

BLACKBURN TO MITCHAM 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 Blackburn, Nunawading and Mitcham 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 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

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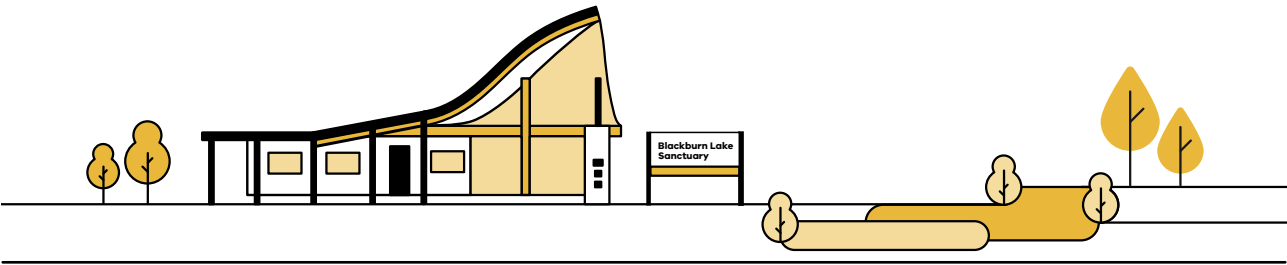
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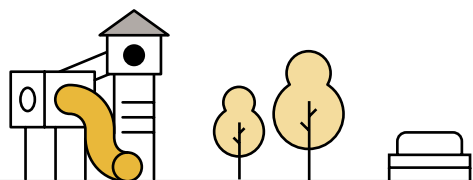
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FEEDBACK BY TRAIN AND TRAM ZONE ACTIVITY CENTRE23

THANK YOU..... 27



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 Blackburn to Mitcham cluster (Blackburn, Nunawading and Mitcham).

The report outlines consultation with community, Traditional Owners, Whitehorse 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 the Blackburn to Mitcham centres. The plans will guide where new homes can be located, and what types of homes are most appropriate for each area while still supporting well-designed, liveable, thriving neighbourhoods.

PROGRAM TIMELINE

LATE 2024 TO EARLY 2025

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

MAY TO JULY 2025

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

SEPTEMBER TO OCTOBER 2025

Stage 1
Phase 2 consultation – draft maps
Further detailed planning

OCTOBER TO NOVEMBER 2025

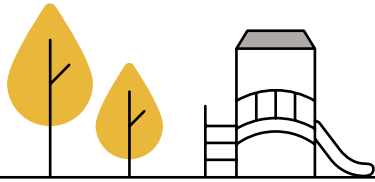
Stage 2 (23 train and tram zone activity centres)
Phase 1 consultation
Consultation feedback informs draft maps for Stage 2 centres

FEBRUARY TO MARCH 2026

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

JULY 2026

Stage 2 Train and Tram Zone Activity Centre Plans finalised



CONSULTATION APPROACH AND PARTICIPATION

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

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

During this phase of consultation, the Blackburn to Mitcham group of activity centres recorded the highest number of survey responses (691) across all 23 centres, as well as strong participation at events.

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.

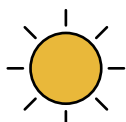
KEY PROGRAM-WIDE THEMES AND RESPONSES

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.



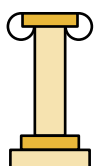
ADJUST PROPOSED CORE HEIGHTS

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



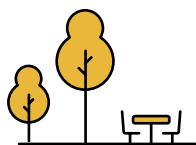
DEVELOP PLANS BASED ON LOCAL CONDITIONS

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.



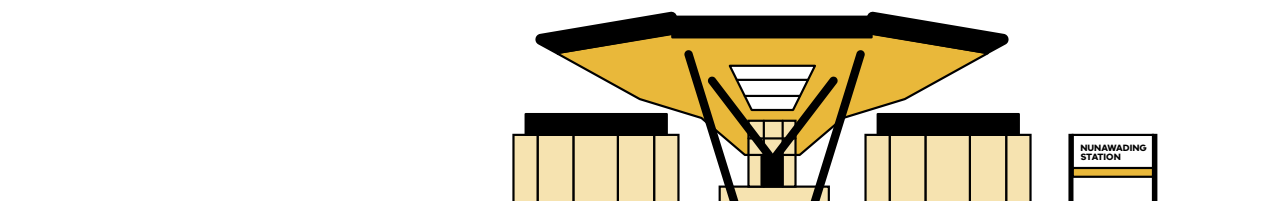
PRESERVE AND PROTECT CONTROLS FOR EXISTING OPEN SPACE AND INCREASE TREE CANOPY COVER

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.



BLACKBURN TO MITCHAM – FEEDBACK AND OUTCOMES

Council and community feedback in the Blackburn to Mitcham areas focused on protecting tree canopy, green space and broader biodiversity and wildlife as well as ensuring adequate infrastructure capacity to support growth, building heights and protection of neighbourhood character.

In response, final plans include:

Preserving and protecting existing open space and tree canopy cover

Following feedback after the first phase of engagement, areas covered by Significant Landscape Overlays were excluded from catchment areas around Blackburn and Mitcham ensuring ongoing protection of these important environments.

Broader Victorian planning controls now include requirements relating to tree canopy cover and the program's controls are also tailored to retain sunlight to open space.

Adjusting heights

Maximum building heights in the core of the Blackburn and Nunawading activity centres, have been adjusted in response to feedback, to ensure important locations such as Morton Park in Blackburn still have good access to sunlight.

Some areas of the catchment have been changed in response to feedback, to ensure appropriate transitions between the activity centre core, the inner catchment and the outer catchment.

Develop plans based on local conditions

Proposed maximum heights have been reduced on key sites, including areas along South Parade, Railway Road, Whitehorse Road, at the Blackburn Hotel; as well as near parks and community infrastructure. This is to better manage height changes between the core and catchment and potential impacts on neighbouring properties.

Investment in local infrastructure to support growth

A new approach to infrastructure contributions will mean that funds are generated to deliver new and expanded infrastructure, which is essential to the liveability of the current and future communities around these areas.

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 Blackburn to Mitcham 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 Blackburn to Mitcham.

The 23 centres are:

- **Blackburn Station, Nunawading Station, and Mitcham Station**
- Caulfield Station, Glen Huntly Station, Ormond Station, Bentleigh Station, Elsternwick Station
- Hawksburn Station, Armadale Station, Toorak 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.

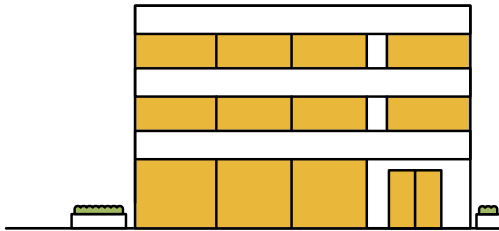
Phase 2: draft maps

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 also 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

We have been consulting with the relevant Registered Aboriginal Parties (RAPs) for the Stage 2 train and tram zone activity centres.

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

Consultation involved a total of nine workshop style meetings with Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC) to support feedback and the preparation of their Waterways statement as well as six place-based Statements of Cultural Values produced by WWCHAC's Research Unit.

The statements are included in the train and tram zone activity centre plan for Blackburn to Mitcham. These statements aim to share information with the broader community and to increase awareness and understanding of Wurundjeri Woi-wurrung People and their connection to Country.



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:

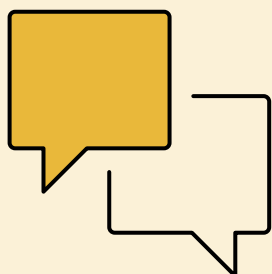
- provide regular and timely updates about the program
- seek input into draft maps and proposed planning changes
- tap into their local expertise and knowledge to better understand the local train and tram zone activity centres and potential opportunities for housing and infrastructure upgrades
- inform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



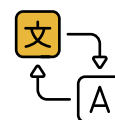
Social media

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

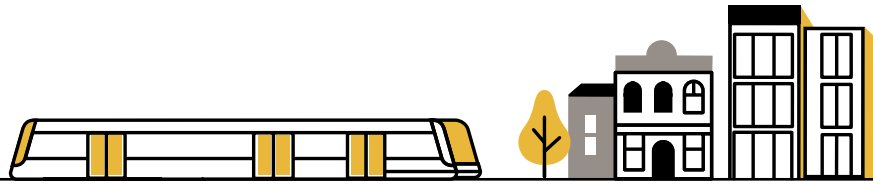
Targeted multicultural consultations included pop-up stalls at local markets, local community multicultural events, and a targeted in-language drop-in session with translators available and supported by advertising in local newspapers. To raise awareness and encourage participation, in-language radio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

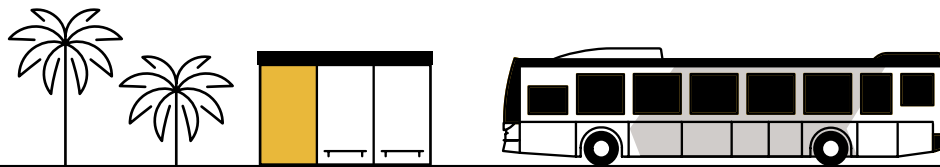
CONSULTATION THEMES FOR PHASE 2

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. In addition to these program-wide changes, we have also drawn on council structure plans and other relevant strategic documents where they align with the program's objectives, policy principles and timing. Additional planning reforms will support train and tram zone activity centres to be vibrant, liveable places.

These include:

Infrastructure contribution plans (ICPs)

As part of the Train and Tram Zone Activity Centres Program, infrastructure contributions plans are being developed for each of the centres.

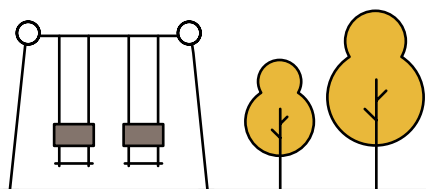
These intend to require developers to pay a standardised fee for each new home or equivalent charge for an office or similar building, which will be used to invest in improvements to infrastructure and facilities for local communities.

Mid Rise Code

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

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





Townhouse and Low-Rise Code

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

Tree canopy standards

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

Car parking reforms

Parking requirements have been updated and less parking is required for a new use or development where it has access to public transport. For residential uses, car parking can increase the cost of a 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.



BLACKBURN TO MITCHAM – 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 Blackburn to Mitcham activity centres. It also includes an overview of how we have responded to this feedback.

COUNCIL CONSULTATION – WHITEHORSE CITY COUNCIL FEEDBACK

The Blackburn to Mitcham train and tram zone activity centres are in the Whitehorse City Council local government area.

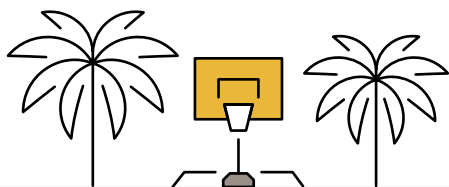
As part of Phase 2 consultation, we sought feedback on the draft maps from Whitehorse City Council. This included feedback on the proposed core heights, catchment boundaries and planning controls.

Whitehorse City Council prepared a submission in response to the draft maps and proposed planning controls, which can be accessed [here](#).

High level themes from the submission included:

- concerns that economic viability and local context are not being considered enough
- support for the removal of catchment over Significant Landscape Overlays (SLOs) in Blackburn and Mitcham Train and Tram Zone Activity Centres
- requests for further information about DTP's Housing Capacity Assessment Platform (HCAP) economic analysis and community needs assessment
- requests for greater clarification and sharing of inputs for example, foundation mapping, built form modelling and Access to Opportunities and Services model (ATOS)
- concerns around the community consultation processes and removal of third-party appeal rights
- requests to change core and catchment boundaries and heights.





COMMUNITY CONSULTATION INSIGHTS FOR BLACKBURN AND MITCHAM

Community consultation in numbers for Blackburn to Mitcham



691

Survey responses



39

online Q&A session
participants

Held on Wednesday
11 March 2026



76

walk-by interactions

2 walk-by events

Saturday 14 March 2026 –
Brittania Mall, Mitcham

Tuesday 17 March 2026 –
Blackburn Station, South
Parade, Blackburn



91

drop-in participants

2 drop-in events

Saturday 14 March 2026 –
Whitehorse Civic Centre,
Nunawading

Tuesday 17 March 2026 –
The Avenue Uniting Church,
Blackburn



29

CRG participants for the
Blackburn to Mitcham
group of centres.

BLACKBURN TO MITCHAM KEY THEMES

The following key themes were raised across the online Q&A sessions, walk-by events, drop-in sessions and emails to the activity centre inbox.

Building heights and density

- Participants wanted to ensure new development considers impacts to residential homes, schools and parks, such as overshadowing, wind tunnel effects, loss of sunlight and views.
- There was conditional support for some increased density if it is appropriately scaled, well designed and located in suitable areas, such as Whitehorse Road or within existing commercial precincts.

Vegetation, tree canopy and open space

- Participants wanted to protect and retain Significant Landscape Overlays (SLOs) and protect existing vegetation and tree canopy.
- Greenery, wildlife and suburban character were highlighted as important features of the area to protect and maintain.
- Participants felt that development should not impact or reduce existing open space, tree canopy or wildlife habitat.

Infrastructure capacity

- Participants felt that existing infrastructure such as roads, parking, schools, health services and general community services all need to have enough capacity to be able to support population growth.
- Flooding risks, drainage and stormwater management were raised as issues for the community.

Heritage and local character

- There was strong support for protecting heritage areas and existing historically significant buildings.
- Community wanted to maintain local neighbourhood character, including greenery, streetscape consistency and built form scale.

Traffic, parking, transport and accessibility

- Participants wanted new development to be coordinated with upgrades to road capacity, intersections, station access and public transport services to support growth.
- There was support for improved public and active transport connections.
- Participants also wanted pedestrian, cycling and station accessibility to be improved, to support and enhance walkability in the area.

COMMUNITY REFERENCE GROUPS

181 participants online across all 23 centres

163 participants across the 2-day in-person workshops

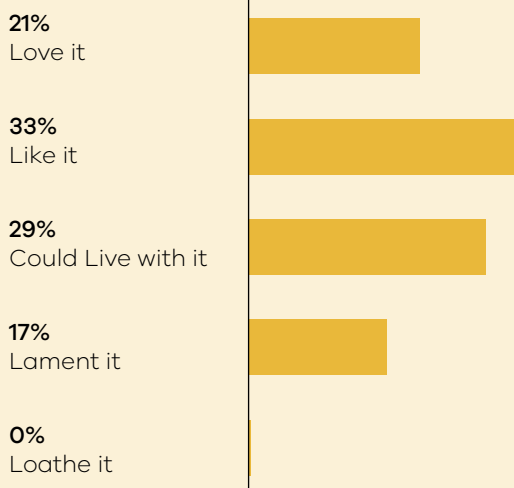
Held at Monash College City Campus –
750 Collins Street, Docklands

29 Blackburn to Mitcham participants

The Community Reference Groups were delivered between 17 March – 22 March 2026 and included one online session and two full-day, in-person workshops. Across the sessions, participants engaged with project materials, community feedback and DTP 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.

Community Reference Group participants brought a diverse range of views and local insights. They were tasked with reviewing these materials, understanding what considerations were within scope and where community had influence, and preparing Statements of Advice for their respective centres. These statements were formally provided to DTP and have been considered alongside the broader community feedback, council strategic work, site visits, technical studies and urban design testing to inform the final plans.

CRG sentiment towards Statements of Advice



Key Themes from the Statements of Advice (SoAs)

These themes represent Blackburn to Mitcham CRG's consensus on each of the characteristics they love and value about their activity centres.

You can read the full Statements of [Advice here](#).



Green spaces, tree canopy and natural environment



Village feel and local character



Community and places together



Heritage and built character



Walkability and safe streets

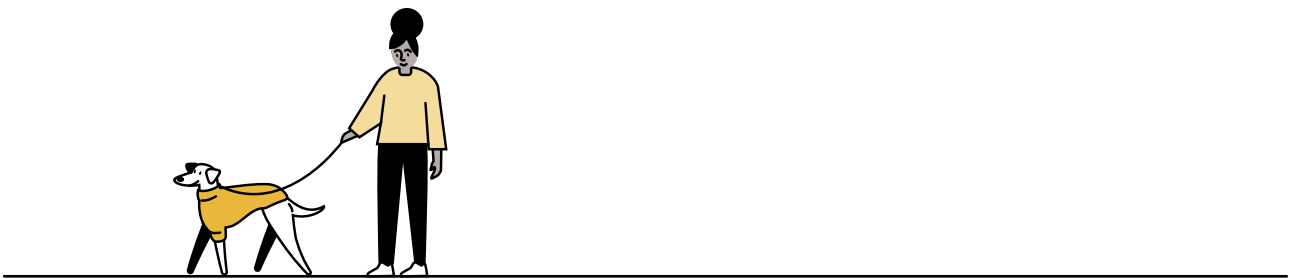


Access and connectivity

Following the preparation of the Statements of Advice, participants were asked to vote on their level of comfort with the final statements developed by their reference group and presented to DTP.

Overall, participant sentiment towards the Statements of Advice developed for the Blackburn to Mitcham area was largely positive or accepting.

More than half of the participants voted favourably, and only a small portion expressed dissatisfaction, with no participants indicating any outright rejection of the statements. These results suggest the Statements of Advice broadly reflected participant values and priorities achieving a reasonable level of comfort and consensus.



ONLINE SURVEY RESULTS



691 SURVEY RESPONSES

442 Blackburn Station

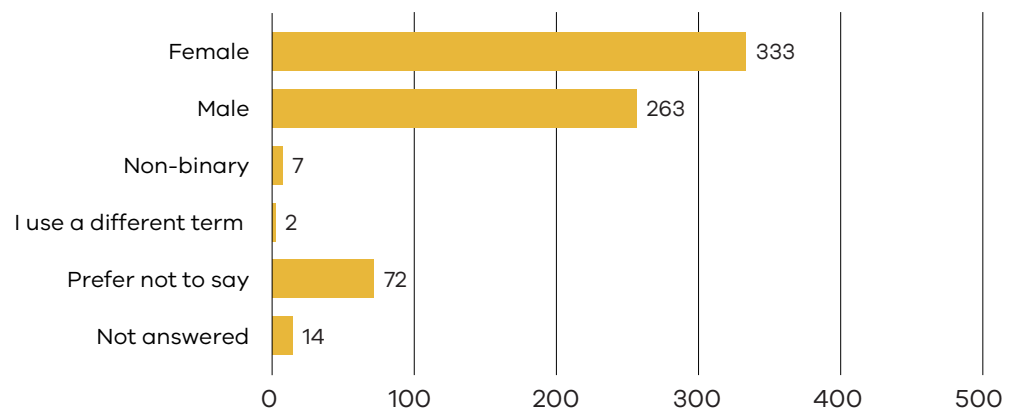
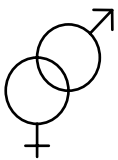
76 Nunawading Station

173 Mitcham Station

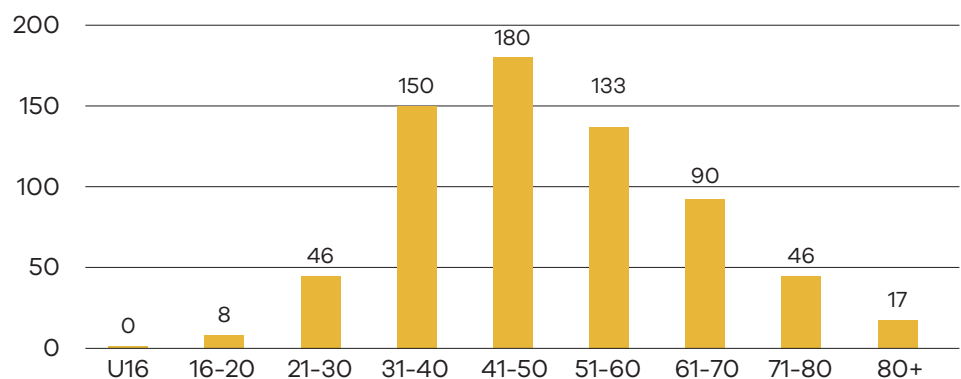
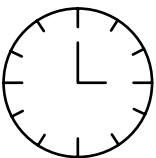
DEMOGRAPHIC INSIGHTS

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:

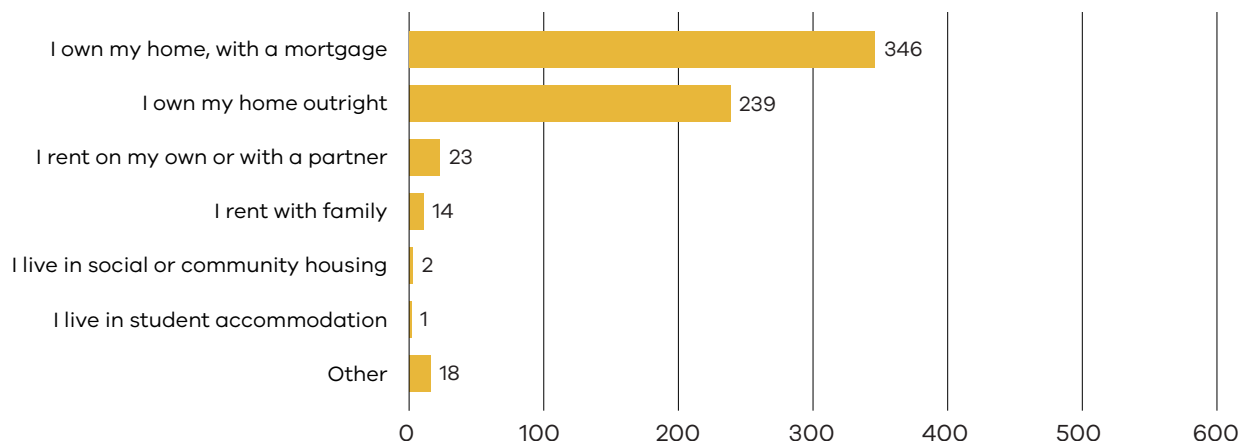
GENDER



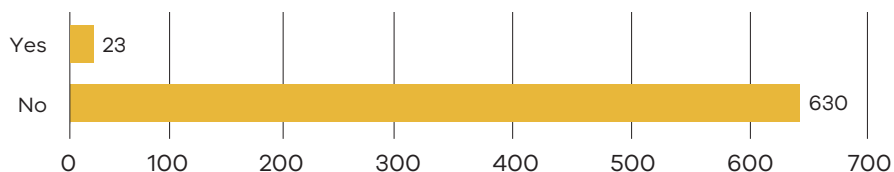
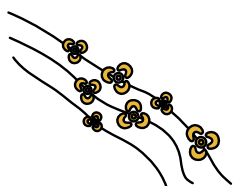
AGE



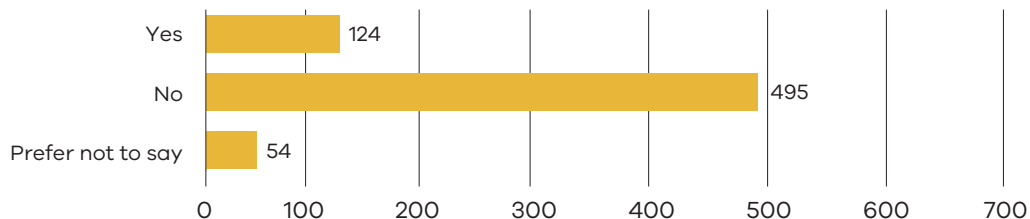
LIVING ARRANGEMENTS



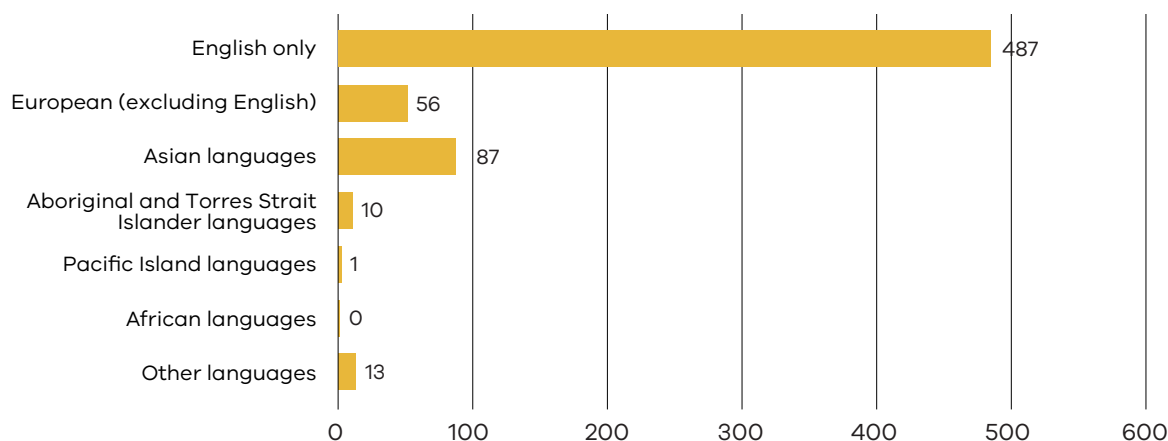
IDENTIFY AS ABORIGINAL OR TORRES STRAIT ISLANDER



NON-ENGLISH SPEAKING BACKGROUND



LANGUAGES SPOKEN AT HOME



LANGUAGES SPOKEN AT HOME SURVEY SENTIMENT

Top 10 most valued places

1. South Parade (Blackburn Village)
2. Pope Road
3. Cootamundra Walk
4. Britannia Mall
5. Elmhurst Basin
6. Main Street
7. Elmore Walk
8. Laburnum Village
9. Blackburn Creeklands
(Including Furness Park and Blacks walk)
10. Blackburn Lake Sanctuary

Key local streets

Participants were asked whether there were any specific streets where people spend a lot of time where access to sunlight should be protected.

Responses prioritised the following:

- the Blackburn Village area such as South Parade, Main Street, Gardenia Street, Station Street, Railway Road and areas around the library, train station and markets
- routes to stations, schools and parks such as Williams Road, Laburnum Street, Pope Road, Francis Street, Central Road, Cottage Street and Surrey Road

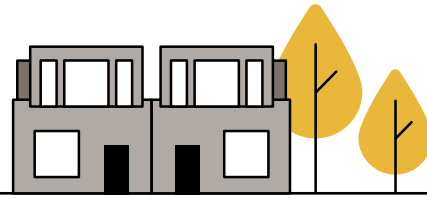
- community spaces and green corridors such as Pope Road playground, Furness Park, Morton Park, Cootamundra Walk, Elmhurst Basin, creek lands, and station-adjacent gardens and reserves.

Key pedestrian links

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

- strengthening the north-south connectivity across the rail corridor between South Parade, Station Street, Cottage Street and Chapel Street
- improving pedestrian connectivity to the station and surrounding streets such as Station Street, Williams Road, Railway Road, South Parade and Queen Street
- streets that are used daily by school children, families and carers such as Williams Road, Pope Road, Francis Street, Surrey Road, Maple Street and surrounding laneways and links between schools, kindergartens, playgrounds and nearby homes.





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.

BLACKBURN STATION

Building heights

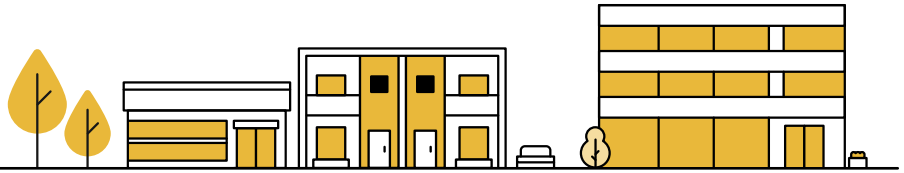
- There was a strong overall preference for reducing proposed heights in the core with more support for an upper limit of six to eight storeys.
- South Parade was identified as the heart of Blackburn Village that supports cafes, markets, the library and pedestrian activity. Many felt that this area should have lower building heights to protect the area's sun access, openness, café culture and weekend markets.
- Streets such as Pope Road, Francis Street and Laburnum Street were identified as being an inappropriate inclusion to the core area due to the proximity of kindergartens, playgrounds and schools and the existing tree canopy and Significant Landscape Overlays.
- Whitehorse Road was considered more suitable for the taller heights but should have step downs to adjoining streets.

Catchment boundary

- There was a preference for "sensitive residential streets" like Pope Road, Francis Street, Clare Street, Bell Street, John Street, Williams Road and Tyrrell Avenue to be excluded due to being narrow, leafy, low-traffic residential streets.
- Participants felt that streets south of the railway line should be excluded, or have reduced heights due to proximity to the village shopping strip, Morton Park, Blackburn Lake, creek lands and areas with Significant Landscape Overlays.
- There were suggestions for schools, kindergartens, parks and playgrounds to be excluded from the boundary areas due to concerns about overshadowing, construction disruptions, increased traffic and safety impacts.

How should Blackburn be developed now and in the future?

Participants value Blackburn as a leafy, low-rise area with a village feel and strongly believe that tree canopy, wildlife corridors and sun access to parks and public spaces should be protected. While residents accepted some increased housing near the station and on main roads, many feel that 10-16 storeys may be too high for the area and requires planning for, and upgrades to infrastructure.



NUNAWADING STATION

Building heights

- Participants expressed a preference for taller buildings to be concentrated closer to the station, where there is good access to public transport and kept away from low-rise residential streets, parks and community spaces.
- There was support expressed for locating taller buildings on major roads and on land that is already zoned as commercial or industrial such as Whitehorse Road and Springvale Road.
- Participants wanted separation between taller buildings in the core, so that new development does not form a continuous wall and should not obstruct view lines between high points.

Catchment boundary

- Participants felt that the proposed catchment boundaries extended beyond reasonable walking distance to Nunawading or Blackburn train stations.
- There was some support for reducing inner and outer catchment areas closer to the stations and main roads and excluding quiet residential streets like cul-de-sacs, small-block estates, streets with narrow roads, high tree canopy and limited parking.
- Industrial and commercial land along Whitehorse Road, Springvale Road, Rooks Road and Norcal Road were identified as preferred locations for change, as they have more capacity to accommodate growth with less impacts to nearby residential areas.

How should Nunawading be developed now and in the future?

Participants want future development to be carefully planned and focussed on improving liveability. There's a strong desire for more green space, canopy trees, community gardens, walkable and accessible streets, safe pedestrian paths and essential services. There was more support expressed for low-medium density (three to four storeys) rather than high-rise, particularly on residential streets to protect sunlight, privacy, tree canopy and neighbourhood character. Many believe infrastructure such as transport, pedestrian safety, shops, parks, schools and community services should be delivered first, before new development.

MITCHAM STATION

Building heights

- While most participants expressed a strong preference for low to medium building heights, locations where taller buildings were supported included areas directly adjacent to Mitcham Station, around Britannia Mall, along Whitehorse Road, Mitcham Road and Maroondah Highway and in existing commercial or industrial areas.
- Participants called for more adequate setbacks, separation between buildings and protection of sunlight and views to avoid overshadowing, loss of privacy and visual impacts to nearby residential streets.
- Some participants supported higher density as 10-12 storey developments could enable a more urban centre, with improved safety and amenities.

Catchment boundary

- Some suggested the catchment boundary should be reduced, to exclude quiet, residential and heritage sensitive streets such as Fellows Street, Haines Street, Gillies Street, Albert Street and Peel Street.
- Participants said there were areas more than 300-800 metres from the station that require steep climbs from lower streets south of Whitehorse Road and should be excluded due to walkability.
- Many suggested tightening the boundaries to logical edges, to protect existing residential character, heritage, and amenity.

How should Mitcham be developed now and in the future?

Participants want Mitcham to retain its leafy low-rise neighbourhood character and want to protect privacy, access to sunlight, tree canopy and local amenity. While a small portion accept increased density, many want it confined to areas near the station, and along main roads or in existing commercial or industry areas. Mitcham participants want to see safer pedestrian crossings, better cycling connections, more local shops and services, and spaces that support families, older residents and community connection.

HOW FEEDBACK HAS HELPED TO INFORM PLANS

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

Some of the feedback we received was outside of the Train and Tram Zone Activity Centres Program scope, however much of this feedback is being addressed by other initiatives to support more homes in well-located areas and in some cases could not be addressed as it did not meet the program's objectives.

This table reflects an overview of the place-specific changes that have been made to the maps for Blackburn, Nunawading and Mitcham Stations based on feedback from Phase 2 consultation.

Train and Tram Zone Activity Centre	Key themes	What we heard	What we did
Blackburn Station	Building heights	Proposed heights for adjacent lots to the Pope Road Kindergarten site should be reduced.	Further testing indicated that 12 storeys can be achieved on some parts of the site adjacent the Kindergarten site with overshadowing protections to ensure sunlight access to the park and playground.
		Residents value access to sunlight, especially on main roads.	We lowered heights on larger sites including Blackburn Hotel, South Parade, Railway Road, and on sites north of Morton Park. We also reduced height limits along main roads like Whitehorse and Blackburn Road.
		Proposed heights should respond to the local character of the area and should be reduced in residential streets that border the core.	We reduced heights in the catchment south of the rail line and also north of Ohara Street to improve height transition to nearby residential streets. Maximum heights have also been reduced on South Parade from 12 to eight storeys.
	Local infrastructure investment	Protect and enhance places of significance in the local area.	We identified places like Woodcock Reserve and Settlers Square as places that are valued by the community. These places have been included in plans for future public space improvements.
		Improve pedestrian links within the core of Blackburn.	We identified opportunities for three pedestrian walkways which will replicate the existing Diggers Way pedestrian link. This will aim to create increased ease of movement and walkability around Blackburn Station.
		Local infrastructure investments are required to maintain liveability and support increased density.	Lithgow Avenue Reserve has been included as a potential location for public space improvements. Station Street has also been identified as a location for future streetscape improvements, as it is a key connection between Whitehorse Road and Blackburn Station.
		New developments should have to apply appropriate setback requirements that respond to the character of the main streets.	We added additional setbacks to the southern side of Whitehorse Road and Railway Road, connecting to the proposed setbacks on Chapel Street to enhance the streetscape and improve pedestrian amenity.

Train and Tram Zone Activity Centre	Key themes	What we heard	What we did
Nunawading Station	Preserve local character	Ensure a considered approach to larger sites for future development	We added master planning requirements to the Blackburn Hotel, and the Sikh Interfaith Council of Victoria site, to ensure detailed, considered planning for larger sites in the future, including well-considered public interfaces and improved walkability.
	Building heights	Increase heights of some parcels across the core given their larger size.	We increased heights on larger blocks including the site north of Walkers Road, to take advantage of the location.
	Local infrastructure investment	Invest in local infrastructure to maintain liveability and support increased density.	We included the expansion of Wood Street Park in our place improvement plans to allow for public space improvements in the future.
Mitcham Station	Active transport	Improve the walkability along Springvale Road	Springvale Road will be considered as a potential location for future streetscape improvements, such as improved footpaths.
	Boundaries	Include 556 Whitehorse Road (Mitcham Hotel) as part of the core for Mitcham activity centre.	556 Whitehorse Road has been included as part of the activity centre core, to improve continuity.
	Future planning	Ensure a considered approach to larger sites for future development.	We added master planning requirements to Mitcham Shopping Centre and Mitcham Hotel, to ensure detailed, considered planning for larger sites in the future, including well-considered public interfaces and improved walkability.
	Local character	Apply suitable landscaping and setbacks that respond to the character of the main streets in the area	We extended the landscape setback on Edward Street, for a more appropriate transition to the adjoining residential area.
	Building heights	Reduce heights on some parcels, given their proximity to nearby residential properties.	We adjusted planning requirements on sites between Burnet Street and William Street, downgrading some sites from the inner, to outer catchment. This will more appropriately respond to their distance from the train station and surrounding residential development.
	Local infrastructure investment	Invest in local infrastructure to maintain liveability and support increased density.	Britannia Mall is a place valued by the local community. We've identified this as a potential location for future public realm improvements.



THANK YOU

The feedback summarised in this report has been used to inform the Blackburn to Mitcham 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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