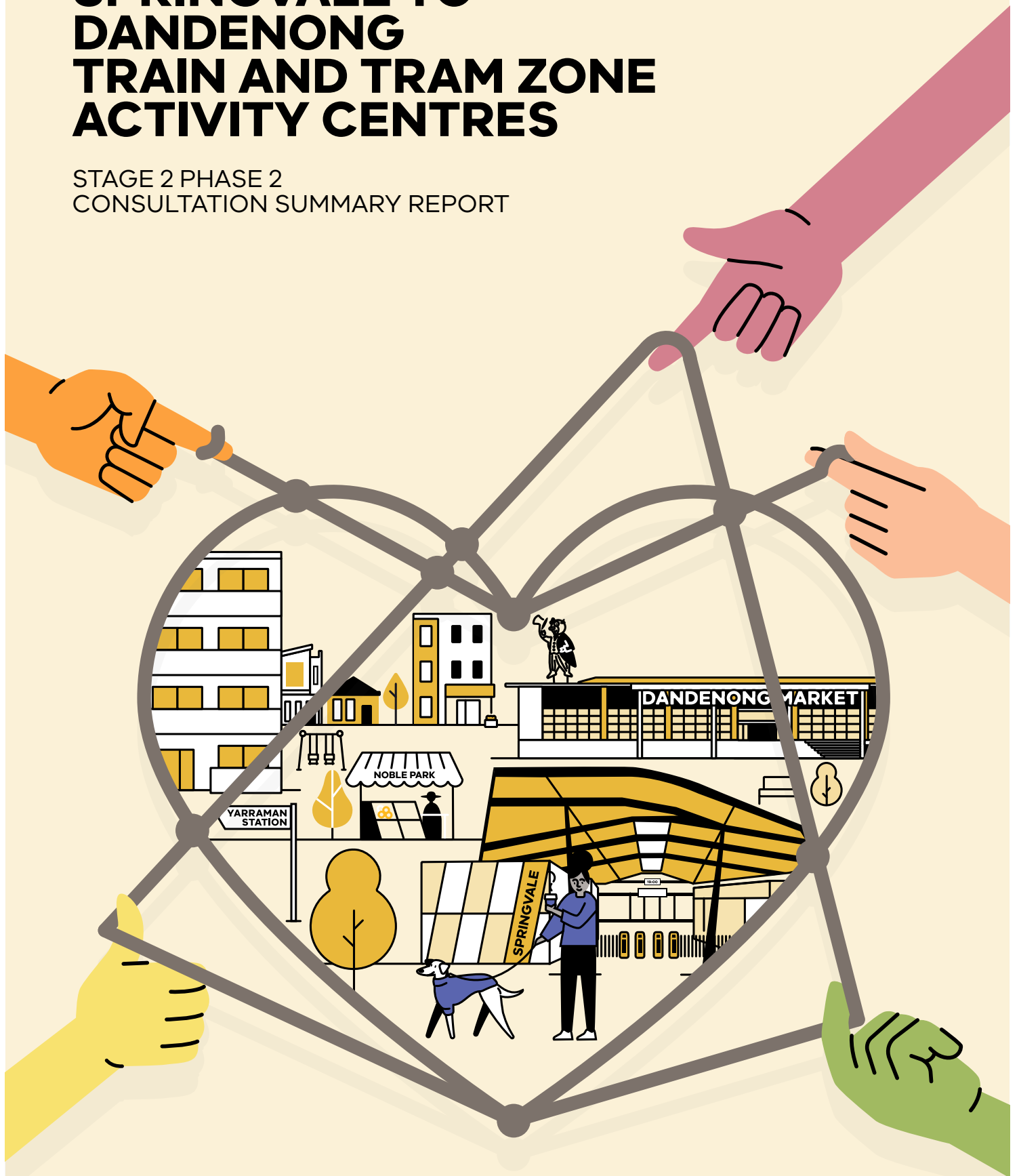


SPRINGVALE TO DANDENONG TRAIN AND TRAM ZONE ACTIVITY CENTRES

STAGE 2 PHASE 2
CONSULTATION SUMMARY REPORT



ACKNOWLEDGEMENT OF COUNTRY

We proudly acknowledge the First Peoples of Victoria. We acknowledge their ongoing strength in practicing the world's oldest living culture. We acknowledge the Traditional Owners' lands, waters and skies on which we live and work. We also pay our respects to their Elders past and present.

The Springvale, Noble Park, Yarraman and Dandenong train and tram zone 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.

Description of artwork

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

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

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



Authorised by the Victorian Government, Melbourne

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

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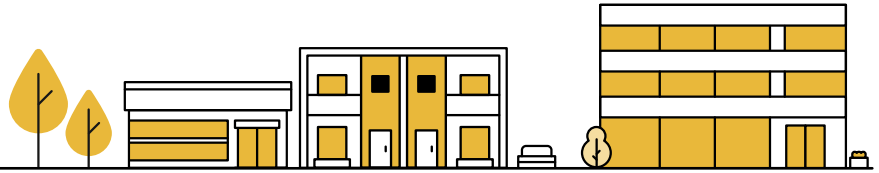
Accessibility information

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

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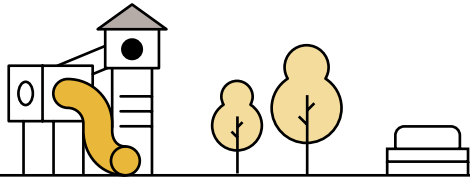
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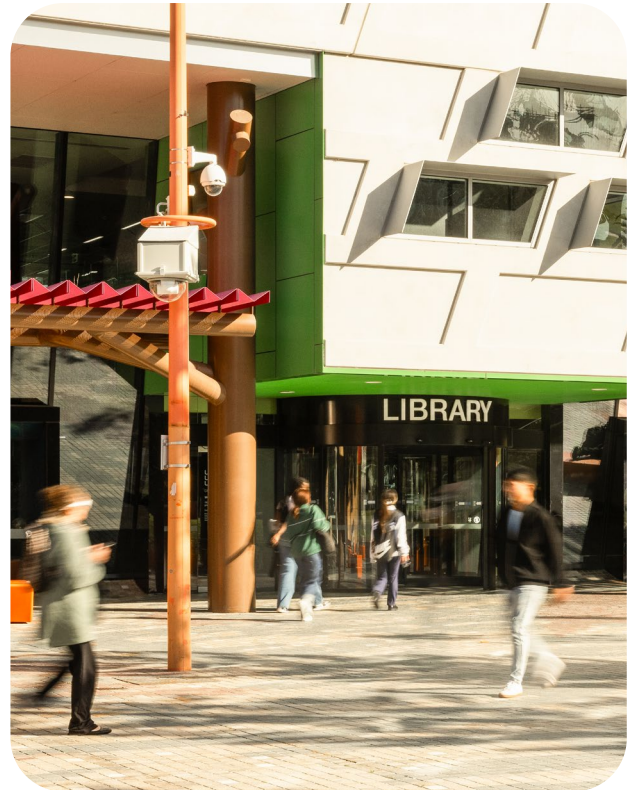


EXECUTIVE SUMMARY

This report documents the second phase of consultation for the Stage 2 Train and Tram Zone Activity Centres Program, undertaken between 11 February 2026 and 22 March 2026.

It covers engagement across 23 activity centres and provides a summary of feedback for the Springvale to Dandenong (including Noble Park and Yarraman).

The report outlines consultation with community, Traditional Owners, Greater Dandenong City Council, state agencies and industry stakeholders, and explains how feedback has informed the final activity centre plan and planning controls, which were approved and implemented in July 2026.



There were two stages of the Train and Tram Zone Activity Centres Program, with 25 centres in Stage 1 and 23 centres in Stage 2.

For each stage, there were two distinct phases of consultation. Phase 1: we asked community about the things they love about their local areas. Phase 2: we sought feedback on draft maps.

We also worked with community reference groups to help us distil the information we gathered from community and develop Statements of Advice.

There are a further two activity centres in the program across the City of Yarra and the City of Melbourne. These will be reported on separately.

PROGRAM OVERVIEW

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

The Train and Tram Zone Activity Centres Program is helping to plan for this growth by focussing new homes in well-located areas close to public transport, jobs and services, making it easier for people to live, work and stay connected. This program will encourage more than 300,000 new homes in and around train and tram zone activity centres.

Activity centres are vibrant places where people live, shop, work, access public transport and connect with family and friends. They range in size and service offering, such as small centres around suburban train stations, to clusters of shops and services along high streets, to major centres with universities, hospitals and large shopping centres.

As part of the program, plans have been developed for each activity centre, including for the Springvale to Dandenong centres. The plans will guide where new homes can be located, and what types of homes are most appropriate for each area while still supporting well-designed, liveable, thriving neighbourhoods.

PROGRAM TIMELINE

LATE 2024 TO EARLY 2025

Consultation for 10 Pilot activity centres and plans developed and finalised
50 train and tram zone activity centres announced (including 2 inner city centres)

MAY TO JULY 2025

Stage 1 (first 25 train and tram zone activity centres)
Phase 1 consultation
Community Reference Group workshops
Feedback from consultation informs draft maps for Stage 1 centres

SEPTEMBER TO OCTOBER 2025

Stage 1
Phase 2 consultation – draft maps
Further detailed planning

OCTOBER TO NOVEMBER 2025

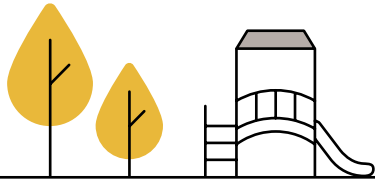
Stage 2 (23 train and tram zone activity centres)
Phase 1 consultation
Consultation feedback informs draft maps for Stage 2 centres

FEBRUARY TO MARCH 2026

Stage 2
Phase 2 consultation – draft maps
Community Reference Group workshops
Further detailed planning
Stage 1 Train and Tram Zone Activity Centre Plans finalised

JULY 2026

Stage 2 Train and Tram Zone Activity Centre Plans finalised



CONSULTATION APPROACH AND PARTICIPATION

Phase 2 consultation for all 23 Stage 2 activity centres combined both broad community participation and targeted stakeholder consultation. Consultation activities for community were developed to be accessible and inclusive, supporting participation from the wider community. Activities included an online survey (translated into priority languages), online Q&A sessions, walk-by events, drop-ins and community reference group sessions. Structured meetings were also held with councils, Traditional Owners, state agencies and industry representatives.

A comprehensive marketing campaign was undertaken to support consultation, which included direct mail, digital advertising boards in shopping centres, posters at train stations, tram and bus stops, social media posts, multicultural outreach and targeted briefings.

Gender impacts and considerations

Consultation for the Train and Tram Zone Activity Centres Program was developed to be broadly accessible and inclusive, supporting diverse participation from across the community. While the program did not specifically target participation based on gender, the outcomes indicate a relatively balanced representation across genders. Approximately 49% of survey participants identified as female, 40% as male, 2% as non-binary and 8% preferring not to say.

Multicultural approach

A focus of our consultation approach was to reduce barriers for multicultural communities to participate. Targeted multicultural consultation was undertaken in areas with a higher percentage of non-English speaking residents with low English proficiency. Activities included pop-up stalls at local markets, attending local community centre events, and a multicultural drop-in session, where translators were available. Throughout the program, we had more than 300 interactions with more than 20 language groups.

In addition to this, translated content was available in the form of flyers, newspaper ads, radio ads, geo-targeted social media ads, posters, content and surveys on our Engage Victoria webpages. These were tailored to the top languages spoken amongst people with low English proficiency for each of the local areas. Throughout our engagement in phase 2, we had over 1,000 views on our in-language pages, and 11 survey submissions completed in languages other than English. Approximately 30% of participants to the English survey also said they spoke a language other than English at home.

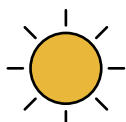
KEY PROGRAM-WIDE THEMES AND RESPONSES

There was a range of feedback from community, council, industry, major landowners and Traditional Owners, across all 23 centres. However, some common themes emerged, which supported the program's objectives and deliverables. These included:



INVEST IN LOCAL INFRASTRUCTURE TO SUPPORT GROWTH

Infrastructure Contribution Plans are being considered for the activity centres. This is to fund infrastructure essential to the liveability of current and future communities.



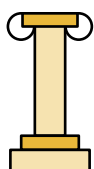
ADJUST PROPOSED CORE HEIGHTS

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



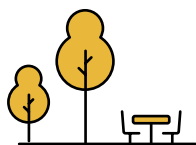
DEVELOP PLANS BASED ON LOCAL CONDITIONS

The planning tools ensure the character of special places is preserved and core and catchment boundaries have been amended to reflect local conditions and walking distances from train stations/tram stops.



PRESERVE AND PROTECT LOCAL HERITAGE

In addition to retaining existing Heritage Overlays, we've applied lower heights to large heritage precincts and not specified heights on Victoria Heritage Register sites in the core of the activity centre.



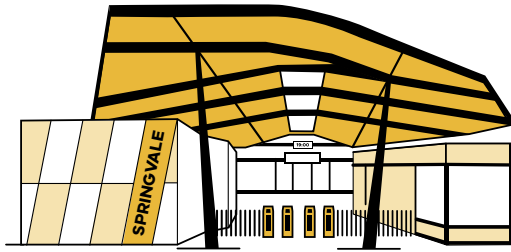
PRESERVE AND PROTECT CONTROLS FOR EXISTING OPEN SPACE AND INCREASE TREE CANOPY COVER

Statewide planning controls now include items relating to canopy cover. We have also considered and have tailored a response to Significant Landscape Overlays.



ENABLE MORE OPPORTUNITIES FOR SITE CONSOLIDATION

The Built Form Overlay and Housing Choice and Transport Zone support site consolidation by allowing for greater development capacity when lots are consolidated in the core and catchment.



SPRINGVALE TO DANDENONG – FEEDBACK AND OUTCOMES

Council and community feedback for Springvale to Dandenong highlighted the need to invest in local infrastructure to support growth, refine activity centre boundaries to ensure walkability and appropriate transitions, and adjust building heights to protect sunlight access. Feedback also emphasised providing a broader mix of higher density housing options, while preserving open space, increasing tree canopy, and enhancing urban greening to support liveability and neighbourhood character.

In response, final plans include:

Invest in local infrastructure to support growth

An Infrastructure Contributions Plan is being developed for Springvale, Noble Park, Yarraman and Dandenong. It will fund infrastructure essential to liveability for current and future communities in and around these centres.

Adjust proposed catchment boundaries

Some of the catchment boundaries have been adjusted in response to feedback, ensuring the catchments remain within easy walking distance of the activity centre cores. These changes also provide improved transitions between the activity centre cores and the inner and the outer catchments.

Adjust proposed core heights

Core building heights in Springvale and Noble Park have been adjusted in response to feedback and further urban design testing, to ensure sun access in key pedestrian areas such as Douglas Street and Buckingham Avenue.

Provide for different types of higher density housing

Our planning controls will facilitate an increase in the number of homes and provide for more housing diversity through medium and higher-scale apartments, townhouses and semi-detached houses close to the activity centres.

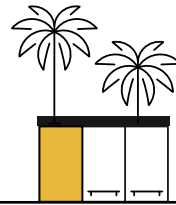
Preserve and protect existing open space and increase tree canopy cover

We have ensured that existing open spaces such as Erikson Gardens, Springvale Community Hub Park, Copas Park, Harmony Square, Woodcock Reserve and Dandenong Park continue to have good access to sunlight.

WHAT WE DID WITH FEEDBACK

Feedback from Phase 2 consultation has been central to shaping balanced, place-specific outcomes that support housing growth, while responding to local character, heritage, amenity and infrastructure considerations.

The Springvale to Dandenong train and tram zone activity centre plans are now finalised. Thanks to all participants for their contributions, which have directly influenced final planning outcomes and will help deliver more homes in well-located, liveable communities.



CONSULTATION SCOPE – STAGE 2

Consultation for the Train and Tram Zone Activity Centre Program was developed to be accessible and inclusive, supporting participation from a diverse representation of the community and to provide community members and stakeholder groups with an opportunity to understand the program and provide feedback at key points in the program. This also included Traditional Owner, council and industry consultation.

The objectives were to:

1. build community and stakeholder understanding of the program, the change it may bring and the rationale, including the importance of providing more homes in metropolitan Melbourne
2. provide clear, timely and transparent program information to enable informed participation and to collect meaningful feedback
3. engage with stakeholders and community at the right time to meaningfully inform project deliverables
4. reach a diversity of community stakeholder views and perspectives.

Stage 2 of the Train and Tram Zone Activity Centres Program focused on 23 centres, including Riversdale to Willison and Ashburton.

The 23 centres are:

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

COMMUNITY CONSULTATION

Phase 1: Understanding place

The first phase of community consultation was held between **20 October and 30 November 2025**.

In this phase, we asked people to share what they love about where they live.

We created maps to support consultation, showing indicative boundaries for proposed activity centres.

We asked:

- where do you like to spend time
- how do you move through your suburb
- what areas do you want to see protected
- what needs to be improved.

This phase of consultation was also an opportunity to provide more information about the program and to answer questions.

Key activities included:

- an online survey
- local drop-in sessions and walk-by events
- online question and answer sessions.

Feedback from these activities helped us to develop draft maps for each activity centre.

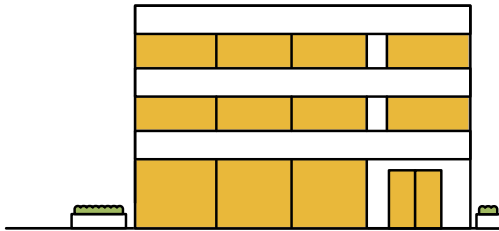
Phase 2: draft maps

Phase 2 community consultation was held between **11 February and 22 March 2026**.

Feedback gathered from Phase 1 community consultation together with key stakeholder groups and local councils helped us develop draft maps for each centre.

During this phase of consultation, we went back to the local community, councils and key stakeholders with draft maps, to gain further feedback on:

- proposed heights
- proposed catchment boundaries
- important public spaces and streets.



Community Reference Groups

Community Reference Groups (CRGs) formed a key component of the Phase 2 consultation program, providing structured and representative workshops for in-depth community input.

Expressions of interest opened on 27 October 2025, with participants selected through an EOI process. An agency, who is independent of government, managed the EOI review process to ensure diverse community perspectives were represented.

The program was delivered between 17 March and 22 March 2026 and was facilitated by an independent agency to encourage confidence in the process. It included one online session and two full-day, in-person workshops. Across the sessions, participants engaged with project materials, community feedback as well as planners who shared how draft maps were determined.

CRG participants brought a diverse range of views and local insights and were tasked with preparing Statements of Advice for their respective centres. These statements were provided to DTP and have been considered alongside broader community feedback, strategic work already undertaken by councils, site visits, technical studies and urban design testing to inform the final plans.

TRADITIONAL OWNER CONSULTATION

As well as consulting with the wider community, we have been engaging with the Registered Aboriginal Parties (RAPs) for these train and tram zone activity centres.

The Springvale, Noble Park, Yarraman and Dandenong centres are located on the lands of the Bunurong People, and we acknowledge them as Traditional Owners.

The purpose of engaging with the Registered Aboriginal Parties was to seek feedback on planning proposals for these centres, and to identify ways to amplify the significance of Aboriginal cultural heritage and values through the Train and Tram Zone Activity Centres Program and the plans.

Consultation involved:

- Two meetings with Bunurong Land Council Aboriginal Corporation (BLCAC) to support feedback and the preparation of five Cultural Values Statements produced by BLCAC.

The Cultural Values Statements do not represent the full significance of cultural values of the activity centres. This can only be understood through more detailed Cultural Value assessments that involve On Country walks and traditional knowledge recording.

LOCAL COUNCIL CONSULTATION

The Stage 2 train and tram zone activity centres are in the following council areas:

- City of Boroondara
- City of Glen Eira
- City of Greater Dandenong
- City of Kingston
- City of Stonnington
- City of Whitehorse

Throughout the program, we regularly engaged with councils to:

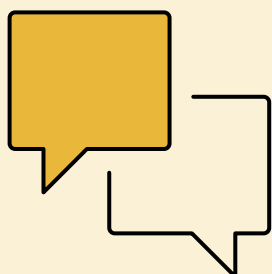
- provide regular and timely updates about the program
- seek input into draft maps and proposed planning changes
- tap into their local expertise and knowledge to better understand the local train and tram zone activity centres and potential opportunities for housing and infrastructure upgrades
- inform them about our community engagement approach and upcoming engagement
- seek advice about effectively engaging their local communities, including multicultural groups
- identify appropriate locations for drop-in sessions to maximise community participation.

STATE GOVERNMENT AND KEY AUTHORITY CONSULTATION

We have worked with relevant State Government departments and agencies to align planning, transport, infrastructure, and service delivery objectives.

Departments and agencies we engaged with included:

- Department of Health
- Department of Education
- Department of Justice and Community Services
- Department of Energy, Environment and Climate Action of Victoria
- Development Victoria
- Homes Victoria
- Melbourne Water
- South East Water
- Environment Protection Agency
- Infrastructure Victoria
- Level Crossing Removal Authority
- Department of Jobs, Skills, Industry and Regions
- Victorian Infrastructure Delivery Authority
- VicTrack
- Other Department of Transport and Planning teams



In early 2025, plans were finalised and implemented for the 10 pilot activity centres.

In March 2026, plans for the 25 Stage 1 train and tram zone activity centres were finalised and implemented.

We've now finalised plans for the 23 Stage 2 train and tram zone activity centres.

These key milestones would not have been possible without the valuable input of the community, local councils, Traditional Owners and key stakeholders. The interest, participation and feedback have all been critical in shaping the final plans.

The input received has directly informed key elements of the plans, ensuring they respond to local priorities, conditions and lived experiences.

The plans aim to provide a considered and place-based approach to supporting growth and will play an important role in guiding development to support communities over the coming decades.

PHASE 2 CONSULTATION OVERVIEW

This section of the report provides an overview of the Stage 2 – Phase 2 consultation with community, councils and industry representatives including the engagement approach, activities and key statistics.

HOW WE CONSULTED

Phase 2 consultation was developed to ensure the community was informed about the program and its progress, while also encouraging community feedback on draft maps for each of the centres.

To maximise reach and participation, our engagement approach included combining broad-reaching and targeted activities. These included:

Direct mail

Postcards and newsletters were sent to businesses, households and absent landowners within approximately 100m to 200m from the edge of each activity centre boundary.



Information packs

Information packs were provided to local councils, community organisations and multicultural organisations to support information sharing and promoting the program. This helped to extend reach through trusted local networks.



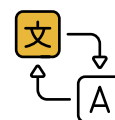
Social media

A targeted social media campaign used geo-targeted posts and organic content to encourage participation in the online survey, local drop-in sessions and to encourage expressions of interest for the Community Reference Groups.



Multicultural engagement

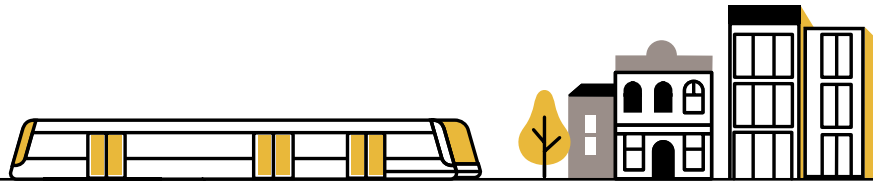
Targeted multicultural consultations included pop-up stalls at local markets, local community multicultural events, and a targeted in-language drop-in session with translators available and supported by advertising in local newspapers. To raise awareness and encourage participation, in-language radio advertising was used, translated information kits were sent to council and community organisations, and the Engage Vic pages and the online survey were also translated into the top languages for each activity centre.



Digital and out-of-home advertising

To reach people in high-activity locations, we had posters at train, tram and bus stops and digital displays at various retail stores across the activity centres. Online advertising on commonly used apps also helped to increase visibility and awareness.





HOW WE RECEIVED FEEDBACK

During this phase of engagement, feedback on the draft maps was gathered through a range of channels to ensure broad community participation. This included:

- an online survey available via Engage Victoria. The survey was translated into the top languages other than English across all clusters
- online Q&A sessions held for each cluster, where planners provided information on the program, and participants had a chance to ask questions. Questions were thematically summarised and answered by the planners during this one-hour session
- drop-in sessions where community members could speak directly with place-based planners in one-on-one conversations, and provide feedback on the draft maps
- walk-by events held in busy locations near the activity centres, to promote the program and encourage participation online or at our drop-in sessions
- submissions through our dedicated inbox
- additional pop-up sessions held in community centres and at local markets to reach diverse and multicultural communities.

STAGE 2 – PHASE 2 CONSULTATION IN NUMBERS



2,674

Survey responses



36

Council briefings and meetings



69,204

Unique visitors to Engage Vic
(from 11 Feb to 22 March 2026)



15

Industry forums and briefings



1,718

Drop in and walk-by attendees



579

Submissions received via email



178

Online Q&A attendees



181

Community Reference Group
Participants

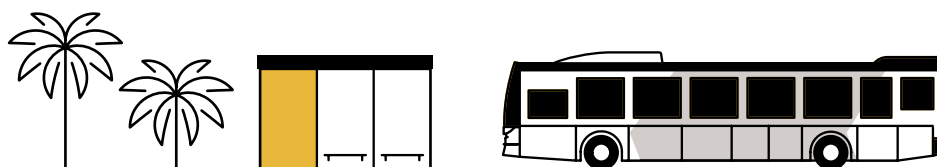
CONSULTATION THEMES FOR PHASE 2

There was a range of feedback from community, council, industry, major landowners and Traditional Owners, across all 23 centres.

However, some common themes emerged, which supported the program's objectives and deliverables. These included:

- a need for more homes and different types of homes in well-located areas
- new planning controls to give more certainty to council, community, developers and other industry stakeholders about what can be built
- confidence that the new planning controls will aim to enhance long-term opportunities for housing delivery by unlocking land near transit corridors, thereby strengthening the pipeline for infill development.





Other broader feedback has resulted in a range of program-wide changes (refer to page 7). In addition to these program-wide changes, we have also drawn on council structure plans and other relevant strategic documents where they align with the program's objectives, policy principles and timing. Additional planning reforms will support train and tram zone activity centres to be vibrant, liveable places.

These include:

Infrastructure contribution plans (ICPs)

As part of the Train and Tram Zone Activity Centres Program, infrastructure contributions plans are being developed for each of the centres. These intend to require developers to pay a standardised fee for each new home or equivalent charge for an office or similar building, which will be used to invest in improvements to infrastructure and facilities for local communities.

Mid Rise Code

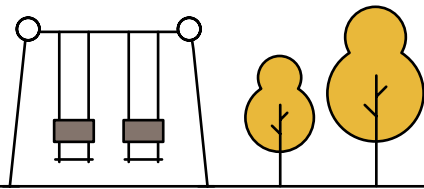
The new Mid-Rise Code will make it faster, cheaper and easier to build good quality, medium-density homes in the places people want to live, close to transport, jobs and services.

The Mid-Rise Code introduces new planning controls for four to six storey apartments to make them more comfortable, liveable and sustainable.

Townhouse and Low-Rise Code

The Townhouse and Low-Rise Code introduces a deemed to comply assessment pathway to support faster decisions and greater certainty for townhouses and apartment buildings up to three storeys.





Tree canopy standards

Amendment (VC289) introduced a new clause (52.37) to all planning schemes with regards to canopy trees, requiring a planning permit to remove, destroy or lop a canopy tree in specific circumstances.

Car parking reforms

Parking requirements have been updated and less parking is required for a new use or development where it has access to public transport. For residential uses, car parking can increase the cost of a town house by more than 10 per cent or add more than 15 per cent cost to the rent. This initiative will enable more Victorians the choice of a more affordable home by not paying for car parking they may not need.

Environmentally sustainable design

New policy and guidance have been introduced to ensure new housing is designed sustainably, including the Resilient Building and Development Guidelines, Future Homes and Low-rise and Townhouse and Mid-rise Code.

The Great Design Fast Track

The Great Design Fast Track is a new, streamlined planning approval pathway, based on seven principles of good design.

The Great Design Fast Track is available for apartment and townhouse proposals that are two to eight storeys in height with eight or more homes that demonstrate specified principles for great design. These design principles, developed in partnership with the Office of the Victorian Government Architect, will ensure new housing is well-designed, sustainable and liveable for Victorians.

Pick my Park

Pick My Park is a \$30 million program, which will improve access to quality parks and open spaces for growing communities.

Grants have been made available to improve or revitalise existing parks and to transform underused land to create new green spaces.



SPRINGVALE TO DANDENONG – PHASE 2 CONSULTATION SUMMARY

This section of the report provides an overall summary of council, industry, Traditional Owner and community consultation themes and feedback relating to the Springvale to Dandenong activity centres. It also includes an overview of how we have responded to this feedback.

COUNCIL CONSULTATION – GREATER DANDENONG CITY COUNCIL FEEDBACK

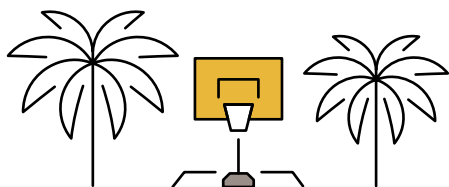
The Springvale to Dandenong train and tram zone activity centres are located in the City of Greater Dandenong.

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

Greater Dandenong City Council prepared a submission in response to the draft maps and proposed planning controls, which can be accessed [here](#). (refer to Council Meeting Agenda 260316)

High level themes from the submission included:

- support for the program objectives and increasing housing density in well-located areas
- a recommendation to amend the plans for Noble Park and Springvale to better align with Council's existing structure plans, which Council has said will provide enough capacity to support the required housing growth in the area
- concerns about implications of Built Form Overlay on third party appeal rights, and more broadly about community ability to provide informed feedback on the planning scheme amendments
- a recommendation for State Government to investigate other opportunities to improve viability of apartment developments, including ways to increase the number of construction workers and to reduce costs of construction
- opposing the rezoning that would trigger windfall gains tax for either private or public land, and concerns around the impact on economic viability of development
- opposing the introduction of an infrastructure contributions plan, as the previous Infrastructure Recovery Charge (IRC) will expire on 31 December 2026, which council believe was having a negative impact on development due to financial liability of projects
- recommendations that required infrastructure improvements be funded by State Government to support the Train and Tram Zone Activity Centre Program
- recommendations for considerable reductions to the catchment boundaries for various reasons, though largely due to accessibility to the centres and stations.

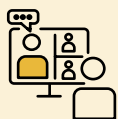


COMMUNITY CONSULTATION INSIGHTS FOR SPRINGVALE TO DANDENONG

Community consultation in numbers for Springvale to Dandenong



87
Survey responses



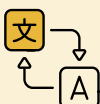
12 online Q&A session
participants
Held on Wednesday
25 February 2026



228 walk-by interactions
2 walk-by events
Tuesday 10 March 2026 –
Dandenong Square Shopping
Centre, Dandenong
Saturday 21 March 2026
– Springvale Woolworths,
Springvale Road, Springvale



14 drop-in participants
2 drop-in events
Tuesday 10 March 2026 –
St James Anglican Church Hall,
Dandenong
Saturday 21 March 2026 –
The Crescent Hall, Springvale



396 interactions at
multicultural events
5 x events held in
Dandenong, Springvale
and Noble Park



22 CRG participants for
Springvale to Dandenong

SPRINGVALE TO DANDENONG KEY THEMES

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

Traffic congestion and parking

- Participants felt that car parks are already at capacity, especially at stations, on surrounding streets and near schools and places of worship
- Traffic bottlenecks, parking shortages and safety risks were highlighted as key issues, with concerns around congestion and increased pressure on quiet residential streets.

Infrastructure upgrades

- Participants called for better street lighting and upgrades to the train stations to enhance commuter safety
- Participants wanted to ensure flooding risks are managed, especially near Mile Creek as well as sewerage, and gas upgrades
- Support for growth and change was often conditional on the need for good planning and adequate infrastructure, local amenity and services to support more people.

Building heights

- There were mixed views around the proposed heights. Some showed support, citing the need for additional housing and housing diversity, while others felt the proposed heights would impact access to sunlight and green space
- There was some interest in development, specifically whether residents could redevelop single homes into multi-storey dwellings and whether outer catchments could apply for taller development
- Assurances were sought around whether changes would also affect setbacks and other provisions.

Housing affordability and design

- Strong support was shown for more affordable housing, and more options for retirees, young people, and school finishers
- Accessibility (wheelchair access, smaller accessible units) was flagged as an important requirement, as well as apartments that vary in size and offering, to cater for different people's needs
- Participants wanted to ensure new developments are well-designed and of high quality, to fit in with the local character.

Public and active transport

- There were some suggestions for the train stations to be modernised and upgraded to handle more people and to improve safety
- Desire for development that maximises access to public transport and walkable local shops
- Calls for improvements to walkability and pedestrian connections around the area as well as safer walking and cycling links.

COMMUNITY REFERENCE GROUPS

181 participants online across all 23 centres

163 participants across the 2-day in-person workshops

Held at Monash College City Campus – 750 Collins Street, Docklands

22 Springvale to Dandenong participants

The program was delivered between 17 March and 22 March 2026. This included one online session and two full-day, in-person workshops. Across the sessions, participants engaged with project materials, community feedback and planners shared how draft maps were determined. An agency, independent of government, managed the recruitment and delivery of the sessions to ensure a level of confidence in the process.

CRG participants brought a diverse range of views and local insights and were tasked with reviewing the materials, understanding what considerations were within scope where community had influence, and preparing Statements of Advice for their respective centres.

These statements were formally provided to DTP and have been considered alongside the broader community feedback, council strategic work, site visits, technical studies and urban design testing to inform the final plans.

CRG sentiment towards statements of advice

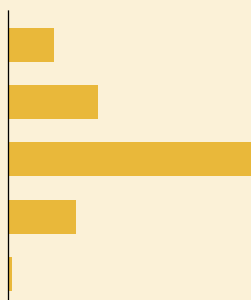
10% Love it

20% Like it

55% Could Live with it

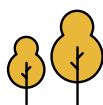
15% Lament it

0% Loathe it



Key Themes from the Statements of Advice (SoAs)

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



Green spaces trees and open space



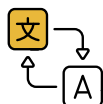
Walkability, trails and easy local access



Shops, markets, food and local business



Community hubs, services and social connection



Culture, diversity and multicultural identity

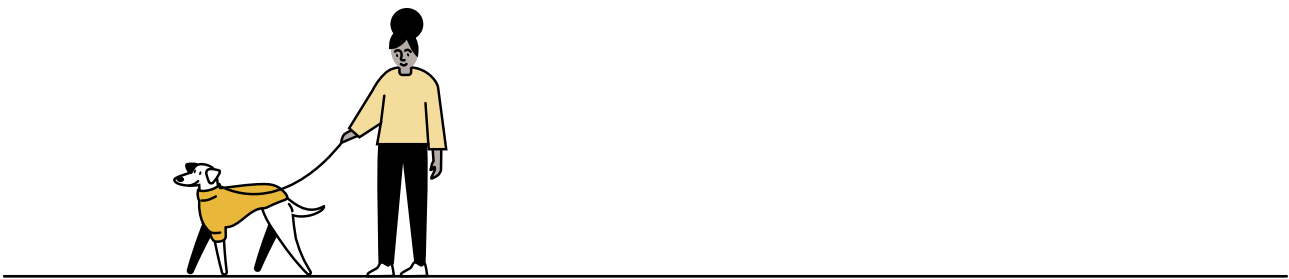


Heritage, character and village feel

Participants were asked to rate their levels of comfort with the final written statements that were handed over to DTP.

Participants expressed moderate to strong comfort levels with 30% indicating a higher level of support, the majority reporting they could live with it and only 15% expressing dissatisfaction, suggesting broad acceptance.

Participants valued the inclusive intent of the statement, and felt confident that views raised in the group setting were captured, with many acknowledging that the statements reflected a broad range of feelings, suggestions and objections but also were mindful that it isn't a one size fits all. There were some limitations identified such as participants feeling as though they would have benefited from more time, and some felt that cultural diversity, particularly for Dandenong could have had more representation.



ONLINE SURVEY RESULTS



87 SURVEY RESPONSES

22 Dandenong Station

25 Noble Park Station

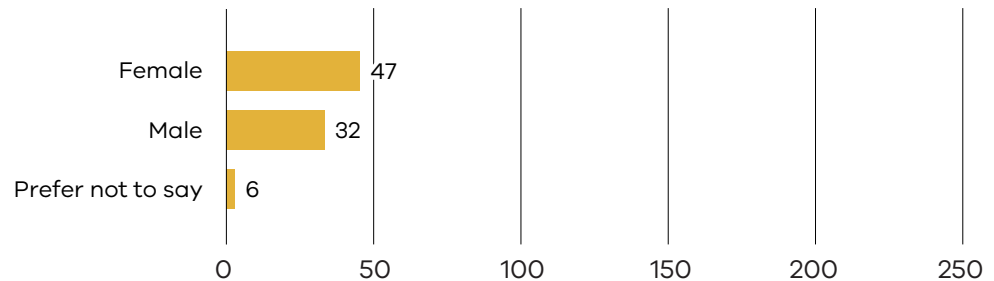
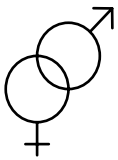
22 Springvale Station

7 Yarraman Station

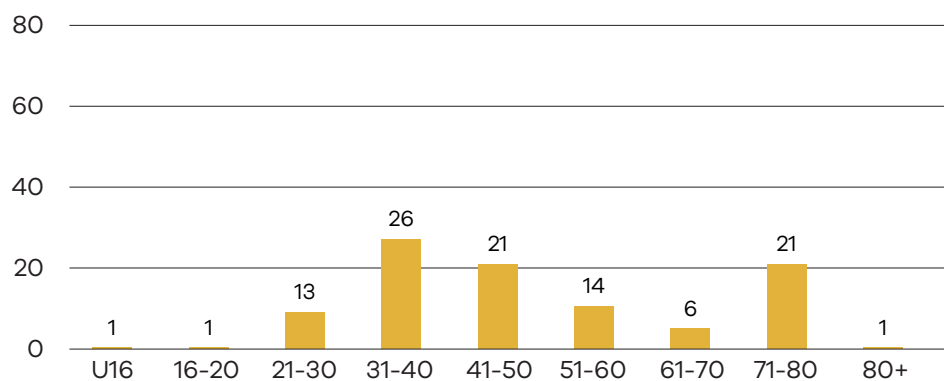
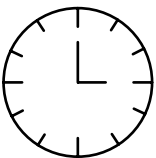
DEMOGRAPHIC INSIGHTS

As part of the survey, we asked participants to provide us with demographic information to better understand the diversity of those participants. The following provides an overview of who we heard from:

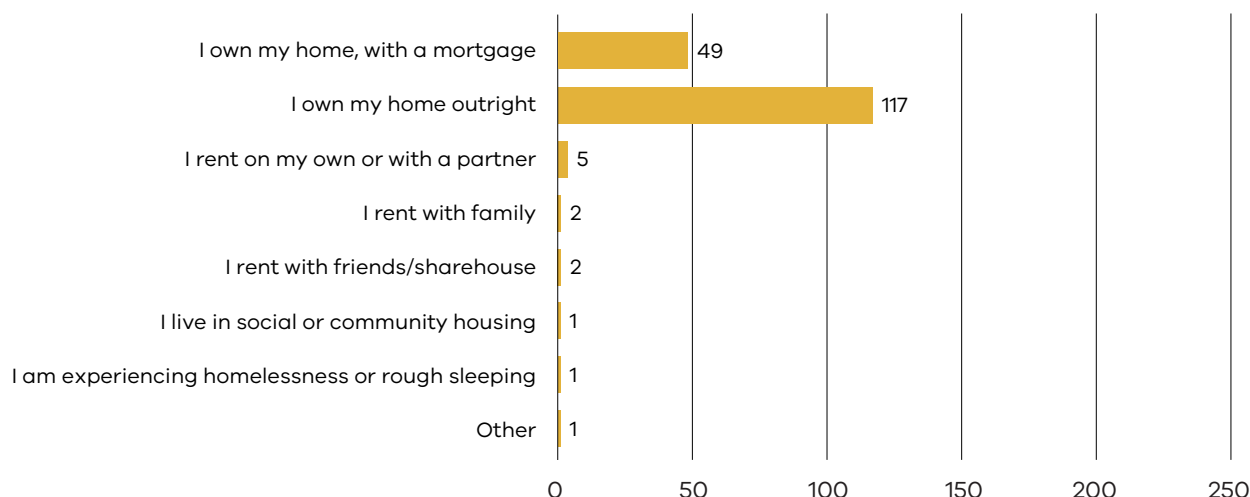
GENDER



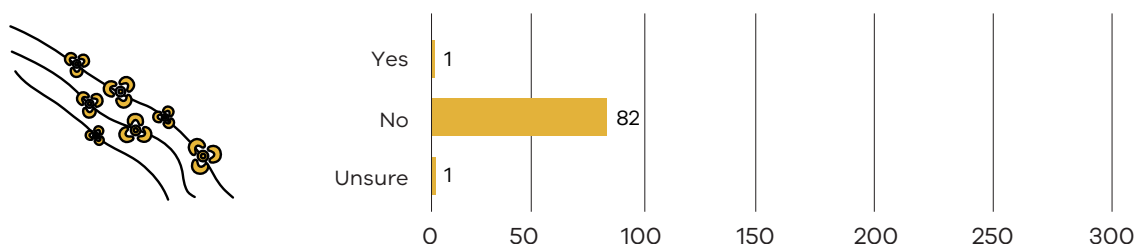
AGE



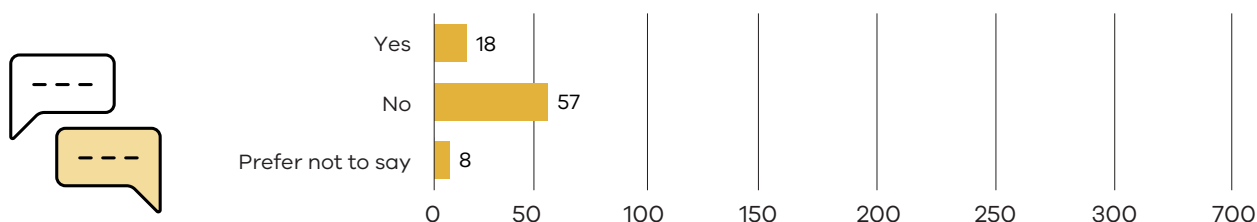
LIVING ARRANGEMENTS



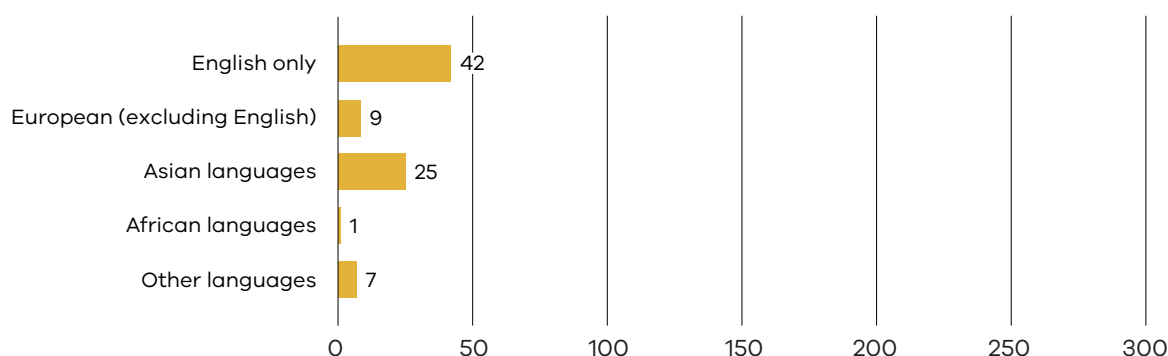
IDENTIFY AS ABORIGINAL OR TORRES STRAIT ISLANDER



NON-ENGLISH SPEAKING BACKGROUND



LANGUAGES SPOKEN AT HOME



SURVEY SENTIMENT

Top 10 most valued places

1. Dandenong Market
2. Dandenong Plaza
3. Railway Parade
4. Hemmings Park
5. Memorial Park
6. Springvale Community Hub
7. Burden Park
8. Faith and Heritage sites (Dandenong Town Hall, Church and Mosque on Hutton Street)
9. Dunblane Road Park
10. Springvale Neighbourhood House

Key local streets

Participants were asked whether there were any specific streets where people spend a lot of time and where access to sunlight should be protected. Responses prioritised the following:

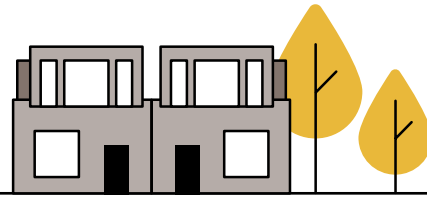
- areas around Dandenong Market and Plaza (Cleeland Street and Clow Street), areas around the train stations such as Sandown Road and Cheltenham Road as they experience high pedestrian activity and requires more shade
- major roads such as Princes Highway, Stud Road, Cheltenham Road, Springvale Road, Thomas Street and Herbert Street particularly the northern sides of the roads as they are exposed to a lot of sun
- maintaining sun access in parks such as Olinda Reserve and around significant faith sites like the Church and Mosque on Hutton Street.

Key pedestrian links

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

- improving pedestrian safety on major roads and intersections including the pedestrian crossing between the St Joseph's church and Woolworths carpark on Buckingham Avenue, as well as the Ian Street, Mons Parade, Heatherton Road and Mile Creek crossings
- more clear linked paths, wayfinding signage and improved bike routes from the Station to key destinations including Dandenong Market, Dandenong Plaza, Palm Plaza, Springvale Neighbourhood House and Little India
- strengthening north to south connections and continuous pedestrian corridors that link residential areas to the activity centres. Routes included Goodman Drive, Tower Court, Kirk Street, Leonard Avenue, Clow Street, Herbert Street and Frank Street.





FEEDBACK BY TRAIN AND TRAM ZONE ACTIVITY CENTRE

Survey participants were asked to view the draft maps showing the proposed catchment boundaries and proposed building heights for the core of their train and tram zone activity centre.

The survey sought community feedback on preferred building heights within the core of each activity centre (where applicable). This was a compulsory question with six storeys presented as the lowest option. This reflected the program's objectives to enable more homes in well-located areas, and as such building heights below six storeys were not proposed for the core of the activity centres.

DANDENONG STATION

Generally, in Dandenong core, heights are based on existing height controls in the Central Dandenong Comprehensive Development Plan.

We nevertheless sought feedback on proposed heights where applicable.

Building heights

- Participants told us higher density should be located near the Station, and within the CBD on main roads such as Cheltenham Road, Lonsdale Street and Thomas Street
- Other suggestions included locating taller buildings close to shops like the Plaza and the Market and near community facilities like the library
- Participants wanted to ensure increased density is kept away from existing park areas, trails and creeks and quiet residential streets.

Catchment boundaries

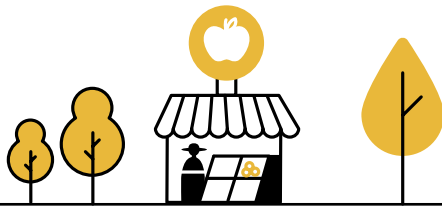
- Suggestions included extending the core area all the way down Pultney Street to Power Street and further along Cheltenham Road up to Steven Street
- Other suggestions included extending the outer catchment around Jones Road to include areas near the bus route and extending the catchment further up Stud Road, where there is high frequency bus services and an education precinct.

How should Dandenong be developed now and in the future?

Dandenong's future is envisioned as a well-connected, people-focused place, centred around major public transport and key destinations like the Dandenong Market and Plaza, the library, parks, shopping and food precincts.

There was broad support for high-density housing close to public transport, supported by upgraded amenities, quality homes, more local businesses, entertainment and recreational facilities.

Participants felt that area needs improved public services, such as more frequent trains, bus services and some suggested introducing trams to reduce the local traffic congestion. Residents want Dandenong to become a vibrant and inclusive centre that appeals to existing residents, young people and visitors.



NOBLE PARK STATION

Building heights

- Participants felt that the most appropriate location for taller buildings was in the immediate station core (within 150-250m of Noble Park Station) along the rail corridor, along Douglas Street, and at major intersections such as Leonard Avenue or Buckley Street. There was some support for suggested 12 storey heights, so long as they were immediately adjacent to the station.
- There was also support for more homes near public transport, to help reduce local traffic, improve retail viability and walkability.

Catchment boundaries

- Participants asked to remove heritage buildings from catchment areas.
- There were calls to exclude Leman Crescent and French Street from the catchment boundary as they are situated on a significant slope and three to four storeys in this area would cause overshadowing of north-facing backyards and solar panels.

How should Noble Park be developed now and in the future?

Participants broadly supported the development of Noble Park activity centre, to accommodate more housing that is well planned, with some mixed-use development near the station to make better use of existing transport infrastructure. Participants expressed a desire for Noble Park to become a vibrant, walkable neighbourhood with a diverse mix of housing types to accommodate young professionals, families and downsizers.

There was support for improved walkability, safer streets, upgraded public spaces, more greenery, better cycling connections and more retail and dining options. Participants expressed concern about pressure on local infrastructure, including parking, traffic and safety services.

Overall, participants wanted to see carefully managed growth that considers infrastructure, environmental quality, safety and genuine engagement with locals.

YARRAMAN STATION

In Yarraman, our work applies to the catchment area only, as there is no commercial core. Because of this, we did not seek feedback on core heights for this centre as part of our consultation.

Yarraman Station was included in the program due to its access to the Cranbourne and Pakenham train lines. This area also has great access to schools, commercial areas, parks and supporting infrastructure.

Catchment boundaries

- Participants felt that all parkland, waterways and sports areas at the Dandenong Showgrounds and Eastlink paths should be protected.
- There was some support for Railway Parade from Yarraman Creek to Jones Road to be included in the outer catchment, to provide development continuity along the corridor.
- Participants suggested developing the northern end of Tower Court, as it is better connected to the station and could be developed the same way the old factory site opposite Yarraman Station has been developed.

How should Yarraman be developed now and in the future?

- Participants wanted to see Yarraman Station upgraded, to make it more accessible and safer for commuters.
- Well planned housing growth near Yarraman Station was broadly supported, provided it is coordinated with infrastructure and environmental outcomes.
- Participants called for parks and waterways to be improved to support additional growth in the area, as they are highly valued and utilised.
- A view that development should encourage more use of active transport and provide adequate onsite parking, as street parking is already quite congested. Participants would like to see enhanced connectivity between Noble Park and Yarraman and between Yarraman and Dandenong outer catchment areas, to provide cohesive development along the corridor.

SPRINGVALE STATION

Building heights

- Participants suggested reducing the building heights in the core to six to eight storeys as they believe 16 storeys is too dense for the area which already suffers from traffic congestion and lack of infrastructure
- There was support for moderate heights to allow for growth but maintain liveability, as well as encouraging more appropriate transitions into adjacent areas
- Suggestions for the main area along Buckingham Avenue and Springvale Road to be lower density but with a focus on ground level shops and restaurants
- Some participants felt higher density buildings would create an unsafe environment, especially near schools where traffic is congested already during school pick up and drop off times.

Catchment boundaries

- Participants felt that the area from Wattle Street to the End of Sandown Road and Newcomen Road should be excluded from the catchment boundary as the existing road infrastructure will not be able to cope with more people
- Some suggested the catchment area should only be 500m from the station
- Areas surrounding schools and kindergartens should be excluded from the catchment area (for example, Olinda Avenue Kindergarten should be excluded to protect child safety due to existing traffic congestion).

How should Springvale be developed now and in the future?

Participants had a strong desire for moderate growth with a clear preference for medium density (from four to eight storeys) rather than high density. There were concerns that taller buildings would worsen existing traffic congestion, parking shortages, pressure on schools and services and liveability.

There was some support for more housing, but supported by substantial investment in infrastructure, including parking, public transport, schools, libraries, safety, security, open space and pedestrian and cycling links. There were calls for protection of heritage buildings and community assets like Springvale Neighbourhood House, improvements to cleanliness, lighting and public safety.

HOW FEEDBACK HAS HELPED TO INFORM PLANS

The feedback received as part of Phase 2 consultation has informed place-specific changes to the final Springvale to Dandenong activity centre plans and planning controls. This includes catchment boundaries and core building heights.

Some of the feedback we received was outside of the Train and Tram Zone Activity Centres Program scope, however much of this feedback is being addressed by other initiatives to support more homes in well-located areas.

There was other feedback we received that the program could not address because it did not meet program objectives.

This table reflects an overview of the place-specific changes that have been made to the maps for Springvale, Noble Park, Dandenong and Yarraman Stations based on feedback from Phase 2 consultation.

Train and Tram Zone Activity Centre	Key themes	What we heard	What we did
Springvale Station	Core Boundary	Reducing the core boundary to the north of Springvale Station	We've removed some sites north of Virginia Street from the core boundary to reflect existing and future conditions of this and the surrounding areas.
	Catchment Boundaries	Remove sites that aren't within a close walkable distance from the station and services	Land surrounding Norman Luth Reserve has been removed from the outer catchment boundary. We've removed land north of Springvale Station from the outer catchment that has limited walkability to the activity centres due to neighbouring industrial land.
	Local infrastructure investment	Invest in local infrastructure to maintain liveability and support increased density	Laneway and streetscape improvements have been proposed around Springvale Station
		Protect and enhance the experience of special local places	We recognise the pocket plaza near Springvale Station is a special multi-cultural place and it has been identified as a potential location for community infrastructure improvements in the future.
Noble Park Station	Catchment boundaries	Remove sites that aren't within a close walkable distance from the station and services	We've adjusted the catchment boundaries south and north of the activity centre, to align with the edge of Kleine Street.
	Protect and maintain neighbourhood character	Ensure there is a gradual transition of heights from Noble Park Station	We've reduced heights in locations at the edges of the catchment boundary to create a better transition from the station.
	Local infrastructure investment	Invest in local infrastructure to maintain liveability and support increased density	We've added Fotheringham Reserve as a public space improvement opportunity.



Train and Tram Zone Activity Centre

Key themes

What we heard

What we did

Dandenong Station	Catchment boundaries	Reduce catchment boundaries due to accessibility barriers	Land south of Dandenong Creek has been removed from the catchment, due to accessibility barriers to Dandenong station as access is limited to a single creek crossing.
	Building heights	Reduce building heights on sites that are on the edge of the core and not within reasonable walking distance to the station and services	We've removed areas that are beyond approximately 10-minute walk to the station, and locations like Potter Street will be outer catchment.
		Reduce building heights on some sites at the edge of the core, given the close proximity to nearby residential properties	We've reduced heights on Railway Parade to a maximum of eight storeys, to ensure a gentle transition to the surrounding residential properties in the catchment.
Yarraman Station	Catchment boundaries	Reduce catchment extent west of Mile Creek due to poor accessibility	We've amended and brought in the catchment west of Mile Creek to better align with accessibility to nearby amenities and transport services.

THANK YOU

The feedback summarised in this report has been used to inform the Springvale to Dandenong train and tram zone activity centre plans.

The plans are now finalised and have been approved by the Minister for Planning.

We'd like to thank everyone who has contributed to this program. Your feedback has played an essential role in shaping outcomes to benefit your local communities.

If you would like to learn more about tram and train zone activity centres, visit our website:
[Train and Tram Zone Activity Centres Program](#)

CONTACT US

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