INNER MELBOURNE TRAIN AND TRAM ZONE

CONSULTATION SUMMARY REPORT

SEPTEMBER 2026



VICTORIA State Government | Department of Transport and Planning

More Homes For Victorians

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 Inner Melbourne Train and Tram Zone, including Inner Melbourne (City of Melbourne) and Inner Melbourne (City of Yarra), is located on the lands of the Wurundjeri Woi Wurrung People and the Bunurong People, who we acknowledge 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.

Authorised by the Victorian Government, Melbourne

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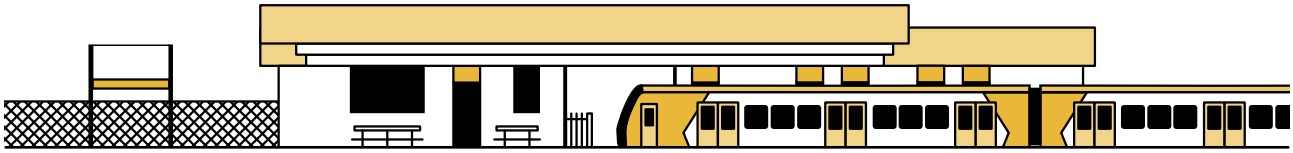


Description of artwork

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.



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EXECUTIVE SUMMARY

By 2051, metropolitan Melbourne is expected to require around 1.8 million additional homes to accommodate our growing population.

The Train and Tram Zone Activity Centres Program is helping plan for this growth by focusing new housing in well-connected locations close to public transport, jobs and essential services. Through this approach, the program will create capacity for more than 360,000 new homes in and around 60 train and tram zone activity centres across Melbourne by 2051. By planning for more housing in activity centres, we're supporting more Victorians to live closer to jobs, services, public transport and green, open space.

This report summarises feedback from the Inner Melbourne Train and Tram Zone community consultation process. For this consultation, the Department of Transport and Planning sought insights about the City of Yarra and City of Melbourne, which together form the Inner Melbourne Train and Tram Zone.

The purpose of community consultation was to understand community values, priorities and expectations for future housing growth across inner Melbourne. It was primarily conducted online using Engage Victoria, a platform for online engagement projects used by Victorian Government departments.

Community consultation opened on 14 May 2026 and closed on 14 June 2026. Feedback was received through an interactive map tool and a survey.

During the consultation period, we received:

- **10,139 UNIQUE VISITORS TO THE ENGAGE VICTORIA PAGE**
- **242 SURVEY RESPONSES**
- **447 RESPONSES TO THE INTERACTIVE MAP**
- **8 EMAILS TO THE PROGRAM'S INBOX FROM 6 PARTICIPANTS.**



Five themes emerged from the feedback:

1

Growth should occur in well-connected locations

The strongest and most consistent theme was support for concentrating housing in locations with good access to public transport, jobs, shops, schools, health services and community facilities. Train stations, tram corridors, activity centres and walkable neighbourhoods were repeatedly identified as the most appropriate places for growth.

2

Balance housing with current and future employment needs

Participants frequently identified non-residential land such as industrial and commercial land for new housing, highlighting the need to balance housing with the ongoing protection of strategically important employment areas. There was support for investigating whether specific sites could be considered for future housing if they are deemed as surplus or longer required for their current use.

3

Balance housing growth with liveability

Many participants emphasised that housing growth must be supported by adequate infrastructure and amenities. Common priorities included parks, open space, tree canopy, schools, healthcare, cycling infrastructure, walkability and community facilities.

4

Balance growth and heritage

A key tension throughout the feedback was the balance between accommodating more housing and protecting the qualities people value. Some participants advocated for maintaining heritage protections, neighbourhood character and open space, while others viewed existing planning controls as barriers to housing supply and called for planning reform to support growth.

5

Plan for better quality and more inclusive housing

Many responses focused on the type of housing being delivered rather than just the quantity. Participants called for affordable housing, public housing, family-sized dwellings, better apartment design, sustainability, access to green space and developments that support long-term community wellbeing.

Next Steps

Plans and new planning controls have now been gazetted for 60 train and tram zone activity centres across Melbourne. These will support the delivery of new homes in some of Melbourne's most connected and well-serviced areas.

The feedback in this report has been shared with Melbourne City Council and Yarra City Council. It can be drawn from by planners across the councils and state government to inform future planning in Inner Melbourne.

A change to the planning scheme, and the process for proposing changes to the planning scheme, is set out in the Planning and Environment Act 1987. Any amendment to a planning scheme must be strategically justified and consistent with state and local planning objectives and policies.

1. PURPOSE OF THIS DOCUMENT

This report summarises feedback from the Inner Melbourne Train and Tram Zone community consultation process.

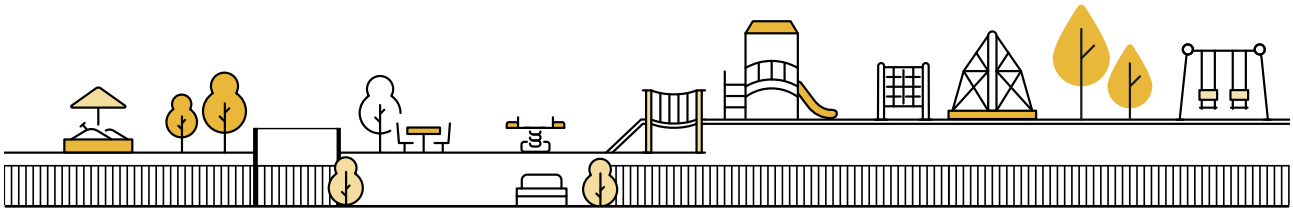
The purpose of community consultation on this project was to understand community values, priorities and expectations for future housing growth across the City of Yarra and City of Melbourne, which together form the Inner Melbourne Train and Tram Zone.

Community consultation opened on 14 May 2026 and closed on 14 June 2026. It was held online using Engage Victoria, a platform for online engagement projects used by state government agencies.

During the consultation period, the project invited contributions using:

- A short online survey about what participants think is important when planning for new homes
- An interactive map.
- Feedback was also received and considered by email.





2. CONTEXT

Planning for growth in inner Melbourne

By 2051, metropolitan Melbourne is expected to require around 1.8 million additional homes to accommodate our growing population.

The Train and Tram Zone Activity Centres Program is helping plan for this growth by focusing new housing in well-connected locations close to public transport, jobs and essential services. Through this approach, the program will create capacity for more than 360,000 new homes in and around 60 train and tram zone activity centres across Melbourne by 2051.

Activity centres are places where people live, work, shop, access public transport and connect with their communities. They range from neighbourhood centres around train stations and shopping strips through to larger destinations that include hospitals, universities and major retail precincts.

Two of these centres are in inner Melbourne, covering the City of Melbourne and the City of Yarra. Inner Melbourne is well positioned to accommodate growth due to its extensive public transport network, concentration of jobs and services, established neighbourhoods and access to community facilities, education, healthcare, culture, entertainment and recreation.

A different approach for inner Melbourne building on council's strategic planning work

This program recognises the significant work by Melbourne City Council and Yarra City Council to plan for more people to live in inner Melbourne, and a tailored approach was taken to implement new planning controls for:

- Macaulay, along the Upfield line in North Melbourne and Kensington
- Fitzroy and Collingwood, including Brunswick Street, Gertrude Street, Smith Street, and Victoria Parade
- Richmond, along Bridge Road and Victoria Street
- Alphington, along Heidelberg Road.

The new controls, including the new purpose-built Built Form Overlay, set tailored building heights and design considerations to encourage more homes and jobs in these areas while protecting what makes them great, such as heritage buildings, well connected sunny streets and views to local landmarks.

Community consultation and communications

The Department of Transport and Planning undertook a communications and community consultation process to understand community values, priorities and expectations to inform future housing growth across inner Melbourne.
It also sought to build community awareness and understanding about the project, the approach taken and the need to balance planning for future homes in inner Melbourne.

The findings will help establish a set of guiding principles for future planning by identifying:

- what people think needs to be improved to make places better for more homes
- what people would like new housing to prioritise
- what people would like protected
- what makes a place a good location for more homes.

Some responses were about specific sites. These responses were considered by the values that they expressed rather than the sites themselves.

Next steps

Plans and new planning controls have now been gazetted for 60 train and tram zone activity centres across Melbourne. These will support the delivery of new homes in some of Melbourne's most connected and well-serviced areas.

The feedback in this report has been shared with Melbourne City Council and Yarra City Council. It can be drawn from by planners across council and state government to inform future planning in inner Melbourne.

A change to the planning scheme, and the process for proposing changes to the planning scheme, is set out in the Planning and Environment Act 1987. Any amendment to a planning scheme must be strategically justified and consistent with state and local planning objectives and policies.

3. SUMMARY OF ACTIVITIES

Communications activities

Planning website

The Inner Melbourne Train and Tram Zone page on the Department of Transport and Planning (DTP) website offers information about the Inner Melbourne Train and Tram Zone. This page will be updated over time as new information comes available.

Social media campaign

A two-phase, geotargeted social media campaign helped promote the opportunity to participate in community consultation to people who live in, work in, and visit inner Melbourne.

The first phase of the social media campaign included an explanatory video, and the second phase promoted the opportunity to participate in the last two weeks of the consultation period.

Translated social posts in Simplified Chinese, Traditional Chinese, Greek, Korean and Vietnamese, linked to in-language Engage Victoria pages and raised awareness of the consultation with people who speak languages other than English at home.

Consultation activities

Community feedback was received via Engage Victoria, through an interactive map tool and a survey. The Engage Victoria page also offered participants the opportunity to email the project inbox for further information.



4. CONSULTATION RESULTS

During the consultation period, we received:

10,139
unique visitors to the Engage Victoria page

242
survey responses

447
response to the interactive map

8
emails to the project inbox from 6 participants

Guiding principles for future planning

As an outcome of this consultation, this report presents five guiding principles for future planning in inner Melbourne informed by community feedback.

The guiding principles were developed by interpreting the consultation findings across the Engage Victoria survey and interactive map by theme.

These guiding principles do not have statutory weight and will not be used to assess planning proposals. Rather, they can be considered by state and local government planners, alongside other planning guidance, to help inform planning in inner Melbourne.



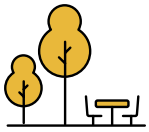
1. Growth should occur in well-connected locations

The strongest and most consistent theme was support for concentrating housing in locations with good access to public transport, jobs, shops, schools, health services and community facilities. Train stations, tram corridors, activity centres and walkable neighbourhoods were repeatedly identified as the most appropriate places for growth.



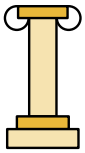
2. Balance housing with current and future employment needs

Participants frequently identified non-residential land such as industrial and commercial land for new housing, highlighting the need to balance housing with the ongoing protection of strategically important employment areas. There was support for investigating whether specific sites could be considered for future housing if they are deemed as surplus or longer required for their current use.



3. Balance housing growth with liveability

Many participants emphasised that housing growth must be supported by adequate infrastructure and amenities. Common priorities included parks, open space, tree canopy, schools, healthcare, cycling infrastructure, walkability and community facilities.



4. Balance growth and heritage

A key tension throughout the feedback was the balance between accommodating more housing and protecting the qualities people value. Some participants advocated for maintaining heritage protections, neighbourhood character and open space, while others viewed existing planning controls as barriers to housing supply and called for planning reform to support growth.



5. Plan for better quality and more inclusive housing

Many responses focused on the type of housing being delivered rather than just the quantity. Participants called for affordable housing, public housing, family-sized dwellings, better apartment design, sustainability, access to green space and developments that support long-term community wellbeing.

RESULTS: ONLINE SURVEY

The online survey sought to understand what aspects of a place participants think are important when it comes to planning for more homes in inner Melbourne. It did this by asking the following three questions:

Two Likert-scale questions:

- *Question 1: To make great places for more homes in inner Melbourne, I think we need better...*
- *Question 2: I'd like new housing to prioritise...*

One open-ended question:

- *Question 3: I think the best locations for new homes in inner Melbourne are places that...*

The survey received 242 responses. The results of this survey are detailed in this section below.

Demographics

Of the 242 survey participants:

> **111 were women (46%)**
>
> **107 were men (44%)**
>
> **Three were non-binary (1%)**
>
> **One used another term (<1%)**
>
> **20 preferred not to say (8%).**

Surveys were translated into Simplified Chinese, Traditional Chinese, Greek, Korean and Vietnamese. 10 surveys were completed in these languages.

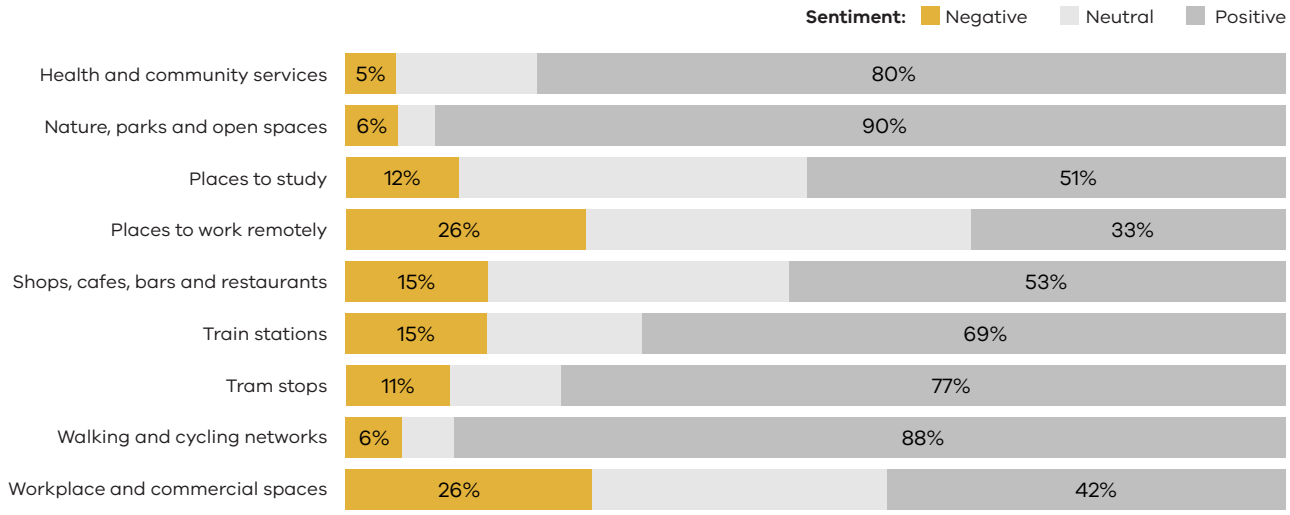
Of the 242 survey participants, 30 (12%) speak a language other than English at home.

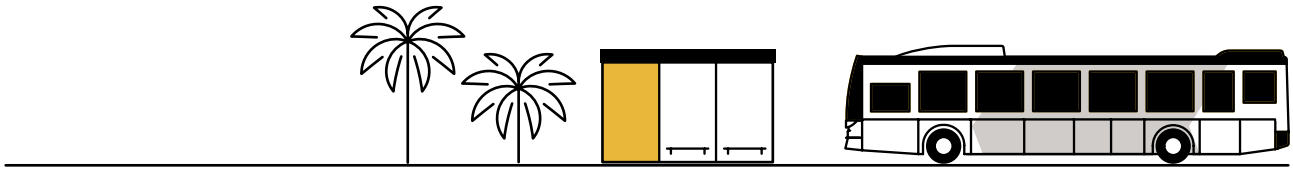
Question 1: To make great places for more homes in inner Melbourne, I think we need better...

From a scale from one to five, where one was Strongly Disagree, and five was Strongly Agree, participants were asked to rank their level of agreement with this statement completed with nine variables.

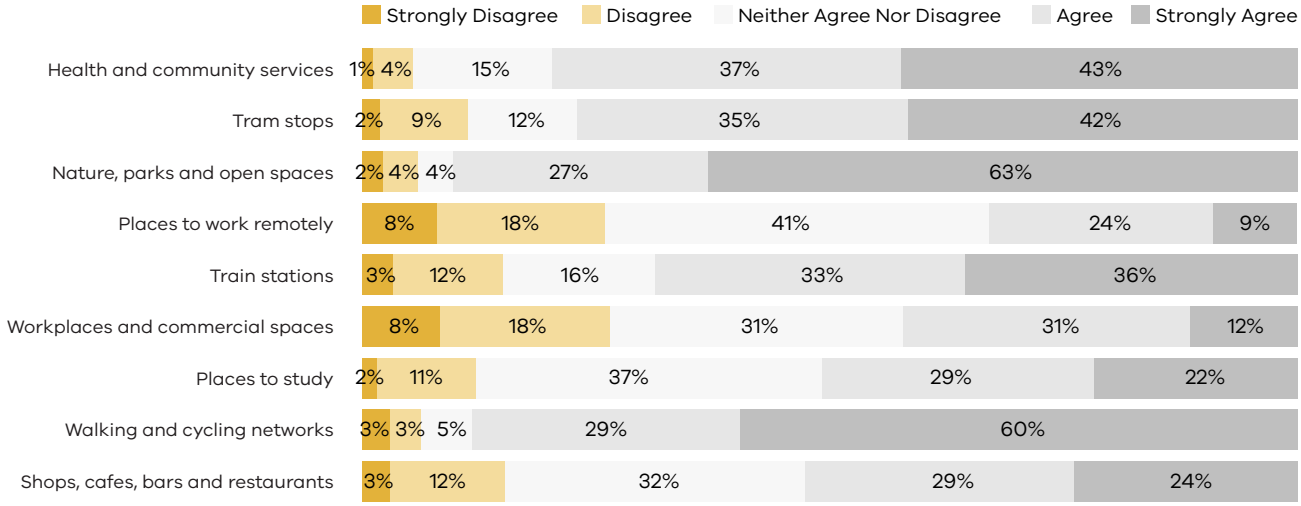
Responses to Question 1 by sentiment

... where Agree and Strongly Agree is Positive, and Disagree and Strongly Disagree is Negative





Responses to Question 1 *"To make great places for more homes in inner Melbourne, I think we need better..."*

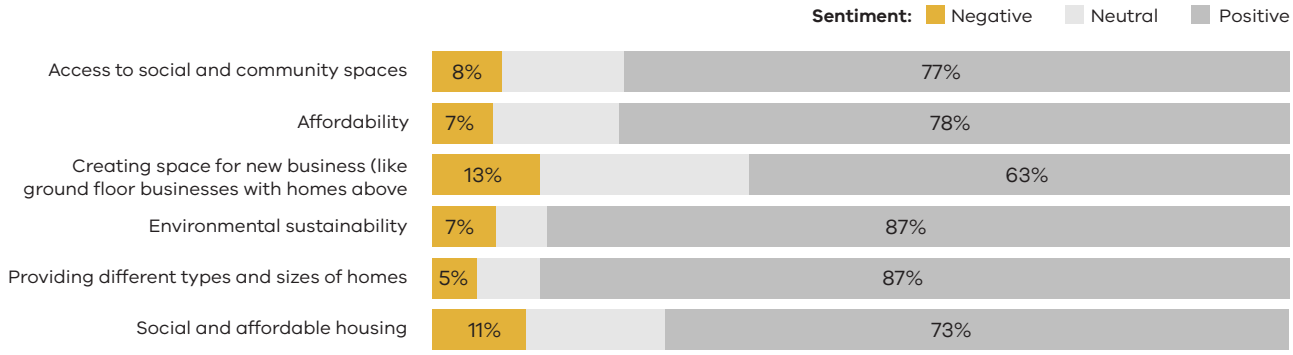


Question 2: **I'd like new housing in inner Melbourne to prioritise...**

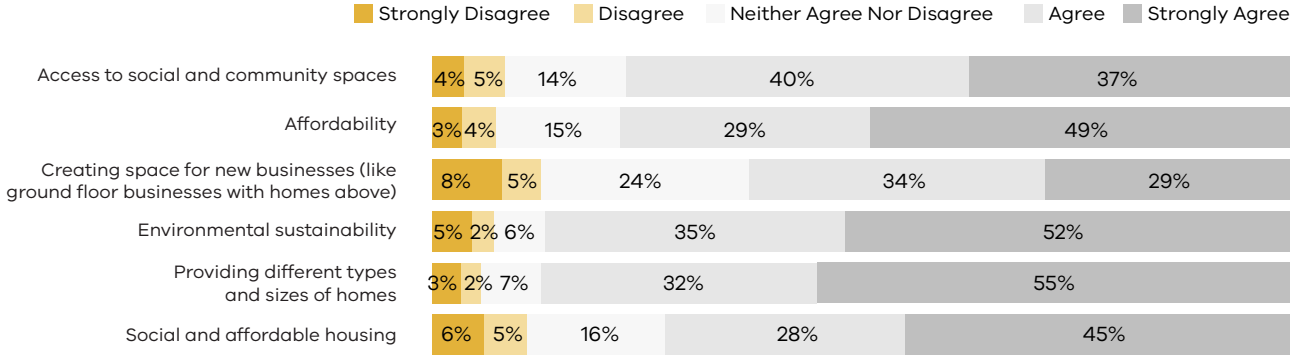
From a scale from one to five, where one was Strongly Disagree, and five was Strongly Agree, participants were asked to rank their level of agreement with this statement completed with six variables.

Responses to Question 2 by sentiment

... where Agree and Strongly Agree is Positive, and Disagree and Strongly Disagree is Negative



Responses to Question 2 *"I'd like new housing in inner Melbourne to prioritise..."*





Question 3: I think the best locations for new homes in inner Melbourne are places that...

Participants were given the opportunity to provide a free text response by completing this prompt.

The responses reveal a broad consensus that new housing should be concentrated in well-connected, amenity-rich locations, but there are differing views on how growth should be managed and what trade-offs are acceptable.

1. Prioritise housing near transport, services and jobs

The strongest theme is support for locating new housing close to public transport, shops, schools, health services, employment areas and community facilities. Participants frequently referenced train stations, tram corridors, walkability and the concept of "15-minute neighbourhoods" as key characteristics of suitable locations for growth.

2. Explore the suitability of specific sites and vacant land

Many participants identified specific sites in commercial and industrial areas and vacant properties as the preferred locations for new housing. These sites are perceived as offering opportunities to increase housing supply if they are deemed as surplus or longer required for their current use.

3. Balance growth with liveability

A recurring theme is that housing growth should be accompanied by supporting infrastructure and amenities. Participants commonly highlighted the importance of parks, tree canopy, schools, healthcare, open space, community facilities, cycling infrastructure and walkability. Many cautioned against increasing density without investment in services and public realm improvements.

4. Diverging views on density, heritage and growth

While many participants supported greater density in inner Melbourne, particularly around public transport, there are differing views on the extent and location of that growth. Some advocated for significant planning reform, including rezoning and reduced heritage constraints to enable more housing, while others emphasise protecting neighbourhood character, heritage streetscapes and lower-scale development patterns.

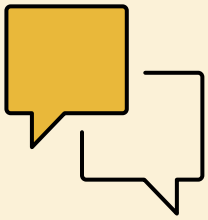
5. Demand for better housing outcomes

Many comments focused less on location and more on housing quality. Participants frequently called for:

- affordable and public housing
- family-sized apartments
- better design standards
- access to sunlight and green space
- sustainable and liveable buildings suitable for long-term occupation.

Overall summary

Participants generally supported additional housing in inner Melbourne where it is close to public transport, jobs, services and community infrastructure. There was strong support for redevelopment of land no longer required for industrial, commercial or government use alongside a clear expectation that growth should be accompanied by high-quality design, open space and supporting infrastructure. Community views are more divided on issues relating to density, building height and heritage protection, reflecting differing perspectives on how best to accommodate future growth while maintaining inner Melbourne's character and liveability.



"... apartments that are livable and affordable for families (i.e., similar to Germany) bigger family kitchen. Homes that are close to bike and walking links that connect schools and grocery shopping ...

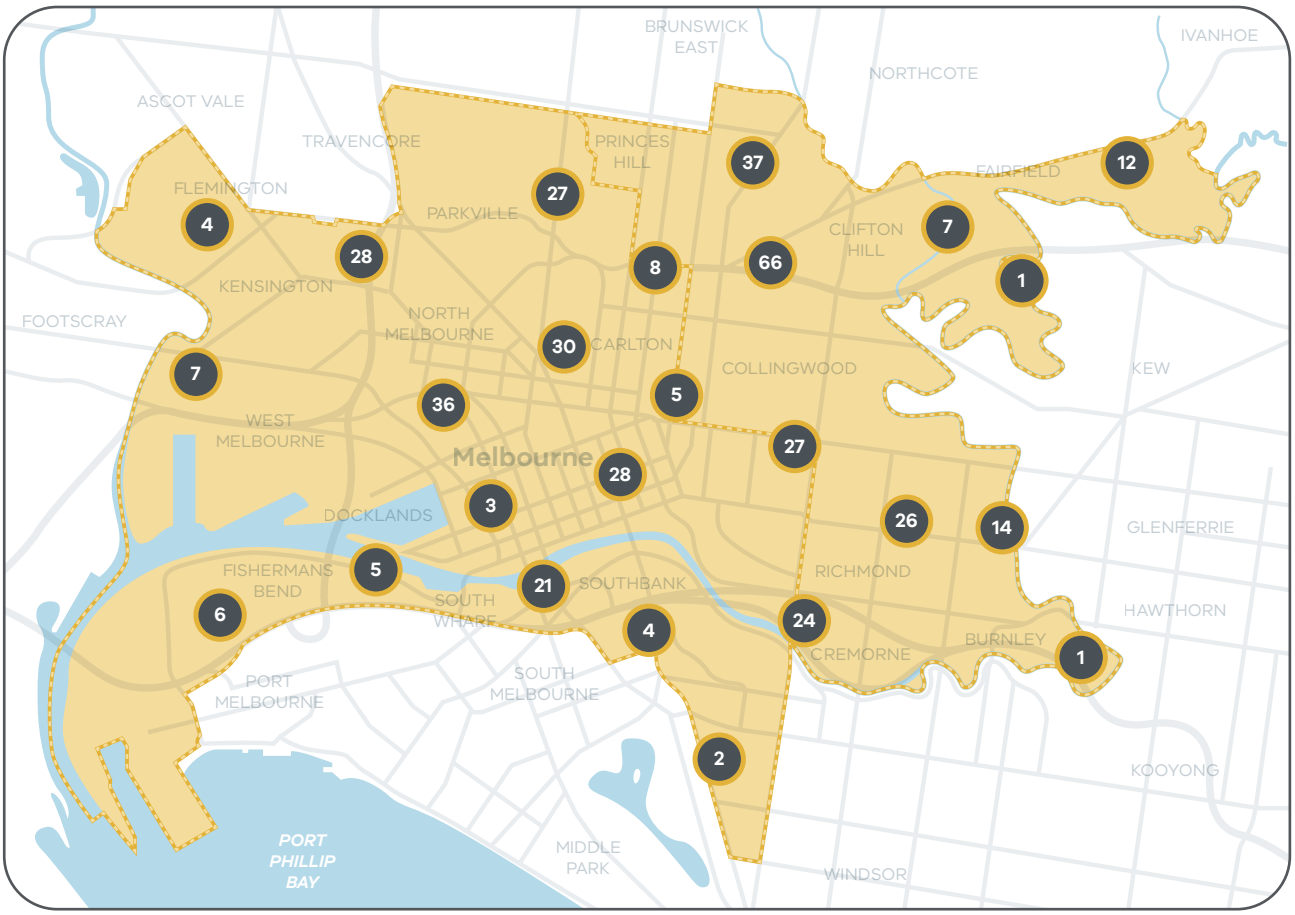
Shared residential courtyards that link several apartment blocks and create a sense of community away from busy streets. Less focus on cars, more focus on pedestrian and cycling convenience."

RESULTS: INTERACTIVE MAP

The interactive map invited participants to identify one of three locations by adding a corresponding pin to that place. The pins were labelled:

1. **Improve this area**
2. **More homes in this area**
3. **Protect this area**

447 pins were placed by 170 unique participants.



Submissions were pinned to an interactive map (above) which allowed users to identify locations to provide feedback.

Locations in the City of Yarra attracted the majority of feedback across all three map-based questions, particularly in relation to housing opportunities, accounting for approximately four out of every five submissions. The City of Melbourne featured more prominently in the improvements and protection responses, reflecting strong community interest in growth management, major urban renewal precincts, public space and city-shaping infrastructure.

Together, the three datasets reveal a community that generally supports additional housing in well-connected locations, while also placing significant importance on infrastructure delivery, high-quality urban design, heritage, open space and neighbourhood liveability. The feedback strongly highlighted the need to balance housing growth with the protection of the qualities people value most about inner Melbourne.

RESPONSES TO: IMPROVE THIS AREA

Participants placed 236 pins to identify areas they would like to see improved, as summarised below.

1. Cycling infrastructure and safety

These were the most common topics raised:

- Requests for protected bike lanes
- Safer crossings at major intersections
- Better connections between existing cycling routes
- Cycling bridges and underpasses
- Improved separation between cyclists, pedestrians and vehicles
- Removal of dangerous lane configurations and dooring risks
- Better wayfinding on bike routes

Submissions were made about cycling infrastructure on Bridge Road, Swan Street, Flemington Road, Church Street, Wellington Street, Alexandra Parade, Hoddle Street crossings and the Capital City Trail.

2. Public transport improvements

Many participants called for major improvements to public transport, particularly:

- New tram routes and extensions (such as along Johnston Street, Burnley Street, Spencer Street and Heidelberg Road)
- More frequent tram and bus services
- Better north-south and east-west connections
- Accessible tram stops
- Improved station access and accessibility
- Better public transport for new growth areas
- Better services across Docklands
- Upgrades to Richmond, Macaulay and Alphington stations
- Bus priority measures and dedicated lanes

3. Pedestrian safety and walkability

A significant proportion of submissions focused on making streets easier and safer to walk, including:

- Dangerous crossings
- Long wait times at intersections
- Excessively wide roads
- Narrow footpaths
- Poor accessibility for mobility-impaired users
- Calls for pedestrianisation
- Frequently mentioned locations include:
- Little Bourke Street
- Swanston Street
- Johnson Street
- Alexandra Parade
- Hoddle Street intersections
- Elizabeth Street and Chinatown precincts

4. More parks, green space and open space

Numerous submissions called for more or better public open spaces, particularly:

- New parks in redevelopment areas
- Creek corridor improvements
- Access to river frontages
- Parkland expansion around Moonee Ponds Creek
- Preservation of large open spaces
- Converting underutilised land or car parks into parks

Frequently mentioned locations include:

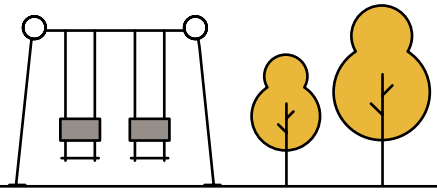
- Arden
- Macaulay
- E-Gate
- Moonee Ponds Creek
- Southbank and CBD dog parks

5. Housing and urban development

Many submissions discuss future growth and planning, particularly:

- Higher-density housing near transport
- Mixed-use development
- Concerns about poor apartment design
- Calls for more social and affordable housing
- Redevelopment of vacant or underused land
- Rezoning proposals

Some submissions strongly support increased density, while others emphasise better design standards and affordable housing outcomes.



6. Traffic, congestion and vehicle dominance

Many submissions were concerned with the impact of traffic, particularly:

- Heavy traffic volumes
- Trucks in residential areas
- Rat-running
- Dangerous intersections
- Excessive road space allocated to cars
- Noise and speeding

Locations commonly referenced:

- Punt Road
- Hoddle Street
- Johnson Street
- Lorimer Street
- Alexandra Parade

7. Accessibility and Inclusion

A strong accessibility theme came through in responses, particularly:

- Accessible tram stops
- Wheelchair-accessible train stations
- Better ramps and lifts
- Improved crossings for mobility-impaired and vision-impaired people
- Low-floor tram access

8. Community safety and maintenance

A less commonly raised theme related to safety, cleanliness and maintenance, particularly:

- Poor lighting
- Anti-social behaviour
- Graffiti
- Dilapidated buildings
- Overflowing bins
- Perceived crime hotspots
- Maintenance of public infrastructure

Overall summary

Feedback for the City of Yarra particularly highlighted a strong desire for safer, better-connected neighbourhoods, with a focus on cycling infrastructure, public transport improvements, and the impact of major road corridors.

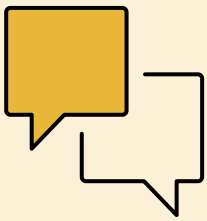
Feedback for the City of Melbourne focused on parks, open space and green infrastructure; major urban renewal and growth precincts; public transport improvements; public spaces; station upgrades, and; connectivity in Docklands and Fishermans Bend

The feedback overall is heavily dominated by transport-related feedback, particularly:

1. **Cycling infrastructure and safety**
2. **Public transport improvements**
3. **Pedestrian safety and walkability**
4. **Reducing car dependence**

A consistent message is that participants generally support growth and increased housing, but only when accompanied by:

- Better public transport
- Safe active transport infrastructure
- More green space
- Higher-quality urban design
- Improved accessibility and community amenity.



"... Chinatown and little Bourke needs to be pedestrianised as soon as possible. It is almost comical walking down on a late Saturday night with all the foot traffic seeing cars trying to squeeze through."

"Location of pedestrian zebra crossings so close to roundabouts causes cars to block the intersection/roundabout if a person is crossing. This is dangerous for cyclists along Canning St and often results in close car/cyclist collisions or actual collisions..."



RESPONSES TO: MORE HOMES IN THIS AREA

Participants placed 108 pins to identify areas in which they would like to see more homes. Feedback mostly focused on the City of Yarra, with an estimated 80–85% of submissions relating to City of Yarra locations, transport corridors and planning controls. Approximately 10–15% of submissions relate to the City of Melbourne, mostly focusing on North Melbourne, Arden, Carlton, Carlton North and East Melbourne.

The comments showed a strong and consistent set of priorities around increasing housing supply in well-serviced inner-city locations. Key themes include:

1. Housing near public transport

Many participants suggested that new housing should be concentrated around train stations and tram corridors. They considered proximity to public transport as the strongest justification for higher-density development. Examples include references to Clifton Hill, North Richmond, West Richmond and Arden.

2. Explore rezoning for housing

A recurring suggestion was to convert industrial, warehouse, logistics and commercially zoned land into mixed-use or residential precincts where the land is no longer required for industrial or commercial uses.

3. Higher density development

There was strong support for medium and high-density housing, including apartment buildings, mixed-use developments and high-rise towers. Many submissions explicitly called for increased height limits, particularly in inner-city areas and around major transport infrastructure such as Arden, Fishermans Bend and Collingwood.

4. Heritage controls and housing growth

Many participants identified heritage overlays and planning controls as barriers to housing delivery in accessible inner-city locations, advocating for greater flexibility to enable redevelopment and increased density. A smaller group supported additional housing while seeking to retain significant heritage buildings and valued streetscapes. Overall, participants generally supported more housing but differed on the extent to which heritage protections should be retained.

5. Explore the suitability of specific sites and vacant land

Responses identified specific sites in commercial and industrial areas and other sites including car parks, vacant lots, storage facilities, ageing commercial buildings and run-down properties as opportunities for housing delivery. Some responses identified the need to review the extent of industrial and commercial zoning to balance housing and employment needs.

6. Revitalisation of retail strips

Participants frequently linked additional housing to economic revitalisation. The view was that more residents would increase foot traffic, which would support local businesses and activate struggling retail streets such as Victoria Street, Lygon Street, Bridge Road, Nicholson Street and Queens Parade.

7. Opposition to commercial zoning

Several submissions argued that some commercial precincts are over zoned for office or employment uses that are no longer viable, particularly in a post-COVID era. Many advocated for rezoning Commercial 2 areas to Commercial 1, Mixed Use or Residential zones to prioritise housing delivery.

8. Mixed-use development

Rather than purely residential growth, many comments supported mixed-use development with housing above shops, services and employment uses. This was often presented to create vibrant, walkable neighbourhoods.

9. Affordable and family-sized housing

Although less common than the density themes, some participants specifically called for affordable housing requirements and more family-sized apartments, including three-bedroom dwellings and a requirement for development to include affordable housing quotas.

10. Infrastructure, parks and urban design

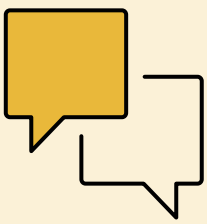
A smaller but notable group emphasised that housing growth should be accompanied by parks, schools, cycling infrastructure, pedestrian access, sustainability standards, street improvements and increased tree canopy.

Overall summary

Feedback relating to the City of Yarra was primarily concerned with accommodating more housing within established urban areas. Participants frequently identified commercial land, industrial land, shopping streets and transport corridors as opportunities for additional housing.

Feedback relating to the City of Melbourne focused more on major urban renewal opportunities and city-shaping projects. Participants frequently referenced Arden, North Melbourne, and large redevelopment sites as ideal locations for significant housing growth.

The overall sentiment was strongly pro-housing and pro-density, particularly in inner Melbourne locations close to jobs, transport and amenities. Participants believe that zoning restrictions, height limits and heritage overlays, are preventing housing from being built in areas where participants believe growth should be concentrated, and that growth should be accompanied by good design, affordability, green space and supporting infrastructure.



"... There needs to be serious discussion about reforming heritage overlays and allowing more housing in such an amenity rich area."

"Heidelberg road is the perfect example of where high density should be. Underutilised car dealerships/industrial sites can easily facilitate up to 8-10 stories. Need to allow for more trees in the developments though as Yarra Bend fails to do this. Short walks to the Hurstbridge line train stations and parks."

RESPONSES TO: PROTECT THIS AREA

Participants placed 103 pins to identify areas they would like to see protected.

These responses were more geographically diverse than the "More homes in this area" responses. Approximately 60–65% of comments related to locations within the City of Yarra, while around 30–35% related to locations within the City of Melbourne.

These responses were characterised by strong support for preserving the qualities that participants believe make inner Melbourne neighbourhoods distinctive, liveable and attractive. While individual comments focus on specific locations, four dominant themes emerge:

1. Protect heritage and neighbourhood character

The most common theme was support for retaining heritage buildings, historic streetscapes and established neighbourhood character. Many participants expressed concern that inappropriate development, excessive building heights or poorly designed projects could erode the identity of valued areas such as Carlton, North Carlton, Fitzroy North, East Melbourne and North Melbourne.

2. Preserve parks, open space and the environment

Many submissions emphasised the importance of parks, gardens, community gardens, riverside environments, wetlands, sporting facilities and habitat areas. Participants consistently highlighted the role these spaces play in recreation, wellbeing, biodiversity and local identity, and argued they should be protected from redevelopment or further encroachment.

3. Maintain "human-scale" development

A significant proportion of submissions supported low-rise or mid-rise buildings and advocate for growth that is carefully designed to respect existing neighbourhoods. Concerns included overshadowing, loss of sunlight, reduced greenery, increased congestion and impacts on local amenity. Many participants favoured gradual change rather than significant increases in building height.

4. Protect community and cultural spaces

Participants frequently identified local shopping strips, community facilities, markets, music venues, schools, health services, pedestrian spaces and recreational facilities as important community assets. Submissions emphasised maintaining the social, cultural and economic vitality of established neighbourhood centres while accommodating future growth in an appropriate manner.

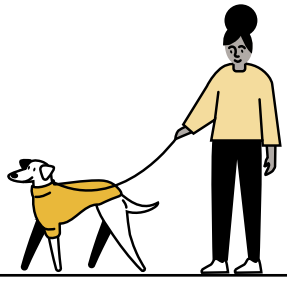
Overall, participants were generally supportive of maintaining the heritage, environmental, cultural and community values of established inner-city areas. The dominant message was not opposition to growth, but rather a desire for development to be carefully planned, respectful of existing character, and balanced with the protection of parks, heritage places, community infrastructure and local identity.

Overall summary

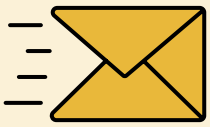
Across both municipalities, participants expressed a strong desire to ensure growth does not come at the expense of the qualities that make inner Melbourne attractive, liveable and distinctive.

In the City of Yarra, feedback centred on maintaining the character and identity of established neighbourhoods, whereas in the City of Melbourne, there was a greater focus on balancing growth with the protection of heritage precincts, public spaces and city-defining assets.

The feedback consistently highlighted the importance of preserving heritage, open space, community assets and neighbourhood character. Growth was generally supported where it respected neighbourhood character, protected amenity and responded sensitively to the surrounding context.



Email submissions



Eight emails were received including:

- Five emails from community members and planning consultants on behalf of landowners who nominated specific sites in Cremorne, Carlton, Fitzroy and Richmond. These sites were identified as being suitable for redevelopment.
- Another three emails about the survey and consultation timeframes.

THANK YOU

We'd like to thank everyone who has contributed to this community consultation process. Your feedback revealed great insights and knowledge of inner Melbourne, which can be used to inform future planning in the area.

If you would like to learn more about train and tram zone activity centres, please visit our website at https://www.planning.vic.gov.au/activitycentres or contact us by email at **activity.centres@transport.vic.gov.au**



VICTORIA State Government | Department of Transport and Planning

More Homes For Victorians

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