

Re-imagining Greensborough Discussion Paper



Help us re-imagine the future of Greensborough

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Part 1: Context

Introduction

This project is about reviewing and refreshing the Greensborough Structure Plan which will guide how the town centre grows and changes in the years ahead. The current plan, called The Greenbook, was prepared back in 2006. Since then, a lot has changed in Greensborough - from population growth and community needs to new planning policies and major transport projects like the level crossing removals and North East Link. That's why it's timely to take a fresh look and plan for the future.

At the end of this project, we will have a new, updated plan for Greensborough. The updated Structure Plan will provide a clear longterm vision and framework for future development, land uses, investment and public spaces within the activity centre. Its goal is to ensure Greensborough continues to be a vibrant, liveable and resilient place; one that supports local businesses, meets the needs of residents and visitors, and grows in a way that reflects the community's values.

There will be two stages of community consultation. The first stage of community consultation is to have a discussion with the community about what they like about Greensborough and how they imagine it could look in 20 years. This Discussion Paper has been created to support such a discussion about the future of Greensborough. Everyone who interacts with the centre, including community, traders, visitors and anyone else using or moving through the centre is invited to participate.

Stage one community engagement will include in-person activities including pop-up stalls and workshop/information sessions, as well as online activities including a survey and maps that can be marked up with comments. Throughout this Discussion Paper, there are questions to prompt you to think about your experience in Greensborough and how you think it could be even better.

We are not starting from scratch though. The Discussion Paper has been drafted using what we've heard through previous community feedback you gave us when we spoke with you about Banyule Futures in 2024, the Housing Strategy in 2023, the Walking and Riding Strategy in 2024, the Aging Well Strategy in 2023, and many more.

Following community engagement on this Discussion Paper, we will consider community ideas shared and use them to draft a new Structure Plan for Greensborough, which guides the re-imagining of Greensborough activity centre.

Stage two community engagement will bring the draft Greensborough Structure Plan back to the community for feedback to make sure it reflects stage one consultation and meets expectations.



FIGURE 1. Project Timeline

What is a Structure Plan?

A Structure Plan is a longterm plan that sets out Council and the Community's shared vision for how a place like Greensborough can grow and change over the next 20 to 30 years. It outlines what the area could look and feel like in the future, helping guide decisions about new buildings, public spaces, transport, shops, homes and community facilities. A Structure Plan defines clear boundaries for the activity centre as a whole and the different precincts within the centre, identifies the types of activities and uses that are encouraged in each area, and describes the character we want for the future, such as building height, design, and how new development fits in with the local feel.

Importantly, a Structure Plan looks at the big picture – our vision and big place making ideas for the area. It provides an opportunity to consider issues holistically, balancing housing, jobs, transport, open space and community needs; to bring about innovative ideas for ways that the activity centre can better serve the community. It brings together existing Council strategies and community ideas into one clear, place-based plan for Greensborough. The Structure Plan also sets out practical next steps to help deliver the vision and innovative ideas over time, such as through changes to planning controls or priorities for future investment, giving the community confidence about how growth will be managed and guided into the future.

Understanding Greensborough

History

For tens of thousands of years, Greensborough has been the traditional home of the Wurundjeri Woi-wurrung people of the Kulin Nation. Early colonial records from the 1830s documented family groups such as the Wurundjeri-balluk and Wurundjeri-willam; however, today the collective term Wurundjeri Woi-wurrung is respectfully used to recognise the broader community and continuing cultural identity.

The Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation is the Registered Aboriginal Party for this area. As Traditional Owners, they play a vital role in protecting cultural heritage, caring for Country, and sharing knowledge and culture with the wider community.

The Wurundjeri Woi-wurrung people have a deep and enduring connection to this Country, particularly along the Birrarung (Yarra River) and Plenty River corridors. These waterways and surrounding landscapes continue to hold strong cultural, spiritual and historical significance.

Despite the impacts of British colonisation from the late 1830s, the Wurundjeri Woi-wurrung people maintained their presence in Banyule and surrounding areas. While colonial authorities attempted to relocate First Nations people to reserves, Wurundjeri people continued to live on and care for Country through the 19th century and beyond. Today, Wurundjeri Woi-wurrung people continue to live in Banyule, maintaining strong cultural connections and leadership within the community.

A colonial township was established in the late 1850s following the opening of a post office. In 1902, the railway line was extended from Heidelberg to Eltham, including a station at Greensborough.

Greensborough is named after Edward Bernard Green, a mail contractor for the district who purchased much of the land in 1841. Prior to this, the area was known as Keelbundoora, an Aboriginal word meaning “round swamp”.

Census Date	Population
1871	167
1881	188
1891	234
1911	483
1921	665
1933	940
2001	21,593
2006	20,214
2011	20,552

FIGURE 2. Historical census data

Greensborough steadily grew as a colonial settlement through to the 1960's though it remained a rural town. A new Greensborough Hotel was built in 1864 in the Spanish Mission style. The Hotel is one of the few buildings remaining from this time.

A popular market garden and a local swimming pool were located in the town centre. The railway line provided transport and the new hotel provided accommodation, making Greensborough a popular area for tourism through the late 1800's, especially for enthusiasts of fishing (for cod, perch and blackfish) and shooting (for rabbits and hares).



FIGURE 3. Greensborough Train Station c1923



FIGURE 4. Original Greensborough Hotel c1865; 'new' Greensborough Hotel c1913



FIGURE 5. Main Street through the years c1900; 1956



FIGURE 6. Greensborough Plaza opening day, November 1978

The township continued to grow over the 20th century. Greensborough Plaza opened in 1978, and Greensborough transformed from a small rural community to bustling a shopping and entertainment destination.

In 2017 Banyule Council moved the main civic offices to Greensborough (from Ivanhoe), with the intent of kickstarting more public investment in Greensborough. The office building sits above an aquatic centre (Watermarc), gym, office floorspace rented to other organisations, and the development of Greensborough Walk.



FIGURE 7. Greensborough Activity Centre Key Features, source 'The Greenbook'

Key features

- Public transport hub with a train station and bus interchange
- Shopping destination with Main St shops and Greensborough Plaza
- Surrounding open space and river environs – biodiversity corridor
- Community infrastructure with Primary school and childcare, Watermarc, and other community services.
- Medical precinct

Demographics snapshot

Greensborough has a high proportion of couples with children and people over 60 compared with the rest of Banyule. There is a comparatively low portion of people aged between 20-34. This may be because Greensborough doesn't have any major universities or much nightlife, instead playing the role of a traditional suburban area.

Most homes are owned outright or owned with a mortgage. Mortgage repayments are high compared to other parts of Melbourne at an average of \$2,600 per month in 2021. There are limited rental options in Greensborough mostly due to the high levels of owners who occupy their homes. Previous community engagement also indicates that there are limited options for people wanting to "right-size", for example, those wanting a smaller home in the same neighbourhood.

**Population of
16,000**

Who we are

**People tend to
move away in
their 20's**

**950 people report needing help
with day-to-day lives due to disability.
Age groups 70 and over are most likely
to report this**

**Median age is
41 years old**

**High proportion
of people aged
under 18 and over 60**

**82% of people speak
English at home.**

**2.5% of Greensborough
households speak Mandarin**

FIGURE 8. Greensborough demographics snapshot as of 2021 Census

How has Greensborough Changed since adoption of the 2006 Greensborough Structure Plan?

The goals set out in The Greenbook in 2006 are still important today. These include supporting a liveable and sustainable town centre, improving access and movement, and encouraging a wellbalanced mix of homes, shops, services and jobs across the Greensborough activity centre.

Since The Greenbook was adopted, there has been significant public investment to help improve and strengthen the centre:

- Main Street has been redesigned to make walking easier and improve access to bus services.
- Greensborough Walk has been created as a new pedestrian link between Main Street and Flintoff Street.
- Major community infrastructure has also been delivered, including the new aquatic and leisure facilities, Council offices and additional office space at the corner of Grimshaw Street and Flintoff Street.

- The duplication of the Hurstbridge rail line, a new Greensborough train station, and a new bus interchange and parkandride facility on Para Road.
- Work has begun on the North-East Link major road project connects the Eastern Freeway with the M80 (expected to be completed 2028). While this project is not located in Greensborough, it has major implications for the Greensborough community.

While these public projects have transformed the centre in many positive ways, private development has not yet kept pace with this investment. Although some townhouse development has occurred, there have been relatively few apartment developments in locations where additional height and growth have been encouraged since 2006. This highlights an opportunity to better support appropriate private investment that aligns with the longterm vision for Greensborough and helps the centre continue to grow as a vibrant, accessible and active place for the community.

State Government planning context

In recent years, the Victorian Government has made significant changes to planning policy in response to population growth and a statewide housing shortage. There is now an even stronger focus on delivering more homes close to public transport, shops, services and jobs, particularly within existing suburbs rather than continuing to expand into Melbourne's farmland and green wedges. Activity centres and areas around train and tram stops are seen as key places to accommodate this growth, as they are already well connected and support daily needs.

To support this approach, new planning controls have been introduced across Victoria to make it easier to build more homes in activity centres. These changes include clearer expectations around building heights and density, streamlined approval processes, and new zones and overlays designed to encourage welldesigned, mixed use development. The aim is to provide greater certainty for communities and developers, support more diverse housing choices, and ensure that growth is focused in locations that can best support it with existing infrastructure and public transport.

These changes mean that Greensborough is expected to play a stronger role in meeting future housing needs and the activity centre will need to cater to the needs of a larger population. Banyule will need to meet these expectations or risk losing decision making powers, and with them, the ability to make decisions on more than just housing and building heights but also potentially the ability to protect the environmental corridor to the north of Greensborough Train Station, good design initiatives.

With its train station, bus interchange, shops, services and community facilities, the town centre is strongly placed to accommodate more homes, jobs and activities over time. Future growth will be focused around transport and key parts of the activity centre (with a greater mix of housing types) and more activity at street level. The new Greensborough Structure Plan will need to play a stronger role in demanding respect for Greensborough's landscape setting and local character. Updating the Structure Plan provides an important opportunity to shape how future development and change happens, ensuring growth is well designed, supported by infrastructure, and delivers benefits for the whole community, now and into the future.

The Victorian Government's Development Facilitation Program is another State planning policy change designed to help deliver welllocated housing and development more quickly in places that are close to public transport, jobs and services, such as activity centres. Through the program, the State Government can fasttrack planning approvals for projects that align with state planning objectives.

For the community, this means some developments in Greensborough may be considered through a State led process rather than solely by Council. Having an up-to-date clear, shared vision for the centre helps ensure that any development, regardless of how it is assessed, is more likely to reflect local priorities, support good design, and delivers positive outcomes for Greensborough over the long term.

Next to Savers site re-development – a Development Facilitation Program example



Next to Savers at 1A/106-126 Main Street, Greensborough, there has been a re-development approved by the Minister for Planning through the Development Facilitation Program. The planning permit is for the use and development of site the for a 17-storey building comprising of 211 affordable housing dwellings, ground level retail, commercial uses and 100 car spaces.

Although Council recognises the need for a significant increase in the supply and diversity of well-designed housing to meet community needs, we are concerned about these aspects of the development:

- loss of decision-making for Council.
- Concerns about the design of ground-level transition to the street.
- Concerns about the dwelling diversity: 94 one-bedroom apartments and 117 two-bedroom apartments.

Local Government planning context

The Banyule Plan 2025-2029

The Banyule Plan sets out Council's priorities for the next four years, guided by the community's longterm vision for Banyule to 2041. The Plan focuses on six key goals that reflect what matters most to people who live, work and spend time in Banyule:

- Inclusive, healthy and connected community
- Sustainable environment
- Well-built city
- Valued community assets and facilities
- Thriving local economy
- Trusted and responsive leadership

For Greensborough, the Banyule Plan highlights the importance of supporting local businesses and jobs, creating shopping areas that feel safe, attractive and enjoyable, and investing in places that people want to visit and spend time in. It also emphasises the value of diverse and flexible employment opportunities that support worklife balance. Together, these priorities reinforce Greensborough's role as a welcoming, vibrant town centre that supports local traders, creates jobs, and brings people together to shop, socialise and connect.

Banyule Economic Development Strategy 2023-2028

The Banyule Economic Development Strategy sets out Council's approach to supporting local jobs, businesses and economic growth over the next five years. Guided by the community's longterm vision for Banyule to 2041, the strategy focuses on building a strong and diverse local economy, supporting businesses to grow, attracting a wide range of workers, and creating vibrant places where people want to spend time.

For Greensborough, the Economic Development Strategy places a strong emphasis on strengthening activity centres so they are lively, welcoming and well connected. This includes supporting local traders, improving transport and infrastructure, encouraging a mix of housing and uses, and making the centre more attractive to visitors. While the strategy is currently being reviewed and is expected to transition to a new Inclusive Economy Strategy in 2026, the key priorities for Greensborough are expected to remain largely the same: supporting a vibrant town centre, local jobs and economic resilience.



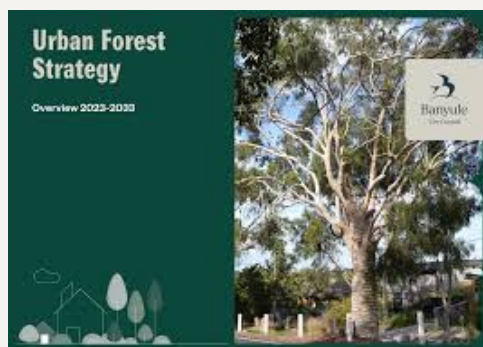


Banyule Housing Strategy (2024)

The Banyule Housing Strategy, adopted in August 2024, sets out how housing growth will be managed across Banyule over the long term. It recognises Greensborough as one of the municipality's most important locations for new homes because it is a Major Activity Centre with strong access to trains, buses, shops, jobs and services.

For Greensborough, the Housing Strategy encourages a greater mix of housing types, with a focus on medium to high density housing including apartments and mixeduse development, in and around the activity centre. This approach helps more people live close to public transport and everyday services, while reducing pressure for change in surrounding lowdensity neighbourhoods.

The Housing Strategy also highlights the importance of affordability, sustainability and inclusive housing options, and places a strong emphasis on good design. In practice, this means building heights and new development in Greensborough should respect existing streetscapes, include green space, support walkability, and contribute positively to public spaces. Overall, the Strategy positions Greensborough as a key place for future housing growth, while balancing change with liveability and local character.



Banyule Urban Forest Strategy (2023)

The Banyule Urban Forest Strategy recognises the important role trees and green spaces play in keeping neighbourhoods cool, healthy and liveable, especially as areas grow and change. While Banyule is known for its leafy character overall, the Strategy identifies that activity centres like Greensborough often have lower tree canopy because of wide roads, buildings and large paved areas. This makes the Greensborough Activity Centre a priority location for increasing tree canopy and greening, so it can better support walking, improve comfort in hot weather, and reflect the broader green character of the municipality.

For Greensborough, the Urban Forest Strategy supports planting more trees along streets, in public spaces and as part of new development, rather than relying only on parks and reserves. It encourages a coordinated approach where street upgrades, private development and public projects all contribute to growing the urban forest over time. By increasing shade, improving biodiversity and softening hard surfaces, the Urban Forest Strategy helps guide how Greensborough can become a cooler, greener and more welcoming town centre; one that supports everyday activity, adapts to climate change, and remains enjoyable for future generations.

Banyule Integrated Transport Plan 2015-2035

The Banyule Integrated Transport Plan sets out a longterm approach to how people move around the municipality in ways that are safe, accessible and sustainable. It looks at all forms of transport together: walking, cycling, public transport, cars and freight. It focuses on giving people more choice in how they travel. The Integrated Transport Plan recognises that streets are not just for moving vehicles, but are also important public spaces that support daily life, health, safety and connection. A key aim is to make it easier for people to walk, cycle and use public transport for everyday trips, while still supporting car access where it is needed.

For Greensborough, the Integrated Transport Plan supports improvements that make the activity centre easier to get to and move around without relying on a car for every trip. This includes safer and more comfortable walking routes, better cycling connections, strong links to train and bus services, and street designs that balance traffic movement with pedestrian safety and amenity. By aligning transport improvements with growth in housing, jobs and services, the Plan helps guide how Greensborough can grow into a more connected, accessible and peoplefriendly centre — one that supports local businesses, reduces congestion, and works better for everyone.

Greensborough North-East Gateway Integrated Strategic Plan (2021)

The Greensborough NorthEast Gateway Integrated Strategic Plan recognises Greensborough's important role as a key shopping, employment, service and civic centre for the wider northeast, including northern Banyule and neighbouring Nillumbik. The Plan responds to major changes already underway in the centre, particularly the upgraded train station and the introduction of the Activity Centre Zone, which together create new opportunities for growth and renewal.

The Greensborough NorthEast Gateway Integrated Strategic Plan looks at how transport upgrades, land use and public spaces can work together to shape the future of the centre. It identifies a number of key sites across both Councilowned and privately owned land where change could help improve access, strengthen connections, enhance public spaces and support a more vibrant and well-functioning town centre. Overall, the Plan provides guidance on how investment and development can build on recent infrastructure improvements to support a more connected, accessible and welcoming Greensborough.



Challenges for Greensborough



FIGURE 9. Greensborough's hilly topography

A hilly landscape

Greensborough's steep and varied landscape is a defining feature of the town centre and contributes strongly to its unique character. The slopes allow for long views across the Plenty River valley and surrounding green neighbourhoods, helping create a strong sense of place. However, this same topography can make getting around more difficult. Steep streets and limited opportunities for accessible paths can make walking challenging, particularly for older people, people with disability, and those with mobility aids. As a result, many people rely on cars to move to, from and through the centre.

A strong but fragmented retail heart

Main Street continues to be the heart of Greensborough's town centre, with shops and services stretching west along Grimshaw Street. Recent upgrades around Greensborough Walk have improved the public space, making it more comfortable for walking, gathering and outdoor dining. However, some key intersections — particularly where Main Street meets Grimshaw Street — still feel dominated by traffic rather than people. This makes it hard for different parts of the centre to feel well connected and to work together as one place.

While Main Street and Grimshaw Street are generally successful retail areas, some shopfront vacancies remain. Many people are drawn instead to Greensborough Plaza, which is a busy and popular destination with traders and customers. Inside the Plaza, the food hall is a particular draw, offering cafés and eateries that might otherwise help activate surrounding streets. However, the shopping centre format can create blank edges, especially on Main St where the bus stops. Large blank walls are also found along The Circuit, where large car parks and level changes make the area feel less inviting for pedestrians.

At the eastern end of the town centre, around Flintoff Street, Para Road and Grimshaw Street, a strong civic and health precinct has emerged. This area includes Council offices, community and leisure facilities, and a range of health services. Nearby residential streets have also adapted over time to accommodate smallscale health uses, blending community services into the local neighbourhood.

Getting around on foot

Recent improvements, including Greensborough Walk and upgrades to Main Street, have made it easier to walk between some key destinations. However, across much of the town centre there are still gaps in pedestrian accessibility. Major roads such as Grimshaw Street, Para Road and The Circuit carry high volumes of traffic, including trucks, and their wide layouts can feel uncomfortable and unsafe for people walking. Footpaths are often narrow, with limited trees or landscaping, and some intersections lack formal pedestrian crossings altogether.

There are opportunities to improve connections that could become better links through the centre. Improving pedestrian connections would help people move around more easily and make the centre feel more open and connected.

Cars, traffic and parking

The transport network in Greensborough remains largely focused on cars and freight movement. While there have been efforts over time to manage traffic and reduce heavy vehicles in the centre, the combination of steep land, irregular street patterns and busy roads creates conflict points and challenging intersections.

The Circuit is an important road for accessing the centre, but its design prioritises vehicles and creates barriers between the town centre and nearby residential areas, including key destinations such as Greensborough Primary School. Grimshaw Street is also a major freight route, and its design encourages higher speeds, making it difficult to cross safely and creating a strong divide between the town centre and homes to the south.

Parking is generally plentiful, which is helpful given the area's steep terrain. However, large surface and multilevel car parks — particularly along The Circuit — can create harsh edges and make parts of the centre feel less welcoming for people on foot.

Recent upgrades to the train station and bus interchange have significantly improved public transport facilities. However, these benefits are not yet fully felt, as busy roads and poor walking connections still make it harder for people to move easily between public transport, shops and community destinations.

Buildings and future change

In recent years, some taller residential buildings have begun to appear or be planned, particularly along Para Road and close to the train station. Large developments at Main Street and Para Road will bring more homes, including affordable housing, along with shops and services at ground level. These changes generally align with longterm planning visions for Greensborough, which encourage more housing close to transport and services.

Importantly, there is a need for housing choice across Banyule, but Greensborough especially. Most housing in Greensborough is single detached homes, which doesn't suit everyone. Adding more well-designed medium and higher density housing can help provide more choice and support the way the community is changing.

At the same time, taller buildings bring new challenges, including how they fit into the existing streetscape, how they feel at ground level, and how they respond to Greensborough's leafy setting and village character. Elsewhere in the town centre, the built form remains mostly lowrise and finegrained, which continues to define much of Greensborough's identity. Looking ahead, further change is expected in some locations, and clear design guidance will be needed to ensure new development enhances the centre and respects its surroundings.

Open Space and Biodiversity

In the heart of the Greensborough town centre, hard surfaces like concrete dominate much of the public space. While these areas serve important functions, there is a strong opportunity to soften the centre by introducing more trees, planting and naturebased elements. Adding greenery can make streets more comfortable and inviting, provide shade, improve local climate outcomes, and enhance the overall experience for people spending time in the centre.

Just north of the town centre, the Plenty River and its surrounding parklands form one of Greensborough's greatest natural assets. These spaces provide valuable opportunities for walking, cycling and recreation, while also supporting important plant and animal life. The area is home to significant habitat, including eucalypt trees used by the Swift Parrot which visits the region during its autumn and winter migration from Tasmania. Protecting and strengthening these natural areas is important for both wildlife and the wellbeing of the community.

Beyond the centre, surrounding residential neighbourhoods would also benefit from increased tree canopy cover. Currently, tree cover in Greensborough sits at around 20%, well below Banyule's 30% canopy target. This makes Greensborough a priority area for Urban Forest Strategy which seeks to help cool the local area, improve air quality, and create greener, more resilient neighbourhoods for the future.



Part 2: Imagining Greensborough in 20 Years

The retail and commercial core

Greensborough town centre isn't just a place to shop, it's one of Banyule's most important places to work, run businesses, access services, and meet everyday needs. Retail, offices, health services, entertainment, education and civic uses all come together here, supporting thousands of local jobs and serving a wide catchment across Banyule and surrounding suburbs.

A retail core is the main heart of an activity centre where shops, cafés, services and everyday businesses are concentrated. It's the area where most people come to shop, meet, eat and spend time, and where street life and activity are strongest. A wellfunctioning retail core supports local jobs, creates a lively and welcoming atmosphere, and helps make the centre easy to walk around and enjoy. For Greensborough, the retail core consists of the Greensborough Plaza, Main St shops, extending a little onto Grimshaw St, and Greensborough Walk.

As Greensborough continues to change with new housing, new buildings and new infrastructure, there is a shared community interest in making sure that jobs, businesses and services are protected and strengthened, not slowly pushed aside. In fact, if we plan carefully for the mix of retail, office space and housing in Greensborough, the right mix can strengthen of retail and commercial centre, creating a stronger cohort of people who shop at and use services in the centre. This discussion explores how employment and retail areas in Greensborough can be protected while still allowing the centre to grow, evolve and welcome new residents.

What we need to get right



Street facing shops: Groundlevel retail, cafés and services are critical to keeping streets safe, lively and welcoming, yet blank walls, car parks and inwardfacing buildings still reduce activity in parts of the centre.

Improve connections and safety: The relationship between Greensborough Plaza and Main Street works well in some locations, but blank edges present opportunities to improve comfort, activation and safety.



FIGURE 10. Main St Greensborough, looking at Greensborough Plaza

Greensborough's Role as an employment precinct

Greensborough has long been identified as a Major Activity Centre, meaning it plays a regional role well beyond the immediate neighbourhood. It is one of the main places people come to:

- work in shops, offices, health services and government facilities
- run small and family businesses
- access education, training and community services
- shop for daily needs and higher order goods
- meet friends, eat out and attend events

In the context of shopping centres more broadly across Melbourne, Greensborough is performing well compared to many other centres. Vacancy rates in shops and offices are relatively low, indicating that most spaces are occupied and businesses want to locate in Greensborough. The centre already supports a diverse mix of employment, including retail, medical and allied health, public administration, hospitality and professional services. This role is something worth protecting because once employment spaces are lost, they are very difficult to replace.

Greensborough's strength today is its daytime population. Its workers, service users and shoppers moving through the centre during business hours. This daytime activity supports cafés and retailers, keeps the centre visible and wellused, and strengthens community life. Maintaining a healthy mix of employment and residential uses helps ensure Greensborough remains active from morning through to evening.

What types of jobs and businesses are most important to keep in Greensborough?

Pressure for change: housing growth and competition for space

Greensborough is also expected to play a much bigger role in accommodating housing growth. Being close to a train station, bus interchange, shopping and services makes it a logical place for more homes. However, adding housing in the activity centre brings an important challenge: How do we add homes without losing the jobs, shops and services that make Greensborough a centre in the first place? In many activity centres across Melbourne, there is a risk that:

- groundfloor shops are replaced with uses that require privacy, like apartments
- offices and services are squeezed out by residential uses
- fewer local jobs are available close to where people live
- streets feel quieter and less active during the day

Community feedback shows that the Greensborough community value having a lively, working town centre. To support this, it's important that we maintain active uses at ground level in the retail core of the centre. Shops, cafés, health services and community uses at street level create life and activity on the street, improve safety through passive surveillance, support local jobs, and make walking more interesting and enjoyable through Greensborough. Some quotes about Greensborough from previous Banyule community engagement:

// to have a shopping plaza in the area means that I don't have to travel very far either. //

// Invest in activity centres. Give people a reason to stay in Greensborough to shop instead of going to Northland, Plenty Valley or Doncaster. //

Streets like Main Street, Grimshaw Street and Greensborough Walk already play this role, but there are also gaps where blank walls, car parks or inwardfacing buildings reduce activity. A key opportunity moving forward is to make sure that future development adds to street life, rather than removing it.

While housing growth creates pressure for space, it also brings an important opportunity. More people living in and around the town centre can help make Greensborough stronger, busier and more resilient.

When more people live close to shops, services and public transport, the centre benefits from a larger, everyday population who use it at different times of the day. Local community support cafés, shops and services before and after work, during the day, in the evenings and on weekends. This helps create a town centre that feels consistently active rather than busy only at peak times. A larger local population supports:

- a wider range of shops and services,
- longer opening hours, particularly in the evenings,
- better public transport use, and
- more life and activity in public spaces.

Done well, new housing can strengthen the role of Greensborough as a complete activity centre, where people can live, work, shop, meet and relax within the same place. The key challenge is not whether Greensborough should accommodate more homes, but how those homes are integrated into the centre. Housing delivers its greatest benefit when it sits above or alongside active uses, not instead of them, and contributes to street life through design, lighting and overlooking to the street.

When new homes are carefully designed and positioned, they provide more customers for local businesses, more people using public spaces, and more “eyes on the street” for safety, all without weakening the employment and retail base that makes the centre function. Maintaining active groundlevel uses in the retail core ensures that Greensborough can grow as both a place to live and a place that works.

The role of Greensborough Plaza and Main Street

Greensborough Plaza is the largest landholding and the biggest retail anchor in the centre. It plays a vital role in attracting visitors, supporting a wide range of shops and services, and providing local jobs. For many people, the Plaza is a key reason they come to Greensborough.

At the same time, Main Street and Grimshaw Street offer a different experience of smaller shops, cafés, local businesses and everyday services, with activity spread along the street. These streets are valued for their human scale, personal interactions and sense of local character, as illustrated in this quote about what Greensborough activity centre needs from a previous Banyule community engagement:

// [I would like to see...] **Unique small businesses and more modern cafes on Main Street... more quaint outdoor eating options...** //

Greensborough works best when these two environments complement each other, rather than compete. A strong shopping centre anchor and a vibrant street-based retail network are both essential to the centre’s success. When they are well connected, activity flows naturally between them, supporting businesses across the whole centre.

At the entrance to the Plaza on Main St, there is already a successful example of a complementary relationship. The main opening between the Plaza and Main Street creates a clear, welcoming connection that encourages people to move easily between the two. This opening feels active, safe and intuitive, and helps link the internal life of the Plaza with the street outside. This connection demonstrates how a large shopping centre can successfully engage with the surrounding town centre when it opens up to the street.

Along other parts of Main Street however, particularly near the bus stop area, the Plaza presents a blank wall to the street. The blank wall creates a less comfortable experience along Main St. Blank walls can reduce activity along the footpath because they feel uninviting or unsafe, especially at night or during quieter periods. There is no opportunity for passive surveillance for people waiting at bus stops and therefore the bus stops are used less because they feel unsafe.

Given that bus stops are places where people wait, gather and spend time, this area presents a key opportunity to improve comfort, safety and activity. An active transition between the Plaza and Main St doesn't mean removing the Plaza or radically changing how it functions. Instead, it means finding ways to make the edge of the Plaza feel more like part of the street, especially in highuse areas such as along Main St. Types of changes are commonly used in other activity centres to improve safety, comfort and vibrancy at the edges of large buildings (without compromising the Plaza's role as an important anchor) includes:

- Introducing more openings or visual connections along Main Street so people can see activity inside the Plaza and feel more connected to it.
- Activating the Plaza edge with uses that face the street, such as small tenancies, cafés, kiosks or community spaces where possible.
- Improving transparency and lighting along Main St at the Plaza frontage to increase passive surveillance and make the street feel safer, particularly in the evening.
- Upgrading the bus stop area with better shelter, seating, lighting and nearby activity so it feels like a comfortable public place rather than a leftover space.

- Using landscaping, art and design to soften long blank sections of wall and make them more interesting and welcoming.
- Creating places to pause that encourage people to linger safely near Main Street rather than moving quickly through.

These approaches support social safety and economic vitality, reinforcing Greensborough as a centre that feels lively, connected and easy to use.

Improvements to the relationship between Greensborough Plaza and Main Street represent a shared opportunity: one that benefits shoppers, local businesses, workers, public transport users and the wider community.

By strengthening this connection and softening hard edges, future investment in the Plaza and along Main Street can help ensure activity flows across the whole centre, supporting Greensborough's continued success as a place to shop, work, meet and move through.

Supporting jobs now and into the future

An economic analysis of Greensborough has indicated that Greensborough can support more retail and more employment in the future. Over the next 20 years the report finds that there is estimated capacity for more retail and commercial floorspace.

	Estimated current floorspace	Additional floorspace needed by 2046
Retail uses	62,340m ²	12,800m ²
Commercial (non-retail) uses	33,020m ²	6,780m ²

FIGURE 11. Retail and commercial floorspace analysis

This means there is in-centre capacity to grow local employment, diversify the types of jobs available, and make the centre more resilient to economic change; Without impacting on existing businesses.

Protecting employment land doesn't mean freezing the centre in time. It means allowing it to evolve in ways that create opportunities for different types of work, including emerging industries, flexible offices, allied health, creative uses and evening based businesses.

Opportunity sites: doing more with limited land

Greensborough activity centre is already a large distance to walk across. It should not expand outward as it reduces the ability for people to easily move between the places they want to go in the centre. This makes key redevelopment sites especially important. Within the centre there are 'underutilised' pieces of land. Underutilised land refers to land which is vacant or idle, serving low-value purpose (like at-grade carparking), or does not support the broader aspirations of the area.

Several sites identified across Greensborough present opportunities to:

- deliver new workplaces and services
- introduce homes above employment uses
- replace surface car parking with more visually pleasing and useful land uses
- improve connections and public spaces.

Handled well, these sites can become catalysts for jobs and activity, rather than purely residential developments.

Are there parts of Greensborough that feel underused or could support more activity?



FIGURE 12. Flintoff St carpark and Henry St carpark could both be better used for other uses, while still providing parking

Dining and Entertainment

Dining and entertainment play an important role in making activity centres feel lively, welcoming and memorable. Places to eat, drink, gather and enjoy entertainment help turn town centres into destinations.

In Greensborough, dining and entertainment already contribute to local jobs, support small businesses, and bring people into the centre outside traditional shopping hours. Growing and strengthening this role can help create a centre that is active throughout the day and into the evening.

What we need to get right



Strengthen a welcoming evening economy without changing Greensborough's character:

Dining and entertainment should help bring life to the centre at night, improve safety and support local businesses, while remaining familyfriendly and respectful of nearby homes.

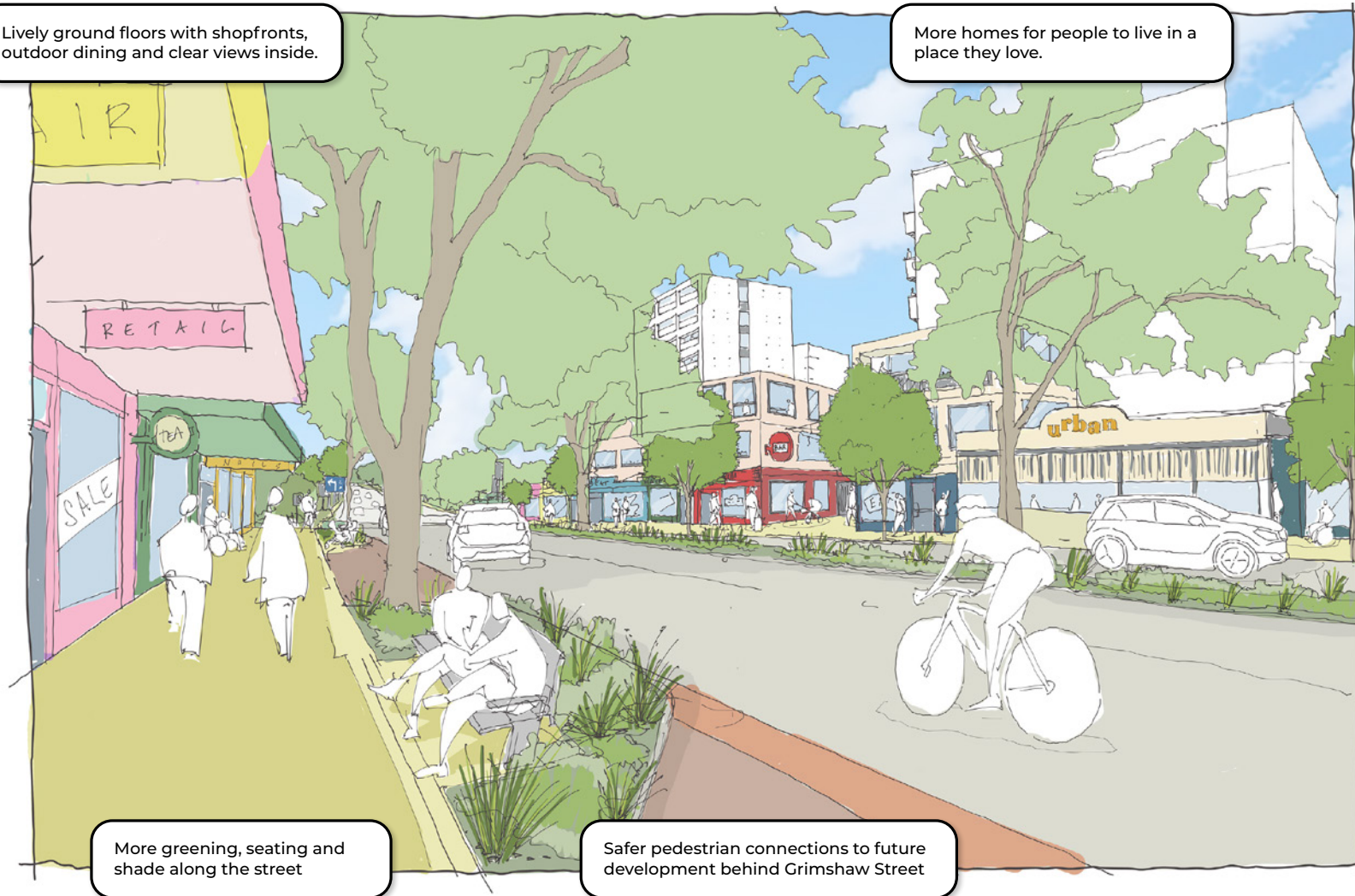
Support activity where it works best: Building on existing dining areas, improving streets and public spaces, and activating quieter frontages can help create a clear, safe and vibrant dining precinct that grows gradually over time

Grimshaw Street

How would you like to see Grimshaw Street change in the future?

Lively ground floors with shopfronts, outdoor dining and clear views inside.

More homes for people to live in a place they love.



More greening, seating and shade along the street

Safer pedestrian connections to future development behind Grimshaw Street

Artist Impression of potential Grimshaw Street improvements

FIGURE 13. Artists impression of potential Grimshaw St improvements

What exists today

Greensborough already has some established dining and entertainment activity, particularly along parts of Grimshaw Street, where cafés, restaurants and takeaway venues sit close together and create a sense of place. There are also food outlets within Greensborough Plaza and a cinema that attracts people during evenings and weekends.

However, activity across the centre is not evenly distributed. While some areas are busy and vibrant, others become quieter, particularly at night, with limited activity outside shopping centre hours. This creates a clear opportunity to build on what is already working, rather than starting from scratch.



FIGURE 14. Greensborough dining and entertainment precinct

An opportunity for a dining precinct

Clustering dining and entertainment uses together helps create energy and choice. When multiple venues are located close to one another, people are more likely to stay longer, visit multiple businesses, and feel confident going out in the evening. Greensborough has an opportunity to strengthen its existing dining area by:

- supporting new cafés, restaurants and eveningbased uses,
- improving streetscape quality to support outdoor dining,
- making it easier and safer to walk between venues,
- encouraging activation of currently quieter frontages.

A clearer dining and entertainment precinct helps create identity and makes it easier for people to understand where to go when visiting the centre outside daytime hours. Successful dining precincts also usually coexist with other uses, including housing, offices and community facilities. This mix helps spread activity across different times of day. At the same time, good design is essential to manage noise, privacy and amenity so different uses work well together.

What types of dining or entertainment would you like to see more of?

Where should a dining and entertainment precinct be located in Greensborough?

Why nighttime activation matters

A town centre that is active only during the day can feel empty or unsafe at night. Activating Greensborough in the evening brings significant benefits.

Nighttime activity:

- increases passive surveillance and perceived safety,
- supports businesses operating outside standard trading hours,
- makes streets feel welcoming after dark,
- encourages more diverse uses of public space,
- supports local employment and economic resilience.

How do you want Greensborough to feel at night?

Importantly, activity doesn't need to mean loud or late-night venues everywhere. Evening use can include sit-down restaurants, cafés open later, family-friendly dining, cinemas and entertainment, and community events. A balanced evening economy supports a wide range of visitors and residents.

Dining and entertainment are closely linked to how streets and public spaces feel, particularly at night. Comfort and safety are influenced by lighting, visibility and clear sightlines, easy access to public transport, and places to sit and gather. In some areas, long inactive edges, limited lighting or low foot traffic can discourage people from staying in the centre after dark. Improving street design alongside dining growth is key to making evening activity feel natural and safe. Small changes, such as better lighting, outdoor seating, greenery and activated ground floors can significantly improve how spaces feel at night.

What does Greensborough need to feel welcoming and safe at night?

Growing over time

Dining and entertainment precincts typically grow gradually. New venues often follow early success, rather than arriving all at once.

Greensborough has the opportunity to:

- support gradual growth through planning and design,
- encourage activation of vacant spaces,
- trial temporary uses or popup events,
- strengthen links between public spaces and private businesses.

A flexible, staged approach allows the centre to respond to demand while maintaining local character. The goal is not to turn Greensborough into a late-night destination, but to support a comfortable, balanced evening environment that reflects the community's needs and expectations.

Housing

Like many activity centres across Melbourne, Greensborough is being asked to play a bigger role in meeting the region's housing needs. It reflects Greensborough's strong public transport connections, established services, jobs and community facilities. More housing in the right locations can bring real benefits. It can support local shops and services, increase activity and safety in public spaces, make better use of existing infrastructure, and offer homes close to transport, jobs and daily needs.

At the same time, growth raises important questions for the community, especially about building heights, scale, and how new development fits into Greensborough's character. This section explores how Greensborough can provide more housing options, while shaping building heights and development patterns in a way that feels right for the centre and surrounding neighbourhoods.

What we need to get right



How to accommodate more homes while respecting Greensborough's character:

Greensborough is expected to play a larger role in housing growth, raising important questions about building heights, scale and how new development fits within the centre and surrounding neighbourhoods.

Where taller buildings should be located: Some taller buildings are already permitted and underway, creating an opportunity to shape clear, intentional patterns for future building heights rather than responding to individual developments one by one.

Ensuring quality design and smooth transitions:

Building height alone does not determine how development looks and feels. Careful design, active street fronts, and sensitive transitions to nearby residential areas are critical to maintaining a lively, safe and welcoming centre.

Greensborough's role in housing growth

Greensborough has long been identified as one of Banyule's three major activity centres (Ivanhoe, Heidelberg and Greensborough). It's a place that already brings together shopping, services, jobs, transport and community facilities. Because of this, it is seen as a logical and appropriate location for additional housing.

The Banyule Housing Strategy (2024) identifies Greensborough as one of the municipality's most important locations for future housing growth, reflecting its role as a Major Activity Centre with strong access to public transport, shops, jobs and services.

Providing more homes in activity centres like Greensborough helps to support a walkable lifestyle with less reliance on cars, and create lively, wellused centres throughout the day and night. This does not mean change everywhere or change all at once. It means focusing growth where it makes the most sense and planning carefully for its form and scale. These quotes from previous Banyule community engagement agrees:

"...invest in the Greensborough activity centre... [to] encourage more medium and high density housing in the precinct. //

// More multi-dwelling developments close to the station and plaza would provide affordable convenient housing. //

What kinds of homes are needed?

Currently, much of Greensborough and the surrounding area is made up of detached houses. While these will always remain an important part of Greensborough, they don't meet the needs of everyone. More housing options in and around the centre can support smaller households and people living alone, young people and key workers who want to live close to transport, and older residents seeking to downsize while staying in the community.

Apartment living and mixeduse buildings can all play a role, particularly when they are close to the station, bus interchange and retail core. The Banyule Housing Strategy (2024) identifies Greensborough activity centre for higherdensity housing such as apartments and mixeduse development in and around the centre. This approach is intended to help accommodate more people close to transport and services, reduce pressure for change in lowerdensity residential areas, and support a diverse range of housing types.

What types of housing does Greensborough need more of?

At the same time, the Strategy emphasises that growth in Greensborough must be supported by highquality design, careful management of building height and scale, strong transitions to surrounding neighbourhoods, and development that contributes positively to the public realm and the life of the activity centre.

Building heights: what is allowed today?

Currently, the planning controls within the activity centre allow for a range of building heights, depending on location. In some areas, particularly close to the train station and key redevelopment sites, taller buildings are already permitted. In other areas, lower heights apply to reflect existing character and surrounding neighbourhoods. Some taller buildings have already been approved or are under construction, showing how current controls can be used.

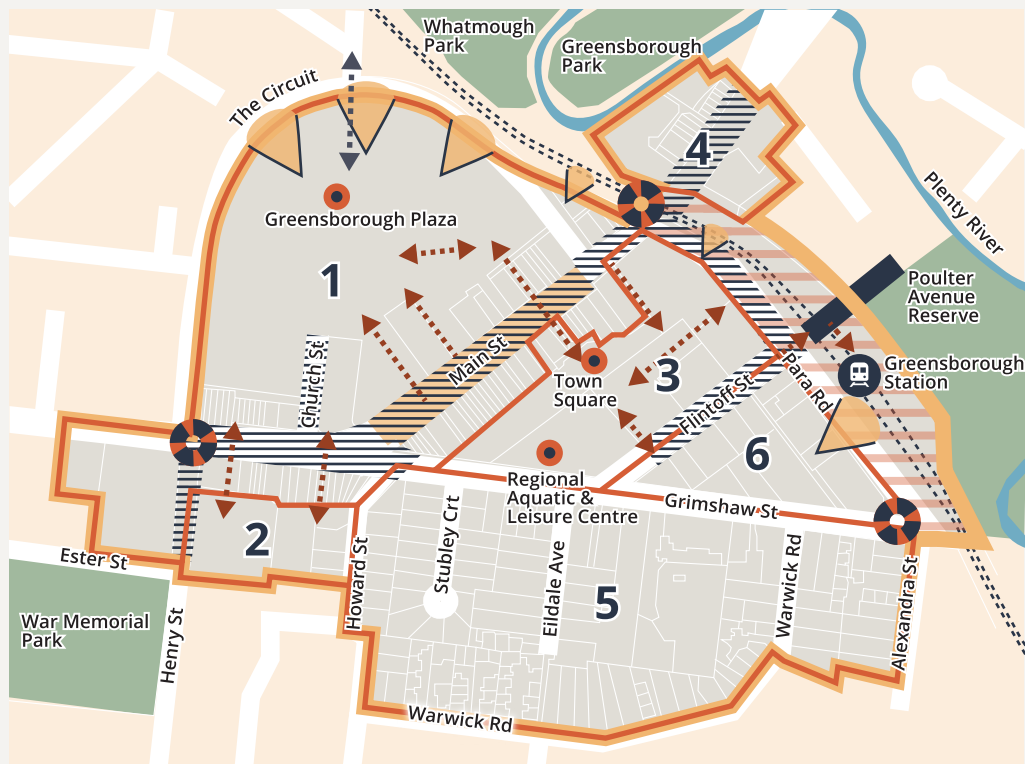


FIGURE 15. Current building height provisions in Greensborough activity centre

Precinct description	Heights currently allowed
Precinct 1 Plaza and Main St	Ranges 11.5 to 18.5m
Precinct 2 Henry St carpark	Ranges 11 to 20m
Precinct 3 Between Flintoff St and behind Main St shops	Ranges 10m to no height limit
Precinct 4 North of the train line, along Main St	11.5m
Precinct 5 Between Grimshaw St and Warwick Rd	Ranges 9m (closest to Warwick St) to 20m (closest to Grimshaw St)
Precinct 6 Flintoff St, Para Rd, Grimshaw St triangle	Ranges 20m (along Grimshaw St) to 32m (along Para Rd)

- Activity Centre Boundary
- Existing Property Boundary
- Precinct Boundary
- Existing open space
- Plenty River
- Railway station and track

- Precinct 1** Core Retail
- Precinct 2** Henry Street East
- Precinct 3** East Main Street
- Precinct 4** Diamond Creek Road
- Precinct 5** Southern Residential
- Precinct 6** Flintoff Street



Gateways



Important views



Key Pedestrian Area



Existing and preferred location for mid-block pedestrian linkages



Pedestrian Railway Crossing



Public railway land not subject to the Activity Centre Zone



Solar access area

This creates an important moment for conversation: Is this pattern of development okay or should we review it? There is an opportunity to step back and look at the bigger picture. The fact that some height is already allowed creates an opportunity shape where taller buildings make sense, and where they don't. By thinking about heights in patterns instead of isolated sites, Greensborough can grow in a way that feels intentional rather than piecemeal.

Where might you be comfortable seeing taller buildings?

While growth is expected in and around the activity centre, nearby residential neighbourhoods will continue to play an important role in Greensborough's character. A key consideration is how taller buildings in the retail core transition to lowerscale residential streets and open spaces and sensitive edges.

What kinds of quality design do we want to see?

Height is only part of the story

How a building feels at street level matters more than how many storeys it has. Good design can make taller buildings feel comfortable and humanscale when they:

- include active groundfloor uses like shops, cafés and services,
- step back at upper levels,
- provide space for trees, awnings and seating,
- overlook streets and public spaces to improve safety.

Poorly designed buildings, even at lower heights, can still feel bulky, overshadowed or uninviting. In this way, the conversation about building height must also include a conversation about design quality, public spaces, and how new development contributes to everyday life in Greensborough, as illustrated in this quote from previous Banyule community engagement:

// More architectural/considered design would be good. Quality is often poor in new developments. //

Streets for people

Streets in Greensborough do much more than move cars from one place to another. They are places where people walk, meet friends, shop, wait for the bus, ride bikes, enjoy the outdoors and connect with their community. Creating streets for people means designing streets that are safe, comfortable and welcoming for everyone including pedestrians, cyclists, people using mobility aids, families with prams, older people and visitors, not just drivers.

Greensborough's streets are often dominated by traffic. Several of the main roads that run through the activity centre also carry high volumes of throughtraffic, making it harder and less comfortable to walk, cross the road or spend time in public spaces. This can create physical and psychological barriers between key destinations such as Main Street, Greensborough Plaza, the train station, community facilities and surrounding neighbourhoods.

Wide road widths, multiple traffic lanes and fastmoving vehicles can make it harder and less comfortable to walk along streets, cross the road safely, cycle between destinations, or spend time in public spaces. This is particularly challenging in Greensborough, where steep topography already makes walking and cycling more demanding for some people, including older residents and people with mobility needs.

What we need to get right



Rebalancing streets as places, not just traffic

routes: Greensborough's streets need to better balance movement with place, so walking, cycling and spending time in the centre feels safe, comfortable and enjoyable — without preventing necessary vehicle access.

Designing different streets for different roles:

Not all streets need to prioritise throughtraffic; core streets like Main Street and Grimshaw Street should increasingly support street life, business activity and social connection, while highertraffic movement is accommodated elsewhere over time.

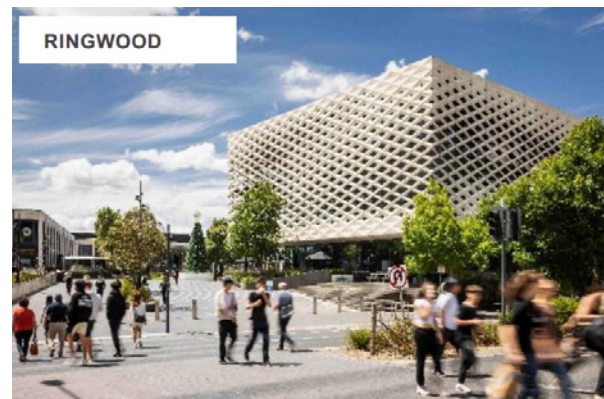
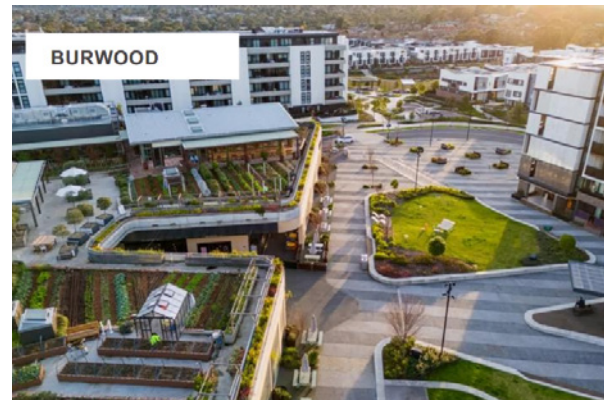


FIGURE 16. Examples of activity centres which prioritise pedestrian activity

Balancing movement and place

A key challenge for Greensborough is finding the right balance between:

- Movement – allowing people and goods to move efficiently through the centre; and
- Place – creating enjoyable, active and safe public spaces where people want to spend time.

Some streets need to function as important movement routes across the municipality or region. Others work best when they operate as destinations where you can slow down, gather, shop, eat and connect. At present, many streets in the activity centre are tipped too far towards vehicle movement rather than place. This can reduce street life and make everyday trips feel stressful or unsafe for people outside a car. The opportunity moving forward is to rebalance this relationship, so streets better support everyday life in the centre while still allowing access for cars, deliveries, emergency vehicles and public transport.

Difficult topography

Greensborough's hilly landscape is one of its defining features, creating long views and a strong sense of place, but it can also make getting around the town centre more challenging. Steep streets can be tiring to walk, particularly for older people, families with prams, and people with mobility needs, and can discourage walking for shorter trips. This presents an important opportunity to make movement easier and more comfortable by providing more places to rest and recover along key routes. Welllocated seating, shade trees, shelters and small pause points can help break up longer or uphill walks, making the centre more accessible and welcoming for everyone. Combined with greener streets and improved comfort, these small but thoughtful interventions can make a big difference to how people experience moving through Greensborough day to day, illustrated by this quote from a previous Banyule community engagement:

// ...the 'older demographic' developing should be telling you more spaces, rest spots, clean street and a greening up and cleaning up is what's desperately needed. //

What parts of Greensborough do you avoid walk around?

Making streets safer and more comfortable for people to stay, pedestrians and bikes

Streets designed primarily for cars can feel unsafe for people. The road and footpath design can be used to improve comfort and safety by managing vehicle speeds and prioritising human activity. Examples of people focused street design include:

- narrower traffic lanes (where appropriate),
- raised pedestrian crossings that bring people and vehicles to the same level,
- shorter crossing distances at intersections,
- clearer sightlines at driveways and corners,
- lower vehicle speeds in highactivity areas,
- consistent lighting and passive surveillance from surrounding buildings.

This quote from a previous Banyule community engagement capture why we need to plan better for people using the street, not just for cars:

// There was nowhere to place my coffee... I was sat looking toward traffic... not a place to meet... There are many examples... doing things far better... //

Do you have ideas for how they could be more inviting for pedestrians?

Different streets, different roles

Main Street, Grimshaw Street, Flintoff Street and surrounding roads each play different roles within the activity centre and not all streets need to do the same job.

Over time some streets, particularly at the heart of the centre, could prioritise walking, cycling, public transport and street life. Through traffic could be better accommodated on perimeter or bypass routes and streets can transition from being traffic corridors to functioning as social and economic hubs.

This could involve things like:

- reducing traffic volumes in the core of the centre
- reallocating space from vehicles to wider footpaths, trees, seating and café spillout
- improving bus movement and reliability
- creating streets that support business, social interaction and community life.

Any changes would be carefully planned, staged over time, and guided by technical analysis and strong community input.

How do you imagine the future of Main St, Greensborough?

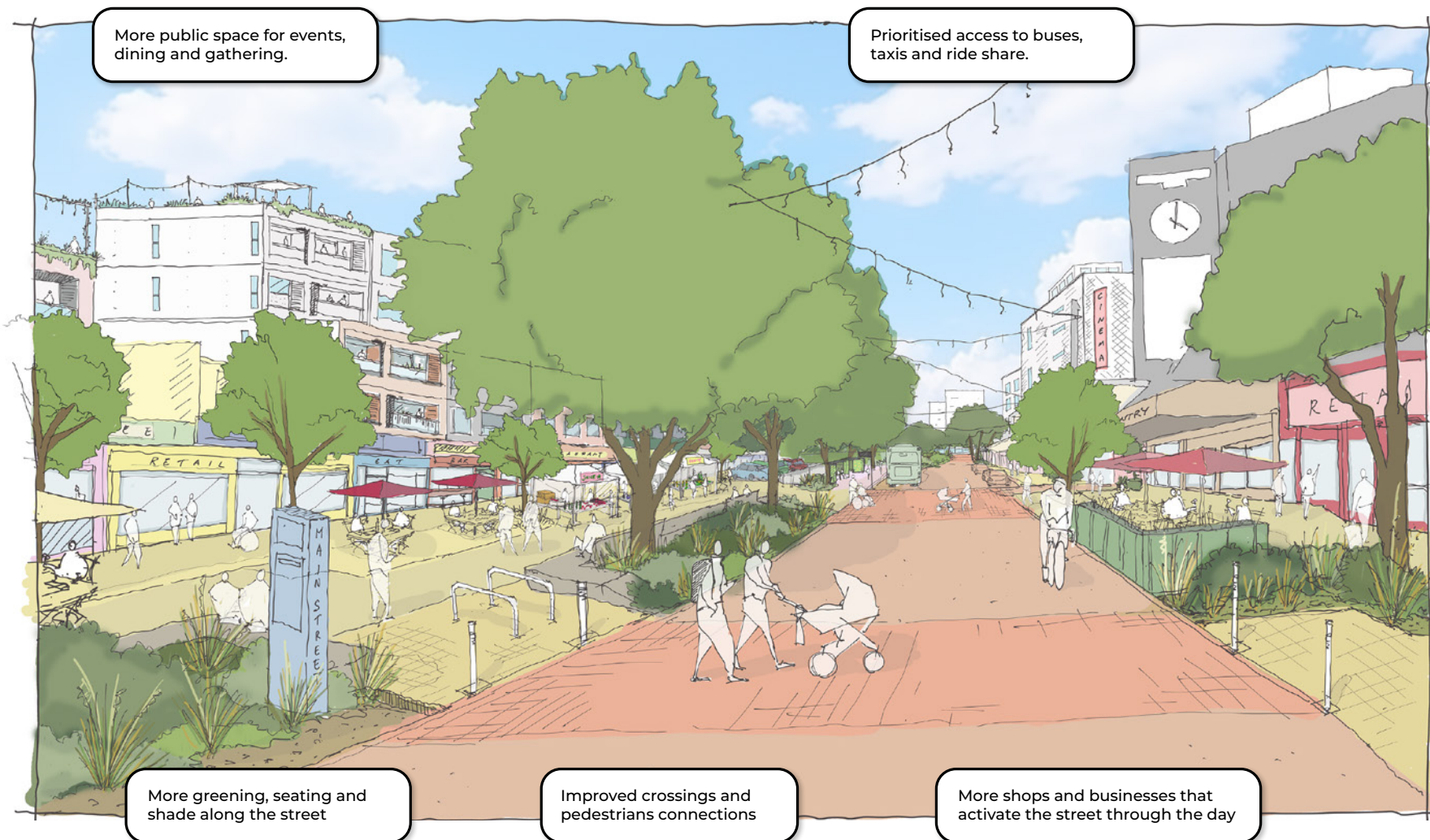
Creating choice

Creating streets for people in Greensborough is not about removing cars altogether. Cars will continue to play an important role for many people, especially those travelling longer distances or with specific accessibility needs. Instead, it's about giving people more choice in how they move around the centre by making walking and cycling feel easier and safer, and creating a town centre where people want to stay longer, not just pass through.

Small, incremental improvements combined with longer term transformation of key streets can significantly improve everyday experiences without sudden or disruptive change.

Main Street

How would you like to see Main Street change in the future?



Artist Impression of potential Main Street improvements

FIGURE 17. Artists impression of potential Main St improvements

Public and active transport options

Greensborough already benefits from strong public transport, with a train station, bus interchange and multiple services connecting the centre to surrounding suburbs and Melbourne more broadly. These transport connections are one of the key reasons Greensborough is identified as an appropriate location for growth.

Active travel including walking, cycling and using mobility aids, also plays an important role in how people move around the centre, particularly for short trips between shops, services, public transport and community facilities.

-Making it easy and comfortable to use active and public transport supports a healthier, more accessible and more vibrant town centre, while reducing congestion and reliance on private cars.

Recent investment has significantly improved Greensborough's public transport infrastructure.

- The train station upgrade has improved access and passenger experience.
- The bus interchange provides an important hub for local and regional services.
- Greensborough Walk already functions as a key pedestrian link through the centre.
- Many daily trips within the centre are short enough to be made on foot if routes feel safe and direct.

These improvements provide a strong foundation to build on.

What we need to get right



Connecting strong public transport with safe, comfortable access: Greensborough already has excellent train and bus services, but walking, cycling and transfer routes between them need to be more direct, legible and comfortable so people can easily use public transport without defaulting to short car trips.

Making active travel a genuine everyday option: Improving footpaths, crossings, cycling routes and endoftrip facilities—while responding to steep topography and accessibility needs—is essential to support walking and cycling for short trips and reduce reliance on cars.

The challenge: connection and comfort

Despite the presence of good public transport, getting to and between these facilities can still be difficult. Through the community engagement on previous projects, Banyule Council has already heard from the community that there are issues including:

- indirect or unclear pedestrian routes between the station, bus interchange and retail core
- busy roads creating barriers between destinations
- narrow footpaths or limited shelter in key locations
- steep topography making walking harder for some people
- limited cycling connections through the centre.

As a result, people often choose to drive even for short trips. It's not because they want to, but because walking, cycling or transferring between services feels inconvenient or unsafe.

How do you usually travel to and around the town centre?

What makes walking or cycling feel difficult or unsafe in Greensborough?



FIGURE 18. Examples of pedestrian friendly infrastructure in Greensborough: wide footpaths and seating

Making active transport easier and more inviting

Walking is the most common way people move within activity centres, yet it often receives the least amount of space and priority.

Improving active transport in Greensborough means:

- creating direct, legible walking routes between key destinations
- improving footpath width, surface quality, shade and lighting
- making crossings safer and easier, especially near transport stops
- ensuring routes work for people of all ages and abilities.

Given Greensborough's steep slopes, small improvements such as rest points, handrails or alternative routes can make a big difference to accessibility and comfort. Better walking connections don't just benefit pedestrians; they also improve access to public transport and support local businesses by increasing foot traffic.

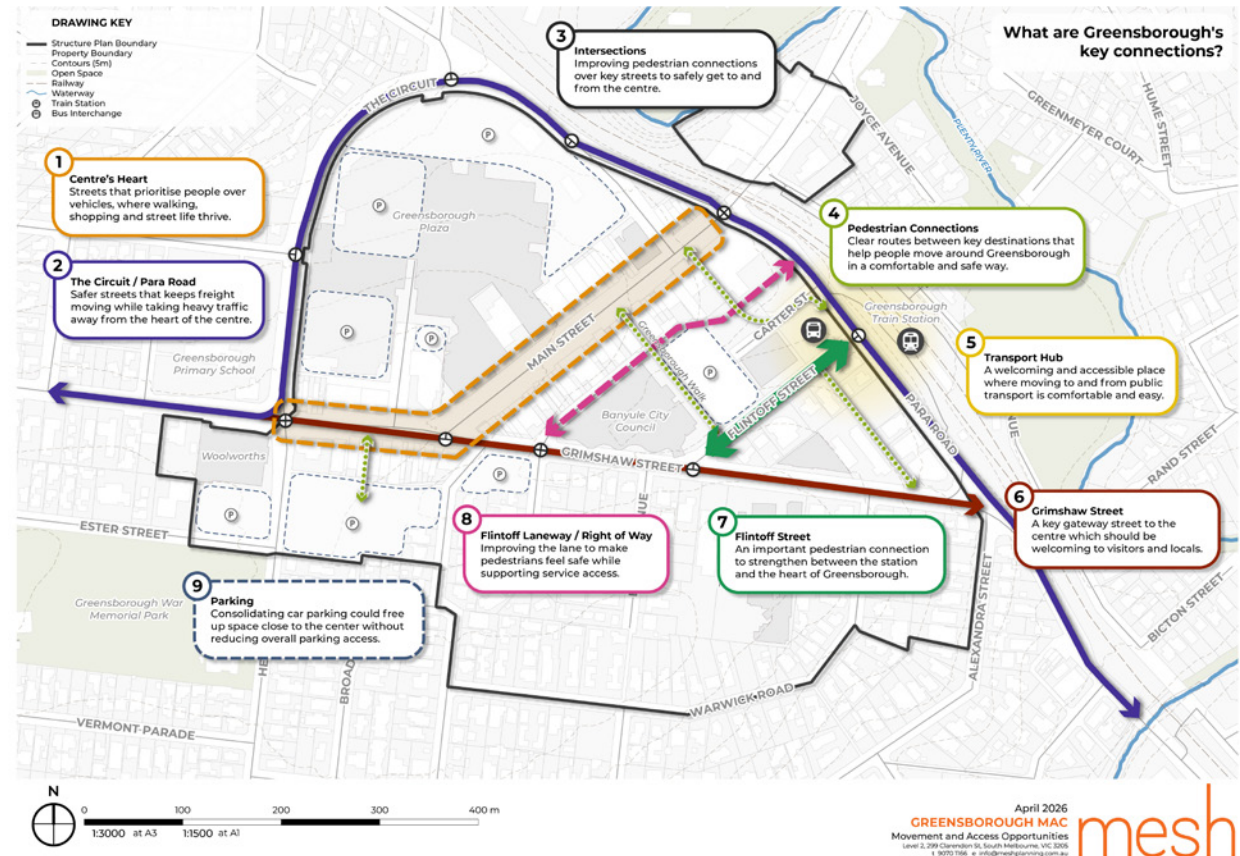


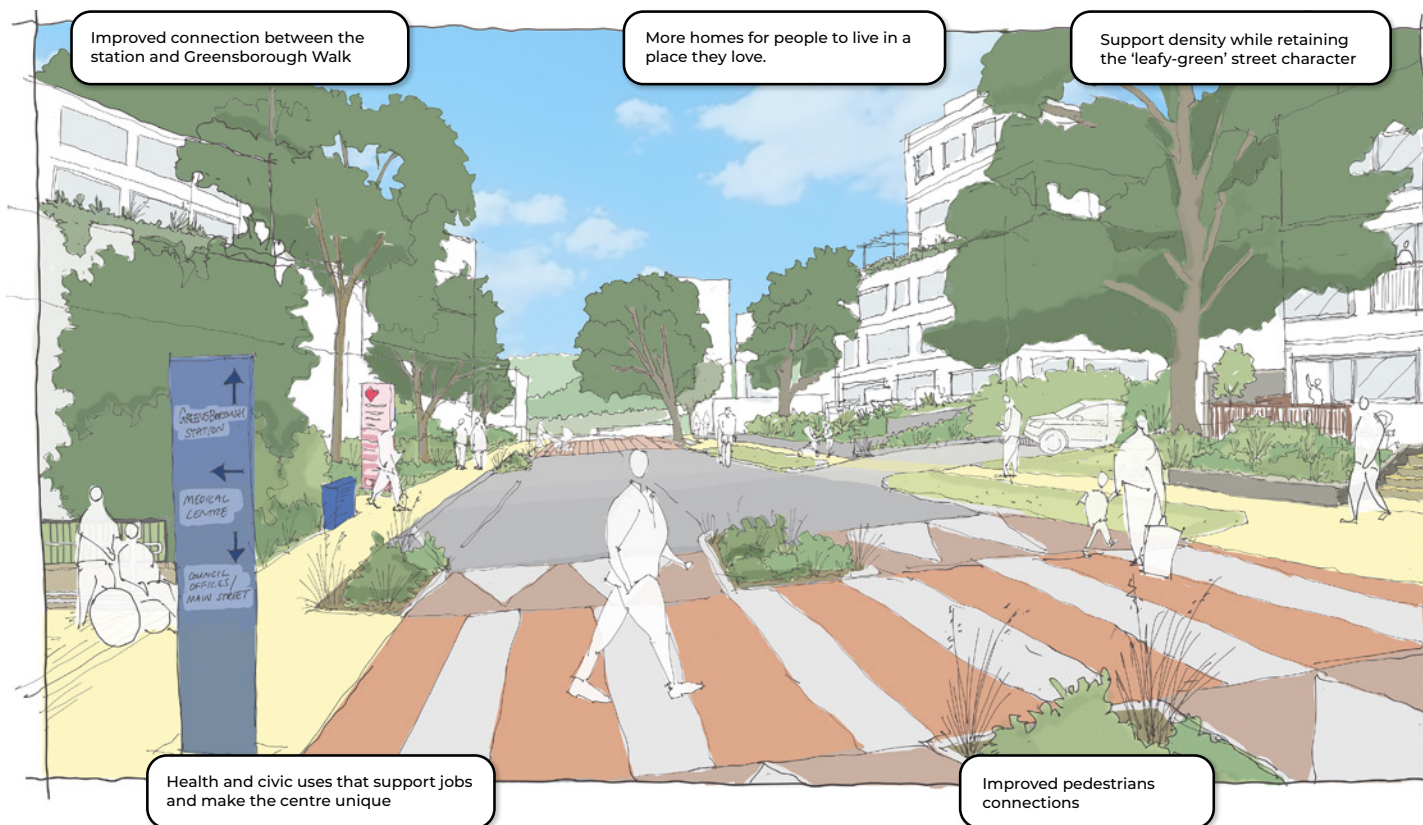
FIGURE 19. Walking paths with some upgrades and missing connections identified

Cycling can be an efficient and convenient way to travel to and through Greensborough, particularly for trips that are slightly too long to walk but don't require a car. Currently, cycling through the centre can feel challenging due to busy roads, lack of or incomplete cycling routes, limited bike parking in visible, and convenient locations. There is an opportunity to strengthen cycling connections to nearby neighbourhoods, provide clearer, safer routes through the activity centre, and improve endoftrip facilities such as bike parking near shops, services and public transport. Making cycling more visible and supported helps expand people's transport choices and reduces pressure on parking and road space.

Flintoff Street

How would you like to see Flintoff Street change in the future?

mesh
a Veris company



Artist Impression of potential Flintoff Street improvements

FIGURE 20. Artists impression of potential Flintoff St improvements

Public transport as the backbone of the centre

As more people live in and around the centre, public transport becomes even more important in supporting growth without increasing congestion. Greensborough is already well served by public transport, which is one of its key strengths as a town centre. The Greensborough train station provides regular services on the Hurstbridge Line, connecting the centre to Heidelberg, Clifton Hill and the Melbourne CBD. The recently upgraded station has improved accessibility and passenger facilities and plays a central role in how people travel to and from the centre.

Are there any more missing links in the Greensborough cycling network?

The bus interchange, located close to the station and retail core, supports multiple local and regional bus routes that connect Greensborough to surrounding neighbourhoods and nearby activity centres. Together, the train station and bus interchange make Greensborough one of the best connected centres in the northeast, and a logical place for future growth in housing, jobs and services.

However, while the public transport infrastructure itself is strong, the experience of getting to and between these services can still be challenging. Walking routes between the station, bus interchange, Main Street, Greensborough Plaza and nearby community facilities are not always direct, comfortable or intuitive. Busy roads, steep slopes and limited shelter can discourage people from walking short distances, particularly for transfers between buses, trains and shops. Improving how public transport is experienced on the ground is just as important as the services themselves.

What would encourage you to use public transport more?

Integrating transport with future growth

As Greensborough grows, transport and land use decisions need to work together. Supporting active and public transport does not mean removing cars or parking altogether. Cars will continue to play an important role, particularly for people travelling longer distances or with specific accessibility needs.

However, by making alternatives easier and more attractive, Greensborough can reduce short car trips within the centre, ease congestion on local streets, improve air quality and street comfort, and create more space for walking, trees and social activity.

Giving people genuine choice in how they travel leads to better outcomes for everyone. An integrated approach helps ensure that growth is supported by infrastructure, rather than placing additional pressure on roads and parking alone.

Cars and Parking

Many people rely on driving to reach the town centre, especially those travelling longer distances, carrying shopping, supporting family members, or with mobility needs. Businesses also depend on vehicle access for deliveries, servicing and customers.

At the same time, the way cars move through and park in Greensborough has a big impact on how the centre feels and functions daytoday. Traffic volumes, road designs and large areas of car parking influence whether streets feel welcoming, whether people are comfortable walking, and how much public space is available for shops, cafés and social activity.

The challenge for Greensborough is not whether cars should be accommodated but how car movement and parking can be managed in a way that supports a safe, attractive and lively town centre.

What we need to get right



Balancing car access with a peoplefriendly centre:

Cars are essential for many people and businesses, but traffic volumes, road design and parking need to be managed so streets feel safe, welcoming and easy to walk around.

Providing the right parking in the right places

over time: Greensborough needs enough parking to support shops, services and accessibility, while gradually rethinking large surface car parks so valuable land can contribute to housing, jobs, public spaces and better connections.

How car movement works today

Greensborough sits at the junction of several important roads that serve not only the centre, but the wider region. Some streets carry high volumes of throughtraffic moving across Banyule or beyond, while others function more as local access streets. As a result, traffic volumes can be high, intersections can be complex and difficult to cross, and walking routes between destinations can feel disconnected.

In several locations, particularly on wider roads, the scale of infrastructure reflects a strong focus on moving vehicles efficiently. This can sometimes come at the expense of street life, pedestrian comfort and ease of navigation.

Where do traffic and parking feel challenging today?

Balancing access with a people friendly centre

Greensborough currently provides a significant amount of car parking, including surface car parks, multideck facilities and onstreet spaces. Easy access to parking is important for supporting retail and commercial activity, and helping people with mobility needs. However, large areas of at grade parking also have downsides:

- they take up valuable land in the centre,
- they can create visual gaps and inactive edges,
- they reduce opportunities for housing, jobs, open space or street upgrades,
- they can break up walking routes and street continuity.

The presence of large car parks close to key destinations presents both a challenge and an opportunity. While parking is needed, how and where it is provided can strongly influence the quality of the town centre. A consistent theme across planning and transport work is the need to balance vehicle access with creating a centre that is easy and enjoyable to move around on foot.

This means thinking about which streets should prioritise throughtraffic, which streets should function as slower, peoplefocused places, and where parking is most useful and where it limits better outcomes.

Rather than treating every street the same, Greensborough can gradually move towards a clearer hierarchy:

- perimeter routes that accommodate higher traffic volumes,
- local streets that balance access with safety and amenity,
- core streets that prioritise walking, public transport access and street life.

Rethinking parking over time

As Greensborough evolves, there is an opportunity to rethink how parking is provided, particularly on large, underutilised sites. The centre needs to meet parking needs while also freeing up land for housing, jobs, public spaces and better connections. Over time, this could include:

- consolidating parking into more efficient structures
- gradually replacing some surface car parks with mixeduse development
- improving wayfinding so existing parking is easier to find and use
- supporting shared parking across different uses and times of day.

Importantly, any changes to parking supply would need to be carefully planned, staged and informed by detailed evidence, so that access for businesses, residents and visitors is maintained.

Where could parking work better to support shops, services and street life?

Supporting future growth

Greensborough is expected to grow, with more people living, working and visiting the centre. Without careful planning, this growth could lead to increased traffic congestion and greater demand for parking.

By managing car movement and parking as part of a broader transport system, alongside walking, cycling and public transport, Greensborough can grow in a way that supports access without overwhelming streets. An integrated approach helps ensure the centre remains functional, attractive and economically healthy as it changes.



FIGURE 21. Through traffic should be directed away from the activity centre.

Tree canopy and biodiversity

Urban greening plays a vital role in creating places that are comfortable, healthy and resilient. Trees, planting and biodiversity make activity centres more pleasant places to walk, spend time and do business, particularly as centres grow and become more builtup.

Somewhat ironically, while Greensborough is surrounded by leafy neighbourhoods, parklands and a strong natural landscape character, the core of the activity centre is heavily dominated by hard surfaces. Roads, car parks, footpaths and buildings create large areas of concrete and asphalt, with relatively limited street trees and vegetation in the heart of the centre. The Greenbook imagines a greener Greensborough and we want to keep these goals for the new Greensborough Structure Plan.

This contrast presents an important opportunity. By increasing tree canopy and biodiversity within the activity centre itself, Greensborough can better reflect its broader landscape setting while delivering practical benefits for people, businesses and the environment.

What we need to get right



Bring nature back into the heart of the centre:

Greensborough's activity centre core is highly paved, and increasing tree canopy and planting is essential to improve shade, comfort, climate resilience and everyday walkability as the centre grows.

Embed greening as part of growth, not an add-on:

Tree canopy and biodiversity need to be planned as a core part of street upgrades, public spaces and new development, so incremental changes over time add up to a cooler, greener and more distinctive activity centre.



FIGURE 22. Greening Greensborough

What does a greener activity centre look like?

A greener activity centre is not about turning the town centre into a park. It's about integrating trees and planting into everyday streets, spaces and development. This could include more street trees along key walking routes, trees and planting included as part of public spaces and plazas, and incorporation of trees and green spaces within private development.

Over time, these elements work together to create greener streets. In turn, this translates to a calmer and more welcoming experience, which encourages people to move at a slower pace and engage with shops, cafés and public life. Banyule residents value this, perhaps above all else, as illustrated by this quote from previous Banyule community engagement:

/// Banyule... can and must do better. We are known as a Hilly Leafy suburb... ///

Benefits for comfort and climate

One of the most visible benefits of increased tree canopy is shade. In a centre with large, paved areas, heat can build up quickly, particularly in summer. Trees help reduce surface temperatures, making streets and outdoor seating more comfortable throughout the day. As climate conditions change, these benefits become even more important. Trees help cool the urban environment and improve resilience during heatwaves.

Earlier sections of this paper highlight the importance of walking and cycling in Greensborough. Tree canopy and greening play a key supporting role in making these choices easier and more attractive.

Shaded streets:

- reduce fatigue on longer or uphill walks,
- make interservice trips more comfortable,
- support older people, families and people with mobility needs,
- improve overall perceptions of safety and amenity.

Which parts of the centre feel most exposed or uncomfortable in summer?

Enhancing character and identity

Greensborough's identity has long been linked to its landscape setting, and the wider areas embraces the nearby creeks, valleys and treed neighbourhoods. Bringing more greenery into the activity centre helps reinforce this identity rather than losing it as the centre intensifies. A greener centre strengthens local character and helps Greensborough stand out as a place with its own identity, as illustrated in this quote from a previous Banyule community engagement:

// We came for the trees and the hills... this area is just beautiful... I love the mix of young families & older generation. //

As Greensborough grows, greening should be considered as a core part of development, not an afterthought. A coordinated approach helps maximise benefits and ensures greening contributes to comfort, safety and resilience across the whole centre.

Greening an activity centre does not need to happen all at once. Small, incremental changes can make a meaningful difference over time. These may include:

- planting additional street trees as part of street upgrades,

- improving greening when footpaths or intersections are renewed,
- adding planting to existing public spaces,
- encouraging temporary or modular greening in underused areas.

Together, these steps can gradually transform the centre into a greener, healthier and more inviting place.

Where would more trees or planting make the biggest difference?

Biodiversity in an urban setting

While activity centres are busy places, they can still contribute to urban biodiversity. Even small pockets of planting can provide habitat for birds, insects and other species and support broader ecological networks across the municipality. Opportunities to support biodiversity include planting a mix of tree species, incorporating native and climateappropriate vegetation, creating green links between streets, and integrating planting into streets, courtyards and rooftops where possible. These measures help support ecological health while improving everyday experiences for people using the centre.



Part 3: The Conversation

Whether you live in the area, own or work in a local business, visit regularly, or simply pass through, we invite you to share your ideas for the future of the Greensborough town centre. Everyone who uses the centre has valuable insights.

Through the community engagement we'll be asking some key questions to help guide discussion, some of which are found throughout this Discussion Paper, but these questions are just a starting point. We want to hear about the opportunities you see, what you value most, and how Greensborough could be an even better place in the years ahead. You can get involved by responding to the survey on Shaping Banyule or attending a pop-up stall or workshop/information session (information about these can be found on the Shaping Banyule website).

Now is the time to share your thoughts and help shape the future of the activity centre.



