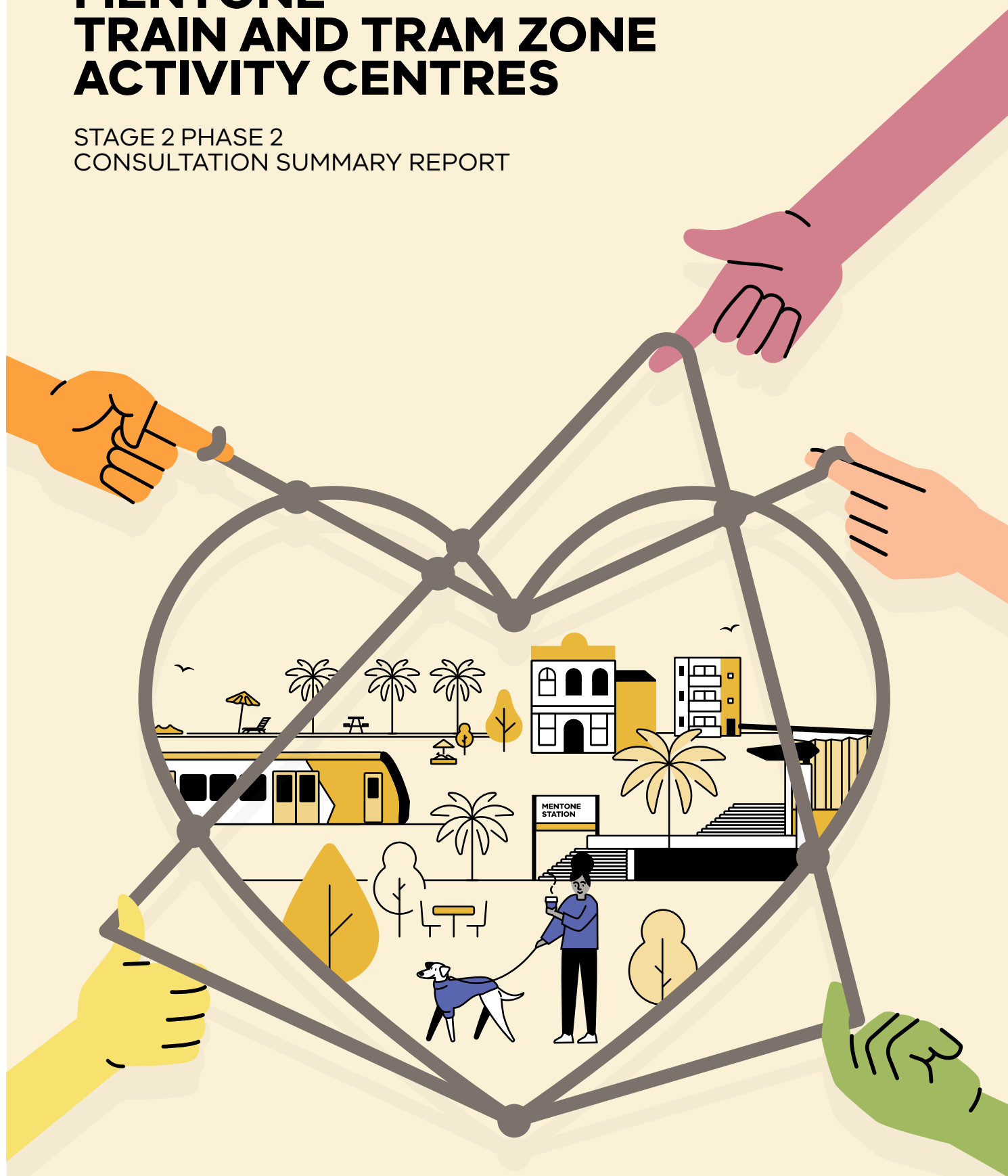


MENTONE TRAIN AND TRAM ZONE ACTIVITY CENTRES

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 Mentone train and tram zone activity centre is located on the lands of the Bunurong People, and we acknowledge them as Traditional Owners. We pay our respects to Elders past and present, whose knowledge and wisdom have ensured the continuation of spiritual and cultural practices.

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
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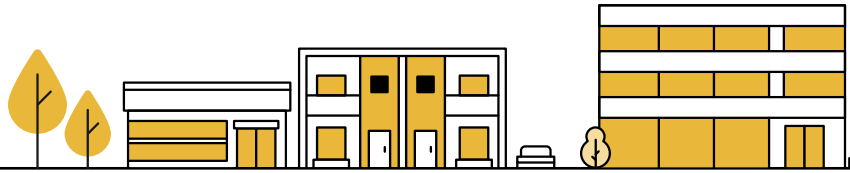
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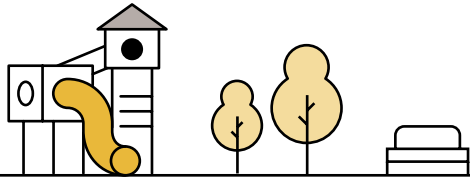
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EXECUTIVE SUMMARY

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

It covers engagement across 23 activity centres and provides a summary of feedback for the Mentone activity centre.

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



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

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

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

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

PROGRAM OVERVIEW

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

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

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

As part of the program, plans have been developed for each activity centre, including for Mentone. 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

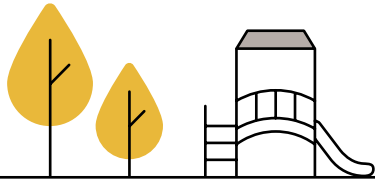
Stage 2 (23 train and tram zone activity centres)
Phase 1 consultation
Consultation feedback informs draft maps for Stage 2 centres

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.

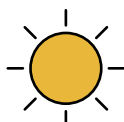
KEY PROGRAM-WIDE THEMES AND RESPONSES

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.



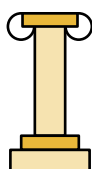
ADJUST PROPOSED CORE HEIGHTS

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



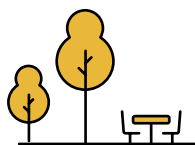
DEVELOP PLANS BASED ON LOCAL CONDITIONS

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.



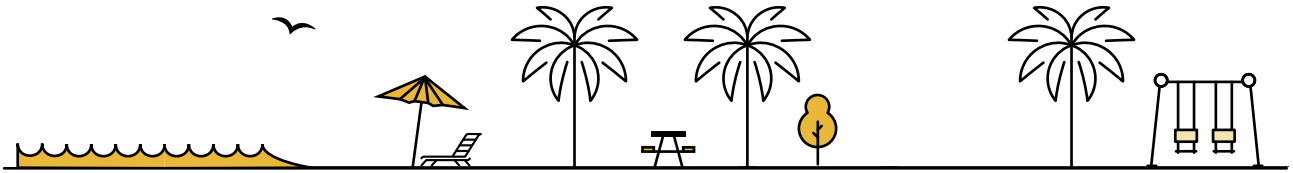
PRESERVE AND PROTECT CONTROLS FOR EXISTING OPEN SPACE AND INCREASE TREE CANOPY COVER

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.



MENTONE – FEEDBACK AND OUTCOMES

Council and community feedback in Mentone focused on protecting local character and heritage, responding to local conditions and special locations within the activity centre, and adjusting building heights within the activity centre core.

Preserve and protect local character and heritage

In addition to retaining existing Heritage Overlays, we have applied controls that seek to retain the heritage character in the activity centre core, including Kilbreda College Tower.

Develop plans based on local conditions

Planning tools to protect sun access have been applied to important locations including the Mentone station heritage gardens and the piazza (adjacent to 48 Como Parade West). We have applied controls requiring 'primary active frontages' (windows at street level) along Balcombe Road, Florence Street, Mentone Parade and Como Parade West to help people feel safe walking along the street, encouraging vibrant street activity.

Adjust proposed core heights

Proposed building heights in the Mentone activity centre core have been adjusted in response to feedback to ensure that new buildings do not obscure views along Swanston Street, Como Parade West and Florence Street toward Kilbreda College tower which is a local landmark.

Invest in local infrastructure to support growth

An Infrastructure Contributions Plan is being developed for the Mentone activity centre. It will fund infrastructure essential for liveability of current and future communities in and around these centres. We've identified opportunities to improve cycling and walking in the area in response to feedback, through potential improvements including between Flinders and Rimmer Street and along local streets like First Street, Como Parade, Kelso Street and Latrobe Street.

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 Mentone train and tram zone activity centre plan is 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 Mentone.

The 23 centres are:

- **Mentone 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
- Springvale Station, Noble Park Station, Yarraman Station, Dandenong Station

COMMUNITY CONSULTATION

Phase 1: Understanding place

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

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

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

We asked:

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

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

Key activities included:

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

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

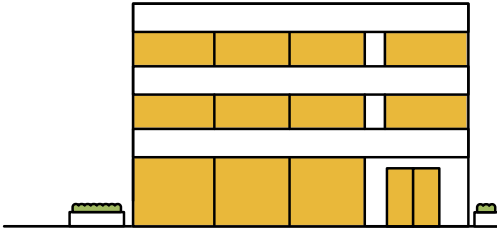
Phase 2: draft maps

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

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

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

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



Community Reference Groups

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

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

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

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

TRADITIONAL OWNER CONSULTATION

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

The Mentone activity centre is located on the lands of the Bunurong People, and we acknowledge them as Traditional Owners.

We pay our respects to Elders past and present, whose knowledge and wisdom have ensured the continuation of spiritual and cultural practices.

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

Consultation involved:

- Two meetings with Bunurong Land Council Aboriginal Corporation (BLCAC) to support feedback and the preparation of six 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:

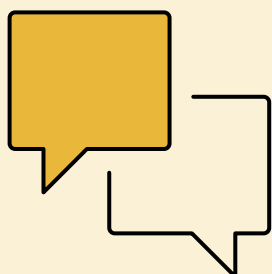
- provide regular and timely updates about the program
- seek input into draft maps and proposed planning changes
- tap into their local expertise and knowledge to better understand the local train and tram zone activity centres and potential opportunities for housing and infrastructure upgrades
- inform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



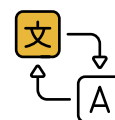
Social media

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

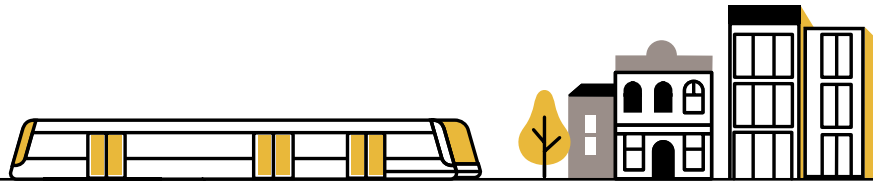
Targeted multicultural consultations included pop-up stalls at local markets, local community multicultural events, and a targeted in-language drop-in session with translators available and supported by advertising in local newspapers. To raise awareness and encourage participation, in-language radio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

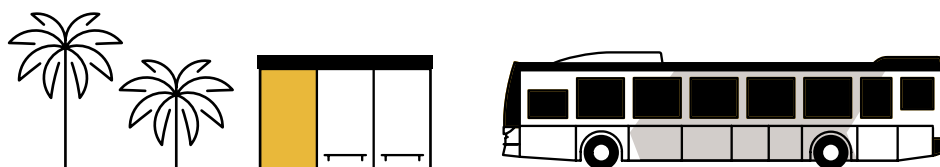
CONSULTATION THEMES FOR PHASE 2

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 table on page 7).

In addition to the 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

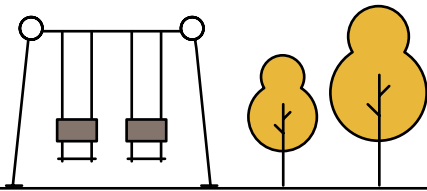
The new Mid-Rise Code will make it faster, cheaper and easier to build good quality, medium-density homes in the places people want to live, close to transport, jobs and services.

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 townhouse 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.



MENTONE – 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 Mentone activity centre. It also includes an overview of how we've responded to this feedback.

COUNCIL CONSULTATION – KINGSTON CITY COUNCIL FEEDBACK

The Mentone train and tram zone activity centre is located in the Kingston City Council area.

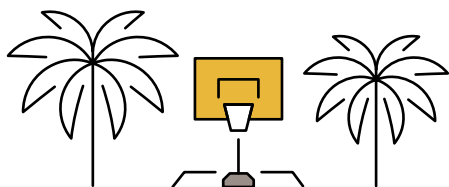
As part of Phase 2 consultation, we sought feedback on the draft maps from Kingston City Council. This included feedback on the proposed core heights, catchment boundaries and planning controls.

Kingston City Council prepared a submission in response to the draft maps and proposed planning controls, which can be accessed [here](#). (Refer to the 23 March 2026 Council Meeting minutes).

High level themes from the submission included:

- support for the increase of housing development objective in the Mentone train and tram zone activity centre
- recommendations for a number of changes to the plans to better reflect Council's existing strategic work for the area as well as additional guidance and stronger policy, to assist with decision making and implementation of the new planning controls
- recommendations to consider mandatory building heights in the core, given the Moorabbin Airport constraints
- suggested consideration for reducing the catchment boundary in the precinct north of Balcombe Road, to more closely align with the 800m catchment criteria
- recommendations to consider changing part of the inner catchment to outer catchment, south west of the core, to provide a transition to surrounding residential areas with the Neighbourhood Residential Zone and properties affected by the Design and Development Overlay Schedule 1.





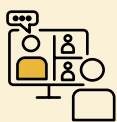
COMMUNITY CONSULTATION INSIGHTS FOR MENTONE

Community consultation in numbers for Mentone



75

Survey responses



25 online Q&A session participants

Held on Monday
23 February 2026



99 walk-by interactions

2 walk-by events

28 Feb 2026 – Coles Mentone,
Mentone Parade and
Brindisi Street

19 March 2026 – Corner
Como and Mentone Parade



18 drop-in participants

2 drop-in events

28 February 2026 –
Mentone Activity Hub

19 March 2026 – Kingston
Community Services, 34
Brindisi Street

MENTONE KEY THEMES

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

Building heights

- participants wanted heights to complement the existing small sites, heritage sites and streetscape scale
- there was a strong preference for two to four storey homes that are family friendly and spacious
- participants felt that density should be concentrated to large sites or along major roads like the Nepean Highway to protect the neighbourhood character and streetscapes.

Traffic congestion and parking

- participants said that new development needs to consider school drop-off and pick-up impacts with traffic congestion during school peak times on narrow residential streets
- before implementing more homes in Mentone, participants wanted to see commitments to improve transport reliability and more parking especially around the station
- participants expressed concern that certain roads and parking are already at capacity, such as Latrobe Street, Balcombe Road intersections, Woolworths access and Childers Street school parking.

Heritage and neighbourhood character

- protecting neighbourhood character, local amenity and views was seen as a high priority for participants
- there were calls to preserve the community feel and avoid overshadowing of heritage buildings and public open space.

Green space, open space and tree canopy

- calls for more communal green space close to homes, increased setbacks and landscaping and more tree canopy cover to support growth
- there was strong support to protect open and green spaces, including tree canopy and family-oriented public realm.

Active transport

- participants wanted to see new and upgraded walking and cycling infrastructure to enhance connectivity and safety.

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

34 Mentone 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.

Key Themes from the Statements of Advice (SoAs)

These themes represent Mentone'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](#).



Village, suburban spirit and community feel



Heritage, history and character buildings



Green space, open space and local parks



Walkability and easy movement through the centre



The sky, sea and fresh air

CRG sentiment towards Statements of Advice

21%
Love it

64%
Like it

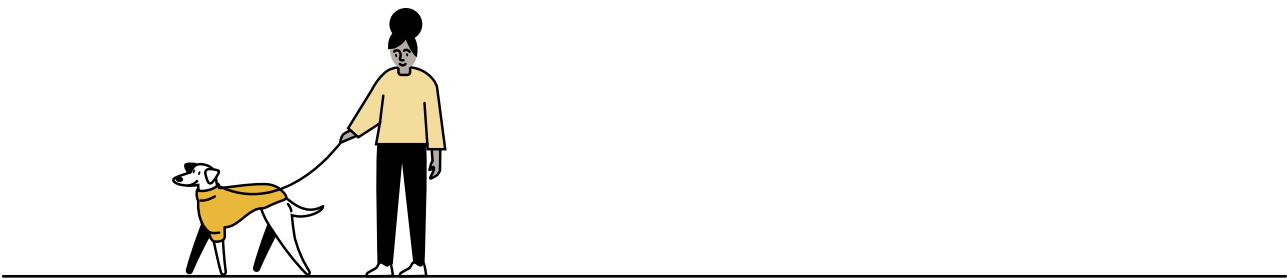
0%
Could Live with it

14%
Lament it

0%
Loathe it

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

Overall, the results indicate a high level of comfort across the Mentone CRG. A strong majority responded positively with 85% liking or loving the statement that had been produced. Participants noted that the statement captured the discussions well and broadly reflected the group's shared core values and vision for the future of Mentone while also incorporating alternative solutions to help address increasing density in the area. 14% reported they didn't like the final statement, and this was largely linked to practical restraints such as lack of detail and wanting more time to finesse the wording and reducing some repetition. No participants indicated they could only live with the statement or outright disagreed with the statement, which highlights an overall positive consensus.



ONLINE SURVEY RESULTS

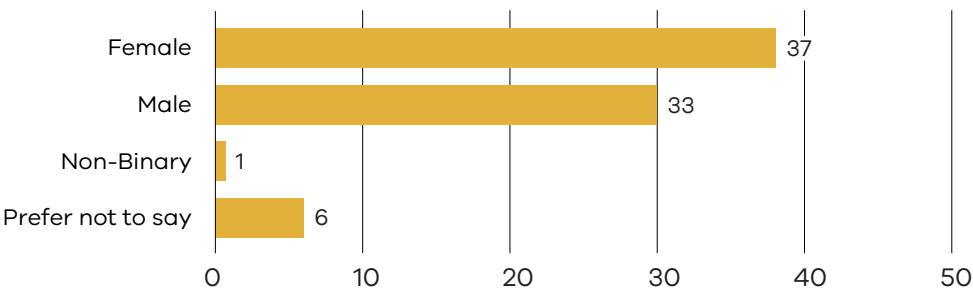
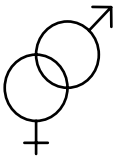


75 survey responses for Mentone Station

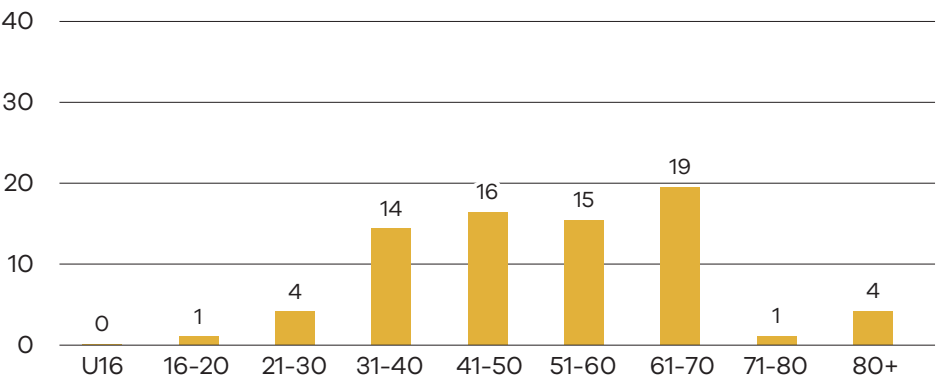
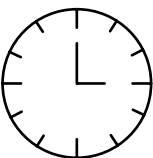
DEMOGRAPHIC INSIGHTS

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:

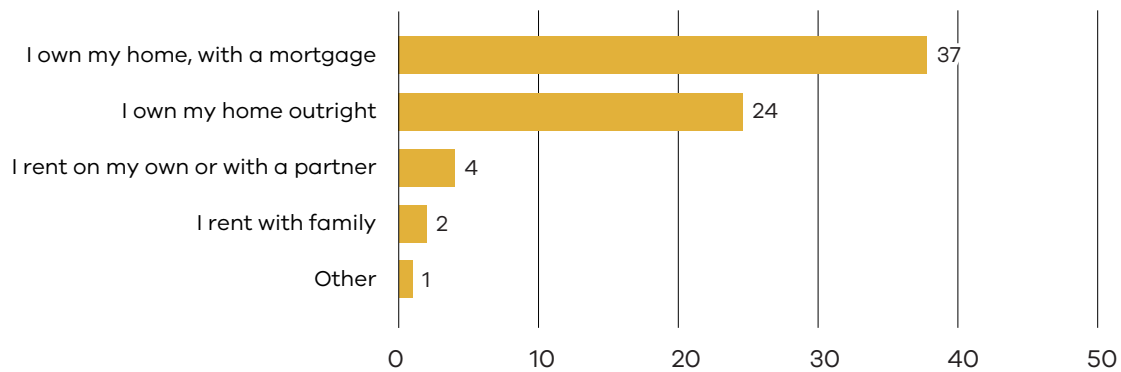
GENDER



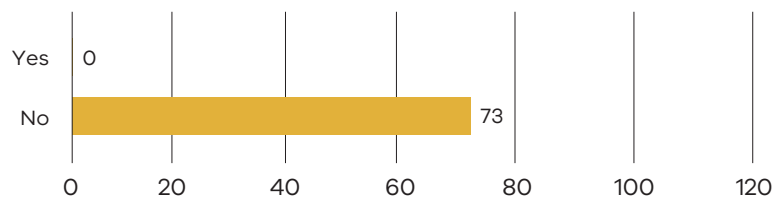
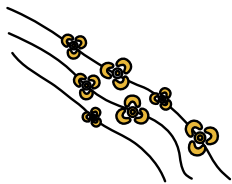
AGE



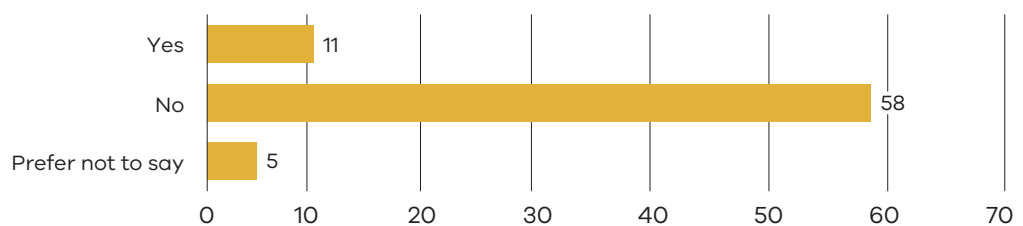
LIVING ARRANGEMENTS



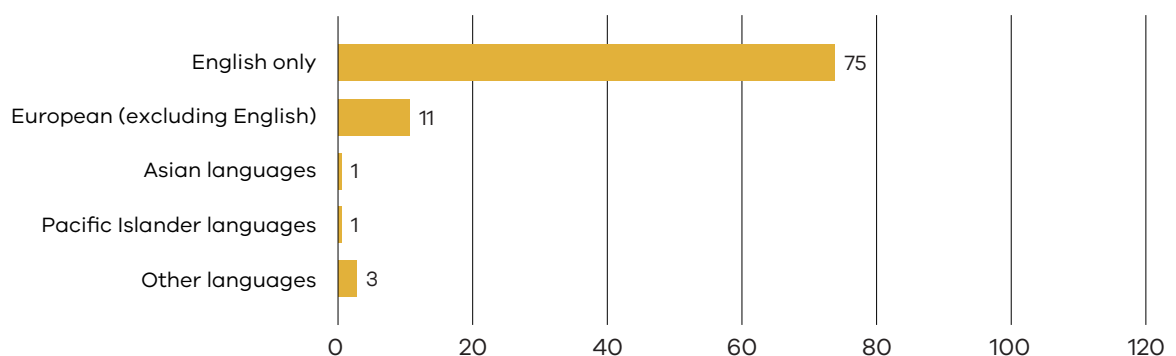
IDENTIFY AS ABORIGINAL OR TORRES STRAIT ISLANDER



NON-ENGLISH SPEAKING BACKGROUND



LANGUAGES SPOKEN AT HOME



SURVEY SENTIMENT

Top 10 most valued places

1. Mentone Railway Station and Gardens
2. Mentone Parade
3. Balcombe Road
4. Como Parade
5. Mentone Bowling Club
6. Balcombe Road Station
7. Thrift Park
8. Granary Lane
9. Florence Parade
10. Kilbreda College

Key local streets

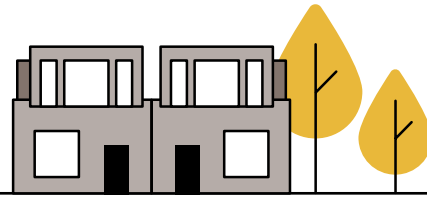
Participants were asked whether there were any specific streets where people spend a lot of time and should have extra sun protection. Responses prioritise the following:

- Florence Street and Mentone Parade, as they are busy places with people shopping, eating and walking
- Mentone community garden and Mentone station heritage gardens as they are both popular gathering spots and the markets are also held near Mentone Station.
- between Como Parade West and the Station towards bus stops and at the bus stops themselves
- the footpath along the railway line between Balcombe Road and Patty Street
- Swanston Street, Brindisi Street, Collins Street, Elizabeth Street, Davies Street were also mentioned as key streets for more sun protection.

Key pedestrian links

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

- improving the safety of crossings on major streets and intersections including Balcombe Road, Mentone Parade, Como Parade West and Florence Street (particularly near Woolworths, Naples Road and Swanston Street
- better pedestrian connectivity between Mentone Station, bus stops, the shopping precinct and car parks and improved east to west connections across Como Parade and the rail line
- upgrading Old Bakery Lane and Granary Lane as they are underutilised areas. Improving lighting and making these lanes more pedestrian focussed would improve ease of movement in the local area
- continuous footpaths, safer routes to schools, improved cycling paths and better north to south links to connect Mentone to the beach, Karkarook Park, Braeside, DFO and along the rail corridor.



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.

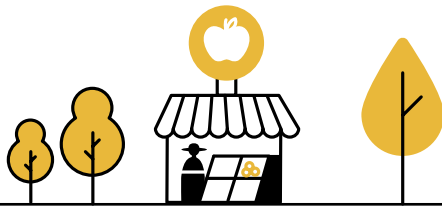
MENTONE STATION

Building heights

- The strongest most consistent support was for higher density directly around Mentone Station, including along the train line and on rail-adjacent land
- Participants suggested large commercial sites, such as the rear car parks behind Mentone Parade, Balcombe Road and Florence Street shops as suitable places for increased density
- There were many calls for taller buildings to be set back from Mentone Parade, Balcombe Road shops, heritage streetscapes, the Bowling Club and Kilbreda College and parks to protect amenity, sunlight and the local character.

Catchment boundaries

- Many participants felt inner and outer catchments should be reduced to exclude quiet residential streets, especially those with established heritage homes
- Calls for land east of Warrigal Road, including areas that extend into Parkdale, to be excluded as these places are too far from Mentone Station
- Participants felt that boundaries were appropriately concentrated between the Station and Nepean Highway, including Balcombe Road and rail-adjacent land
- Some supported extending boundaries south, towards Beach Road and along Mentone Parade and Naples Street, while others supported limited southeast extensions, only up to Warrigal Road. These suggestions were usually due to walkability, bus routes and avoiding impacting the low-scale residential streets.



HOW FEEDBACK HAS HELPED TO INFORM PLANS

The feedback received as part of Phase 2 consultation has informed place-specific changes to the final Mentone activity centre plan and planning controls. This includes 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 Mentone Station based on feedback from Phase 2 consultation.

Train and Tram Zone Activity Centre	Key themes	What we heard	What we did
Mentone Station	Protect and preserve open space	Strong value placed on community open space	Places such as 42 Florence Street, and land along Remo Street, have been identified as potential for future open space improvements.
	Protect local character and heritage	Balcombe Road to remain a harmonious retail area	We've applied moderate height controls to the retail area along Balcombe Road, to ensure future development is consistent with the existing character. This will also ensure a suitable transition to the proposed heights and heritage value of neighbouring sites on Como Parade West.
		Protect view lines to the Kilbreda College landmark	We've retained rules for a maximum of two storey heights on sites close by, on Como Parade West, to protect clear view of Kilbreda College tower.
	Invest in local infrastructure	Improve cycling and walkability in the area	We've identified the need for consistent streetscape improvements on Balcombe Road to Swanston Street. Swanston Street has been identified as a potential area for pedestrian infrastructure improvements to help connect Childers Street and Mitchell Street. We've identified a laneway improvement opportunity between Balcombe Road and Florence Street. We've added a section of Flinders Street and Rimmer Street to our public improvement plans, to allow for an extended path for pedestrians and cyclists in the future. We've identified local streets like First Street, Como Parade, Kelso Street and Latrobe Street as opportunities for future cycling improvements. We've identified the Nepean Highway service lane for potential cycling improvements.

THANK YOU

The feedback summarised in this report has been used to inform the Mentone train and tram zone activity centre plan.

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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