

Mr Ross Brewer
Melbourne Maritime Heritage Network
Via [email: rbrewer45@bigpond.com](mailto:rbrewer45@bigpond.com)

Dear Mr Brewer

Future Melbourne Committee 7 December 2021 Agenda item 6.6 Final Greenline Implementation Plan

We refer to your written submission on the Greenline Implementation Plan to the 7 December 2021 meeting of Council's Future Melbourne Committee which resolved amongst other things to endorse the Greenline Implementation Plan.

We thank the Melbourne Maritime Heritage Network for its submission and continued support of Greenline, including a briefing by your members for the Greenline branch earlier this year and recent meetings with me and Mark Allan with Dr Jackie Watts and Dr Liz Rushen AM. We are also grateful for the network's participation in online stakeholder workshops held in September and October as part of consultation of the Greenline Draft Implementation Plan.

You have raised a number of issues in your submission to Future Melbourne Committee and we set out the following responses in the order of your submission.

1. "MMHN is very pleased support this Motion which represents such progress in implementing the Greenline Project."

Response – *noted with thanks.*

2. "However, close analysis of the text raises significant concerns. Regrettably from the maritime historical perspective, this Greenline plan does not reflect the fundamental importance of maritime trade on the entire river. The river, its banks and its role have defined this city."

Response – *We recognise that the maritime history of Melbourne extends across a broad area of the city's river and ports. The Yarra River Birrarung Strategy addresses the broader context of the river across both banks and identifies initiatives to help tell the stories of Melbourne. The Greenline initiative will contribute towards these actions for the north bank, and inform strategies for their implementation more broadly.*

3. "A quotation (p33) from a submitter encapsulates the necessity of adequately understanding the river. 'People currently see the river as dirty and they don't understand the stories behind it and the benefits it brings us. Although the plan refers to enabling 'connections' it appears to overlook the river itself – the waterways – always the primary connection of immense significance in the emergence of Melbourne as a great maritime trade port city'."

Response - *The implementation plan for Greenline builds on the broader strategic work of State Government with the Birrarung Act and the Draft Yarra Strategic Plan, and the City of Melbourne's Yarra River Birrarung Strategy 2019, which bring focus to the importance of the river to Melbourne. The Greenline initiative presents a plan to revitalise the north bank, shifting the city's focus back to the river and contribute to building greater knowledge about the waterway and its relationship to and with the surrounding land. The implementation plan does have a focus on the north bank of the Yarra and its relationship with the waterway. The intent of the Greenline is to enable co-ordination and collaboration of the various agencies and communities involved in management of the land and waterway to recognise and celebrate the value of the river to the city.*

4. The river and its banks must be recognised and understood by planners as a single entity with a continuous and significant maritime trade presence not only along the entire north bank of the inner reaches of the Yarra but extending around into Victoria Harbour. Given that Lendlease now predicts development to the tip of Collins Wharf may take another 15 years, and given the dire need to activate Docklands, MMHN strongly encourages the CoM to modify this current Greenline implementation plan in such a way as to incorporate Harbour Esplanade and New Quay Promenade.

Response – *In connecting the full north bank of the Yarra between the Bolte Bridge and Birrarung Marr, the Greenline initiative is seeking to engage with the developer and Development Victoria to integrate and optimise the experience of the river and its public spaces. The study area of the Greenline is inclusive of the Collins Wharf development precinct and we will be looking at opportunities to connect with Victoria Harbour, realising benefits and supporting the continued development and enrichment of experiences in Docklands.*

5. "MMHN proposes a low-cost extension of Greenline to effectively encircle Melbourne's heritage-listed Victoria Harbour. and potentially activate Docklands businesses by drawing both local and international visitors. Two legitimate existing waterways 'precincts' - Harbour Esplanade Precinct and New Quay Precinct could be easily generate public visitation by installation of informational and directional signage at the end of Jim Stynes Bridge that could direct the public across to Harbour Esplanade. Victoria Harbour is known to have been the site of the Blue Lake/Swamp, which was pre-contact, an abundant source of food. This should certainly feature in a Greenline 'precinct'."

Response – *In defining the scope and extent of the Greenline, ultimately the clarity of the river's north bank was determined as the focus for this initiative. It is intended that this initiative will enable the connection of the city river with the Docklands, the Moonee Ponds Creek (and the former blue lake/swamp), and to Fishermans Bend, driving visitation and ease of movement for pedestrians.*

6. We reconfirm that MMHN is strongly supportive of Greenline and it must ensure historical accuracy, which lends reputational credibility to this city. We feel designated 'precinct' names should strive for historical accuracy. For example - Parts of the north bank were radically re-configured post-settlement (e.g. Collins Wharf and Victoria Harbour). Yet the 'precinct' is designated 'Salt Water Wharf Precinct' when the wharf was created as maritime mercantile infrastructure. MMHN takes the view meaningless name 'Eco Park' is not appropriate on this site, which so clearly features significant maritime harbour infrastructure. e.g. navigation aids and the heritage-listed Harbour Trust Tower.

Response – *The precincts shown in the implementation plan are primarily for the purpose of informing the delivery process and don't seek to formalise the identity of these locations in any other way. They provide a general reference to sections of the river where there are common stakeholders and land management considerations. How we refer to these areas may change over the course of the program delivery and as will their extent depending on more detailed work to plan and define the projects. We note that the formal naming of any new spaces will be subject to a process which will be determined with key authorities and stakeholders, and informed by CoM's policy context regarding place naming.*

7. We note that an earlier Dockland Plans appropriately name this area the Sir John Coode Park - in referencing the engineer who designed his world-renowned civil engineering project which enabled the Port of Melbourne to prosper. Such Maritime heritage deserves accuracy and respect.

Response – *As noted above the naming of this open space and any new park or street will be subject to a future formal process in accordance with Council protocols.*

8. We note recommendations 10.5.1 & 10.5.2 authorizes the General Manager, Property Infrastructure and Design a to make “minor editorial changes” and will “continue detailed planning and programming” in relations to precincts. MMHN welcomes any opportunity to assist the CoM in ensuring that the already commendable Greenline project better reflects the rich maritime heritage - Maritime Melbourne - in the best possible way

Response – *The implementation plan is the first step to shaping how the city can deliver on the recognition and revitalisation of the north bank of the Yarra River – Birrarung. Stakeholder and community input will continue to be sought to shape the projects and site wide initiatives of Greenline and we look forward to ongoing involvement of the MMHN in supporting this work.*

We would welcome the opportunity for continued dialogue with the Melbourne Maritime Heritage Network. Please feel free to reach out to me or Mark Allan, Director Greenline on (m) 0408 379 278 or (e) marall@melbourne.vic.gov.au should you wish to discuss any aspect of this city- shaping project.

Yours sincerely
Roger Teale

General Manager Property, Infrastructure and Design



Telephone
E-mail
Website
CoM reference DM#15145025

9658 9658 @melbourne.vic.gov.au www.melbourne.vic.gov.au