

# MERRI-BEK TRAIN AND TRAM ZONES

PHASE 2 CONSULTATION SUMMARY



---

## ACKNOWLEDGEMENT OF COUNTRY

We proudly acknowledge the First Peoples of Victoria. We acknowledge their ongoing strength in practising 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 Merri-bek train and tram zone activity centres are located on the lands of the Wurundjeri Woi Wurrung 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 travelling around the campsites.'

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



---

Authorised by the Victorian Government, Melbourne

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

© State of Victoria Department of Transport and Planning, 2026

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

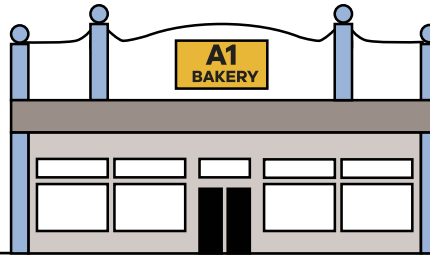
### Accessibility information

If you want to receive this publication in an accessible format (such as large print or audio), call 136 186 (select option 6) or email [activity.centres@transport.vic.gov.au](mailto:activity.centres@transport.vic.gov.au)

This document is also available in an accessible format at [planning.vic.gov.au/activitycentres](http://planning.vic.gov.au/activitycentres)

### Disclaimer

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



## CONTENTS

EXECUTIVE SUMMARY.....	4
STAGE 1 - CONSULTATION PROGRAM.....	7
PHASE 2 - CONSULTATION OVERVIEW.....	10
MERRI-BEK CONSULTATION SUMMARY - PHASE 2 CONSULTATION.....	13
FEEDBACK BY TRAIN AND TRAM ZONE ACTIVITY CENTRE .....	18
HOW FEEDBACK HAS HELPED INFORM THE PLANS.....	19
THANK YOU.....	23

---

## EXECUTIVE SUMMARY

Throughout 2025, the Department of Transport and Planning consulted with communities to help inform changes to planning controls in 25 Train and Tram Zone Activity Centres.

This report covers consultation across 25 Stage 1 activity centres and provides a summary of feedback for the Merri-bek cluster (Brunswick and Coburg). The report also outlines consultation with Traditional Owners, councils, state agencies and industry stakeholders, and explains how feedback informed the final activity centre plans and planning controls, which were approved and implemented in March 2026.

The Program is a key initiative of Plan for Victoria, supporting the delivery of over 300,000 new homes in well-located areas close to public transport, jobs and services. Phase 2 consultation focused on seeking feedback on draft maps, including core and catchment boundaries, proposed building heights, and important streets and public spaces, to inform final planning outcomes.

### ENGAGEMENT APPROACH AND PARTICIPATION

Phase 2 engagement combined broad community participation with targeted stakeholder engagement. Activities included an online survey (translated into priority languages), online Q&A sessions, walk-bys,

drop-ins, and structured meetings with councils, Traditional Owners, state agencies and industry representatives. Consultation was supported by a comprehensive marketing campaign, including direct mail, digital and out-of-home advertising, multicultural outreach, and targeted briefings.

Across the Merri-bek cluster alone, **647 survey responses** were received, alongside strong participation in events and stakeholder meetings. Demographic data indicates engagement across a broad age range and culturally diverse communities.

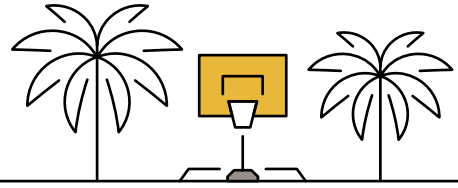
### TRADITIONAL OWNER ENGAGEMENT

Extensive consultation with **Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation** and **Bunurong Land Council Aboriginal Corporation** informed the preparation of **Cultural Values Statements**, now embedded in the final plans. These statements elevate understanding of Aboriginal cultural heritage and signal the ongoing significance of place.



There are two stages for the Train and Tram Zone Activity Centre Program, with 25 centres in stage 1 and 23 centres in stage 2.

Within each stage, there are two distinct phases. During phase 1, we asked community about the things they love about their centres. During 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.



---

## KEY PROGRAM-WIDE THEMES AND RESPONSES

Across all 25 centres in phase one, consistent feedback and themes were captured from community, council, Traditional Owners, industry and major landowners.

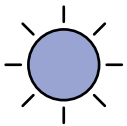
---



### INVEST IN LOCAL INFRASTRUCTURE TO SUPPORT GROWTH

Infrastructure Contribution Plans are being considered for the 58 centres and intend to fund infrastructure essential to the liveability of the current and future communities of each centre.

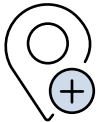
---



### ADJUST PROPOSED CORE HEIGHTS

Core building heights have been adjusted, where relevant, in response to feedback, to ensure sun protections for important locations.

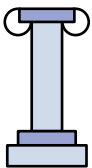
---



### DEVELOP PLANS BASED ON LOCAL CONDITIONS

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

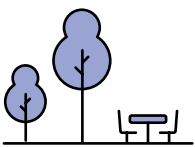
---



### 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.

---



### PRESERVE AND PROTECT EXISTING OPEN SPACE AND INCREASE TREE CANOPY COVER

Train and Tram Zone Activity Centre Program planning controls now include items relating to canopy cover and areas with significant landscapes have been excluded from the Programs controls.

---



### 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.

---

---

## MERRI-BEK - KEY ISSUES AND OUTCOMES

Council and community feedback in Merri-bek focused on building heights, heritage and local character protection, open space, active transport and local infrastructure.

In response, the final plans include:

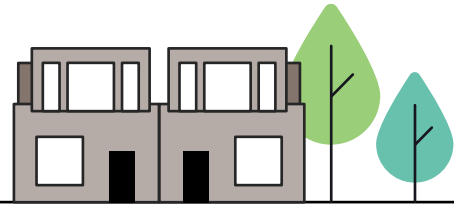
- **Strengthened overshadowing protections** for parts of key streets, parks and reserves including **Bulleke-Bek, Yubup, Warr Park, Bridges Reserve, and Sydney Road and Victoria Street**
- **Reduced heights** from the draft maps near **Barkly Street, Dods Street, Glenlyon Road and parts of Moreland Road** to better transition into surrounding residential areas.
- **Targeted heritage main street designations** in key sections of **Sydney Road and connecting streets including Dawson, Albert and Victoria Streets**, preserving and enhancing the local heritage character.
- Identified potential opportunities for **improving active transport on Albert Street, Champ Street and Waterfield Street.**
- Identified potential opportunities for **streetscape improvements on Sydney Road and traffic flow improvements on roads like Bell Street.**

## NEXT STEPS

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 Merri-bek 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.





## STAGE 1 - CONSULTATION PROGRAM

Everyone should have the opportunity to live in a well-designed home in a place they can thrive. That's why we're planning for homes in and around 60 train and tram zone activity centres, to create capacity for more than 300,000 homes to be built close to public transport, jobs and services.

In 2025, we finalised and implemented plans for 10 pilot train and tram zone activity centres. We are now finalising plans for a further 25 centres.

We could not have done this without valuable input from community, councils and stakeholders. Your feedback has been critical in shaping the plans, with community views and insights directly influencing how the plans respond to local priorities and conditions. Together, this has helped us develop the best possible plans to guide growth and support communities as they evolve over the coming decades.

### PROGRAM TIMELINE

#### LATE 2024 TO EARLY 2025

Consultation and plans developed for 10 pilot activity centres

50 train and tram zone activity centres identified and announced

#### MAY TO JULY 2025

Phase 1 consultation for Stage 1 (first 25) train and tram zone activity centres

Community Reference Group workshops

Consultation for Stage 1 centres feedback informs draft maps

#### SEPTEMBER TO OCTOBER 2025

Phase 2 consultation for Stage 1: draft maps

Further detailed planning

#### OCTOBER TO NOVEMBER 2025

Phase 1 consultation for Stage 2 (second 23) train and tram zone activity centres

Consultation for Stage 2 centres feedback informs draft maps

#### EARLY 2026

Phase 2 consultation for Stage 2: draft maps

Community Reference Group workshops

Stage 1 Train and Tram Zone Activity Centre Plans finalised

#### MID 2026

Finalise Stage 2 Train and Tram Zone Activity Centre Plans (subject to approval by the Minister for Planning)

---

## Stage 1 of the Train and Tram Zone Activity Centres Program focussed on 25 centres, including Merri-bek

The 25 centres are:

- **Brunswick (Sydney Road) and Coburg Station**
- Carnegie Station, Murrumbeena Station, Hughesdale Station and Oakleigh Station
- Hawthorn Station, Glenferrie Station, Auburn Station and Kew Junction
- Heidelberg Station
- High Street (Thornbury) and St. Georges Road (Thornbury)
- Middle Footscray Station (including Seddon), West Footscray Station and Tottenham Station (Braybrook-Central West)
- North Brighton Station, Middle Brighton Station, Hampton Station and Sandringham Station
- Tooronga Station, Gardiner and Glen Iris Stations, Darling Station, East Malvern Station, Holmesglen Station.

Consultation for stage 1 commenced **May 2025** with council and industry consultation, Traditional Owner consultation community reference groups and two distinct phases of community consultation.

The consultation program was designed to provide all community members and stakeholder groups with an opportunity to understand the program and provide feedback at key points in the program.

The objectives were to:

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

## COMMUNITY CONSULTATION

### Phase 1 consultation: Understanding place

The first phase of community consultation ran from **6 May to 15 June 2025**. In this phase, we asked people to share the things they love about where they live.

We asked:

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

It was also an opportunity to provide information about the program and to answer questions.

Key activities included:

- an online survey
- local drop-in sessions
- online question and answer sessions

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

### Community Reference Groups

Community reference groups (CRGs) were brought together for each group (cluster) of activity centres. This was an opportunity for up to 50 people in each group to represent a diverse range of views and perspectives, review community feedback and develop statements of advice to the planning team. The statements were instrumental in supporting the development of the draft maps, together with the planners' consideration of existing Council strategic work, site visits, technical studies and urban design testing.

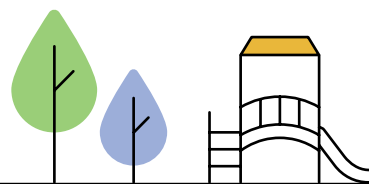
CRG sessions followed phase 1 consultation and finished in late **June 2025**.

### Phase 2: Draft maps

Feedback from Phase 1 community consultation, community reference groups, plus engagement with other key stakeholder groups, helped us develop draft maps for each centre.

For phase 2, we went back to the local community, councils and key stakeholders with these draft maps, to gain further feedback on the following:

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



This was a chance for the community to have their say before plans were finalised.

Phase 2 consultation for the Stage 1 train and tram zone activity centres ran from **10 September to 19 October 2025**.

Engagement across all phases and methods of engagement with different stakeholder groups and communities has been instrumental in shaping the final plans, including planning controls, for each 25 train and tram zone activity centres, which were finalised and implemented in **March 2026**.

## TRADITIONAL OWNER CONSULTATION

We have been consulting with the Registered Aboriginal Parties (RAPs) for Stage 1 train and tram zone activity centres.

**The Merri-bek centres are located on the lands of the Wurundjeri Woi Wurrung People and we acknowledge them as the Traditional Owners.**

The purpose of consulting with the RAPs is 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:

- Seven meetings including three workshops with Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation (WWCHAC) between June and November 2025.
- Eight Cultural Values Statements produced by WWCHAC's Research Unit.

The statements are included in the Train and Tram Zone Activity Centres Plans for each place to share information with the broader community; and to increase awareness and understanding of Aboriginal People and their connections to, and understanding of, the place. These statements signal to developers, builders and the wider community the cultural significance of these places to Aboriginal People.

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.

## STATE GOVERNMENT AND KEY AUTHORITY CONSULTATION

We have worked closely with relevant State government departments and agencies to align planning, transport, infrastructure, and service delivery objectives. Key areas of collaboration have included:

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

## LOCAL COUNCIL CONSULTATION

The stage 1 train and tram zone activity centres are shared across different councils, including:

- Glen Eira City Council
- Monash City Council
- Stonnington City Council
- Boroondara City Council
- Banyule City Council
- Maribyrnong City Council
- Bayside City Council
- Darebin City Council
- Merri-bek City Council

Throughout the program, we regularly engaged councils to:

- inform them about our community engagement approach and upcoming engagement
- provide regular and timely updates on 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.

## PHASE 2 - CONSULTATION OVERVIEW

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

### CONSULTATION IN NUMBERS ACROSS ALL 25 CENTRES IN STAGE 1



**5,525**

Responses to the  
online survey



**69,160**

Unique visitors to the  
Engage Victoria webpage



**312**

Attendees across  
8 online Q&A sessions



**1,187**

Attendees at 16 drop-ins  
and walk bys



**7**

In-language  
surveys



**26**

Council  
meetings



**15**

Industry stakeholder  
group briefings



**10**

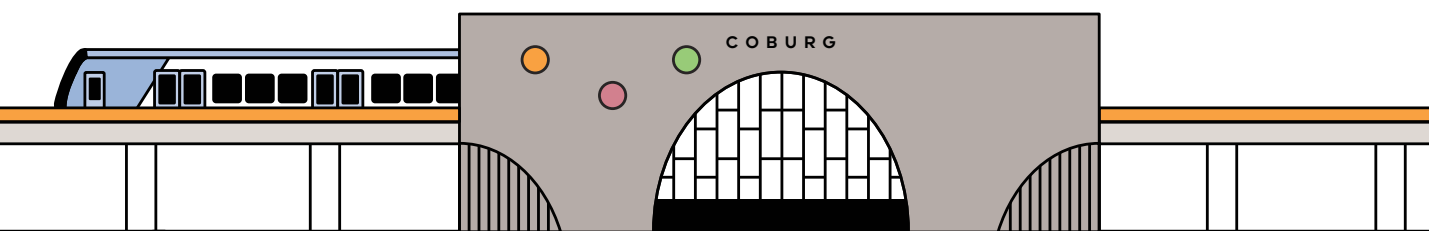
State government agencies  
regularly engaged with

### CONSULTATION THEMES FOR PHASE 2

**Across all 25 centres**, there were some consistent feedback and themes that arose across community and the different groups we engaged with - council, Traditional Owners, industry and major landowners - that provided support for the program's objectives and deliverables, including:

- General support for, and acknowledgement that there is a need for more homes and different types of homes in well-located areas
- New planning controls will 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 program feedback has resulted in a range of program-wide changes. The following table (Table 1) provides an overview of these, and how the program has addressed this feedback.



**Table 1:** Program-wide engagement themes and how the program responded

Feedback	Response to feedback
<p><b>1. Invest in local infrastructure to support growth.</b></p>	<p>Infrastructure Contribution Plans (ICPs) are being considered for the train and tram zone activity centres. ICPs will intend to fund infrastructure that is basic and essential to the well-being and safety of the current and future communities of each centre. ICPs will intend to provide flexibility to councils, responsible for delivering the infrastructure, to be responsive to changing community needs.</p> <p>ICPs will intend to fund local infrastructure improvements, such as:</p> <ul style="list-style-type: none"> <li>- Upgrades to public open space, including new parks</li> <li>- Upgrades to active transport, including footpaths, bike paths and walking trails</li> <li>- Traffic management initiatives</li> <li>- Upgrades to local roads and intersections</li> <li>- Streetscape and public realm upgrades.</li> </ul>
<p><b>2. Adjust proposed core heights.</b></p>	<p>We have adjusted core building heights, where relevant, in response to feedback, to reflect local built form and character and ensure sun protections for important streets and public open space.</p> <p>We have also specified building heights greater than 16 storeys on some sites to give greater certainty to landowners, councils, the community and developers.</p>
<p><b>3. Develop plans and planning controls based on local conditions.</b></p>	<p>We have applied protections and provisions in the planning tools to ensure the character of special local places is preserved. We have also adjusted core and/or catchment boundaries, where relevant, in response to feedback, to reflect local conditions and walking distances from train stations/tram stops.</p>
<p><b>4. Preserve and protect local heritage</b></p>	<p>We have undertaken a range of changes relating to preserving local heritage and character, including:</p> <ul style="list-style-type: none"> <li>- not allocating specific building heights to sites that are part of the Victoria Heritage Register in the core, given their heritage importance</li> <li>- keeping heritage protections for all sites with Heritage Overlays</li> <li>- adjusting catchment boundaries by shifting medium to large precincts with heritage overlays from the inner catchment (HCTZ1) to the outer catchment (HCTZ2) to ensure local character is protected/maintained. This has decreased the inner catchment area in many of the centres and also ensured heights are lower in heritage precincts, reducing heights from up to 6 storeys to up to 4 storeys</li> <li>- preparing built form guidance will inform the design of new housing, including additional consideration to heritage places, plus how they interface with neighbouring properties, streets and public spaces, ensuring local character is protected.</li> </ul>
<p><b>5. Preserve and protect existing open space and increase tree canopy cover.</b></p>	<p>We have included items relating to canopy cover and deep soil requirements - the minimum area of soil on a property needed to support the growth of trees - in the Built Form Overlay for each centre.</p>
<p><b>6. Enable more opportunities for site consolidation.</b></p>	<p>We have included objectives and decision guidelines in the BFO that support site consolidation. The built form standards also allow for greater development capacity when lots are consolidated in the core and catchment.</p>

---

In addition to this, we have also worked to integrate council work, such as structure plans and other relevant strategic documents, where it aligns with the program's objectives, policy principles and timing.

Additional planning reforms will support train and tram zone activity centres to be vibrant places.

These include:

### **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**

Parking requirements have been updated and less parking is required for a new use or development where it has high-quality 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 do 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.

## **CONSULTATION APPROACH**

To raise awareness about Phase 2 consultation, a range of measures were used to inform community, councils and industry representatives about the Program and engagement activities, including:

### **Postcard and letters**

Delivered to addresses and absentee landowners of addresses approximately 100 to 200m from the edge of each activity centre.

### **Information packs**

Information and consultation materials shared with councils and briefings to key industry representatives.

### **Social media**

Geo-targeted posts and videos to encourage participation in the consultation (online sessions, drop ins, online survey).

### **Advertising**

Digital displays at various retail shops and petrol stations, and posters at train stations and bus and tram stops.

### **Email update**

Everyone who participated in the Phase 1 survey and subscribed to receive future notifications about the Program.

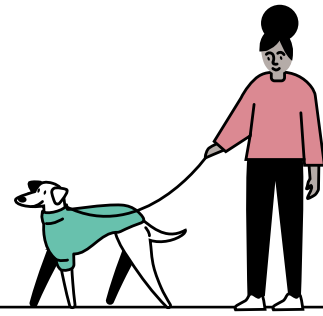
### **Multicultural engagement**

Targeted outreach to multicultural and interfaith communities with a translated Engage Victoria webpage, social media ads and posters, seeking to encourage participation in engagement activities.

## **HOW WE RECEIVED FEEDBACK**

As part of Phase 2 consultation, we sought feedback on draft maps via:

- An online survey on Engage Victoria, which was also translated into the top 3 languages with low English proficiency for each centre.
- An online Q&A session for each cluster, which included a brief presentation followed by an opportunity for community to ask questions.
- Two walk-bys for each cluster and held on the same day as drop-ins, to share program information and encourage people to attend drop-ins.
- Two drop-ins for each cluster, providing an opportunity for community to ask questions and share their feedback on draft maps.
- Engagement sessions, meetings and briefings, with Traditional Owners, representatives from councils, State government and key authorities and industry, as well as major landowners.



## MERRI-BEK CONSULTATION SUMMARY - PHASE 2 CONSULTATION

### COUNCIL CONSULTATION - MERRI-BEK CITY COUNCIL

The Merri-bek train and tram zone activity centres are situated in Merri-bek City Council.

As part of Phase 2 consultation, we sought Merri-bek City Council's input into the draft maps, including proposed core and catchment boundaries and proposed heights, as well as proposed planning controls.

Merri-bek City Council prepared a submission in response to the draft maps and proposed planning controls, which can be accessed [here](#). Key high-level themes from the submission include:

- General support for the overall level of growth proposed for Merri-bek train and tram zone activity centres
- Clarification sought regarding the Built Form Overlay (BFO), specifically relating to its objectives and how compliance with its standards is determined, as well as a request for the inclusion of stronger Environmentally Sustainable Design (ESD) requirements in the BFO schedule to align with Merri-bek's requirements.

### Heights

- Concerns that proposed heights are unlikely to be achievable in many locations due to existing conditions such as heritage overlays, lot sizes and dimensions, even if lot consolidation occurs.
- Preference for the allocation of heights to strategic sites, rather than master planning requirements.

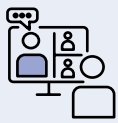
Changes sought to core and catchment boundaries to:

- Request for changes to the core boundaries to align with Council's strategic work.
- Shift heritage precincts from the inner to the outer catchment to protect local heritage character and streetscapes.
- Exclude areas with a high concentration of lots under 300sqm.

Request to allow alternative greening treatments for commercial sites where deep soil planting is not feasible.



## COMMUNITY CONSULTATION INSIGHTS FOR BRUNSWICK TRAIN AND TRAM ZONE (SYDNEY ROAD) - COBURG STATION



### ONLINE Q&A SESSION

**23**

Attendees

Thursday 18 September 2025



### WALK-BYS

**20**

Interactions at 2 walk-by events

Saturday 20 September 2025  
Victoria Street Mall

Wednesday 15 October 2025  
Barkly Square



### DROP-INS

**104**

Attendees at 2 drop-ins

Saturday 20 September 2025  
Coburg Library

Wednesday 15 October 2025  
Balam Balam

## KEY THEMES

The following key themes were raised across the online Q&A sessions, walk-bys and drop-ins for Brunswick Train and Tram Zone (Sydney Road) - Coburg Station.

### Building heights

- Retain and protect existing streetscapes, reduce natural light and increase traffic congestion in the area.
- Support for lower height limits, especially to areas adjacent to residential streets and heritage areas.

### Green space

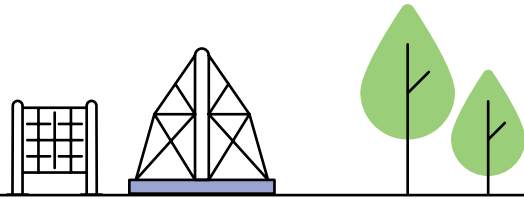
- Support for preserving and expanding open space, to reduce the heat generated by buildings, roads and the increasing urban environment.
- Desire for development contributions to be used to create new parkland as well as improve existing spaces.

### Transport and accessibility

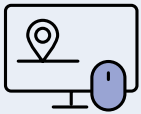
- Need for upgraded rail and tram services in the area, prior to development.
- Improve safety for pedestrians and cyclists, including safer crossings and improved connectivity to public transport and recreational areas.
- Transport and infrastructure planning required, to ensure growth does not exceed capacity of roads, schools and public transport systems.

### Heritage and local character

- The eastern part of the Brunswick core, including areas toward Ewing Street should respect the existing low-rise residential and heritage character.
- Support for high-quality, well-designed development that carefully managed height, setbacks, privacy and overshadowing to maintain the areas' historic and visual integrity.
- Coburg Market is a valued place to the community and there is support for upgrades to improve the function and amenity for the community.



## ONLINE SURVEY INSIGHTS



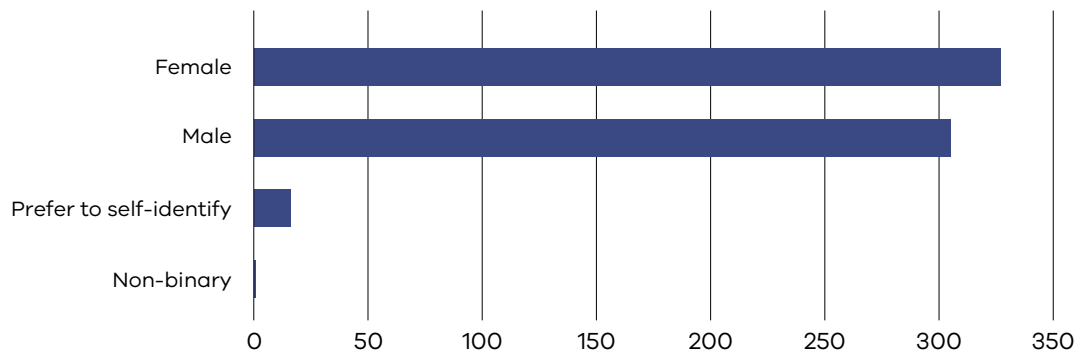
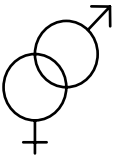
**647** RESPONSES

**401** BRUNSWICK (SYDNEY ROAD)

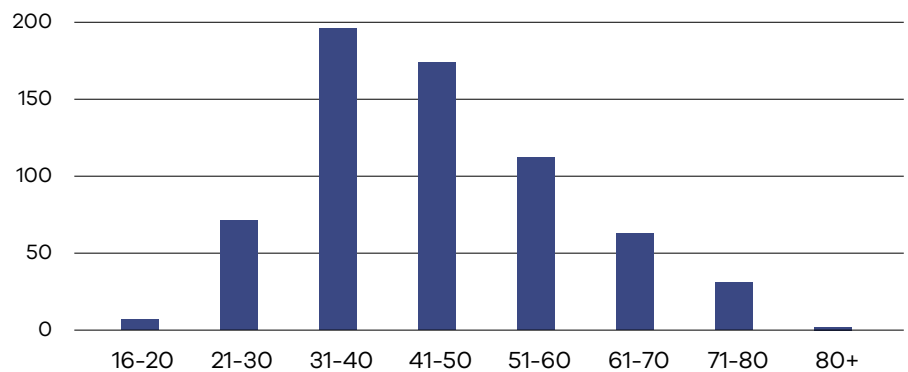
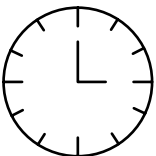
**246** COBURG

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

## GENDER

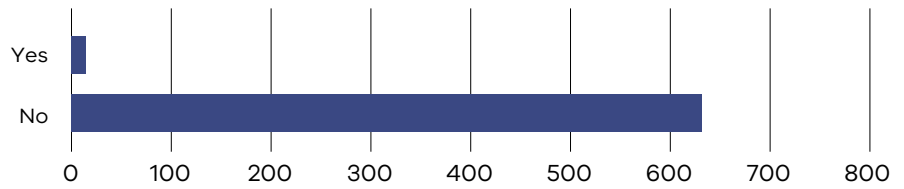
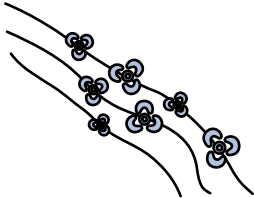


## AGE

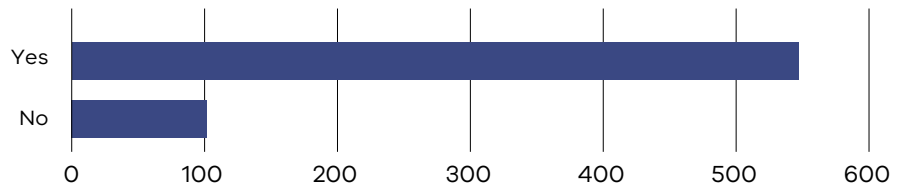


---

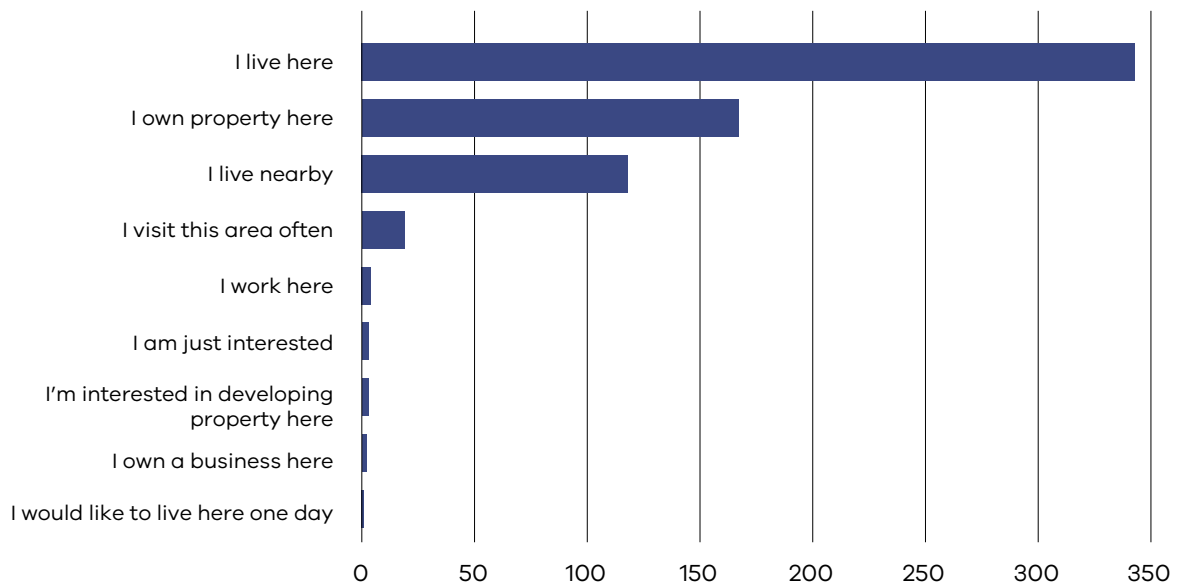
## ABORIGINAL OR TORRES STRAIT ISLANDER

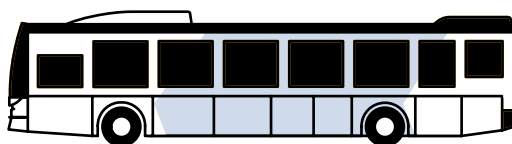
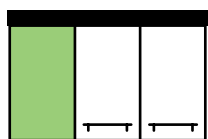


## SPEAKS ANOTHER LANGUAGE AT HOME



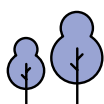
## INTEREST IN TRAIN AND TRAM ZONE ACTIVITY CENTRES





## COMMUNITY VALUES

What would make your activity centre better? (ranked in order of importance)



More street trees



More shared community spaces



More active transport routes



Parking



Improved riding connections

## TOP 10 MOST VALUED PLACES

- Sydney Road
- Upfield Bike Path
- Victoria Street Mall
- Barkly Square
- Bell Street
- Bulleke-bek Park
- Coburg Lake
- Lygon Street
- Gilpin Park
- Princes Park

## FEEDBACK ON PEDESTRIAN MOVEMENT

We identified a range of key pedestrian links and connections to help improve movement in the activity centre on our starting point draft maps. We wanted to see whether we identified the right links. Other considerations from respondents included the following:

- Charles Street connecting Glenlyon and Weston Streets is a major pedestrian thoroughfare.
- The back streets to the Sydney Road and Upfield bike path are often used for pedestrians as it's safer – this includes Saxon, Wilkinson, Ovens and Breese Streets.
- Albion Street and Sydney Road are popular pedestrian links but need upgrading as the streets are too narrow.
- More east-west connection needed between the train line and Sydney Road.
- Safer access needed along Murray Road to access key places like Coburg Lake, Coburg Central, Pentridge, Preston market
- Need safer pedestrian crossings on Reynard Street between two schools (Coburg West and St Fidelis).

## FEEDBACK ON PUBLIC SPACES

We identified a range of existing important public open spaces on our starting point draft maps and we wanted to know whether we had identified the right areas. Other considerations from respondents included the following:

- Brunswick North Station is in the middle of one of the most heavily used parks in the area.
- Warr Park is a key public space, home to the Brunswick Neighbourhood House, community vegetable gardens and a playground.
- Brunswick lower south doesn't have enough open space.
- Clifton Park mentioned as a key public space for sports and dogs.
- Green space and community space around Waterfield Street shopping area is needed.

---

## FEEDBACK BY TRAIN AND TRAM ZONE ACTIVITY CENTRE

Survey participants were asked to view the draft maps showing proposed boundaries and proposed building heights for the train and tram zone activity centre and provide feedback. The comments raised have been summarised by centre.

### BRUNSWICK (SYDNEY ROAD)

#### Boundaries

- The boundaries encroach into quiet residential areas, some examples include the area between Albert Street and Edward Street (east of Sydney Road), Laura, Lydia, Blair and Minnie Streets.
- Existing heritage overlay areas like Stewart Street, Edward Street, Albert Street and Victoria Street should be excluded from catchment boundaries.
- Ewing Street, Luscombe Street, Clifton Park and Gilpin Park areas aren't within reasonable walking distance to public transport. Lygon Street, Meville Road and Nicholson Street on the other hand should be included as they are closer to tram connections.

#### Building heights

- Ewing Street (including the Barkly Street and Weston Street intersection), Thomas Street, Albert Street east of Sydney Road, Victoria Street and Hope Street locations are examples where taller buildings would be directly adjacent to single storey residential homes or heritage homes.
- 3-4 storey heights are more supported, especially in heritage areas, outer catchment and quiet residential streets.
- Support for increased density in areas around Brunswick and Anstey Stations, along the upfield rail corridor, or on former industrial, commercial or non-residential land.

### COBURG STATION

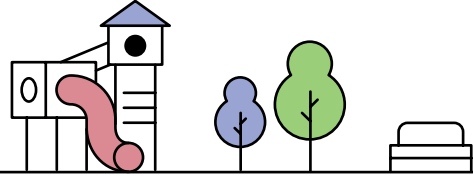
#### Boundaries

- Harding Street (east of City Park) is mainly a singly storey residential area that's at least 400m away from any shops and 13 mins from the train station.
- Many streets East of Glencairn Avenue near Moreland Station have narrow streets, commuters use these streets for parking which impacts traffic and access.
- Some Heritage Overlay areas are included in the catchment boundaries like Glencairn Avenue, Mayfield Estate, Bell Park Estate and Moreland Hill Estate. These areas should be excluded from these proposed boundaries, to protect heritage homes and the character of the area.

#### Building heights

- Support for concentrating higher buildings on major corridors and transport hubs, along Sydney Road, Bell Street, parts of Pentridge and around the train stations.
- Lower, more human-scale heights will better balance housing growth with sunlight, wind, privacy and neighbourhood character





## HOW FEEDBACK HAS HELPED INFORM THE PLANS

The feedback received as part of Phase 2 consultation has informed place-specific changes to the final Merri-bek activity centre plans and planning controls, including core and catchment boundaries and 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 was not able to address because it did not meet program objectives.

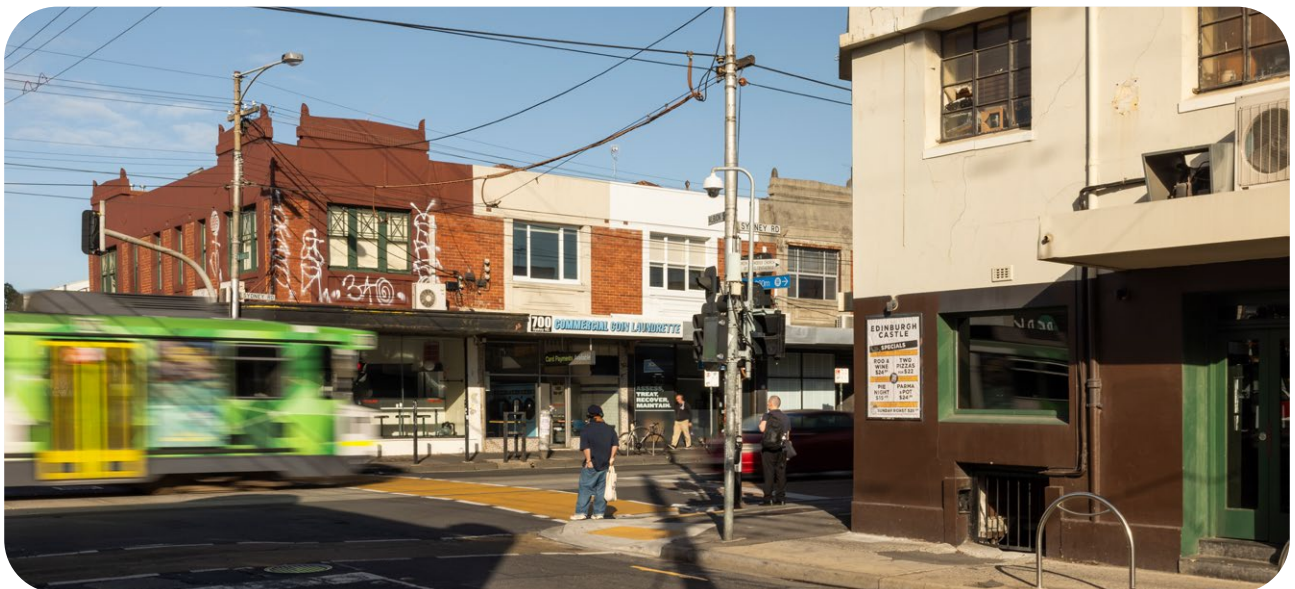
Table 2 provides an overview of place-specific changes that have been made to draft maps for Brunswick (Sydney Road) and Coburg based on community and council feedback.

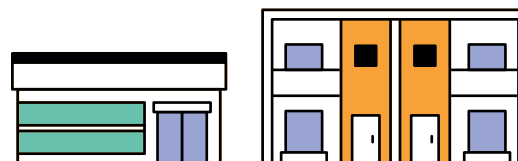
The potential place improvement opportunities to the transport network, open spaces and community infrastructure referenced in Table 2 are indicative only and subject to change. Further potential examples are presented in the Merri-bek Activity Centre Plan.



**Table 2:** Response to community feedback on the Merri-bek draft maps

Train And Tram Zone Activity Centre	What we heard	What we did
Brunswick (Sydney Road)	Building Heights	<p>Protect important open spaces from overshadowing, maintain and enhance greenery.</p> <p>We've applied overshadowing protection to places including Bulleke-Bek, Yubup and Warr Park. We've also applied landscape setbacks in areas to the east of Sydney Road, to encourage tree canopy coverage and to gently transition into quieter residential streets.</p>
		<p>Consider councils request to reduce heights on some areas at the edge of the core in recognition of the neighbouring residential area, and increase heights in some places of the core, due to their larger size.</p> <p>Building heights have been reduced from 12 and 16 storeys to 8 storeys on key sites at the edge of the core, close to Barkly Street, Dods Street and Glenlyon Road.</p> <p>We've increased heights from 8 to 12 storeys for two sites on Sydney Road, between Dawson and Victoria street given their larger size and capacity to accommodate greater heights. We've also increased heights on a site in Albert Street from 8 to 16 storeys, this was to capture the current 14 storey building that's already there.</p>
		<p>Consider councils request to apply higher heights to Barkly Square.</p> <p>We've applied 20 storey heights to Barkly Square, as it is a larger strategic site with redevelopment opportunities. This will be the tallest maximum building height in the centre, taking advantage of the larger land size, underused car park areas and proximity to transport and other amenity.</p>





**Train And Tram  
Zone Activity  
Centre**

**What we heard**

**What we did**

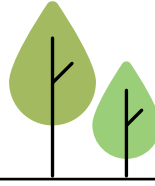
<p><b>Brunswick (Sydney Road)</b></p>	<p><b>Heritage and local character</b></p>	<p>Preserve and enhance heritage shopfronts and the vibrant street life of Sydney Road.</p>	<p>We've categorised key sections of Sydney Road and connecting streets like Dawson, Albert and Victoria Street as "heritage main street". This will inform the height allowance and street walls for these sites.</p> <p>We've also included rules in the Built Form Overlay to help enhance the pedestrian experience along Sydney Road. This includes a weather protection clause - to encourage the use of awnings over footpaths - and a requirement for future developments to promote lively, safe and engaging public spaces at ground-level.</p> <p>Heights gradually increase along Sydney Road, out of the heritage area. We've ensured properties on Sydney Road all share the same street wall height, to create a consistent look and feel.</p> <p>We've included a ground floor setback along the Upfield rail corridor to facilitate movement and light access. The Level crossings removal project will also bring increased open space, and safer separated bike and pedestrian paths when completed.</p>
	<p><b>Active transport</b></p>	<p>Improve safety for pedestrians and cyclists Consider working with level crossings removal project when applying the Train and Tram Zone Activity Centre Plan controls.</p>	<p>Locations such as Victoria Street, Stewart Street and Moreland Road have been identified as opportunities for future active transport improvements.</p> <p>Active transport improvements help support safe, attractive and connected walking and riding networks for people to meet their everyday needs and move between activity centres.</p>
	<p><b>Local infrastructure investments</b></p>	<p>Invest in local infrastructure to support increased density.</p>	<p>Parts of Sydney Road have been identified as potential areas for streetscape improvements to support outdoor dining and enhance footpaths, crossings, street furniture and wayfinding.</p>
	<p><b>Open space</b></p>	<p>Protect and enhance existing open space and ensure there is enough open space to support growth.</p>	<p>Open spaces such as Clifton Park have been identified as the kind of places where improvements could be made that support socialisation and play.</p>

**Train And Tram  
Zone Activity  
Centre**

**What we heard**

**What we did**

Coburg Station	Boundaries	Consider councils suggestion to include 14-22 Gaffney Street as part of the catchment boundary.	We've included 14-22 Gaffney Street as part of the Activity Centre core as it is now listed for sale and presents significant development opportunities. This site was previously excluded based on an existing site-specific Design and Development Overlay and an existing planning permit.
	<b>Building heights</b>	Council requested to reduce heights along Moreland Road and apply higher heights to larger sites in the core.	We've reduced the maximum building heights from 12 to 10 storeys along parts of Moreland Road and we've set a lower 3 storey street wall height to acknowledge the local commercial uses and existing buildings.  We've identified larger sites in the core around Louisa Street and Waterfield Street that could accommodate heights of up to 20 storeys.
	<b>Open Space</b>	Preserve open spaces that are used and well-loved by the community.	We've applied rules to protect overshadowing on key streets and parks including Victoria Street, Sydney Road and Bridges Reserve.  Coburg Library has been identified as a potential community facility that could benefit from improvements.
	<b>Active transport</b>	Improve connectivity and safety for pedestrians and cyclists.	Locations such as Moreland Road and Hope Street have been identified as opportunities for future active transport improvements.  Active transport improvements help support safe, attractive and connected walking and riding networks for people to meet their everyday needs and move between activity centres.
	<b>Traffic and parking</b>	There has been an increase in traffic volume and traffic needs to be managed to support growth.	Bell Street has been identified as an opportunity for minor road and signalling improvements to support more efficient road movements for cars and freight.
	<b>Open space</b>	Invest in local infrastructure to support increased density.	Anderson Reserve has been identified as a potential location for open space improvement to support improved opportunities for play and recreation and maximise greening, use, and access.



## THANK YOU

The feedback summarised in this report has been used to help inform and develop the Merri-bek Train and Tram Zone Activity Centre Plans.

The plans are now finalised and approved by the Minister for Planning. They have now been published in the Government Gazette, making them legally binding.

We'd like to thank everyone who has contributed to this program. The feedback received plays an essential role in shaping outcomes to benefit 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](https://www.transport.vic.gov.au/program/train-and-tram-zone-activity-centres)

## CONTACT US

[Activity.centres@transport.vic.gov.au](mailto:Activity.centres@transport.vic.gov.au)





Department  
of Transport  
and Planning



**More Homes  
For Victorians**