

Report to the Future Melbourne Committee**Agenda item 6.6****Final Greenline Implementation Plan****7 December 2021****Presenter:** Roger Teale, General Manager Property Infrastructure and Design**Purpose and background**

1. The purpose of this report is to seek Future Melbourne Committee endorsement of the final version of the Greenline Implementation Plan following public consultation and stakeholder engagement.
2. Future Melbourne Committee at its meeting of 4 May 2021 endorsed the Draft Greenline Implementation Plan and resolved, amongst other things, to seek public feedback, commence targeted engagement and formally assess the merits of incorporating a proposal by the Yarra Pools Association into Greenline or adjacent precincts.
3. Public feedback was sought on the Draft Greenline Implementation Plan via Participate Melbourne from 23 August until 4 October. In addition two sequential online workshops with external stakeholders were held on 21 September and 5 October 2021, with more than 40 participants at each workshop.
4. Engagement with Traditional Custodians has been progressed with three meetings with Wurundjeri Elders held between August and October 2021. There is strong interest from Wurundjeri to work with the City of Melbourne on Greenline and related strategic work for the Yarra River Birrarung, with agreement to formalise a partnership in the form of a 'statement of purpose and commitment'.
5. Management teams from Recreation and Waterways and Greenline branches held discussions with representatives of the Yarra Pools Association and received a presentation on the proposal.

Key issues

6. The Greenline Participate Melbourne webpage received over 3000 views, and 390 survey submissions from members of the public in response to the Draft Greenline Implementation Plan. In addition two stakeholder workshops were held, attended by 45 representatives from State Government Departments, authorities, land and asset owners and managers, businesses and industry groups. A joint Greenline 'Opportunity Statement' was developed during the workshops and included in the Implementation Plan.
7. The response from community consultation and stakeholder engagement on the Draft Greenline Implementation Plan was overwhelmingly positive across all feedback channels. Participants demonstrated strong support for the plan. The Draft Greenline Implementation Plan Community and Stakeholder Engagement Summary Report by Capire consultants is included as Attachment 3.
8. Management made a formal assessment of the merits of the Yarra Pools Association proposal in the Yarro Yarro and adjacent precincts, and consulted Aboriginal Melbourne, Council's Parks and Gardens Advisory Committee and the Greenline Major Initiative Steering Committee. The assessment identified that whilst there is strong alignment of the Yarra Pools objectives to promote and improve river health, water quality and engagement with the Yarra, it is not, however, feasible to deliver the proposal within the scope of Greenline in Yarro Yarro or adjacent precincts. Consideration was given to financial and non-financial aspects of the proposal, noting the relatively limited public open space available on north bank. That is not to say that a swimming pool(s) in the city's waterways couldn't be considered in the future, or in other locations (e.g. Victoria Harbour).
9. Key revisions to the Draft Greenline Implementation Plan include the addition of; the 'Opportunity Statement', a summary of community consultation and stakeholder engagement, more historic photos, refinement of the indicative program, next steps, reordering of chapters, and minor editorial changes.

Recommendation from management

10. That the Future Melbourne Committee:
 - 10.1. Endorses the Greenline Implementation Plan (refer to Attachment 2 of the report from management).

- 10.2. Note the transformational impact the Greenline will have towards revitalising the city economy, advancing reconciliation, and building city resilience.
- 10.3. Endorses the City of Melbourne's continued advocacy for a tri-government funding partnership seeking equal contributions of \$100 million each over the life of the project from the Victorian and Australian Governments.
- 10.4. Notes that a Partnerships and Funding Plan and Business Case are in development, and all future projects will require Committee endorsement.
- 10.5. Authorises the General Manager Property, Infrastructure and Design to:
 - 10.5.1. make any further minor editorial changes to the Greenline Implementation Plan prior to publication
 - 10.5.2. continue detailed planning and programming of Birrarung Marr, Yarro Yarro, River Park, and Maritime precincts, noting that Salt Water Wharf precinct will require further stakeholder engagement with Development Victoria in relation to future development timings
 - 10.5.3. write to the Yarra Pools Association to thank them for the proposal and advise that although the proposal includes some attractive elements, an assessment of the likely financial and non-financial implications has determined that it should not be included in Greenline in either the Yarro Yarro or another precinct.

Attachments:

1. Supporting Attachment (Page 3 of 131)
2. Final Greenline Implementation Plan (Page 5 of 131)
3. Draft Greenline Implementation Plan Community and Stakeholder Engagement Summary Report (Page 87 of 131)

Supporting Attachment

Legal

1. No direct legal issues arise from the recommendation from management, however, it is noted that the *Yarra River Protection (Wilip-gin Birrarung murrong) Act 2017* has application to the Yarra River, Birrarung and land in the vicinity of the river.

Finance

2. The cost for preparing the Final Greenline Implementation Plan is provided for in the existing 2021-22 financial year budget.
3. Implementation of projects will require future identification and allocation of Capital Works budget, along with identification of additional budget sources, including potential partnership agreements with the Victorian State Government, agencies, and other land and asset owners, managers and developers.

Conflict of interest

4. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a material or general conflict of interest in relation to the matter of the report.

Health and Safety

5. Projects identified in the Implementation Plan have the potential to directly benefit the health and safety of the wider community, and aim to provide more open space, better connections between open spaces along the north bank, a better connection to the Yarra River Birrarung, and to improve safety of pedestrians and cyclists. Universal access and resilience is another key direction ensuring a better waterfront experience for all ages and abilities.

Stakeholder consultation

6. Engagement with authorities and agencies has commenced and will be ongoing throughout the development of precinct and project planning for the Greenline. To date, engagement has commenced with the Department of Environment, Land, Water and Panning, Department of Treasury and Finance, Department of Transport, Parks Victoria, Melbourne Water, and VicTrack.
7. Consultation with three Traditional Custodian groups, the Bunurong Land Council Aboriginal Corporation, Boon Wurrung Foundation, and Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation, was undertaken during the development of the Draft Greenline Implementation Plan. With a RAP determination having been made in July, consultation has now commenced in more detail with the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation, and will be ongoing throughout the development of precinct and project planning for the Greenline.
8. The Draft Greenline Implementation Plan was subject of public consultation and stakeholder engagement in the second half of 2021. It builds on extensive consultation which has been undertaken on a number of strategies and projects, most recently the Yarra River Birrarung Strategy, which sought detailed input from the community, stakeholders, and authorities.

Relation to Council policy

9. The following Council plans and policies are relevant
 - 10.1. Council Plan 2021-25
 - 10.1.1. Greenline is included in the Council Plan 2021-25 as a Strategic Objective to contribute to 'Melbourne's unique identity and place' it is a Major Initiative #12. 'Partner with the Victorian Government and other stakeholders to deliver specific components of Greenline along the north bank of the Yarra River (including the implementation of the Yarra River–Birrarung Strategy).'

- 10.2. Yarra River Birrarung Strategy
- 10.3. Open Space Strategy
- 10.4. Urban Forest Strategy
- 10.5. Transport Strategy 2030
- 10.6. Creative Strategy 2018-28
- 10.7. Economic Development Strategy 2031
- 10.8. Draft Inclusive Melbourne Strategy

Environmental sustainability

- 10. The projects implemented through the Greenline Implementation Plan have the potential to have positive environmental effects by promoting the inclusion of additional landscape along the riverfront, improving water quality and improving the ecological function of the river. These outcomes align with Council's existing strategies including Nature in the City, Open Space, and Total Watermark and also Council's commitment to the UN Sustainable Development Goals.

GREENLINE IMPLEMENTATION PLAN A VISION FOR THE NORTH BANK



CITY OF MELBOURNE



Acknowledgement of Traditional Owners

The City of Melbourne respectfully acknowledges the Traditional Custodians of the land, the Wurundjeri Woi Wurrung and Bunurong Boon Wurrung peoples of the Eastern Kulin Nation and pays respect to their Elders, past, present and emerging. We are committed to our reconciliation journey, because at its heart, reconciliation is about strengthening relationships between Aboriginal and non-Aboriginal peoples, for the benefit of all Victorians.

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This document uses Traditional Owners to refer to the Wurundjeri Woi Wurrung. Traditional Custodians is used where City of Melbourne policy and strategy is being quoted. This terminology was used by City of Melbourne prior to there being a Registered Aboriginal Party. Since 1 July 2021 the Wurundjeri Woi-Wurrung Cultural Heritage Aboriginal Corporation is the Registered Aboriginal party for the Greenline Study Area.

To find out how you can participate in the decision-making process for City of Melbourne's current and future initiatives, visit melbourne.vic.gov.au/participate



FOREWORD FROM THE LORD MAYOR



Greenline Implementation Plan

The Yarra River - Birrarung flows through the heart of Melbourne, set in a landscape that links our history with our future. The City of Melbourne's Greenline proposal presents a once in a generation opportunity to transform the north bank of the river; to embrace the natural, social and cultural values associated with the river and celebrate its importance to Melbourne as a growing and liveable city.

Guided by this Implementation Plan, the Greenline will reinvigorate the public waterfront and re-establish its environment as an ecological corridor. It's set to be one of the city's biggest transformations. A 4 kilometre pathway will connect riverbank landscapes and wetlands, while recognising their significance to Aboriginal history and culture.

The Victorian Government's *Yarra River Protection (Wilip-gin Birrarung murron) Act 2017* is the first legislation in Australia to be co-titled in a Traditional Owner language, that of the Wurundjeri Woi Wurrung people. This is a significant step. It recognises the Wurundjeri Woi Wurrung people's custodianship of the river and their unique connection to the lands

through which it flows. The Act is also an Australian first in legally identifying a river and its corridor as a single living and integrated natural entity for protection

The City of Melbourne's *Yarra River - Birrarung Strategy (2019)* seeks to reveal the layers of history, particularly the river's significance to the Wurundjeri Woi Wurrung people and to other Aboriginal stakeholders. It emphasises the importance of our relationship with the river; and will guide our approach to improving the river environment.

The Greenline is centred around four key themes, shaping the revitalisation of the river front between Birrarung Marr and Docklands:

- Environment
- Culture
- Place
- Connection

As a major city-shaping project, Greenline requires us to work closely with many partners, including government agencies, businesses and private land owners and community groups. It also has a significant role to play in boosting the local economy and contributing to the city's recovery.

The community's response to the draft implementation plan has been overwhelmingly positive, revealing real enthusiasm for its aims – enhancing greening and improving the environmental health of the river and its banks.

This plan guides the development of the Greenline as a series of interconnected projects; separate precincts that will progress in stages. Capital works opportunities can be prioritised to bring us closer to realising this generational project – a waterfront landscape that leaves a legacy for all in our city to enjoy.

Lord Mayor
Sally Capp

INTRODUCTION AND EXECUTIVE SUMMARY

Greenline

The Greenline will reposition the Yarra River - Birrarung as the centrepiece of Melbourne's culture, economy, and liveability.

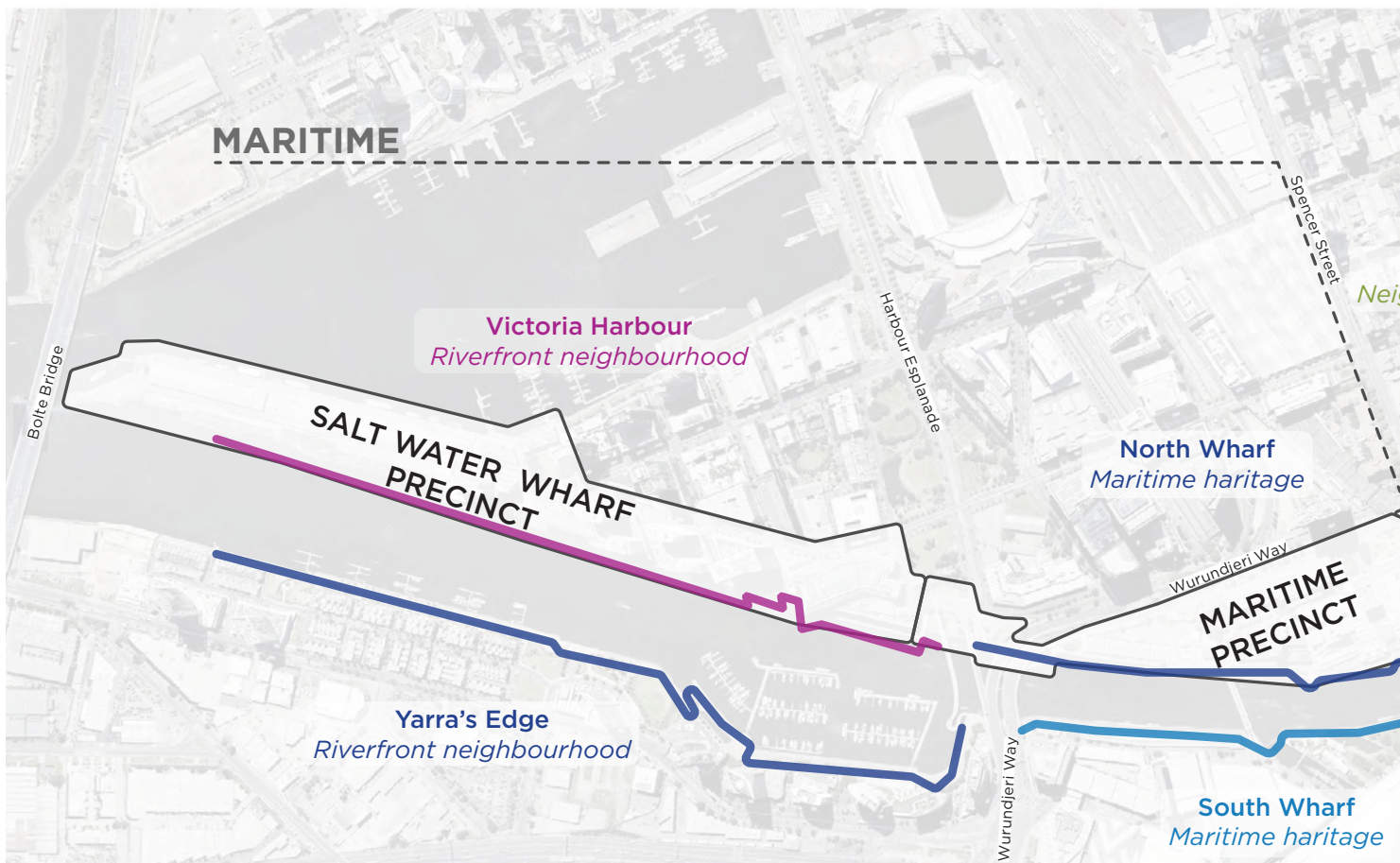
The Greenline will transform the river's north bank into a reinvigorated and inspiring public waterfront. A 4km pathway will connect diverse, vibrant river side destinations. Aboriginal and contemporary cultures will be celebrated, as will the area's historic values. The river and its surrounding environment will be re-established as an ecological corridor.

Today, walking and cycling through the area is limited by narrow and poorly connected paths, steep slopes, uneven pavements, and poor amenity. It offers little diversity of cultural expression, limited ecological value, and few opportunities for social and civic engagement.

Yet this is a place of spiritual, cultural and historical significance. Long before Melbourne existed this was Wurundjeri Country. This place has played a central role in Melbourne's evolution. As a maritime port, the focus of metropolitan rail networks, and more recently as an elite arts and leisure precinct.

The Greenline will express and celebrate these layers of history. Compelling journeys will be created and opportunities to connect with the water will be enhanced. All Melbourne residents and visitors will benefit from connected spaces. These spaces will embrace the river, prioritise safety and inclusion, and provide opportunities for public activities that improve health and wellbeing. The Greenline will also address environmental and climate-related challenges. It will focus on improved river health, increased tree canopy and reintroduced riparian vegetation to support biodiversity and environmental education.

This document guides the implementation of the Greenline as a series of interconnected projects. It sets out a vision, aims and objectives, and design strategies that apply throughout the area. It then breaks down the full extent of the Greenline into implementation precincts and identifies a series of separate projects that will enable improvements to progress in stages. A prioritised program of improvements is proposed, highlighting capital works opportunities and directions for advocacy and cooperation with key stakeholders.

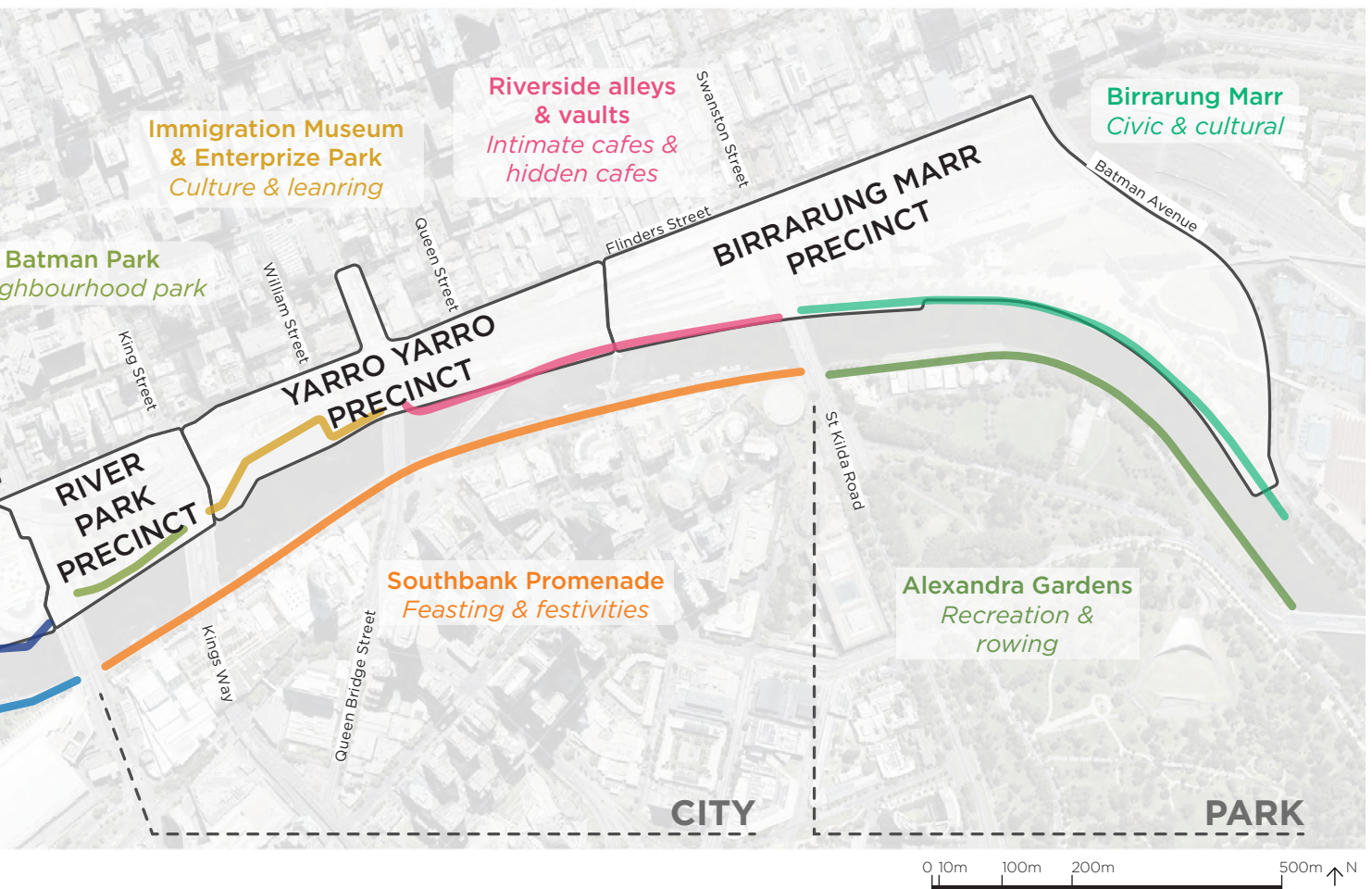


The Greenline Major Initiative area and implementation precincts. Yarra River - Birrarung Strategy character areas.

Vision

The Greenline will transform the north bank of the Yarra River - Birrarung into an inspiring public waterfront in the heart of urban Melbourne. The creation of a 4km connection will prioritise safe and inclusive access for people and link vibrant destinations.

The many cultural and historical values of the area will be celebrated. At the forefront of this will be Aboriginal connection to country. A connected ecological corridor will create new habitat, encouraging the return of wildlife and contributing to the health of the river.



Themes



Environment Healthy ecosystems

The river will be enhanced as an ecological corridor. Increased planting and revitalisation of the riparian edge will improve biodiversity and river health and increase resilience. Water quality and flood management will be addressed to help mitigate the effects of climate change.



Culture Authentic stories and experiences

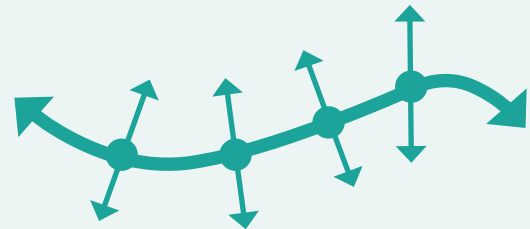
Melbourne's heritage will be made more tangible by creatively embedding stories into the landscape. Spaces that inspire and educate will celebrate Wurundjeri Woi Wurrung and broader Aboriginal significance along the Birrarung, and our immigration and maritime past.



Place

Great places for people

Open spaces along the river will be re-imagined through bold interventions, strengthening their identities and respecting existing values. These spaces will provide opportunities for public activities and places of respite. They will build on connections with nearby areas to encourage new economic opportunities. The Greenline will provide for and welcome everyone, ensuring diverse and safe places and experiences.



Connection

An uninterrupted journey

Access along the river and to the Greenline public spaces will be improved, as will connections between the river and city. Physical barriers will be reduced, modal conflicts will be minimised and wayfinding will be enhanced. Safety and inclusivity will be prioritised. Compelling journeys will be created through varying landscape experiences and will enable opportunities to connect with the water.

THE RIVER AND ITS CONTEXT

A Threshold Between Worlds

The Wurundjeri Woi Wurrung of the Eastern Kulin thrived on this land for 60,000 years before European arrival.

Not far from the bay as the crow flies, but a longer trip following the meandering Birrarung was The Falls. Here a deep pool was formed by water cascading over an ancient lava flow separating the estuary from fresh water. West of the falls was Narm jaap, a place of Tea Tree scrub. Further downstream were wetlands, salt marshes and mangroves. Upstream were billabongs and woodlands among low hills. Water and land teemed with wildlife. Tracks from far away converged at this river crossing. Camps were made and nearby the five groups of the Eastern Kulin nation would meet. These are the Woi Wurrung, Bunurong Boon Wurrung, Taungerung, Dja Dja Wurrung and Wadawurrung.

For the first Europeans, the Falls were as far as they could bring their boats. In 1835 two small groups dropped anchor here. These squatters had migrated from the Van Diemen's Land colony without government sanction. They set up small farms and survived with the support and toleration of the First People. In return they paid a tribute in food, tools, and clothing.

When the settlement came under British law the following year, the Eastern Kulin population of the hinterland was estimated to be 800 people. The Europeans numbered 142.

In 1837 the 'Hoddle' street grid was laid out, with the first point thought to be the intersection of Swanston and Flinders Streets, near the surveyors' camp. The hamlet that was emerging was declared a township and renamed to honour the British Prime Minister, William Lamb, 2nd Viscount Melbourne. Construction of urban infrastructure commenced and colonial names were imposed. Large vessels dropped anchor at Williamstown, and goods and passengers were ferried up the river to

Queens Wharf. A new Customs House faced across Flinders Street onto the Falls, the base of which became the Turning Basin used by ships returning to sea.

In 1851, the discovery of gold in Bendigo and Ballarat sparked mass migration and spectacular growth of the newly declared colony of Victoria. This propelled Melbourne's development as a great city of the British Empire. Millions of immigrants arrived, and Melbourne became a busy hub populated by sailors, stevedores, merchants, cartmen and others.

Melbourne's success was a tragedy for the Woi wurrung and their neighbours the Boon wurrung people of the Eastern Kulin. It led to their marginalisation, a population collapse and almost complete dispossession from their land. In 1860 the Colonial Government created a Central Board to watch over the Interests of Aboriginal People in the Colony of Victoria. The board vigorously compelled Aboriginal people onto mission and reserve sites away from major towns.

The Heart of the City

Even the land was remade. The Falls were blasted and dredged away in the 1883. Other changes included filling the wetlands at Fishermans Bend and the West Melbourne lagoon, and rapid replacement of indigenous plants with European exotics, particularly willows. Around the turn of the century the meandering river was widened and straightened. Low banks were built up as roadways and bows in the old channel were filled. Low hills beside the river gave way to development, and redevelopment has created a mountain of buildings with canyon-like streets.

The early colonial government set aside large reservations of land in and around the Hoddle grid. Parts of these were later formalised as parks, while others were released to be developed as suburbs. The north bank of the river became dominated by railway lines, and Southbank became the city's industrial hinterland. Collins Street was Melbourne's fashionable promenade. The river was the city's engine room and industrial drain.



Melbourne from the falls, 30 June 1837
[Robert Russell, National Library of Australia]

By 1927, when the new Spencer Street Bridge blocked access for ships, Queens Wharf became a quaint relic in proportion to the huge docks downstream. The Turning Basin was filled in, Kings Bridge built, and Flinders Street elevated over King Street to speed traffic through the city. The north bank – from Spencer to Market Streets, and Flinders Street to the river edge – became a car park. The river was little more than the city's main drain, yet it was also central to Melbourne's political life. From 1889 through to the 1960s, east of Princes Bridge, both banks of the river were at different times the site of a people's forum.

As noise and smoke began to disappear with industry moving to the suburbs, the underused and vacant land became the focus of urban renewal schemes. The State Government began by developing the new Southbank arts precinct in the 1960s. Olympic Park was developed for the 1956 games, and a new tennis stadium was built in 1988. This eventually expanded to be the Melbourne and Olympic Park sports and entertainment precinct. The Port

of Melbourne Authority built the World Trade and World Congress Centres. Southgate shopping centre opened in 1992, the first development to face the river rather than turning its back to it. This sent a strong message that the river was now a place to enjoy. Proposals for a riverside casino were entertained from at least 1979, and the sprawling Crown Casino eventually opened in 1997. Construction started on a new riverside home for the Melbourne Museum, but during construction was redesigned and completed as the Exhibition Centre. This later expanded with the Convention Centre. Redevelopment of the Jolimont railyards, dreamed of since 1925, was realised in part with the creation of Federation Square. Finally, Birrarung Marr was opened in 2002.

Private investment followed on the heels of public. Southbank became one of the densest and fastest-growing suburbs in the metropolitan area. The central city now straddles the river, rather than lying to one side of it. As these changes unfold, Aboriginal presence and connection to the river has begun to be recognised.

This presence has many layers, from the Wurundjeri Woi Wurrung's custodianship of river and Country, to Aboriginal leaders participating in political debate at the rivers edge in the 1930s and 40s. Federation Square has played a key role in more recent times, including being the end point for the NAIDOC march, and a gathering location for the apology for the stolen generations. The naming of the Birrarung Marr and public art works along the river such as *Birrarung Wilam* and *Scar – A Stolen Vision* have gone some way to acknowledge Aboriginal language and history in this place. The *Yarra River Protection (Wilip-gin Birrarung murrong)* Act 2017 is the first legislation in Australia co-titled in a Traditional Owner language, Woi Wurrung. It reasserts a Traditional Owner perspective on the river, and into the heart of the city.

The following pages provide a visual summary of this evolution.



The Turning Basin, about 1920.
[Kerr Brothers, State Library of Victoria].

Creation Story - Melbourne

Bunjil, the Eagle Hawk, was a very powerful man and a spirit creator. He was the headman of the Kulin. Bunjil had two wives and a son whose name was Binbeal, the Rainbow, whose wife was the second bow, sometimes seen showing fairer than the first. Bunjil had also six other 'Young Men', who went together in pairs, looking after the people for him, and carrying out his orders.



After Bunjil had made the mountains and the rivers, and man and all the animals, he taught men how to make weapons, how to fight with them, and how to behave with one another. When he had finished he became tired of staying upon the earth.



The six young men were: Djurt-djurt, the Nankeen Kestrel, Thara, the Quail Hawk, Yukope, the Green Parakeet, Dantum, the Blue Mountain Parrot, Tadjeri, the Brush-tail Possum, and Turnung, the Glider Possum, both of whom lived on the trees; and all these young men were powerful wizards.



So he gathered about him his wives and sons, and told Bellin-bellin, the Musk Crow, who had charge of the winds: 'Open your bags and let out some wind.' So Bellin-bellin opened one of the bags in which he kept the whirlwinds and let out a blast that blew great trees into the air, roots and all. Bunjil said, 'That is not enough, let out more wind'. Bellin-bellin opened all his bags at once, and a terrific whirlwind came out, and blew Bunjil and all his people to the sky where they live in plenty, and look down on the world as stars.

The Land and First People



A view of Yarra Yarra by Eugen von Guerard, 1855. While this drawing was done further upstream near Heidelberg Road, it provides a sense of how the Yarra in Melbourne may have appeared in the 1830s. [National Library of Australia, nla.gov.au/nla.obj-134726888]



View of the Ovens River with a house in the background, near Beechworth, Victoria, 1856. By Walter Woodbury. This image may give a sense of how the Yarra River appeared in 1830s Melbourne. [National Library of Australia, nla.gov.au/nla.obj-151253750]



A billabong near the Yarra in Ivanhoe, early to mid 20th century by the Rose Stereograph Co. It is possible that the billabongs along the Yarra, east of the falls looked like this in the 1830s. [State Library of Victoria, Accession no: H32492/5082]



Trees in the Ovens River near Beechworth, Victoria, 1856 by Walter Woodbury. This image may give a sense of how the Yarra River appeared in 1830s Melbourne. [National Library of Australia, nla.gov.au/nla.obj-151252702]



A view of the Yarra in Ivanhoe. Photographed by Mark Daniel in 1909, this image of the river further upstream offers a glimpse of how Melbourne's portion of the river may have appeared in the 1830s. [Mark James Daniel, 1909]

The Land and First People continued



View from Batman's Hill looking westward, from an original sketch taken in 1836-1837. This painting by Robert Russell in 1884, shows the lagoon and what became known as Dudley Flats, now Docklands) [State Library of Victoria, Accession no: H24527]



This rare early plan gives a sense of how the river and falls appeared in the c1830s-1850s [Yarra Yarra River, Hoddle. Public Records Office Victoria, VPRS 8168/P0002, LODDON61A]

The Foundation of Melbourne, 1835-1850



John Pascoe Fawcner and John Batman start an unauthorised settlement in 1835. This is located on the north bank at Yarro Yarro/the Falls where there is access to the sea and to fresh water. [Robert Russell, 1844, State Library of Victoria]



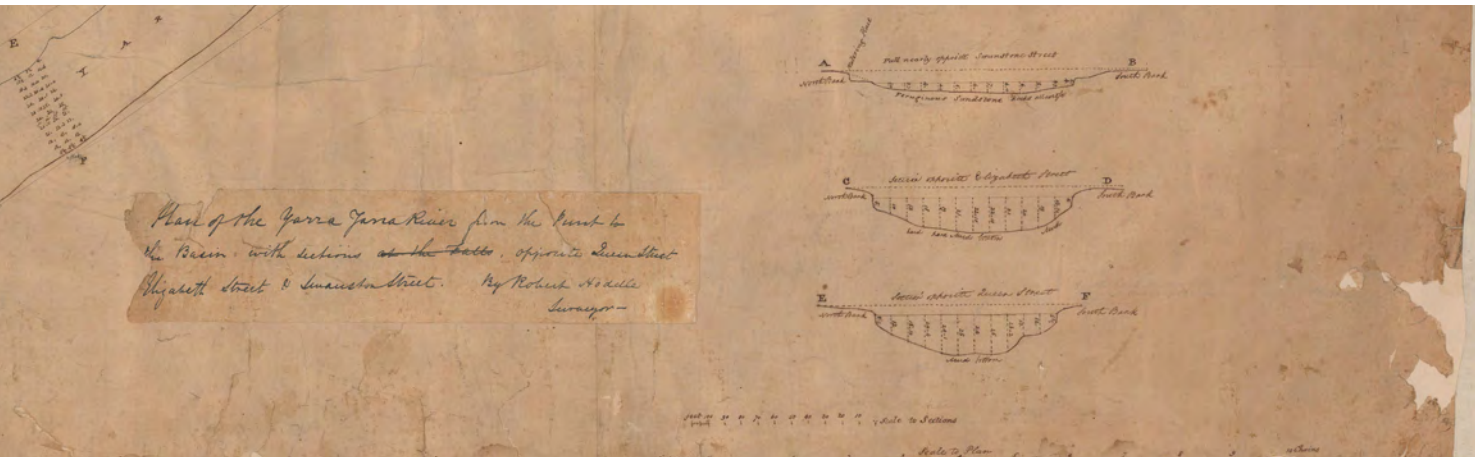
Melbourne is brought under British law in 1836. It is declared a township in 1837 at which point the 'Hoddle grid' of streets is set out parallel to the river at the Falls. [Robert Hoddle, 1839, State Library of Victoria]

Port and Rail Infrastructure, 1851-1900



Starting in 1851, the gold rush leads to the expansion of the river's maritime and industrial focus to support a rapidly growing city.

The Sandridge Rail Bridge (1888) and Falls Bridge (1890) are built. The Falls are dredged away and the present Queen's Bridge built, shown here under construction. [Charles Rudd, 1890, State Library of Victoria]



The pool below Yarra Yarra/the Falls develops as the city's port, with wharves built then rebuilt at a larger scale. [Richard Daintree, 1858, State Library of Victoria]

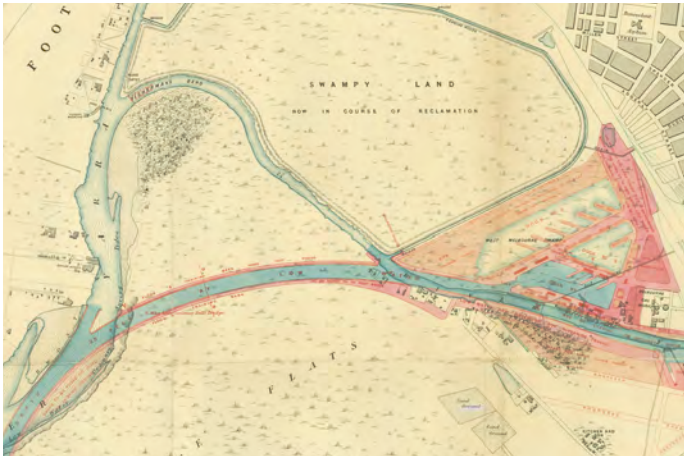


A viaduct is built between 1890-1894 linking Princes Bridge Station and Spencer Street Station. This is supported on a colonnade-like structure at the Turning Basin. The Banana Alley Vaults are built as part of this link. [State Library of Victoria]



The Fish Market is built in 1890 along the rail viaduct to the south side of Flinders Street. This creates a grand commercial and architectural expression of the link between water and city. [Charles Compton Reade, State Library of Victoria]

Rebuilding the River, 1886-1900



Major reconstruction of the river estuary includes excavation of the Coode Canal in 1886 and Victoria Dock from 1887 to 1892. A new Princes Bridge and vaults to its east are completed in 1888. [State Library of Victoria]



The river upstream is widened and straightened and treelined avenues built up along both sides. Part of the old channel is retained as the lake in the Botanic Gardens (right of image). The bend that was to the north of the Morell Bridge was filled (left of image). [State Library of Victoria]

From Port to Car Park to Park, 1927-1981



Construction of the Spencer Street bridge in 1927 cuts off upstream areas from the port. In 1953 the turning basin is filled in and converted to a car park. This is expanded after the demolition of the Fish Market in 1959.

Kings Way and King Street Bridge are completed in 1961. [Jim Payens, Museums Victoria]

Big Ticket Attractions, 1959-2019



In 1960 the State Government commissions Roy Grounds to plan a new arts precinct on the south bank. This is followed by completion of the National Gallery of Victoria in 1968, Hamer Hall in 1981 and the Theaters in 1984. [By Wolfgang Sievers, 1983. National Library Australia, nla.gov.au/nla.obj-160881316]



Olympic Park is developed for the 1956 games. A new tennis stadium built in 1988 becomes the core of the vast Melbourne and Olympic Park sports and entertainment precinct. [Andrew Curtis, City of Melbourne]



The reconstruction of the river and development of rail stations and yards creates engineered waterway and landscape with little resemblance to the old Birrarung.
 [John Henry Harvey, State Library of Victoria]



Following the 1969 Melbourne Transportation Plan, the City Loop was completed in 1978. This added an additional rail viaduct along the north bank.
 [John Holland Constructions, "The Loop" by Wolfgang Sievers, 1977. State Library of Victoria, Accession no: H2004.49/72]



Car parking is removed between the river and the new City Loop viaduct and the area is converted to Batman Park. In 1981 Ron Robertson-Swann's sculpture *Vault* is relocated here from the City Square. [Ron Jones, City of Melbourne]



Major exhibition and conference facilities are built: the World Trade Centre (1983), Congress Centre (1990), Exhibition Centre (1996), and Convention Centre (2009, expanded 2018). A footbridge is added alongside Spencer Street in 1998.



After decades of failed schemes for the site, the Gas and Fuel buildings and Princes Gate Plaza are completed in 1967. They are demolished 30 years later to make way for Federation Square, which opens in 2002. [Ian Hill, City of Melbourne]

New City Spaces, 1980s and 1990s



In 1980 *The Age* mounts its 'Give the Yarra a Go' campaign and the state works to refocus Melbourne on the river. An early project, a small Southbank park among industrial sites, goes largely unnoticed and is later replaced by the Casino. [Thomas Laurie, State Library of Victoria]



Southbank Promenade and Southgate open in 1992. This successfully coordinates the delivery of a new open space, activation by adjoining development, and improved access via the new Evan Walker Bridge. [Francis Reiss, National Library of Australia]

Urban Repair, 1996-2014



A structure formerly used to circulate water from the river to cool the Spencer Street power station is converted to a heliport office in 1996. This replaces a relocatable in Batman Park. [Ron Jones, City of Melbourne]



The Flinders Street overpass of King Street, built as part of the Kingsway project, is removed in 2005. The aim is to revitalize the western end of Flinders Street and to enable redevelopment of the car park on the old Fish Market site. [Ron Jones, City of Melbourne]

Big Money, 1996-



Crown Casino is built in 1996, extending the southbank promenade westward. In parallel, the Turning Basin is partially recreated, service buildings beneath the viaducts demolished and the ground level lowered to re-open views. [City of Melbourne]

The Melbourne Aquarium opens in 2000. The new building blocks the river promenade and its direct connection to a King Street crossing created as part of the new Turning Basin.



The first stage of Birrarung Marr is opened in 2002, creating a new park and events space on land reclaimed from the Jolimont yards. ArtPlay opens in 2004. The sculpture *Angel* is relocated from the moat of the National Gallery of Victoria into the park in 2006. [Drew Echberg]



Sandridge Bridge is converted to a pedestrian and cycle path in 2006. It includes a major art commission – *The Travellers* by Nadim Karam – commemorating the bridge’s role as an entry to Melbourne for millions of migrants. [John Gollings]



The Jim Stynes Bridge is completed in 2014. The bridge spans below the Charles Grimes Bridge to provide a walking and cycling link between the Docklands and central city. [Cox Architects/Oculus Landscape Architects]



After a number of false starts, redevelopment of the Docklands as an extension of the city centre begins in 1997. Former wharves are rebuilt as public promenades, and lined by apartments and major corporate headquarters. [Image: render of proposed Seafarers Rest development, Riverlee/Binyan Studios. Architects: Fender Katsalidis/Oculus Landscape Architects]

A Path to the Future

Today, the north bank is in the heart of Melbourne and on the doorstep of many major visitor destinations. Despite immense investment in development along the river and public space projects like Southbank Promenade, the north bank remains underwhelming. Spaces are disconnected and feel unsafe. Pathways are indirect and inadequate for the crowds that squeeze through them. Surfaces are rough and poorly maintained. A complex tangle of infrastructure, services and land management arrangements have stymied improvements. Relics from the city's rich history and assets worth billions sit in a ruined landscape.

Looking to the future, the need for Melbourne to evolve will continue as we address:

- Population growth and demographic shifts
- Technological development
- Changes in the economy and workplaces
- Climate change

Melbourne's west, south and central city are being transformed rapidly. Many large developments are planned, approved or under construction. Port Melbourne, Southbank and West Melbourne are predicted to grow significantly by 2040, with expanding residential and worker populations.

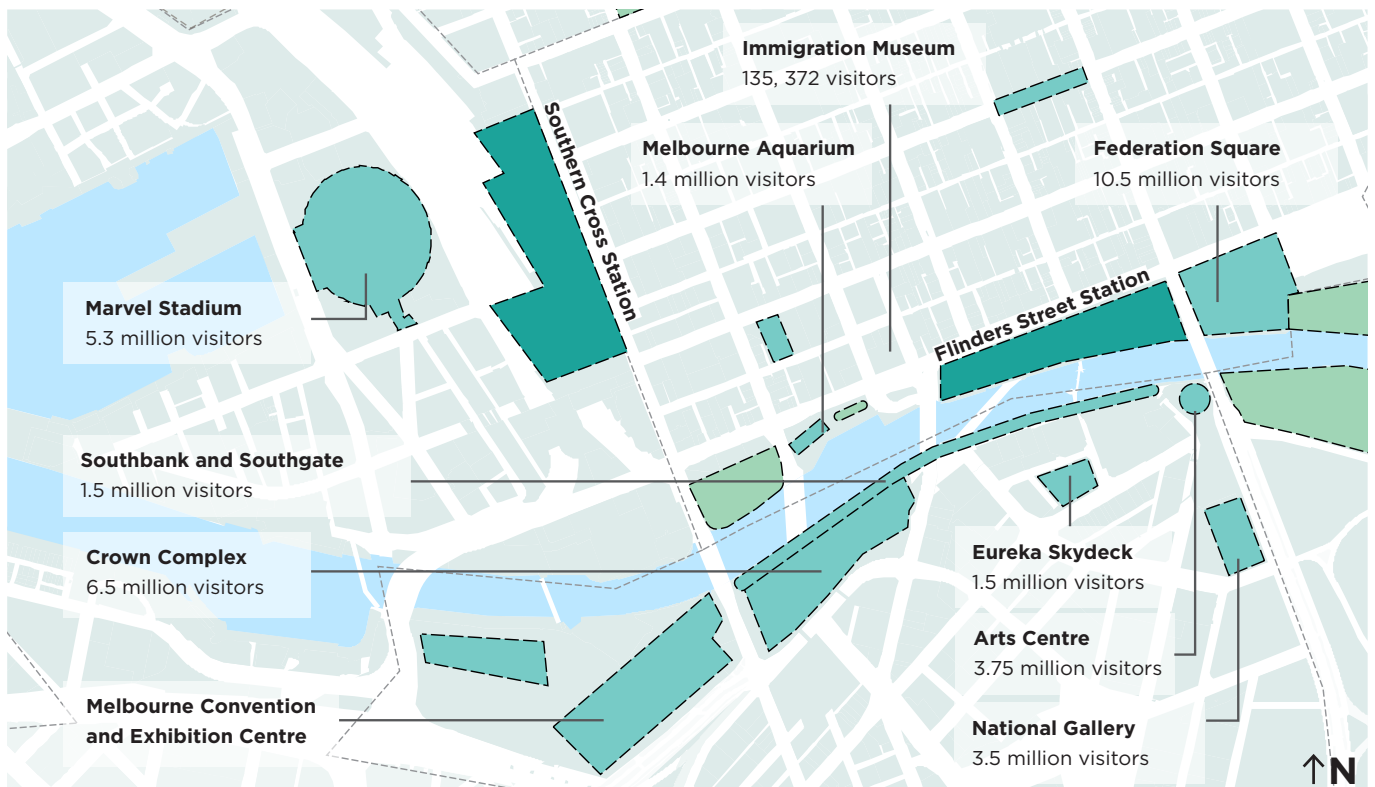
This growth will put more pressure on public spaces, waterways and streets that are already sub-par. On top of this, climate change is introducing new pressures on the same restricted spaces with the prospect of:

- Hotter temperatures and more days of extreme heat
- Rising sea levels
- More extreme storms and increased frequency and severity of floods
- More erratic rainfall

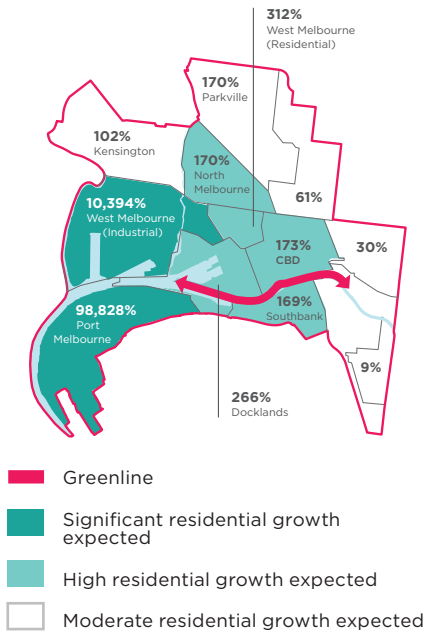
These issues all increase stress on vegetation and wildlife. Further, they make irrigation (water consumption) both more necessary and more difficult to sustain.

The Greenline major initiative will address these issues, creating a safer, more vibrant space for generation to come and connects to country and the river.

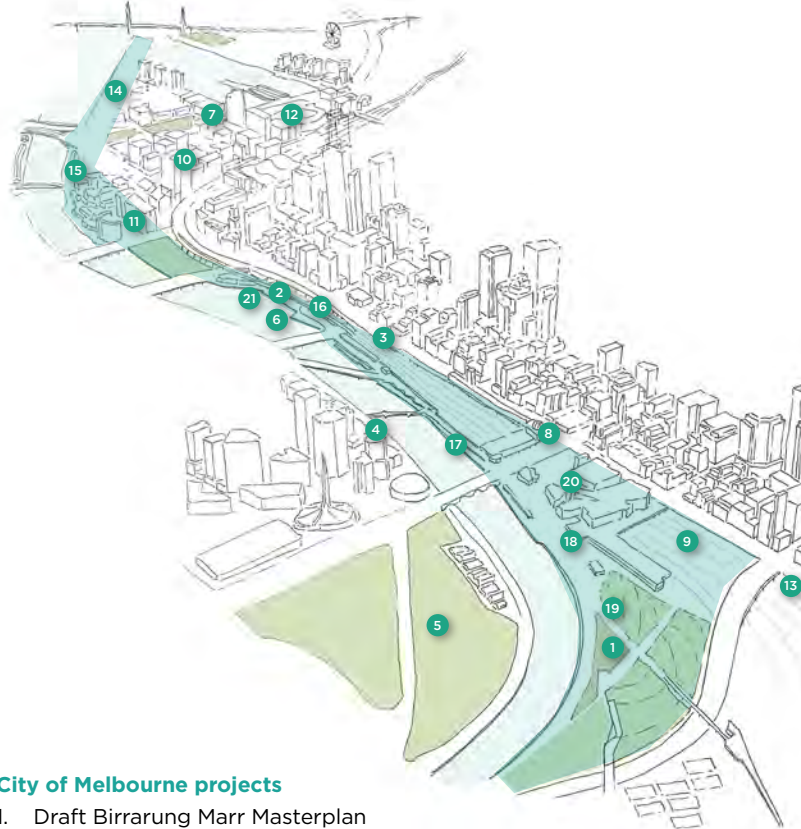
Annual visitor numbers to key destinations within walking distance of the Greenline



Significant City Growth



Developments in the project study area



City of Melbourne projects

1. Draft Birrarung Marr Masterplan
2. Enterprize Park landscape upgrades
3. Flinders Street bike lanes investigations
4. Southbank Promenade landscape upgrade
5. Domain Parklands Masterplan
6. Birrarung Trial Floating Wetlands

The Victorian Government projects

7. Harbour Esplanade redevelopment
8. Town Hall Station construction and future Flinders Street Station refurbishment
9. Richmond to Docklands Planning Framework

Private developments

10. Melbourne Quarter by Lendlease
11. Flinders Bank by Century Group
12. Marvel Stadium redevelopment (with The Victorian Government)
13. Treasury Square development (with The Victorian Government)
14. Collins Wharf by Lendlease
15. Seafarers Rest by Riverlee (including Seafarers Rest Park renewal)

Temporary and other intervention opportunities/proposals

16. Good Cycles Bike Hub (Customs Square)
17. Expanding Hospitality presence on the Yarra River - Birrarung including Arbory, Arbory Afloat, Ponyfish Island, etc.
18. Joost Baker 'Future Food System', Birrarung Marr
19. Birrarung Marr Festivals and Events
20. Federation Square Activations
21. Yarra Pools



DELIVERING SHARED OBJECTIVES

The Greenline Major Initiative is informed by strategies and policies that recognise the Yarra River - Birrarung as a culturally significant place and major environmental asset. These strategies and policies were developed by Traditional Owners, the Victorian Government and City of Melbourne.

State Policies

The *Wurundjeri Woi Wurrung Birrarung Water Policy (2019)* outlines aspirations for community and Country, and their fundamental connection to the Birrarung.

Victorian Government policies and strategies related to the river include:

- *Yarra River Protection (Wilip-gin Birrarung murrn) Act 2017*
- *Yarra River 50 Year Community Vision (2018)*
- *Yarra Strategic Plan (Draft, 2020)*
- *Lower Yarra River Management Advisory Committee Report*
- *Protecting Victoria's Environment - Biodiversity 2037*
- *Water for Victoria (2016)*
- *Melbourne Water's Healthy Waterways Strategy (2018)*

The *Yarra River Protection (Wilip-gin Birrarung murrn) Act 2017* is the first legislation in Australia to be co-titled in a Traditional Owner language. 'Wilip-gin Birrarung murrn' translates as 'keep the Birrarung alive' in Woi-wurrung, the traditional language of the Wurundjeri Woi-wurrung people. This title recognises the Traditional Owners' custodianship of the river and their unique connection to the lands through which it flows. The Act is also an Australian first in legally identifying a river and its corridor as a single living and integrated natural entity for protection.

The Yarra Strategic Plan gives effect to Wurundjeri Woi-wurrung people's place-based policy response to the Act. It also prescribed the establishment of a new statutory body, the Birrarung Council - the independent voice of the Yarra River - Birrarung as a living entity.

City Strategies

The City of Melbourne has a range of policies, strategies and guidelines addressing various issues impacting the municipality. These have been supported by extensive community consultation.

These policies, strategies and guidelines set out Council's expectations for all City of Melbourne projects and inform advocacy with other agencies. Many of these have direct bearing on and will drive decision making for the Greenline Major Initiative.

The hierarchy of these documents for the Greenline is as follows:

- The *Yarra River - Birrarung Strategy* is Council's key document dealing with the Greenline area.
- *Future Melbourne 2026* sets out the community's aspirations for the city. It provides a foundation for individuals and institutions to work towards common goals.
- The *Council Plan 2021-25* builds on the aspirations in *Future Melbourne*, setting out what the Council intends to achieve in this period.
- Other Council strategies.

Appendices 1 and 2 include summaries of City of Melbourne strategies relevant to the Greenline. Specific deliverables that will be targeted through the Greenline are noted. Additional ways to support these objectives may also be identified through the design process.

There are frequent overlaps between the content of various strategies. Where the same or similar actions or targets are identified in more than one strategy, they are listed under only the one they are most relevant to.

Council Plan 2021-25

The *Council Plan 2021-25* is the Council's key strategic document. It describes the community's long-term vision for Melbourne and shows how the Council will strive towards that vision during its four-year term.

When we meet, we look out at one of our favourite places in the municipality - the beautiful Birrarung - and acknowledge and celebrate our Traditional Custodians of the land, part of the longest surviving culture in the world. Melbourne is an Aboriginal city where we govern with our Traditional Custodians and all have a shared commitment towards treaty, justice and reconciliation with our First Peoples. - Council Plan 2021-25, p.12

The Greenline is included in *Council Plan 2021-25* as a Major Initiative. It is listed under the strategic objective 'Melbourne's unique identity and place'.

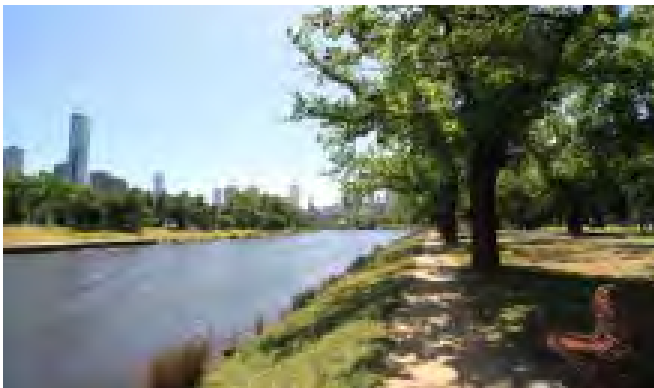
Partner with the Victorian Government and other stakeholders to deliver specific components of Greenline along the north bank of the Yarra River (including implementation of the Yarra River Birrarung Strategy). - Council Plan 2021-25, p.23

“Our Yarra River - Birrarung, is recognised around the world as an iconic example of a nurturing relationship between a river and its community...”

YarraRiver50YearCommunityVision

Delivering on the Yarra River - Birrarung Strategy

The City of Melbourne's Yarra River - Birrarung Strategy (2019) is a key guiding document for the Greenline. The Greenline themes build on those outlined in the *Yarra River - Birrarung Strategy*. This spread provides a summary of the strategy's strategic directions that can be delivered through the Greenline. For a full list of actions and policies from the strategy refer Appendix 1.



Yarra River - Birrarung Strategy Themes and Strategic Directions

ECOLOGY

Transform the hard edges of the riverbanks to promote a healthy river ecosystem

- Increase riparian greening along the river including existing riverbanks
- Deliver a trial project of riparian vegetation on the riverbank
- Deliver a trial project for floating vegetation in the river

Prioritise indigenous planting and increase greening to improve biodiversity and ecological networks

- Use a native and resilient planting palette along the river
- Encourage the extension of riparian habitats into urban parks along the river
- Develop a plan for interpretive signage highlighting the natural river environment

Address flood risk and improve water quality

- Apply Sponge City strategies in the public realm and encourage their use in private development
- Encourage initiatives to improve water quality including filtration of water runoff

CULTURE

Collaborate with Traditional Owner groups to help tell the living cultural story of their connection to the river

- Establish a Memorandum of Understanding to guide future engagement
- Develop an Aboriginal Cultural Narrative for the area
- Research the pre-contact landscape character and botanical aspects of the river including landscape management aspects to inform plantings

Increase the public visibility of intangible Aboriginal heritage

- Identify sites of significance and culturally significant species in collaboration with Traditional Owner groups and explore opportunities to reintroduce these to the river
- Develop an interpretation strategy including storytelling and signage based on the Aboriginal cultural narrative and post-contact histories
- Explore opportunities for creative installations that elevate understanding of Aboriginal culture in the past, present and future

Recognise the historical and contemporary importance of the maritime uses of the river

- Consider maritime heritage in planning and design of key areas. Encourage interpretation and a connected network between heritage precincts



PLACE

Create an inviting destination

- Work with the Victorian Government and adjacent landowners to develop an agreed design and deliver improvements to the central city north bank area

Celebrate character areas and encourage new economies

- Encourage educational, cultural, hospitality and water-related uses that complement high quality public spaces
- Build on diverse character districts to create locally authentic experiences

Sustain a civic focus with activation that supports an inclusive, public waterfront

- Ensure unrestricted public access
- Encourage buildings to address the water with active frontages
- Discourage helicopter facilities and carparking in riverfront areas and work to minimise ambient noise
- Promote activities that support a public, safe, and attractive riverfront
- Develop a long-term program of events and activities that will transform key locations into vibrant, safe and inclusive destinations

Rationalise clutter and infrastructure to protect views

- Deliver maintenance upgrades - graffiti removal, etc
- Construct new bridges only if connectivity is critical



MOVEMENT

Distinguish the river as a slow-paced environment by creating safe alternative bicycle routes

- Deliver continuous protected bike lanes on Flinders Street to provide an alternative commuter route to north bank
- Continue delivery of the alternative Southbank commuter cycle route

Better integrate pathways along and leading to the river, particularly to the north-west

- Improve universal accessibility along riverfront pathways and crossings
- Improve the accessibility, legibility and amenity of pathways along and to the river
- Improve street crossing arrangements and amenity at the river edge, at Queensbridge, Kings Way, Spencer Street and Russell Street/Hosier Lane
- Investigate the potential to lower Wurundjeri Way to improve access along the river
- Undertake a detailed audit of existing conditions and develop a coordinated maintenance and physical upgrade program

COMMUNITY AND STAKEHOLDER ENGAGEMENT

Participate Melbourne and Key Stakeholder Workshops

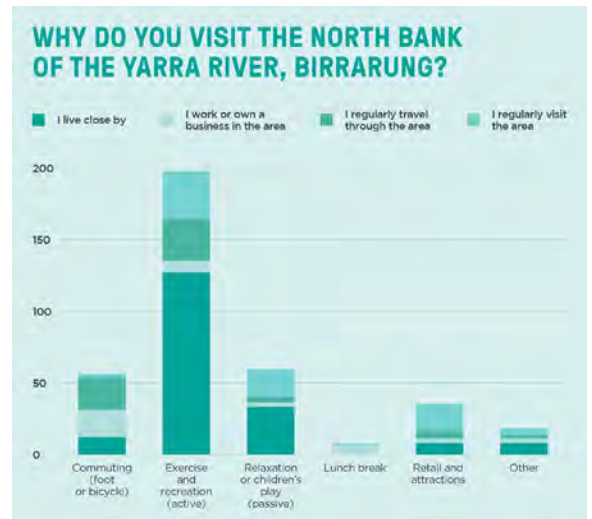
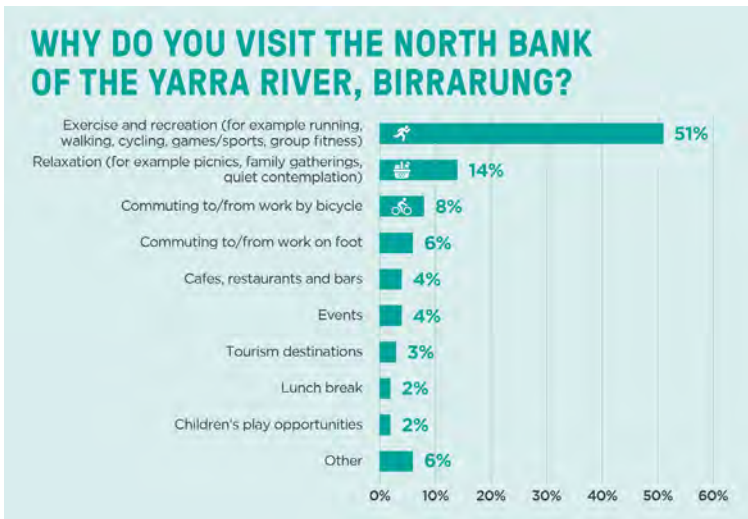
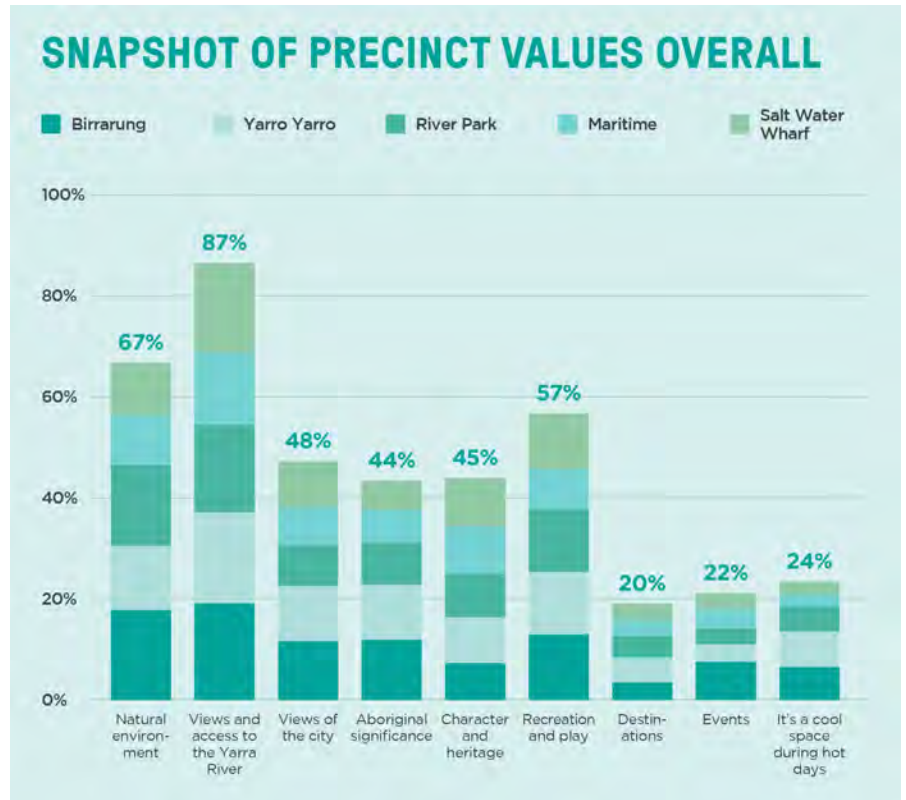
On 4 May 2021 Council’s Future Melbourne Committee resolved to endorse the Draft Greenline Implementation Plan for targeted and public consultation.

The resolution specified that the consultation should include:

- An opportunity for public feedback via the Participate Melbourne portal for a period not less than six weeks
- Targeted stakeholder engagement undertaken by management

It was also noted that a final version of the Implementation Plan is to be recommended to Future Melbourne Committee after the consultation period. This is to be provided alongside a public consultation report.

Public and targeted feedback on the Draft Implementation Plan was sought via Participate Melbourne from August to October 2021. Over 3000 individuals visited the website and 390 completed the survey. In addition targeted stakeholders were interviewed and participated in two on-line workshops held on 21 September and 5 October 2021.



Participate Melbourne Key Findings

Response to the draft Greenline Implementation Plan was overwhelmingly positive. Across all feedback channels, participants demonstrated enthusiasm for the plan and strong support for the proposal.

In particular, feedback focused heavily on opportunities to enhance greening and improve the environmental health of both the riverbank and water components of the precinct. A strong focus on greening and enhancement of natural landscaping was supported for its contribution to the local environment and biodiversity, public open space, active transport, and community health and wellbeing through the upcoming period of COVID-19 recovery.

Participants across all channels were grateful for the opportunity to be involved in this early stage of engagement and reiterated the importance of ongoing engagement with communities and stakeholders throughout all stages of this major program of works.

- Extract from Capire Consulting *Draft Greenline Implementation Plan - Community and Stakeholder Engagement Summary Report*

“This is an opportunity to create a real centrepiece for Melbourne. Celebrate the opportunity and energy and don’t get bogged down in complaints. Create a space that enables rather than restricts.”

“This extensive plan will encourage more use and be an attraction. It will also bring the river into special focus. The link with Aboriginal Melbourne is such a special and long awaited relationship.”

“It’s been forgotten and abandoned for all this time and the Yarra has so much potential to balance the offering that Southbank has and provide a link across the northern CBD”

“The north bank of the river has too many hard surfaces and needs a lot more greenery and landscaping to soften the edge of the city with the water.”

“It needs to be more than a park along the river. Landscape and seating are not enough to attract people to spend their time there. It requires other spaces that are more engaging.”

Greenline Opportunity Statement

The following statement was developed with key stakeholders who participated in two targeted workshops.

The Greenline presents a significant and timely opportunity to transform the north bank of the Yarra River - Birrarung. It will seamlessly integrate and connect the riverfront with the water itself, and the city around it. This will improve access to the river and encourage movement to and through the precinct, prioritising walking, recreational cycling and public transport.

The Greenline will be distinctly Melbourne. It will be grounded in Aboriginal heritage and living culture while also reflecting and building on collective histories and broad cultural values of place. Focal points along the north bank and on-river activities will celebrate this aspect of the river's unique role in the city.

Importantly, the ecology of the river and its surrounds will be carefully considered and will inform how the Greenline is designed and maintained. This is in line with the Victorian Government's Yarra Strategic Plan. An integrated water management approach will be applied, bringing together natural and urban systems to function cohesively. This will support clean water, thriving biodiversity and human health and safety.

The Greenline will be a place for everyone, designed to ensure all feel welcome and safe. A range of place types and programming will ensure diverse experiences that cater to all users, providing an inclusive mix of spaces for activation and respite.

In the near term, early works along the north bank of the river will contribute to economic revitalisation in response to COVID-19. This will generate energy in Melbourne in alignment with current uses of the city. The Greenline will reinvigorate the CBD by attracting Melburnians and visitors alike to the river and the businesses surrounding it.

Over time, the Greenline will evolve to meet the changing needs of Melbourne's growing population, cooling the city and providing valuable open space. This will contribute to the health of the river and its environment and to human wellbeing, building the city's resilience to climate change.

Successful delivery of the Greenline will be realised through collaboration and investment by a range of partners. Coordination of multiple landowners and managers will be essential, especially in interfacing with large, strategic initiatives led by government and the private sector. This will enable the Greenline to plan for and integrate with adjacent infrastructure and precincts, ensuring a cohesive and future-focused outcome for the city.

This transformation will reorient our relationship with the Yarra River - Birrarung, celebrating and nurturing it to the benefit of people and the river itself. The Greenline will allow new memories to be made, unique to Melbourne and of this place.

“This is a 100-year project, so needs to be forward thinking and not just trying to fix today’s problems.”



“The land tenure of any public open space shouldn’t get in the way of a coordinated vision and a coordinated feel to people when they visit.”



“The Greenline offers an opportunity around improving the way people connect with and value the river.”



“The North Bank feels patchy and neglected in parts, especially compared with Southbank.”



“People currently see the river as dirty and they don’t understand the story behind it and the benefits that it brings to us.”



“The Greenline could provide a seamless connection to place and country.”



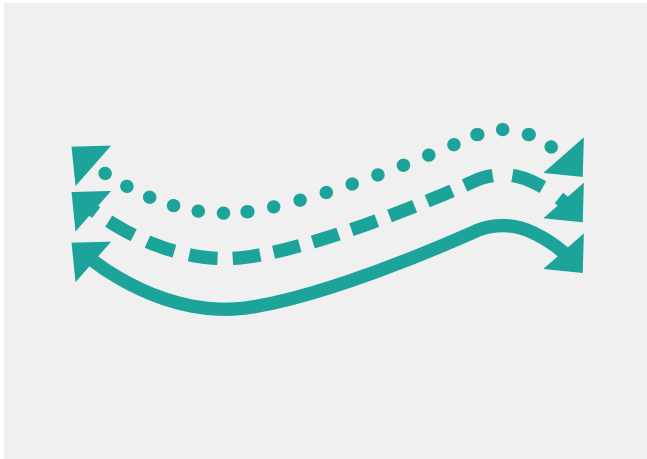
GREENLINE THEMES AND OBJECTIVES





THEMES

The following themes build on the strategic directions of the *Yarra River - Birrarung Strategy*. They set the framework for the objectives that will guide the development of the Greenline.



Environment: Healthy ecosystems

The river will be enhanced as an ecological corridor. Increased planting and revitalisation of the riparian edge will improve biodiversity and river health and increase resilience. Water quality and flood management will be addressed to help mitigate the effects of climate change.

Objectives

- Improve river health
- Design for and mitigate impacts of climate change, rising sea levels and flood risks
- Create a connected ecological corridor to improve the city's biodiversity
- Increase tree canopy cover and vegetation to improve urban cooling
- Provide opportunities for environmental education and interaction with the river



Culture: Authentic stories and experiences

Melbourne's heritage will be made more tangible by creatively embedding stories into the landscape. Spaces that inspire and educate will celebrate Wurundjeri Woi Wurrung and broader Aboriginal significance along the Birrarung, and our immigration and maritime past.

Objectives

- Provide opportunities for the ongoing practice and celebration of Aboriginal culture
- Recognise and reflect the many cultural narratives and values linked with the river
- Enhance the unique characters of the north bank including celebrating its heritage assets
- Balance a consistent identity with responsiveness to each individual place

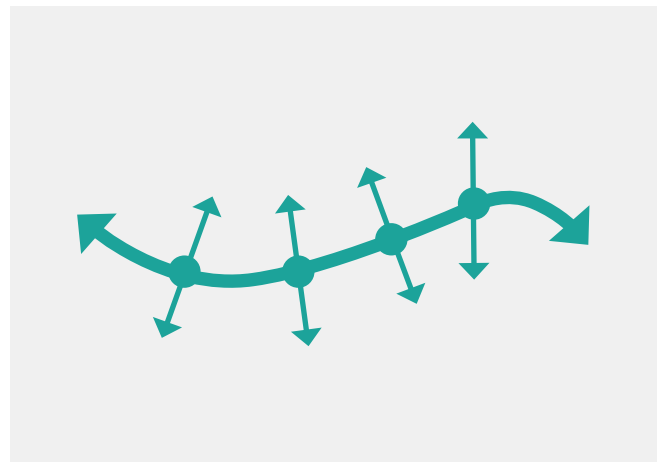


Place: Great places for people

Open spaces along the river will be re-imagined through bold interventions, strengthening their identities and respecting existing values. These spaces will provide opportunities for public activities and places of respite. They will build on connections with nearby areas to encourage new economic opportunities. The Greenline will provide for and welcome everyone, ensuring diverse and safe places and experiences.

Objectives

- Create spaces that embrace and express the Yarra River - Birrarung as a unique place and the focus of the Greenline
- Create spaces that respond boldly to the urban qualities of adjoining areas
- Provide amenity and diverse experiences that support community health and wellbeing
- Create high quality places that prioritise safety and inclusion



Connection: An uninterrupted journey

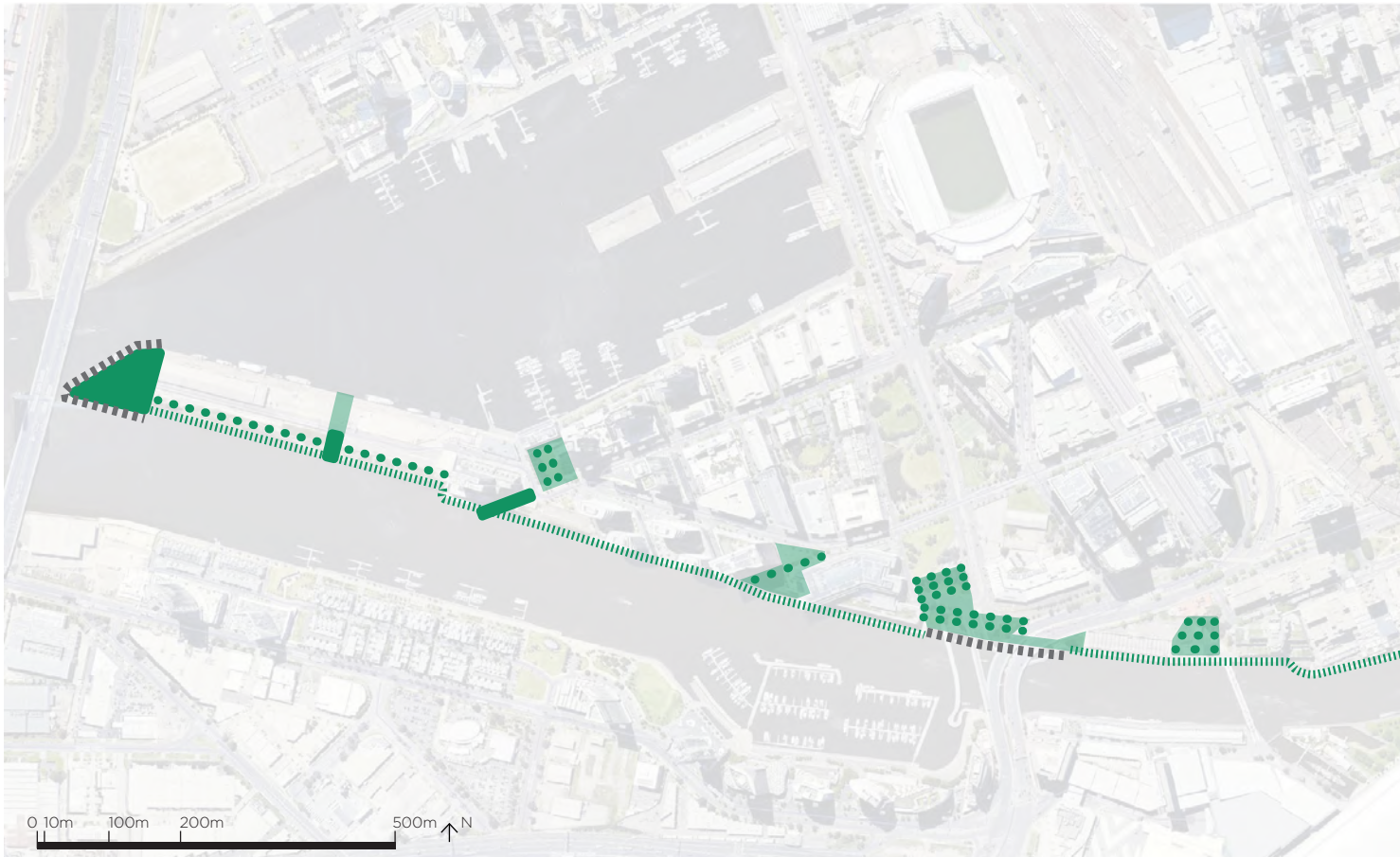
Access along the river and to the Greenline public spaces will be improved, as will connections between the river and city. Physical barriers will be reduced, modal conflicts will be minimised and wayfinding will be enhanced. Safety and inclusivity will be prioritised. Compelling journeys will be created through varying landscape experiences and will enable opportunities to connect with the water.

Objectives

- Create a continuous, uninterrupted journey along the river edge
- Improve opportunities to connect to the river, visually and physically.
- Improve links to surrounding streets and walkways
- Ensure safe, inviting, and universal access for users
- Maintain access throughout the river corridor as a primarily public place

ENVIRONMENT

Healthy ecosystems



The City of Melbourne is facing significant environmental and climate-related challenges including flooding, urban heating and habitat loss. The Yarra River - Birrarung is a significant natural asset. It was recognised formally as a living entity in the *Yarra River Protection (Wilip-gin Birrarung murrn) Act 2017*. A key element of recognising the river as living is acknowledging the leadership role of the Traditional Owners as environmental advocates.

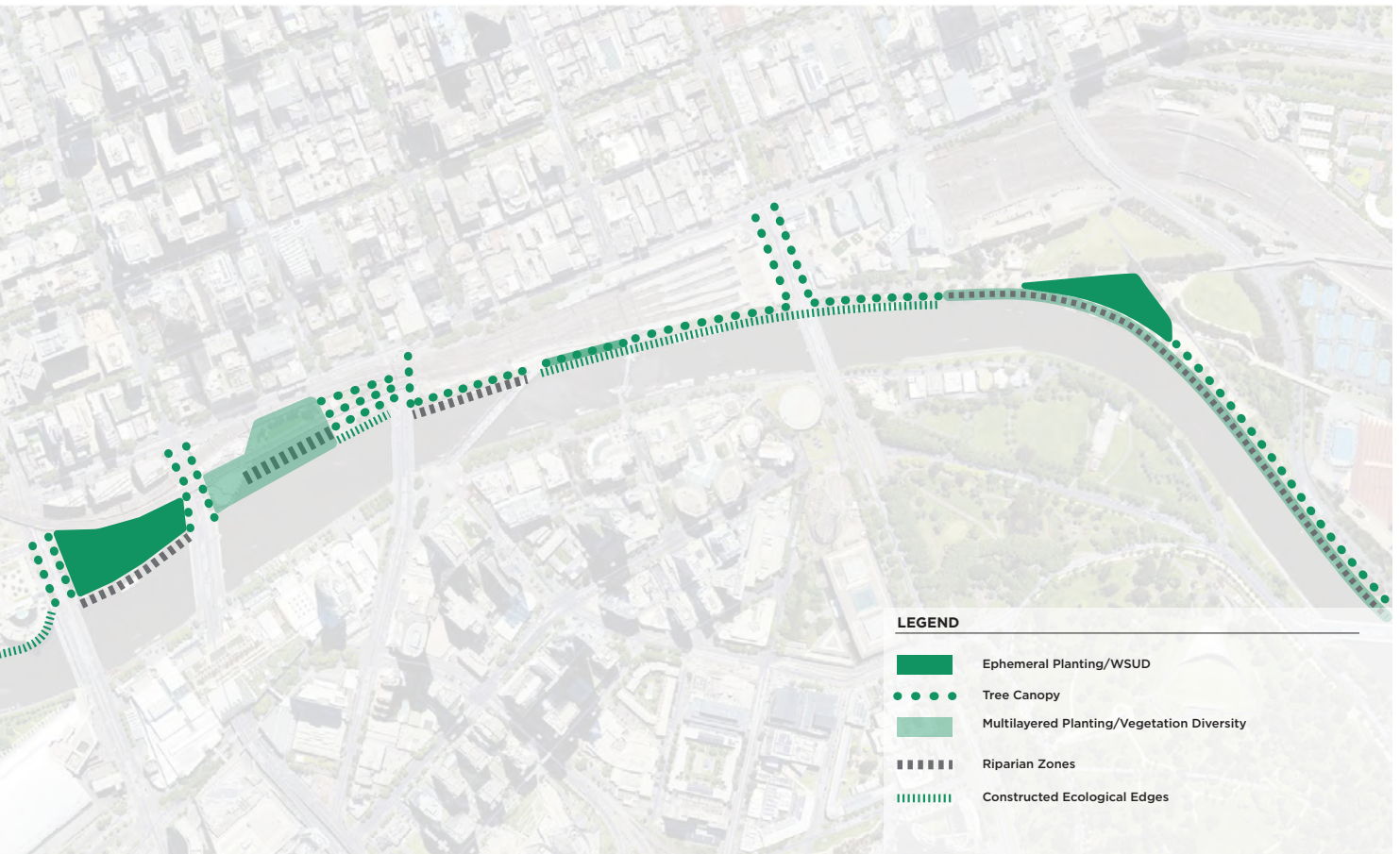
Greenline Strategies

Redesign the riverbanks to work with river processes

Reconstructing and softening the river edge can allow for natural processes to shape the river. In a meandering river, water moves slowly on the inside of bends, drops sediments and builds up a gently sloping bank. Riparian vegetation can then grow on this bank. At the outside of the bend, swifter water erodes a steeper face which is likely to be overhung by established trees. Restoration of an ecological edge to the river should respect and express these processes. Where the edge needs to be built with walls, these can be designed to reflect geological forms.

Apply ecological principles to current conditions

To create an effective ecological corridor, understandings of the past natural environment and of existing conditions should be applied in combination. Research on the pre-contact landscape should include areas of the Birrarung well beyond the Greenline. This may provide guidance for responses to micro-climates in the shade of today's high-rise CBD. Key fauna species that have been locally identified should be targeted and designed for.



Re-establish diverse water and wetland conditions

Historically, the Birrarung was a narrow meandering river situated within a flood plain and surrounded by billabongs. It flowed into the bay through an estuary flanked by salt marshes. It was not a single, simple channel but a complex series of water bodies, seasonal wetlands and streams. A variety of water edge and water body conditions should be created along the Greenline. This would support diverse flora and fauna communities. It could also help to deal with functional issues, such as filtration of stormwater runoff before it enters the river.

Improve soil volumes and quality to support increased greening

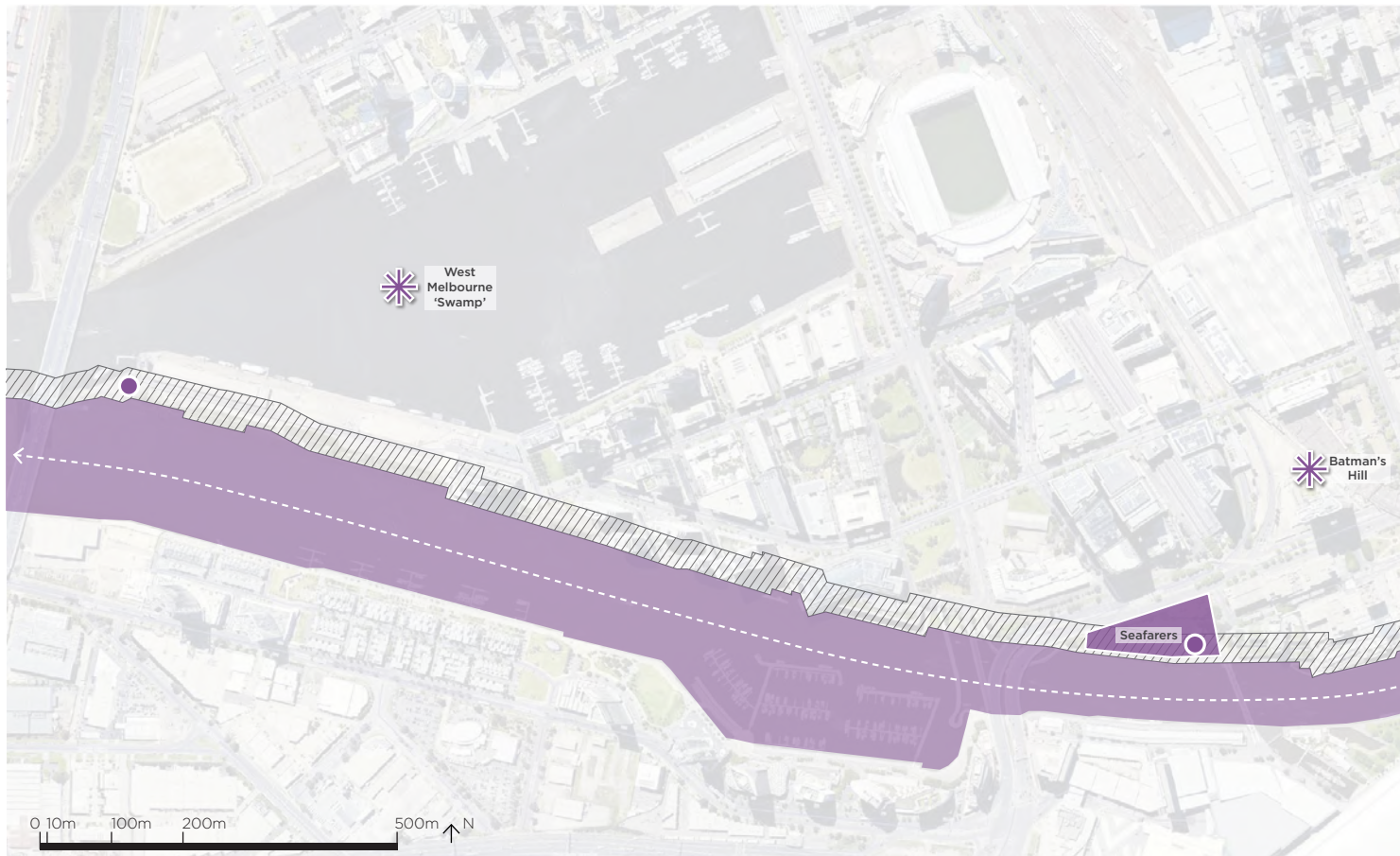
The Greenline area faces a range of issues regarding soil health. In some areas the ground is made up of low quality soil that cannot support vegetation. Provision of sufficient soil depth to support healthy trees on wharf structures is a challenge. Areas with low ground levels also leave only a shallow soil layer above the water table. These conditions result in containerisation and stunting of trees. Excavation and replacement with better soil is potentially problematic due to contamination, services and where existing trees are retained. Excavation and replacement also require disposal of contaminated spoil off-site as waste. Raising ground levels will therefore often be the most feasible option; this will also protect from salinity, with rising sea levels.

Increase flood protection within the Greenline and for the CBD

The CBD and Greenline face threats of rising sea levels and major storms caused by climate change. These pose serious concerns for infrastructure, activities, and people along the Greenline. Minimum levels need to be resolved for paths and structures to build long term resilience into the design. Low-lying areas may need to be protected by bunds (as Banana Alley is). Overhead clearances for access under bridges will become more difficult. Overland flow paths and stormwater outfalls must be respected and maintained to avoid flooding other areas.

CULTURE

Authentic stories and experiences



The north bank of the Yarra River - Birrarung is representative of multiple layers of heritage and culture. While the river landscape includes a myriad of significant sites, they do not 'tell the stories' of the diverse cultures and histories of the Yarra River - Birrarung.

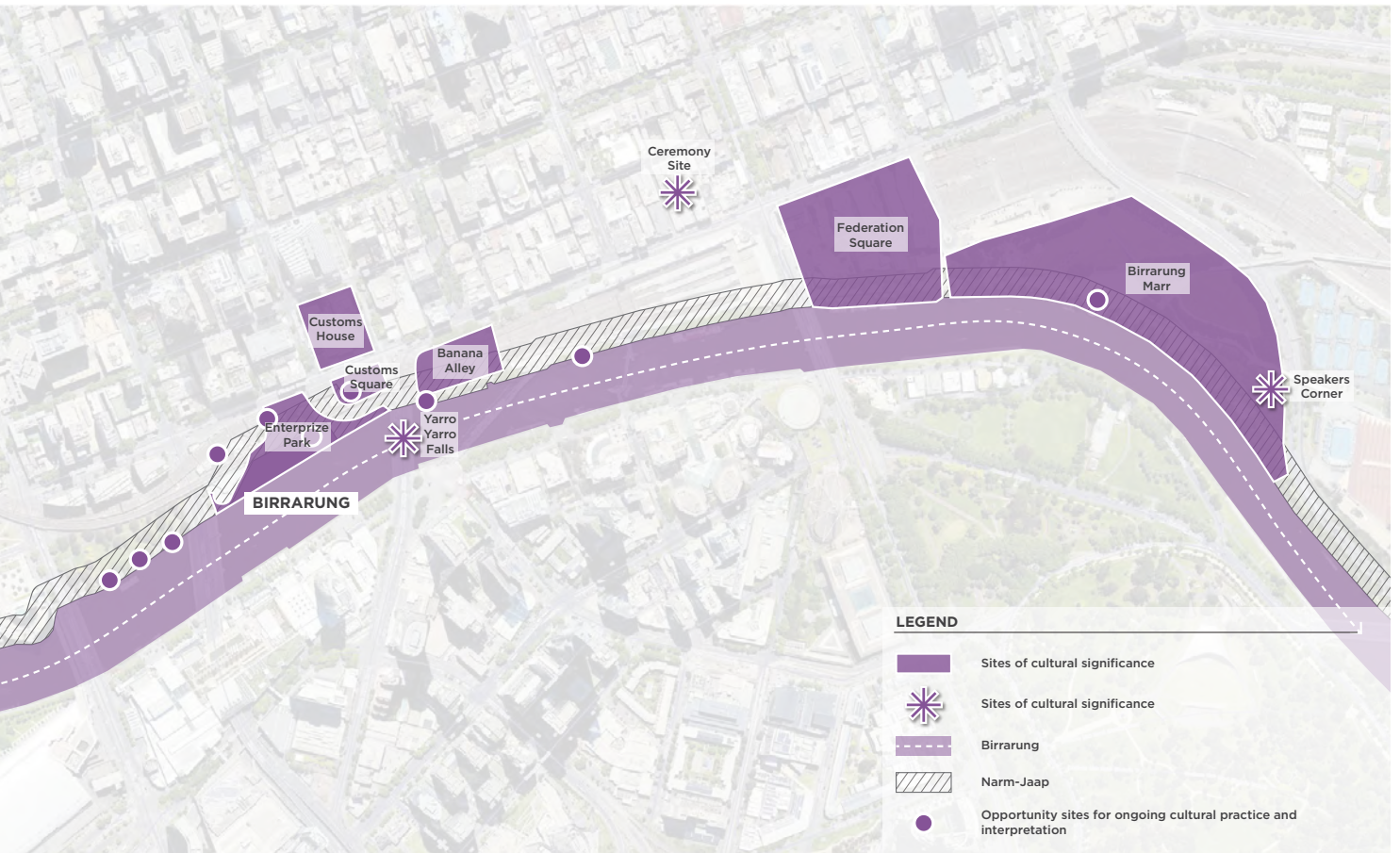
Greenline Strategies

Develop a cultural narrative strategy to guide storytelling

The Greenline must be underpinned by a Cultural Strategy, developed in collaboration with Traditional Owners. This will guide an interpretative strategy that respects and recognises Aboriginal culture, maritime trading heritage and shared post-contact histories. It will form the basis of storytelling and signage throughout the Greenline.

Support and celebrate contemporary cultural activities

Our culture connects us to our past, present and future. The Greenline's location is amid many vital institutions focused on arts, culture, sport and entertainment. The Greenline should support the ongoing practice of Melbourne's cultures, including Aboriginal culture. It should make bold contemporary expressions of cultural values.



Map reference: Hoddle Grid Heritage Review

Add amenity to spaces dominated by heritage engineering structures

Large areas of the Greenline are dominated by formally protected heritage structures – predominantly engineering works such as bridges and viaducts. While valued for the stories they tell, and in many cases handsome structures, few of these create amenable places for public use. Pervasive problems include:

- Overshadowing
- Noise
- Poor visibility
- Perceived lack of safety
- Previous use of surrounding areas for utilitarian functions

To make the Greenline an attractive destination it will be integral to respect the heritage of the area while also addressing amenity issues.

Develop an integrated creative strategy for the Greenline

There are many significant artworks along the Greenline. There is also an assortment of commemorative plaques and monuments. The Greenline will respect and build on qualities of existing works and continue to enrich the sense of place with an integrated creative approach. The approach will celebrate and be expressive of the local landscape – both natural and manmade.

PLACE

Great places for people



The character of the north bank has been shaped by its histories and changing use over the past 200 years. As the population of Melbourne continues to grow, so too does the need for high quality public open space, and an enhanced north bank.

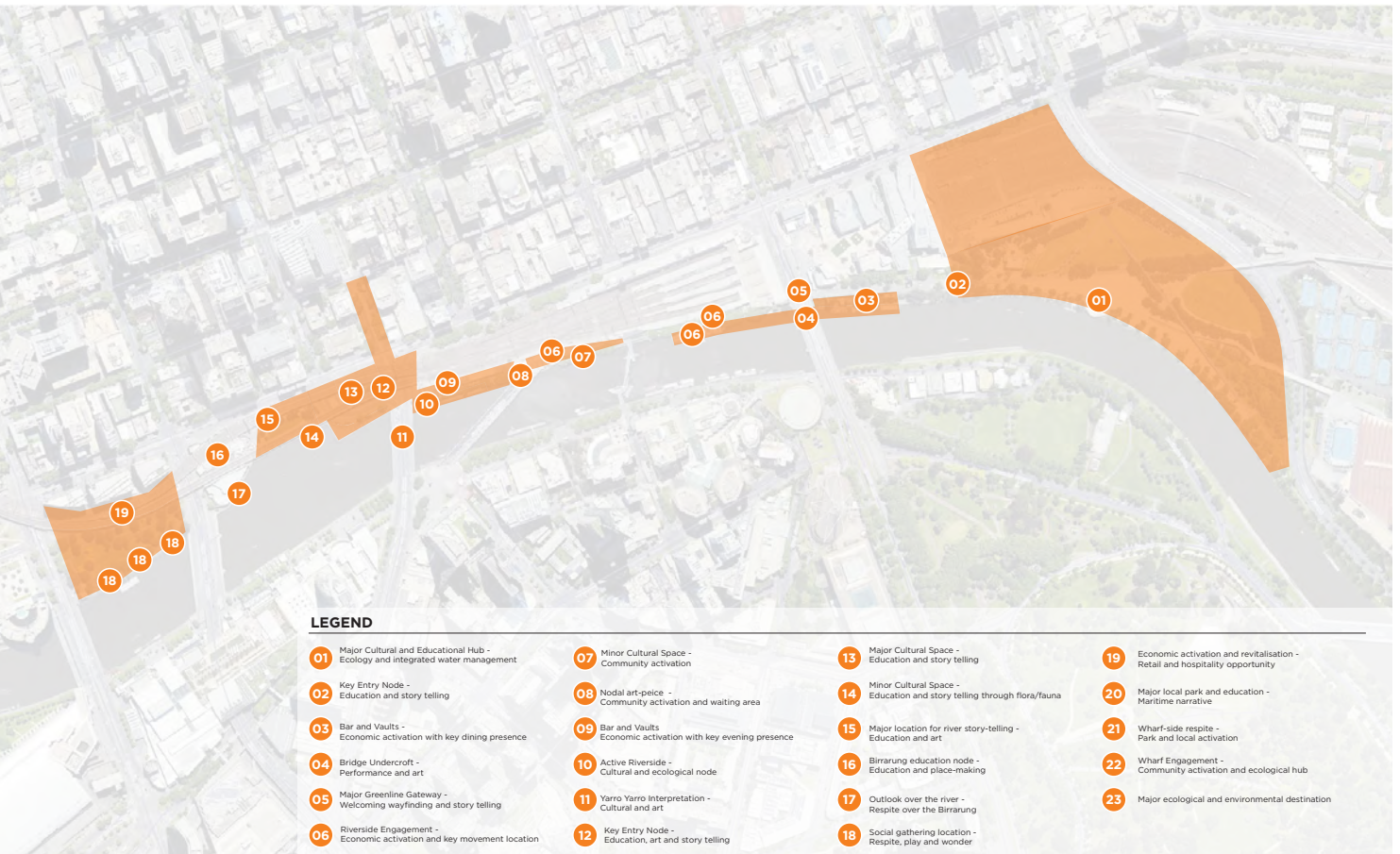
Greenline Strategies

Develop a sequence of spaces that complement adjoining neighbourhoods through their character and uses

The Greenline intersects a diverse range of adjacent contexts. The activities of the parkland and events spaces in Birrarung Marr differ fundamentally from the busy transport functionality of Flinders Street Station. An equally dramatic changes occur moving further downstream. The Greenline should respond to these activities, providing spaces that complement activities and opportunities nearby.

Provide spaces to accommodate varied uses for a growing city

Melbourne's city centre is a place of intensive activity. Large volumes of people travel through spaces daily, and huge crowds gathering during major events such as New Year's Eve. The Greenline and the spaces in it must be bold in scale to accommodate these crowds. While they do not need to be monumental, they need to be generous, open, and inviting.



Create places of respite and retreat

The Greenline is a part of the central city. It is also an important refuge from it – a place to pause and reflect, a cool space in a hot city. These opportunities will be of increasing importance in building Melbourne’s resilience to climate change, as well as in coping with increasing development density.

Create spaces for active use

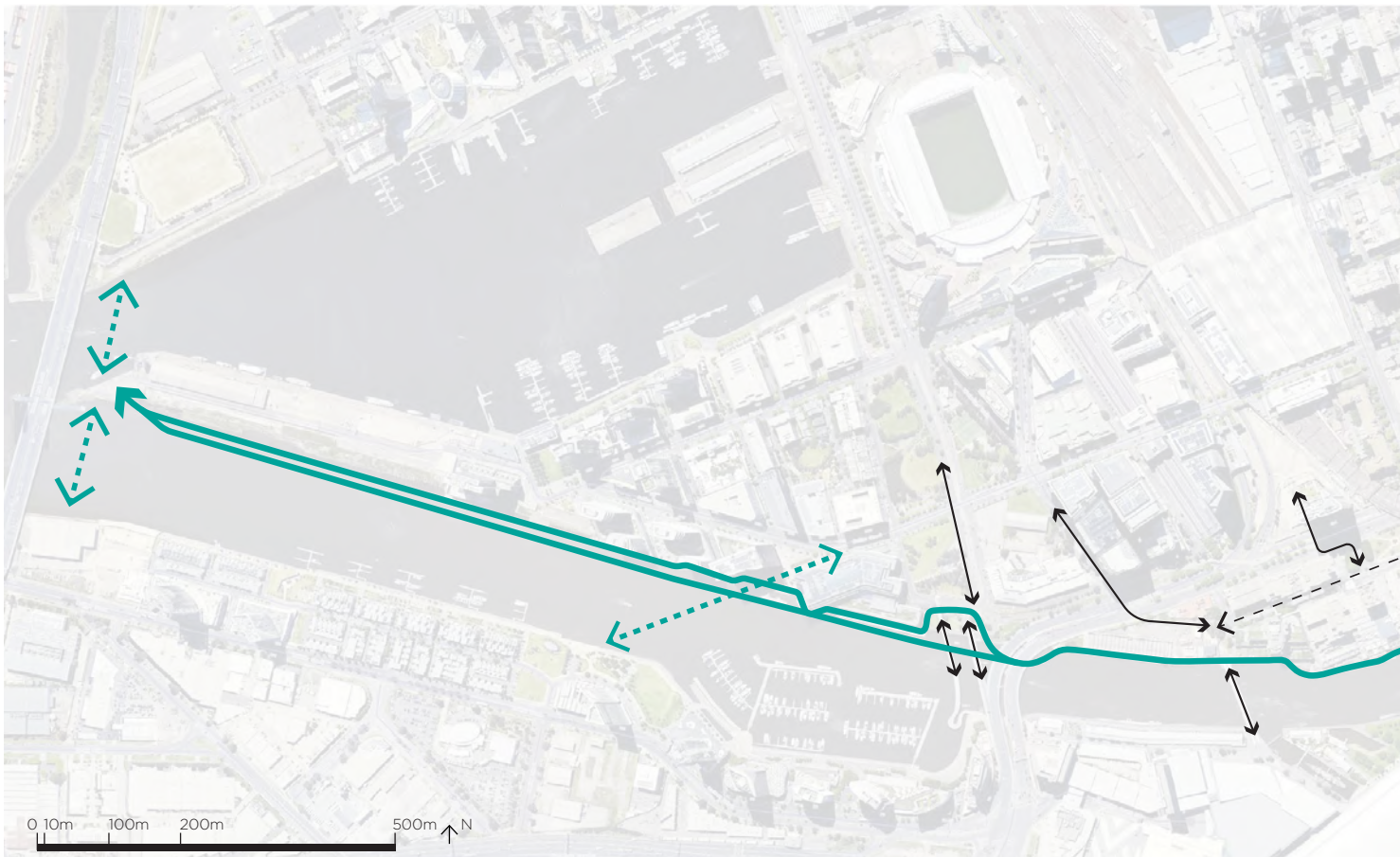
It is important that the spaces along the Greenline provide for and accommodate a diverse range of recreational uses. The *Open Space Strategy*, the *Skate Melbourne Plan* and the *Docklands Public Realm Plan* identify a variety of specific recreational activities. These activities should be incorporated into the Greenline to support residents, workers and visitors.

Provide safe and inclusive spaces that are activated during both day and night

The Greenline will be safe, welcoming and inclusive of all people. It is important that it offers diverse spaces, and that they are activated throughout the day and night. Uses and programs need to appeal to locals and visitors of all cultures, backgrounds, ages, genders, sexualities, beliefs and abilities.

CONNECTION

An uninterrupted journey



The north bank of the Yarra River - Birrarung offers a unique, linear setting. Its undulating and varied landscape is a key drawcard for many users wishing to both enjoy the river, and to use the corridor to connect with other destinations.

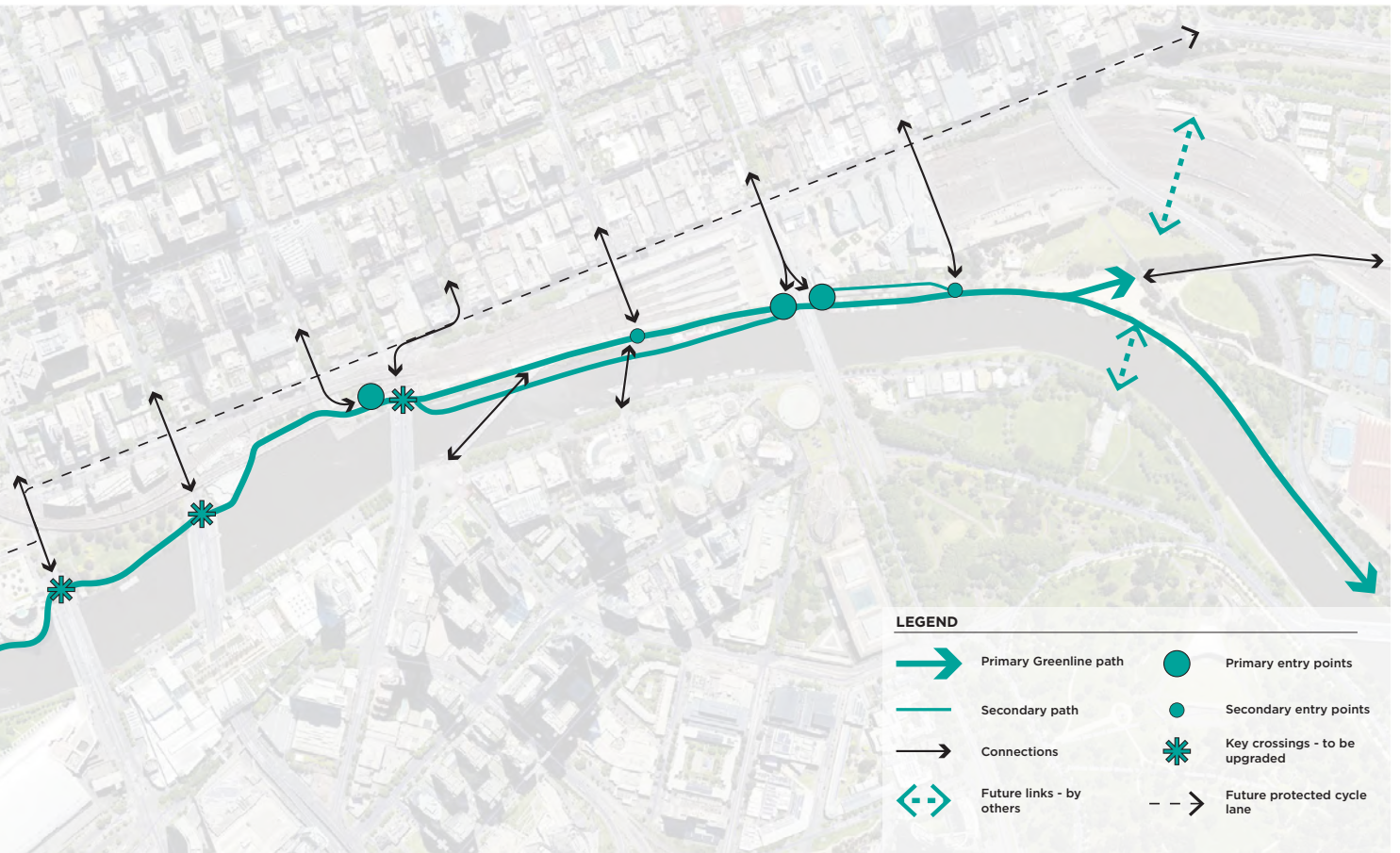
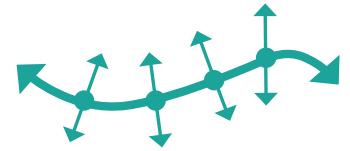
Greenline Strategies

Deliver a unique, continuous, and connected Greenline

The Greenline will provide a continuous, uninterrupted journey along the north bank of the Yarra River - Birrarung. It will offer a uniquely Melbourne experience, celebrating its cultural, environmental and historic contexts. It is important that the Greenline connects seamlessly to the CBD and surrounding areas to ensure easy and equitable access. The Greenline will link existing, new and future destinations.

Create a generous and universally accessible promenade

Path widths will enable people to move comfortably at their own pace. They will also allow for a mix of stationary activities. Furniture, trees, lighting and other features will be provided to support a safe and comfortable journey for all users throughout the day and night. The Greenline will prioritise pedestrians of all ages and abilities. Recreational cycling will be supported, but riding at high speeds will be discouraged. Other routes for commuter cycling will be promoted parallel to the river, including along Flinders Street.



Design street crossings to improve access along and to the river

Crossings at all streets along the river should be improved to:

- Align the crossing as near to the riverbank as is practicable
- Reduce traffic capacity where appropriate
- Minimise total crossing distances
- Provide generous crossing widths
- Ensure safe sightlines, accessible gradients and cross-falls

The amenity of streets leading to and crossing the river should also be improved. These improvements could include widened footpaths, protected bike lanes, improved lighting, and enhanced planting.

Provide connection and close access to the water

The Greenline will provide opportunities for people to connect visually and physically to the water. Providing clear and diverse views of the river will be a priority. Due to the tidal nature of the river floating wharves will be used to allow people close access to the water. Floating wharves help to ensure safe access on and off boats despite changing tidal levels. They will also maximise resilience in relation to flooding and rising sea levels.

Ensure that vertical circulation links are generous, gentle, and easy to traverse

Where level changes require stairs and ramps, these should be generous, gentle, and easy to traverse. Examples of this include Princes Bridge, access between promenade levels and access to floating wharves. Ground levels will be manipulated where possible to reduce the height differences at key links. Impediments to travel along the river edge should be minimised.

IMPLEMENTATION PLAN

To support the planning and delivery of the Greenline program, a series of precincts has been identified. These precincts reflect land management, activity and character attributes. The Greenline will be implemented through key improvements, coordination and advocacy along the length of the north bank of the Yarra River - Birrarung within the following five precincts:

- Birrarung Marr
- Yarro Yarro
- River Park
- Maritime
- Salt Water Wharf



BIRRARUNG MARR PRECINCT

An enhanced civic and cultural precinct acts as a gateway to the Greenline. Aboriginal culture and Melbourne's unique ecology is visibly and boldly celebrated through the design of the landscape. A re-imagined edge provides an activated river frontage adjacent to Federation Square and Flinders Street Station.

Priorities

- Continue to engage meaningfully and respectfully with the Traditional Owners at all stages of the project.
- Work with the Traditional Owners to ensure the cultural narrative of the river is celebrated and embedded into the project delivery process and built outcome.
- Provide places for Aboriginal cultural practice and ceremony.
- Create a city gateway and prominent entry to the Greenline
- Connect the existing sports, cultural, arts and transport destinations with the Greenline.
- Provide increased space for pedestrians along the river edge.
- Provide places to pause and enjoy the rivers edge.
- Enhance riparian greening along the Birrarung Marr rivers edge.
- Improve access from Flinders Street into Birrarung Marr.

Unlocking actions

- Provide universal access from upper to lower promenade
- Work with land owners and managers on improvements to public space
- Consider current and future events as the precinct develops

Key improvements

1 Expanded Promenade

- Improve pedestrian and recreational cyclist connections along the River.
- Improve visual and physical connections to the River.
- Investigate ecology and habitat improvements.

2 Ecological Edge

- Improve ecology and habitat value of river edge and park interface with Birrarung Marr.
- Plan and commence implementation of tree succession in existing tree avenues, including soil remediation as required.
- Enhance visibility to, and engagement with the river edge.

3 Flinders Walk Improvements

- Improve interface between Flinders Walk, Flinders Street Station and Princes Bridge.
- Resolve conflicts between pedestrians and recreational cyclists at existing pinch points.
- Improve universal access from Swanston Street to the River.

b Swanston Street Tram Stop

- Consider access and way-finding improvements from existing Swanston Street tram stop to the Greenline.
- Integrate with future Swanston Street tram stop.

c Flinders Street

- Coordinate with pedestrian and cycling upgrades to Flinders Street.
- Improve pedestrian and recreational cycling connections between Flinders Street and the Greenline.

d Federation Square

- Advocate for improved connections between Federation Square and the River.

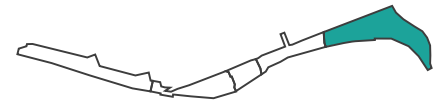
e Russell Street Connection

- Advocate for improved visual and physical connections, and improved greening from Russell Street to the Greenline and the River.

Coordination and advocacy

a Flinders Street Station

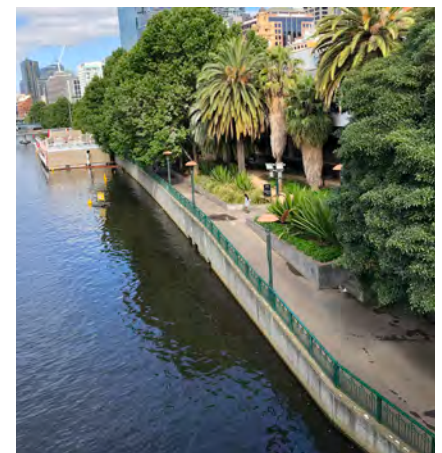
- Coordinate with VicTrack and PTV station operations and access requirements.
- Coordinate with future plans for the Station's redevelopment.
- Consider access and way-finding improvements from the train station to the Greenline.



- f Federation Square East**
 - Coordinate with future plans for Federation Square East
- g Treasury Square**
 - Coordinate with future plans for Treasury Square development.
- h Rail Corridor**
 - Coordinate with future plans for the rail corridor.
- i Bridge Link**
 - Investigate a bridge to improve pedestrian and cycle access across the Birrarung.
- j Draft Birrarung Marr Master Plan by City of Melbourne**
 - Incorporate opportunities identified in the Draft Birrarung Marr Master Plan.

Next steps

- » Continue to engage with Traditional Owners (the Wurundjeri Woi Wurrung) and other Aboriginal Stakeholders
- » Continue to engage with land owners and managers on potential improvements
- » Continue to interface with Parks Victoria assets including berthing operations at Federation Wharf
- » Continue to interface with Melbourne Water assets including Elizabeth Street main drain outfall
- » Investigate heritage impacts of works interfacing with Princes Bridge and Flinders Street Station
- » Undertake climate impact and asset vulnerability assessment



YARRO YARRO PRECINCT

Aboriginal, maritime and immigration histories are revealed through artistic interpretations and adaptive re-use of physical assets. Major landscape interventions will transform Enterprize Park into a space of natural respite and an Aboriginal cultural destination for the Central City. The addition of high quality activation opportunities will draw increased visitation to this precinct.

Priorities

- Continue to engage meaningfully and respectfully with the Traditional Owners at all stages of the project.
- Work with the Traditional Owners to ensure the cultural narrative of the River is celebrated and embedded into the project delivery process and built outcome.
- Celebrate the cultural narrative of the River including the site of Yarro Yarro (the Falls).
- Resolve conflicts between service vehicle access, pedestrians and cyclists.
- Improve space for pedestrians along the rivers edge.
- Create connections between the varying levels of the rivers edge .
- Unify and integrate existing and new public open spaces .
- Create a continuous pedestrian connection.
- Advocate for the activation of existing heritage assets
- Incorporate water sensitive. urban design approach to the Enterprize Park and surrounds.

Unlocking actions

- Redefine existing edge between upper and lower promenade at Flinders Walk.
- Work with land owners and managers on improvements to public space.
- Upgrade pedestrian crossing at Queens Bridge Street.
- Investigate realignment of vehicle carriageways.

Key improvements

Key Cultural Precinct

- Areas 4, 5 and 6, as well as areas on the Southbank will involve significant engagement with Traditional Owners. The brief and experience of this precinct will be shaped by Traditional Owner aspirations, and will recognise cultural values and significance.

1 Upper Promenade

- Investigate opportunities for economic activation.
- Enhance pedestrian experience to Flinders Street Station and Elizabeth Street underpass.
- Improve physical and visual connections between the upper and lower promenade.
- Resolve pedestrian and recreational cyclist conflicts and existing pinch points.

2 Signal

- Investigate opportunities for additional activation which is complementary to the Signal creative studio and program.

3 Banana Alley and Lower Promenade

- Investigate opportunities for public realm improvements and potential to rationalise parking.
- Separate service vehicles from public activity.
- Improve existing berthing facilities and investigate opportunities for river based activities.
- Investigate opportunities for recreational or health and well being activities that complement the adjacent existing business.
- Improve pedestrian and recreational cyclist experience of Lower Promenade.
- Improve ecological and habitat value.

4 Yarro Yarro Interpretation

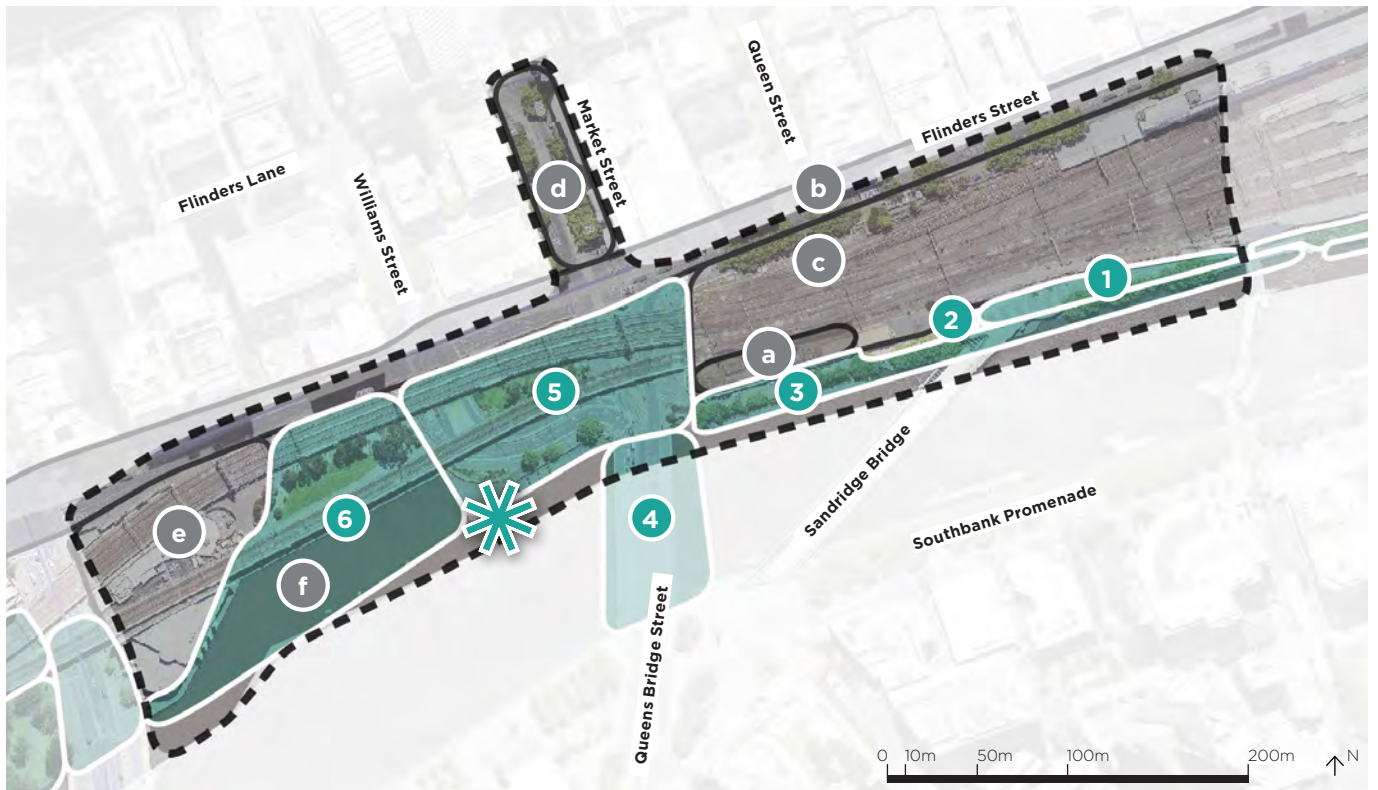
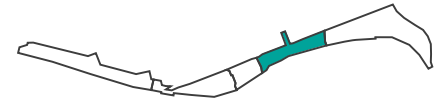
- Investigate opportunities for cultural interpretation and a memorable landscape or art installation at the site of the Yarro Yarro (the Falls) on both sides of the river.

5 Customs Square

- Improve street level pedestrian and recreational cyclist connections across Queens Bridge Street along the river front.
- Improve access and way-finding to the Immigration Museum and Market Street Park.
- Coordinate with proposed tram stop works.
- Investigate short to medium term project or activation opportunities in existing open space.
- Investigate long term removal of William Street S Bend to expand and upgrade Customs Square.

6 Enterprize Park/Turning Basin

- Improve existing open space.
- Improve access and way-finding from surrounding streets.
- Investigate ecology and habitat improvements.
- Improve river edge path capacity and interaction with river.

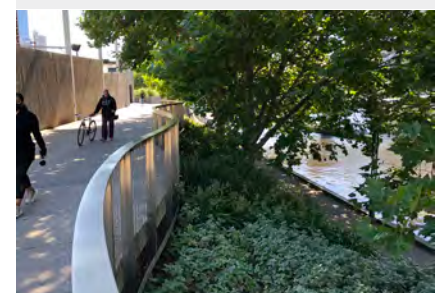


Coordination and advocacy

- a Banana Alley Vaults**
 - Coordinate with land owners on any future plans and changes.
 - Advocate for improvements to highlight the historical significance of the Banana Alley heritage structures.
- b Flinders Street**
 - Coordinate with pedestrian and cycling upgrades to Flinders Street.
 - Improve pedestrian and recreational cycling connections between Flinders Street and the River.
- c Flinders Street Station**
 - Coordinate with VicTrack and PTV regarding current station operations and access requirements.
 - Coordinate with The Victorian Government and land owners and managers on any future plans for the Station's redevelopment.
 - Consider access and way-finding improvements from the train station to the Greenline.
- d Market Street South**
 - Advocate for further public realm expansion'
- e Melbourne Aquarium**
 - Advocate for improved interfaces and active frontages along the streets and the River.
 - Improve interface with Enterprize Park.
 - Investigate opportunities for improved connections and interface between the Melbourne Aquarium and river.
- f Yarra Pools**
 - Work with Yarra Pools Association, relevant stakeholders and approval authorities to assess feasibility of a swimmable Yarra project.

Next Steps

- » Continue to engage with Traditional Owners (the Wurundjeri Woi Wurrung) and other Aboriginal Stakeholders
- » Continue to interface with land owners and managers on potential improvements
- » Undertake climate impact and asset vulnerability assessment
- » Formally assess the merits of a project put forward by the community-led Yarra Pools association, to determine the feasibility of incorporating a swimmable Yarra project into the Greenline initiative in future, in this or another precinct



RIVER PARK PRECINCT

The re-imagined local park provides a place of respite, exploration, play and wonder for city workers and residents. A resilient landscape approach integrates seasonal inundation as an exciting, changing wetland experience.

Priorities

- Continue to engage meaningfully and respectfully with the Traditional Owners at all stages of the project.
- Work with the Traditional Owners to ensure the cultural narrative of the River is celebrated and embedded into the project delivery process and built outcome.
- Work with topography, vegetation and integrated water management approaches to enhance the landscape resilience to climate change.
- Provide opportunities for increased safety, amenity and activation.
- Improve the legibility of pedestrian pathways and interconnections with adjacent precincts and the central city.
- Provide areas of respite and social connection for workers and residents of all ages.
- Provide elements of play, delight and curiosity in an immersible river landscape .
- Mitigate the impacts of rail infrastructure on open space amenity

Unlocking actions

- Projected flood modelling
- Upgrade pedestrian crossing at King Street
- Upgrade pedestrian crossing at Spencer Street

Key improvements

1 King Street Crossing

- Improve King Street crossing to prioritise pedestrian movement including potential signal relocation.
- Investigate opportunity for footpath expansions by reducing traffic lane widths.

2 Batman Park

- Enhance Batman Park as a public open space to serve the surrounding community.
- Improve ecological and habitat value.
- Ensure compatible programming and use of open space, and investigate long term use of heritage pump house building.
- Provide opportunities to experience the rivers edge
- Investigate opportunities for recreational or health and well being activities.

3 Spencer Street Crossing

- Improve Spencer Street crossing to prioritise pedestrian movement including potential signal relocation.
- Improve access and way-finding from pedestrian crossing towards the River and adjacent open spaces.
- Provide a safe recreational cycling connection from future Flinders Street cycle lanes to Siddeley Street and the River front.

4 Rebecca Walk

- Work with VicTrack and Rebecca Walk management on activation opportunities integrated with park uses and experiences.
- Investigate opportunities to mitigate rail viaduct impacts on the park e.g. noise reduction.

Coordination and advocacy

a Flinders Street

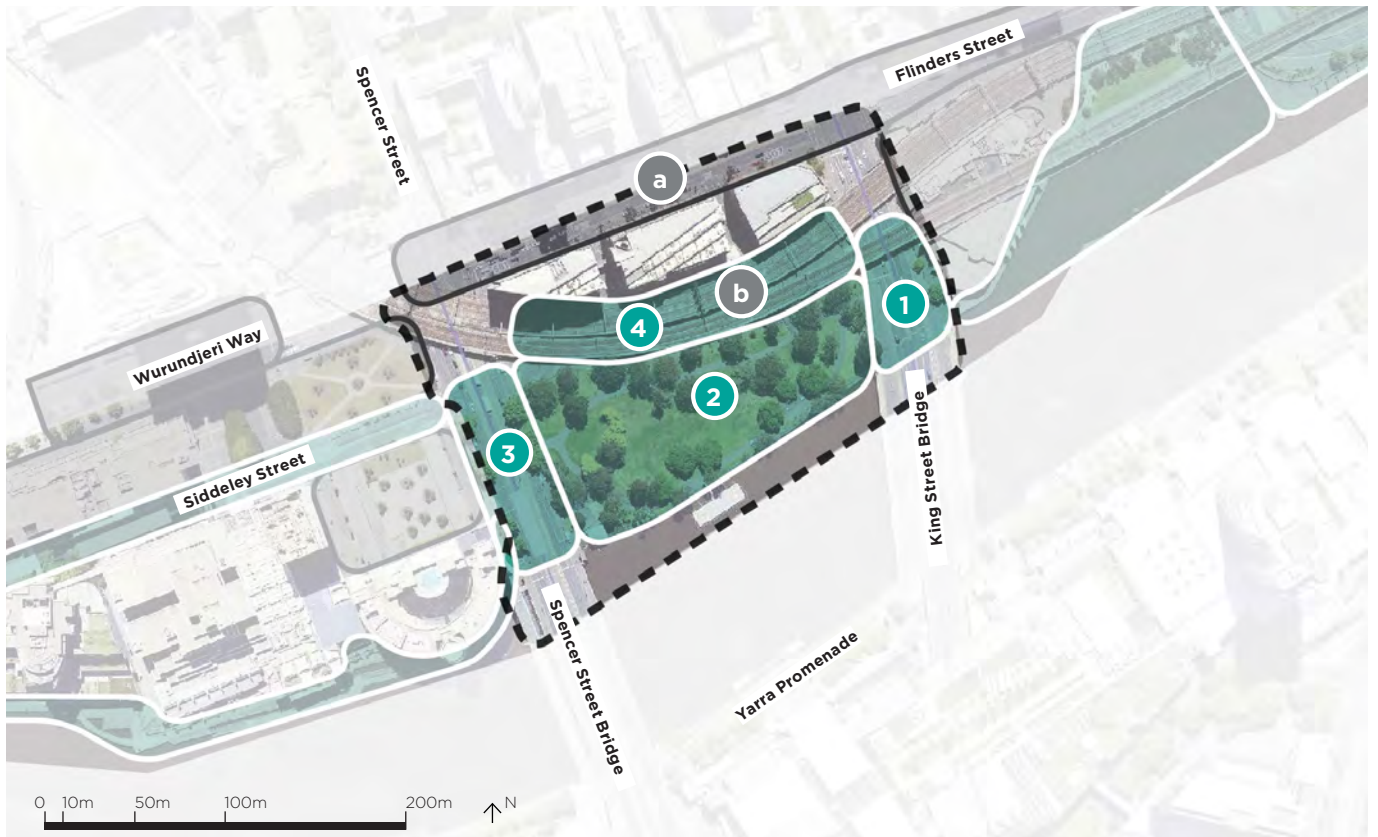
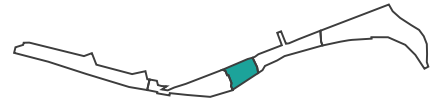
- Coordinate with pedestrian and cycling upgrades to Flinders Street.
- Improve pedestrian and recreational cycling connections between Flinders Street and the River.

b Railway Infrastructure

- Advocate for mitigation of rail viaduct impacts on the park e.g. noise reduction.

Next steps

- » Continue to engage with Traditional Owners (the Wurundjeri Woi Wurrung) and other Aboriginal Stakeholders
- » Undertake climate impact and asset vulnerability assessment
- » Continue to coordinate with asset owners and authorities



Existing site conditions



MARITIME PRECINCT

Seafarers Rest Park provides a new public space that reveals Melbourne's significant maritime heritage. The enhanced pedestrian and cycling connections allow for easier and more enjoyable travel into the CBD, Docklands and Southbank.

Priorities

- Continue to engage meaningfully and respectfully with the Traditional Owners at all stages of the project.
- Work with the Traditional Owners to ensure the cultural narrative of the River is celebrated and embedded into the project delivery process and built outcome.
- Unify disparate public open spaces and improve legibility of pedestrian connections on the waters edge.
- Improve public and private interfaces along the river.
- Improve recreational cycling connections through the precinct including the Capital City Trail.
- Create a new park destination.
- Provide opportunities for greening, vegetation and creation of constructed ecological edges.
- Celebrate cultural maritime history through interpretation.

Key improvements

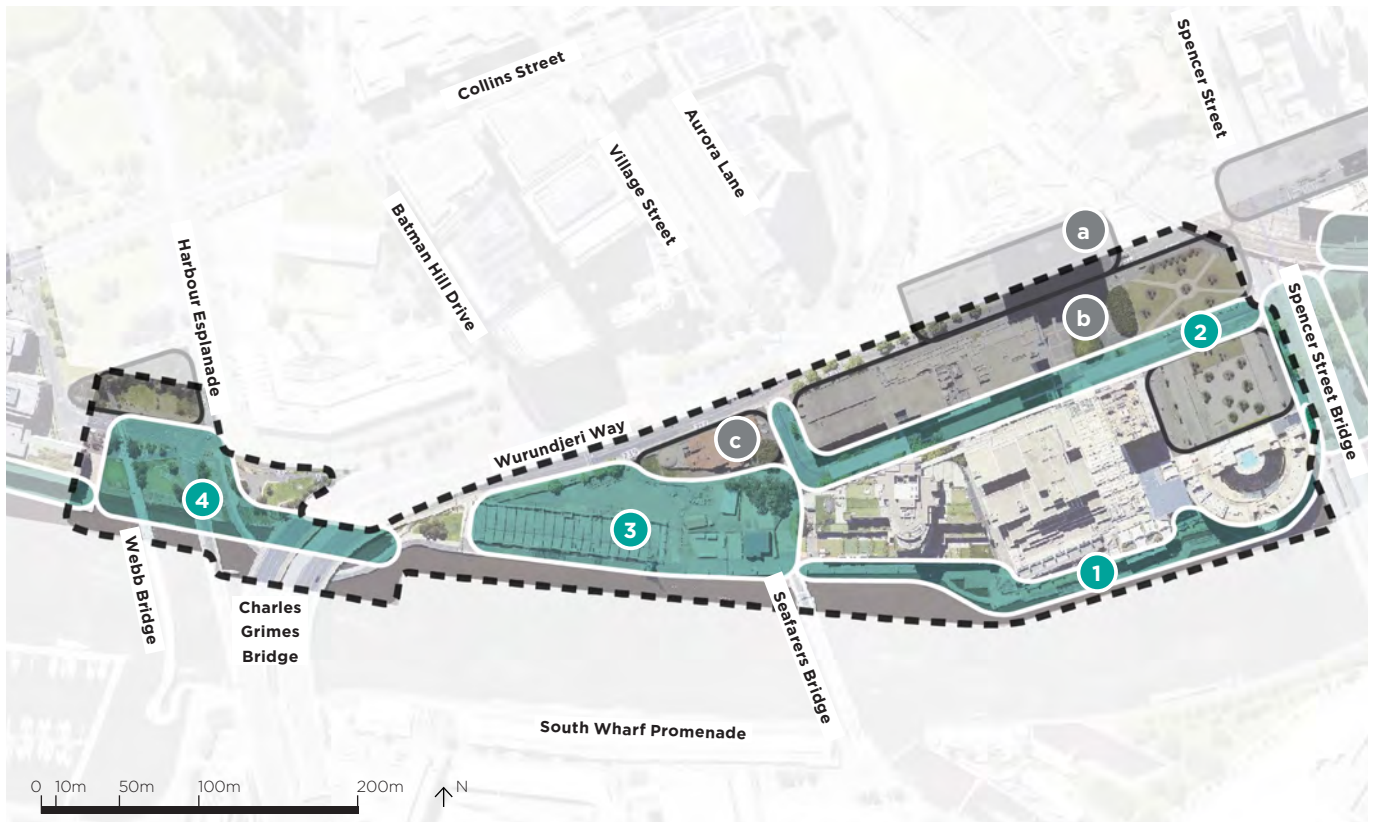
- 1 World Trade Centre Waterfront**
 - Work with adjacent property owners to improve access and way-finding to and along the river.
 - Work with adjacent property owners and business to improve management of water front spaces for public use.
- 2 Siddeley Street**
 - Develop streetscape design for Siddeley Street that prioritise active transport and tree canopy coverage to inform and guide development outcomes.
- 3 Seafarers Rest Park and Seafarers development**
 - Coordinate with the developer to deliver new open space.
 - Coordinate with future private development and with The Victorian Government plans for Mission to Seafarers.
 - Provide infrastructure to support small local events.
- 4 Docklands Link**
 - Improve access and way-finding to existing spaces
 - Improve pedestrian and cyclist crossing across Navigation Drive from Jim Stynes Bridge towards Harbour Esplanade (Capital City Trail).
 - Resolve conflicts between pedestrian and recreational cyclists at intersections on the existing shared paths.
 - Maintain and enhance ecological value of the riparian edge to the river and connections to Docklands Park.

Coordination and advocacy

- a Melbourne Quarter Connection**
 - Advocate for improved connection across Flinders Street to Melbourne Quarter.
- b Siddeley Street Developments**
 - Investigate opportunities to coordinate with private developments to improve the public realm.
- c Mission to Seafarers**
 - Investigate opportunities with The Victorian Government for future redevelopment of this building as a visitor destination.

Next Steps

- » Continue to engage with Traditional Owners (the Wurundjeri Woi Wurrung) and other Aboriginal Stakeholders
- » Undertake climate impact and asset vulnerability assessment
- » Explore options for enhanced uses of the Missions to Seafarers building
- » Explore potential for private developments to contribute to the public realm improvements
- » Support the adjoining developer's implementation of Seafarers Rest Park



Existing site conditions

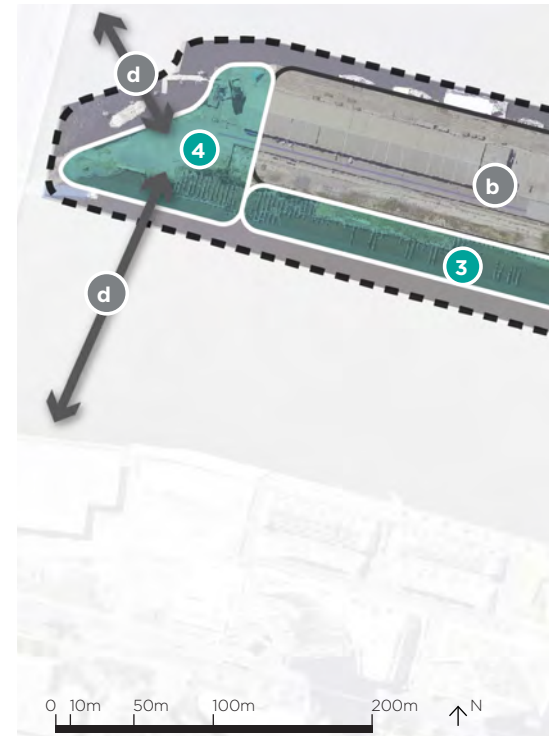


SALT WATER WHARF PRECINCT

A new park at the end of the wharf provides a ecological focused destination with sweeping views of the Port, Victoria Harbour and the city. Adaptive reuse of the control tower recognises the industrial and port history of the area.

Priorities

- Continue to engage meaningfully and respectfully with the Traditional Owners at all stages of the project.
- Work with the Traditional Owners to ensure the cultural narrative of the River is celebrated and embedded into the project delivery process and built outcome.
- Acknowledge the Aboriginal History including the Time of Chaos (Filling of Port Phillip Bay)
- Enhance the river front neighbourhood on the wharf
- Create ecological park
- Adaptive reuse of port infrastructure
- Improve legibility of pedestrian connections on the rivers edge



Key improvements

1 Australian Wharf

- Investigate opportunity to improve the existing wharf experience .
- Investigate ecology and habitat improvements.
- Improve signage and way-finding.
- Work with Development Victoria to co-ordinate berthing requirements for chartered boats.

2 Community Green

- Provide new public park as part of future private development (by others).

3 Collins Wharf Promenade

- Provide new pedestrian and recreational cyclist promenade (by others).
- Improve connections to the River.
- Investigate ecology and habitat improvements

4 Eco Park

- Provide new public, ecological park as part of future private development (by others).
- Prioritise ecology and strengthen ecological links to Moonee Ponds Creek.
- Protect views to Melbourne Port and back to the city.
- Connect people with the water, including investigating opportunities to provide for fishing and boating.
- Retain the maritime character including protecting the rock edge and remnant navigational light structures.
- Encourage mixed land-use activation to the edge of the park.
- Restore the existing control tower and investigate opportunities for adaptive reuse of this building.
- Limit vehicle access to maintenance/service vehicles only.
- Provide informal play opportunities.

Coordination and advocacy

a Seafarers and Adela Lanes

- Advocate for improved pedestrian and recreational cycling connections between adjacent streets to the River.
- Investigate opportunities to improve signage and way-finding.

b Collins Wharf

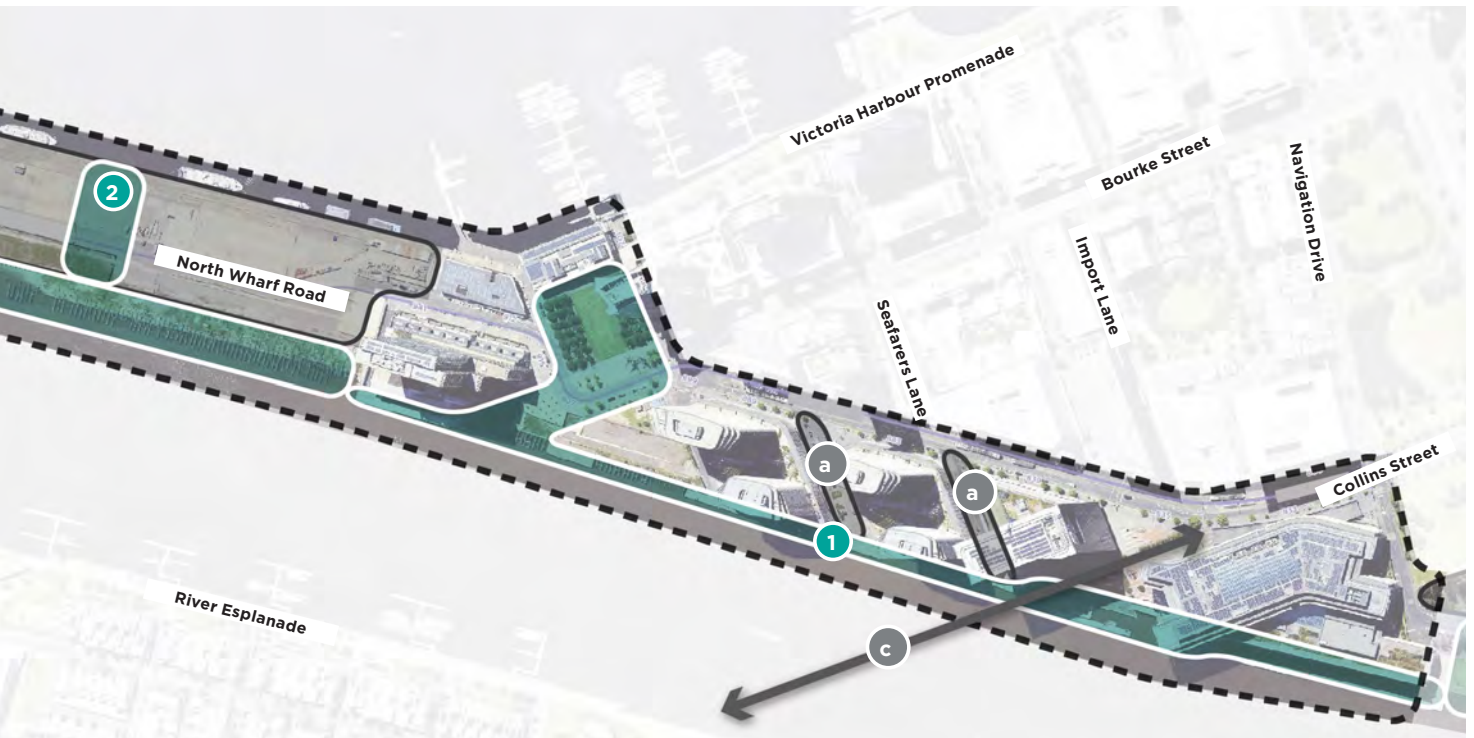
- Investigate opportunities to coordinate with private developments to improve the public realm.

c Collins Street Bridge

- Coordinate with authorities on any future pedestrian, cyclist and tram bridge connection to Fisherman's Bend.

d Western Park/Yarra's Edge Connection

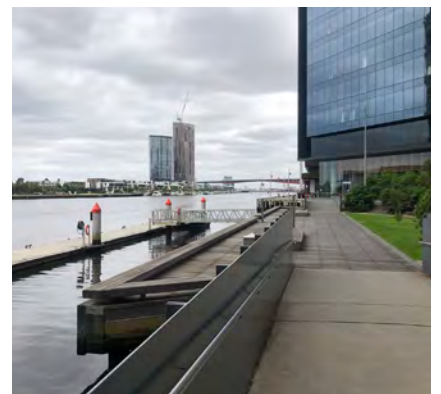
- Accommodate future connection to Moonee Ponds Creek and Fisherman's Bend.



Existing site conditions

Next steps

- » Continue to engage with Traditional Owners (the Wurundjeri Woi Wurrung) and other Aboriginal Stakeholders
- » Continue to engage with developer and Development Victoria
- » Consider development timing and delivery of public realm works
- » Undertake climate impact and asset vulnerability assessment



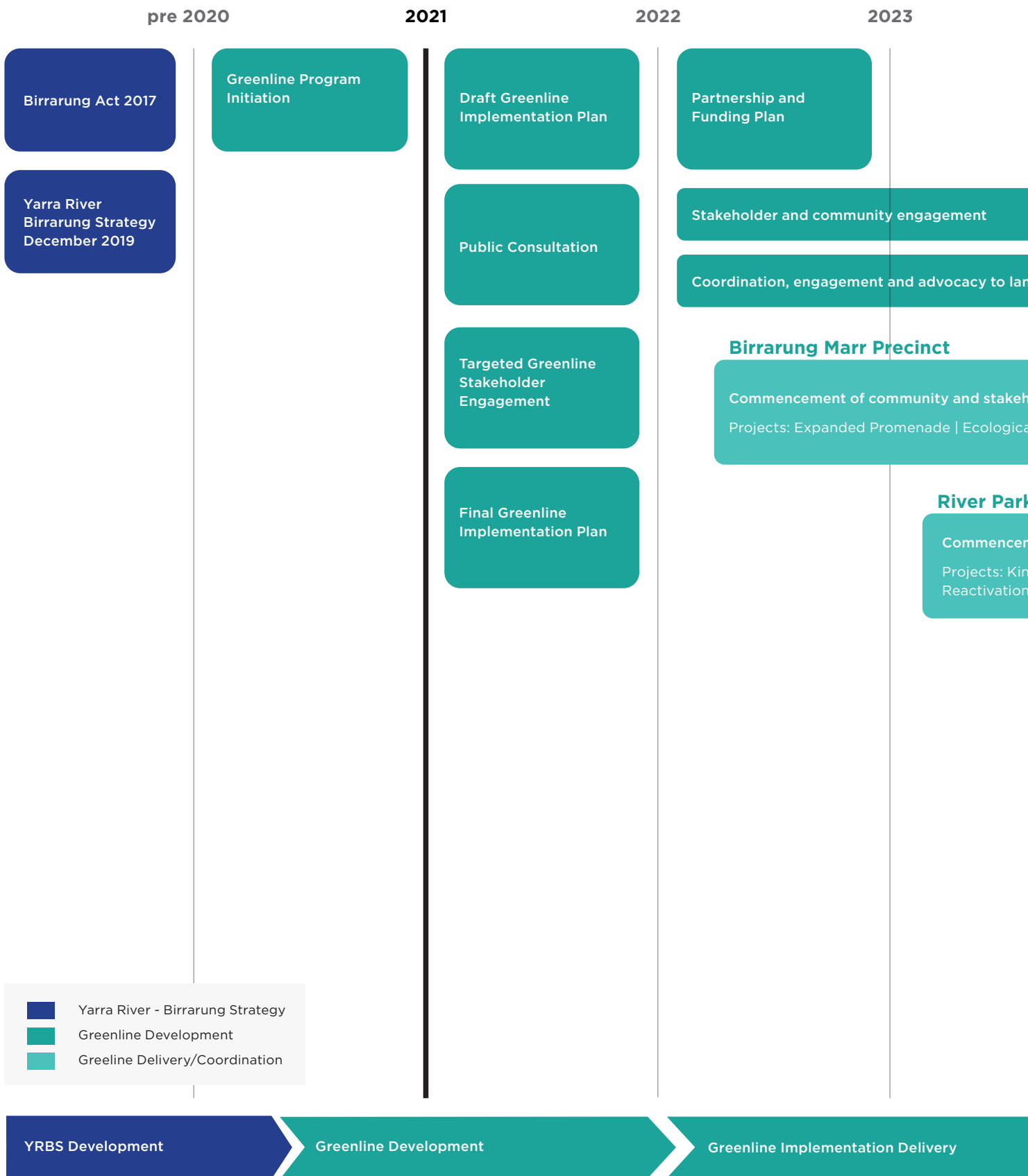
THEMES AND OBJECTIVES SUMMARY

Theme	Objective	
Environment	En1	Improve river health
	En2	Create a connected ecological river corridor
	En3	Provide opportunities for environmental education and public interaction with the river
	En4	Increase canopy cover and vegetation to improve cooling
	En5	Design for and mitigate impacts of flooding and sea level rise
Culture	Cu1	Provide a platform for the ongoing practice and celebration of aboriginal culture along the river
	Cu2	Reveal the many and layered cultural narratives and values associated with the Yarra River - Birrarung
	Cu3	Enhance the unique character of the north bank by celebrating the existing heritage assets
Place	PI1	Create spaces that embrace the river context
	PI2	Sustain the Yarra River - Birrarung as a primarily public place
	PI3	Balance a consistent identity, with a series of diverse offers
	PI4	Provide amenity and experiences that support community health and wellbeing
	PI5	Provide high quality places for people
	PI6	Prioritize safety and inclusion
Connection	Co1	Create a continuous, uninterrupted journey along the river edge
	Co2	Improve opportunities to visually and physically connect to the river and the north bank
	Co3	Better connect the north bank into the streets of the Central City
	Co4	Provide safe, inclusive and universally accessible connections
	Co5	Enhance conditions for pedestrians and recreational cyclists

IMPLEMENTATION PLAN SUMMARY

Precinct	Key Improvement	Stakeholders / Partnerships	Timeline for Delivery	Cost	Objective
Birrarung Marr	Expanded Promenade	Parks Victoria/Melbourne Water	Short	Medium	Co1, Co2, Co4, Co5, PI2, PI6
	Ecological Edge	Parks Victoria/Melbourne Water	Short	Low	En1, En2, En3, PI1, PI4, PI6, PI7
	Flinders Walk Improvements	Parks Victoria/Vic Track	Medium	Medium	Co2, Co4, Co5
Yarro Yarro	Upper Promenade	Parks Victoria/Vic Track	Medium	Medium	Co1, Co2, Co3, Co4, PI5
	Signal	Vic Track	Medium	Low	PI1, PI5
	Banana Alley and Lower Promenade	Parks Victoria/Melbourne Water/Vic Track	Medium	High	Cu2, Cu3, PI1, PI3, PI4, PI5, Co1, Co4, Co5
	Yarro Yarro Interpretation	Parks Victoria/Melbourne Water	Medium	Medium	Cu1, Cu2
	Customs Square	Vic Track/DoT	Medium	High	Co1, Co2, Co3, Co4, Co5
	Enterprize Park and the Turning Basin	Parks Victoria/Melbourne Water/Vic Track	Medium	High	En1, En2, En3, PI1, PI2, PI4, PI6
River Park	King Street Crossing	DoT	Short	Medium	Co1, Co2, Co4, Co5
	Batman Park	Parks Victoria/Melbourne Water	Short	High	En4, En5, PI1, PI2, PI4, PI5, PI6, Co2
	Spencer Street Crossing	DoT	Short	Medium	Co1, Co2, Co3, Co4, Co5
	Rebecca Walk	Vic Track	Medium	Low	PI3, PI5
Maritime	World Trade Centre Waterfront	Asset 1 - Riverlee	Short	Low	Co1,Co2, Co4, C05
	Siddeley Street	DoT/Developers	Medium	Medium	PI5, PI6, Co4, Co5
	Seafarers Rest Park and development	Asset 1 - Riverlee	Short	Low	En3, En4, PI5,
	Docklands Link	Parks Victoria/Melbourne Water	Short	Low	Co5
Salt Water/ Wharf	Australian Wharf	Development Victoria/ Lendlease	Medium	By others	En2, PI1,
	Wharf Park	Development Victoria/ Lendlease	Long	By others	PI1, PI4, PI5
	Collins Wharf Promenade	Development Victoria/ Lendlease	Long	By others	Co2, Co5
	North Wharf Point Park	Development Victoria/ Lendlease	Long	By others	En1, En2, En3, PI1, PI2, PI4, PI6

IMPLEMENTATION SCHEDULE



***Timeframes are indicative and all projects are subject to required approvals**

NEXT STEPS

Successful delivery of the Greenline will be realised through collaboration and investment with relevant partners. Coordination of multiple landowners and managers will be essential. City of Melbourne will interface with government, private industry and the community on a wide range strategic initiatives. This coordination will enable the Greenline to plan for and integrate with adjacent infrastructure and precincts, ensuring a cohesive and future-focused outcome for the city. Further, it will aim to gain support for ongoing research, discussion and engagement. This will help to identify further opportunities and challenges as the program evolves.

The Implementation Plan is an important tool for collaboration. It sets out aspirational objectives and practical actions. The Implementation Plan will facilitate engagement with government agencies and stakeholders including:

- Traditional Owners
- The Victorian Government
- State Government agencies including:
 - Development Victoria
 - Parks Victoria
 - Melbourne Water
 - VicTrack
- Property owners

Feedback and responses received will be analysed to identify and agree priorities and opportunities. A Partnership and Funding Plan incorporating stakeholder feedback will be developed and agreed with partner organisations. This plan will include funding commitments. It will also form a key input into the Greenline business case. The business case will outline how the City of Melbourne will collaboratively deliver on the Greenline aspirations over the next 20-50 years.



APPENDIX 1




Yarra River - Birrarung Strategy Summary Tables

Yarra River - Birrarung Strategy: Actions Summary


Extract from the Yarra River - Birrarung Strategy


The Greenline will need to support the broader actions from the Yarra River - Birrarung Strategy that relate to the north bank.


ACTIONS	TIMEFRAME	COST	POTENTIAL COLLABORATIONS	
Ecology				
1	Deliver a trial project of riparian vegetation on the river bank in collaboration with The Victorian Government.	Short	Medium	Parks Victoria; Royal Botanical Gardens
2	Deliver a trial project for floating vegetation in the Yarra River - Birrarung, in collaboration with The Victorian Government.	Short	Medium	Parks Victoria; Melbourne Water
3	Develop a plan for interpretive signage highlighting the natural river environment in collaboration with Parks Victoria and Royal Botanic Gardens.	Mid	Low	Parks Victoria; Royal Botanical Gardens
4	Address planning scheme gaps regarding sunlight protection to the Yarra River - Birrarung, and adjacent public spaces (outside Capital City Zone).	Mid	Medium	Department of Environment, Land, Water and Planning
5	Develop urban design guidelines for flood prone areas across the municipality in the public and private realm.	Short	Low	Melbourne Water; Department of Environment, Land, Water and Planning
Culture				
6	Establish a Memorandum of Understanding for future engagement with each of the Traditional Owner groups.	Short	Low	Traditional Owner Groups
7	Develop an Aboriginal Cultural Narrative of the city section of the Yarra River - Birrarung, in collaboration with Traditional Owner groups.	Short	Low	Traditional Owner Groups; Aboriginal Victoria; Birrarung Council
8	Research the pre-contact landscape character and botanical aspects of the Yarra River Birrarung, including the landscape management aspects to establish a reference planting guide.	Short	Low	Traditional Owner Groups; Aboriginal Victoria; Birrarung Council
9	Identify under-represented sites of significance and culturally significant species for the Yarra River - Birrarung, in collaboration with the Traditional Owner groups and explore opportunities to reintroduce these to the river.	Short	Low	Traditional Owner Groups; Aboriginal Victoria; Birrarung Council
10	Develop an interpretation strategy including storytelling and signage for the Yarra River - Birrarung, on the basis of the Aboriginal cultural narrative, maritime trading heritage and shared post-contact history.	Short	Low	Traditional Owner Groups; Aboriginal Victoria; Birrarung Council
11	Explore opportunities for creative installations that position the river as an environmental educator, elevating understanding of Aboriginal culture in the past, present and into the future.	Short	Low	Traditional Owner Groups; Aboriginal Victoria; Birrarung Council

	Greenline to deliver - Action that is specific to or can be focused on the northbank as part of the Greenline.
	Greenline to support - Action is wider than the northbank and the Greenline will play a key role in delivering outcomes within the project area.
	Informing Greenline - strategic activity that will inform the Greenline program.

	ACTIONS	TIMEFRAME	COST	POTENTIAL COLLABORATIONS
Place				
12	Work with The Victorian Government and adjacent landowners to develop an agreed design, and deliver improvements to the central city north bank area.	Mid	High	Parks Victoria; Department of Environment, Land, Water and Planning
13	Develop a long term program of high quality events and activities that align with The Activation Plan and work towards transforming key locations of the riverfront into vibrant, safe and inclusive destinations.	Short	Low	Parks Victoria, Creative Victoria, Yarra River Business Association
14	Incorporate within the City of Melbourne Design Standards relevant technical guidance for waterfront treatments and signage to establish a consistent palette.	Short	Low	Parks Victoria
15	Work with The Victorian Government to deliver general maintenance upgrades - decluttering, graffiti removal, street furniture, lighting etc.	Mid	High	Parks Victoria, Victrack
16	Investigate the location, purpose and need for a new bridge to improve pedestrian and bicycle access between Birrarung Marr and Domain Parklands and, if supported, work with The Victorian Government to fund and deliver.	Mid	High	Parks Victoria; Department of Environment, Land, Water and Planning
Movement				
17	Further investigate the feasibility and deliver Flinders Street bicycle lanes.	Mid	Medium	Department of Transport
18	Continue delivery of the alternative Southbank commuter cycle route, including Alexandra Avenue, City Road, Kavanagh Street and Clarendon Street segments.	Mid	High	Department of Transport
19	Work with The Victorian Government to deliver amenity improvements and better pedestrian crossing arrangements along key riverfront desire lines of Queensbridge Street, Kings Way, Spencer Street and Russell Street/Hosier Lane.	Mid	High	Department of Transport
20	Work with The Victorian Government to investigate future reconfiguration and delivery of improvements to the Williams and Flinders Street intersection.	Mid	High	Department of Transport
21	Undertake a detailed audit of existing access conditions and work with The Victorian Government to develop a coordinated maintenance and physical upgrade program.	Short	Medium	Department of Transport

 **Greenline to deliver** - Action that is specific to or can be focused on the northbank as part of the Greenline.

 **Greenline to support** - Action is wider than the northbank and the Greenline will play a key role in delivering outcomes within the project area.

 **Informing Greenline** - strategic activity that will inform the Greenline program.

Yarra River - Birrarung Strategy: Policy Summary

Extract from the Yarra River - Birrarung Strategy

Ecology	
1	Encourage riparian greening along the Yarra River - Birrarung, including existing river banks.
2	Encourage a native and resilient planting palette along the Yarra River - Birrarung, promoting nature in the city.
3	Encourage riparian habitats in urban parks edging the Yarra River - Birrarung.
4	Encourage Sponge City strategies in the public realm and private development adjacent to the river.
5	Encourage initiatives in the city reach of the river to improve water quality in collaboration with Melbourne Water including filtration of water runoff.
Culture	
6	Advocate for Maritime Heritage to be considered in planning and design for key opportunity areas. Encourage interpretation and a connected network between heritage precincts through a city-wide strategy (refer action 10).
Place	
7	Encourage a range of high quality civic, educational, cultural, hospitality and water dependant uses that complement a focus on high quality public spaces.
8	Build on diverse character districts to create a series of unique, locally authentic experiences.
9	Ensure unrestricted public waterfront access.
10	Encourage waterfront buildings to address the water with physical openings and active edge uses.
11	Discourage helicopter facilities and carparking along riverfront area and work to minimise ambient noise.
12	Promote activities that support a public, safe and attractive riverfront.
13	Rationalise existing and proposed clutter to ensure unobstructed appreciation to identified views and landmarks.
14	Consider impact on views in design and location of additional bridges only where cross river connectivity is critical.
Movement	
15	Better integrate pathways along and leading to the riverfront by creating direct pedestrian crossing arrangements and amenity improvements.
16	Advocate to The Victorian Government to investigate the potential to lower Wurundjeri Way and create a seamless waterfront link.
17	Advocate for universal accessibility to ensure the river environment safely caters for everyone.



APPENDIX 2

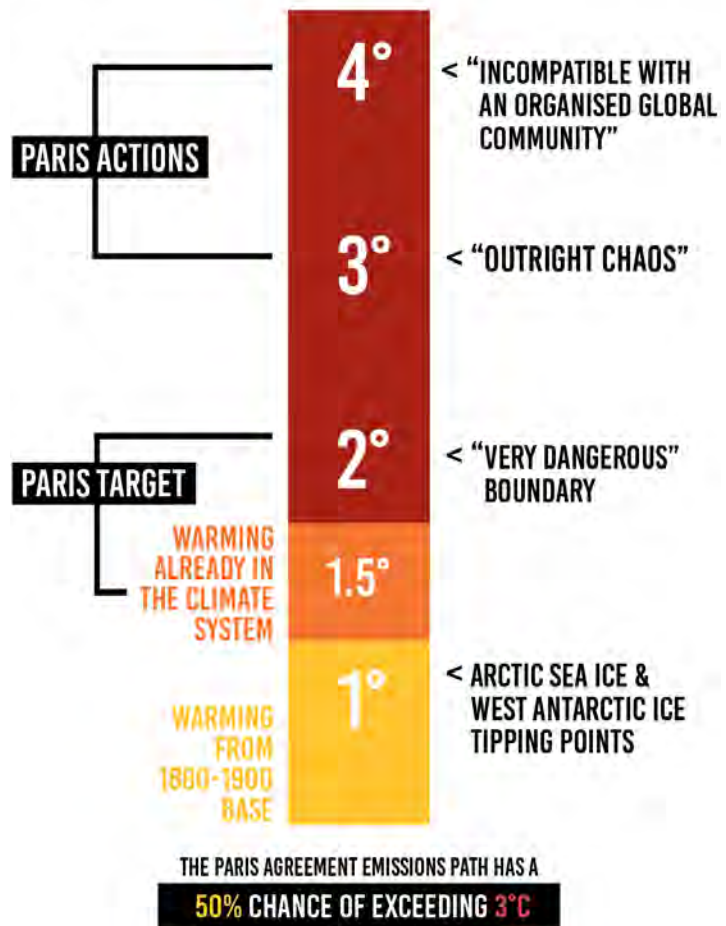
City of Melbourne Policy, Strategy and Guideline Summaries and Greenline Deliverables

The Climate Change and Biodiversity Emergency

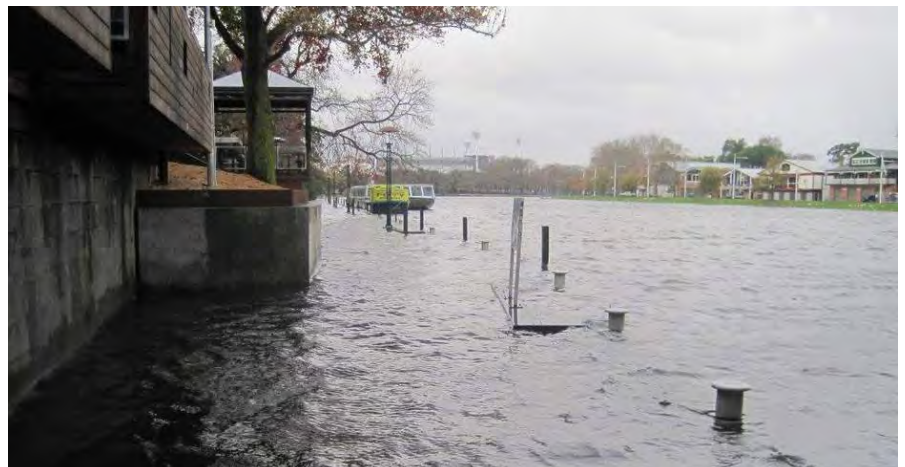
The City of Melbourne declared a climate and biodiversity emergency in 2019. In doing so it joined around 1400 jurisdictions across 27 countries in recognising the serious risks posed by climate change. Melbourne’s people, plants, animals, and economy are under threat. Health and social impacts from floods, bushfires, extreme heat and storms especially affect Melbourne’s most vulnerable residents. These events will all be worsened by climate change. Older people, young children, those with existing medical conditions and people who cannot afford air conditioning are at risk during extreme heat. Immediate action is needed to reduce emissions and adapt to the impacts of climate change.

To support this declaration Council committed to reaching a zero emissions target for the municipality by 2040. This is ten years earlier than planned in the previous *Climate Change Adaptation Strategy (2017)* and *Climate Change Mitigation Strategy (2018)*.

PARIS EMISSIONS PATH & CLIMATE RISKS



From Ian Dulop and David Spratt, *Disaster Alley: Climate Change, Conflict and Risk. Breakthrough* - National Centre for Climate Restoration, 2017, p. 5.



The northbank next to Riverland flooded by an overflowing Yarra River June 2014 Source: Chingaipe, S 2014, accessed on 21 April 2021: sbs.com.au

Trees, such as our elms and even some indigenous eucalypts, will struggle to grow in drought conditions - higher temperatures mean we could lose 35 per cent of the city’s trees in the next 20 years.

What does climate change mean for our city?

Heat

- Heatwaves have serious impacts on human and animal health, antisocial behaviour, the performance of infrastructure and the delivery of essential services
- The 2009 heatwave increased demand on health services, with a 46% increase in ambulance callouts. 374 people died due to heat-related illness
- Businesses in the municipality lost revenue estimated at \$37 million over the four-day heatwave in 2014
- Urban areas are usually warmer than their rural surroundings, creating the 'urban heat island effect', which worsens the impact of heat waves. Significant areas of the city average 5-10°C above the non-urban baseline, while the river and parklands are cooler, ranging between 2°C above or below non-urban baseline
- Victoria's climate has already warmed by 1°C. We now average 11 days greater than 35 degrees; by 2050 this will increase to 16 days
- Temperature rise above 1.5°C will lead to major irreversible damage to ecosystems and endanger Melbourne's liveability. It could lead to the loss of many city trees, which will endanger threatened animals like the powerful owl, grey-headed flying fox, and swift parrot

Bushfires

- Victoria has had longer fire seasons since the mid-1990s. Fire days are projected to increase 42% per year in Melbourne by 2050
- The cost of the 2009 Black Saturday bushfires was estimated at \$4.4 billion
- In January 2020 Melbourne's air quality was the worst in the world due bushfire smoke. The estimated cost of smoke haze in Melbourne, Sydney and Canberra from 2019-2020 bushfires is \$500 million

Flooding

- In 2018 Melbourne experienced a 1 in 1000-year storm. Flash flooding caused suspended train services and power outages across the city.
- Significant areas of the Greenline are already at risk of flooding during major storms.
- Climate change is projected to increase average sea levels along Victoria's coast. In combination with more frequent, heavy rainfall events this means more areas will be inundated during storms and riverine flooding will be more frequent and severe.

Drought and water supply

- The millennium drought and heat stress accelerated the decline of the city's current tree population.
- In 2019 Melbourne's rainfall was down 40% on our average.
- By 2050, there will be 20% less rainfall during spring in Melbourne. This means more severe conditions in the lead up to the summer bushfire season.
- Increasing frequency of drought poses challenges to Melbourne's water supply and the health of parks and trees throughout the city. Some existing trees in the project area are already in severe decline. More are likely to die due to future droughts.
- Some open spaces in the Greenline area are irrigated with potable water. In the event of a drought and water restrictions, trees in these spaces will be at risk.

Greenline deliverables



MEASURE AND ASSESS THE ENVIRONMENTAL IMPACT

Collect base line data for air quality, microclimate and biodiversity.



PLAN FOR HEATWAVES

Increase vegetation, shading and reflective or permeable surfaces to provide a cool place of respite close to the city.

Prioritise plant species which are identified as climate ready.



PLAN FOR DROUGHT

Develop integrated water management plan for the project area.

Invest in stormwater harvesting infrastructure to ensure security of water for irrigation.



FLOOD MITIGATION

Locate and design spaces and structures to minimise disruption and damage due to flooding and sea level rise. Protect people, access routes, important uses and assets.



ENVIRONMENTALLY SUSTAINABLE PROCUREMENT

Apply the Sustainable Procurement Framework during the development and delivery of the Greenline.



Reconciliation Action Plan

The *Reconciliation Action Plan (2021-2023)* supports and facilitates reconciliation within the City of Melbourne, within Australia and internationally.

It focuses on five key areas:

Respect

Demonstrate respect for the culture, land and history of Aboriginal and Torres Strait Islander people.

Relationships

Ensuring people participate and feel connected through our relationships with Aboriginal and Torres Strait Islander peoples.

Opportunities

Greater participation by Aboriginal and Torres Strait Islander people to create a sustainable and resilient municipality.

Governance

Exploring and delivering opportunities for 'Truth Telling' to facilitate learning, healing, and change throughout community.

Truth Telling

Embed an effective reconciliation governance structure into Council processes and systems.

Greenline deliverables



ENGAGE MEANINGFULLY WITH THE TRADITIONAL OWNERS

Involve Melbourne Aboriginal communities and Traditional Custodian groups in the design process. Embed understandings of their cultural values in the project.

Establish a Memorandum of Understanding for future engagement with Traditional Custodian Groups.

Work with Traditional Owners to understand and integrate existing policies such as the Wurundjeri Woi Wurrung Birrarung Water Policy.



RECOGNISE THE TANGIBLE AND INTANGIBLE CONNECTION OF ABORIGINAL PEOPLE TO PLACE

Support the City of Melbourne Annual Plan initiative to fully recognise and celebrate Aboriginal Culture and knowledge along the Yarra River Birrarung.

Support Aboriginal communities to hold events and activities on the site.

Express Melbourne's Aboriginal history and culture through the design of spaces and features. Any elements representing Aboriginal themes to involve an Aboriginal artist or designer in their creation.

Select a new name for the Greenline, and/or for spaces along it, in consultation with Traditional Custodian groups.

Support the development of an Aboriginal Cultural Narrative of the city section of the Yarra River - Birrarung

Identify under-represented sites of significance and culturally significant species for the Yarra River - Birrarung. Explore opportunities to reintroduce these to the river.



Nature in the City Strategy

The vision set out in the *Nature in the City Strategy (2017)* is diverse, resilient, and healthy ecosystems that improve the environment and wellbeing of our community, providing the foundation for a liveable city. Its goals and priorities, and related targets include:

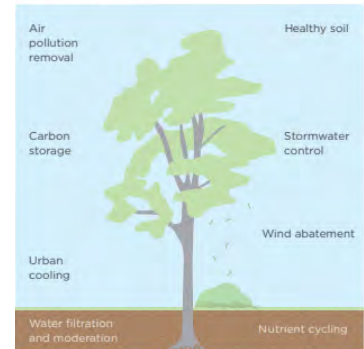
- Create a more diverse, connected, and resilient natural environment: Improve ecosystem health and biodiversity and connectivity to ensure a net increase in biodiversity, habitats, and ecosystem health within the City of Melbourne.
- Connect more people to nature to improve social resilience, health, and wellbeing by ensuring more residents, workers, and visitors encounter, value, and understand nature in the city more often.
- Demonstrate leadership in urban ecology and conservation. Be recognised by delivering flagship biodiversity and urban ecology projects that are recognised locally and internationally as innovative and outstanding examples of enhancing nature in the city.

Urban Forest Strategy

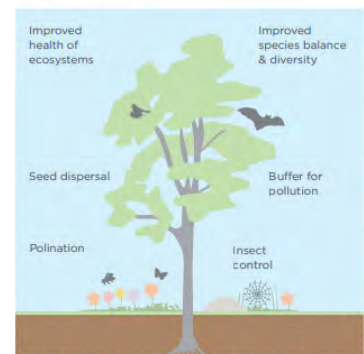
The vision set out in the *Urban Forest Strategy: Making a Great City Greener (2012)* is that the City of Melbourne's urban forest - comprising all trees and other vegetation in the municipality - will be resilient, healthy and diverse, will contribute to community health and wellbeing, and help make a more liveable city. Its goals and priorities, and related targets include:

- Increase canopy cover to 40% on public land across the municipality.
- Increase diversity; the urban forest should be composed of no more than 5% of any one species, no more than 10% of any genus and no more than 20% of any family.
- Improve vegetation health.
- Improve soil moisture and water quality to support healthy growth of vegetation.
- Protect and enhance a level of biodiversity that contributes to a healthy ecosystem.

Environmental benefits



Ecological benefits



Urban Forest Strategy and Nature in the City Strategy 2017 - canopy coverage and biodiversity corridors

Human benefits



Economic benefits



Nature in the City Strategy 2017:
Some of the ecosystem services that biodiversity in the City of Melbourne can provide its inhabitants

- Minimum canopy cover of 20%
- Minimum canopy cover of 20% - 40%
- Minimum canopy cover of 40%
- Biodiversity corridor
- Adjoining biodiversity corridor
- Key boulevard (Department of Transport roads)
- Key boulevard on 40% canopy cover
- Boulevard with limited planting opportunity
- Potential boulevard
- City of Melbourne municipal boundary
- Greenline initiative boundary

Greenline deliverables



IMPROVE THE RIVER AS A BIODIVERSITY CORRIDOR

Prioritise habitat improvements that extend the range of species in nearby areas.

Increase structural complexity of vegetation to support nesting opportunities.

Incorporate pollen, nectar and fruit bearing plants favoured by indigenous species, using mixed plantings to provide year-round food.

Mitigate the impact of artificial night light on fauna and flora.



CONNECT PEOPLE TO NATURE

Focus on support for visible, recognisable species.

Develop a plan for interpretive signage highlighting the natural river environment.

Work with the Traditional Owners to develop a planting guide which acknowledges the significance of the pre-contact landscape and considers the climate impacts.



CONTRIBUTE TO A HEALTHY URBAN FOREST

Pursue a pro-active program of tree removal and replacement to increase the overall health of the urban forest.

Increase tree canopy coverage.

Improve soil structure to allow for oxygenation and water movement. Provide sufficient soil depth to support long term healthy tree growth.

Use species that are suited to emerging climate conditions, and that avoid species over-represented elsewhere in the municipality.

Use planting types and arrangements that are appropriate to management regimes that can be expected for the site.

Integrated Water Management

The *Municipal Integrated Water Management Plan (2017)* envisions a healthy city in a healthy catchment. It considers natural and built catchments, including roads, roofs and impermeable surfaces in relation to aims to:

- Reduce exposure to flood risk and impacts.
- Improve stormwater quality so to waterways health and cleanliness. This will be achieved by reducing the nitrogen contributed from Melbourne's catchment to the waterways.
- Increase soil moisture to support a healthy urban forest.
- Access to waterways and public open spaces help support a healthy population.
- Optimise fit-for-purpose water use, with at least 50% of all water use by Council sourced from alternative (non-potable) water sources.

One of the key ideas in the strategy is to mimic the natural water cycle by retaining more rainwater in the upper catchment and reducing runoff.

Greenline deliverables



REDUCE STORM WATER RUN OFF

Proposed works must not increase storm water run-off from the 2021 baseline.

Maximise the extent of permeable ground surfaces.

Incorporate stormwater harvesting, stormwater detention, stormwater cleansing, and passive irrigation systems.



IMPROVE WATER QUALITY

Consider capture and treatment of runoff from uphill areas prior to discharge into the river to improve river health and water quality.

Minimise use of potable water.

Use rainwater for irrigation and other uses not requiring potable water.

Achieve no less than 50% alternative water supply for non-potable uses.



Map : Modelled drainage network capacity (for illustration only)

Waste and Resource Recovery Strategy

The *Waste and Resource Recovery Strategy 2030 (2019)* envisions a future where Melbourne produces less waste and maximises the life of materials. It works towards a zero-waste city by focusing on reuse, recycling and recovery. Development of a circular economy is prioritised to reduce environmental impacts, improve amenity and liveability, and make the waste and resource recovery system more resilient.

The Strategy addresses the community and the City of Melbourne’s operations. The high-level principles of the strategy are applicable to the Greenline. The key actions relevant to the Greenline pertain to reduction of waste generated by construction. These include:

- Reduction of waste generated by construction
- Recovering 90% of construction demolition waste from City of Melbourne led developments

Greenline deliverables



MINIMISE THE ENVIRONMENTAL FOOTPRINT OF WORKS

Minimise embodied energy and life cycle costs and adopt circular economy principles to reduce impacts and emissions.



MINIMISE RESOURCE CONSUMPTION AND THE GENERATION OF WASTE

Re-use excavated spoil on site where possible.

Salvage and re-use bluestone and other materials where possible.



MINIMISE FUTURE NEEDS TO ADAPT OR REBUILD

Design and implement projects to minimise wasted work at the interfaces between stages.

Prepare integrated designs that respond to all relevant strategic objectives to avoid the need for further adaptive works.

Ensure that the designs allow for flexibility in use.



Open Space Planning

The *Open Space Strategy: Planning for Future Growth (2012)* guides public space planning in Melbourne. It responds to challenges including:

- Impacts of recent drought, water restrictions and extreme weather
- Predicted impacts of climate change
- Increasing demand for open space as Melbourne's population grows
- The need to ensure that spaces can adapt to meet evolving needs

The overall directions it sets are to:

- Maintain and expand a quality open space network, with well-located and designed spaces. These spaces must be relevant to the community and provide diverse spaces supporting varied uses
- Provide open space within easy walking distance of all users. This will be achieved by creating new spaces in major renewal areas and in established neighbourhoods where it is inequitably distributed
- Improve community health and wellbeing, by encouraging a range of physical activities and social interaction in open spaces

The *Docklands Public Realm Plan (2012–2022)* provides additional guidance for public spaces in Docklands. It aims to create better connectivity and experiences of public space within Docklands and surrounding areas. Principles set out in it include:

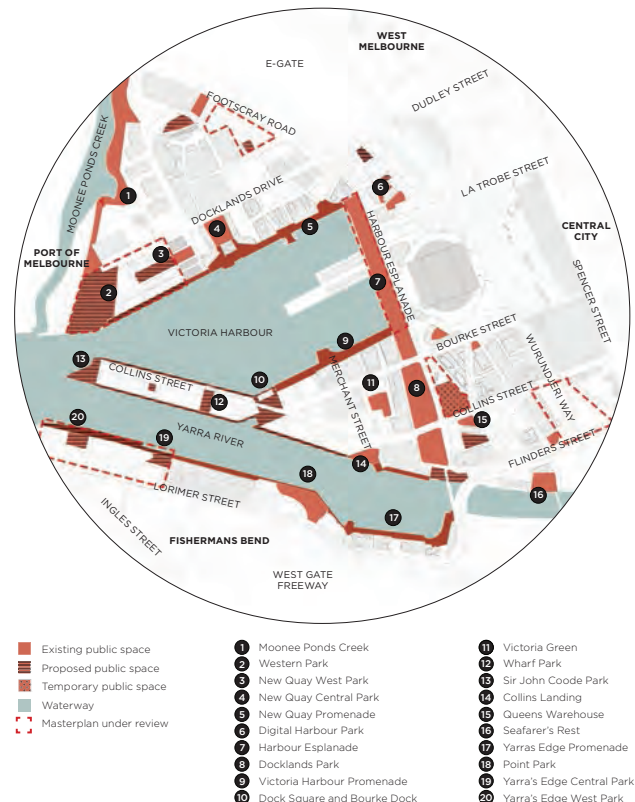
- Provide a range of public spaces and streets. These must support the needs of current and future populations during the day and night, and throughout the year
- Ensure public spaces respond to embedded qualities in Docklands and ensure streetscapes are in keeping with the essence of Melbourne
- Design public spaces and streets that minimise pressure on non-renewable resources and maximise environmental values
- Ensure all ground level interfaces enhance the character and experience of public waterways, streets and spaces

- Design public spaces and streets with high standards of comfort and convenience.
- Ensure public spaces and streets embrace public life. Enable community participation in public space design
- Ensure the public realm network within Docklands is well connected and provides seamless links to surrounding areas

A preferred combination of uses is identified for each space in the Docklands Public Realm Plan. This aims to achieve a balance in the provision of recreational opportunities across Docklands. The Greenline encompasses spaces identified in the plan.



Map : Open Space Strategy - CBD Snapshot



Map : Docklands Public Realm Plan - key public streets, spaces and waterways

The *Skate Melbourne Plan (2017-2027)* sets out a vision to support a healthy and inclusive skate culture for all people. It aims to:

- Encourage safe, inclusive and multi-use public spaces for all city users
- Promote and support a healthy and inclusive skate culture and community
- Plan for and provide adequate and accessible spaces for diverse skating styles

There are five locations for 'potential small integrated skate spaces' are recommended for consideration along the route of the Greenline.

Greenline deliverables



PROVIDE NEW OPEN SPACES

Work with developers to deliver new open spaces with access to the Yarra River frontage.

Enhance the amenity and usability of existing spaces throughout the Greenline area.

Improved access to existing open spaces

Use the Greenline to improve access to and between spaces, creating an integrated open space system along the Yarra River.



PROVIDE DIVERSE COMMUNITY RECREATIONAL OPPORTUNITIES

Maintain informal character of Batman Park and protect the space from further overshadowing.

Integrate recreational priorities identified by the Docklands Public Realm Plan, Skate Melbourne, and the draft Birrarung Marr master plan engagement.



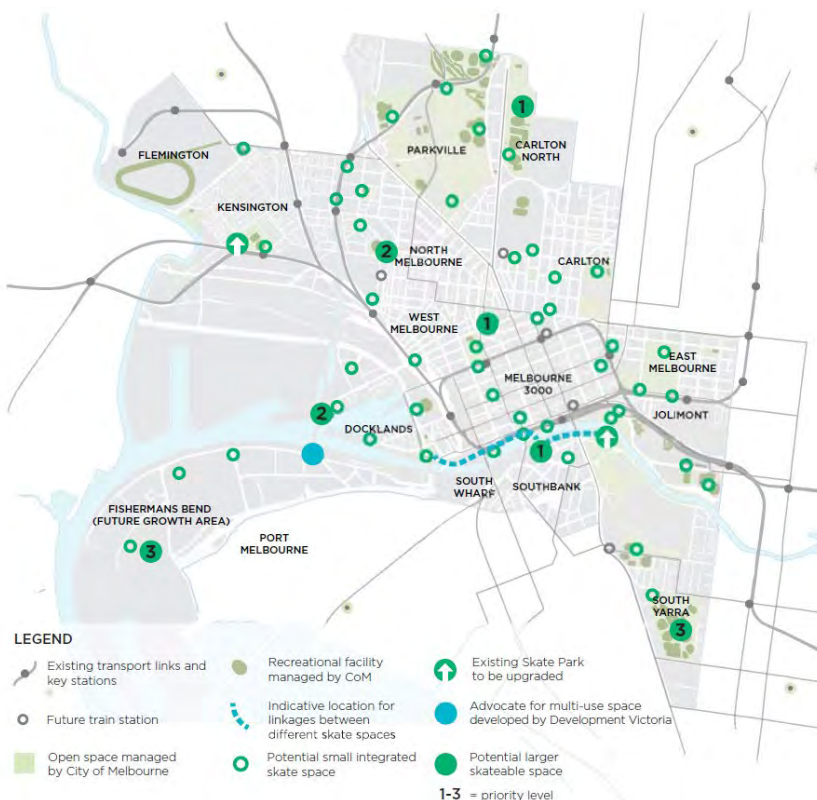
CREATE SYNERGIES BETWEEN USES

Co-locate complementary activities and support social interaction by enabling people to observe activities as well as to participate directly.

Ensure safety, inclusiveness and accessibility by day and night.

Manage spaces to balance programmed events with informal uses. Ensure spaces are always accessible, even during events.

Locate and design spaces to avoid conflicts between uses.



Map : Skate Melbourne Plan - Opportunities to increase skate provision - indicative skateable spaces

Design and Construction Standards for Public Infrastructure Works

A consistent approach to the design of public spaces is important for many reasons. The City of Melbourne has well-established standards for public infrastructure works which it uses in projects as a matter of routine. Design and Construction Standards for Public Works have been prepared for Docklands as well as for the Metro Tunnel Project. These support the process of working with developers in achieving consistently high standards of public realm works. These documents are either embedded in Local Laws or contractual agreements, making compliance mandatory. In other areas, the standards simply represent best practice for public realm design in the City of Melbourne.

Using design standards does not preclude unique and expressive designs. Many City of Melbourne standard materials, such as bluestone kerbs and paving, have been selected to reinforce a sense of place. Many are also modular components that can be assembled and arranged in a variety of ways to create unique designs.

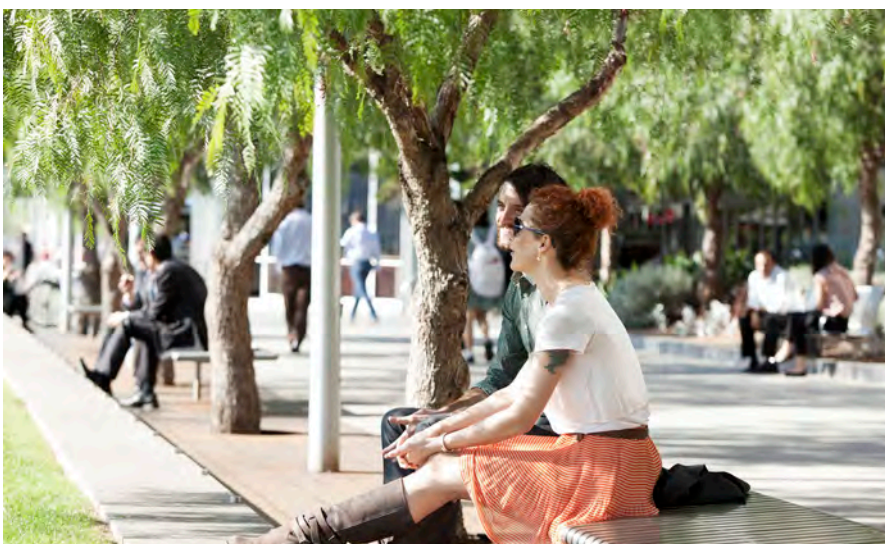
Greenline deliverables



USE APPROPRIATE CITY OF MELBOURNE DESIGN STANDARDS

Standard City of Melbourne materials and details should be used where they suit requirements.

Design and construction standards for civil and maritime works should be met or exceeded. The minimum design life for all structural maritime elements must be 50 years. The infrastructure in total, including all piles, decking, pontoons and associated elements, must be designed to last a minimum of 25 years with minimal maintenance.



Transport Strategy

The vision set out in the City of Melbourne’s Transport Strategy 2030 (2019) is that:

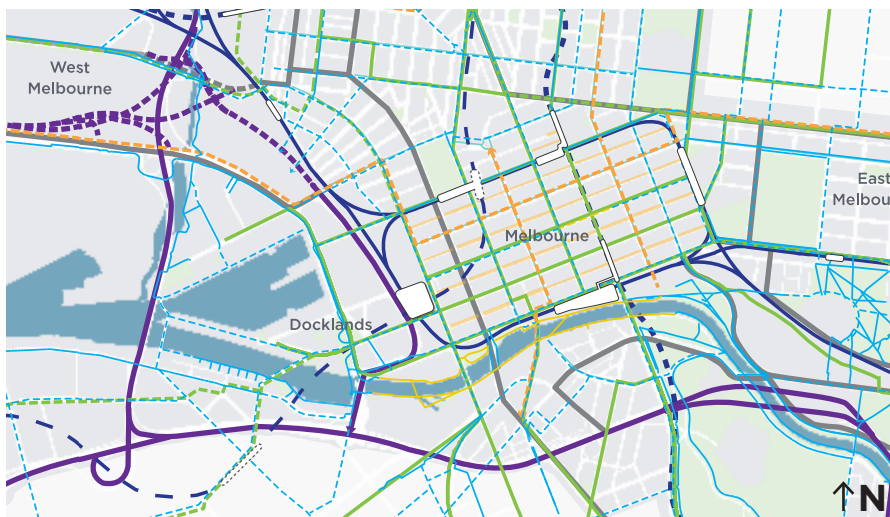
- Walking on our streets and laneways will be safe and comfortable with expansive unobstructed footpaths, seating and substantial tree canopy coverage
- We will extend Melbourne’s renowned laneway culture linking the ‘little’ streets. Our future laneways will be places for people, knowledge exchange and hospitality, walking, meeting, eating and drinking
- Melbourne will be Australia’s premier bicycle city. More people will be confident to ride with a connected network of safe and protected bicycle lanes and high-quality bicycle parking facilities
- Our train stations will be international gateways to our city. They will be iconic public spaces celebrating arrival to our city for hundreds of thousands of people. They will provide seamless interchange between transport modes that is intuitive and easy
- Public transport will be safe, accessible, fast and frequent
- Private vehicle access to the city will be prioritised for efficient deliveries, servicing and for people who need to use a car

- We will embrace the future with smart city and micro-mobility trials that deliver public benefit
- Disruption will be co-ordinated, managed and communicated

Key targets set out in the strategy include:

- Reduce by half the number of people killed or seriously injured on our streets
- Reduce by half the proportion of central city through-traffic
- Increase public transport, walking and cycling mode share to 70% of all trips
- Increase the proportion of women cycling to 40%

A key action relevant to the Greenline is the completion of plans and delivery of capital works for major station precincts (Action 17). This includes Flinders Street Station and Spencer Street (Southern Cross) Station. This will ensure that surrounding spaces are welcoming and are adapted to match the City’s aspirations for an efficient, modern and sustainable transport system.



Map : Transport Strategy - 2030 Proposed integrated network

Greenline deliverables



IMPROVED CONNECTIVITY

Create a continuous path along the river that provides seamless links to all key destinations along it.

Improve walking links to and from the river.

Provide protected bike lanes along routes crossing the river.



A 'SLOW ZONE' ALONG THE RIVER

Prioritise casual pedestrian movement and public activity, rather than commuting, in riverside spaces.



IMPROVED ACCESS, CAPACITY AND AMENITY TO PUBLIC TRANSPORT

Work with the Victorian State Government to improve pedestrian connections and amenity to tram stops.

Coordinate with the future tram extension from Collins Street to Fishermans Bend.

Key:	Existing	Proposed/ future
Pedestrian priority zone		
Protected bicycle route		
Slow zone for bikes		
Traffic-calmed bike street		
Train station		
Train station - investigate relocation		
Full-time bus priority		
Tram		
Rail		
Melbourne Metro 1		
Melbourne Metro 2		
Traffic bypass		

Creative Strategy and Public Art Framework

The *Creative Strategy (2018–2028)* outlines the rationale for, and a commitment to involving creative practitioners in City of Melbourne projects. It identifies opportunities for these practitioners to be involved in developing bold proposals in response to Future Melbourne’s nine over-arching goals. The Strategy aims to challenge people to imagine how Melbourne might respond to these goals if it were the most creative city in the world.

The *Public Art Framework (2020–2030)* translates the strategic direction and ambition of the Arts Infrastructure Framework and Creative Strategy into operational detail. It considers temporary and permanent works throughout the city, in the public and private realm. Priority is given to works of international standing that are unique to place, and to processes that build capability.

Key principles set out in the Framework are that public art should:

- Be informed by the values and insights of Traditional Owners
- Express the unique history, meaning and future of its location, its people and their stories
- Be inspired by new connections and thinking
- Be of enduring significance
- Push the bar of creative excellence and potential for critical success
- Feature a strong degree of boldness and experimentation
- Transform the experience of the public realm
- Appeal to or inspire wide public engagement

Melbourne’s City Collection already includes several significant artworks in the Greenline area.

Birrarung Marr

- Birrarung Wilam
- Angel
- Eel Trap
- Warin the Wombat
- Futurescape

Sandridge Bridge

- The Travellers
- Blue Line

Enterprise Park

- Constellation
- Scar – A Stolen Vision

Docklands

- The River Runs Through It
- Blowhole

There are City established protocols for managing works in the City Collection.

Greenline deliverables



EMBED PLACE-SPECIFIC ARTWORKS IN THE DESIGN.

Integrate existing and new artworks into the design to contribute to the cultural narrative of the Greenline.



Draft Inclusive Melbourne Strategy

The *Draft Inclusive Melbourne Strategy* sets out a vision and plan for realising a truly inclusive Melbourne. This means ensuring people of all cultures, backgrounds, ages, genders, sexualities, beliefs and abilities are welcomed, celebrated and protected. By delivering on this strategy the aim is that the City of Melbourne ensures sustainable, safe, affordable and inclusive urban communities. By providing inclusive communities it aims to draw people from around the world to visit, work and live.

The priorities set out in the plan are:

- Priority 1. Organisation, services, programs and places for all**
A diverse and inclusive workforce underpins our delivery of services, programs and places that are accessible and meet the needs of our diverse communities.
- Priority 2. Sustainable and fair recovery**
The city's recovery and regeneration from COVID-19 provides an opportunity to build back better for all. A diverse and resilient community is at the centre of a livable city.
- Priority 3. Empowered, participatory communities**
We want to encourage participation from all community members, ensuring that people feel heard and their needs are addressed.

Greenline deliverables



CREATE A GREENLINE THAT PROVIDES FOR EVERYONE

Ensure that the Greenline spaces, connections and programs support safety, accessibility and affordability for all.

Work with diverse communities to ensure the Greenline is responding to evolving priorities.

Develop an information and way finding strategy that is accessible and inclusive in its messaging.

Encourage inclusive economic activation along the Greenline.

Apply the Sustainable Procurement Framework (economic, social and environmental) during the development and delivery of the Greenline.



APPENDIX 3

Quotes from consultation completed as part of the City River Strategy.
<https://participate.melbourne.vic.gov.au/city-river-strategy/>

What we value...

“The river is important to Melbourne and anything to enhance it - and the public’s use of the river and waterfront - are to be encouraged.”



→ ... open views to the water and city vistas ...



↑ ... public parks on the water front...

→ ...the Capital City trail...



↑ ... acknowledgement of and connections to the Traditional Owners ...

“Keeping Aboriginal history alive, especially in an essential location like the Birrarung, is crucial to actually being able to re-tell the story of the river.”

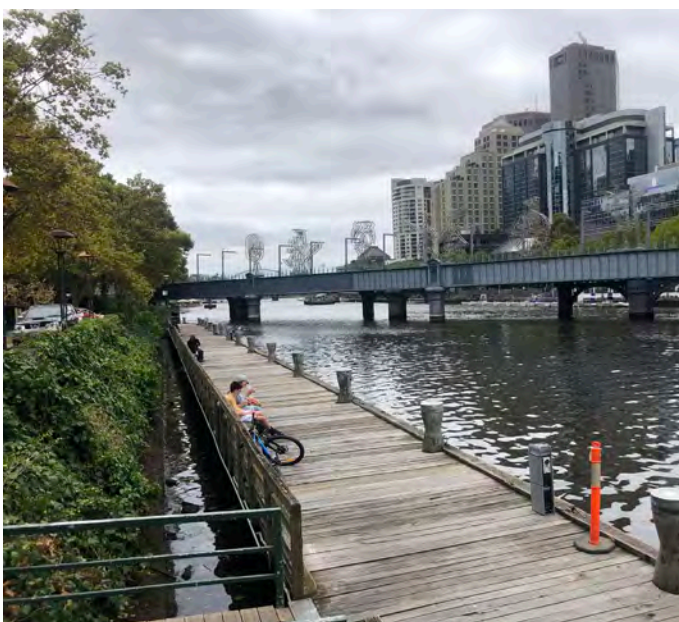


“The ecology of the river is crucial to promote and restore urban ecology within the city, for both local fauna and the benefit of humans.”

← ... proximity to the central city and key destinations...

↓ ... heritage infrastructure and architecture ...

↓ ... a place for young people to be creative and active ...



↑ ... natural edges to the river ...

← ... a place of quiet respite from the busyness of the city ...

APPENDIX 3

Quotes from consultation completed as part of the City River Strategy.
<https://participate.melbourne.vic.gov.au/city-river-strategy/>

What we want to improve...

“Dirty, noisy, but prime realestate.”



↑ ... visual and physical access from the city to the north bank impeded by roads and rail infrastructure...



... poor pedestrian connectivity from street level to the river and lack of universal access ...

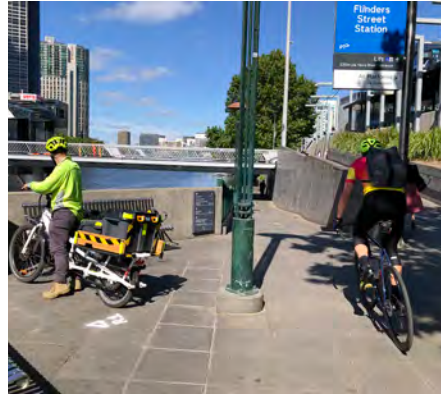
“There are many areas that are polluted with rubbish. [The north bank] needs to be worked on for the health of the river.”



↑ ... unsafe, dark and noisy environments beneath the rail viaducts ...

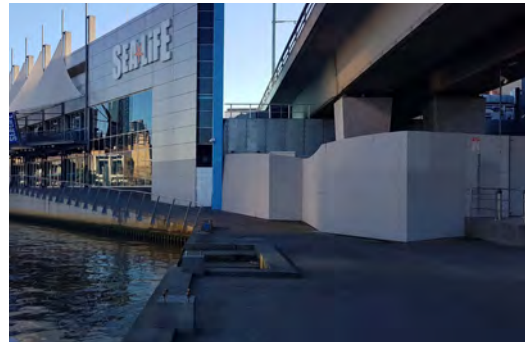
↑ ... poorly maintained assets in need of renewal ...

“These spaces are underwhelming and are difficult to get to due to obstructions such as large built form, unpleasant rail viaduct conditions and busy, multi-lane roads which are difficult for pedestrians to cross.”



“I have seen a lot of pressure on the area, it has many tourists so would benefit from alternative routes for fast cyclists.”

- ↑ ... cyclist and pedestrian congestion leading to conflicts ...
- ← ... forgotten sites of cultural and historical significance (the falls)...
- ↓ ... pedestrian and safety issues caused by conflicts with private vehicles ...
- ↓ ... building uses without active frontages and hard edges to the river ...



- ↑ ... unsuccessful activation strategy and underutilised open spaces ...
- ← ... motorways prioritising vehicle movement making it difficult for pedestrians and cyclists to move along the River ...

How to contact us

Online:

melbourne.vic.gov.au

In person:

Melbourne Town Hall - Administration Building
120 Swanston Street, Melbourne
7.30am to 5pm, Monday to Friday
(Public holidays excluded)

Telephone:

03 9658 9658
7.30am to 6pm, Monday to Friday
(Public holidays excluded)

Fax:

03 9654 4854

In writing:

City of Melbourne
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Melbourne VIC 3001
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CITY OF MELBOURNE



Draft Greenline Implementation Plan

*Community and Stakeholder Engagement Summary
Report*

V3, 11 November 2021



COMMUNITY

The term community refers to a group of people that has something in common such as identity, behaviours, interests or values. A community often share a sense of place in a given geographical area (e.g. a country, city, town, or neighbourhood) or in virtual space through communication platforms.

STAKEHOLDER

The word stakeholder refers to individuals, groups or organisations with a stake or interest in the outcome of a decision or project. Stakeholders may also have the ability to influence the decision given their role or position.

ENGAGEMENT

Engagement is defined as a planned process with the purpose of working with communities and stakeholders to inform decisions, share knowledge and strengthen relationships.

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Executive Summary

The City of Melbourne is in the planning stages of the Greenline initiative to transform the north bank along the Yarra River, Birrarung, with the commencement of community consultation on the Draft Greenline Implementation Plan.

Capire Consulting Group (Capire) was engaged by the City of Melbourne (Council) to assist the delivery and analysis of community and targeted stakeholder consultation as part of the exhibition of the Draft Greenline Implementation Plan.

This report provides a summary of feedback collected from stakeholder organisations and the various community groups and individuals that have provided feedback through this round of engagement.

Engagement Approach

This round of consultation was delivered via two engagement streams comprised of a range of online activities including:

Stream One

1. Online survey via Participate Melbourne

Stream Two

2. Two internal workshops with Council branches and departments
3. Interviews and two workshops with external stakeholder organisations

Engagement streams recognised the varying roles, level of influence and anticipated involvement in delivery of the Greenline of stakeholder groups and communities and offered targeted approaches to suit these needs. This resulted in a two-stream program which invited targeted stakeholder groups to participate in workshops and allowed interested members of the public to provide feedback via a self-guided survey.

While the specific content of each engagement stream and corresponding platform was targeted to participant groups, all channels reflected on the four themes of environment, culture, place and connection.

Project information, including the Draft Greenline Implementation Plan, was publicly available on the Participate Melbourne website: <https://participate.melbourne.vic.gov.au/greenline>

Due to Melbourne's COVID-19 lockdown restrictions, Council had to rely almost entirely on digital engagement, and promoted the engagement opportunities through the following online platforms and hard copy materials in an attempt to capture a broad and diverse range of community perspectives:

Stream One

- Postcard mail out to over 6,000 owner/occupiers within, and adjacent to, the Greenline study area
- Newspaper article 'Have your say on plan for city green zone' printed in the Herald Sun, 21 August 2021
- Advertisements in local newsletters such as Business in Melbourne, Melbourne Music News, Community Services Newsletter
- Council's Business Concierge phone calls to over 1,200 businesses across the municipality with follow up emails including a Greenline participation invite

Stream Two

- Emails to 50 targeted stakeholder organisations
- Promotion to internal Council departments

This report focusses on the feedback collected through both engagement streams, including the online survey and internal/external stakeholder workshops.

Participant Information

Over 400 participants contributed to this round of consultation; this included 390 responses to the online survey and more than 40 participants in stakeholder workshops.

Almost half of survey respondents live in the City of Melbourne (48%) including the Melbourne CBD (16%). Most other respondents were from surrounding inner city suburbs in the metropolitan area.

Stakeholders participating in the workshop represented a broad range of government agencies, industries, and community interest groups.

Key findings

Response to the draft Greenline Implementation Plan was overwhelmingly positive. Across all feedback channels, participants demonstrated enthusiasm for the plan and strong support for the proposal.

In particular, feedback focused heavily on opportunities to enhance greening and improve the environmental health of both the riverbank and water components of the precinct. A strong focus on greening and enhancement of natural landscaping was supported for its contribution to the local environment and biodiversity, public open space, active transport, and community health and wellbeing through the upcoming period of COVID-19 recovery.

Participants across all channels were grateful for the opportunity to be involved in this early stage of engagement and reiterated the importance of ongoing engagement with communities and stakeholders throughout all stages of this major program of works.

Next Steps

This stage of engagement was the first in an ongoing and evolving program of collaboration across all stages of the Greenline program. Feedback will help the project team to revise and finalise the Greenline Implementation Plan.

The Greenline team is committed to working with their project communities and stakeholders in an ongoing capacity.

1 Introduction

1.1 Report purpose

Capire Consulting Group (Capire) was engaged by the City of Melbourne (Council) to assist the delivery and analysis of consultation on the Draft Greenline Implementation Plan.

This report provides a summary of feedback collected from targeted stakeholder groups and individuals and communities likely to interact with Greenline through this round of engagement.

Feedback, along with ongoing technical investigations and discussions with project partners, will assist the Greenline project team to finalise the Greenline Implementation Plan.

1.2 Project background

The City of Melbourne is in the planning stages of the Greenline initiative to transform the north bank along the Yarra River, Birrarung, with the commencement of community consultation on the Draft Greenline Implementation Plan.

The implementation plan sets out a bold and transformational vision for the revitalisation of the north bank of the river, guiding the prioritisation and development of five precincts covering four kilometres between Birrarung Marr and the Bolte Bridge.

Greenline will introduce:

- Opportunities to acknowledge and celebrate Aboriginal culture and knowledge on and along the Yarra River, Birrarung to foster an understanding of the precincts' Aboriginal cultural values, telling stories of Melbourne's histories while re-introducing diverse ecologies to the central city.
- Improved connection between public spaces to support access and seamless movement of pedestrians and cyclists, providing opportunities for varied experiences with the Birrarung.
- Enhancement and reimagining of the north bank's heritage assets through adaptive reuse, supporting an invigorated, lively river front precinct.
- Creative experiences and immersive landscapes to invite public participation, play, education, and wonder in the central city, transforming the north bank into a truly iconic Melbourne waterfront with a global reputation.

2 Engagement approach

2.1 Engagement activities

In this initial round of public engagement, Council delivered a range of activities to seek feedback from different community and stakeholder groups.

Engagement streams recognised the varying roles, level of influence and anticipated involvement in delivery the Greenline of stakeholder groups and communities, and offered targeted approaches to suit these needs. This resulted in a two-stream program which invited highly engaged stakeholders to participate in workshops and allowed interested individuals to provide feedback via a self-guided survey.

Consultation activities were supported by project information including the Draft Greenline Implementation Plan that was publicly available on the Participate Melbourne website:

<https://participate.melbourne.vic.gov.au/greenline>

In this round of consultation, feedback was collected via two engagement streams comprised of a range of online activities including:

Stream One

1. Online survey via Participate Melbourne

Stream Two

2. Two internal workshops with Council branches and departments
3. Interviews and two workshops with external stakeholder organisations

While the specific content of each engagement platform was targeted to participant groups, all channels reflected on the four themes of environment, culture, place and connection.



Figure 1 Key engagement themes.

This report focussed on the feedback collected through the online survey and external stakeholder workshops, presented across the themes outlined above.

2.1.1 Stakeholder workshops

Two sets of workshops were delivered to seek feedback from targeted stakeholders through this stage of engagement.

The first of these workshops brought together internal stakeholders within the City of Melbourne and Greenline project team to provide an overview of the engagement process being undertaken and affirm council priorities and goals linked to the opportunity that can be achieved by the Greenline. Feedback from this workshop is not included as part of this summary report.

The second workshop series brought together over 40 participants representing a breadth of external organisations. A list of organisations involved is included in Section 3.1 of this report.

Over two three-hour sessions, the purpose of these external stakeholder workshops was to develop a shared vision and identify opportunities that could be attained by the Greenline and to seek advice on how best to engage with partners throughout current and future project stages.

Broadly, these workshops provided project updates and presentations to outline 'Where are we now?' and through a series of interactive sessions invited collaboration and feedback to investigate 'Where do we want to be?' and 'How do we get there?'.

The workshop structure was informed by the Resilience Value Realisation (RVR) process, developed by the global 100 Resilient Cities network (now the Resilient Cities Network). Workshops were co-facilitated by Capire and the City of Melbourne's City Resilience and Sustainable Futures team.

Prior to the external workshops, facilitators also conducted brief interviews with all participants to establish a baseline understanding of their relationship to the Greenline; their perspectives on the opportunity presented by the project and issues that may arise in relation to it; and any concerns about the workshops and ongoing engagement.

Discussions investigated challenges and opportunities presented by Greenline and as well as tools and approaches to drive desired outcomes and successes.

2.2 Communication activities

Consultation on the Draft Implementation Plan was promoted through a range of online and print platforms including:

Stream One

- Postcard mail out to over 6,000 owner/occupiers within, and adjacent to, the Greenline study area
- Newspaper article 'Have your say on plan for city green zone' printed in the Herald Sun, 21 August 2021
- Advertisements in local newsletters such as Business in Melbourne, Melbourne Music News, Community Services Newsletter
- Business Concierge phone calls to over 1,200 businesses across the municipality with follow up emails including a Greenline participation invite

Stream Two

- Emails promoting the project and a call to action encouraging stakeholders to share details of engagement activities amongst their member bases and extended networks. Emails were sent to:
 - over 50 targeted stakeholder organisations
 - Internal Council departments and teams.

2.3 Limitations

While every effort was made to promote and engage as broadly as possible, it is acknowledged that some limitations and constraints exist including:

- The ongoing COVID-19 pandemic and restrictions limited access to the project area during the engagement period, and opportunities to provide on-site promotion or to capture groups that would typically use the area. This may have impacted project awareness.
- COVID-19 restrictions limited face-to-face engagement meaning that all activities were undertaken online. It is acknowledged that not all individuals or cohorts have access to online engagement platforms and, as such, this may have limited capacity for some groups to find out about the project and contribute to consultation.
- Several identical, repeat comments were received across survey questions, specifically with regard to Yarra pools as a suggested improvement to each precinct. These responses were recorded as a general theme but are recognised as a potential bias in quantitative data.
- The online survey was designed in a way to capture data on respondents' relationship to site, demographics, how COVID-19 has impacted their use of public space, and how they currently use the river's edge. In addition to these quantitative questions, the survey included qualitative, open text questions which allowed respondents to answer questions in their own words about what they value most and want to see prioritised as part of the Greenline at a precinct-level. Some interpretation was required in order to identify themes.

3 Who did we hear from?

Over 400 participants contributed to this round of consultation across all streams. This included 390 responses to the online survey and more than 40 participants in stakeholder workshops.

3.1 Survey respondents

The Participate Melbourne survey included some demographic questions to gather information about respondents which is summarised below.

Collecting demographic information about participants helps to understand who is participating in engagement and to help the Greenline team understand how feedback varies across community cohorts.

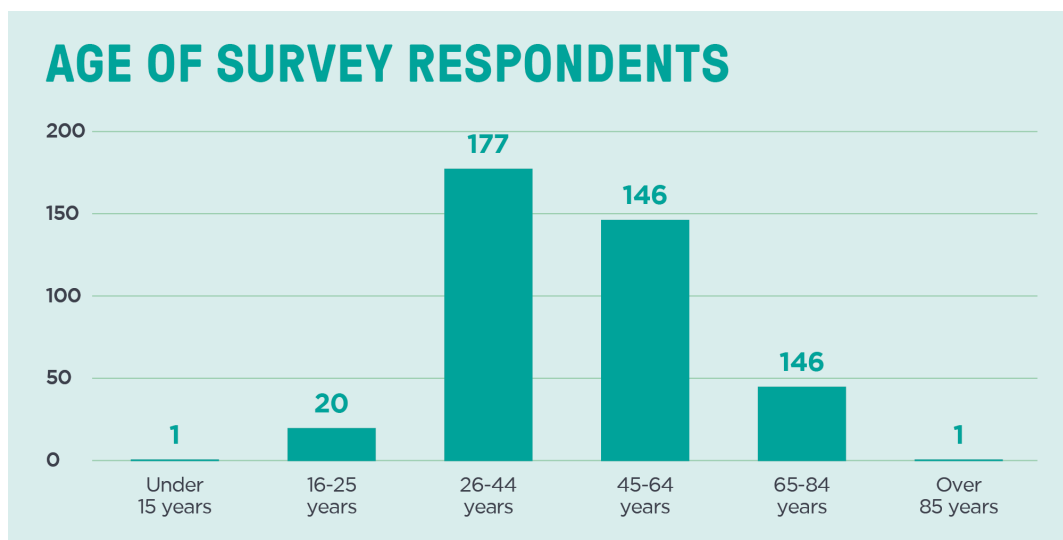


Figure 2 Age of survey respondents

Out of 390 respondents, 45% were aged between 26 to 44 years old, which a further 37% aged between 45 and 64 years old. People aged 64 to 84 years old made up 11% of respondents.

Gender of survey respondents was evenly distributed between male (47%) and female (46%), with a further 2% of people identifying as non-binary or gender diverse.

WHERE DO RESPONDENTS COME FROM?

Almost half (48%) of respondents lived within the City of Melbourne. Of these, 35% reside in the Melbourne CBD (16% of total respondents). The remainder of respondents mostly lived in nearby suburbs, such as Clifton Hill, Footscray, Brunswick, Hawthorn and Cremorne.

Responses were received from residents as far afield as Lorne and Beac in regional Victoria, and Launceston, Tasmania.

The majority of respondents (76%) were born in Australia with a further 7% of respondents born in the United Kingdom and 3% born in New Zealand. Other countries of birth included the United States of America, Canada, Mexico, Malaysia, Singapore, China, Portugal, South Africa, Argentina, Austria, Bangladesh, Brazil, Chile, Denmark, Ecuador, Egypt, France, Germany, Greece, Hong Kong, India, Ireland, Israel, Netherlands, Nigeria, Portugal, Romania, Sri Lanka and Venezuela.

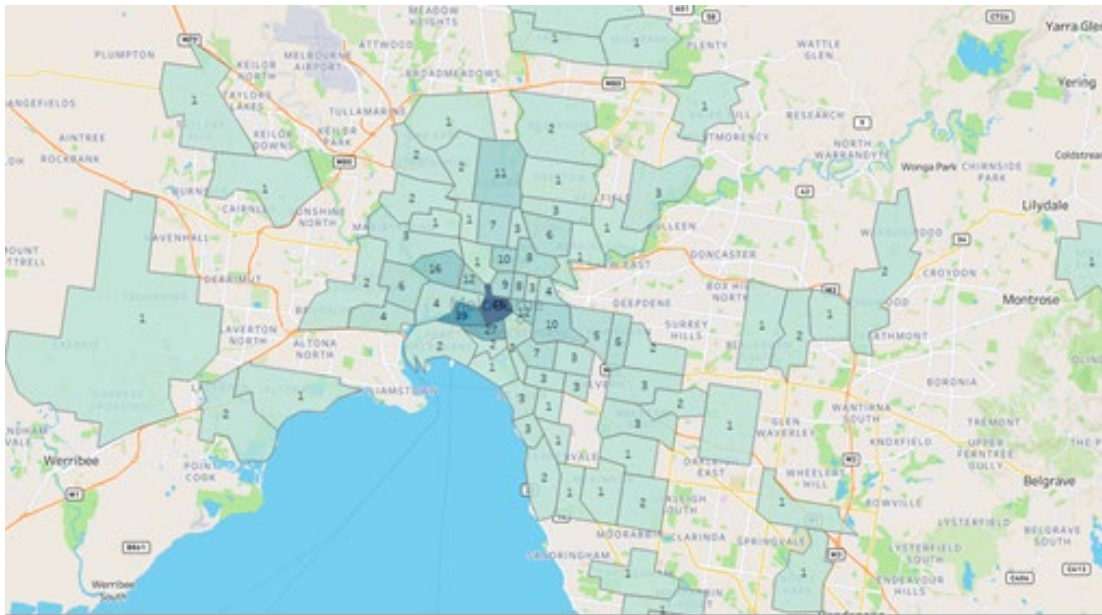


Figure 3 Survey respondents' place of residence

The majority of respondents (97%) said that their first language was English. Other languages spoken by respondents included Spanish, Mandarin, Greek, Sinhalese, French and Auslan.

HOW DO RESPONDENTS LIVE?

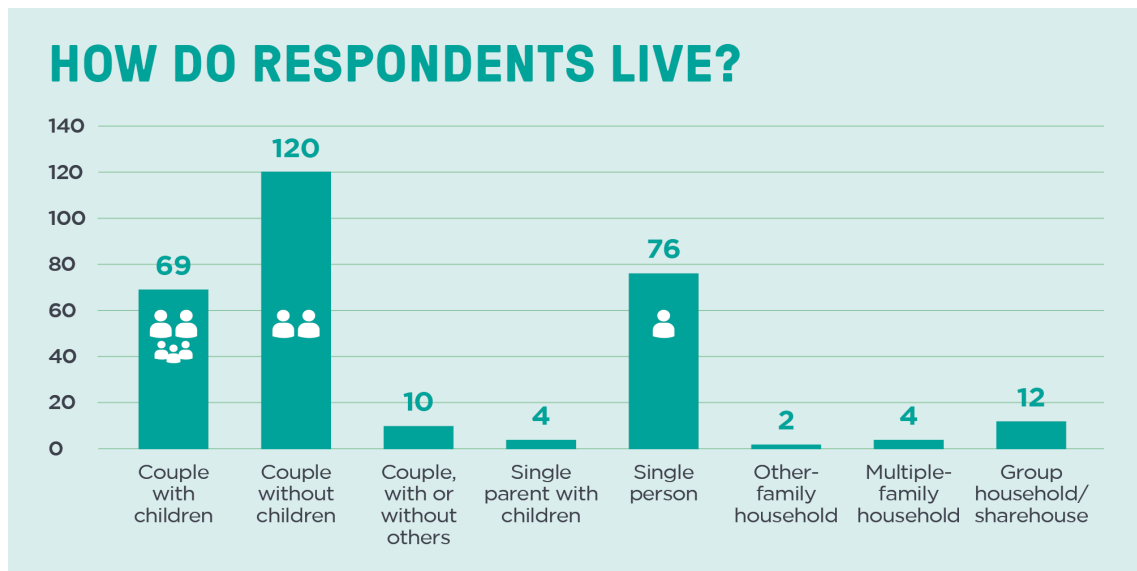


Figure 4 Survey respondents' household type

Almost one third of respondents to this survey live as couples without children (31%) with another 17% living in households of couples with children. A further 19% live in a single person household.

Overall, 20% of respondents live in households with children. However, group or multiple-family households, and single parents with children were less frequently represented.

WHY DO RESPONDENTS VISIT THE YARRA RIVER?

Survey respondents were asked to identify their main connection to the north bank of the Yarra River, Birrarung.

Almost half of survey respondents (48%) said that they lived close to the Greenline precinct and a further 21% of respondents regularly visit the river's north bank, while 16% said they regularly travel through the area or work nearby (10%).

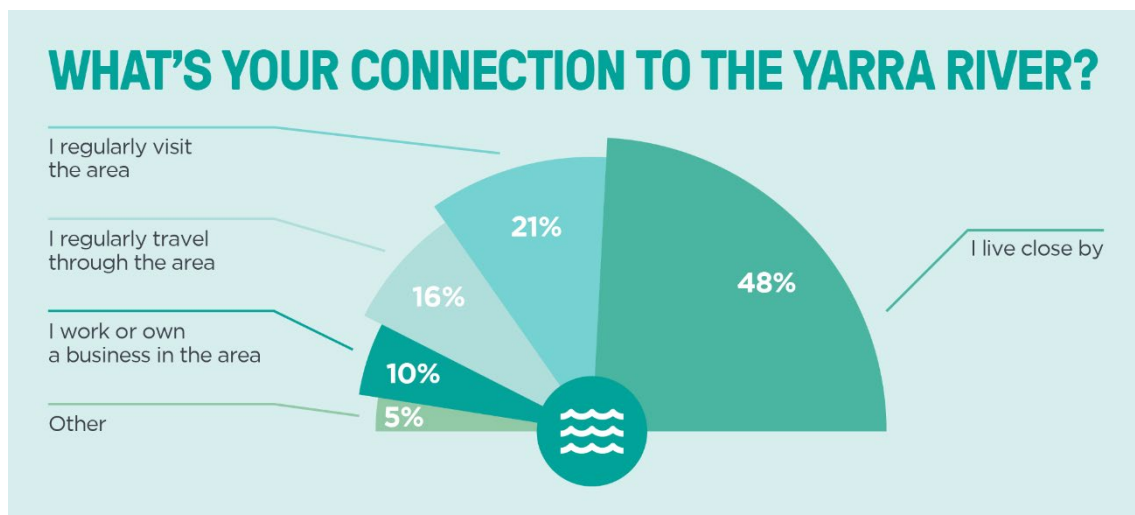


Figure 5 Survey respondents' relationship to north bank of the Yarra River, Birrarung

Of those who indicated 'other', their main connection included owning property or boats near Greenline. Some indicated that they worked nearby either as City of Melbourne staff or as groups working to regenerate the river corridor. One respondent mentioned that they would be part of the Melbourne Social Enterprise Village nearby.

Respondents were also asked to indicate why they visit the north bank of the Yarra River, Birrarung.

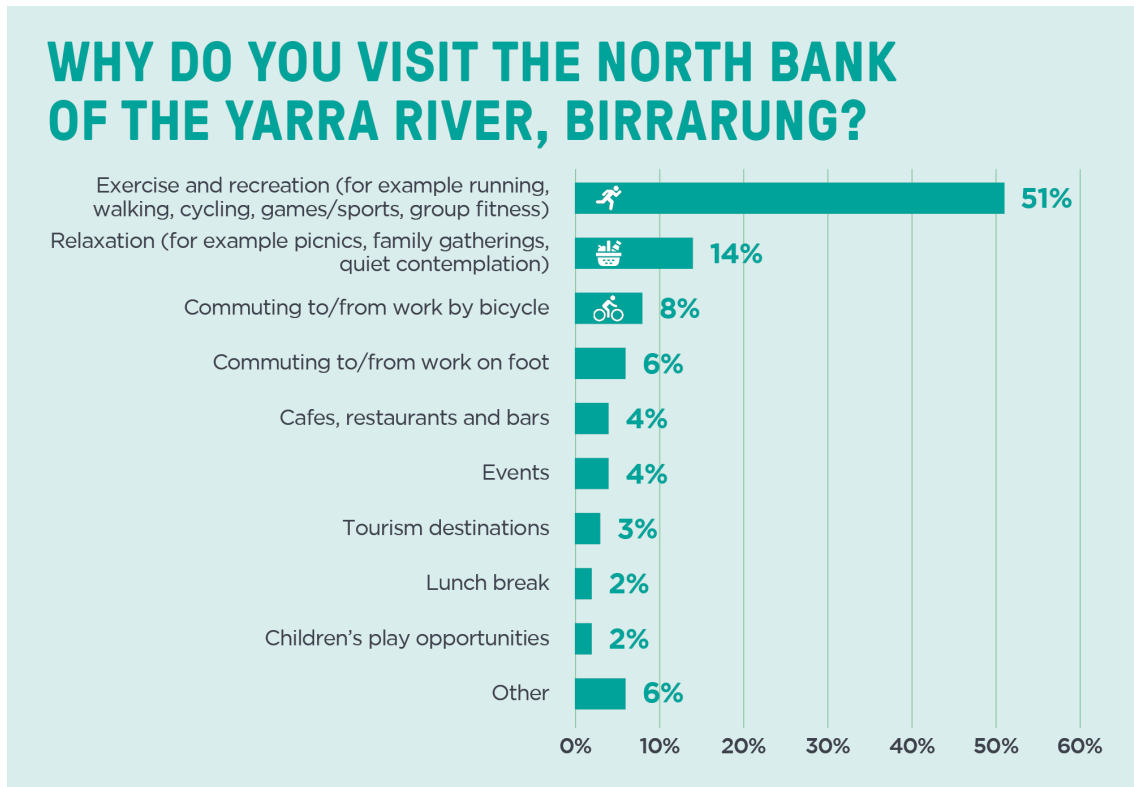


Figure 6 Survey respondents' reason for visiting the north bank of the Yarra River, Birrarung

Of the 390 people who shared their feedback, over half (51%) said that exercise and recreation bring them to the river's north bank.

A further 14% cited relaxation as their reasons for visiting the area or that commuting, either by foot (6%) or by bicycle (8%) as a reason for their visit. Less prevalent reasons included visiting the area, going to events, having a lunch break and children's play opportunities.

The 6% who indicated 'other' visit for Aboriginal and city history awareness, accessing natural space and adjacent landmarks, as well as boating activities.

4 Findings

The following provides an overview of feedback collected through surveys and workshops with external stakeholders in this round of engagement. Results are aggregated to illustrate strong themes and issues and opportunities identified by participants under the categories of environment, culture, place and connections.

This summary explores both thematic and place-based contributions.

4.1 Overall emerging themes and messages

Overall, respondents were supportive and enthusiastic about the project, seeing it as a great outcome for residents and visitors to Melbourne. There is a general sense that the proposal will be a change for the better but will require ongoing commitment to maintain enthusiasm and realise its full potential.

This is an opportunity to create a real centrepiece for Melbourne. Celebrate the opportunity and energy and don't get bogged down in complaints. Create a space that enables rather than restricts.

Great, ambitious vision but needs to be backed with action not commitment to more talk

Please ensure it's properly funded and has ongoing funding, so it looks magnificent rather than OK - so it's fully activated rather than another windswept landscape

In particular, feedback focused strongly on opportunities to enhance greening and improve the environmental health of both the landside and river components of the precinct. A strong focus on greening and enhancement of natural landscaping was supported for its contribution to the local environment and biodiversity, public open space, active transport and community health and wellbeing through a period of COVID-19 recovery.

Participants recognised the proposal as an opportunity to create a new and valuable asset for resident, worker and visitor communities, with some seeing opportunities to expand the project footprint and precincts into the future.

Greenline is viewed as a future legacy project that will support the economy, society and environment of Melbourne and provide inspiration for other councils around Australia and the world.

Participants rarely disagreed with aspects of the plan. Rather, they would like to see it extended further both in its vision and geographical application.

Table 1 summarises overall feedback emerging across the four key themes of environment, culture, place and connection. This report then summarises the feedback collected through the public survey and external stakeholder workshops.

Table 1 Summary of thematic feedback

ENVIRONMENT	CULTURE	PLACE	CONNECTION
<p>Overall, the Yarra River, Birrarung was recognised for its environmental value and potential for urban greening. In addition to accessing spaces for exercise, recreation and opportunities to picnic and gather with friends.</p> <p>Enhancing the natural features and improving river health and local biodiversity were strongly recognised as significant opportunities for significant improvement. Participants reflected on the increasing importance of connection with nature and open space emerging through the COVID-19 pandemic.</p> <p>Respondents reiterated the importance of incorporating a focus on greening and natural elements to encourage wildlife back to the precinct and improve river health, support community health and wellbeing, and to assist in airflow as part of COVID-19 recovery.</p> <p>Enhanced natural environment and river edge treatments were seen by some as a method to address concerns relating to, climate change impacts and the extent of commercial development by reducing 'hard edges' associated with concrete and development.</p> <p>Some respondents cited improved river health and greater access to the water as a complimentary environment to make the river swimmable and to</p>	<p>Overall, respondents agreed that the plan represented a bold vision to transform the north bank of the Yarra River and will support the creation of a series of lively riverfront precincts that recognise the unique character of the area.</p> <p>Contributions relating to culture fell across four broad categories: celebrating Aboriginal cultural heritage, respecting and preserving maritime history, enhancing and promoting local character and providing an inclusive and engaging diversity of programs and uses.</p> <p>Participants appreciated the plan's extensive engagement with Aboriginal, maritime and city history and felt that heritage and the narrative of the river could be incorporated into all elements including play and connections. However, respondents often felt that the plan could do more to address the incorporation of heritage elements – both indigenous and post-colonial or maritime history.</p> <p>Respondents occasionally expressed concern that Melbourne losing its city 'life' due to restrictions on indoor dining and a lack of activity in the city itself. They generally believed that the plan would assist in addressing these recent impacts and would support the creation of lively precincts.</p>	<p>As a broad theme encompassing multiple elements of the Greenline vision, place attracted a breadth of feedback and a wide range of suggestions.</p> <p>The majority of respondents strongly agreed that the implementation plan should focus on creating different kinds of open spaces, particularly those that encourage connections with the river and nature.</p> <p>Public open spaces were specifically recognised as high value assets, particularly during the COVID-19 pandemic. However, there was some division regarding the distribution and design of open space for formal and informal uses.</p> <p>Participants made suggestions for additional components and infrastructure to support new activities and uses including more public amenities such as food, drink, events, and art, a public swimming pool and more off-leash dog areas.</p> <p>Birrarung Marr precinct was identified as a focus of events and a busy thoroughfare. Participants identified a need to balance commercial activity and the impact of large events of the natural elements of the Birrarung Marr precinct. Suggested infrastructure included more recreational facilities and amenity including BBQs, recycling bins, flat</p>	<p>Overall, connections within the Greenline area and to surrounding precincts and activity nodes was an issue of high importance for respondents.</p> <p>Respondents appreciated the Greenline as a way of creating connections between open spaces along the Birrarung.</p> <p>Respondents generally had positive reactions to the creation of open spaces and better active transport links throughout the north bank. However, some were eager to see more done to separate different transport modes from each other, and to reduce the noise and visual impacts of the Flinders Street rail corridor. Separation of pedestrian and cycle paths was suggested as a way to enhance safety throughout the Greenline area.</p> <p>Respondents also reiterated that precincts should allow for both 'through' and 'stay' uses.</p> <p>The opportunity to address the rail interface through decking and undergrounding was also raised as well as impacts of the Greenline on boating movements.</p> <p>Additional access requirements were noted for people with vision and hearing impairment, neurodiversity and chronic</p>

DRAFT GREENLINE IMPLEMENTATION PLAN, V3, NOVEMBER 2021

ENVIRONMENT	CULTURE	PLACE	CONNECTION
<p>incorporate a public swimming pool in the vision for Greenline.</p> <p>Birrarung Marr precinct offered opportunity for riparian planting as well as more natural, seasonal and indigenous plantings.</p> <p>River Park, Maritime and Saltwater Wharf Precincts offer opportunity for improvements to the natural environment to re-introduce connection to the river and counteract the 'harshness' of the built environment.</p>	<p>Birrarung Marr and Yarro Yarro precincts were identified for opportunities to improve connection to Aboriginal Heritage and knowledge.</p> <p>Maritime and Saltwater Wharf precincts offered the opportunity to celebrate maritime history and the original water course, as well as opportunity for art works, sculpture and improvements to landscape design including reduction of concrete areas and noise.</p>	<p>surfaces for roller skating, more seating and toilets.</p> <p>Yarro Yarro precinct required improvements to safety and maintenance with particular reference to Enterprise park and Banana Alley. Improvements such as lighting, activation, removing the carpark and traffic measures were all suggested changes.</p> <p>River Park precinct suffers from perception of poor safety. Improvements to local amenity should include pathways, lighting, maintenance and activation.</p> <p>Maritime precinct was identified as an opportunity to better support businesses and commercial activation including the relationship to the Seafarer's development and residential buildings.</p> <p>Saltwater Wharf precinct was identified as a location for events and activities to foster the precinct as a destination and encourage visitation.</p>	<p>illness, as well as people with prams and young children.</p> <p>Birrarung Marr and Yarro Yarro precincts are heavy traffic areas for pedestrians and cyclists. Access and connection between nodes, such as the sports precinct, wayfinding/signage and improved information to showcase areas were identified as issues of importance. The need to provide separate pathways for cyclists and pedestrians was also a common theme across these precincts.</p> <p>River Park and Maritime precincts were identified as areas for improved connectivity, particularly to enable continuity and ease of access through and with surrounding areas. Opportunities to enhance and capitalise on existing routes such as the Capital City Trail were identified as a logical improvement.</p> <p>Saltwater Wharf Precinct was identified as an opportunity to improve connections between the Greenline and adjacent areas including future opportunities to extend Greenline further to Victoria Harbour and docklands. Better signage was identified as an area for improvement in this precinct.</p>

4.2 Participate Melbourne Survey

4.2.1 Connection to Greenline

Survey respondents were asked to identify their main connection to the north bank of the Yarra River, Birrarung.

Almost half of survey respondents (48%) said that they lived close to the Greenline precinct and a further 21% of respondents regularly visit the river's north bank, while 16% said they regularly travel through the area or work nearby (10%).

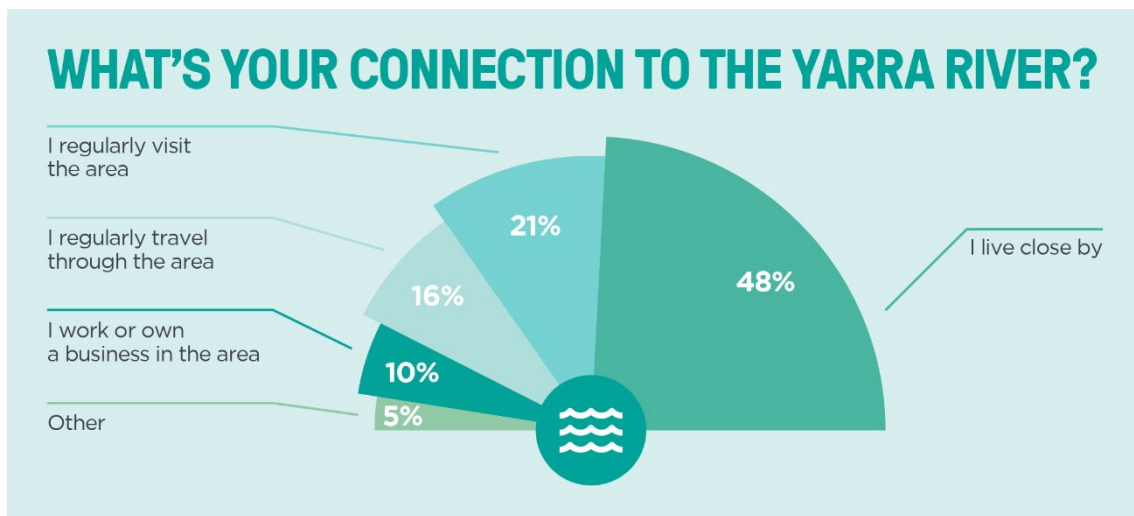


Figure 7 Survey respondents' relationship to north bank of the Yarra River, Birrarung

Of those who indicated 'other', their main connection included owning property or boats near Greenline. Some indicated that they worked nearby either as City of Melbourne staff or as groups working to regenerate the river corridor. One respondent mentioned that they would be part of the Melbourne Social Enterprise Village nearby.

Respondents were also asked to indicate why they visit the north bank of the Yarra River, Birrarung.

Of the 390 people who shared their feedback, over half (51%) said that exercise and recreation bring them to the river's north bank.

A further 14% cited relaxation as their reasons for visiting the area or that commuting, either by foot (6%) or by bicycle (8%) as a reason for their visit. Less prevalent reasons include visiting the area, going to events, having a lunch break and children's play opportunities.

The 6% who indicated 'other' visit for Aboriginal and city history awareness, accessing natural space and adjacent landmarks, as well as boating activities.

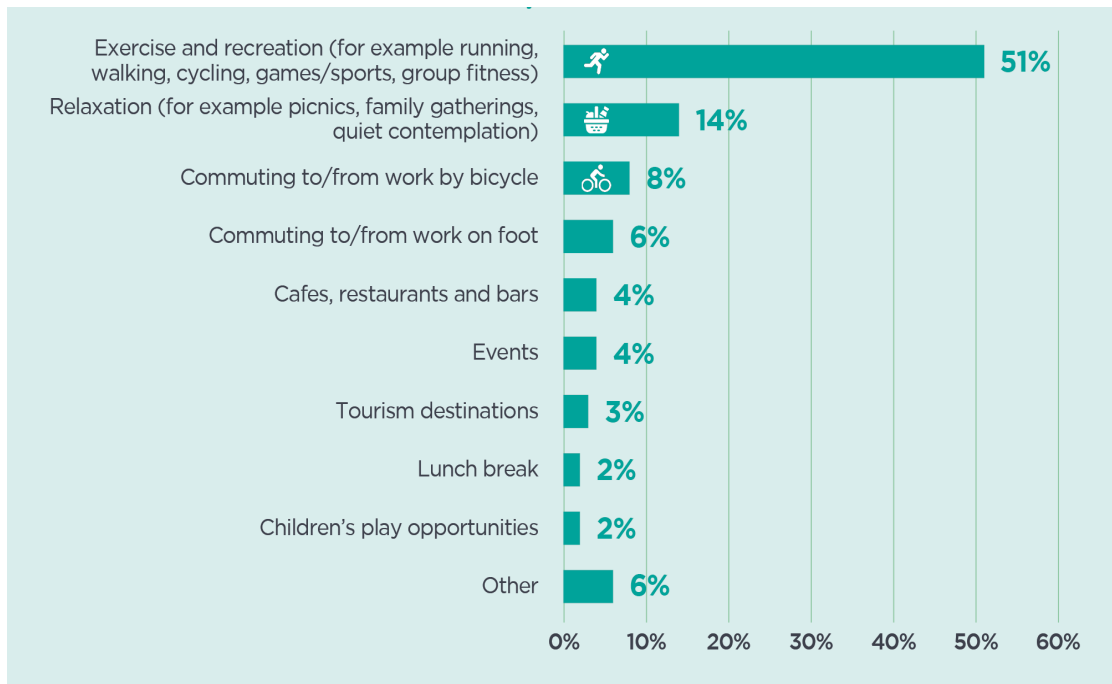


Figure 8 Survey respondents' reason for visiting the north bank of the Yarra River, Birrarung

Figure 9 shows the relationship between respondents' connection to the Greenline and their reasons for visiting. It shows that those who live close by were most likely to visit the area for active recreation including exercise, running, walking, cycling, games/sports, group fitness or passive relaxation such as picnics, family gatherings, quiet contemplation and children's play.

Commuting to and from work by foot or on bicycle and active recreation were the most common reasons to visit the Greenline for those who regularly pass through the area and for those who work or own a business in the area.

Respondents who regularly visit the area were the most likely to visit for cafes, bars, restaurants, events or tourism destinations. As expected, almost all respondents who visit the area on their lunch break worked or owned a business in the area.

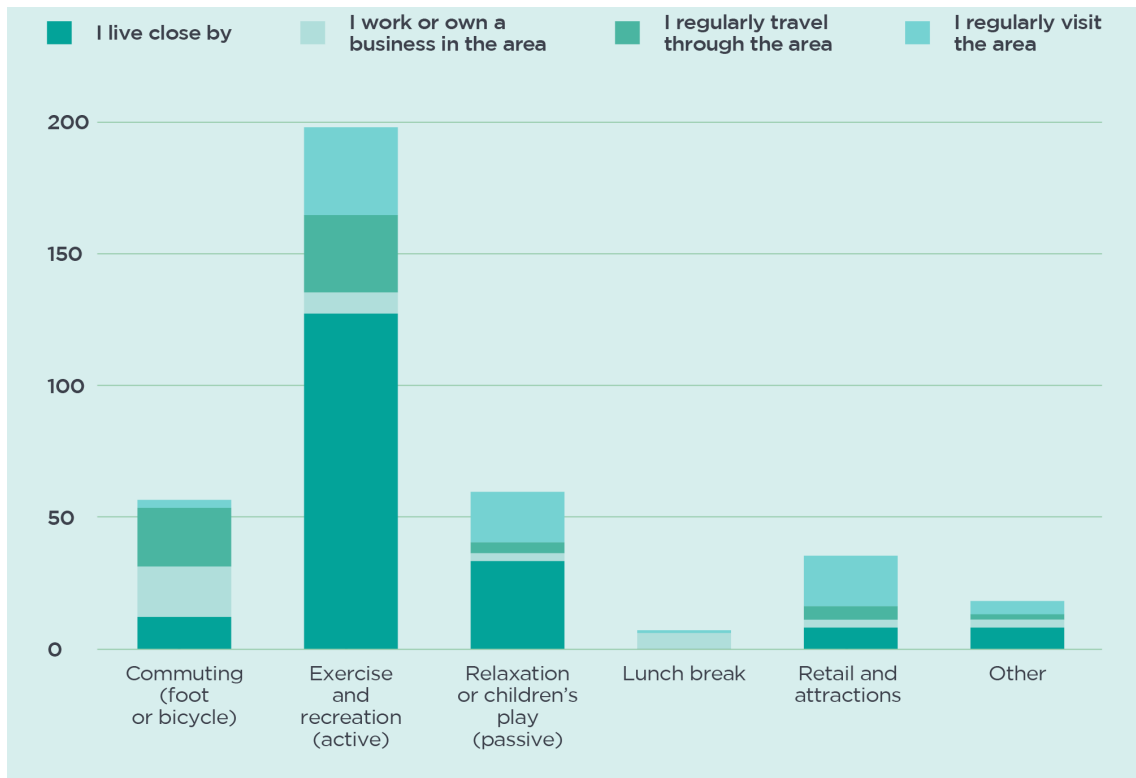


Figure 9 Why do you visit the north bank of the Yarra River, Birrarung?

Survey respondents were presented with five of questions and asked to provide a rating between 1 and 5 to represent how strongly they agree with a statement, with 5 representing very strongly. The following summarises responses to these questions

4.2.2 COVID-19 impacts

The survey received 360 responses to the question 'How strongly do you believe COVID-19 has had an impact on how you and your community use local public open spaces?'

Figure 10 shows that the vast majority (86%) provided a rating of 4 or 5 indicating that COVID-19 has had a strong or very strong impact on their relationship with public open space.

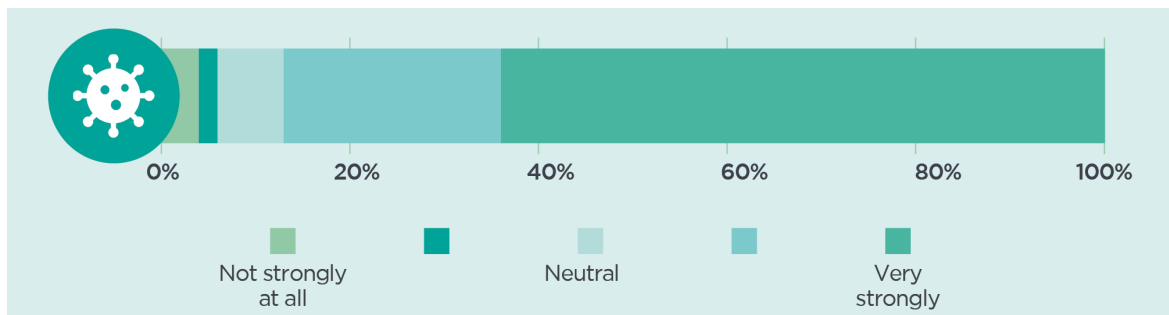


Figure 10 How strongly do you believe COVID-19 has had an impact on how you and your community use local public open spaces?

WHO BELIEVED THAT COVID-19 HAS HAD A STRONG IMPACT ON THEIR RELATIONSHIP WITH PUBLIC OPEN SPACE?

- 90% of people who regularly travel through the area
- 91% of people who visit the area of relaxation such as picnics, family gatherings, quiet contemplation
- 100% of people who visit the area for events, tourism destinations or on their lunch break
- 95% of people aged 16-25 years

However, the ways in which COVID-19 had impacted these groups vary significantly, with some reporting a significantly increased use of their local open spaces while others finding access more difficult due to social distancing and restrictions.

*Our time outside has been limited, we're not able to travel to the country, so we need high quality public spaces for our health and happiness
(26-44 years, regularly travels through the area)*

*For the majority of lockdown, we have not been able to sit and enjoy public green areas, only to pass through for exercise.
(26-44 years, visits for relaxation)*

EMERGING FEEDBACK THEMES

In general, respondents welcomed open spaces as a respite from the restrictions imposed on them because of COVID-19.

Most respondents explained that they, along with the rest of the community, were utilising open spaces more often. Respondents noted that there were more people on pedestrian footpaths and open spaces within their local area. They also noted an increased uptake in people using open spaces for exercise and recreation. Two respondents cited Carlton and Fitzroy Gardens as examples of this.

The community have been limited to their close recreation areas so they have used local spaces.

It has created a stronger connection of public open spaces for exercise and gathering. Have never seen so many people out on the streets walking and at parks gathering. It really has reinstated a connection to these spaces that had been lost.

Some respondents were worried about Melbourne losing its city 'life'. This is attributed to the restrictions placed on indoor dining and the closure of indoor recreation facilities. This was also attributed to the lack of activity in the city itself.

City deserted. Businesses closed, many seem unlikely to reopen. Working from home.

Lack of dining & passive recreation activities including tourists making the place lack the "Melbourne" atmosphere

Some respondents noted that they were not able to, or are fearful of, using open spaces throughout COVID-19. This is attributed to the risks of transmitting COVID-19 and perceptions of crowding and restriction non-compliance. This was also attributed to the open spaces situated beyond their permitted five-kilometre travel boundary.

With COVID restrictions and social distancing, the pathways along the river are narrow and can make enjoying the river and exercising difficult when a lot of people are out

Wariness of being around too many people - who aren't wearing masks and dwell rather than keep going. Don't feel super safe is the short answer

4.2.3 Developing a bold vision

The survey received 304 responses to the question, 'How strongly do you believe the City of Melbourne has developed a bold vision to transform the north bank of the Yarra River, Birrarung for the better and to support delivery of Council's strategies?'

Overall, most respondents believed or strongly believed that the plan offers a bold vision (66% providing a rating of 4 or 5) as it encompasses the environmental, cultural and historical aspects of the north bank.

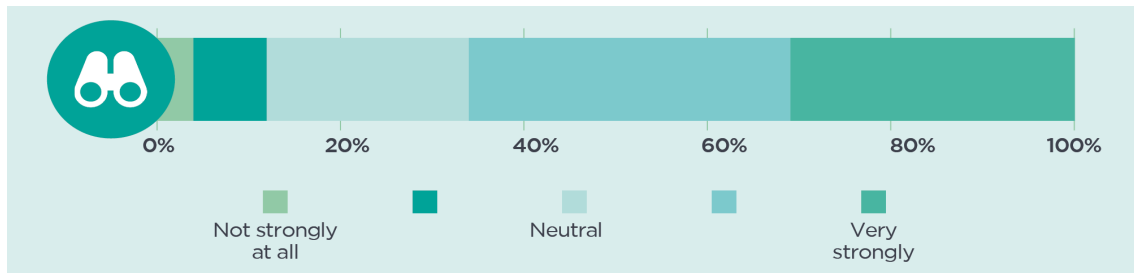


Figure 11 How strongly do you believe the City of Melbourne has developed a bold vision to transform the north bank of the Yarra River, Birrarung for the better and to support delivery of Council's strategies?

WHO BELIEVED THE PLAN PRESENTS A BOLD VISION?

- 100% of respondents who own a business in the area
- 86% of respondents who visit the area for children's play opportunities
- 82% of respondents who visit the area for cafes, bars and restaurants

The north side requires action to match the south to connect all areas of the growth and prosperity of Melbourne and greater Melbourne
(Owns a business in the area)

It's been forgotten and abandoned for all this time and the Yarra has so much potential to balance the offering that Southbank has and provide a link across the northern CBD
(Lives close by, visit the area for cafes, bars and restaurants)

While the majority of respondents felt that the plan was a bold vision, the groups least likely to strongly agree included:

- 16% of respondents from households comprising a couple with children and 25% of multiple-family households
- 20% of respondents aged 65-84 years
- 33% of respondents who commute to or from work on foot
- 18% of respondents who work in the area.

EMERGING FEEDBACK THEMES

Respondents appreciated the plan's extensive engagement with Aboriginal, maritime and city history. They also favoured that the plan brings attention back to the Birrarung, and the conditions along the river's north bank. The plan is perceived as a solution to 'reconnect people with nature' and transforming people's relationship with the river.

It is an extensive plan that uses a previously challenged area. The concept of linking from Birrarung Marr to Docklands is wonderful to encourage people to use an extensive area previously limited to patches of open spaces. This extensive plan will encourage more use and be an attraction. It will also bring the river into special focus. The link with Aboriginal Melbourne is such a special and long awaited relationship.

Some respondents had positive reactions to the creation of open spaces and better active transport links throughout the north bank. However, they also indicated that more could be done to separate different transport modes from each other, and to reduce the noise and visual impacts of the rail corridor running between Flinders Street and the river's edge.

It looks good. I'd like to see more detail around how it is going to keep cyclists separate from pedestrians. The danger to pedestrians from cyclists and the rudeness and aggression of some cyclists is the only thing that hampers the enjoyment of the river. For example elderly relatives and neighbours avoid both north and Southbank due to the danger of cyclists on the supposed shared pathways.

I am disappointed that there hasn't been incorporated a way to suppress noise from the trains adjacent to Batman Park. They could be enclosed in an architecturally pleasing manner. I would hope a solution be included to compliment the waterfront development plan that work with the rail and the park as they share the same space.

A series of pro-forma survey responses referenced support for making the Yarra River, Birrarung swimmable, or to construct the Yarra Pool as an open space for all.

It's a great idea but would prefer to see more integration with the river, and strategies to clean up the Yarra. Wouldn't it be amazing if sections of the Yarra became swimmable again? I would also look at a site closer to Fed Square to capture more pedestrian traffic.

While the vision was mostly considered bold, some survey respondents felt that the vision could go further. They noted various concerns, such as the extent of commercial development, climate change impacts, the places the Greenline project should improve and the need to reduce 'hard edges' associated with concrete and development.

The north bank of the river has too many hard surfaces and needs a lot more greenery and landscaping to soften the edge of the city with the water.

Some respondents sought more information on the cost and implementation aspects of the plan before they can decide on the boldness of the plan.

It's not clear how everything will fit in with the existing structures. It's not clear how it will affect people who live on the Northbank as it seems like there is no acknowledgement that there are permanent residents living here.

(I) am especially worried about commercial development of Federation East, Treasury Square and Rail Corridor in Birrarung Marr precinct.

4.2.4 Improving connections and access

The survey received 292 responses to the question, 'How strongly do you believe the Greenline will improve connections and access along the north bank of the Yarra River, Birrarung?'

Most respondents strongly believed that the Greenline will improve connections and access (74% providing a rating of 4 or 5).

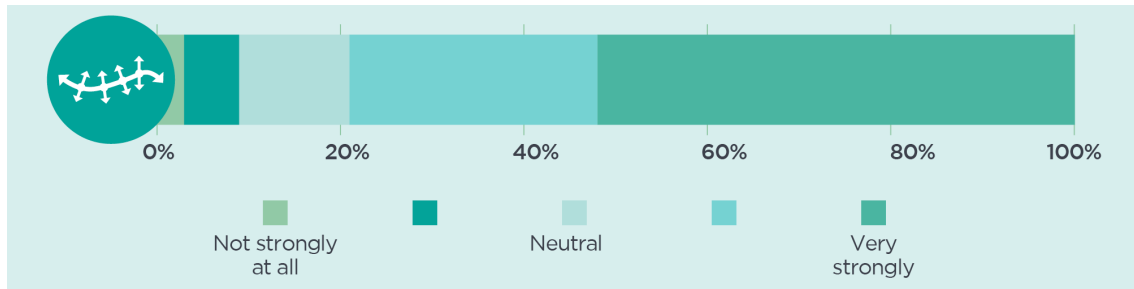


Figure 12 How strongly do you believe the Greenline will improve connections and access along the north bank of the Yarra River, Birrarung?

WHO BELIEVED THAT GREENLINE WILL IMPROVE CONNECTIONS AND ACCESS?

- 100% of respondents who visit the area for children's play opportunities
- 100% of people aged 25 years and under

It's currently disjointed, with areas that do not feel safe. The city needs areas that are free to access that make people want to come into the city

(Lives close by in a household with children)

Need for better commuting to avoid packed trains

(Lives nearby)

While the majority of respondents felt that Greenline will improve connections and access some groups did not agree strongly, including:

- 21% of respondents who commute to or from work on foot and 16% who commute by bicycle
- 15% of respondents who work in the area
- 18% of respondents aged 65-84 years.

Needs dedicated bike lanes. Bikes only, 2 side by side in same direction, 2.4m wide, curb/vegetation/fence separated from pedestrians. Shared does NOT work!

(26-44 years, commutes by bicycle)

EMERGING FEEDBACK THEMES

Respondents compared the current state of the precinct with the plans outlined for the area. Respondents noted safety, conflicts between pedestrians, scooters and cyclists as concerns for the north bank area.

It will have a massive impact to that area. At the moment, there is nothing that connects the area, people might choose to visit specific sites, but miss out on others, as there is nothing to connect them and nothing interesting.

The Greenline, will provide an opportunity for locals and visitors to have access to areas of the city that were previously seen as off limit and therefore, opening up the area and the opportunities that might exist there.

Respondents appreciated the Greenline as a way of creating connections between open spaces along the Birrarung. This makes the journey 'as rewarding as the destination' as open spaces present recreation opportunities along transport links.

However, some respondents felt more needed to be done to separate different transport modes from each other to prevent conflicts between active transport modes. A respondent also noted that more could be done to draw people to the north bank itself, as a destination.

I believe it will hopefully improve accessibility and flow through the area, but I have reservations arising from concern that in practice it may become a pedestrian dominated zone that bikes aren't particularly welcome in, much like the other side of the river at present.

ADDITIONAL ACCESS REQUIREMENTS

Survey respondents were asked to identify any additional access requirements they have. Respondents listed a range of assistance required for vision and hearing impairment, neurodiversity and chronic illness including:

- keyless toilets for people with disabilities
- wider ramps
- footpaths with rails
- removal of strobing/fluorescent lights
- public seating

Respondents also identified need for accessibility requirements for people with prams and young children.

Even when respondents noted no accessibility requirements, some relate to their friends, family and community members who live with disability. They highlighted the need for universal design principles to cater for people with disability.

Some respondents also noted that they would like better access to the Greenline area. They emphasised easy entry and exits from the area. They also highlighted the need to separate different active transport modes from each other. Two respondents noted the need to maintain boat access throughout the Yarra River, Birrarung.

4.2.5 Creating lively precincts and unique character

The survey received 259 responses to the question, 'How strongly do you agree that the Draft Greenline Implementation Plan will support the creation of a series of lively riverfront precincts that recognise the unique character of the north bank?'.

Most respondents believed that the plan would support the creation of lively precincts (68% providing a rating of 4 or 5).

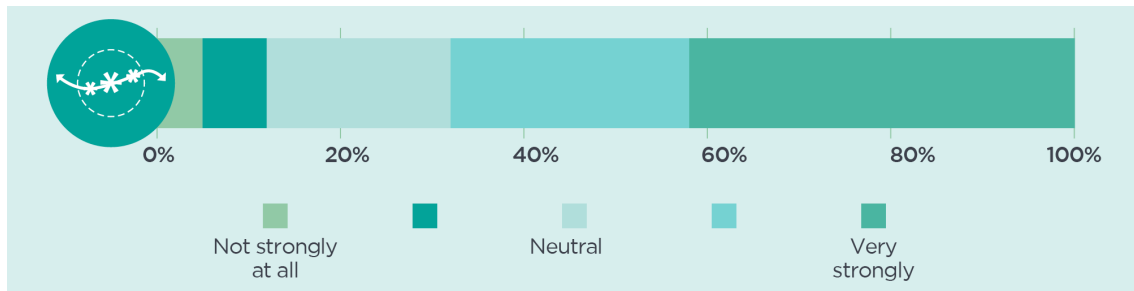


Figure 13 How strongly do you agree that the Draft Greenline Implementation Plan will support the creation of a series of lively riverfront precincts that recognise the unique character of the north bank?

WHO BELIEVED THAT THE PLAN WILL CREATE LIVELY PRECINCTS AND UNIQUE CHARACTER?

- 100% of respondents who own a business in the area
- 88% of respondents who visit the area for cafés, restaurants and bars
- 85% of respondents aged 16-25 years and 72% of people aged 26-44 years

Appreciate the connection to indigenous cultural significance of each precinct, which will greatly benefit this connection and understanding to the waterway. (26-44 years, lives close by)

It draws people to the area, it allows a unique experience, it will mean that people will want to eat and play in the area. (26-44 years, visits regularly)

While the majority of respondents felt that Greenline will create lively precincts and unique character, some groups did not agree strongly, including:

- 20% of respondents who work in the area and 18% of people who regularly travel through the area

- 29% of respondents who commute to or from work on foot and 22% who commute by bicycle
- 21% of respondents who visit the area for events
- 18% of respondents aged 65-84 years.

It needs to be more than a park along the river. Landscape and seatings are not enough to attract people to spend their time there. It requires other spaces that are more engaging

EMERGING FEEDBACK THEMES

Overall, respondents welcomed the distinct precincts, as it provided diverse experiences and amenities. Respondents were hopeful that the precincts would encourage business activity and development, noting any developments should not overshadow the Greenline or the Yarra River, Birrarung.

It will support nearby businesses as it attracts people to the precinct. It diverts people towards the city which is needed to rebuild the economy and it's accessible via public transport so people all around Melbourne can enjoy the space.

Some respondents suggested that these precincts should have more public amenities, such as the Yarra Pool, off leash dog areas and more events, food, drink, and art installations. More focus could also be placed on the Aboriginal and maritime history of these precincts.

This type of space can be used to host events, large and small, as well adding value to Melbourne's cultural scene if planned and implemented well.

I didn't see any reference to the rich maritime heritage of the river, harbour and docks. The river was hugely important in the establishment and development of Melbourne and this should all be referenced ...

Respondents also suggested that the urban design of these precincts should be accessible, allow sunlight to shine within the precincts and protect visitors from wind. A respondent even suggested that these precincts should allow for 'through' and 'stay' uses. This allows people to move through the precincts, unobstructed by those utilising the precincts.

If council can consult soundly with resident groups as well as business, there could be a lively mix of activities. The success of the Greenline won't be just about the river promenade but also about the pathways leading to the river. If pathways along the river allow people to get to other edges of the CBD easily, they might choose the river path rather than throwing themselves into traffic..

Respondents also highlighted safety and amenity issues associated with Banana Alley and the Flinders Street viaduct.

There is so much opportunity for improvement here. Banana Alley is just seedy and unsafe, a car park for certain entitled people and a service entry, yet it could be so much more. That area and the park are so underutilised, and whilst they aren't on the sunny bank of the river, there is so much opportunity for these spaces to be used.

4.2.6 Creating open spaces

The survey received 279 responses to the question, ‘How strongly do you agree that the implementation plan should focus on creating open spaces that encourage public participation, play, learning, and enjoyment of the riverfront?’

The majority of respondents strongly agreed that the implementation plan should focus on creating different kinds of open spaces (74% providing a rating of 5 and 16% providing a rating of 4).

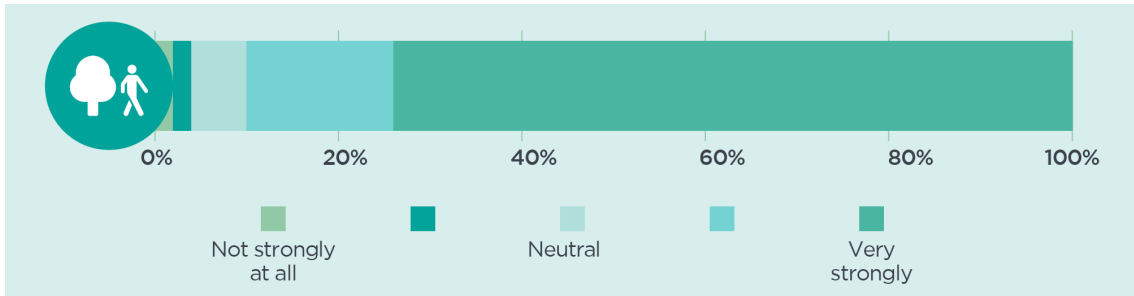


Figure 14 How strongly do you agree that the implementation plan should focus on creating open spaces that encourage public participation, play, learning, and enjoyment of the riverfront?

WHO BELIEVED THAT THE PLAN SHOULD FOCUS ON OPEN SPACES THAT ENCOURAGE PUBLIC PARTICIPATION?

Almost all cohorts and age groups supported the focus on open spaces that encourage public participation, play, learning, and enjoyment of the riverfront with agreement of at more than 80% of respondents.

I live in a tiny apartment in the CBD so the riverbank is my backyard and brings me absolute joy to exercise and be in nature. But as important is for us to learn the cultural heritage of the riverbank from the true owners. (45-64 years, lives close by)

We need to come together better as a community and society. Space can allow this, especially with outdoors being safe i.e. pandemic, and apartment living should be encouraged, but this is difficult without good open spaces. (26-44 years, visits regularly)

The groups with the lowest level of support for this statement were respondents aged 65-84 years (80%) and respondents who visited the area on their lunch break (71%).

Play? Always too much emphasis on children. (65-84 years, lives close by)

EMERGING FEEDBACK THEMES

Respondents commented on how spaces needed to be accessible, cater to diverse audiences and uses. Respondents also highlighted that open spaces needed to encourage connections with the river and nature.

If the City is going to invest in this, they should make sure it is different, it provides different touch points and different things for people to do. ... Opportunities for families, by having many interesting spaces, spaces to sit, spaces to play, spaces to engage.

Some respondents indicated that these spaces, such as Flagstaff and Batman Parks, are crucial for physical and mental health. Open spaces provided a respite for people during the pandemic. It also allowed people to interact with each other safely.

This kind of recreational space is needed for "free time" after the difficulties of 2020/2021 and to allow and encourage people to connect to the Birrarung in a more traditional sense. The river, clean natural water is so important to us all.

Respondents were divided on the extent that open spaces should encourage play and education. While people generally agreed that more open spaces were needed, respondents had different ideas about the educational, play and movement functions of these open spaces.

People are thirsty (!) for knowledge about Melbourne's history and I think this walk could bring more to people than 'play' - it would be an excellent opportunity to inform people about our rich maritime heritage.

I don't disagree with most of the focus, but it omits practical movement, as opposed to just play. The strategy shouldn't all be about moving commuter cyclists to Flinders Street, what about those potential commuter cyclists and modal shift that could be generated by using the attraction of the river path?

There should be lots of areas for free and creative play for children. ... Kids need scrub to hide in, trees to climb, and things to make cubbies etc

4.2.7 Greenline Precincts and feedback themes

Of the 390 survey respondents, 57% (224) indicated they would like to provide feedback on one or more of the precincts, with a fairly even spread across all five.

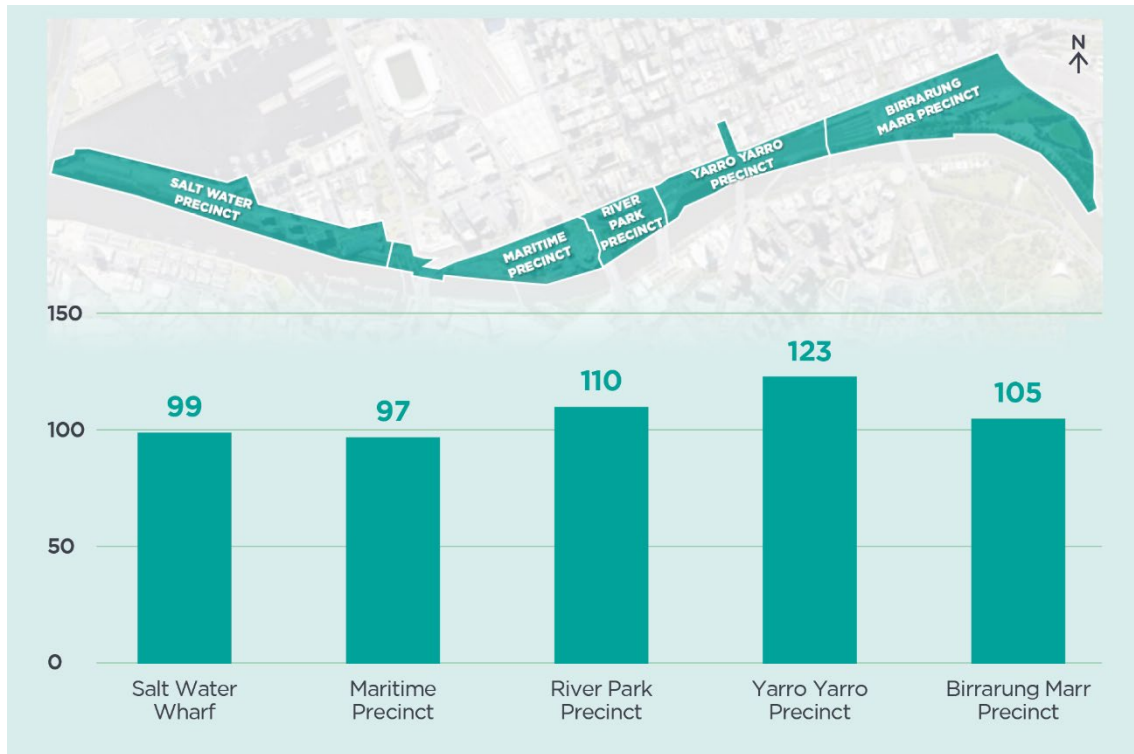


Figure 15 Feedback received by precinct

Participants were then asked what they value most about respective precincts. Participants were invited to select one or more from nine elements that they value about each respective precinct.

Figure 16 provides a snapshot of what participants value about each precinct and how these compared overall.

It shows that views and access to Yarra River, Birrarung was the highest rated value overall (87%) with the majority of participants also valuing the natural environment (67%) and recreation and play (57%).

These values will be discussed in more detail at a precinct level in the following section.

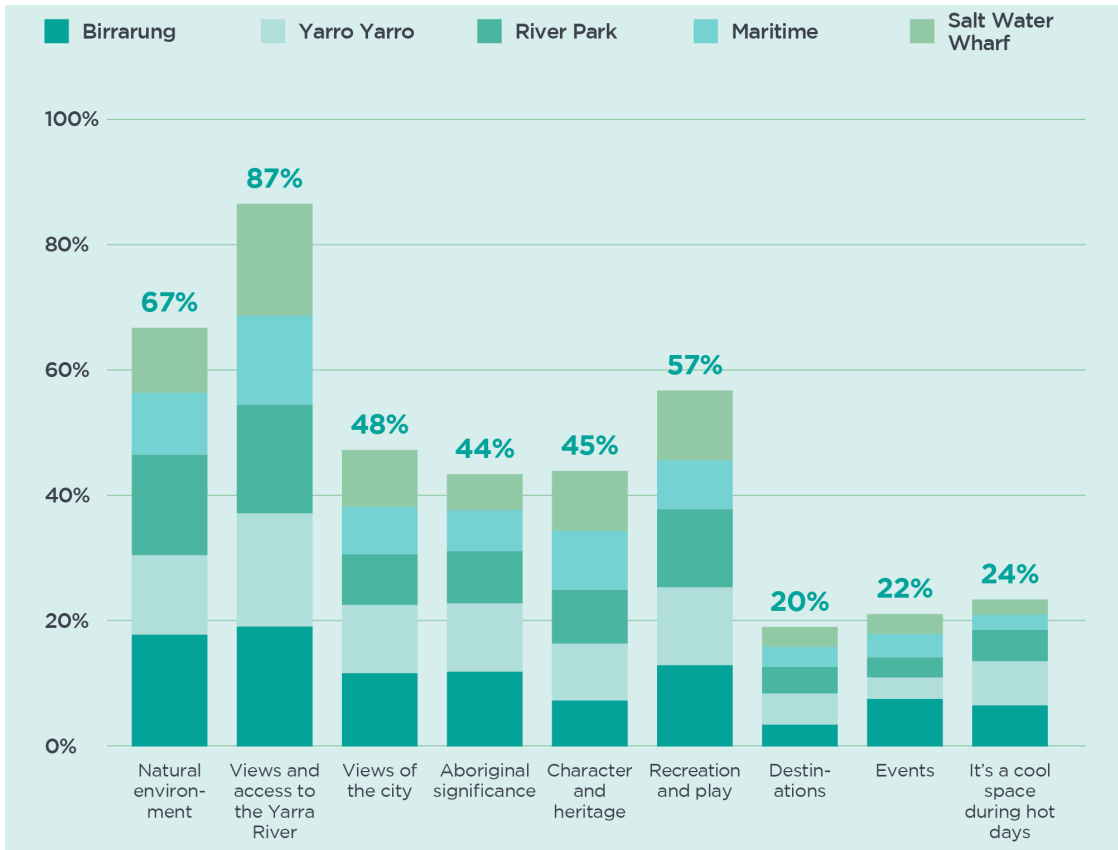


Figure 16 Snapshot of precinct values overall

BIRRARUNG MARR PRECINCT

Of the 105 respondents who shared feedback on the Birrarung Marr precinct, Views and Access to the Yarra River and the Natural Environment were the most valued, followed by Recreation and Play. Less valued were Destinations, and Character and Heritage.

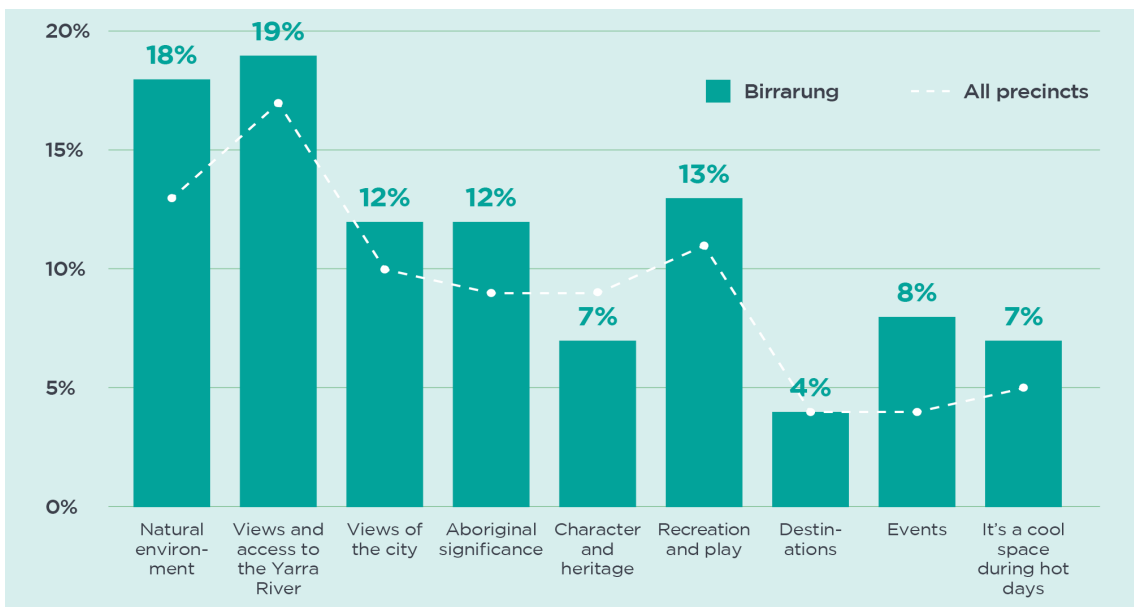


Figure 17 What do you value most about the Birrarung Marr Precinct?

There were 12 additional comments on 'other' aspects that were valued in this precinct. These included connection and access to other adjacent areas and paths, bars and hospitality, and cultural aspects such as festivals and the Federation bells.

Is there a particular area or aspect of the Birrarung Marr Precinct that you think needs improvement? If so, what needs to change?

There were 88 open text responses to this question. Suggested changes related to improved access, connection, safety, the natural environment, activation, and culture.

Access and connection between spaces (e.g. sports precinct), wayfinding/signage and improved information to showcase areas were all mentioned. A number of comments raised concern for safe, connected and accessible pathways for cycling and pedestrians, separated from each other.

"Many people use this area for running and cycling, so I wish that bicycle and pedestrian paths were separated; shared paths are disliked by pedestrian and cyclist alike"

There were a number of comments related to balancing commercial activity with the impact of large events and enabling better access to smaller and local community events.

"...The rigid public liability aspect of only built marquees make it prohibitive to community events. We would love to establish a weekly farmers market on the river bank but, currently, it would be impossible to afford"

Reference was made to both an increase and reduction of infrastructure in this precinct including more recreational facilities and amenity including BBQs, recycling bins, flat surfaces for roller skating, more seating and toilets, as well as less hard built form that detracts from the natural environment. Respondents referenced the busyness of this precinct and it being a thoroughfare rather than a place to enjoy and recreate in.

"Want to have more recreational and sports facilities in that area. To make it more accessible to the Melbourne City"

"Leave as natural as possible but provide more seats & tables - not concrete"

There were several comments that agreed with the plan for riparian planting as well as suggestions for more natural, seasonal and indigenous plantings. Several comments mentioned more trees and canopy coverage. One comment suggested exotic planting rather than gum trees. Improvement or replacement of the gravel/granite was referenced several times.

"This could be such a great place... The gravel is a mistake given it is one of the only areas of the north bank to have good solar access"

Reference was made to more cultural activations such as 'Rising:', and improved connection to Aboriginal Heritage and knowledge.

"more overt cultural and artistic story telling about the precinct"

"Greater connectivity to First Australians"

A number of comments referenced support for a pool and the unique swimming opportunity.

"a river based natural swimming pool... built in contemporary standards, would provide a world-class open space experience for Melbourne."

YARRO YARRO PRECINCT

Of the 123 respondents, the majority valued Views and Access to the Yarra River, Birrarung, Natural Environment and Recreation and Play in the Yarro Yarro precinct. Less valued were Events and Destinations.

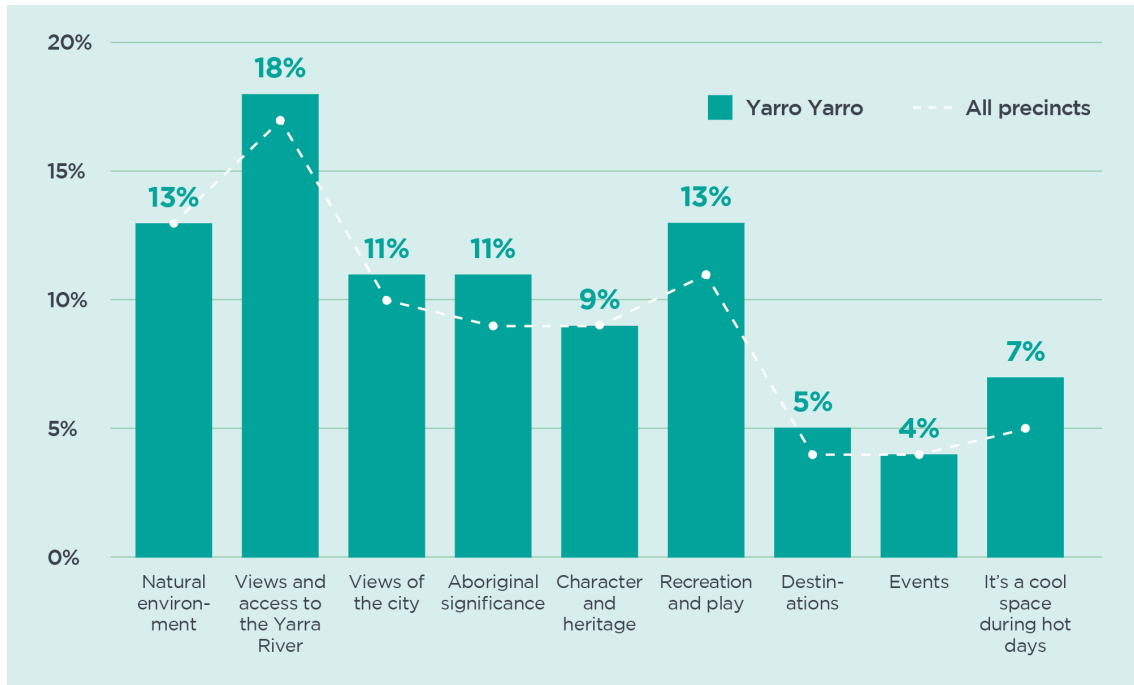


Figure 18 What do you value most about the Yarro Yarro Precinct?

There were 18 additional comments on 'other' aspects that were valued in this precinct. These included reference to the history of the Yarra Falls and Turning Basin for ships at this location. Several responses also referred to hospitality and dining, specifically the Arbory afloat business. Connectivity, access to adjacent areas and ability to walk or ride through this location were also valued. A number of comments indicated there is nothing of value yet in this precinct.

Is there a particular area or aspect of the Yarro Yarro Precinct that you think needs improvement? If so, what needs to change?

There were 94 open text responses to this question. Suggestions included improved river views and access, safety measures including separating cyclists and pedestrians, improved activation and infrastructure and cultural heritage.

Better access to the river was a common theme for this precinct, including reference to views of the river being blocked by current infrastructure.

“Access to the river in this precinct is particularly poor, with few paths and fairly hostile environments across Flinders Street and under the viaduct”

“A direct connection with the river and any additional interpretation that is provided riverside would create a more meaningful experience....”

The need to provide separate pathways for cyclists and pedestrians was also a common theme, including reference to encouraging safer behaviours and how narrow the current space is.

“At the moment it is very cramped and accessibility especially for recreational cyclists is not good. Also look at ways of providing commuting riders alternative dedicated routes so they are not speeding through pedestrians”.

Safety and maintenance were raised as a concern for this area, with particular reference to Enterprise park and Banana Alley. Improvements such as lighting, activation, removing the carpark and traffic measures were all suggested changes.

“Safety, this is one of the two most unsafe feeling parts of the Greenline, despite it having the greatest connections to the city”.

“Take over and restore the Banana Alley vaults, including resurfacing the surrounding ground level - this could and should become a prime tourist attraction, hosting a mini-market or similar, rather than the depressing 24-hr gym and carpark it seems to be now”

Recognition and celebration of the cultural heritage of this precinct was raised as an opportunity for improvement, particularly with proximity to the Immigration Museum and Turning Basin.

“As the passionate manager of Visitor Engagement at Immigration Museum I can express our heartfelt wish that we can direct visitors to a safe and enjoyable pathway to the river's edge so that they can expand upon the knowledge of First Peoples and Melbourne history they have been introduced to in the museum. A direct connection with the river and any additional interpretation that is provided riverside would create a more meaningful experience....”

A number of comments also referenced this precinct as a suitable location for support for a pool and the opportunities for activation this would create.

I believe the plan to introduce a new pool in the Yarra is exciting and visionary. I swim regularly in the Yarra at Alphington and it is pure joy. Introducing a pool in the north bank will transform Melbourne's perception of the Yarra and use of its space. It will also strongly engage the community in terms of environmental concerns for water health etc.

RIVER PARK PRECINCT

Of the 110 survey respondents who provided feedback, the majority valued Views and access to the Yarra River and the Natural Environment, followed by Recreation and Play. Less valued were Events and Destinations.

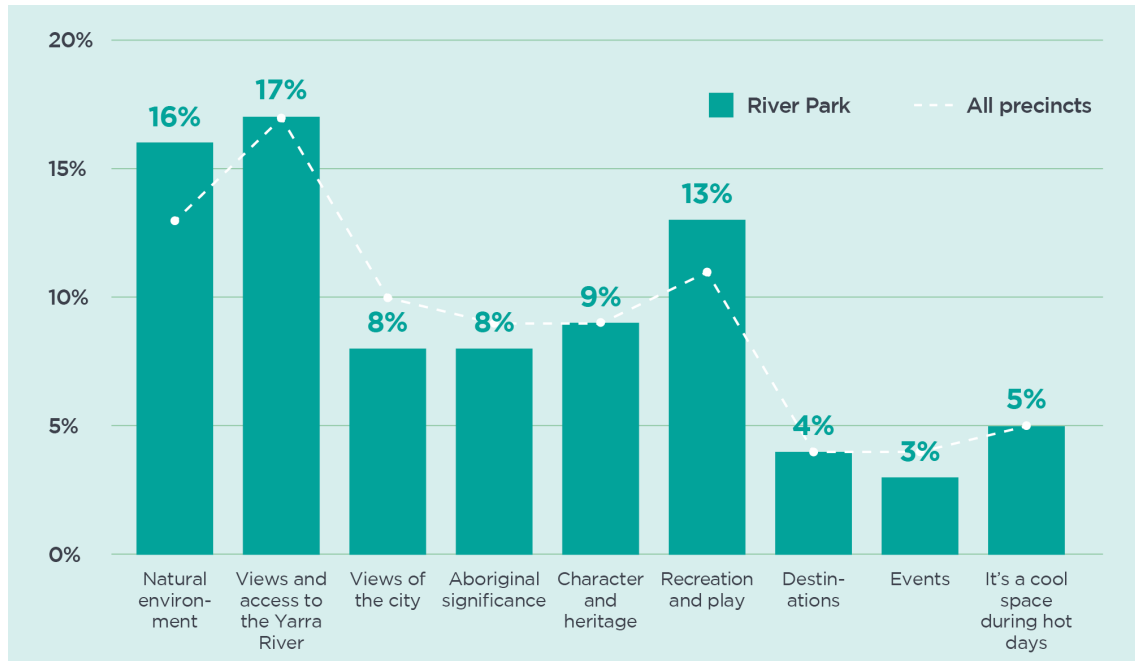


Figure 19 What do you value most about the River Park Precinct?

There were 16 additional comments to 'other' aspects that were valued in this precinct. These included the ability to display maritime history, the open space, swans and ducks and natural aspects of Batman Park. Access, connectivity, cycle route and 'quick to walk through' were also valued. A number of comments mentioned not currently valuing this space.

Is there a particular area or aspect of the River Park Precinct that you think needs improvement? If so, what needs to change?

There were 83 open text responses to this question. Suggested changes related to the opportunity for better landscape design, and better connectivity to adjacent areas. Safety including access, pathways and lighting were raised as a concern, as was the need to mitigate noise from rail, traffic and the helipad. Increased recognition of cultural heritage, support to commercial activity and the opportunity for a Yarra Pool at this location were also raised as areas for improvement.

Improved landscape design included reference to the natural environment, quality landscaping and consideration of amenity to foster enjoyment for all abilities.

“The park space at the moment is terrible, please make any new green space architecturally appealing, it is an opportunity to bring high quality landscape design to the heart of Melbourne”

“More consideration needs to be given to how this might become a place to 'stay' as opposed to transit through. There isn't enough seating, and the ground is often wet. Furthermore, no mention of the heliport has been made which significantly impacts the usability of this park as a recreational space due to the overbearing noise impacts”

Connectivity to and through this precinct was raised as an area for improvement, particularly to enable continuity and ease of access. The relationship to adjacent areas was also raised as an issue.

“A bold plan would create a continuous cycle way, with separation of cyclists and pedestrians, right along the river from Birrarung Marr all the way to Victoria Harbour”

“It doesn't matter how many times I pass through this area, I can never figure out an efficient way of moving through, whether by bike or foot. Particularly how to get to the Capital City Trail”

Improvements to the area that would increase safety and reduce noise was a common theme including reference to pathways, lighting, maintenance and activation.

“It just doesn't feel safe. I don't use it, yet it is so close to my home”

“There are definitely cold and dark sections of River Park, and it doesn't feel as well connected to the river as Enterprise Park. I'm heartened to hear that mitigation of rail noise might be possible.”

MARITIME PRECINCT

Of the 97 respondents who provided feedback, the most highly valued was the Views and access to the Yarra River, and least valued was It's a cool space during hot days.

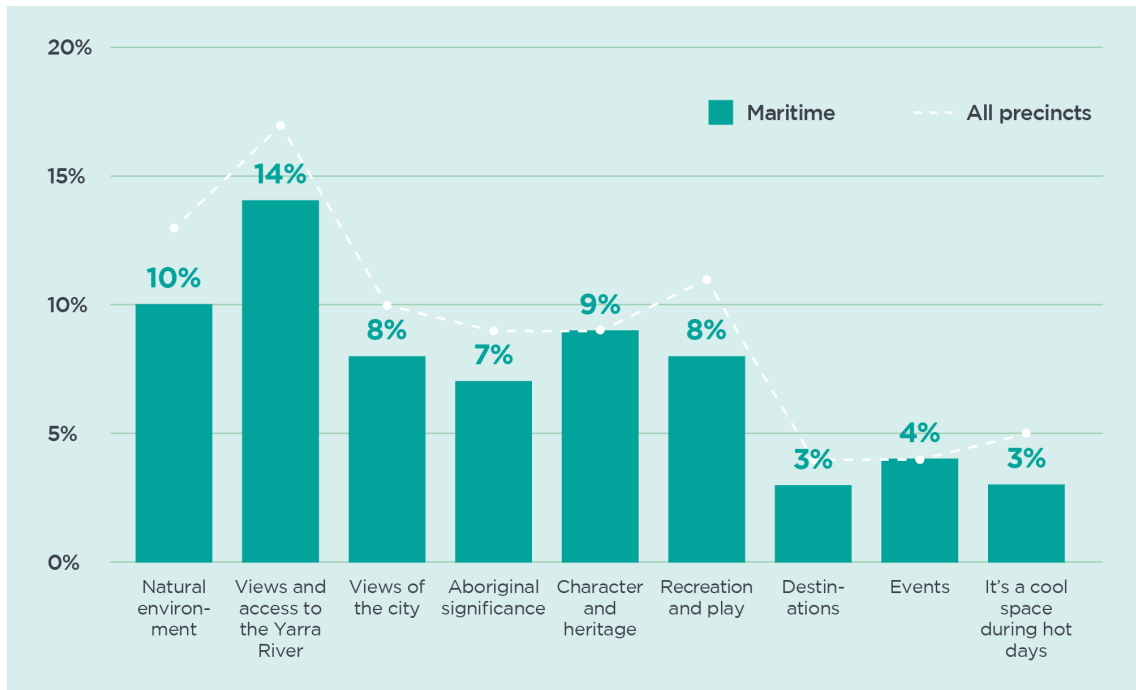


Figure 20 What do you value most about the Maritime Precinct?

There were 18 respondents who provided an open text response. These included reference to access, connectivity, cycling route, green walkway, and specifically that this precinct is quite and separated from roads, unlike other precincts. Reference was made to the Mission to Seafarers, and the maritime heritage story. One reference was made to the opportunity for bathing activation and two comments suggested the precinct has not much of value.

Is there a particular area or aspect of the Maritime Precinct that you think needs improvement? If so, what needs to change?

There were 71 open text responses to this question. Suggestions included improvements to the natural environment, connectivity and safe access and improved landscape design that would reduce the impacts of rail and traffic in this area and increase recognition of the cultural heritage of this area. A small number of references were made to the opportunity for a pool.

Suggested improvements to the natural environment included increased plantings, more lush and not impacting on river views.

“It is such a wasteland and really needs lots of natural vegetation as a public space to enjoy”

“For quite a large park on the river bank, this precinct is extremely neglected. Creating a welcoming, interesting and inspiring environment through landscaping and architectural features would be great”

Connectivity to adjacent areas and safe access to and through this precinct was a common theme. Reference was made for the need to separate pathways for cyclists and pedestrians, improve signage and widen paths.

“Better connections, i.e. smooth, uninterrupted and enjoyable riverside passage for cyclists and pedestrians”

“Capital City Trail should be considered a real gem in Melbourne's cycling infrastructure crown. However, in this precinct it just peters out and it is hard to navigate from the end of Harbour Esplanade around towards Flinders Street...”

Improvements to landscape design in this precinct included reference to quality design, cultural identity, reduction of concrete areas and noise (rail and traffic).

‘Accessibility and the restoration/reinvigoration of the heritage sites along the wharf. These places are part of the “Marvellous Melbourne” era and currently are a detracting detail in an otherwise well kept part of the river. Keeping key elements, like the old crane, whilst turning the rest into culturally aware green space with accessibility is what needs the most urgent attention’

The opportunity to better support businesses and commercial activation was referenced including the relationship to the Seafarer's development and residential buildings.

“Half of this will be dominated by the new Seafarers development - hoping this has ground floor restaurants and shops for helping to encourage patronage of this area“

SALTWATER WHARF PRECINCT

Of the 99 respondents who provided feedback on this precinct, the most highly valued aspect was the 'Views and access to the Yarra River', and least valued was 'It's a cool space during hot days'.

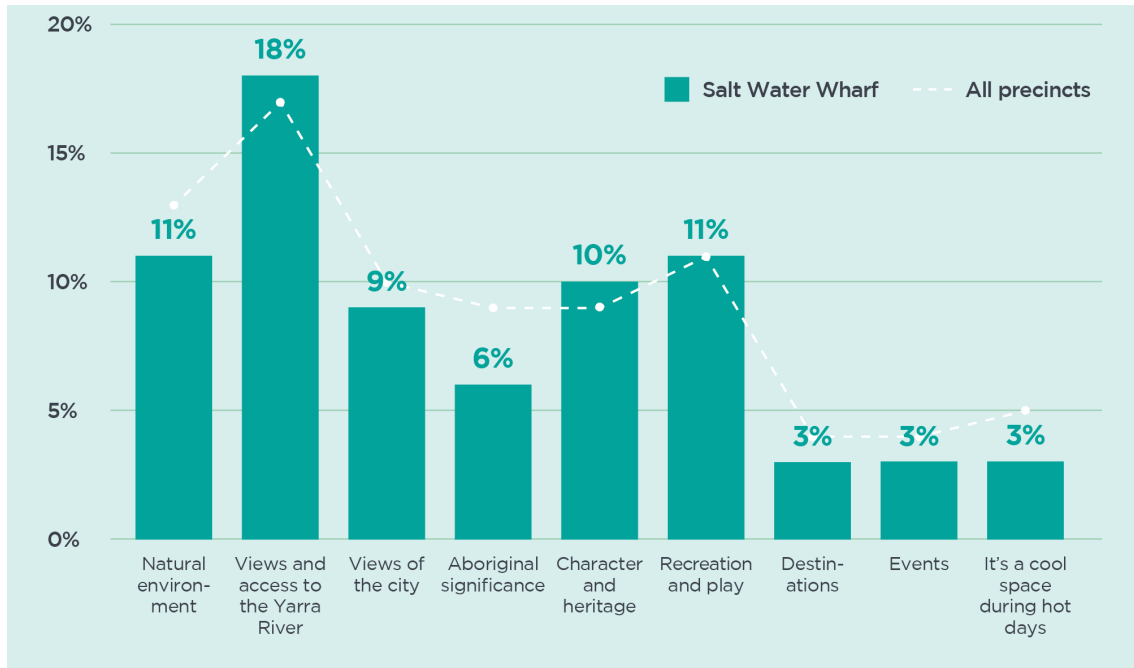


Figure 21 What do you value most about the Salt Water Wharf Precinct?

There were 12 respondents who provided an open text response. These included, protecting the Yarra's Edge Marina, a good space for running, walking and access to other parts of the city. Comments also included the potential for this location to create value and 'become something spectacular', specifically as a site for ferry transport solutions.

Is there a particular area or aspect of the Salt Water Wharf Precinct that you think needs improvement? If so, what needs to change?

There were 76 open text responses to this question. Suggestions included improved connection to adjacent facilities to encourage visitation, waterfront access and natural environment. Many comments referred to the great potential for this precinct, whilst balancing development along with preservation. Showcasing the indigenous and maritime culture and heritage were also seen as areas for improvement.

Improving the connection between this precinct and adjacent areas included the opportunity to extend Greenline further to Victoria Harbour and docklands. Better signage to the area and issues where transport modes intersect were also raised.

"Better signage to make it more obvious how to get there from Southern Cross station and nearby tram stops. More general information to the public to showcase the area as a scenic place to visit for walking and cycling"

"It needs a real connection to the city and to the waterfront. I feel like there's not enough public access there and it's certainly not a destination"

Facilities, events and activities to foster this precinct as a destination and encourage visitation was a common theme. This included access to the waterfront and on-water activities and reference to the unique city vantage point.

This has the most potential for proper recreational space rather than "parks" that are simply landscaping around buildings. Using this park area for again native wetlands and also entertainment / busking and food truck area could help make it a destination.

The area past the residential buildings is full of potential, the peninsula could be amazing but currently it feels like a grotto. The possibility for open space and sports areas would be great.

Improvements to the natural environment included reference to minimal development, increased vegetation and connection to the waterways and potential of a wetlands.

Utilisation of the space and awareness of the environment. This area has the confluence of many water sources and as such should become a key wetland a river revitalisation point.

Too much concrete and not enough vegetation. There is very little natural shade in the precinct.

I'm keen to see minimal further urbanisation and protection of quiet space. Even increase green space and avoid more tower blocks.

Celebrating culture and heritage were seen as important changes to this precinct, including reference to maritime history and the original water course, as well as opportunity for art works and sculpture.

There is an enormous amount of maritime heritage that could be told about shipping, wharfage in this area - I don't see any references to this in the Draft Implementation Plan. Our industrial heritage is very important and shouldn't be overlooked.

4.2.8 Is there any more feedback you have on the draft Greenline implementation plan?

Survey respondents were asked to provide any additional feedback regarding the draft Greenline Implementation Plan. In total, 226 respondents answered this question.

The following summarises the key themes emerging from this feedback.

Overall, respondents were supportive and enthusiastic about the project, seeing it as a great outcome for residents and visitors to Melbourne. There is a general sense that the proposal will be a change for the better but will require ongoing commitment to maintain enthusiasm and realise its full potential.

This is an opportunity to create a real centrepiece for Melbourne. Celebrate the opportunity and energy and don't get bogged down in complaints. Create a space that enables rather than restricts.

Great, ambitious vision but needs to be backed with action not commitment to more talk

Please ensure its properly funded and has ongoing funding so it looks magnificent rather than OK - so it's fully activated rather than another windswept landscape

Some respondents suggested that the Greenline study area and precincts could be extended over time to incorporate surrounding areas such as Victoria Harbour and connections to broader pedestrian and cycling networks.

Respondents reiterated the importance of incorporating a focus on greening and natural elements to encourage wildlife back to the precinct and improve river health, support community health and wellbeing, and to assist in airflow as part of COVID-19 recovery.

Provide natural setting to encourage corridors for bird and other wildlife & unrestricted public access to water should be guiding principles.

Less focus on being so prescriptive about activity and infrastructure for activity ... More focus on just providing open, safe, appealing spaces that people can use for their choice of activity.

I would like more focus on tree canopy cover and dedicated spaces for fitness and cycling. More attention to addressing urban heat.

Respondents made suggestions for additional components and infrastructure to support new activities and uses. In particular, respondents often reiterated their support for a swimming pool in the Yarra and suggested that Greenline is an opportunity to incorporate safe off-leash dog parks for local residents, as well as an expanded network of water taxis.

Please build the pool. City baths is limited in its capacity to serve the city's population and the Yarra Pool offers the opportunity to create a vital health and leisure facility for the community.

Please think of city residents with dogs. We need fenced off leash parks for dogs to be able to run and play and just be dogs, that are in walking distance for city residents who don't have cars and can't use public transport with their dogs.

Respondents reiterated the importance of delivering spaces that are safe and inclusive for all users. In particular, many respondents highlighted the importance of ensuring safety for pedestrians by providing separated pedestrian and cycle paths.

Please separate wheeled vehicles and pedestrians. Southbank is scary due to mingling of pedestrians and wheeled vehicles. Bikes, skateboards, rollerblades, scooters etc. Mobility scooters are not a problem due to low speed.

I love that this project is getting planned ... I would really love to see pedestrians getting paths that are just for pedestrians - and wide paths, not narrow paths that are right next to bike paths with nothing separating.

The issue of safety and the need to create spaces that felt safe was also raised by some respondents, particularly with regard to areas around Banana Alley and Enterprise Park as well as precincts with less activity such as River Park. Improvements to local amenity, activation and lighting were suggested as ways to improve improved and actual safety in these locations.

Some respondents demonstrated eagerness to know more about the proposed arts and cultural programs and suggested that these could be more prominent components of the plan.

I'd love to see an arts and cultural production aspect to this plan too, that in turn could become a highlight for tourists to the city.

Respondents often suggested that the plan could better address the incorporation of heritage elements – both indigenous and post-colonial or maritime history.

The local Aboriginal stories need to be told. There are many books and research into pre-colonial Melbourne and the river which reveal an amazing wealth of knowledge which will give all Melbournians a sense of place.

... the implementation plan fails to address the maritime influences and history of the Yarra river and the north bank. Maritime should be a primary focus of the plan helping to tell the story of early Melbourne and the maritime past.

4.2.9 How did survey respondents find out about the project?

Survey respondents were asked about how they found out about the opportunity to provide feedback. This question helps to understand effective communication tools and to improve ongoing promotion of the project and opportunities to participate.

Figure 22 shows that most respondents (31%) heard about the Greenline consultation through letters or emails from the City of Melbourne, media coverage (12%) or social media (11%).

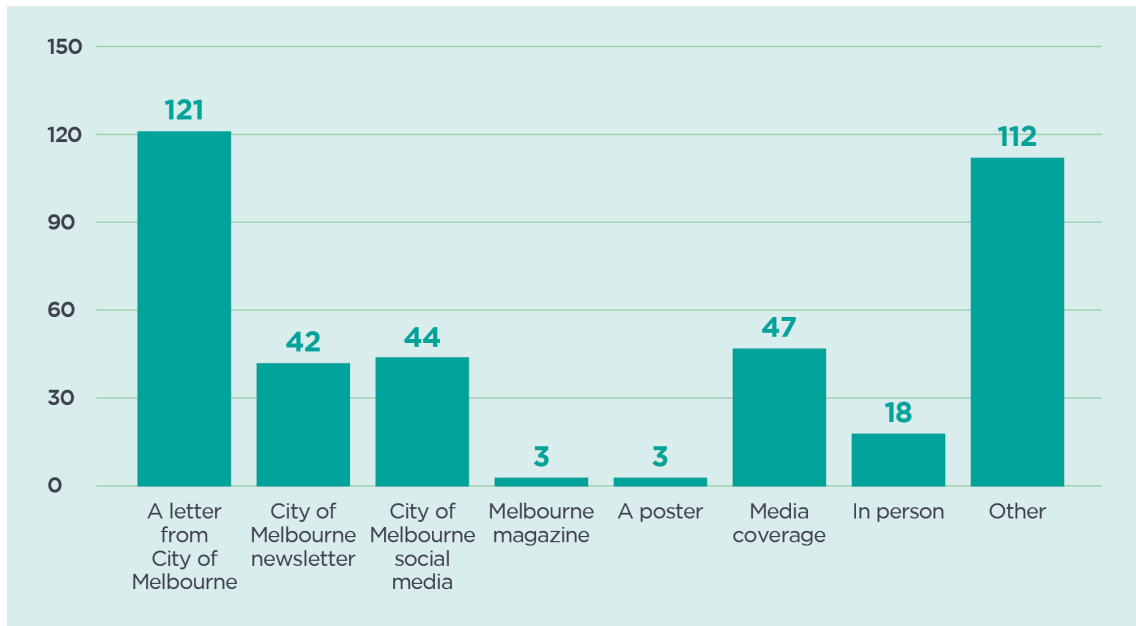


Figure 23 How did survey respondents hear about this consultation?

More than a quarter of respondents (28%) heard about the consultation exercise through community groups and newsletters. Respondents particularly noted that the Bicycle Network and Yarra Pools community groups frequently promoted consultation activities.

Some respondents also received information shared by people they know, through social media and in person. Community newsletters and urban discussion forums were also spreading the word about the community consultation.

5 Next steps

This round of engagement was the first in an ongoing and evolving program of collaboration across all stages of the Greenline program implementation. Feedback will help the project team to revise and finalise the Greenline Implementation Plan.

The Greenline team is committed to working with local communities and stakeholders in an ongoing capacity and will return with further consultation opportunities on each of the Greenline's individual precincts as their design proposals are developed.

Feedback from this round of engagement will help to inform future sessions and continual improvement of engagement practices.

Appendix A: Greenline Opportunity Statement

The Greenline presents a significant and timely opportunity to transform the north bank of the Yarra River, Birrarung. It will seamlessly integrate and connect the riverfront with the water itself, and the city around it. This will improve access to the river and encourage movement to and through the precinct, prioritising walking, recreational cycling and public transport.

The Greenline will be distinctly Melbourne. It will be grounded in Aboriginal heritage and living culture while also reflecting and building on collective histories and broad cultural values of place. Focal points along the north bank and on-river activities will celebrate this aspect of the river's unique role in the city.

Importantly, the ecology of the river and its surrounds will be carefully considered and will inform how the Greenline is designed and maintained. This is in line with the Victorian Government's Yarra Strategic Plan. An integrated water management approach will be applied, bringing together natural and urban systems to function cohesively. This will support clean water, thriving biodiversity and human health and safety.

The Greenline will be a place for everyone, designed to ensure all feel welcome and safe. A range of place types and programming will ensure diverse experiences that cater to all users, providing an inclusive mix of spaces for activation and respite.

In the near term, early works along the north bank of the river will contribute to economic revitalisation in response to COVID-19. This will generate energy in Melbourne in alignment with current uses of the city. The Greenline will reinvigorate the CBD by attracting Melburnians and visitors alike to the river and the businesses surrounding it.

Over time, the Greenline will evolve to meet the changing needs of Melbourne's growing population, cooling the city and providing valuable open space. This will contribute to the health of the river and its environment and to human wellbeing, building the city's resilience to climate change.

Successful delivery of the Greenline will be realised through collaboration and investment by a range of partners. Coordination of multiple landowners and managers will be essential, especially in interfacing with large, strategic initiatives led by government and the private sector. This will enable the Greenline to plan for and integrate with adjacent infrastructure and precincts, ensuring a cohesive and future-focused outcome for the city.

This transformation will reorient our relationship with the Yarra River, Birrarung, celebrating and nurturing it to the benefit of people and the river itself. The Greenline will allow new memories to be made, unique to Melbourne and of this place.