

Report to the Future Melbourne Committee

Agenda item 6.4

Draft Greenline Implementation Plan

4 May 2021

Presenter: Roger Teale, General Manager Infrastructure and Design**Purpose and background**

1. The purpose of this report is to seek Future Melbourne Committee endorsement of the Draft Greenline Implementation Plan (attachment 2) for further targeted stakeholder and authority engagement.
2. The Greenline Implementation Plan area extends east-west along Northbank from Birrarung Marr to the western end of the Victoria Harbour precinct in Melbourne Docklands.
3. The City of Melbourne endorsed the Yarra River Birrarung Strategy in December 2019, after extensive community and stakeholder consultation. The Yarra River Birrarung Strategy connects with the Yarra Strategic Plan, and outlines an overall framework to guide the long term future of the Yarra River Birrarung within the City of Melbourne, and in turn informs the Draft Greenline Implementation Plan.
4. The Draft Greenline Implementation Plan provides for implementation of actions from a number of Council strategies, including but not limited to the Reconciliation Action Plan, Transport Strategy 2030, Municipal Integrated Water Management Plan, Urban Forest Strategy, and Open Space Strategy.

Key issues

5. The Draft Greenline Implementation Plan proposes a transformational vision for the north bank of the Yarra River Birrarung. Through adaptive reuse and repurposing of existing and heritage infrastructure, along with contemporary creative proposals, the aim of the Implementation Plan is to provide a series of connected green spaces, and reinvigorated, lively riverfront precincts.
6. The Draft Greenline Implementation Plan adopts a precinct based approach to the implementation of improvements along Northbank, and is comprised of a series of integrated component projects capable of adaptation and staged delivery.
7. The Draft Greenline Implementation Plan is structured around four key principles; Environment, Culture, Place, and Connection. These guiding principles provide an overarching vision for improvements to Northbank. The Greenline is divided into five precincts, Birrarung Marr, Yarro Yarro, River Park, Maritime and Salt Water Wharf, with each precinct identifying existing issues and challenges, opportunities for improvement, and key next steps to facilitate these improvements.
8. Proposed stakeholder engagement will build on the extensive consultation undertaken for Yarra River Birrarung. The Implementation Plan will be made publicly available for information with further targeted engagement to follow with Traditional Custodians, Federal and State Government, statutory approval authorities, land owning agencies and property owners and developers prior to finalisation.
9. A project budget is in preparation to be supported by further detailed cost plan analysis of individual precincts, projects and initiatives. When complete the budget will both cap Council expenditure and outline potential financial and in-kind contributions from private and government partners. The feasibility of projects will be tested and business cases developed for endorsement prior to implementation.
10. Costs associated with the preparation of the Draft Greenline Implementation Plan are accounted for in 2020-21 and 2021-22 financial year budgets.

Recommendation from management

11. That the Future Melbourne Committee:
 - 11.1. Endorses the Draft Greenline Implementation Plan (refer to Attachment 2 of the report from management) and commencement of targeted stakeholder engagement.

- 11.2. Authorises the General Manager Infrastructure and Design to make any further minor editorial changes to the Draft Greenline Implementation Plan prior to publication.
- 11.3. Authorises the General Manager Infrastructure and Design to undertake detailed planning and programming of precincts Birranrung Marr, Yarro Yarro, River Park, and Maritime noting that Salt Water Wharf precinct will require further stakeholder engagement with Development Victoria in relation to future development timings.

Attachments:

1. Supporting Attachment (Page 3 of 84)
2. Draft Greenline Implementation Plan (Page 5 of 84)

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 Draft Greenline Implementation Plan is provided for in the existing 2020–21 and ongoing works in the 2021-22 financial year budgets.
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 Government, agencies, and other landowners 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 the final Greenline Implementation Plan. To date, engagement has commenced with the 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, has commenced, and will be ongoing throughout the development of the final Greenline Implementation Plan.
8. The Greenline Implementation Plan 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 2017–21 Goal 1 – A city that cares for its environment, specifically; ‘Protection and enhancement of habitat to support greater biodiversity in a changing climate’ and ‘Nature-based climate adaptation and integrated water management solutions’.
 - 10.2. Council Plan 2017–21 Goal 6 – A connected city, specifically; ‘An expanded pedestrian network, including wider footpaths to make the city more walkable and accessible.’ and ‘Safer on-and-off-street routes for cyclists to support Melbourne as a cycling city’.
 - 10.3. Council Plan 2017–21 Goal 8 – A city planning for growth, specifically; ‘Champions design in buildings, streets and public spaces, as the basis of a healthy, safe and people-friendly environment’.

- 10.4. Council Plan 2017–21 Goal 9 – A city with an Aboriginal focus, specifically; ‘Protection, recognition and promotion of Aboriginal culture, heritage and place’.
- 10.5. The Yarra River Birrarung Strategy, which aims to establish the city section of the Yarra River Birrarung as a world class urban riverfront celebrating Aboriginal culture, maritime heritage, environmental quality and local character.
- 10.6. Melbourne Planning Scheme’s Municipal Strategic Statement (MSS), specifically clause 21.06-1 Urban Design:
 - 10.6.1. Objective 5: To increase the vitality, amenity, comfort, safety and distinctive City experience of the public realm.
 - 10.6.2. Objective 6: To improve public realm permeability, legibility and flexibility.
 - 10.6.3. Objective 7: To create a safe and comfortable public realm.

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 NORTHBANK



CITY OF MELBOURNE



Acknowledgement of Traditional Owners

The City of Melbourne respectfully acknowledges the Traditional Custodians of the land, the Bunurong Boon Wurrung and Wurundjeri Woi 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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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

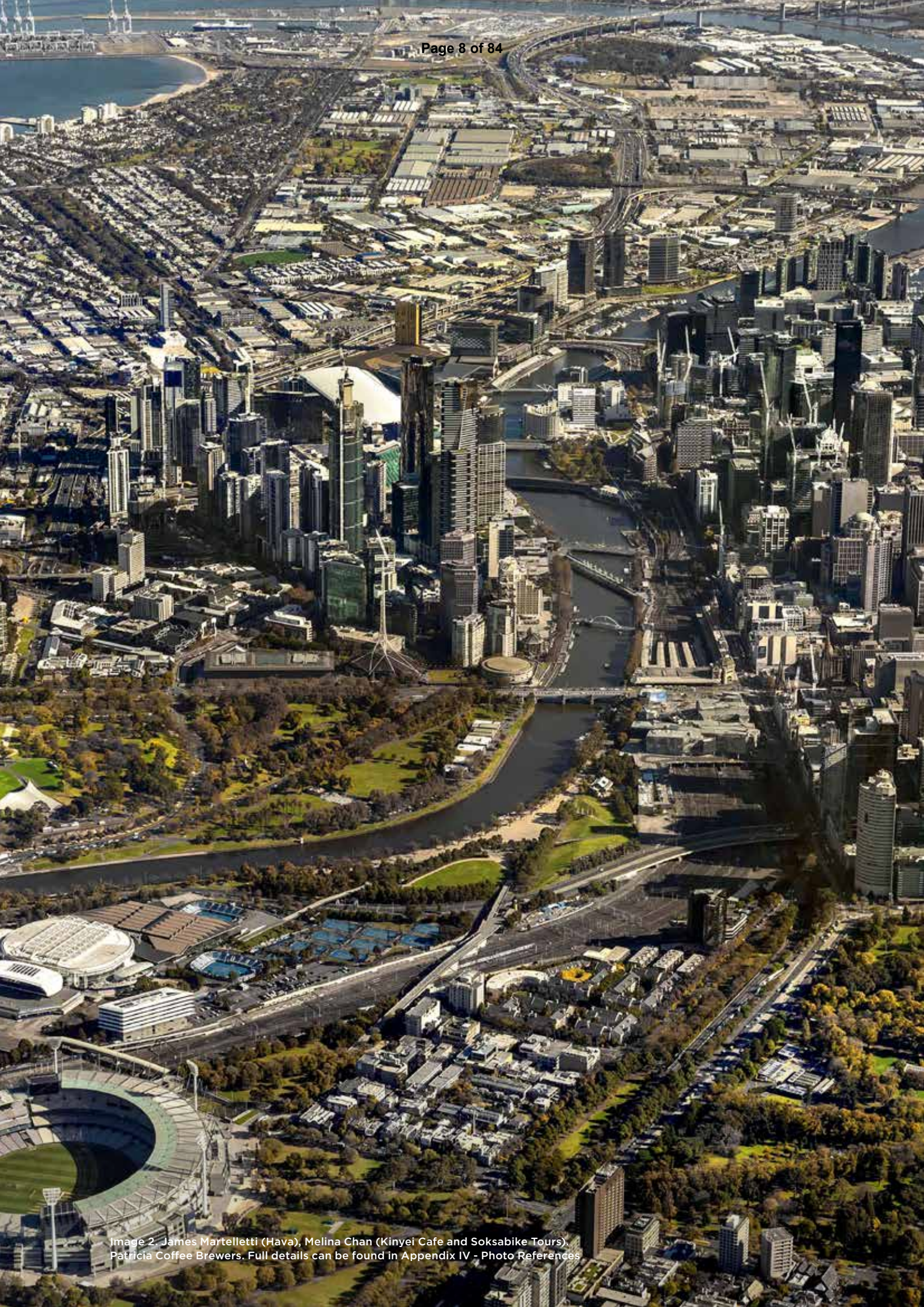


Image 2. James Martelletti (Hava), Melina Chan (Kinzei Cafe and Soksabike Tours), Patricia Coffee Brewers. Full details can be found in Appendix IV - Photo References

FOREWORD FROM THE LORD MAYOR



Greenline Implementation Plan

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Lord Mayor
Sally Capp

EXECUTIVE SUMMARY

Melbourne is Australia's fastest growing city and the Greenline will play a critical role in supporting the city's future liveability and resilience.

The Greenline proposes transforming the Northbank of the Yarra River, Birrarung into an inspiring public waterfront on Melbourne's city edge; a series of vibrant river front destinations along a 4km pedestrian and cycle connection that celebrates the rich Aboriginal culture and city heritage, while enhancing environmental outcomes.

The north bank of the Yarra River Birrarung is currently underutilised, and broadly characterised by a lack of cultural expression, limited ecological or habitat value, poor pedestrian and community connectivity, and a lack of social amenity. The Greenline addresses these challenges through outlining key project opportunities in each precinct along the Northbank

The river landscape is a place of great spiritual importance and historical significance for Aboriginal people. This was formally recognised in the recent Yarra River Protection (Wilip-gin Birrarung murron) Act 2017 that legally identified the river and its corridor as a single living and integrated natural entity for protection. The Northbank has also played a critical role in the evolution of modern Melbourne from a maritime port, early rail development and more recently evolving riverside recreation. Visibility of these layers of history will be experienced as a historical trail, a 'walking history' with design interventions to educate, celebrate and recognise Melbourne's rich history and culture.

Residents and visitors to Melbourne will benefit from connected spaces that embrace the river context, prioritise safety and inclusion, balance a consistent identity with a range of diverse offers, and provide opportunities for community health and wellbeing. Compelling journeys will be created and opportunities to connect with the water will be enabled and enhanced.

The Greenline will ensure that the Yarra River, Birrarung is renowned as a significant ecological corridor, providing a resilient and adaptive interface between the river and the city. The Greenline seeks to address some of the significant environmental and climate-related challenges that Melbourne faces. It will focus on improving river health, creating a connected ecological corridor, reintroducing riparian edges and enhanced biodiversity, and providing opportunities for environmental education and public interaction with the river.

Residents and visitors to Melbourne will have greater access to a series of connected open spaces and destinations along the northern bank of the river, and the Greenline will reposition the Yarra River, Birrarung as a centrepiece of Melbourne's culture, economy, and liveability.



GREENLINE VISION

The Greenline proposes a **bold and transformational** vision for the north bank of the Yarra River, Birrarung.

Indigenous landscapes will foster an understanding of the precinct's **Aboriginal cultural values, telling stories** of Melbourne's histories while re-introducing **diverse ecologies** to the central city.

Improved connectivity between public spaces will support access and the seamless movement of pedestrians and cyclists, providing **opportunities for varied experiences** with the Birrarung.

Northbank's **heritage assets** will be enhanced and re-imagined through adaptive reuse, supporting an **invigorated, lively river front precinct**.

Creative experiences and immersive landscapes will invite **public participation, play, education, and wonder** in the central city, transforming the north bank into a truly local Melbourne waterfront with a **global reputation**.



INTRODUCTION

Overview

Melbourne’s central city is located within the traditional lands of the Eastern Kulin nation, occupying both natural and urban landscapes that surround the Yarra River, Birrarung as it flows towards the bay. The river landscape is a place of great spiritual and cultural significance for Aboriginal people in Victoria.

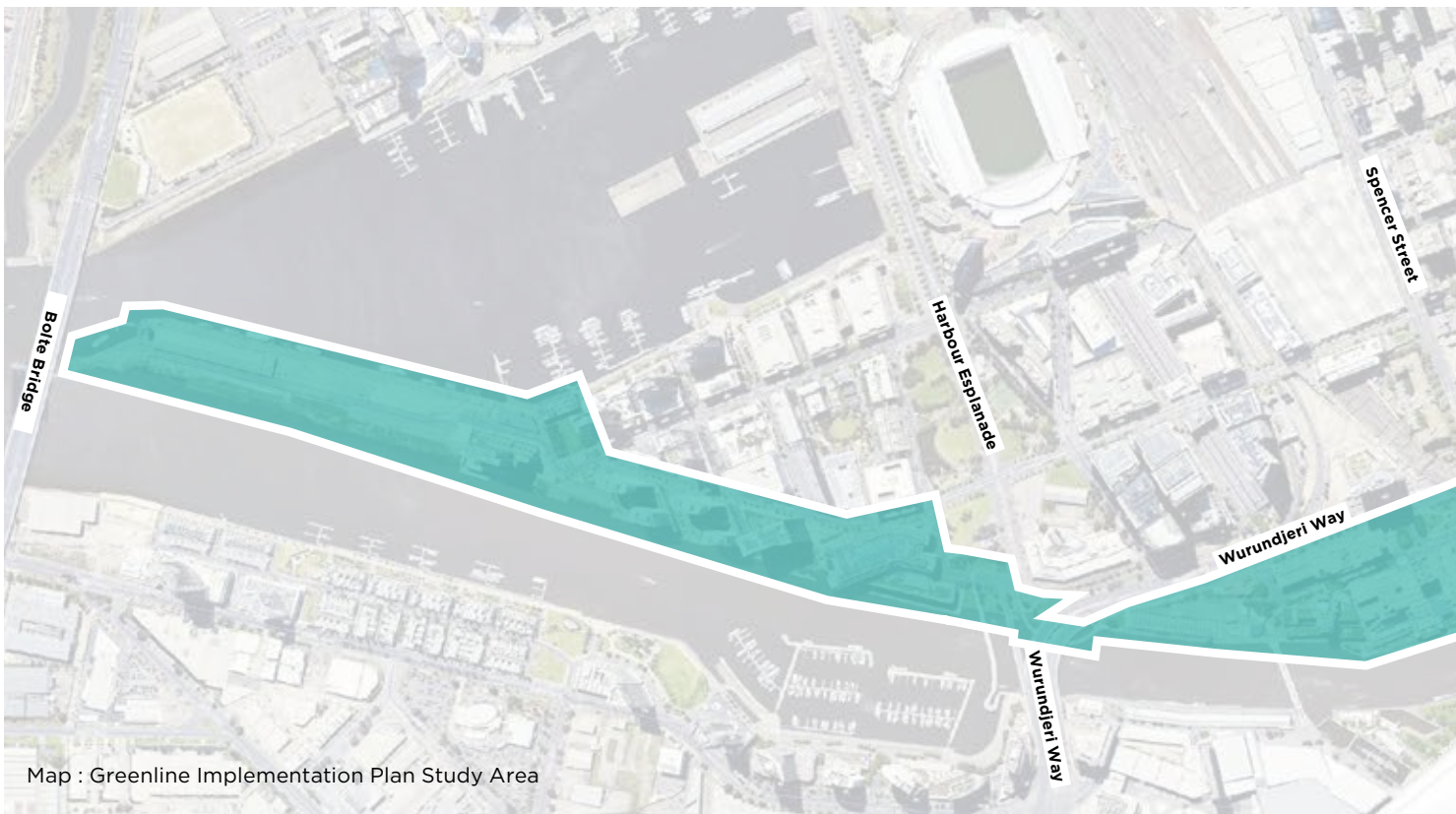
The Victorian Government introduced the Yarra River Protection (Wilip-gin Birrarung murrn) Act 2017. The Act recognises the Yarra River, Birrarung, as part of our first people’s rich story and our celebrated history.

Early in the European colonial period, the government set aside large reservations of land around the Hoddle Grid. Large parts of these reserves to the east were later formalised as parklands. The land between the city and river became dominated by railways, areas downstream were rebuilt as vast docklands and Southbank developed as the city’s industrial hinterland.

Revitalisation of the Yarra River, Birrarung in the late 20th century saw Southbank converted from an industrial precinct to one with arts, food, culture and commerce, combined with Melbourne’s fastest growing inner suburb. The Greenline focuses on revitalising the Northbank, in the form of a connected network of green spaces creating a thriving river ecosystem on the city’s edge. It repositions the river as a culturally significant place and major environmental asset for Melbourne.

Cities around the world are re-purposing brownfields and industrial land to better embrace their waterways and to create people-centric and dynamic new urban centres. This 21st century landscape led approach looks to the natural systems of waterways and green spaces to enhance visitation, liveability and environmental resilience. By enhancing and connecting parklands and waterways, the Greenline embraces the idea of the “city as a park”; a connected ecological system that supports Melbourne’s biodiversity and resilience.

Transformational programs require a strong vision, shared by people committed to bringing them to life. Improvement of the Northbank is a key priority identified in Council’s 2019 Yarra River - Birrarung Strategy. This plan draws on the key directions within the Strategy, brings them to life in the Northbank context and provides vision to enable partnerships and define future value.



Purpose

This document explores how the city can provide a connected, high quality public realm, transforming the currently undervalued river front landscape. It does this through the introduction of a new, east-west link along the Northbank - the Greenline.

Greenline will not only improve east west connectivity along the river front but will also provide for new connections from the city into these revitalised areas.

The Greenline Implementation Plan sets out a vision, project themes and principles, precinct priorities and opportunities for new integrated projects in the Northbank area between Birrarung Marr and North Wharf - point.

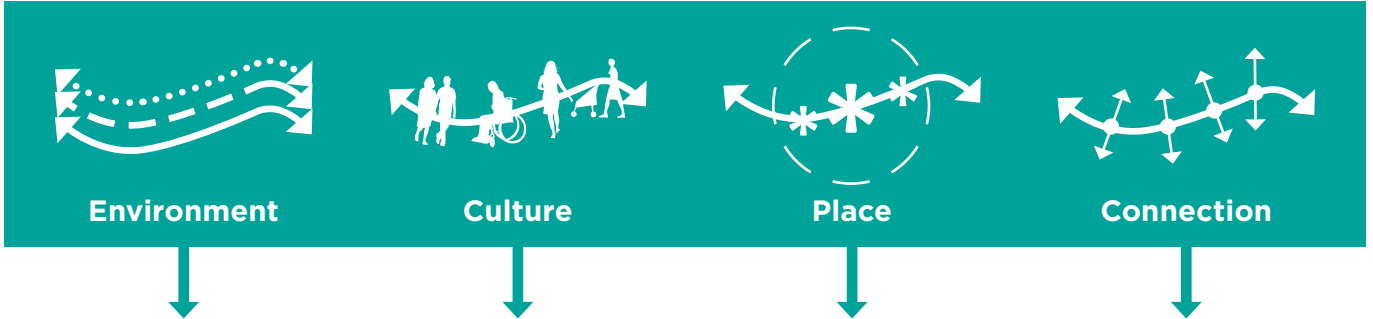
A detailed program for Northbank improvements is proposed, highlighting capital works project opportunities and directions for advocacy and cooperation with key stakeholders.





IMPLEMENTATION PLAN SNAPSHOT

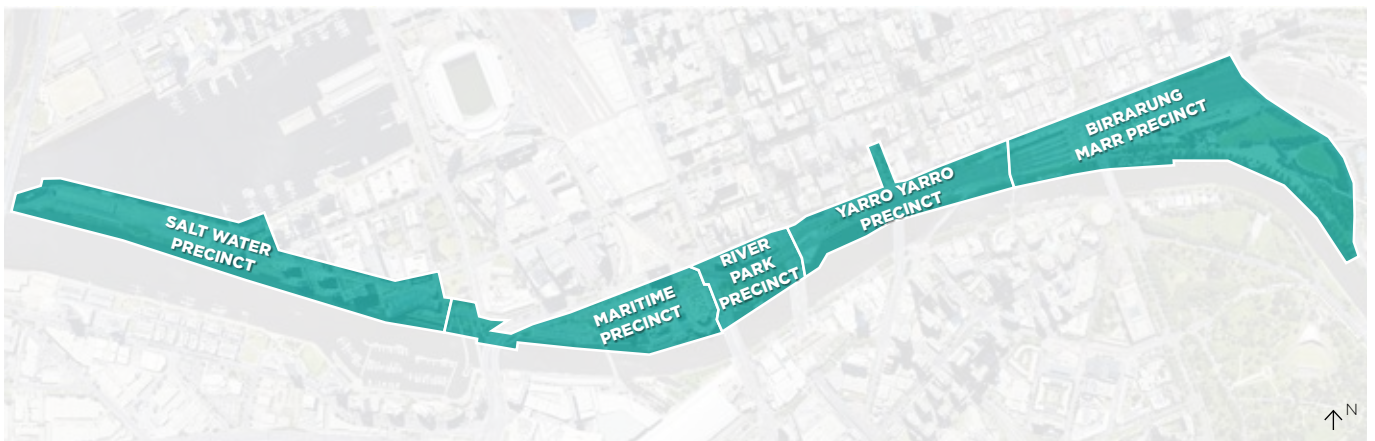
Project Themes



Design Principles

| | | | |
|--|---|--|---|
| <ol style="list-style-type: none"> 1. Improve river health. 2. Design for and mitigate impacts of climate change. 3. Create a connected ecological corridor. 4. Provide opportunities for environmental education and public interaction with the river. 5. Increase tree canopy cover and vegetation to improve urban cooling. | <ol style="list-style-type: none"> 1. Provide opportunities for the ongoing practice and celebration of Aboriginal culture. 2. Recognise and reflect the many cultural narratives and values associated with the Yarra River, Birrarung. 3. Enhance the unique character of the Northbank by celebrating the existing heritage assets. | <ol style="list-style-type: none"> 1. Create spaces that embrace the river context. 2. Sustain the Yarra River, Birrarung as a primarily public place. 3. Prioritise safety and inclusion. 4. Balance a consistent identity, with a series of diverse offers. 5. Improve the city's environmental resilience. 6. Provide amenity and experiences that support community health and well being. 7. Provide high quality places for people. | <ol style="list-style-type: none"> 1. Create a continuous, uninterrupted journey along the river edge. 2. Improve opportunities to visually and physically connect to the river and the Northbank 3. Better connect the Northbank into the streets of the central city 4. Provide safe, inclusive and universally accessible connections 5. Enhance conditions for pedestrians and recreational cyclists |
|--|---|--|---|

Greenline Implementation Precincts



POLICY CONTEXT

The Greenline Implementation Plan is informed and guided by strategies and policies developed by the Traditional Custodians, The Victorian Government and City of Melbourne. These documents all recognise the Yarra River, Birrarung as a culturally significant place and major environmental asset.

The Traditional Custodians

- Wurundjeri Woi Wurrung Birrarung Water Policy (2019)

City of Melbourne

- Climate and Biodiversity Emergency Declaration and Accelerated Priorities for Action 2019
- Yarra River Birrarung Strategy 2019
- Reconciliation Action Plan 2020-2023
- Open Space Strategy 2012
- Transport Strategy 2030
- Urban Forest Strategy 2012-2032
- Docklands Public Realm Plan 2012
- Domains Parklands Masterplan 2019-2034
- Nature in the City Strategy 2017
- Municipal Integrated Water Management Plan 2017
- Climate Change Adaptation Strategy Refresh 2017
- Green Our City Strategic Action Plan 2017

The Victorian Government

- Yarra River Protection (Wilip-gin Birrarung murrong) Act 2017 - The Act, was an Australian first in legally identifying a river and its corridor as a single living and integrated natural entity for protection.
- Yarra River 50 year Community Vision - The community's expectations for the entire length of the river.
- Yarra Strategic Plan - The overarching strategic framework to protect this waterway.
- Lower Yarra River Management Advisory Committee Report
- Protecting Victoria's Environment - Biodiversity 2037
- Water for Victoria (2016)
- Melbourne Water's Healthy Waterways Strategy 2018

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

- Draft Yarra Strategic Plan (50 Year Community Vision), 2019

Yarra River Birrarung Strategy

The Yarra River - Birrarung Strategy, endorsed by Future Melbourne Committee in December 2019, provides City of Melbourne’s strategic direction for the river and a guiding document for the Greenline.

The Yarra River - Birrarung Strategy takes a ‘place based’ approach in defining City of Melbourne’s vision and direction for the inner-city reaches of the Yarra River, Birrarung.

It directs policy decisions and informs all future capital works project planning within the City of Melbourne’s river corridor. The strategy also provides an advocacy tool to guide the City of Melbourne in preserving and evolving the character of the Yarra River, Birrarung and offers a planned response to avoid ad-hoc decisions and holistically shape future proposals.

The strategic directions in the Yarra River - Birrarung Strategy promote a healthy river ecosystem, ecological connectivity and improved resilience to flooding and climate change. Collaboration with the Traditional Owner groups is highlighted as a means to recognise the significance and help tell the living cultural story of the river and increase visibility of Aboriginal culture and heritage. Key directions around place and movement distinguish the river as a slow paced environment that celebrate civic character areas and encourage new economies.

The Greenline Implementation Plan provides opportunities to address the broad range of actions listed in the Birrarung Strategy. Strategy actions to improve the riparian quality of the river and ecological connectivity in the city are core deliverables for the landscapes along the Greenline.

The Aboriginal Cultural narrative of the Birrarung will be given priority by promoting integration of sites of significance in collaboration with Traditional Owner groups. Elevating the understanding of Aboriginal culture and history is possible through creative installations which will position the Birrarung as a living entity and environmental educator.


The success of the Northbank area will critically depend on collaboration with The Victorian Government and other landowners. Developing agreed design approach for locations on the Northbank as part of the Greenline is part of an action orientated Strategy.

Improving access for cyclists and pedestrians along the river’s edge is another major ambition in the Strategy. The Greenline is well placed to deliver on river front desire lines currently interrupted by major roadways. Opportunities to improve Queensbridge Street, Kings Way and Spencer Street pedestrian crossings and actions addressing some of the major road obstacles, like the Queensbridge Street-Williams Street ‘S-bend’ are priorities in the Yarra River Birrarung Strategy that can be addressed through the Greenline Implementation Plan.




Yarra River - Birrarung Strategy

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

 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 Greenline will play a key role in delivering outcomes within the project area.

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

Actions Summary

Extract from the Yarra River - Birrarung Strategy

| 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 |

| | 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 Northbank 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 Greenline will play a key role in delivering outcomes within the project area.
- Informing Greenline - strategic activity that will inform the Greenline program.

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. |



HISTORIC CONTEXT

The Eastern Kulin people and their ancestors thrived on the banks of the Birrarung for at least 60,000 years before the first European arrival on the banks of the Yarra River, Birrarung. A site that would become the City of Melbourne.

What is now known as Enterprize Park was Narm jaap – the place of the Tea Tree scrub. Here was an ancient crossing point of the river and a meeting place of the Woi Wurrung and Boon Wurrung people.

The people of the Eastern Kulin Nation have an enduring oral history which was severely affected by subsequent territorial and cultural dispossession. Subsequently, there are stories only the Eastern Kulin know and it is only for them to tell. However there are snapshots and glimpses in the written record of the place we call Enterprize Park was before the City of Melbourne formed around it.

The name Narm jaap has survived in the European story through chance alone. In 1866 a writer at The Ballarat Star contacted Scottish pastoralist John Lang Currie, a known curator of Aboriginal place names, to share with the public some of his knowledge on Aboriginal geography. Unfortunately Currie had mislaid his manuscript on the subject and replied from memory, however he did supply those names he was most certain of to the newspaper, one of which was:

“Narm-jaap (meeting place) where the Queen’s Wharf [Enterprize Park] in Melbourne is now.” (Ballarat Star – reprinted in The Age June 8th 1866)

Currie’s manuscript remained misplaced and was not included in the 31 boxes of family papers gifted to the State Library of Victoria by his family.

Central to the importance of Narm jaap to Aboriginal people was a natural basalt ledge in the Birrarung, known as Yarra Yarra to the Eastern Kulin, and the Falls to the Europeans.

The Falls

The Falls marked the boundary between salt and fresh water on the river. For Eastern Kulin people it was a significant crossing point and meeting place. For the first Europeans the Falls were the furthest upstream they could bring their boats and provided permanent fresh water, essential conditions for forming a settlement.

The Birrarung at Narm jaap comprised several characteristics that made it a significant place for Eastern Kulin people for thousands of years. Primary of these was the basalt ledge running from bank to bank. It allowed a fording point across the river at low tide and the terminus for salt water from Port

Phillip Bay, providing freshwater to flow down the river to the eastern side of the ledge. The ledge itself allowed a deep basin to form in front of it on the western side, which in combination with the salt and fresh water boundary provided a dynamic waterway environment for fishing and hunting.

Before the arrival of Europeans, Narm jaap was without doubt a place of great significance to the Eastern Kulin, both to the Boon Wurrung and Woi Wurrung. The fording point alone meant that well established tracks ran from this location, it was a natural camping and meeting place. The basalt ledge may also have been more than a natural feature, it could have been augmented by the Eastern Kulin by placing basalt boulders across it – to better facilitate crossing by foot, but more importantly to trap fish.



Image 2. Russell, R 1837, ‘Melbourne from the falls, 30 June 1837’, accessed on 21 April 2021: nla.gov.au



Image 3. Chevalier, N 1861 ‘Studley Park at sunrise’ or ‘Sunrise on the Yarra’, accessed on 21 April 2021: artsearch.nga.gov.au



Image 4. An early view of Melbourne, probably reconstructed after 1836, with an elevated view of the Yarra River, and buildings and dwellings including those of John Batman, Captain W. Lonsdale and tent of surveyor W. Darke. Source: Hofmann, R 1836, 'Melbourne 1836', accessed on 21 April 2021: ergo.slv.vic.gov.au

The mooring of the Enterprize

In June 1835, following the infamous “treaty” with the Wurundjeri/Woi Wurrung people, John Batman selected the area around the Falls as the site for a future township. In August 1835 John Pascoe Fawkner’s party on a separate expedition on board the Enterprize, dropped anchor at this place and set up camp. Enterprize park is named after that event.

Fawkner’s party sowed the seeds of the City of Melbourne on Sunday August 30th 1835. The first act of European settlement was recorded without fanfare, drama or celebration in terse, simple terms:

“This day moored alongside the bank and landed the horses and other lumber off the deck.”

(Billot 1982, p6)

The *bank* was the Northbank of the Yarra, the present Enterprize Park.

The Hamlet of Bearharp

The campsite was an illegal settlement under British law and had no official name. The squatters called it Bearharp, Pascoe Vale and Batmania amongst many others. Essential to the survival of the settlement was the support and protection of the local Woi Wurrung and Boon Wurrung people, to whom the squatters paid a tribute in food, tools and clothing.

The tribute was not so much benevolent charity, but more a tacit acknowledgment that the survival of the settlement was entirely dependent on the goodwill of their hosts, the Eastern Kulin people. Fawkner’s party was quickly followed by Batman’s and thus early Melbourne was populated by two rival yet peaceful factions. It is interesting to note that the Fawknerites had a strong relationship with the Boon Wurrung, whereas the Batmanites were more closely aligned with the Woi Wurrung. The Batmanites, who included a contingent of Sydney Aboriginal men, also had a relationship with the Waddawurrung through the agency of William Buckley who had lived amongst them for thirty years.

The settlement was an agricultural community, outside of British control, and was in reality more of a hamlet than a village. By the close of 1835 the hamlet comprised a population of about 50, residents in two weatherboard huts, eight sod cabins and a smattering of tents. The populace farmed a total area of no more than 60 acres. Although

there was no clear consensus on what the name of the hamlet was, and it was generally referred to as simply the settlement in the press, the name Bearharp crops up in the correspondence of the Batmanites and probably reflects the popular name of the place among the settlers.

By 1836 Bearharp came under British law and received its first official name - Glenelg. Glenelg was so-named after Charles Grant, the then British Secretary for War and the Colonies, who held the title Baron Glenelg (Glenelg is a small village in the Scottish Highlands). An official account of Glenelg in 1836 numbered the European population at 142 whereas the Eastern Kulin population of the hinterland was given as 800 with 400 congregating around the settlement on one occasion. The following year it was declared a township, a street grid was laid out and it was renamed Melbourne. The township was named after the British Prime Minister of the time, William Lamb, who held the title Baron Melbourne (Melbourne is an English market town). Neither Grant nor Lamb ever visited the place that bore their titles.

From the establishment of Melbourne proper in 1837, Aboriginal people became increasingly marginalised around the settlement. When the number of settlers and squatters exceeded the local population, the Eastern Kulin essentially became internally displaced people within their own country.

Queen's Wharf

As the population of Melbourne expanded rapidly in the 1840's, the mooring site of the Enterprize was formalised into a public wharf named Queen's Wharf after the recently crowned Queen Victoria. Larger vessels dropped anchor at Williamstown and ferried goods and passengers across the bay and up the Yarra on smaller boats, offloading at the wharf. They shared the river with steamers and schooners that could sail up to the Falls. The deep pool west of the Falls became the Turning Basin for those ships returning to sea.

From 1835 to 1842 ships simply moored at the same spot as the Enterprize, a mooring secured at the Yarra's bank by a rope tied to a nearby tree stump. Goods and

people were loaded off gangplanks straight onto the muddy bank. This temporary arrangement soon became completely inadequate for a growing city and in 1842 a huge investment of over £6,000 was spent constructing a modern wharf. Battles with nature and increasing demand saw the wharf constantly upgraded throughout the nineteenth century.

Williamstown and Queen's Wharf became the arrival points for millions of immigrants to Victoria, predominantly from the British Isles and elsewhere in Australia. The journey from Britain and Ireland was far from easy and many thousands died en route through shipwreck or disease. In addition to being the arrival point for immigrants, Queen's Wharf was also a busy commercial

hub. Sailors, stevedores, merchants, officials and cartmen amongst others formed the population of the wharf.

Queen's Wharf at this time was the beginning of most immigrants story in Victoria and it was also where many who could not secure accommodation on arrival slept rough for their first few nights on Australian soil. The chronic shortage of housing led to the creation of a temporary migrant camp, known as Canvas Town in the 1850's, a tent city which sprawled out on the undeveloped south side of the Yarra. Canvas Town was only a phenomenon of the 1850's until the land beneath the tents was sold and developed for residential and other uses.



Image 5. A bird's-eye view of Melbourne from the south bank of the Yarra looking north, showing sailing ship in the Pool, centre foreground, with the Customs House above in Flinders Street. Across the Yarra River, the single span Prince's Bridge can be seen at the right hand side of the view. The Port Melbourne railway line runs diagonally across the Yarra and to its left is the Queen Street bridge. Major landmark buildings and spires of churches can be seen in the CBD. The Exhibition Building on the Carlton Gardens' site can be seen to the north and to the left of it the curve of College Crescent is visible, with the tower of Ormond College and to its left Trinity College, in the grounds of Melbourne University.

Source : Cooke, A. C. 1882, 'Melbourne', accessed on 21 April 2021: slv.vic.gov.au



Image 6. This photograph shows the Yarra falls (the rocks in the foreground) being removed in 1883. The dredges can be seen hauling away large rocks.
 Source : Nettleton, C 1883, 'Dredge on Yarra', accessed on 21 April 2021: slv.vic.gov.au

End of the Falls and Queen's Wharf

While there were great surges in the population in the 1840's, it was the discovery of gold in the newly established colony of Victoria in 1851 sparked the real beginning of mass migration. The 1850's for Victoria and its Gold Rush, was a period of growth for the Europeans and tragedy for the Aboriginals. The huge increase in the non-Aboriginal population spreading into regional areas in conjunction with the Aboriginal Protectorate system saw the almost complete dispossession of Aboriginal people from their land and a population collapse.

The increased urban development on the banks of the Yarra in addition to the need to better manage flood waters, made the removal of the Falls a necessity for Melbourne's growth. The first attempt to make the Falls a more useful crossing point for the European settlers happened in 1839 when a convict gang heaped stone and clay across the basalt ledge to create a dam. This was the first civil engineering work undertaken in Melbourne. It was not a good solution for a growing city however, and various ad hoc bridges were built across the Falls as needs demanded in the nineteenth century.

The Falls were eventually blasted and dredged away in the 1880's, when the present Queen's Bridge was constructed on the site in 1889. With the removal of the Falls an ancient and significant place for the people of the Eastern Kulin was destroyed.

Following the loss of the Falls, Queen's Wharf itself became defunct by 1927 when the Spencer Street bridge was built, preventing access for shipping. Following the closure of the wharf, the site went largely undeveloped. Wharf timbers were ripped up in the 1950's for firewood and the Turning Basin was partly filled in. In commemoration of the historical significance of the area Batman Park was created in 1982, from which the present Enterprize Park was formed in 1997.

To acknowledge and celebrate the heritage of the site, Melbourne City Council reinstated the Turning Basin and constructed a commemorative timber wharf with the Constellation sculptural installation, which provide a permanent reminder of Melbourne's first port.

The Aboriginal significance of this place is not forgotten, even though the landscape today is unrecognisable from what it was before the arrival of the first European squatters. After a long struggle for recognition throughout the twentieth century, the Eastern Kulin people are acknowledged as the Traditional Owners of this land.

Text from " Narm Jaap and Enterprize Park: A Social History" by Green Heritage for City of Melbourne

EVOLUTION OF THE NORTHBANK

Milestones of the Birrarung



Pre-1800

Australia's first people have an intimate connection to nature and place. The Birrarung was a critical meeting place, source of food and crossing point.

Source : Russell, R 1837, 'Melbourne from the falls, 30 June 1837', accessed on 21 April 2021: slv.vic.gov.au



1835-1847

European settlement established on the Northbank beside the freshwater source of the Yarra River - Birrarung, upstream of the historic falls 'Yarro Yarro'.

Source : Whittock, N 1855, 'The City of Melbourne', accessed on 21 April 2021: slv.vic.gov.au



1960-1970

Following the 1969 Melbourne Transportation Plan, the City Loop was completed in 1978 which added an additional rail viaduct structure to the rivers edge.



1980's-2000's

A coordinated government strategy led to replacement of southbank industry with arts, retail and tourism attractions on the banks of the Yarra River - Birrarung.



2006

Sandridge Bridge was converted to a new pedestrian and cycle path, connecting Flinders Walk to Southbank Promenade.



2017

Yarra River Protection (Wilip-gin Birrarung murrn) Act 2017. A Victorian and Australian first in legally identifying a large river and its corridor as a single living and integrated natural entity for protection



1883

The Yarro Yarro (the Falls) were removed and dredged away with the present Queen's Bridge constructed on the site in 1889.

Source : Nettleton, C 1883, 'Dredge on Yarra', accessed on 21 April 2021: slv.vic.gov.au



1850-1900

The discovery of gold leads to a rapidly expanding maritime and industrial focus on the river to support a fast-growing city.

Source : 'Flinders Street 1912', accessed on 21 April 2021: melbournwalks.com.au



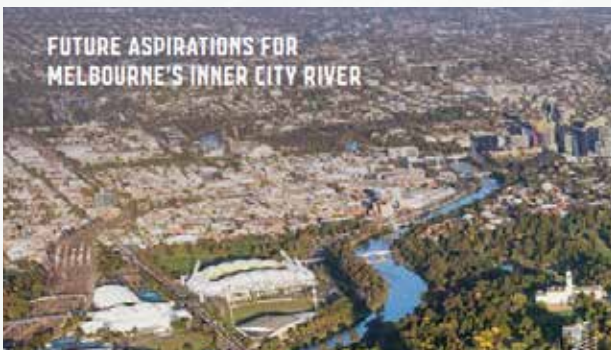
2000 - 2003

Construction of Birrarung Marr and Federation Square completed in 2002 after an extensive design competition for a public square on the former Gas & Fuel building.



2005

Flinders Street overpass removed. A joint project by the The Victorian Government and Melbourne City Council to revitalize the western end of Flinders Street



2019

Yarra River Birrarung Strategy was endorsed by the Future Melbourne Committee. The Strategy guides the future planning of the inner city reach of the river and outlines strategic directions and opportunities over the next 15 years.



2020

Draft Yarra Strategic Plan is released by the The Victorian Government of Victoria highlighting a commitment to protect the 200 km of the Yarra River and its parklands for future generations.

YARRA RIVER BIRRARUNG STRATEGY COMMUNITY AND STAKEHOLDER ENGAGEMENT

Community Feedback

A public consultation process was undertaken in the second half of 2019 as part of development of the Yarra River - Birrarung Strategy. The purpose of the engagement was to gain feedback on the City of Melbourne’s future aspirations for Melbourne’s inner-city Yarra River. This included actions proposed for the Northbank.

Engagement included online and face-to-face consultation activities, pop-ups along the river, an online survey, stakeholder meetings, posters in community facilities, social media posts and an ideas forum.

There were:

- 42,000 people alerted to the project via social media
- 5,000 visits to the strategy web page
- 79 Participate Melbourne survey responses
- 128 Participate Melbourne online ideas forum posts
- 100 face-to-face engagement responses

What we heard

Overall, respondents supported the strategy. Participant feedback indicated that 90% of respondents ‘strongly agreed’ or ‘agreed’ with strategic directions outlined under the four themes.

Public spaces on the Northbank of the Yarra River, Birrarung have a direct relationship with the Hoddle Grid and Southbank. This positions the city as a river city, however while their prominence should be iconic - some of these spaces are difficult to get to, poorly maintained, filled with litter and in some instances are perceived as undesirable and unsafe places.

The ecological objectives received the most enthusiastic support from survey respondents with aspirations for the river to be ‘more natural’ and healthy. There was also broad agreement that Aboriginal heritage be acknowledged via a visible presence in changes to the river or its banks. Other themes included greater recognition of the maritime history of the river.

Yarra River Big Ideas Forum

On the 15th of August 2019 the Yarra River Business Association held an ideas forum for government, business and community stakeholders. Ideas from this forum informed the Yarra River - Birrarung Strategy and included:

- Traditional Owners must be acknowledged via a visible presence in any changes to the river or its banks.
- First Peoples’ input is valued, equating it with returning to more environmentally sound principles.
- Historical connections to the river should be recognised and a strong narrative should be present and accessible to river visitors.
- Post-contact maritime history should be celebrated alongside Aboriginal history, as well as the histories of trade, immigration, and recreation as valuable aspects of the river’s story.

This forum reinforced the interest in seeing improvements to the amenity, presentation and quality of experiences along the Northbank of the river as a priority.

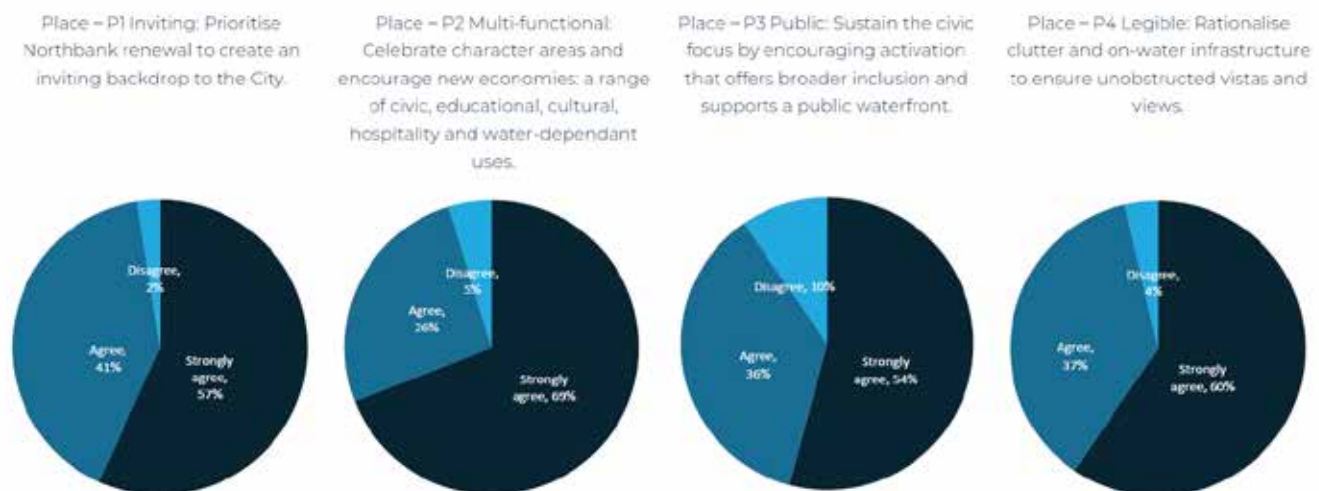


Image 7. Level of support for strategic directions : 98% of respondents agreed that Northbank should be prioritized for renewal



Image 8. Engagement pop-ups along the river - Flinders Walk



Image 9. Initial workshop for the Greenline project in 2018

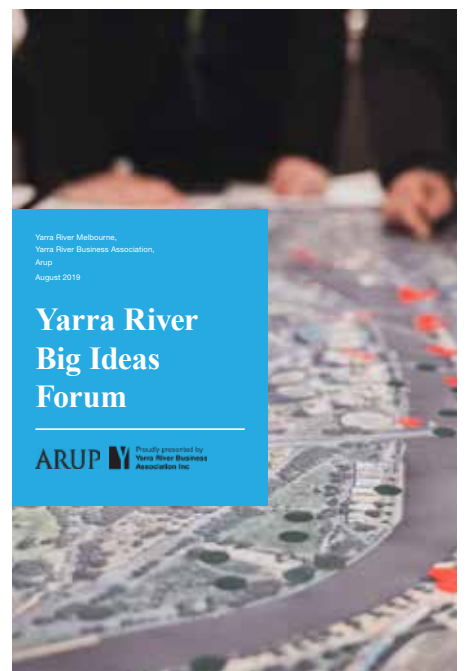


Image 10. Yarra Big Idea Forum Report

EXISTING CONTEXT

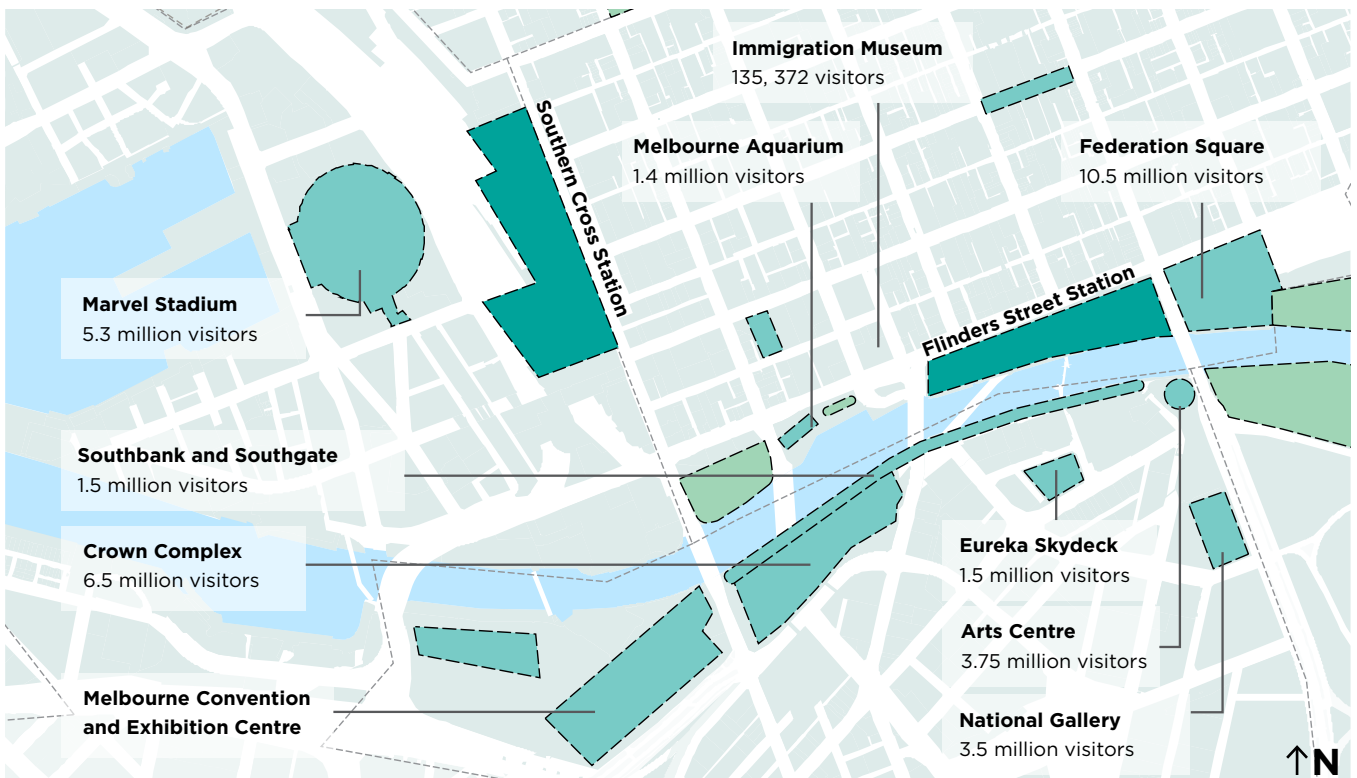
Northbank is located on the doorstep of the Central City and many of Melbourne’s key visitor destinations including the Melbourne Cricket Ground, Melbourne Convention and Exhibition Centre, Marvel Stadium and Birrarung Marr.

Northbank’s rich history and distinctive features of the parks, bridges, heritage vaults and railway viaducts should play a prominent role in the City of Melbourne’s identity. Yet the Northbank is currently the unattractive counterpart to the revitalised Southbank which features sunny, attractive, and generally well maintained pedestrianised public spaces and active building frontages adjacent a thriving Arts Precinct.

The current conditions of the Northbank present as a poor quality, disconnected and inconsistent public realm, lacking activity and integrated frontages. These issues create an underwhelming experience, out of step with the city edge location and prone to safety and security issues.

Rather than recreating the outdoor dining, arts and events focus of Southbank, the Greenline is an opportunity to build on the existing character of Northbank to create an enhanced connected river front experience that remains authentic to these unique attributes.

Destinations and Annual Visitation Numbers in the Central City within walking distance to Northbank



FUTURE CONTEXT

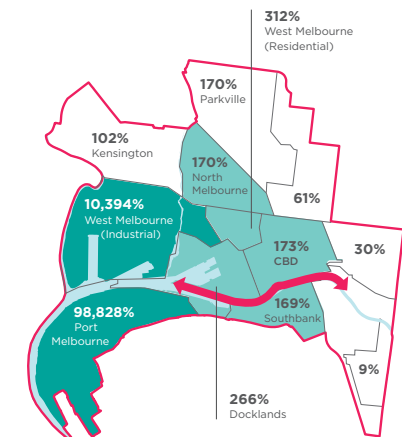
Melbourne’s west, south and central city are rapidly transforming. There are many significant development approval applications being evaluated and approved with many new buildings under construction. This growth puts additional pressure on the city’s existing public open spaces, waterways and streets.

The Yarra River, Birrarung continues to play a critical role in connecting some of the city’s key destinations. It also promotes ecological and environmental functions and provides critical east-west movements.

Population growth presents both a challenge and opportunity. Notably, the suburbs of Port Melbourne, Southbank and West Melbourne are predicted to grow significantly between now and 2040. Increased public open space and improved connectivity are required to support the growing residential and worker populations.

A number of new developments, both planned and under construction, present significant opportunity for the Northbank of the river in connecting riverside destinations. These projects will play a key role in shaping the future of the river precinct.

Significant City Growth



- Greenline (Northbank) study area
- Significant residential growth expected
- High residential growth expected
- Moderate residential growth expected

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

The Victorian Government projects

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

Private developments

9. Melbourne Quarter by Lendlease
10. Flinders Bank by Century Group
11. Marvel Stadium redevelopment (with The Victorian Government)
12. Treasury Square development (with The Victorian Government)
13. Collins Wharf by Lendlease

Temporary and other interventions

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

WHAT WE VALUE...

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

“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 Custodians ... ↑

“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 ...

WHAT WE WANT TO IMPROVE...

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

“Dirty, noisy, but prime real-estate.”



↑ ... visual and physical access from the city to the Northbank 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 Northbank] needs to be worked on for the health of the river.”



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



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

“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 ...



EXEMPLAR RIVER TRANSFORMATIONS

Cities that have invested in providing thriving, healthy waterways have demonstrated success in urban transformations, improved connectivity and ecological health.



Image 11. The North bank of the Columbia River – Landezine.com

Columbia River, Washington, USA

The revitalisation of the north bank of the Columbia River includes the design of public realm, parks and open space. The 12 hectare project creates space for the 6,000 new residents envisaged to inhabit the area. Transforming the former industrial site has revived the north bank of the river front by improving access to the waterfront, expanding open space and connecting the park to nearby amenities. The project was collaboratively delivered by local public artists and landscape architects producing an outcome which blends art within the natural landscape.



Image 12. Cheonggyecheon Stream at dusk - Source : blog. onedaykorea.com/cheonggyecheon-stream-tour/

ChonGae Canal Project, Seoul, South Korea

The ChonGae Canal Restoration Project was enabled by the a winning project within an international design competition. The site expands 11 kilometres and delivers a pedestrian focussed environment, consisting of central gathering spaces for a city in dire need of additional public open spaces.

Once a highly polluted and covered water way, the project consisted of the demolition of around 9 kilometres of at-grade and elevated highways severing the central city. Functionally, the restoration project serves an environmental restoration effort by addressing the catastrophic flooding that occurs during intense storms. The unique sloping and stepped design outcome encourages direct public engagement while allowing for varying water levels.



Image 13. Chicago riverwalk. Source : Angie McMonigal, Courtesy of the Chicago Architecture Center
32 melbourne.vic.gov.au

Chicago Riverwalk, Illinois, USA

The Chicago River was once an under-utilised, polluted shipping channel. Major redevelopment of the 2km inner city river front was undertaken. A new, expanded riverwalk was created that offers four character areas, featuring distinct urban landscapes and activities.

Decades of planning was undertaken before the physical Riverwalk began to take shape in 2001. Funding for the many improvements came from multiple sources, including federal and state/local budgets. The successful transformation of Chicago's river front offers many insights for our city river front, highlighting the future possibilities and potential multiple benefits of investment.



Image 14. The North bank of the Columbia River, Washington
Source : Landezine.com

DELIVERING ON CITY OF MELBOURNE STRATEGIES





Reconciliation Action Plan (2020-2023)

Our city values and celebrates Aboriginal people's unique heritage and culture. The Innovate Reconciliation Action Plan (RAP) enshrines and reaffirms that respect and also commits us to actions for advancing reconciliation.

We are proud to make a commitment to fully support reconciliation within our organisation and to influence reconciliation across the city and through our connections nationally and internationally. In the spirit of reconciliation, our actions will not follow a separate stream – instead reconciliation will be embedded in our core business and decision-making at every level. This builds on actions in recent years to promote Aboriginal heritage and culture in the city's life. Acknowledgement of culture is demonstrated when we program events and nurture relationships that deepen the city's cultural understanding of unique Aboriginal history.

This is our fifth Reconciliation Action Plan and comes two years after the completion of our fourth RAP 2015-18. It follows a process of deep self-reflection for the City of Melbourne as we aspire to realise our vision to support the voice and ambition of Aboriginal communities through leading behaviours and role modelling best practice. A key priority will be exploring the best avenues for recruiting and retaining Aboriginal staff members. The creation of a separate Aboriginal Melbourne branch in 2019 has set the tone for our commitment to a more empowering and culturally-connected organisation.

In this RAP, we speak of respect, relationships, good governance and opportunities. These are powerful words that will be matched with actions as we implement reconciliation initiatives. Significantly, we have added another core pillar to our RAP - we commit to a truth-telling process, to be honest about our past and how the past shapes today and to be collaborative and positive about our future. Truth-telling enables healing. Truth-telling has been, for many communities in the world, a foundational experience, a sharing

of stories that underpins respect, relationships and opportunities.

An honest appraisal of our organisation will shape this RAP. We believe reconciliation means working to ensure Melbourne is an inclusive city for Aboriginal people, and working to close the gap of disadvantage experienced by Aboriginal people since European settlement.

It is about honouring the unbroken relationship of the Aboriginal community to Melbourne, past and present, and supporting this relationship into the future. Consultation, collaboration, and partnerships with all in our community will help us achieve this vision – strengthening a local government culture that promotes and supports all Australians coming together to make a positive difference in all our lives.

The Reconciliation Action Plan 2020-23 focuses on four key areas.

Truth Telling

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

Relationships

Ensure people participate and feel connected, we want to replicate this with our relationships with Aboriginal and Torres Strait Islander peoples.

Respect

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

Opportunities

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

Greenline deliverables



MEANINGFUL ENGAGEMENT WITH THE TRADITIONAL CUSTODIANS

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

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



RESEARCH AND KNOWLEDGE GATHERING IN COLLABORATION WITH THE TRADITIONAL CUSTODIANS

Support the development of an Aboriginal Cultural Narrative of the city section of the Yarra River, Birrarung and the Annual Plan Initiative to "Fully recognise and celebrate Aboriginal Culture and knowledge along the Yarra River Birrarung."

Complete research of the pre-contact landscape character and botanical aspects of the Yarra River Birrarung, including the landscape management aspects to establish a reference planting guide.

Identify underrepresented sites of significance and culturally significant species for the Yarra River, Birrarung, and explore opportunities to reintroduce these to the river.

“Creation Story - Melbourne”

Extract from the City of Melbourne’s Nature in the City Strategy 2017 (refer p .40).

Permission to reproduce this story was provided by the Wurundjeri Tribe Land Compensation and Cultural Heritage Council

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.



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.

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.



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 Climate Change and Biodiversity Emergency

City of Melbourne declared a climate and biodiversity emergency in 2019. In doing so, we joined around 1400 jurisdictions across 27 countries – a local and international movement recognising that climate change poses serious risks to the people of Melbourne and Australia.

The emergency acknowledges that temperature rise above 1.5°C will lead to major and irreversible damage to ecosystems. Up to one million species face extinction.

From the banks of the Yarra to the trees that line our streets and world-famous parks, Melbourne’s unique environment and coveted liveability are at risk from the effects of the climate change. In fact, we know climate change is already impacting Melbourne in many ways.

We know that immediate action to reduce emissions and adapt to the impacts is needed now if Melbourne is to remain a liveable city for future generations to visit, work and live. To support our climate and biodiversity emergency declaration, we have committed to reaching Council’s zero emissions target for the municipality 10 years earlier, by 2040.

In order to do this 10 priorities are identified for accelerated action, based on the areas we can make the most impact.



Image 15. Greenpeace Australia Pacific acknowledging this “monumental moment”
Source: Greenpeace Australia Pacific, accessed on 21 April 2021 : greenpeace.org.au



Image 16. 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



Image 17. Melbourne was smothered in a thick smoke haze from the 2019-2020 bushfires
Source: Crosling, D 2020, accessed on 21 April 2021 : reuters.com

What does climate change mean for our city?

Our climate in Victoria has already warmed by 1°C. Temperature rise above 1.5°C will lead to major and irreversible damage to ecosystems, endangering Melbourne's coveted liveability.

Melbourne is experiencing hotter days, bushfire smoke, more intense storms and flooding as well as sea level rise. The disruption caused by these impacts is already affecting homes, businesses and the natural environment.

Heatwaves

- Melbourne is experiencing hotter days. We currently average 11 days greater than 35 degrees. By 2050 we will experience an average 16 days greater than 35 degrees.
- The 2009 heatwave increased demand on health services including a 46 per cent increase in ambulance callouts and a 12 per cent increase in emergency department presentations.

Flooding and sea level rise

- Melbourne will experience more severe rainfall events, increasing the likelihood of flooding and storm surge.
- By 2050 sea levels will rise by 24 cm on 1990s levels.
- In 2018 Melbourne experienced a 1 in 1000 year rainfall event with 50 mm of rain falling in 15 minutes. This resulted in flash flooding, train lines suspended and power outages across the city.

Bushfire smoke

- Victoria has had longer fire seasons since the mid-1990s and fire days are projected to increase by 42 per cent per year in Melbourne by 2050.
- In January 2020 Melbourne's air quality was the worst in the world due to smoke from bushfires.

Droughts

- By 2050, there will be 20 per cent less rainfall during spring in Melbourne. This means more severe conditions in the lead up to the summer bushfire season.
- The millennium drought and heat stress have accelerated the decline of the city's current tree population.
- In 2019 Melbourne had 374 mm rainfall, down 40 per cent on our 630 mm average.

Climate change is already impacting:

Our people

- There are health and social impacts from floods, bushfires, extreme heat and storms, especially for Melbourne's most vulnerable residents.
- More than 1200 people are experiencing homelessness in Melbourne, and around 19 per cent of Melbourne's residents live below the poverty line.
- Older people, young children, those with existing medical conditions and people who cannot afford air conditioning are at risk during extreme heat.
- During the heatwave preceding Black Saturday in 2009, 374 people died due to heat-related illness.

Our plants and animals

- Climate change is disrupting natural cycles and habitat in our parks and gardens.
- Temperature increases mean we could lose 35 per cent of the city's trees in the next 20 years.
- Elms and some species of indigenous eucalypts won't survive.
- Melbourne is home to many threatened species including the powerful owl, grey-headed flying fox and the swift parrot.

Our economy

- The estimated cost of smoke haze in Melbourne, Sydney and Canberra from the 2019-2020 bushfires is \$500 million.
- Climate change will cost our local economy \$12.6 billion by 2050 and impact agriculture, tourism, insurance and finance.
- The transition to renewable energy and electric vehicles is already underway.
- Businesses in the municipality of Melbourne lost an estimated \$37 million in revenue over the four-day heatwave in 2014.
- The total cost of the 2009 Black Saturday bushfires was estimated at \$4.4 billion.

“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.”

Lord Mayor Sally Capp on the Climate and Biodiversity Emergency Declaration on 14 February 2019

How does climate change impact the Greenline project?

Heatwaves

Heatwaves and very hot days are known to have serious impacts on human and animal health, increases in antisocial behaviour, the performance of infrastructure and the delivery of essential services.

Urban areas are usually warmer than their rural surroundings, creating what is known as the 'urban heat island effect'.

- Significant areas of the Greenline project and surrounding land are 5-10 degrees above the non-urban baseline.
- The River and existing open spaces in the Greenline project extent are -2 to 2 degrees above or below non-urban baseline and provide a cool place of respite.

Flooding

Flood events are predicted to become more common.

The combination of climate change impacts, including more frequent, large rainfall events and sea level rise means that the area of land inundated during flood events is expected to increase and riverine flooding will increase in frequency and severity.

- Significant areas of the Greenline project extent are at risk to inundation and riverine flooding during a severe storm event of 1 in 100 year intensity.

Sea level rise

Climate change is projected to increase average sea-levels along Victoria's coast by 5 to 15cm by 2030 and 26 to 59cm by 2070. These changes will increase the likelihood and severity of floods and other inundation events like storm surges in Melbourne.

- Significant areas of the Greenline project extent are identified as at risk of rising sea levels.

Droughts

The increasing frequency of drought and reduced rainfall poses challenges to Melbourne's water supply, as well as the health of parks, trees and green spaces throughout the city.

- Some existing open spaces within the Greenline project extent are irrigated with potable water. In the event of a drought and water restrictions, trees in these open space would be at risk.
- Some existing trees will irreversibly decline in drought conditions and required removal and replacement.

Greenline deliverables



MEASURE AND ASSESS THE ENVIRONMENTAL IMPACT

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



PLANNING 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.



PLANNING FOR DROUGHT

Develop integrated water management plan for the project area.

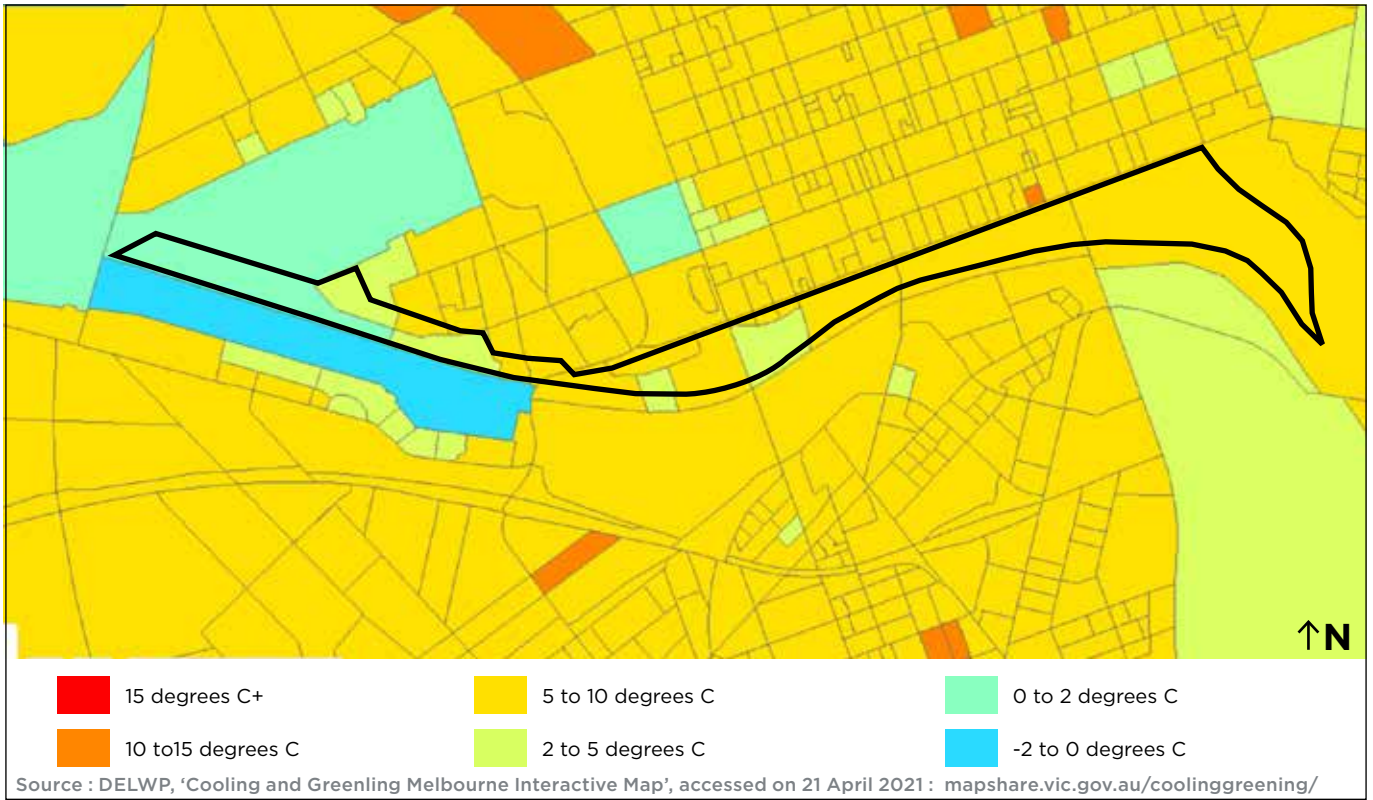
Invest in stormwater harvesting infrastructure to ensure security of water for irrigation.



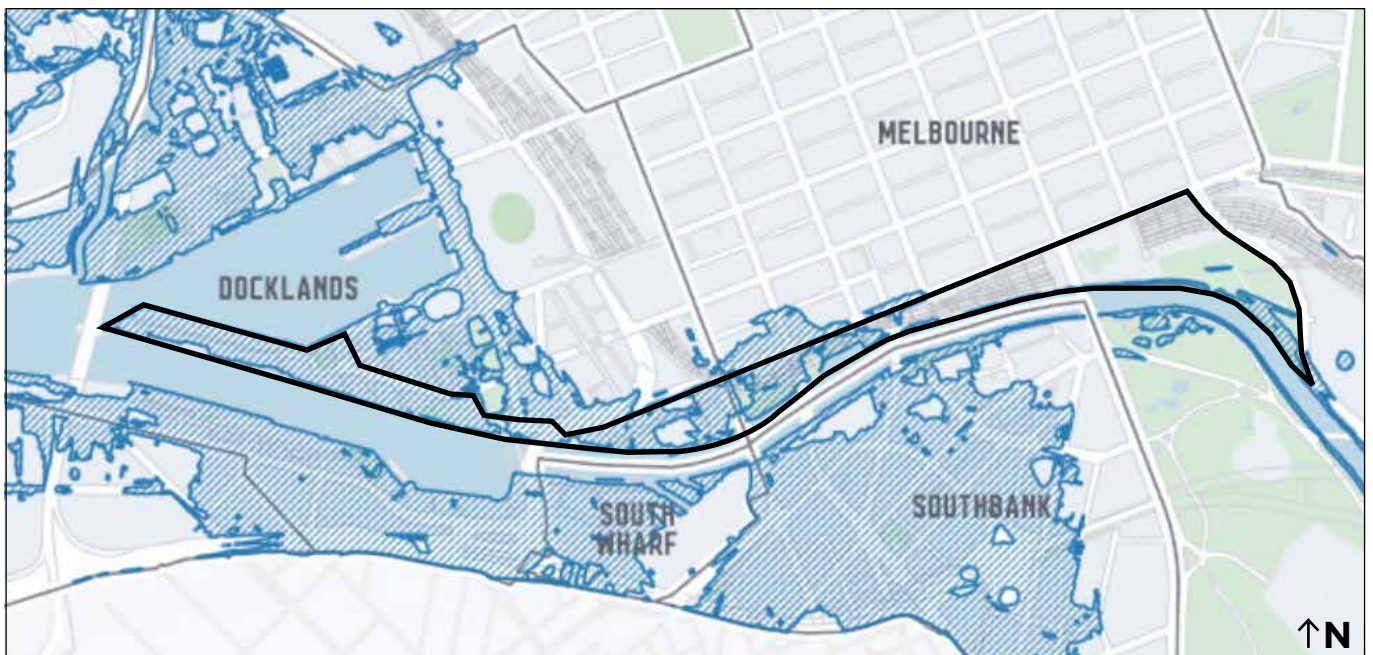
FLOOD MITIGATION

Ensure new spaces are designed to minimise hazards to people, infrastructure and the delivery of essential services in flood conditions

Map : Urban heat - degrees Celsius the average temperature is above or below the non-urban baseline (2018)



Map : Predicted sea level rise by 2100 - 0.8m plus a 1 in 100 year storm surge of 1% (Received from Melbourne Water 2015)



Urban Forest Strategy

The City of Melbourne is facing the significant challenges of climate change, population growth and urban heating, placing pressure on the built fabric, services and people of the city. A healthy urban forest will play a critical role in maintaining the health and liveability of Melbourne.

Our Urban Forest Strategy seeks to manage this change and protect against future vulnerability by providing a robust strategic framework for the evolution and longevity of Melbourne’s urban forest.

The strategy aims to, adapt our city to climate change, mitigate the urban heat island effect by bringing our inner-city temperatures down, create healthier ecosystems, become a water-sensitive city as well as engage and involve the community.

We will achieve this by:

- increasing canopy cover from 22 per cent to 40 per cent by 2040
- increasing forest diversity with no more than 5 per cent of one tree species, no more than 10 per cent of one genus and no more than 20 per cent of any one family
- improving vegetation health
- improving soil moisture
- improving biodiversity
- informing and consulting with the community.

Nature in the City Strategy

Nature in the City is an inspirational strategy to enable and realise a thriving urban ecology to enhance the future liveability of our city. It was developed collaboratively between the community and the City of Melbourne and echoes community aspirations and values.

Our vision is the City of Melbourne will support diverse, resilient, and healthy ecosystems that improve the environment and wellbeing of our community, providing the foundation for a liveable city. We will achieve this by:

Goal 1: Create a more diverse, connected, and resilient natural environment

- Priority 1: Improve ecosystem health and biodiversity.
- Priority 2: Develop a more ecologically-connected urban landscape.
- Priority 3: Increase the contribution of the private realm in supporting biodiversity conservation and ecosystem health within the municipality.

Goal 2: Connect people to nature

- Priority 4: Connect more people to nature to improve social resilience, health, and wellbeing.
- Priority 5: Explore opportunities to use cultural and practical 'Caring for Country' principles to integrate people with nature.

Map : Urban Forest Strategy and Nature in the City Strategy 2017 - Canopy coverage and biodiversity corridors



Greenline deliverables

Goal 3: Demonstrate leadership in urban ecology and conservation of biodiversity

- Priority 6: Demonstrate local and global leadership in conserving biodiversity and creating and sustaining healthy urban ecosystems.



A HEALTHY NEW URBAN FOREST

Remove and replace existing trees in decline and improving growing conditions of trees to be retained

Increase tree canopy coverage.

Increase tree species and age diversity.

Plant climate ready tree species.



CONNECT PEOPLE TO NATURE

Develop a plan for interpretive signage highlighting the natural river environment in collaboration with Parks Victoria and Melbourne Water.

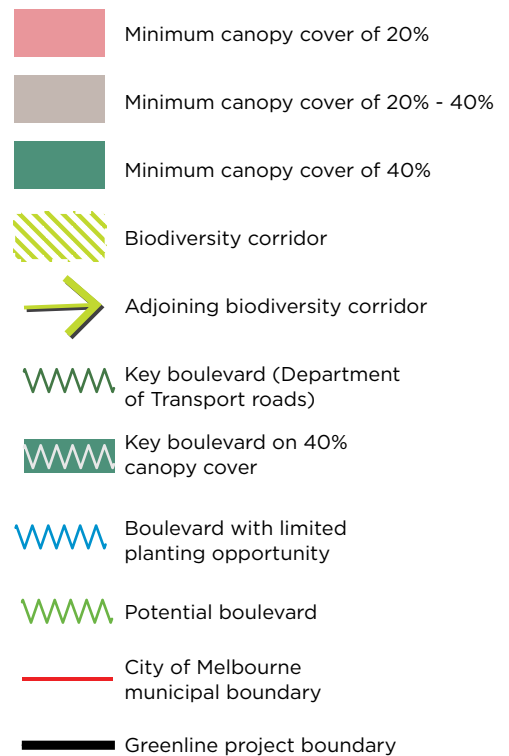


ESTABLISH THE RIVER AS A BIODIVERSITY CORRIDOR

Increase riparian vegetation on the River bank and deliver a trial for floating vegetation in the Yarra River.

Increase understorey planting and canopy cover

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



Municipal Integrated Water Management Plan 2017

The Municipal Integrated Water Management Plan sets the strategic direction on water management across the municipality.

The City of Melbourne practices Integrated Water Management, defined as the coordinated management of all components of the water cycle including water consumption, rainwater, stormwater, wastewater and groundwater, to secure a range of benefits for the wider catchment.

The Plan sets the strategic direction on water management across the municipality, using a place-based and catchment approach.

Targets for 2030, including:

- Minimum 20% of each catchment's surface is considered permeable by 2030
- 30% reduction in Total Nitrogen contributed to the waterways from the municipality of Melbourne's catchment (baseline year 2000)
- 20% all municipal water use and 50% of all council water use sourced from alternative water sources

Greenline deliverables



FLOOD RESILIENCE

Explore the adoption of Water Sensitive Urban Design (WSUD) to mitigate minor flooding and reduce the pressure on the existing lower drainage network.



STORM WATER RUN OFF REDUCTION

Proposed works will not increase storm water run off from 2021 baseline.



ALTERNATIVE WATER USE

New public spaces will be supported by alternative water uses for non-potable uses.



IMPROVING WATER QUALITY

Increase WSUD to treat stormwater run off from the up-stream catchment.

Map : Modelled drainage network capacity (for illustration only)



Transport Strategy 2030

Our 10 year Transport Strategy establishes a long-term vision for all city commuters, and will see more space for pedestrians, cyclists and greening.

With Melbourne's daily population forecast to increase to 1.4 million by 2036, bold decisions need to be made about how space is designed and used in the future.

By 2030 we will put in place plans to reduce through traffic in the busiest parts of the city, convert our 'Little Streets' into pedestrian priority shared zones, and transform Melbourne into the country's leading bicycle city by creating more than 50km of protected bicycle lanes.

Our Transport Strategy 2030 will provide more space for people on footpaths and around major transport hubs, to boost Melbourne's \$5.7 billion retail and hospitality sector, and deliver \$870 million in economic benefits to Victoria over the next decade.

Greenline deliverables



SAFE STREETS FOR PEOPLE

Improve all intersections to optimise flow of pedestrians and improve safety and amenity for all.

Exceed the minimum standards set in the Disability Discrimination Act 1992 by delivering universally accessible streets and public spaces.



SAFE STREETS FOR BIKE RIDING

Slow zone for bikes along the Northbank.

Provide connections to future protected bicycle route on Flinders Street and North Wharf in Docklands.



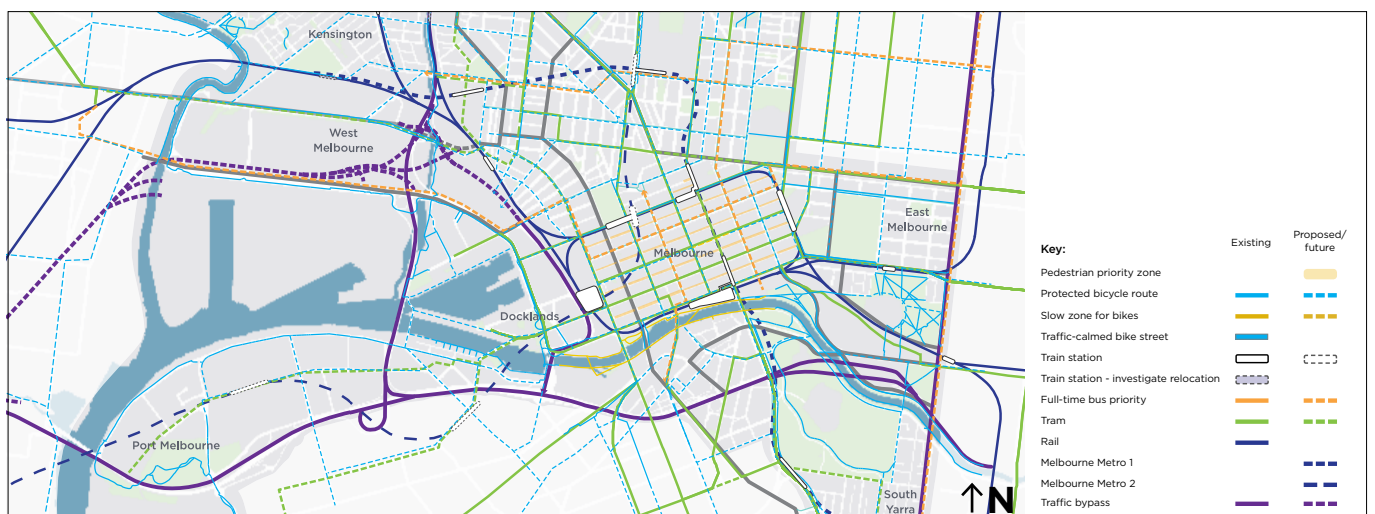
TRANSPORT INTERCHANGES ARE WELCOMING PEOPLE PLACES

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

Work with Yarra Trams to improve pedestrian connections to existing tram stops.

Work with The Victorian Government to reduce pedestrian congestion at Flinder Street Station underpass.

Map : Transport Strategy - 2030 Proposed integrated network



Open Space Strategy

The City of Melbourne manages more than 500 hectares of open space. This represents almost 15 per cent of the total area of the City of Melbourne.

Our first Open Space Strategy provides the overarching framework and strategic direction for open space planning in the City of Melbourne for the next 15 years.

A key objective of the strategy is to plan Melbourne's open space network to be within easy walking distance of the community, particularly in areas of forecasted population growth.

The Open Space Strategy provides direction on:

- the unprecedented demand for open space as Melbourne's population continues to grow
- climate change – a decade of drought, water restrictions and extreme weather and the predicted impacts of climate change provide additional challenges to the management of parks and reserves and the role they can play in climate change adaptation
- ensuring open spaces can provide for and adapt to differing needs and uses, providing people with the opportunity to connect with nature.

Greenline deliverables



NEW OPEN SPACES

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

Investigate opportunities to create new open spaces that form retreats and encourage people to spend time outside.



PUBLIC ACCESS TO THE RIVER FRONT

Work with developers to deliver public access along the northbank of the Yarra River in Docklands.

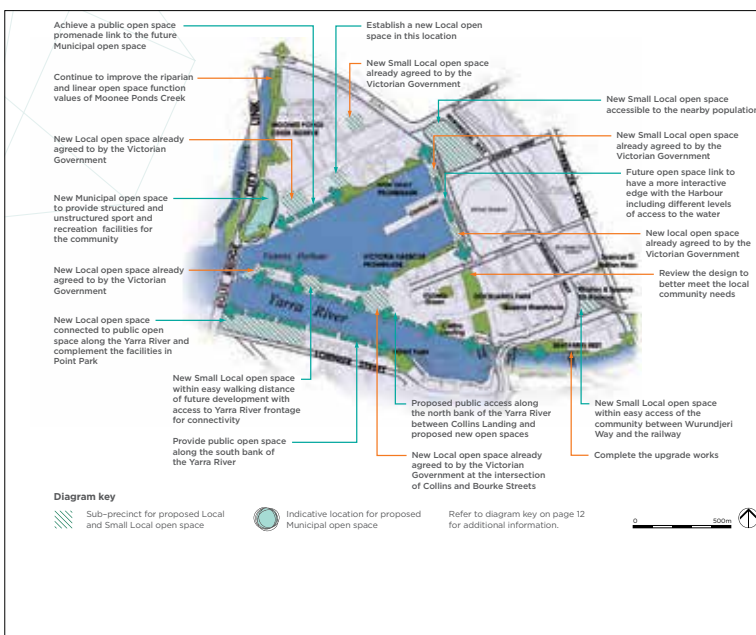


EXISTING PARKS

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

Integrate community priorities identified by the Draft Birrarung Marr Master Plan engagement.

Map : Open Space Strategy - Docklands Snapshot



Map : Open Space Strategy - CBD Snapshot



Docklands Public Realm Plan & the Docklands Design and Construction Standards for Public Infrastructure Works.

Over the last 12 to 15 years, the Docklands area has been dramatically transformed from a derelict wasteland into a thriving waterfront destination for business, residents and visitors.

By 2025, Docklands is expected to accommodate over 20,000 residents and more than 60,000 workers, aiming to be a well-connected extension of Melbourne’s city centre, incorporating wonderful public spaces, waterfront vistas and vibrant streetscapes. Lanes, streets, waterfront promenades, parks, squares and forecourts will all combine to form the Docklands public realm.

To achieve a quality public realm for Docklands, overarching, long-term strategies, principles and guidelines are outlined in the Docklands Public Realm Plan (2012–2022). The vision for Docklands is guided by the following design principles;

- Provide a range of public spaces and streets to support the needs of current and future populations at various times of 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.

Docklands Design and Construction

Standards Public Infrastructure Works (Docklands D&C Standards) is an integral companion document to the Docklands Public Realm Plan. Docklands D&C Standards provides the next level of detail for public and private professionals to ensure the delivery of a high quality public realm for Docklands that is consistent with the rest of the municipality and in line with community expectations.

Docklands D&C Standards will assist Melbourne City Council and developers to achieve their vision for Docklands by setting out mandatory technical and documentation requirements for all civil, landscape and infrastructure works occurring in the Docklands public realm. Standards are embedded in local laws to support the legibility, amenity, durability and maintainability of the built fabric within public spaces.

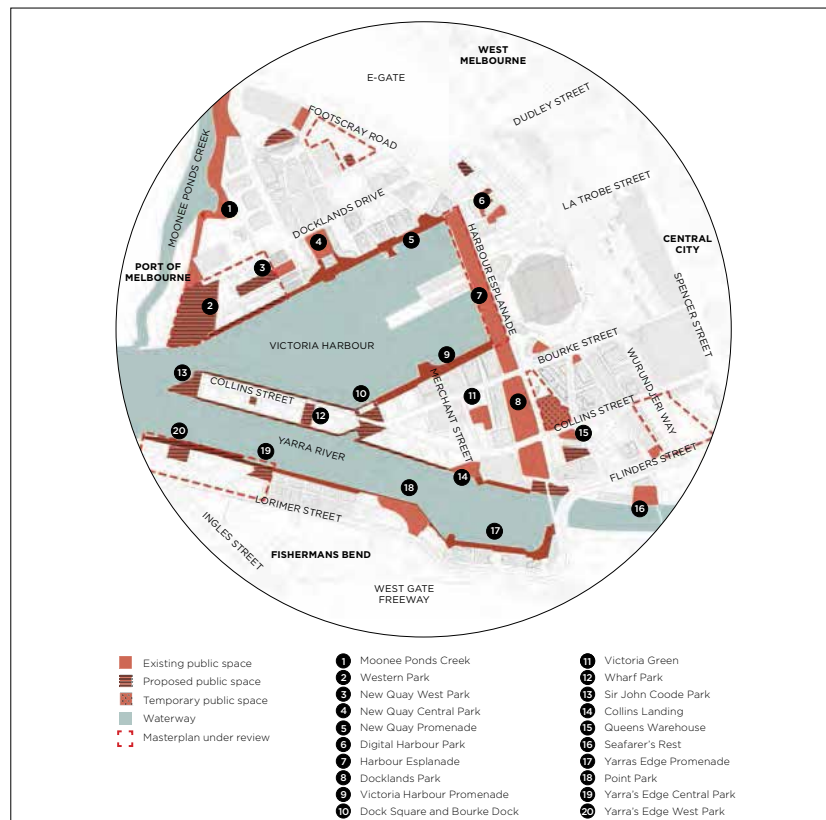
Greenline deliverables



DESIGN LIFE OF MARITIME WORKS

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.

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



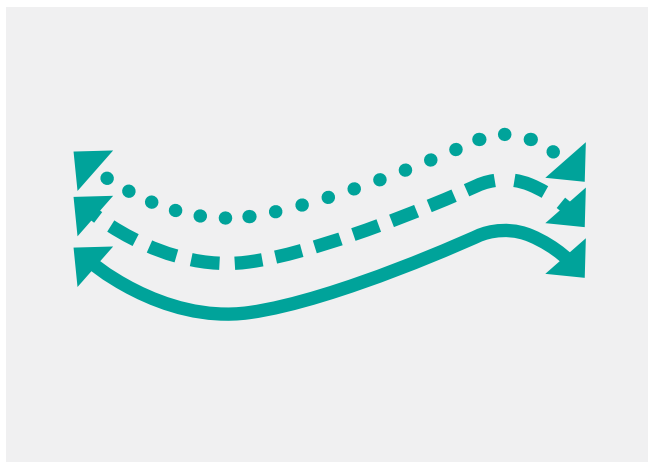
PLAN THEMES AND PRINCIPLES





THEMES

The following themes build on the strategic directions of the Yarra River - Birrarung Strategy and set the framework for the Design Principles that will guide the development of the Greenline.



Environment Healthy ecosystems

The north bank of the Yarra River, Birrarung will be renowned as a significant ecological corridor, providing a resilient and adaptive interface between the river and the city. Increased planting, revitalisation of the riparian edge and the introduction of water into the landscape will improve local biodiversity, ecological networks and river health.

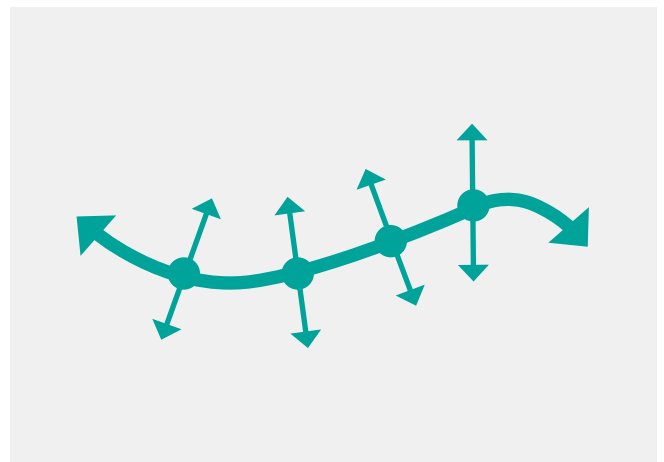
Culture Authentic stories and experiences

Melbourne's Aboriginal heritage will become tangible through storytelling and creatively embedding history and culture within the landscape, particularly highlighting the Aboriginal significance of the Birrarung over time. Visibility of our Aboriginal, immigration and maritime past will become evident through integrated design interventions and experiences to educate, celebrate and recognise Melbourne's history. Each intervention area will speak to its unique context - highlighting the stories, histories and cultures of Melbourne.



Place
Great places for people

The public spaces along the Yarra River, Birrarung will be revitalised and re-imagined through bold design interventions, reinforcing Melbourne’s civic importance on a global scale. Transformations will enhance existing values and strengthen individual identity of each area. The Greenline will provide more generous space and places of respite, as well as increasing amenity to unlock the potential of this river front destination. The public space enhancements will prioritise resilient design, encourage new economies, provide opportunities for education and highlight the cultural significance of the Birrarung.

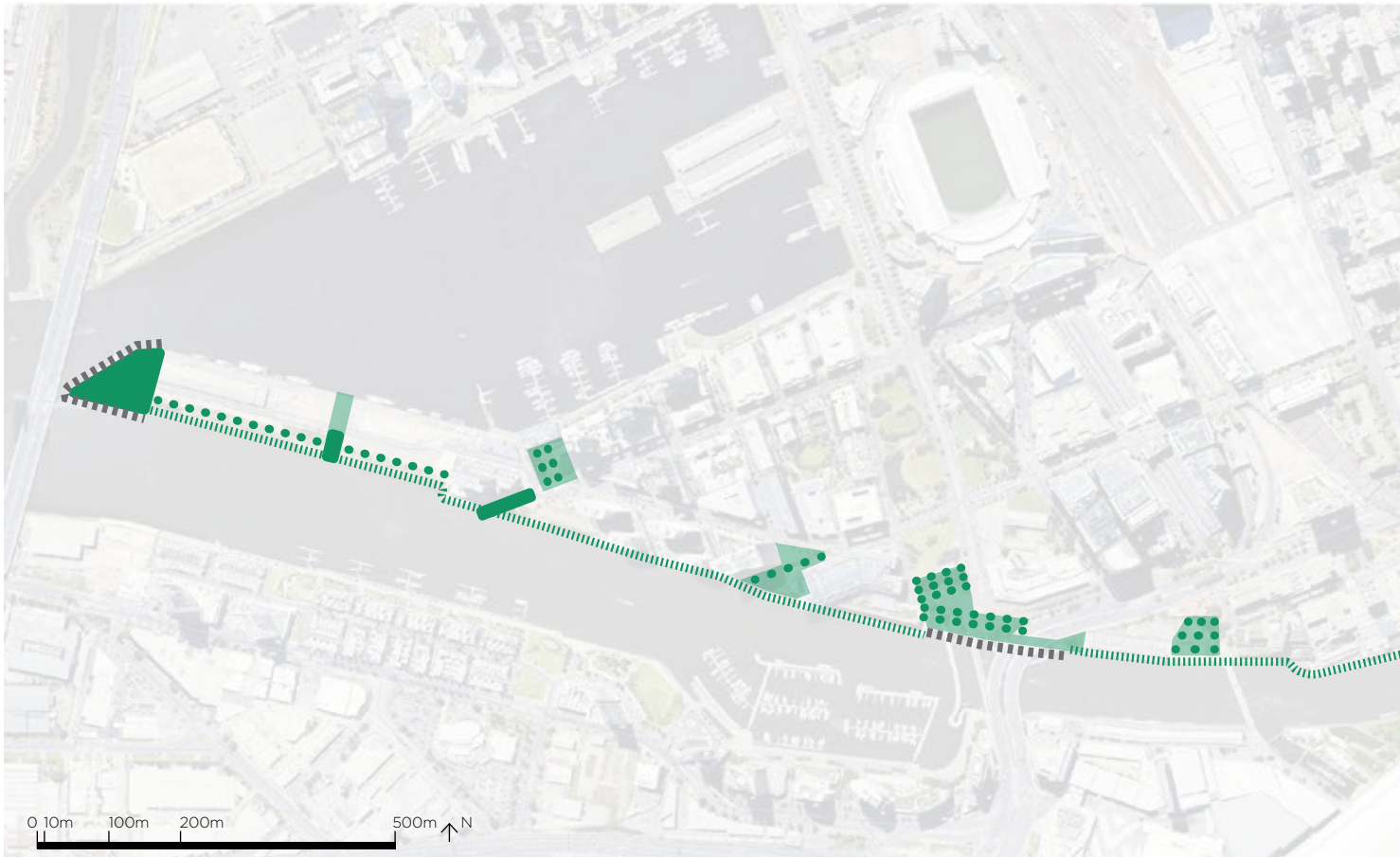


Connection
An uninterrupted journey

Connectivity along the Northbank and between the river and the city will be significantly enhanced. The Greenline will reduce physical barriers to movement, minimize modal conflicts, enhance way-finding and improve connections between existing public spaces. Compelling journeys will be created through varying landscape experiences and will enable opportunities to connect with the water.

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, which was formally recognised as a living entity in the Yarra River Protection (Wilip-gin Birrarung murrn) Act 2017, is a significant natural asset. One key element of recognising the river as living is acknowledging the leadership role of the Traditional Custodians as environmental advocates.

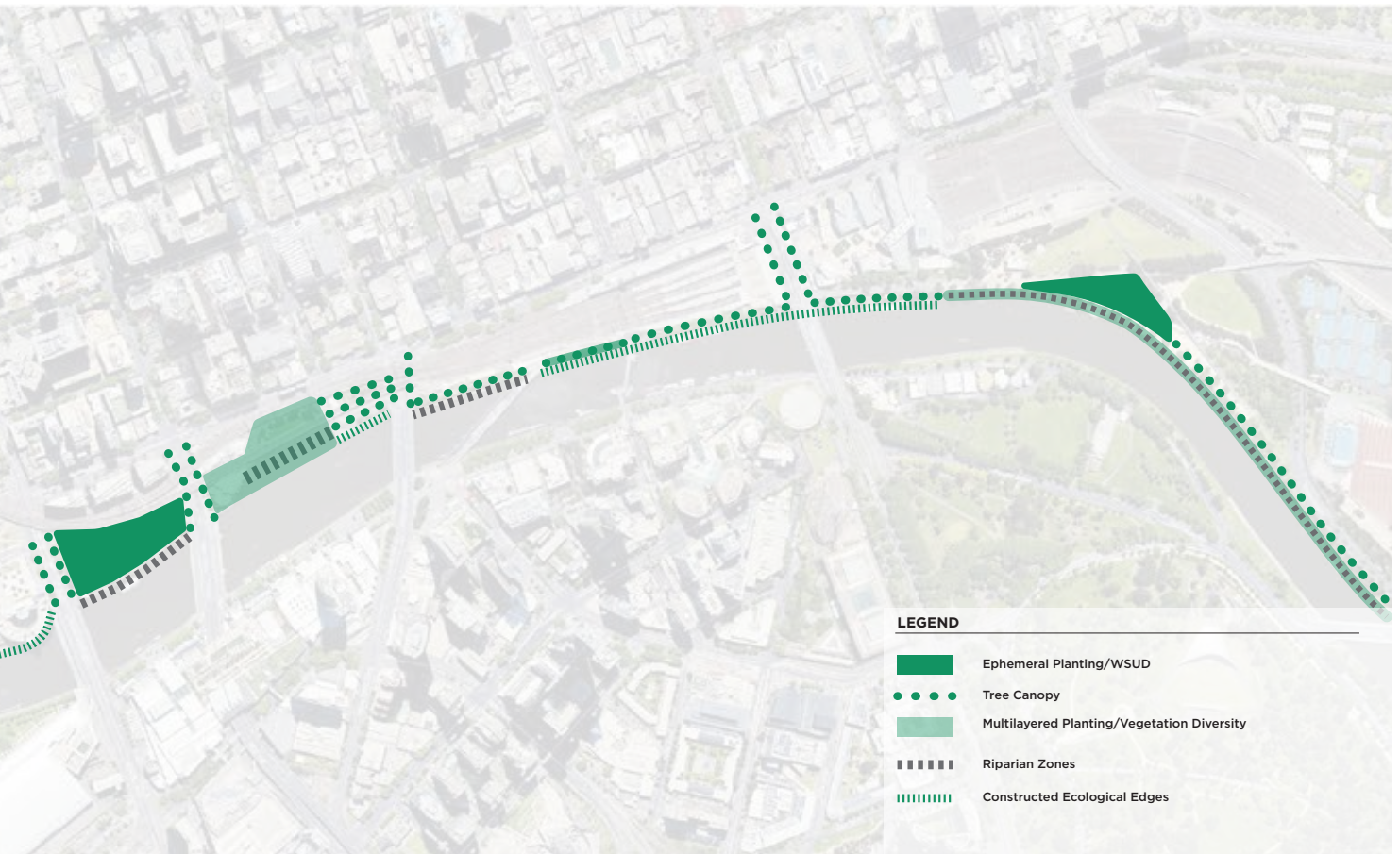
Redevelopments along the river, including the Northbank, have a critical role in supporting the adaptation and mitigation response to environmental challenges, and responding to the river as a living entity through improving the health of the river.

Pre 1835, the lower reaches of the Yarra River was part of an ephemeral delta landscape with rich biodiversity. Since 1835, the river and its banks have been altered significantly by people. In 1883, Europeans made their first major change to the river by demolishing Yarro Yarro (the falls). The Victorian Government and the Harbour Trust removed the falls to prevent recurrent flooding, expand the port and allow shipping access further upstream. The falls formed a low barrier that separated the tidal salt water downstream from the fresh water above it and its removal permanently altered the river's ecology.

For most of the 20th century, the river and the Northbank in particular, was a functional maritime asset.

Construction of significant port and railway infrastructure, including river re-alignments and masonry river walls, was undertaken to support the fast-growing city. The industrialisation and urbanisation of the river and its banks happened with no consideration of the impact on the natural environment or the health of the river and its ecological or habitat function.

Today, there is little or no riparian habitat available for fauna in the city reach of the river. River edges are primarily made up of hard materials and surfaces reducing the ability of riparian land to act as a corridor for wildlife. Much of the port and rail infrastructure along the Northbank are physical and visual barriers for people to access the river. The limited opportunity to engage with the river also means people are less likely to understand the river as a natural system and recognise the river as "a single living entity", the foundation of the Birrarung Act, and be able to care for the river accordingly.



Along the Northbank, climate change brings new challenges as predicted sea level rise and increased rainfall combine to increase the severity and frequency of riverine flooding in the low lying land next to the river. Increased rainfall also means increased storm water discharge into the river.

Within the project area, main drains at Elizabeth Street, King Street and Spencer Street discharge directly into the river with no pre-treatment, further compromising the river’s water quality and disrupting its ecological integrity. There is an urgent and critical need to improve planning and delivery of all aspects of integrated water management to address these challenges.

The Greenline will prioritise improving environmental systems and re-imagines the Northbank as a linear urban park which will support diverse, resilient, and healthy ecosystem services as well as improve the well-being of our community by providing a place of respite, and connection with nature for people in the central city.

Design Principles

1. Improve river health.
2. Design for and mitigate impacts of climate change.
3. Create a connected ecological corridor.
4. Provide opportunities for environmental education and public interaction with the river.
5. Increase tree canopy cover and vegetation to improve urban cooling.

CULTURE

Authentic stories and experiences



The Northbank 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 express or work effectively to 'tell the stories' of the river's history and culture.

For centuries, the Northbank has been a place of significance. Pre-contact, the Northbank of the Yarra River, Birrarung was a critical meeting place for the people of the Eastern Kulin Nation. The riverbanks were adjoined by tea tree scrub (known as Narm-Jaap). This area was rich in ecological diversity which meant it was a key

source of food. The Yarro Yarro (falls) provided an important crossing point which was dynamited in the 1880s by European settlers, dramatically altering the river. Other significant elements of the pre-contact river landscape that have been removed or significantly altered including the wetlands and Batman's Hill. Marking the transition from pre- to post-contact, John Fawkner's ship 'The Enterprize' landed close to Enterprize Park. Important early Colonial heritage sites also exist along the Northbank including Princes Bridge and the Immigration Museum (former Customs House), where many immigrants to Melbourne first landed.

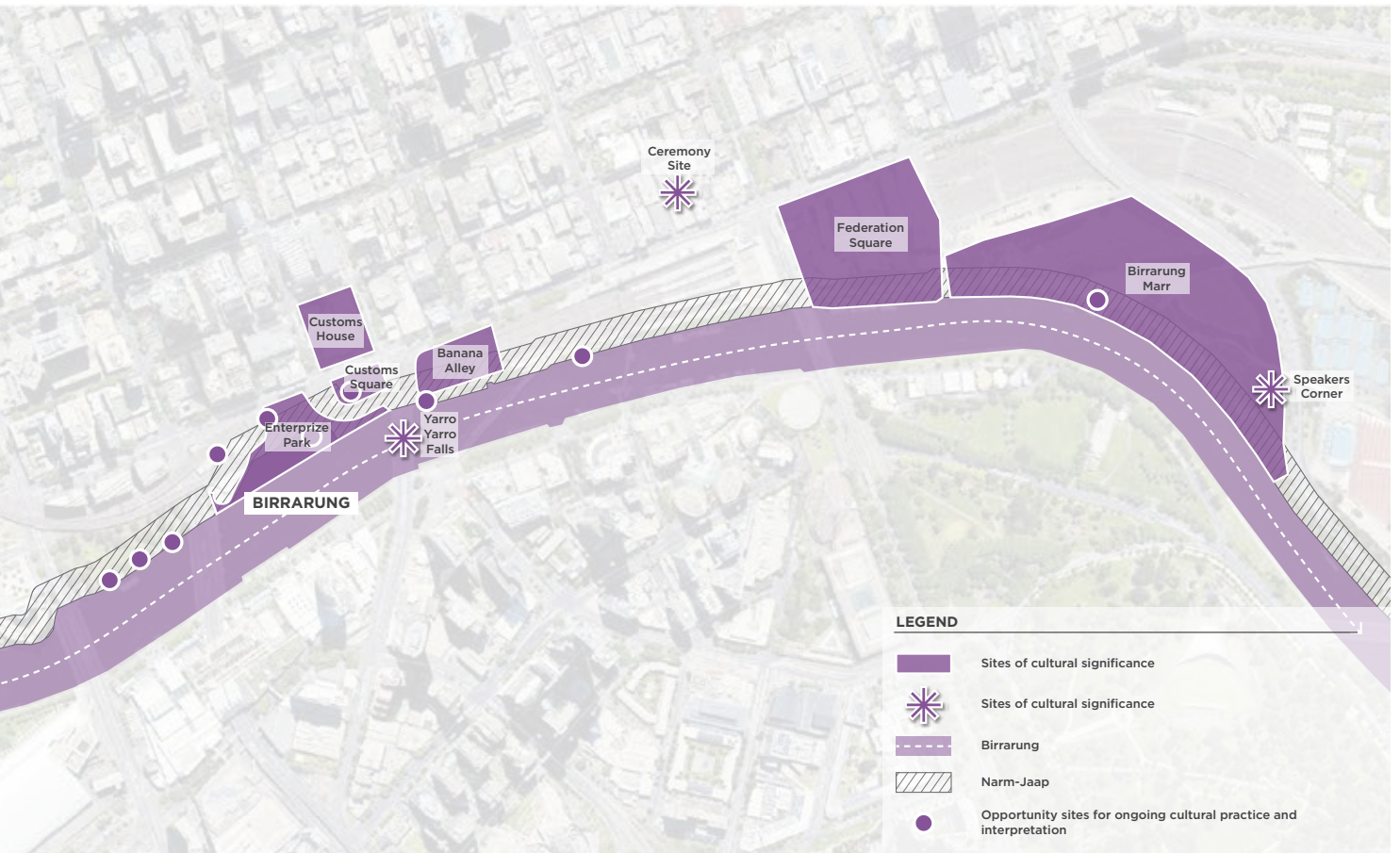
As well as important cultural sites, there are many places along the Northbank that speak to a more recent past, to the current time and to the future. Traces of much of the narrative of Melbourne and its evolution can

be found on the Northbank, however this is currently not evident to visitors. Physical heritage assets including railway and maritime infrastructure are under appreciated and their importance is not recognised.

The important stories of the Northbank's history are not adequately represented in either the current built or natural environment.

Culture is not only about the past. Melbourne is a place of diversity, made up of many cultural groups. The Northbank currently lacks places that provide opportunities for the ongoing cultural practices of these groups.

Importantly, Aboriginal culture and heritage is an under represented layer in the city and in the contemporary river landscape. The Northbank is an important place for Traditional Owner Groups. Although at present,



Map reference: Hoddle Grid Heritage Review

representation of the past, present and emerging Aboriginal culture is difficult to interpret and the Greenline provides an opportunity to address this.

With so much of the story of Melbourne's evolution present along the Northbank, a unique opportunity exists to tell this story along the Greenline. As well as looking to the past, the Greenline must also provide space to celebrate culture now and into the future.

The many stories of Melbourne should be represented throughout the Greenline. It is important that the stories of the Traditional Owners are the foundational narratives which all other stories connect to. The Northbank provides an ideal setting to make visible the important stories of the Aboriginal people of Melbourne.

Design Principles

1. Provide opportunities for the ongoing practice and celebration of Aboriginal culture.
2. Recognise and reflect the many cultural narratives and values associated with the Yarra River, Birrarung.
3. Enhance the unique character of the Northbank by celebrating the existing heritage assets.

PLACE

Great places for people



Northbank's character has been shaped by its history 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 for people and an enhanced Northbank.

The Northbank is identifiable by its distinctive features of parks, bridges, vaults, railway viaduct structures and numerous historical sites. It is important to respond and celebrate these aspects while ensuring they can support contemporary public open space needs. It is vital to Melbourne's economy that the Yarra River continues to emerge as a vibrant and creative destination, unique to Melbourne.

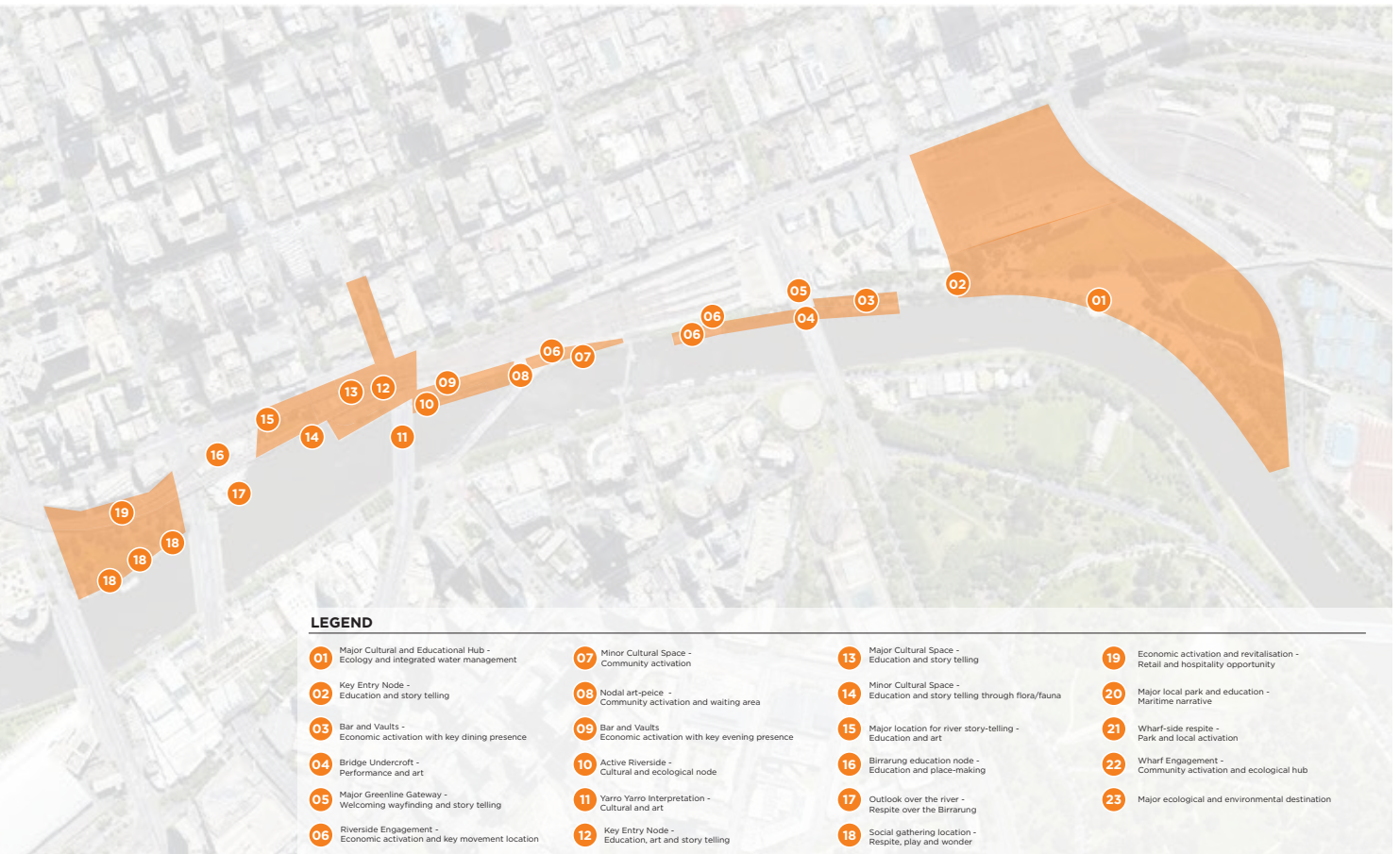
Melbourne's development has historically turned its back on the river with many of the city's major abattoirs, carparks and heavy industrial sites interfacing with the Northbank. In recent decades, the City of Melbourne has transformed some precincts on the river's edge into key civic destinations such as Southbank, Birrarung Marr and Federation Square. These spaces are highly successful in hosting major civic events and celebrations, and are known internationally for their place-value. However, much of the Northbank still requires significant improvement to achieve their potential as great open spaces for residents, workers and visitors.

While the evolution of the site over time is a unique narrative, it also brings a range of challenges. The general presentation of the Northbank is compromised by the elevated rail viaducts which create loud, overshadowed and seemingly leftover spaces. Arterial roads make access to the river and open spaces difficult for people.

Much of the Northbank remains poorly activated and underutilised. This exacerbates anti-social behaviour, impacting on people's sense of safety and security. By improving the condition of surrounding streets and spaces, "eyes on the street" may assist in the perception of safety for users within these public open spaces.

As the population increases within the central city and further development brings more visitors to Melbourne there is a growing demand for quality public open spaces within this highly visible waterfront precinct. The Greenline project has the ability to transform the quality of the river, providing new and exciting spaces for visitors and locals. Investment into quality open spaces will ensure the Northbank of the Yarra River, Birrarung is considered an international river destination.

The revitalisation of the Northbank needs to balance public access to the river front with commercial activation and events.



Incorporating public art will ensure story-telling and narrative will be embedded in the Greenline, providing a linear journey as well as a cohesive series of individual spaces.

The Northbank will be a place with distinctive, locally authentic character which reflects the diverse histories of the site. Existing heritage infrastructure such as the Banana Alley Vaults, Signal Building and existing rail viaducts provide a tangible opportunity to provide spaces which are authentically Melbourne.

While the existing landscape character in areas is comprised of plane trees and hardstand surfaces, there is an opportunity to respond to the unique river front setting through a consistent visual language which connects the disparate segments of the Northbank.

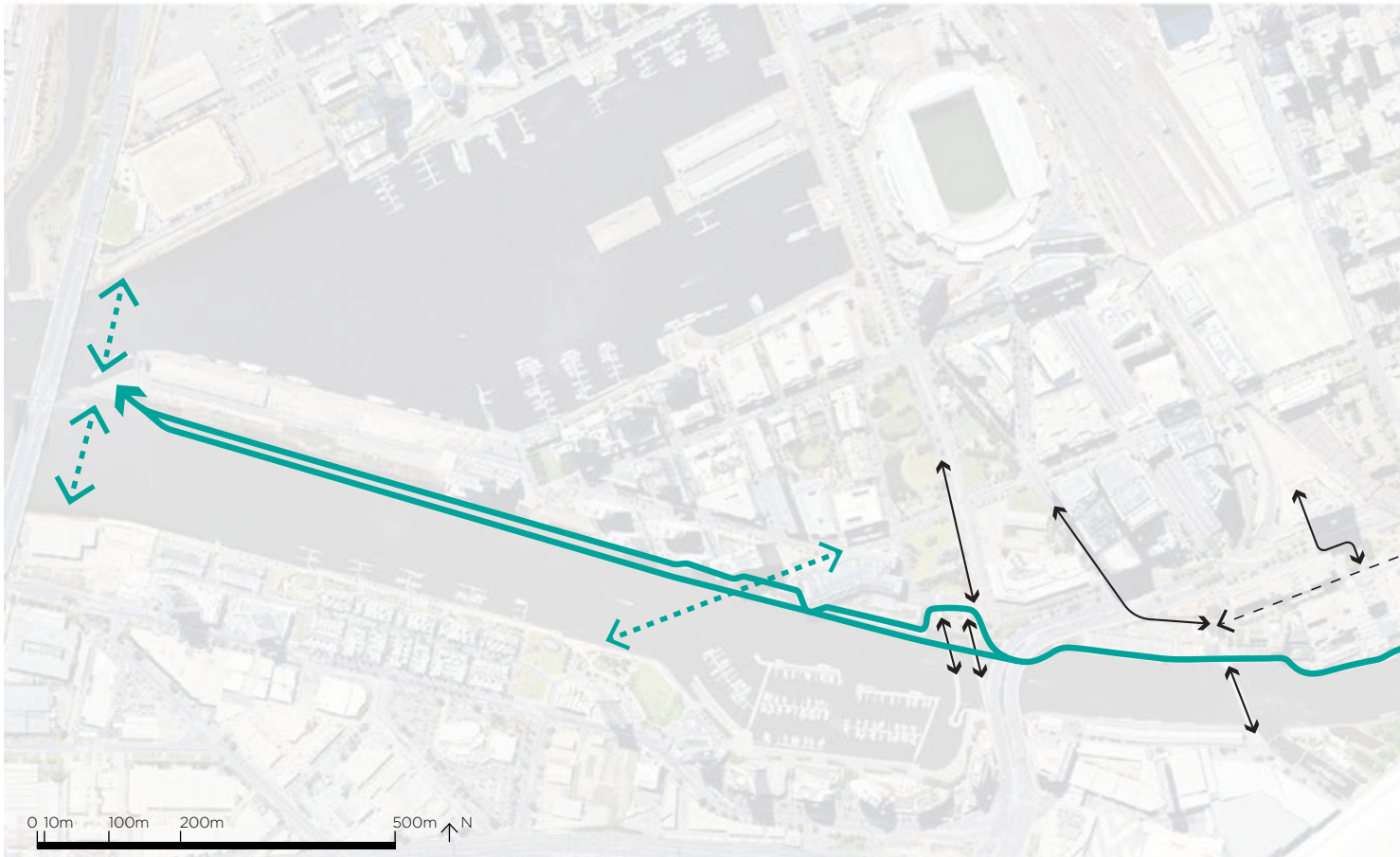
Transformation of the Northbank and the creation of the Greenline has the potential to uplift undervalued areas of the central city, providing a more desirable location to rest, play and wonder.

Design Principles

1. Create spaces that embrace the river context.
2. Sustain the Yarra River, Birrarung as a primarily public place.
3. Prioritise safety and inclusion.
4. Balance a consistent identity, with a series of diverse offers.
5. Improve the city's environmental resilience.
6. Provide amenity and experiences that support community health and well being.
7. Provide high quality places for people.

CONNECTION

An uninterrupted journey



The Northbank of the Yarra River, Birrarung offers a unique setting, linear in nature. It's 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.

Despite the attraction of the river, there are many issues that currently hinder access to and movement along the Northbank.

Connectivity from the CBD to the Northbank is currently poor. Overhead rail infrastructure and vehicle traffic on Flinders Street separate the Northbank from the CBD both visually and physically. Many of the streets that lead to the Northbank are unpleasant for pedestrians.

Movement along the River is also challenging as all the major streets and bridges which cross the Northbank prioritises car movement over pedestrians and cyclists. The poor physical condition of footpaths, limited universal accessibility, and the lack of coherent way-finding and signage all make this problem worse.

There are actual and perceived safety issues along the Northbank, with some areas being of more concern than others. Poor visibility, lack of adjacent activation, limited passive surveillance, insufficient lighting all contribute to this issue.

There is a real opportunity to transform the fragmented and underutilised existing paths into a clear walking and cycling connection.

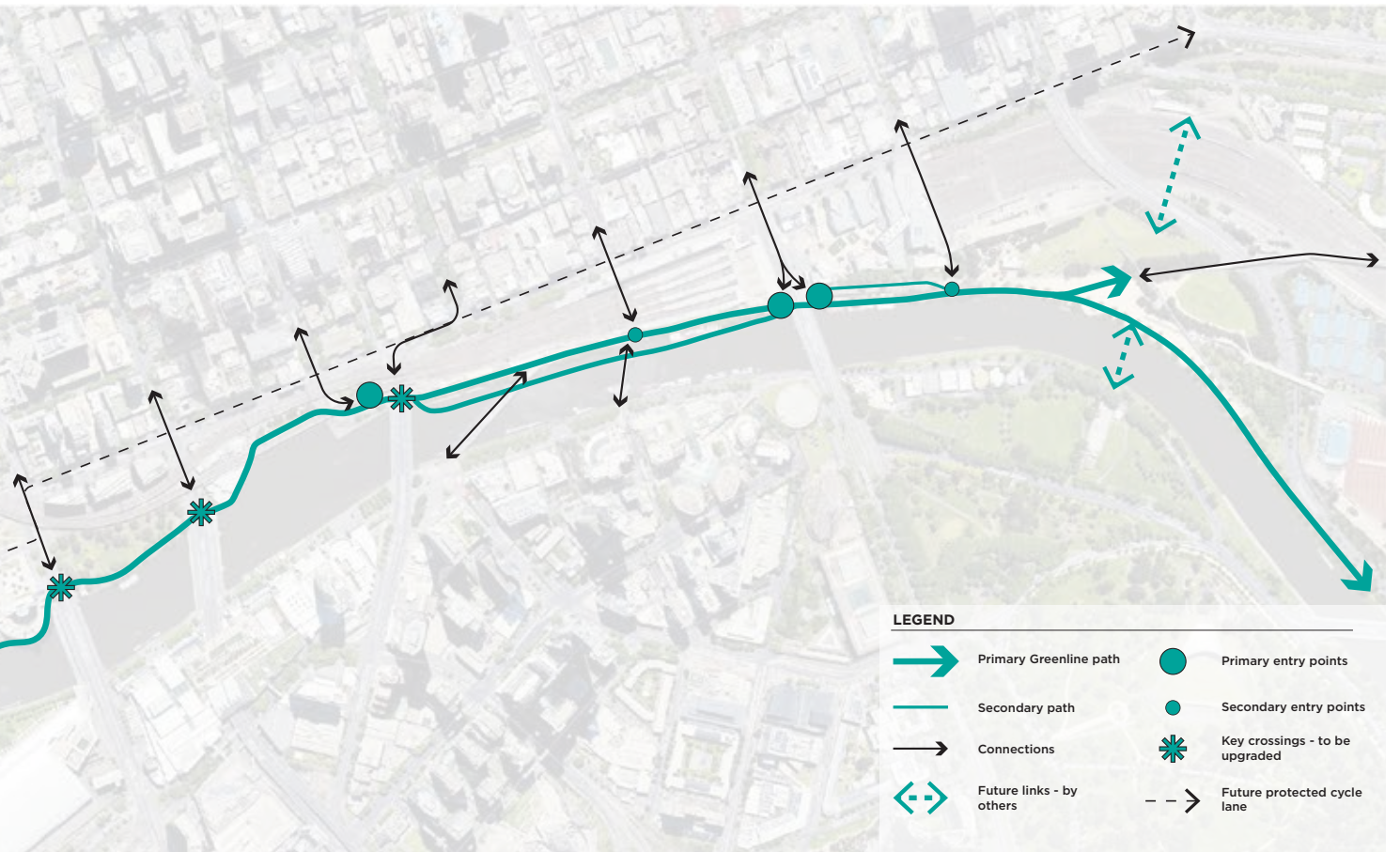
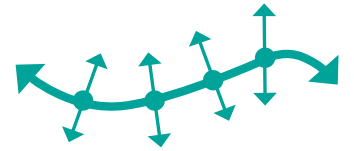
The Northbank is part of the Capital City Trail and is currently used by both pedestrians and cyclists. These users groups have different spatial requirements as a result of different travel speeds and movement patterns. The differences between

users in a limited space sometimes creates conflicts and negatively impact the safety and experience of the Northbank. The Yarra River Birrarung Strategy and the Transport Strategy propose the provision of protected cycle lanes on Flinders Street for commuter cyclists and the Northbank as a "slow space" for recreational cyclists to manage this conflict.

While the existing Northbank path is next to the River, it provides little opportunity to connect with the River or with the site's rich cultural and historic context.

The Greenline will be a continuous, uninterrupted journey along the Northbank with a unique identity that celebrates its context.

This path must connect seamlessly to the CBD, and link existing, new and future places and destinations. The Northbank is well positioned to provide this link.



Design Principles

1. Create a continuous, uninterrupted journey along the river edge.
2. Improve opportunities to visually and physically connect to the river and the Northbank
3. Better connect the Northbank into the streets of the central city
4. Provide safe, inclusive and universally accessible connections
5. Enhance conditions for pedestrians and recreational cyclists

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 Northbank of the Yarra River, Birrarung within the following five precincts:

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



BIRRARUNG MARR PRECINCT

Vision

An enhanced civic and cultural precinct acts as a gateway to the Greenline. Indigenous 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 Custodians at all stages of the project.
- Work with the Traditional Custodians 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 rivers 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.

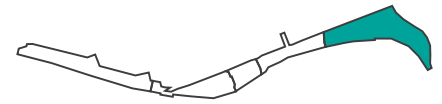
e Russell Street Connection

- 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

- » Engage with Traditional Custodians, RAP determination and Aboriginal Stakeholders (Birrarung Willam).
- » Engage with land owners and managers on potential improvements.
- » Interface with Parks Victoria assets including berthing operations at Federation Wharf.
- » 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

Vision

Indigenous, 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 Custodians at all stages of the project.
- Work with the Traditional Custodians 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

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

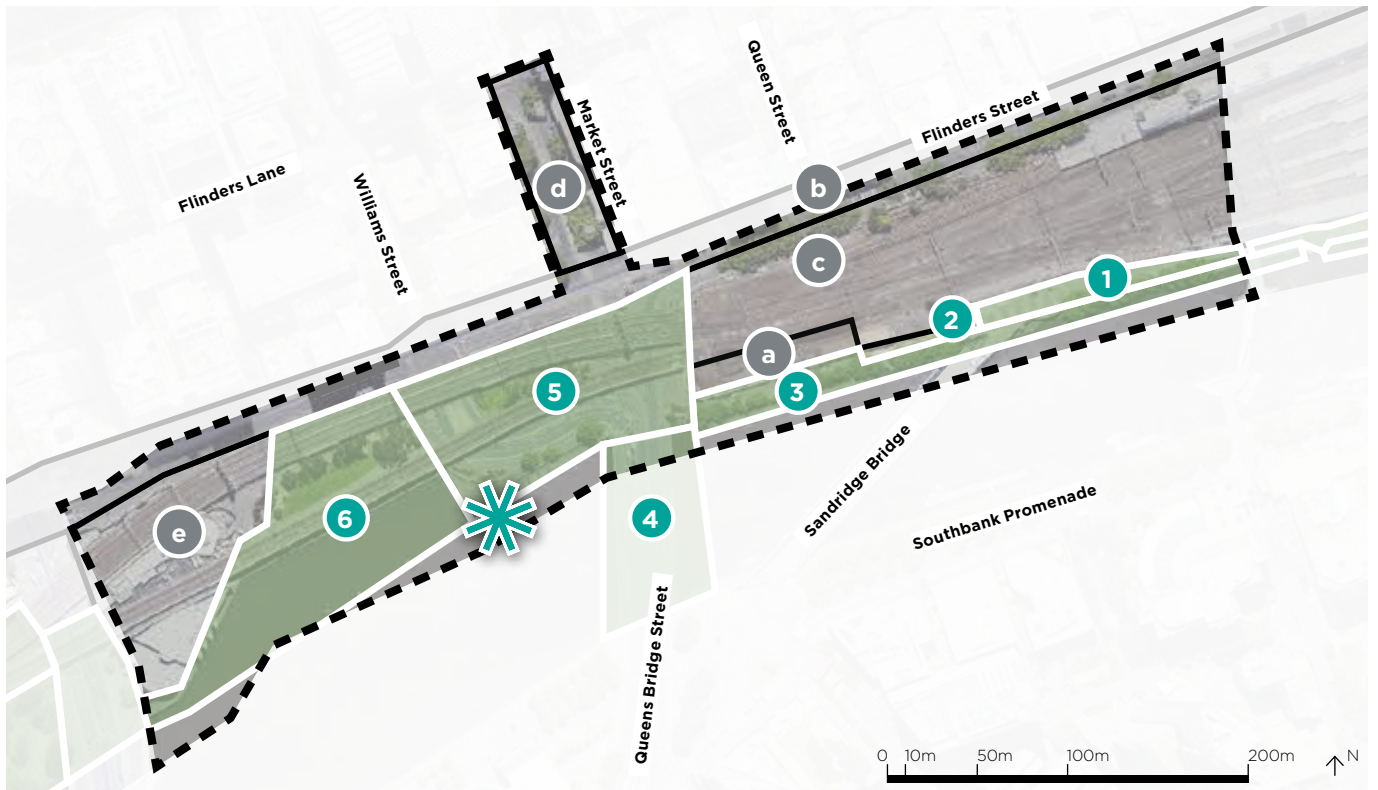
- Investigate opportunities for cultural interpretation and a memorable landscape or art installation at the site of the Yarro Yarro (the Falls) on both sides of the river.

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.



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

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.

Next Steps

- » Engage with Traditional Custodians and RAP determination.
- » Interface with land owners and managers on potential improvements.
- » Undertake climate impact and asset vulnerability assessment.



RIVER PARK PRECINCT

Vision

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 Custodians at all stages of the project.
- Work with the Traditional Custodians 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.
- 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.
- Provide opportunities for increased safety, amenity and activation.

Unlocking actions

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

Key improvements

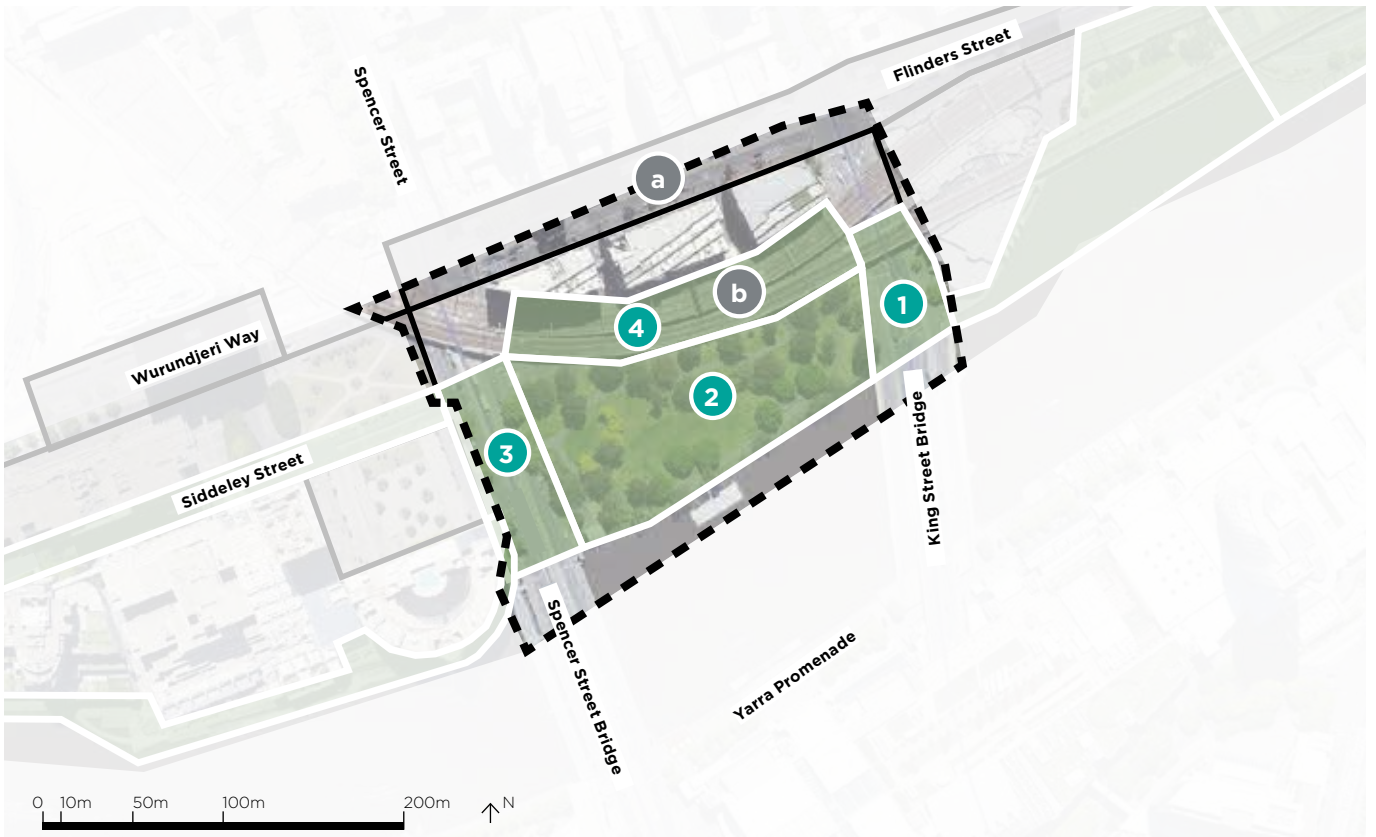
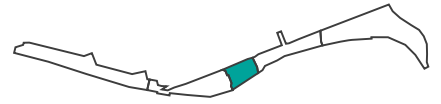
- 1 King Street Crossing**
 - Improve King Street crossing to prioritise pedestrian movement including potential signal relocation.
 - Investigate opportunity for footpath expansions by reducing traffic lane widths.
- 2 Batman Park**
 - Enhance Batman Park as a public open space to serve the surrounding 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

- » Engage with Traditional Custodians and RAP determination.
- » Undertake climate impact and asset vulnerability assessment.
- » Coordinate with asset owners and authorities.



Existing site conditions



MARITIME PRECINCT

Vision

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 Custodians at all stages of the project.
- Work with the Traditional Custodians 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

- » Engage with Traditional Custodians and RAP determination.
- » 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



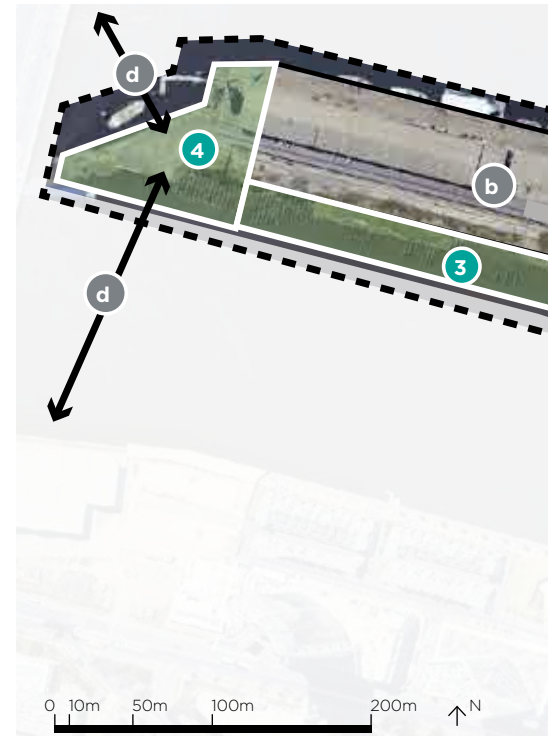
SALT WATER WHARF PRECINCT

Vision

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 Custodians at all stages of the project.
- Work with the Traditional Custodians to ensure the cultural narrative of the River is celebrated and embedded into the project delivery process and built outcome.
- Acknowledge the Indigenous 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

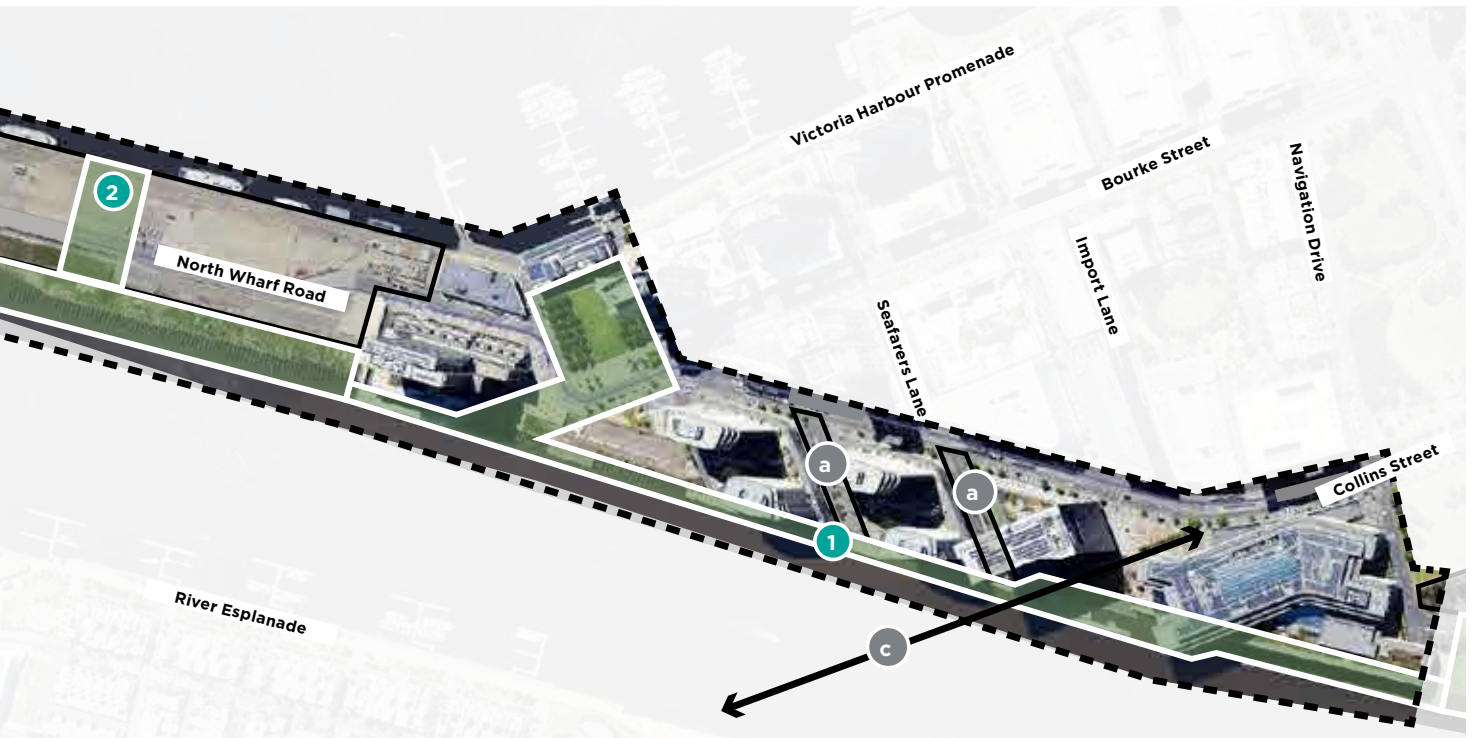


Key improvements

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



Next steps

- » Engage with Traditional Custodians and RAP determination.
- » Engage with developer and Development Victoria
- » Consider development timing and delivery of public realm works.
- » Undertake climate impact and asset vulnerability assessment.

Existing site conditions



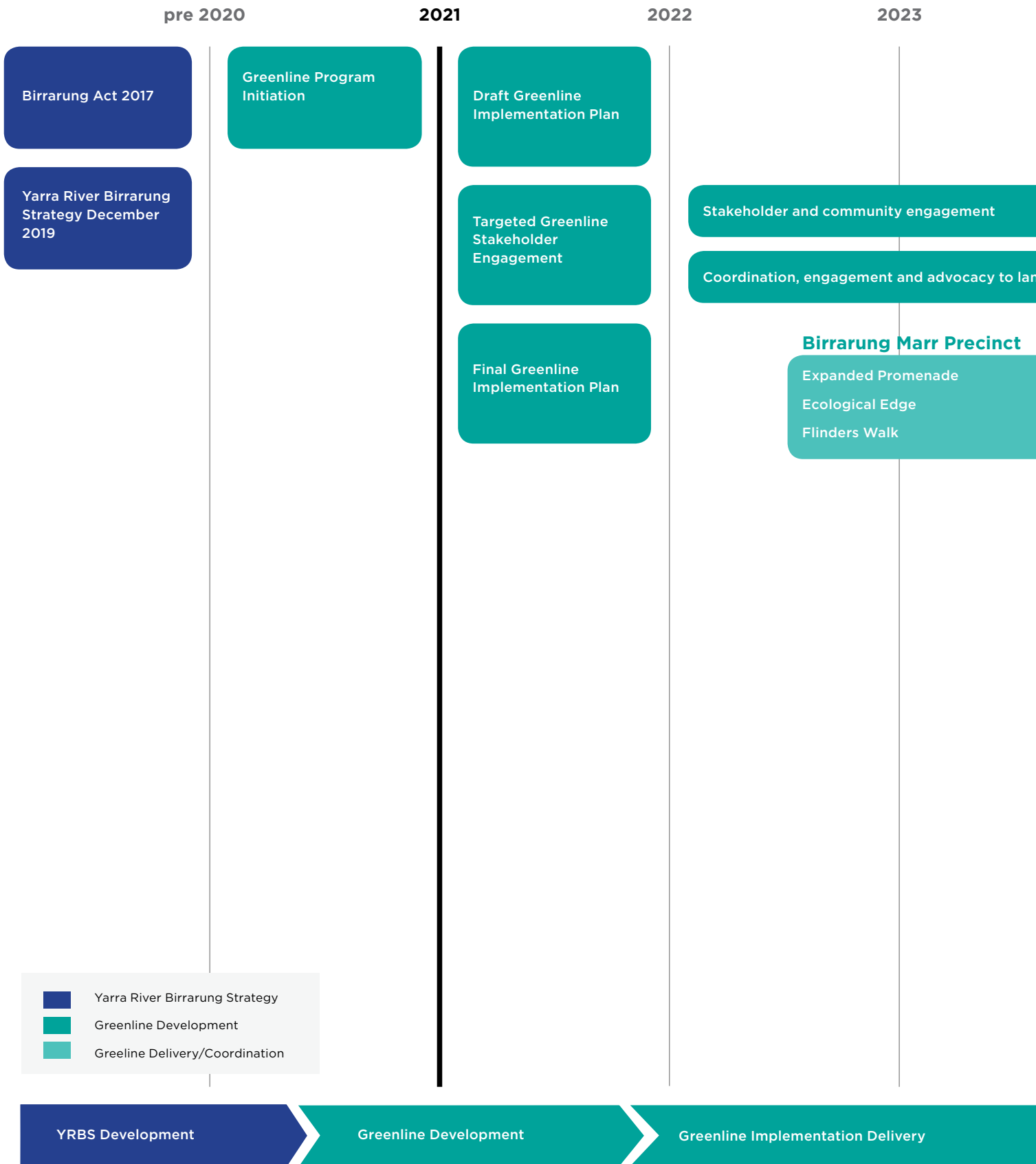
THEMES AND PRINCIPLES SUMMARY

| Theme | Principle | |
|--------------------|-----------|---|
| 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 Northbank 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 Northbank |
| | Co3 | Better connect the Northbank 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 | Project | Stakeholders / Partnerships | Timeline for Delivery | Cost | Principles |
|-------------------|---------------------------------------|--|-----------------------|-----------|---|
| 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





NEXT STEPS

The successful delivery of a renewed central city waterfront along the Northbank will require coordination and funding across a number of different stakeholders. The first step in creating a platform for cooperation will be gaining support for the aspirational objectives as investigated within this document. Bringing the ideas of all external stakeholders together will work towards gaining the necessary encouragement for ongoing research, discussion and engagement to identify further issues and opportunities as this project evolves.

This document will be the basis for engagement with key government stakeholders including The Victorian Government, Development Victoria, Parks Victoria, VicTrack and key landowners. Responses received will be the basis for ongoing research and analysis to identify priorities and opportunities to progress implementation of improvements within the broader Greenline. The City of Melbourne in conjunction with key stakeholders, will develop a partnership implementation plan that offers direction on how we can pursue the aspiration for a connected Greenline over the next 20-50 years.



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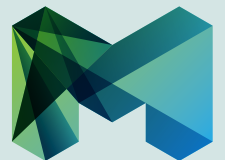
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