

## MMHN Submission

1 December 2021

### Future Melbourne Committee

7 December 2021

### Agenda Item 6.6 Greenline Implementation Plan

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

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.

A quotation (p.33) 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.

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.

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 and New Quay - could 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'.

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 sections of the north bank, such as Collins Wharf, were radically re-configured post-settlement, yet this precinct is designated 'Salt Water Wharf Precinct', ignoring the fact that the wharf was created as maritime mercantile infrastructure.

Similarly, MMHN takes the view that the meaningless name 'Eco Park' is not appropriate on a site which so clearly features significant maritime harbour infrastructure such as navigation aids and the heritage-listed Harbour Trust Tower. We note that an earlier Dockland Plans appropriately name this area the 'Sir John Coode Park' in referencing the engineer who designed this world-renowned civil engineering project which enabled the Port of Melbourne to prosper. Such maritime heritage deserves accuracy and respect.

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 of *Maritime Melbourne* in the best possible way.

Kind regards

Ross Brewer  
Member MMHN Board.