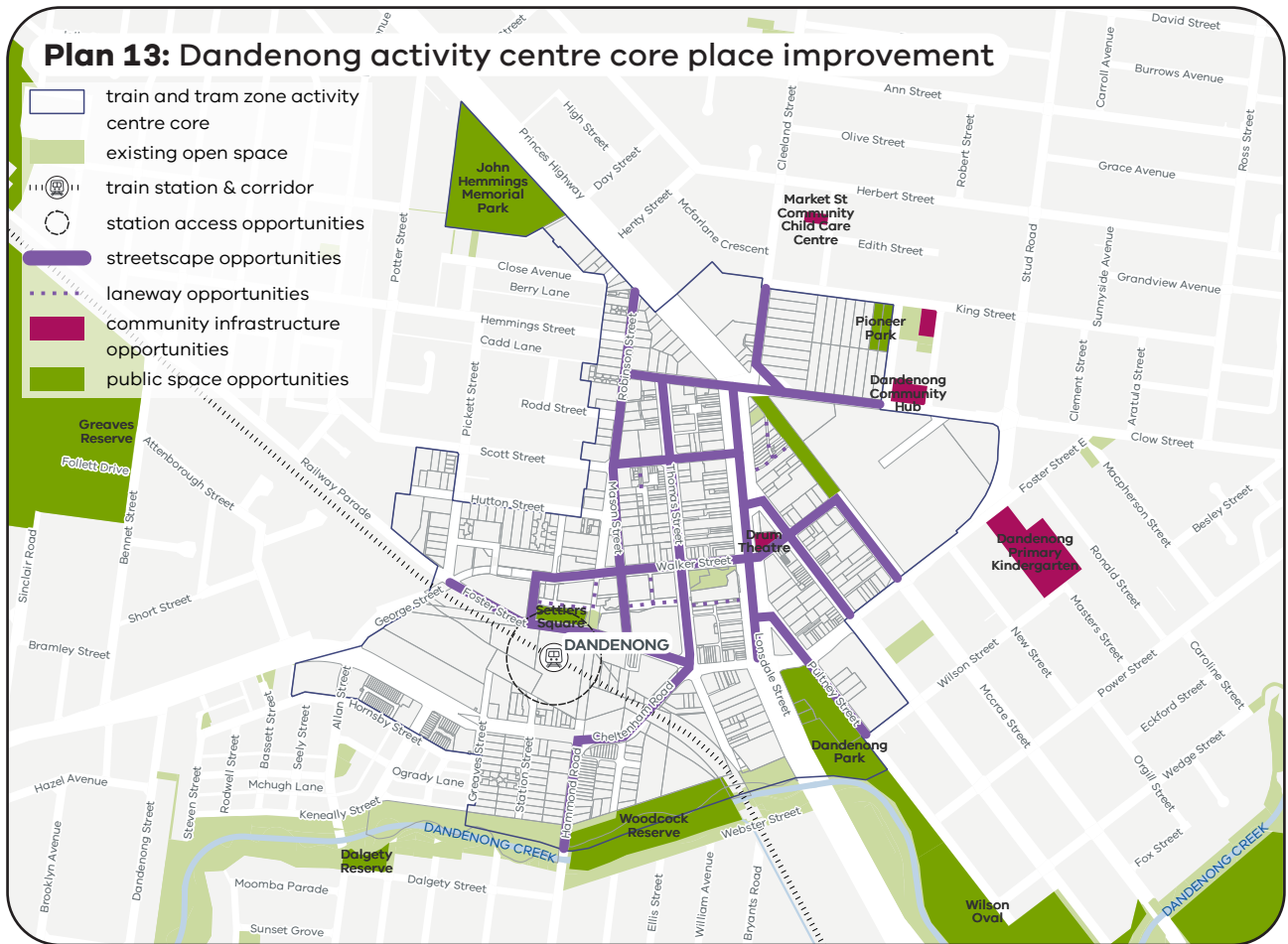
- active transport opportunities
- public transport infrastructure opportunities
- road opportunities
- community infrastructure opportunities
- public space opportunities

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





Plan 13: Dandenong activity centre core 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.
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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.
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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.

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Department
of Transport
and Planning

