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1.0 Project Background

1.1 About this project

The Yarra River – Birrarung – is a defining natural element of Melbourne and the Port Phillip region of Victoria. It has deep cultural significance for the traditional owners of the region; played a foundational role in the formation and evolution of metropolitan Melbourne; and continues to serve a wide range of physical, cultural and environmental functions to an increasingly urbanised catchment.

Today, as it has in the past, Melbourne is facing significant and sustained population growth. Extensive change is occurring throughout the city and, as a result, a crucial need exists to develop and implement an overarching vision for the Yarra River corridor. In response, the State Government of Victoria has made a strong commitment to enhancing the protection of the Yarra with a raft of new initiatives. Through the introduction of legislation, strengthened planning controls and a collaborative committee, the Yarra River will be protected for the benefit and pleasure of future generations.

The *Yarra River Protection (Wilip-gin Birrarung Murrn) Act 2017* ('the Act') identifies the Yarra River and the hundreds of parcels of public land surrounding it as one living, integrated natural entity for protection and improvement. An important initiative of the Act is the preparation, for the first time, of a Yarra Strategic Plan to guide future governance, management, use and development.

To support the preparation of the Strategic Plan Ethos Urban has been engaged by Melbourne Water to prepare a report that addresses the relationship between the Yarra River and various existing land use framework components and regional infrastructure networks. This is an important early step in the preparation of an overarching, integrated strategy for the entire Yarra River.

This gap analysis report forms the initial stage of the project, identifying gaps within existing land use strategies and plans; and mapping and analysing a number of key elements of the river and its surrounding context. Its preparation involved a comprehensive review of strategies and plans that have topical or geographical relevance to the Yarra River; mapping of GIS data from a wide variety of sources; and a workshop with Melbourne Water project staff.

1.2 Study area

The boundaries for the Yarra Strategic Plan are outlined in the *Yarra River Protection (Wilip-gin Birrarung Murrn) Act 2017*. The study area for this project, comprising the land to which the Yarra Strategic Plan applies, is defined by:

- 'Yarra River Land' – Crown land or freehold land owned by a responsible public entity that it is within 500 metres of a bank of the Yarra River. This definition includes the entire parcel where any part of the land falls within the relevant distance. It excludes land owned by a municipal Council.
- Land within one kilometre of a bank of the Yarra River other than land within the Port of Melbourne and land within the closed drinking water catchment supply area.
- Other land outside the one-kilometre corridor that is included at the Minister's discretion under the provisions of the Act.

1.3 River reaches

In preparation of the Strategic Plan, the Yarra River has been divided into four reaches in order to understand and identify the unique challenges and opportunities that exist along its diverse course. The four reaches are:

1.3.1 Inner-city reach

This reach includes the area between Port Phillip Bay and Dights Falls, covering land within the Cities of Melbourne, Yarra, Stonnington, and Boroondara. This is a highly urbanised reach in which the watercourse has been heavily

modified and the corridor has clusters of dense urban activity. It contains areas of former industrial land uses and buildings that are being converted for residential and commercial purposes.

1.3.2 Suburban reach

This reach includes the area between Dights Falls and Warrandyte, covering land within the Cities of Boroondara, Banyule and Manningham, and the Shire of Nillumbik. This section extends through suburban residential areas of Melbourne where extensive areas of River Land are used for recreation and transport purposes.

1.3.3 Lower rural reach

This reach includes the land between Warrandyte within the Shire of Nillumbik and Healesville in the Yarra Ranges Shire. In this reach the river flows through agricultural and agri-tourism land that plays a significant role in the Victorian economy.

1.3.4 Upper rural reach

This reach includes the area between Healesville and the Upper Yarra Reservoir within the Yarra Ranges Shire. The land within this reach is primarily agricultural, with the river passing a number of rural townships and forests.

2.0 50-Year Community Vision for the Yarra River

The 50-year Community Vision for the Yarra River forms the cornerstone of the Yarra Strategic Plan. It is intended to provide direction and focus on long term priorities regarding river health and amenity, as well as guide land use and development policy.

The vision for the whole of the Yarra River is as follows:

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

Flowing from source to sea, it is the resilient lifeblood of past, present and future generations of Victorians. It connects and enriches our flourishing city, suburbs, regions and beyond.

Our Yarra River, Birrarung, its essential role in our lives and its rich history, are respected, understood and protected. It has cared for us for thousands of years and will for thousands to come.

The vital and continued role of Traditional Owners as custodians of the River, and its role in their culture, is recognised and celebrated.

Our Yarra River, Birrarung and its diverse surrounding landscapes provide a place of refuge, recreation, learning and livelihood. It brings communities together and supports sustainable local economies.

Its clean waters and connected network of thriving green spaces nurture biodiversity, and deepen the relationship between people and nature.

Our Yarra River, Birrarung, is respected as a sacred natural living entity and everyone takes responsibility for its care. Its health and integrity are paramount and uncompromised.

What is good for the Yarra is good for all.

The 50-year vision for the Yarra River as a whole is supported by individual visions for each of its reaches.

2.1 Inner-city reach

2.1.1 Vision

Our Yarra River, Birrarung is a thriving river for our thriving city.

It provides a unique place of transition, both spiritually and physically. Here the river and its treasured banks and backdrops are Melbourne's meeting place; an inclusive and iconic place for connection, celebration, recreation and learning.

Our love for its vast and expanding green spaces and clean waters provide a healthy habitat for all.

2.1.2 Character

- The river is seen as an iconic symbol of central Melbourne for locals and visitors – a place where people of all backgrounds have come together for generations.
- It is the site of the first location of European settlement in Melbourne, its course and surrounding landscape significantly changed and modified since.
- A modern and growing cityscape surrounds sites of Aboriginal significance and examples of our more recent industrial history on the edges of the river.
- It is surrounded by essential spaces for relaxation, recreation and events for our busy and growing city population.
- Its banks are lined with buildings, promenades and other social infrastructure.

2.1.3 Values

- Celebrate the river as the centrepiece of Melbourne, acknowledging its role in our history and how it drives the city's continued success.
- Position the river as a symbol of learning and respect for Aboriginal culture, deepening community understanding of the sacred role it plays for Traditional Owners.
- Foster innovative urban waterway and open space planning to ensure the needs of our growing city are balanced with the future environmental health of the river.
- Expand our connected network of treasured Yarra parklands, creating better access and more spaces for relaxation and recreation.
- Showcase the river as a place for sustainable and creative events, with a focus on culture, sport, ecology and education.
- Position the river as an environmental educator, helping communities better understand its role in keeping Victoria healthy in the past, present and into the future.

2.2 Suburban reach

2.2.1 Vision

Our Yarra River, Birrarung provides a continuous network of protected parklands, providing inclusive access to all.

A covenant of custodianship is adopted by private landowners along the reach, embedding a culture of respect and responsibility for river values.

The river corridor provides a healthy natural environment, enabling swimming, relaxation and other recreational activities. Importantly, it also supports a flourishing natural ecosystem, including networks of billabongs and wetlands, for indigenous plants and animals to thrive.

This is a valued place of connection to Wurundjeri culture and community, with a network of hubs of learning, play and celebration. It benefits from a united and integrated approach to governance and land management, guided by the wisdom and practices of Traditional Owners, keeping culture not just in the past but alive into the future."

2.2.2 Character

- The river runs through a landscape which comprises bushland, farms, urban environments and more formal open spaces.
- The river's character is varied and includes steep gorges, expansive floodplains and networks of billabongs.
- A near-continuous network of accessible parklands, public and private golf courses and conservation areas support the natural character of the river corridor, while protecting local populations from flood.
- The river is a vital refuge from the city with recreation trails providing links to inner-city Melbourne.
- Bolin Bolin Billabong and the confluence of the Merri Creek and Yarra River are amongst numerous sites of cultural significance for the Wurundjeri people.

2.2.3 Values

- Expand the river's local parklands and trails to improve continuous access, increase biodiversity and enhance river health.
- Celebrate our spiritual connection to the river and its surrounds.
- Establish new habitat for endangered birds, fish and wildlife.
- Employ collaborative planning processes for development to ensure changes are for the benefit of the river and the advantage of all in the community, not just the few.

- Collaborate to provide innovative immersive experiences with nature by expanding natural river tracks and creating environmental playgrounds along the corridor.
- Explore opportunities for community education and connection to Wurundjeri knowledge and cultural practice and significant sites.

2.3 Lower rural reach

2.3.1 Vision

From Healesville to Warrandyte, our Yarra River, Birrarung and its surrounding environment is embraced and cared for through a deep understanding and sense of custodianship, the way the Wurundjeri have always done.

It is embraced by a wide, mature cloak of indigenous vegetation through the flats, filled with the sights and sounds of native animals and birds.

Our Yarra River, Birrarung is home to happy farmers, making a living and caring for the river and its lands.

People visit the river in key locations to meet and play in, on and beside the water whilst learning about its rich history, its Wurundjeri carers and incredible environmental values.

From Yering Gorge, our Yarra River, Birrarung is continuously replenished by plants and animals from Kinglake and beyond, joining the river on its journey to the city.

2.3.2 Character

- Open, expansive pastoral land along the river is framed by surrounding mountain ranges.
- The Yarra flats (upstream of Yering), cleared of native vegetation, are used for farming and agri-tourism which contribute significantly to the Victorian economy.
- Around Yering Gorge there is an enclosed corridor of indigenous vegetation replenishing the river, alongside many billabongs and wetlands with high biodiversity values.
- Many parts of the river lack direct public access, which has led to the preservation of an extensive natural habitat corridor.
- Numerous places of high cultural significance for the Wurundjeri people run alongside the river, such as Mount Lofty and Brushy Creek confluence.

2.3.3 Values

- Improve community access at sensitive locations to enrich local connections, whilst protecting the regions natural environment.
- Bring improved biodiversity to our local area, enhancing indigenous vegetation, animal, insects and fish in our habitat corridor and surrounding billabongs.
- Foster and support sustainable agricultural practices which exist in harmony with the river and its lands.
- Work with the Wurundjeri people to protect and enhance knowledge of local cultural values and sites.
- Explore innovative tourism opportunities around activities such as education, cultural heritage and fishing to showcase rural river experiences.
- Preserve the rural and bush character of the river and its landscape through collaboration and careful management of future development.

2.4 Upper rural reach

2.4.1 Vision

Careful and innovative management of our Yarra River, Birrarung and its neighbouring lands ensures the natural replenishment of local billabongs and wetlands and supports a continuous envelope of spectacular indigenous vegetation.

Our Yarra River, Birrarung supports employment and the social and economic wellbeing of local communities. Those communities and their landholders provide a valuable connection with the natural environment and the water.

The potential of our reach's biodiversity is fostered and enhanced by our enthusiastic local custodians, supporting the environmental health of the entire Yarra River, Birrarung.

2.4.2 Character

- The river is surrounded by a majestic natural landscape that embraces mountains, thriving forests and an abundance of wildlife.
- The area is supported by townships with strong generational family connections to the river and its surrounding lands.
- Farming and tourism industries, which rely on the river and its surrounding landscape, support employment and are major contributors to the local and regional economy.
- The natural beauty of the river is managed through a heightened focus on flood and fire risk for local communities.
- Numerous places along the river are of high cultural significance for the Wurundjeri people, such as the Coranderrk Station.

2.4.3 Values

- Promote and celebrate local cultural heritage through collaboration and community education.
- Develop new opportunities around local tourism, including river-based learning.
- Celebrate and promote opportunities for people to immerse themselves in the unique landscape, local wildlife and incredible biodiversity.
- Provide an expanded river access network for recreation and social connection.
- Foster healthy local ecosystems for the river, its wetlands and billabongs, which are recharged through environmental flows.
- Work with local farming communities to ensure sustainable water use.
- Celebrate personal connections to the river.

3.0 Strategic Context

The *Yarra River Action Plan* outlines actions to achieve the objectives set out in the Yarra River Protection Ministerial Advisory Committee ('Yarra MAC') Report. Key actions include the establishment of Melbourne Water as the lead agency for developing the initial Yarra Strategic Plan and coordinating its delivery. Action 14 relates to the Yarra Strategic Plan and sets out its ambit in the following manner.

3.1 Yarra Strategic Plan:

Develop and maintain an overarching river corridor strategic framework plan, to be known as the Yarra Strategic Plan, that gives effect to the community vision (and key directions for each reach of the river) and is developed in collaboration with the community and in accordance with departmental guidelines. It is to:

- *provide direction to, and harmonise activities and decision-making in the development of public open space along the river, statutory planning and the management of public land and infrastructure and waterway management*
- *recognise, protect and promote Traditional Owner cultural values and heritage values*
- *provide future direction to land use and development in the corridor*
- *have a 50-year outlook.*

3.2 Elements

The Act sets out a number of elements that are to be addressed by the Yarra Strategic Plan. These are set out at Section 21 as follows:

A land use framework plan must—

- include spatial plans for the Yarra Strategic Plan area; and
- indicate the broad direction for the future use and development of the Yarra Strategic Plan area; and
- identify areas for protection within the Yarra Strategic Plan area; and
- recognise and protect Aboriginal tangible and intangible cultural values, and other cultural and heritage values; and
- identify riparian zones and areas of high environmental or landscape value that must be protected from development; and
- identify areas for urban revitalisation or renewal*; and
- identify important views and viewsheds that provide a sense of place and connection with Yarra River land from and to surrounding areas; and
- identify areas for the attraction of commercial activities and services*; and
- identify locations suitable for a wide range of community activities and events*; and
- nominate habitat corridors and ecological values for improvement and the achievement of more resilient biodiversity outcomes, in terms of the following—
 - localised habitat or features within Yarra River land;
 - the role of Yarra River land in linking or maintaining the health of key habitat areas close to Yarra River land and minimising disruptions of sensitive flora and fauna; and
- define open space and urban forest networks that will provide for the amenity and recreation needs of local communities; and
- identify movement and access networks that link people to the Yarra River landscape and its parklands and as part of the larger regional trails network*; and
- incorporate any agreed strategic transport infrastructure including identified current or future river crossings and principal bicycle networks*; and
- identify public authority infrastructure and land management proposals that may affect Yarra River land*; and
- recognise projected climate change impacts, flood risks and bushfire risks.

This report addresses a subset of these elements relating to land use, development and regional infrastructure (identified with an asterisk*). A requirement of Section 20 to *'identify regional infrastructure networks'* will be addressed in the next phase of this project.

Each of these elements is described and analysed below and on the following pages. The analysis includes references to existing strategic documents and mapping prepared as part of this project.

4.0 Urban revitalisation and renewal

This section addresses Element F: 'Identify areas for urban revitalisation or renewal'.

4.1 Introduction

The current metropolitan planning strategy, *Plan Melbourne 2017-2050*, identifies urban renewal as a key priority for a growing metropolitan Melbourne. Underutilised land close to jobs, services and transport links will play an important role in facilitating the future growth of Melbourne, including a number of precincts in close proximity to the Yarra River within the lower reaches. While Plan Melbourne refers to the Yarra River as an integral part of Melbourne's identity and liveability, the role that the river is intended to play in urban renewal is unclear.

Element F aims to identify areas with potential for urban revitalisation or renewal that may interface with, influence, or be influenced by the Yarra River. Numerous major urban renewal precincts have been identified and planning policies are under development for them, including areas such as Docklands and Fishermans Bend directly adjacent to the Yarra River. Future development locations, such as underutilised former industrial and other large sites within the inner-city reach have also been identified.

4.2 Overview

The majority of identified urban renewal and revitalisation precincts exist within the Inner City Reach of the Yarra River. If designed well, these urban renewal areas have the potential to reinforce the Yarra River as the icon and symbol of central Melbourne. They also provide the potential to enhance and expand the network of connected public spaces.

Urban renewal areas represent a significant opportunity to revitalise areas adjacent to or within proximity to the Yarra River, acknowledging the river's role as a centrepiece in the history and continued success of Melbourne. While the Yarra may play a role in supporting the amenity and recreational needs of these precincts, there are opportunities to celebrate places of Aboriginal cultural heritage significance and tell the story of Melbourne's industrial history. Urban renewal has the potential to adversely impact the river, yet it can also create opportunities to enhance connections, create new open spaces, activate river frontages, and address legacy pollution and contamination issues.

The review of existing strategies, policies and planning controls highlighted that, generally speaking, threats to the river from urban renewal and development are inadequately articulated and addressed. Currently, there exists a lack of clear strategic and design direction with regard to how the river interface should be addressed across the whole corridor, particularly the interface between the river and adjacent private uses. This gap applies to both threats and opportunities, such as the potential for redevelopment to facilitate the creation of an integrated network of public open spaces within and adjacent to the river corridor.

Interim planning controls applied to the river and adjoining private land as part of Amendment VC134 go some way to addressing these gaps. However these controls lack sufficient detail to address major revitalisation precincts where a more comprehensive suite of responses will be necessary. The Lower and Middle Yarra River Corridor Studies recommended a master plan approach for managing major renewal site and development of public land. Such an approach would benefit from the overarching direction to be provided by the Yarra Strategic Plan and Land Use Framework.

4.3 Mapping and analysis

As part of the gap analysis GIS information was gathered in relation to each of the elements that is the subject of this report. The following sections provide the outcome of the mapping exercise and contain additional discussion about the precincts, places, reports and key issues identified for each of the Yarra's reaches.

4.3.1 Inner city reach

Many sites within this reach that were identified with potential for urban renewal are of state-significance. These are large areas within proximity to the Central Business District. Other sites with development potential are large sites that are of industrial use which directly abut the Yarra.

Table 1: Urban revitalisation & renewal – inner city reach

Location	Zones	Relevant Plans and Projects	Notes
Fisherman's Bend	<ul style="list-style-type: none"> • C2Z • CCZ4 • IN1Z • PUZ1 	<ul style="list-style-type: none"> • Plan Melbourne identifies the Yarra River and its parklands as being essential to the identity, liveability, and prosperity of the city 	<ul style="list-style-type: none"> • Fishermans Bend Employment Precinct (employment projections not provided) • Fishermans Bend Lorimer Precinct (3,440 residents, +2,290 jobs) • Fishermans Bend Montague Precinct (+4,450 residents, +3,400 jobs) • Fishermans Bend Wirraway Precinct (+360 residents, 2,740 jobs) • Fishermans Bend Sandridge Precinct (+880 residents, 11,080 jobs)
Docklands	<ul style="list-style-type: none"> • Docklands Zone 	<ul style="list-style-type: none"> • Plan Melbourne (as above) 	<ul style="list-style-type: none"> • +8,890 residents, +11,690 jobs
E-Gate	<ul style="list-style-type: none"> • PUZ4 • Docklands Zone 	<ul style="list-style-type: none"> • Plan Melbourne (as above) 	<ul style="list-style-type: none"> • +6,820 residents
Southbank	<ul style="list-style-type: none"> • Capital City Zone 	<ul style="list-style-type: none"> • Plan Melbourne (as above) • Southbank Structure Plan 2010 identifies the integration of Southbank with the central city and the Yarra River as a key initiative 	<ul style="list-style-type: none"> • +8,890 residents, +11,690 jobs
Arden-Macaulay	<ul style="list-style-type: none"> • Port Zone 	<ul style="list-style-type: none"> • Plan Melbourne (as above) 	<ul style="list-style-type: none"> • +9,860 residents, +14,750 jobs
City North	<ul style="list-style-type: none"> • MUZ • GRZ1 • IN1Z • PPRZ 	<ul style="list-style-type: none"> • Plan Melbourne (as above) 	<ul style="list-style-type: none"> • +5,820 residents, +11,930 jobs
Burnley Street Industrial Precinct	<ul style="list-style-type: none"> • IN3Z – City of Yarra 	<ul style="list-style-type: none"> • Plan Melbourne (as above) 	<ul style="list-style-type: none"> • Adjacent to Burnley Station • Disconnected from river by freeway
Victoria Gardens Precinct	<ul style="list-style-type: none"> • CDZ1 – City of Yarra • PDZ1 – City of Yarra 	<ul style="list-style-type: none"> • Schedule 1 to CDZ and PDZ encourage mixed use development that will complement and enhance the Yarra River environment 	<ul style="list-style-type: none"> •
Cremorne, Balmain, Dover Streets Project	<ul style="list-style-type: none"> • CDZ2 – City of Yarra 	<ul style="list-style-type: none"> • Yarra River Corridor Strategy addresses the need to create a new, high quality and visually permeable built form edge to the motorway and river along the CityLink in Cremorne and Richmond • Schedule 2 to CDZ addresses need for land to be developed in a form responsive to the context, but does not specify Yarra River in the vicinity 	<ul style="list-style-type: none"> •
Abbotsford Convent Precinct	<ul style="list-style-type: none"> • SUZ4 – City of Yarra • 	<ul style="list-style-type: none"> • Lower Yarra River Corridor Study identifies the significance of its parklands to the Inner City areas • Schedule 4 to SUZ –promotes development of the site primarily for arts, culture, education, tourism, and parkland uses 	<ul style="list-style-type: none"> • Lower Yarra River Corridor identifies areas in Abbotsford as 'punctuation points' along the Yarra, where clusters of urban activity are highly visible from the river

Location	Zones	Relevant Plans and Projects	Notes
Carlton and United Breweries	<ul style="list-style-type: none"> IN1Z – City of Yarra 	<ul style="list-style-type: none"> Lower Yarra River Corridor Study identifies the potential for this site to positively contribute to the interface with the Yarra River Schedule 1 to DDO provides design objectives for Yarra (Birrarung) River Corridor Protection 	<ul style="list-style-type: none"> Lower Yarra River Corridor identifies areas in Abbotsford as ‘punctuation points’ along the Yarra, where clusters of urban activity are highly visible from the river
Abbotsford Industrial Precinct at Nicholson Street	<ul style="list-style-type: none"> IN1Z – City of Yarra 	<ul style="list-style-type: none"> Schedule 1 to DDO provides design objectives for Yarra (Birrarung) River Corridor Protection 	<ul style="list-style-type: none"> Lower Yarra River Corridor identifies areas in Abbotsford as ‘punctuation points’ along the Yarra, where clusters of urban activity are highly visible from the river

Figure 1: Urban revitalisation & renewal – inner city reach *overleaf*

4.3.2 Suburban, lower rural and upper rural reaches

Within this reach, there are few sites zoned for industrial or special uses that relate to urban renewal located within the Yarra River Corridor. Many sites zoned for Special Use relate to recreational uses.

Table 2 - Urban revitalisation & renewal – Suburban reach

Location	Zones	Relevant Plans and Projects
Bulleen Road Industrial Precinct	<ul style="list-style-type: none"> INZ1 – City of Manningham 	<ul style="list-style-type: none"> No relevant urban renewal plans for this site Schedule 2 of DDO covers design objectives for Yarra (Birrarung) River Corridor Protection

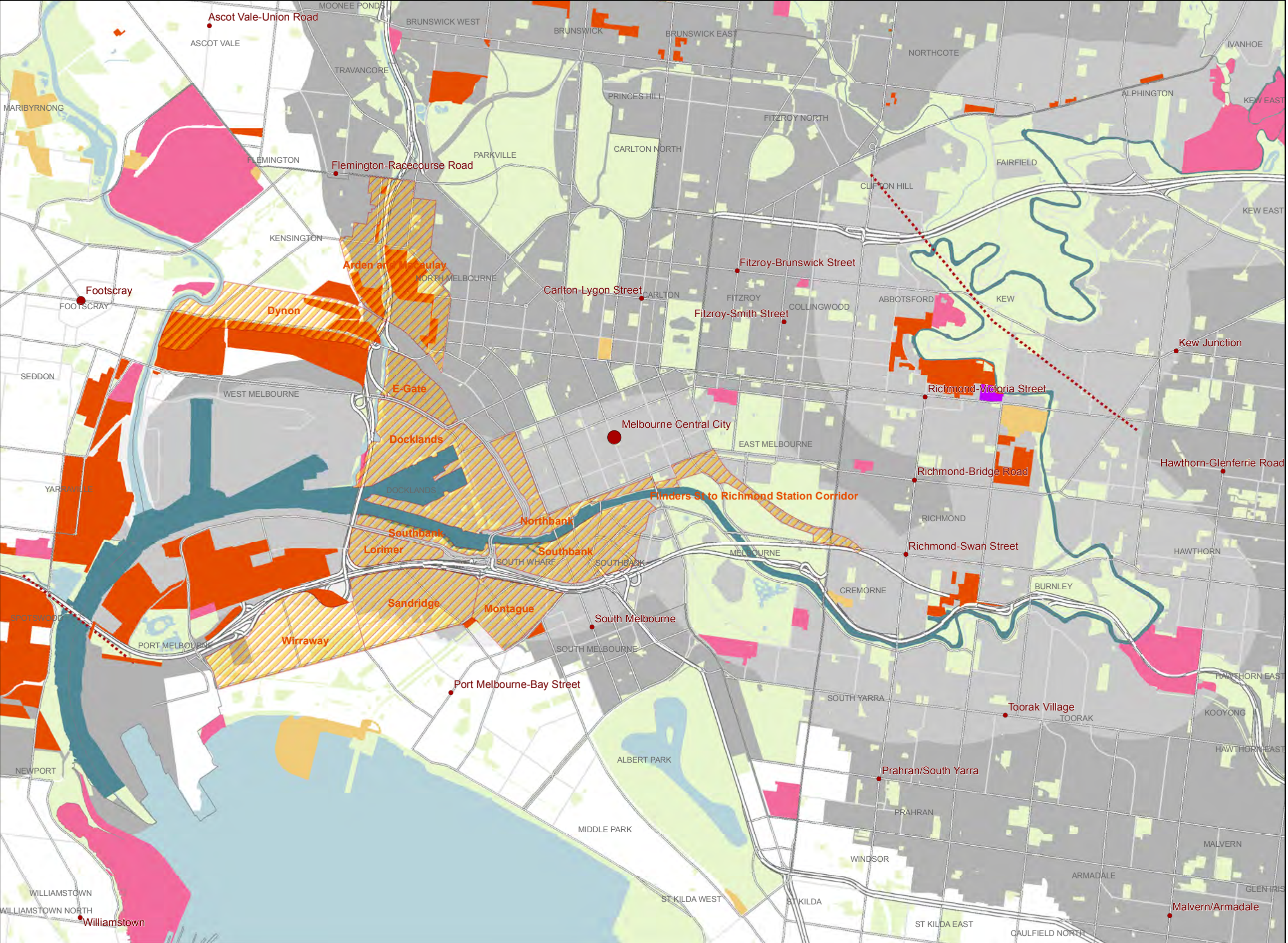
Figure 2 - Urban revitalisation & renewal – Suburban reach *page 14*

Figure 3: Urban revitalisation & renewal – Lower rural reach *page 15*

Figure 4: Urban revitalisation & renewal – Upper rural reach *page 16*

URBAN RENEWAL AND REVITALISATION

INNER CITY REACH



LEGEND

- Yarra catchment
- Yarra corridor
- Municipal boundary
- Reach extents
- Melbourne Business Central
- Metropolitan Activity Centre
- Major Activity Centre
- Waterway
- Yarra River
- Open Space
- Major Urban Renewal Precincts

Zones

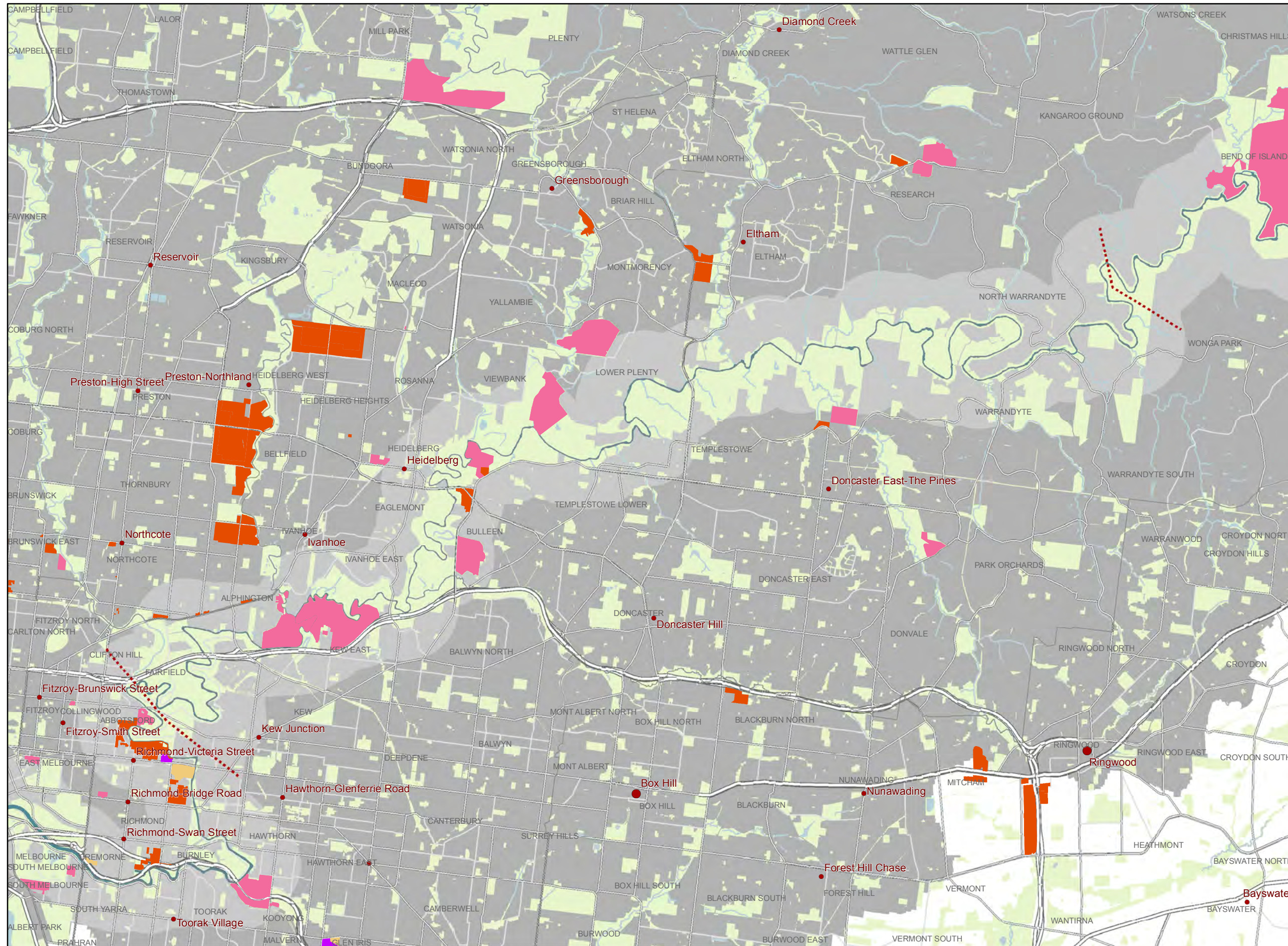
- CDZ
- INZ
- PDZ
- SUZ

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Kilometers

URBAN RENEWAL AND REVITALISATION

SUBURBAN REACH

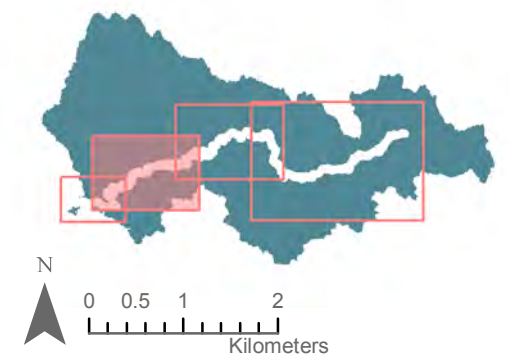


LEGEND

- Yarra catchment
- Yarra corridor
- Municipal boundary
- Reach extents
- Melbourne Business Central
- Metropolitan Activity Centre
- Major Activity Centre
- Waterway
- Yarra River
- Open Space

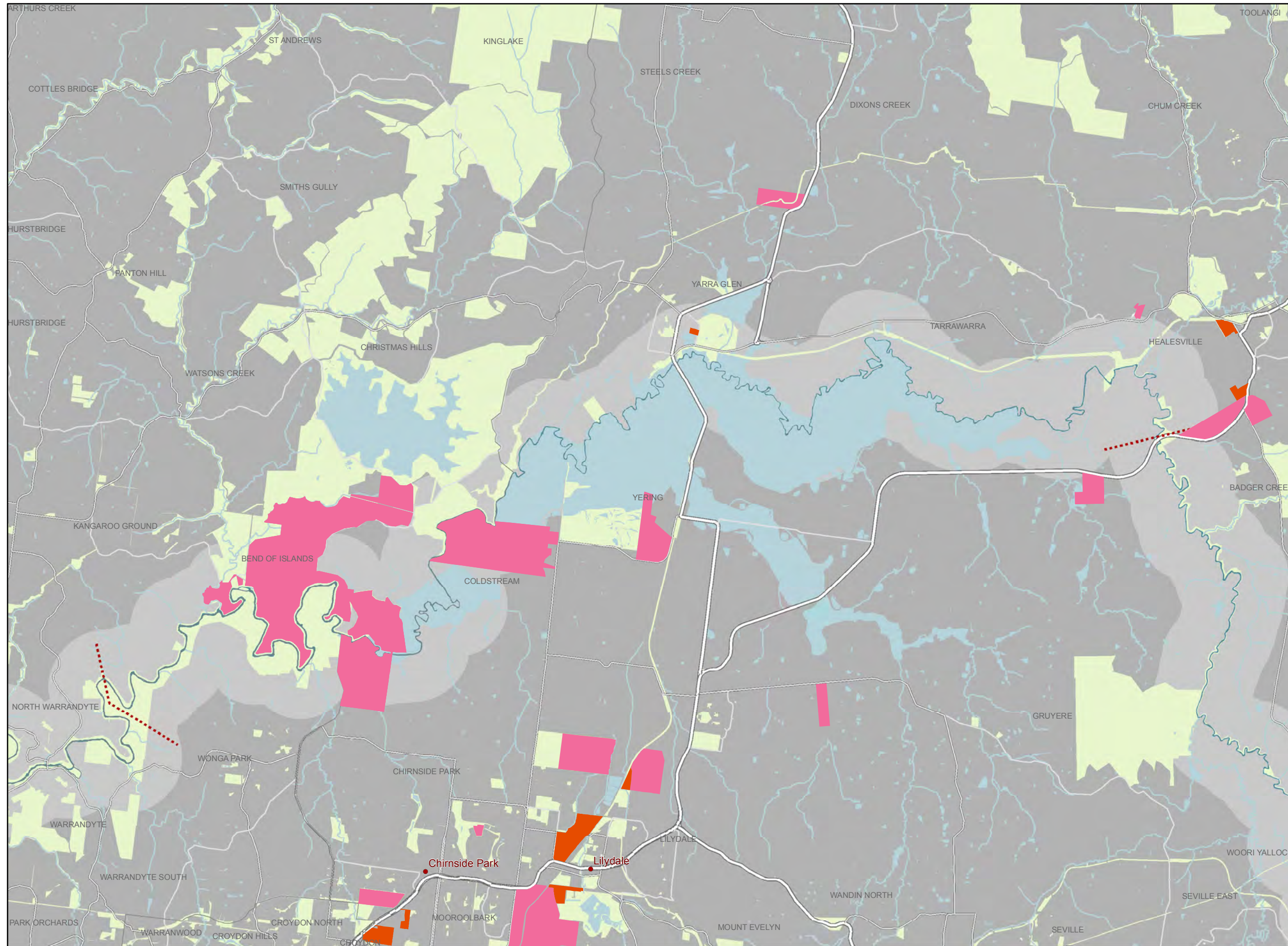
Zones

- CDZ
- INZ
- PDZ
- SUZ



URBAN RENEWAL AND REVITALISATION

LOWER RURAL REACH

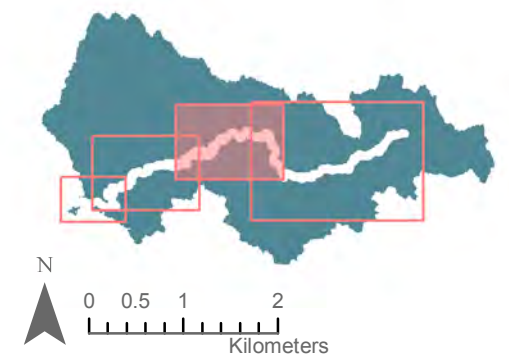


LEGEND

- Yarra catchment
- Yarra corridor
- Municipal boundary
- Reach extents
- Melbourne Business Central
- Metropolitan Activity Centre
- Major Activity Centre
- Waterway
- Yarra River
- Open Space

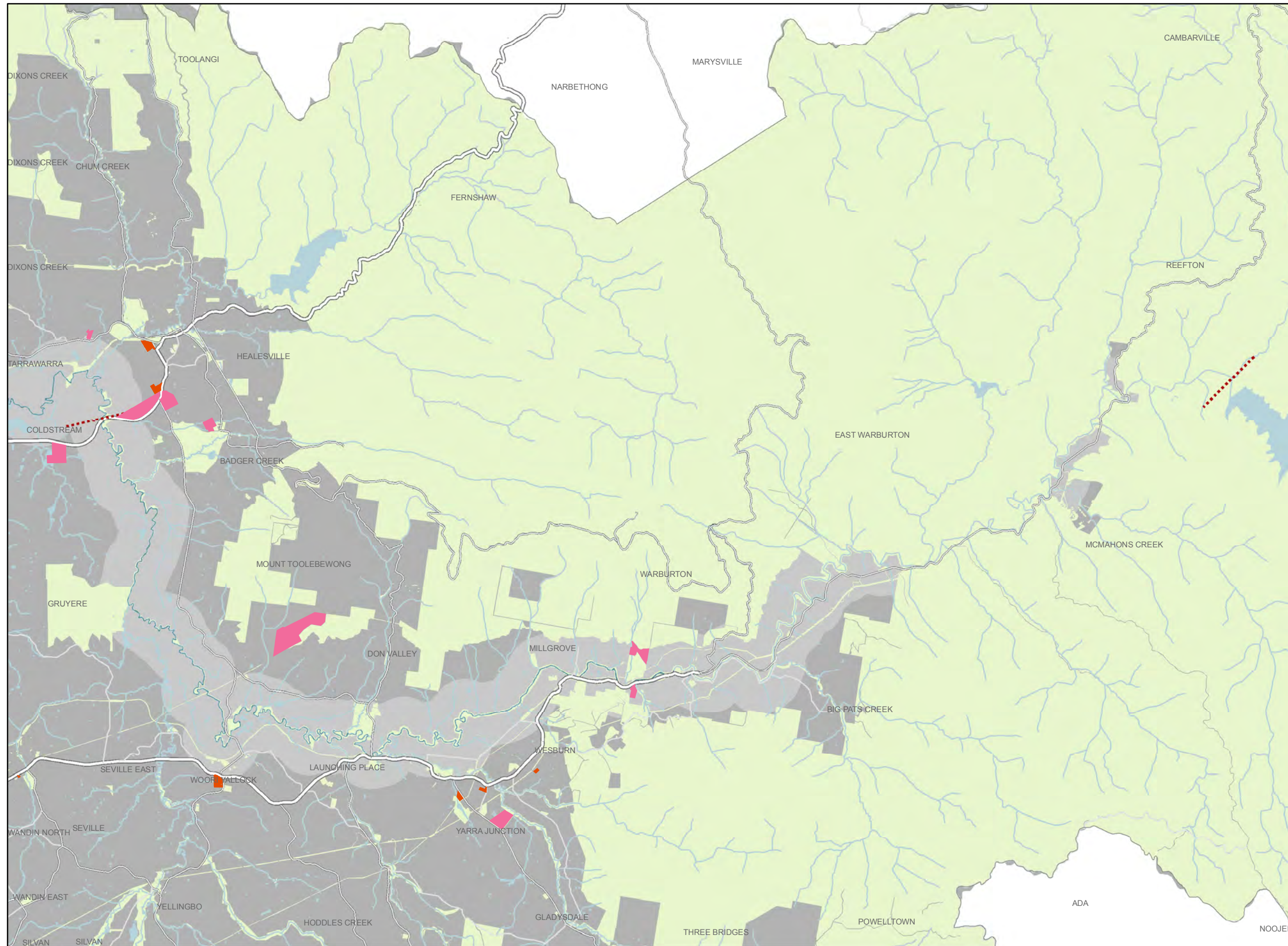
Zones

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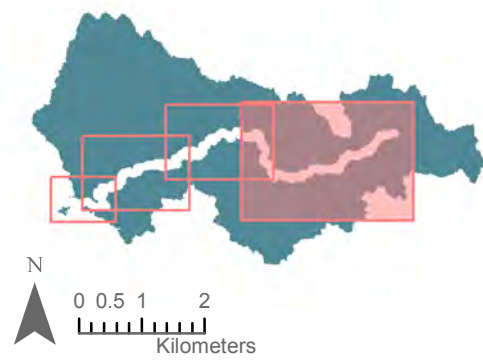
URBAN RENEWAL AND REVITALISATION

UPPER RURAL REACH



LEGEND

- Yarra catchment
- Yarra corridor
- Municipal boundary
- Reach extents
- Melbourne Business Central
- Metropolitan Activity Centre
- Major Activity Centre
- Waterway
- Yarra River
- Open Space
- Zones**
- CDZ
- INZ
- PDZ
- SUZ



4.4 Emerging questions

A number of key questions emerge from the gap analysis that warrant consideration as the Yarra River Land Use Framework is developed:

- What role does the Yarra River play in urban renewal – ecological, hydraulic and recreation services only?
- What are the opportunities?
- What are the threats to the Yarra River from renewal?
- Will development change the character of reaches?
- Should we be planning for 'nodes of activity'? e.g. Victorian Coastal Strategy.
- What urban design principles should be applied to the Yarra River interface?
- What are the public realm improvements to be achieved? e.g. river access, bridges, open space connections.
- What is a model approach to dealing with the Yarra River interface from a municipal perspective?

4.5 Relevant plans and strategies

The key plans that inform this element include:

- Plan Melbourne 2017-2050
- Lower Yarra River Corridor Study
- Middle Yarra River Corridor Study
- Yarra Open Space Strategy 2006
- Southbank Structure Plan
- Docklands Community and Place Plan
- Local Council Municipal Strategic Statement

5.0 Commercial Activities and Services

This section addresses Element H: Identify areas for the attraction of commercial activities and services

5.1 Introduction

Victoria's rapid growth will necessitate the expansion of commercial activities and services to provide for the needs of an expanding and diversifying population. Along with urban renewal areas, it is important to identify key areas along the Yarra River corridor that can accommodate the attraction of new commercial uses such as retail and tourism. The analysis undertaken as part of this study focusses on commercial activity on privately owned land adjacent or in proximity to the Yarra River. A limited number of commercial activities do exist within the Yarra River corridor at present and there may be opportunities for additional activities in strategic locations in the future – these are regarded as only of secondary importance to this element.

The metropolitan strategy, *Plan Melbourne*, identifies networks of activity centres and employment areas where growth is to be directed. Several of these nodes are located within close proximity to the Yarra River, creating the potential to attract activity and improve connections and infrastructure at key points. The most prominent and obvious of these is the Melbourne Central Business District, the site of which was chosen because of the Yarra River; and which has progressively been improved to enhance linkages to the river.

Element H aims to locate key commercial and service areas along the Yarra River as they have a strong influence in attracting people and will act as the catalyst for development and renewal in and surrounding these places.

5.2 Overview

As is the case with urban renewal areas, the identification of potential commercial areas along the Yarra River requires careful consideration of both the opportunities and threats that commercial activity presents to the corridor. At present there is no overarching strategy that considers this issue in the context of the river corridor. Nevertheless, *Plan Melbourne* provides a basis for understanding the broader metropolitan activity centre network and may therefore be used as a means of identifying existing and potential nodes of commercial activity along the Yarra.

Within the inner-city reach the potential locations for commercial activity are broadly equivalent to the urban renewal areas identified in the preceding section. Further afield, in the suburban, lower rural and upper rural reaches, activity centres and employment nodes become sparser as distance from the Melbourne Central Business District increases. In these areas landscape and environmental values take precedence, requiring increased sensitivity in relation to potential commercial activity and interfaces. On the other hand, in the Lower Rural and Upper Rural reaches, the identification of potential commercial areas has the potential to assist in exploring and developing tourism opportunities to highlight and educate visitors of local cultural heritage and the river environment.

A review of existing strategies and policies surrounding the Yarra River highlights a number of gaps regarding commercial activities and services in close proximity to the river. There appears to be a limited understanding about how the Yarra River influences economic activity in nearby activity centres and the links between the two are generally not assessed. In relation to commercial activities that interface with the Yarra, urban design principles are needed to address issues such as activation, access, visual prominence and back of house functions. If commercial activities are to be considered within the river corridor itself, principles will need to be developed to address issues such as private use of public land and the urban design.

5.3 Mapping and analysis

As part of the gap analysis GIS information was gathered in relation to each of the elements that is the subject of this report. The following sections provide the outcome of the mapping exercise and contain additional discussion about the precincts, places, reports and key issues identified for each of the Yarra's reaches.

5.3.1 Inner city reach

Retail commercial uses along the Yarra are mostly concentrated in the areas of Southbank and Docklands within the City of Melbourne. Many activity centres and cluster of commercial activity in this reach are located within the

river corridor. Often, these are located along road corridors with river crossings, therefore increasing their catchment areas to include areas in adjacent councils.

Table 3: Commercial activities & services – Inner city reach

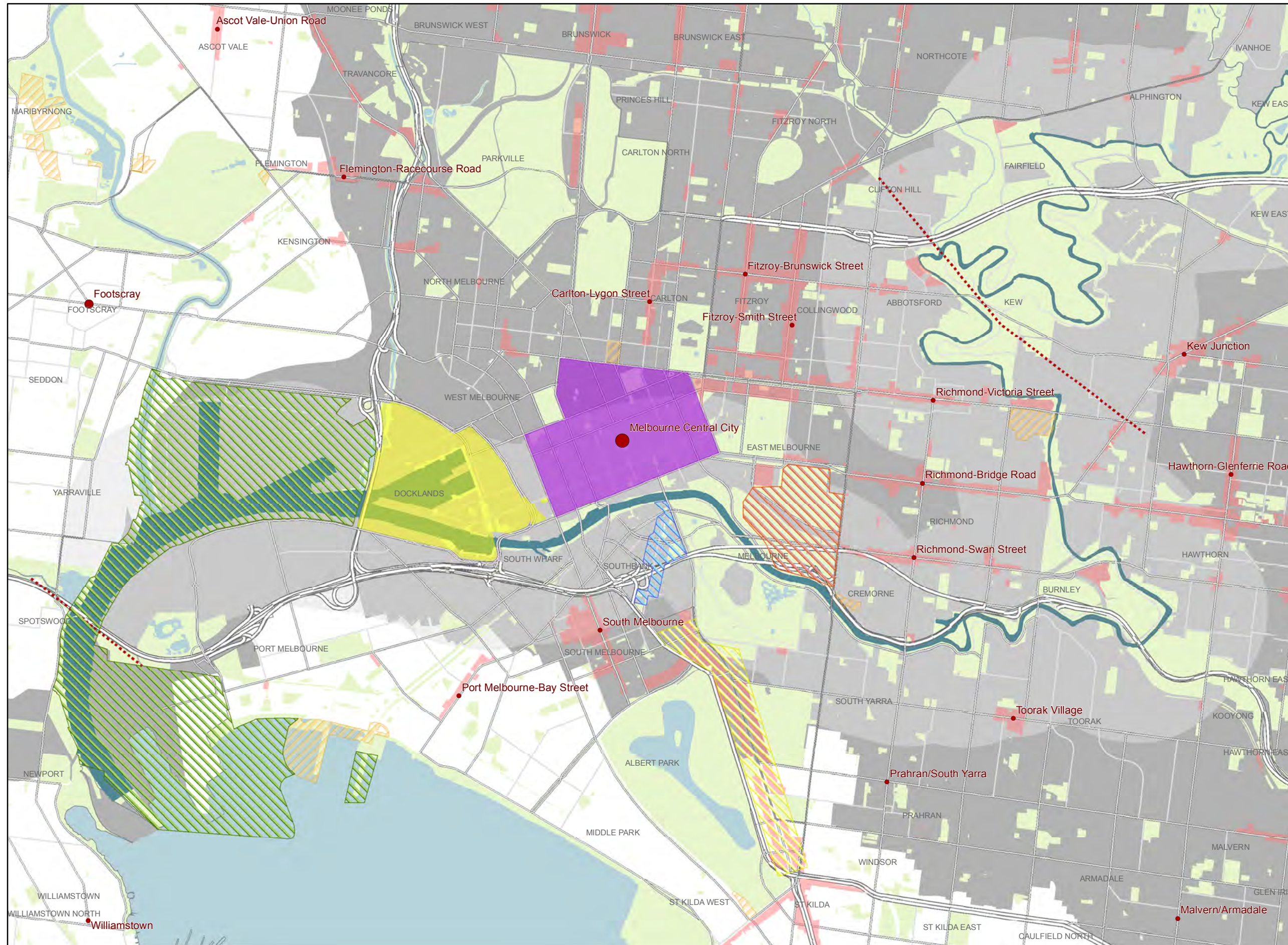
Location	Type of Activity Centre or Town in close proximity	Relevant Plans and Projects	River Interface
Melbourne CBD	<ul style="list-style-type: none"> Melbourne CBD 	<ul style="list-style-type: none"> Plan Melbourne identifies the Yarra River and its parklands as being essential to the identity, liveability, and prosperity of the city 	<ul style="list-style-type: none"> City of Melbourne’s Tourism Action Plan 2016 mentions need to improve/encourage waterfront/maritime heritage recognition
Docklands	<ul style="list-style-type: none"> Melbourne CBD 	<ul style="list-style-type: none"> Plan Melbourne (as above) Southbank Structure Plan 2010 identifies the integration of Southbank with the central city and the Yarra River as a key initiative; recommends rezoning areas to zoning which allows more intense commercial uses Access Docklands Strategy identifies a potential water transport network within the Docklands and its access points, around which commercial activity may be intensified City of Melbourne’s Tourism Action Plan 2016 identifies the contributions of improved water transport as a means of transport and a tourism activity; supports the activation of the Yarra River and other waterways 	<ul style="list-style-type: none"> Southbank Structure Plan 2010 focuses on streetscape changes and built form elements but does not sufficiently address the interface with river City of Melbourne’s Tourism Action Plan 2016 mentions need to improve/encourage waterfront/maritime heritage recognition
Arts Precinct	<ul style="list-style-type: none"> Melbourne CBD 	<ul style="list-style-type: none"> Plan Melbourne (as above) Inner Melbourne Action Plan 2005 acknowledges the benefits of having distinct and diverse Activity Centres; supports the role of Inner Melbourne as a tourism destination City of Melbourne’s Tourism Action Plan 2016 supports the activation of the Yarra River and other waterways 	<ul style="list-style-type: none"> City of Melbourne’s Tourism Action Plan 2016 mentions need to improve/encourage waterfront/maritime heritage recognition
Sports Precinct	<ul style="list-style-type: none"> Melbourne CBD 	<ul style="list-style-type: none"> Plan Melbourne (as above) Inner Melbourne Action Plan 2005 acknowledges the benefits of having distinct and diverse Activity Centres; supports the role of Inner Melbourne as a tourism destination City of Melbourne’s Tourism Action Plan 2016 supports the activation of the Yarra River and other waterways 	<ul style="list-style-type: none"> City of Melbourne’s Tourism Action Plan 2016 mentions need to improve/encourage waterfront/maritime heritage recognition
Richmond-Bridge Road	<ul style="list-style-type: none"> Bridge Road Activity Centre 	<ul style="list-style-type: none"> City of Yarra Economic Development Strategy identifies importance of strengthening unique character of Yarra’s precincts 	<ul style="list-style-type: none"> City of Yarra’s Urban Design Strategy identifies the river crossing as an entry point to the municipality, and other locations in the activity centre a priority enhancement site

Location	Type of Activity Centre or Town in close proximity	Relevant Plans and Projects	River Interface
Richmond - St. Heliers Street	<ul style="list-style-type: none"> Abbotsford Convent Precinct 	<ul style="list-style-type: none"> Schedule 4 to SUZ –promotes development of the site primarily for arts, culture, education, tourism, and parkland uses 	<ul style="list-style-type: none"> Schedule 4 to SUZ – highlights building on the opportunities offered by the precinct’s relationship with the Yarra Schedule 1 to ESO and DDO refer to environmental and design objectives for Yarra River Corridor
Richmond - Victoria Street	<ul style="list-style-type: none"> Victoria Street Major Activity Centre 	<ul style="list-style-type: none"> Schedule 1 to PDZ – requires pedestrian and shared path connections to Yarra River City of Yarra Economic Development Strategy identifies importance of strengthening unique character of Yarra’s precincts 	<ul style="list-style-type: none"> City of Yarra’s Urban Design Strategy identifies the river crossing as an entry point to the municipality, and other locations in the activity centre a priority enhancement site
Richmond – Swan Street	<ul style="list-style-type: none"> Swan Street Activity Centre 	<ul style="list-style-type: none"> City of Yarra Economic Development Strategy identifies importance of strengthening unique character of Yarra’s precincts 	<ul style="list-style-type: none"> City of Yarra’s Urban Design Strategy identifies the river crossing as an entry point to the municipality, and other locations in the activity centre a priority enhancement site
Richmond – Church Street	<ul style="list-style-type: none"> Swan Street Activity Centre 	<ul style="list-style-type: none"> City of Yarra Economic Development Strategy identifies importance of strengthening unique character of Yarra’s precincts 	<ul style="list-style-type: none"> City of Yarra’s Urban Design Strategy identifies the river crossing other locations in the activity centre as priority enhancement sites
Richmond - Johnston Street	<ul style="list-style-type: none"> Collingwood Smith Street Activity Centre 	<ul style="list-style-type: none"> City of Yarra Economic Development Strategy identifies importance of strengthening unique character of Yarra’s precincts 	<ul style="list-style-type: none"> There are no strategies that address the river interface
Hawthorn – Glenferrie Road	<ul style="list-style-type: none"> Glenferrie Road Activity Centre 	<ul style="list-style-type: none"> The Stonnington City Council Plan identifies this area as a significant commercial centre 	<ul style="list-style-type: none"> There are no strategies that address the river interface
South Yarra – Chapel Street	<ul style="list-style-type: none"> Prahran/South Yarra Activity Centre 	<ul style="list-style-type: none"> The Stonnington City Council Plan identifies this area as a significant commercial centre 	<ul style="list-style-type: none"> There are no strategies that address the river interface

Figure 5: Commercial activities & services – Inner city reach *overleaf*

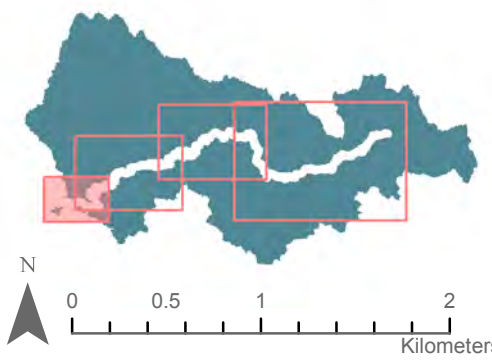
COMMERCIAL ACTIVITIES AND SERVICES

LOWER YARRA



LEGEND

- Yarra catchment
- Yarra corridor
- Municipal boundary
- Reach extents
- Central City
- Metropolitan Activity Centre
- Major Activity Centre
- Waterway
- Yarra River
- Central Business District Zone
- Open space
- Redevelopment Zones**
- Commercial 1 Zone
- Docklands Zone
- Comprehensive Development Zone
- Key Precincts**
- Arts Precinct
- Port of Melbourne
- Sports Precinct
- St Kilda Road Precinct



5.3.2 Suburban reach

Apart from Heidelberg and some small clusters of commercial use, there few activity centres within the river corridor in this reach. Amongst these, only a few are connected to the Yarra through open space.

Table 4: Commercial activities & services – Suburban reach

Location	Type of Activity Centre or Town in close proximity	Relevant Plans and Projects	River Interface
Heidelberg	<ul style="list-style-type: none"> Heidelberg Activity Centre 	<ul style="list-style-type: none"> Banyule Public Open Space Plan 2016-2031 - identifies Rosanna Road as a major barrier for access to the river corridor parklands 	<ul style="list-style-type: none"> The strategy identifies the barriers for access to the river parklands
Warrandyte - Yarra Street	<ul style="list-style-type: none"> Warrandyte 	<ul style="list-style-type: none"> No plans mention this precinct 	<ul style="list-style-type: none"> No plans address the precinct's interface with the Yarra
Templestowe Village	<ul style="list-style-type: none"> Templestowe Village 	<ul style="list-style-type: none"> Templestowe Village Structure Plan recognise that its proximity to the Yarra River is an advantage 	<ul style="list-style-type: none"> The plan briefly mentions connectivity to the Yarra river through Ruffey Linear Park, an adjacent open space
Impressionist Lab	<ul style="list-style-type: none"> Heidelberg 	<ul style="list-style-type: none"> The Impressionist Lab (Gallery) Proposal includes plans for tourism and cultural venues in the Yarra Flats area 	<ul style="list-style-type: none"> The proposal includes a new pedestrian bridge across the Yarra and a new trail to increase uses of the space along the river

Figure 6: Commercial activities & services – Suburban reach *overleaf*

5.3.3 Lower rural reach

In the rural reaches, towns and areas of commercial use are generally small clusters and their locations dispersed throughout the region. In this reach, only the town of Yarra Glen is found within the river corridor. Some commercial tourism activities in this reach may be of a small scale and may be unmapped.

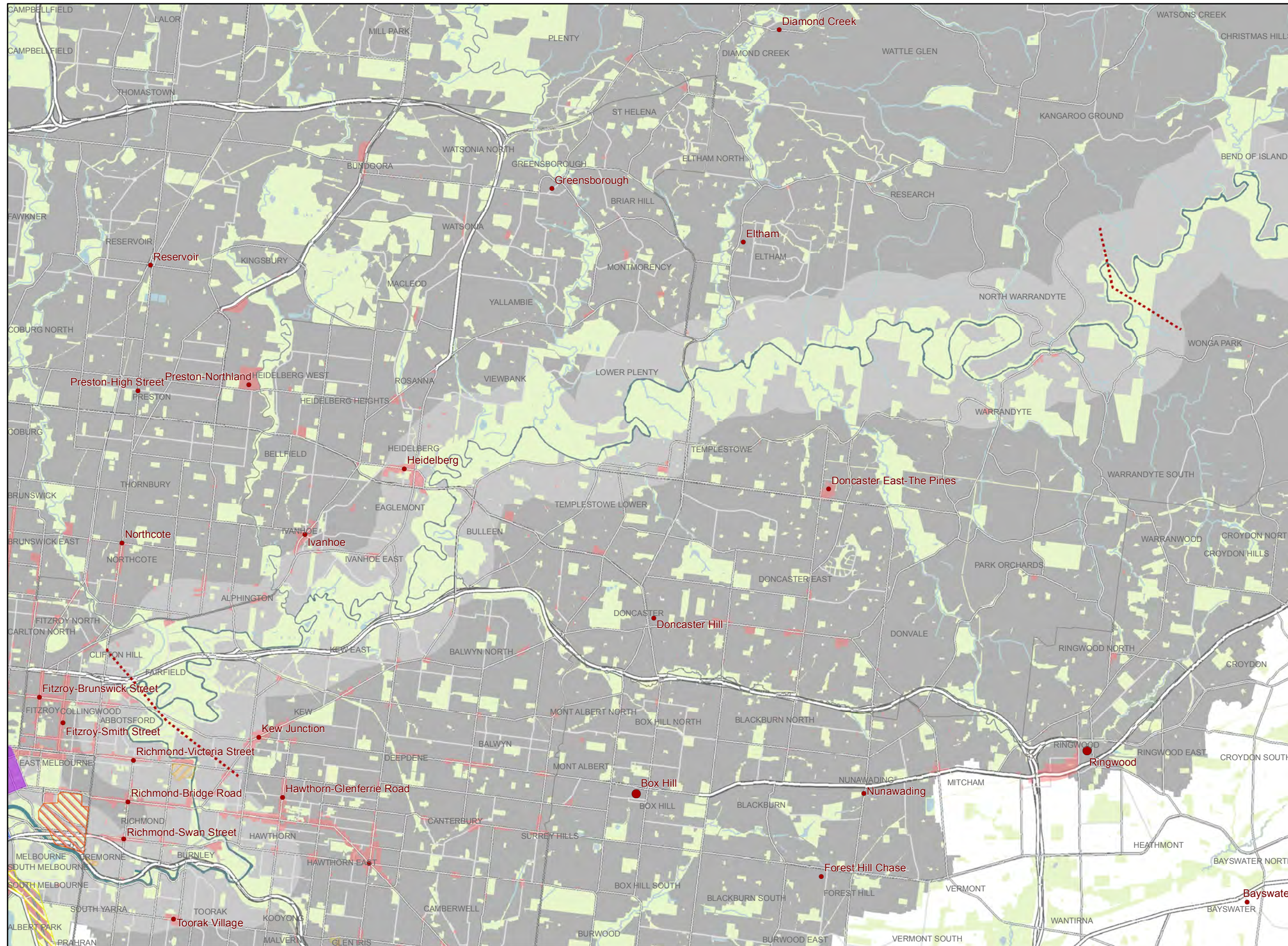
Table 5: Commercial activities & services – Lower rural reach

Location	Type of Activity Centre or Town in close proximity	Relevant Plans and Projects	River Interface
Yarra Glen	<ul style="list-style-type: none"> Yarra Glen 	<ul style="list-style-type: none"> There are no strategies that address the commercial cluster 	<ul style="list-style-type: none"> There are no strategies that address the river interface

Figure 7: Commercial activities & services – Lower rural reach *page 24*

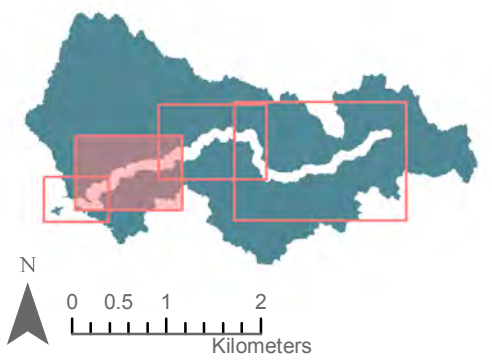
COMMERCIAL ACTIVITIES AND SERVICES

MIDDLE YARRA



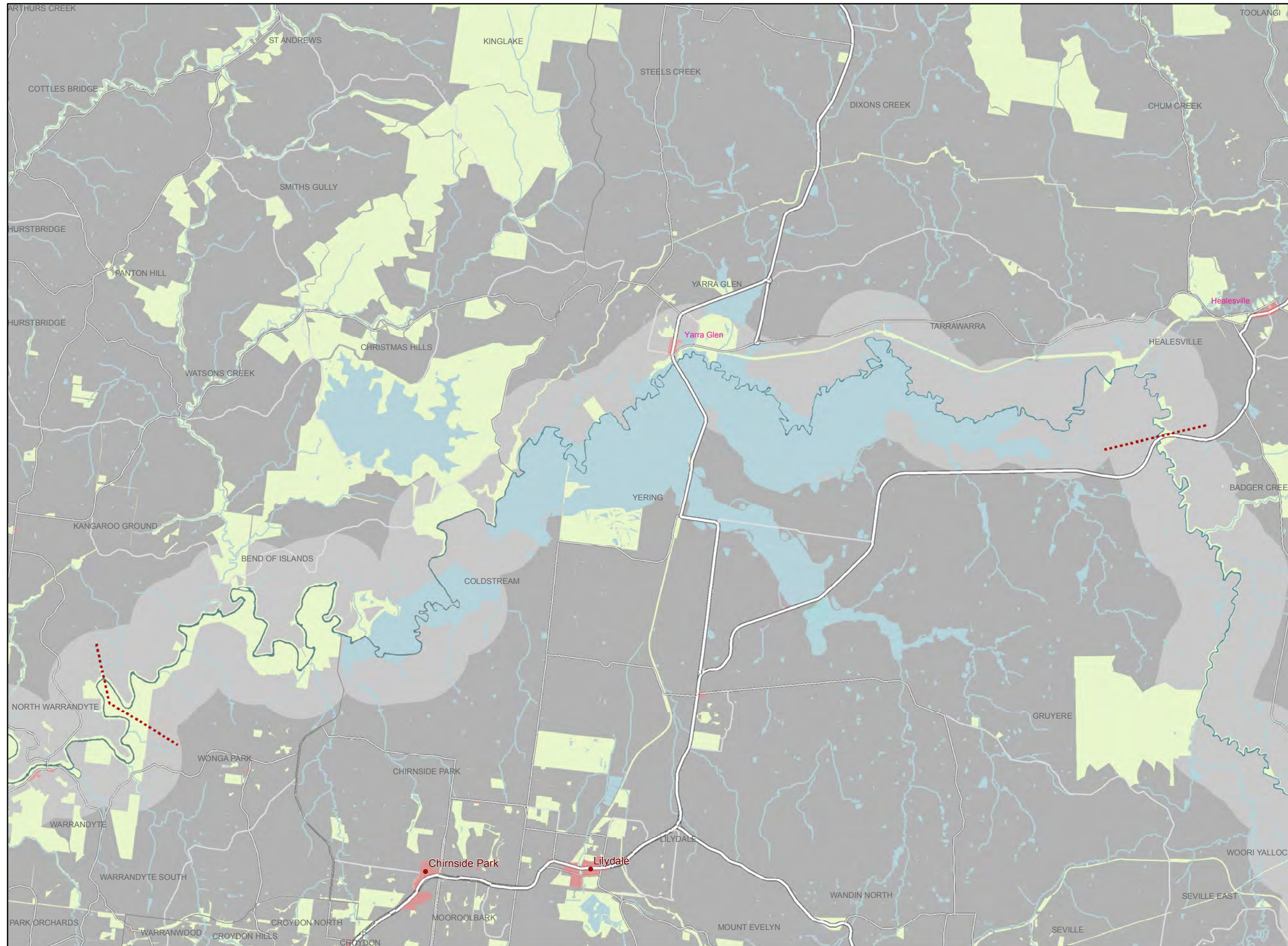
LEGEND

- Yarra catchment
- Yarra corridor
- Municipal boundary
- Reach extents
- Central City
- Metropolitan Activity Centre
- Major Activity Centre
- Waterway
- Yarra River
- Central Business District Zone
- Open space
- Redevelopment Zones**
- Commercial 1 Zone
- Docklands Zone
- Comprehensive Development Zone
- Key Precincts**
- Arts Precinct
- Port of Melbourne
- Sports Precinct
- St Kilda Road Precinct



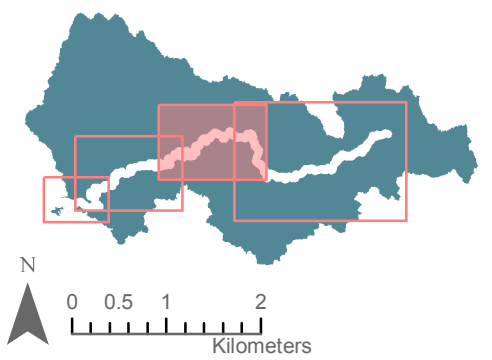
COMMERCIAL ACTIVITIES AND SERVICES

RURAL YARRA REACH



LEGEND

- Yarra catchment
- Yarra corridor
- Municipal boundary
- Reach extents
- Central City
- Metropolitan Activity Centre
- Major Activity Centre
- Waterway
- Yarra River
- Central Business District Zone
- Open space
- Redevelopment Zones**
- Commercial 1 Zone
- Docklands Zone
- Comprehensive Development Zone
- Key Precincts**
- Arts Precinct
- Port of Melbourne
- Sports Precinct
- St Kilda Road Precinct



5.3.4 Upper rural reach

In the rural reaches, towns and areas of commercial use are generally small clusters and their locations dispersed throughout the region. In this reach, a small cluster of commercial activity is found in Warburton within the river corridor. Some commercial tourism activities in this reach may be of a small scale and may be unmapped.

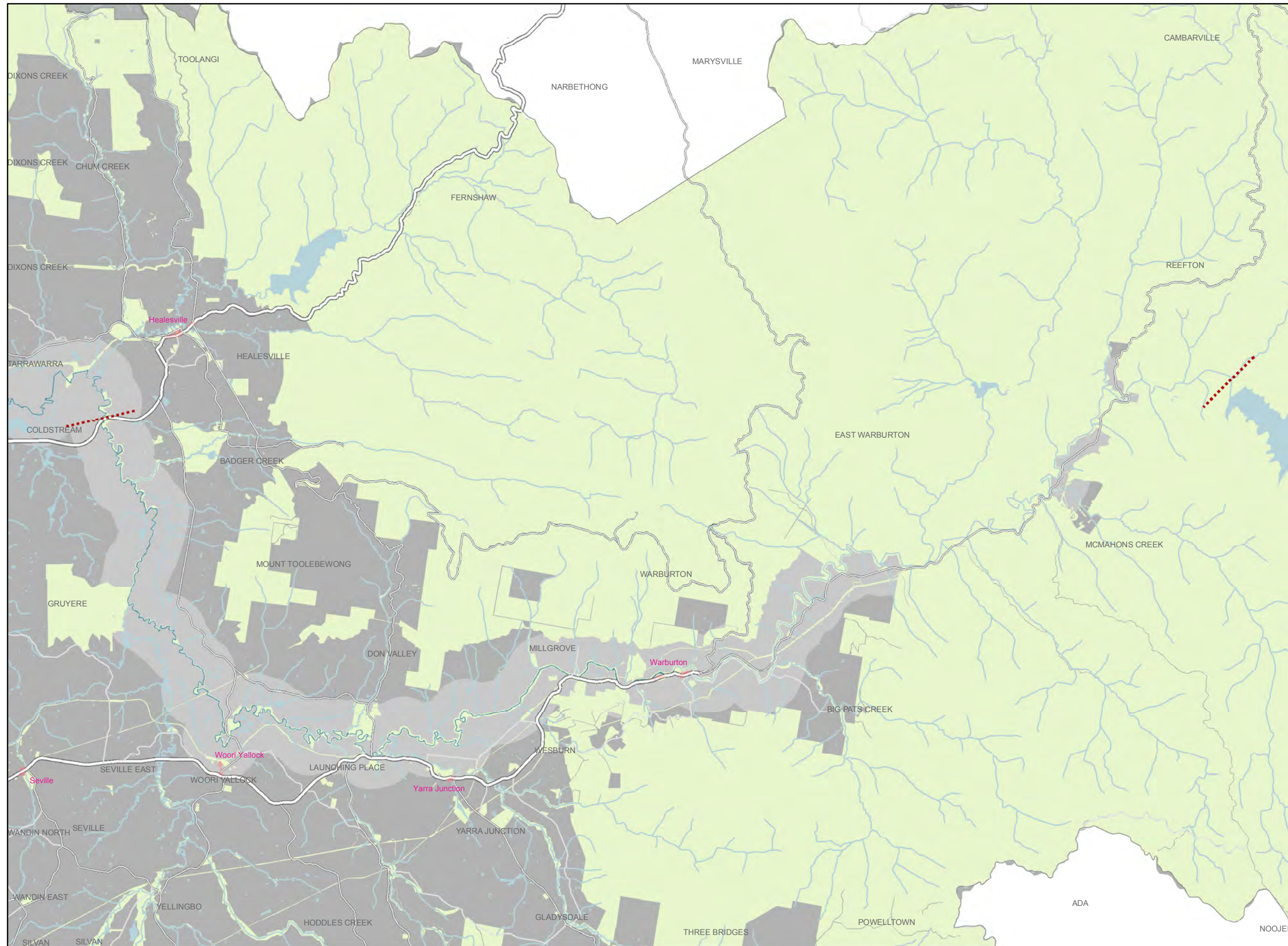
Table 6: Commercial activities & services – Upper rural reach

Location	Type of Activity Centre or Town in close proximity	Relevant Plans and Projects	River Interface
Warburton Rail Trail	<ul style="list-style-type: none"> Warburton 	<ul style="list-style-type: none"> Yarra Recreational Paddling Launch Investigation Report identifies this as an area with good scenery 	<ul style="list-style-type: none"> The Yarra Recreational Paddling Launch Investigation Report has identified interests in introducing tourism activities such as white water rafting The existing commercial cluster has linkages to the Yarra River Walking Track
'Warburton Chalet'	<ul style="list-style-type: none"> Warburton 	<ul style="list-style-type: none"> Section 2.6 of Schedule 2 to SUZ – Yarra Ranges permits the development of a major tourist facility on the site but does not mention the Yarra 	<ul style="list-style-type: none"> The site does not abut the Yarra River, but is within the river corridor. There is no mention of the Yarra River in the schedule.
Healesville – Maroondah Highway / Dairy Road	<ul style="list-style-type: none"> Healesville 	<ul style="list-style-type: none"> Section 2.4 of Schedule 2 to SUZ – Yarra Ranges identifies uses permitted for the site which are mostly recreational and tourism uses 	<ul style="list-style-type: none"> The site does not abut the Yarra River, but is within the river corridor. There is no mention of the Yarra River in the schedule.

Figure 8: Commercial activities & services – Upper rural reach *overleaf*

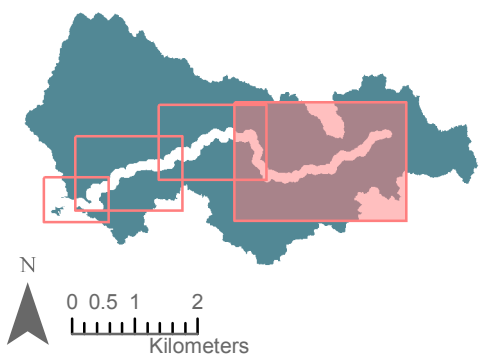
COMMERCIAL ACTIVITIES AND SERVICES

RURAL YARRA REACH RESERVOIR



LEGEND

- Yarra catchment
- Yarra corridor
- Municipal boundary
- Reach extents
- Central City
- Metropolitan Activity Centre
- Major Activity Centre
- Waterway
- Yarra River
- Central Business District Zone
- Open space
- Redevelopment Zones**
- Commercial 1 Zone
- Docklands Zone
- Comprehensive Development Zone
- Key Precincts**
- Arts Precinct
- Port of Melbourne
- Sports Precinct
- St Kilda Road Precinct



5.4 Emerging questions

A number of key questions emerge from the gap analysis that warrant consideration as the Yarra River Land Use Framework is developed:

- What principles should apply to the commercial activities and services within the river corridor?
- What are the interfaces and links between activity centres and river corridor?
- What can be done so that Yarra is appropriately addressed when planning activity centres?
- Are there any appropriate models for activation of private land at the interface with Yarra through commercial activity? Examples of design principles and guidelines?
- Should limited commercialisation be allowed to help deliver desired outcomes for environmental protection, fund new works, activation of space?

At present, there is no strategic basis for the identification of locations for commercial activities and services within the river corridor. A set of criteria is needed in order to ensure appropriate sites are selected for the development of new commercial uses. These criteria could include (as a starting point):

- Proximity to activity centres or transport nodes
- The availability of infrastructure
- Characteristics of individual sites
- The presence of nodes of activity
- Adaptive re-use of heritage buildings and sites
- The attraction of tourism and retail

5.5 Relevant plans and strategies

The key plans that inform this element include:

- Plan Melbourne 2017-2050
- City of Yarra Urban Design Strategy 2011
- Southbank Structure Plan
- Access Docklands
- Local Council Municipal Strategic Statement

6.0 Community activities and events

This section addresses Element F: Identify locations suitable for a wide range of community activities and events.

6.1 Introduction

Ongoing population growth, demographic change and cultural shifts in recreational preferences are placing increasing demand on open spaces and community facilities throughout Victoria. The Yarra River corridor offers a complex array of public lands and recreational and sporting facilities that will be increasingly relied upon to meet the needs of a changing population. Whereas throughout most of its history Melbourne 'turned its back' on the Yarra, late 20th and early 21st century planning and design has embraced the river as a key asset. Precincts such as Southbank (1990s) and Docklands (2000s) now incorporate expansive and robust public spaces located on river banks that were once dominated by shipping, warehousing and industry. The continuing revitalisation of former industrial areas will continue to increase demand for community and gathering spaces upstream of the central city.

Element I seeks to identify locations that are suitable for a wide range of community activities and events. These activities may be regular, informal or one-off events. They include community activities such as festivals, sporting events, markets, or other types of gatherings.

6.2 Overview

Locating sites that can accommodate a wide range of community activities and events will address the needs of the growing population and play an integral role in ensuring the cultural role of the Yarra River is celebrated and protected.

Melbourne lacks an overarching metropolitan public open space strategy. As such, there is no framework within which to position the role of the Yarra River corridor as a recreational or community asset. At a municipal level the importance of the Yarra River is often understated in local recreation and community plans, possibly due to the complexity and fragmentation of land ownership and governance arrangements throughout the corridor. Few sites suitable for community activities have been identified in existing plans, and like Element H, there is no strategic basis for the identification of potential sites. Given the diversity of open space assets that already exist, the spaces for these activities may already be located within proximity to the river and it may only be a matter of providing improved connections to these in order to amplify their prominence and use.

6.3 Mapping and analysis

As part of the gap analysis GIS information was gathered in relation to each of the elements that is the subject of this report. The following sections provide the outcome of the mapping exercise and contain additional discussion about the precincts, places, reports and key issues identified for each of the Yarra's reaches.

6.3.1 Inner city reach

The largest areas of private and public open space are found within the river corridor, particularly the Royal Botanical Gardens, Victoria Park, and some golf courses. Open spaces along the river are mainly for recreation and sporting uses, apart from a mix of recreational and tourism uses towards the City of Melbourne. Many riverside events are also concentrated in the area within Melbourne.

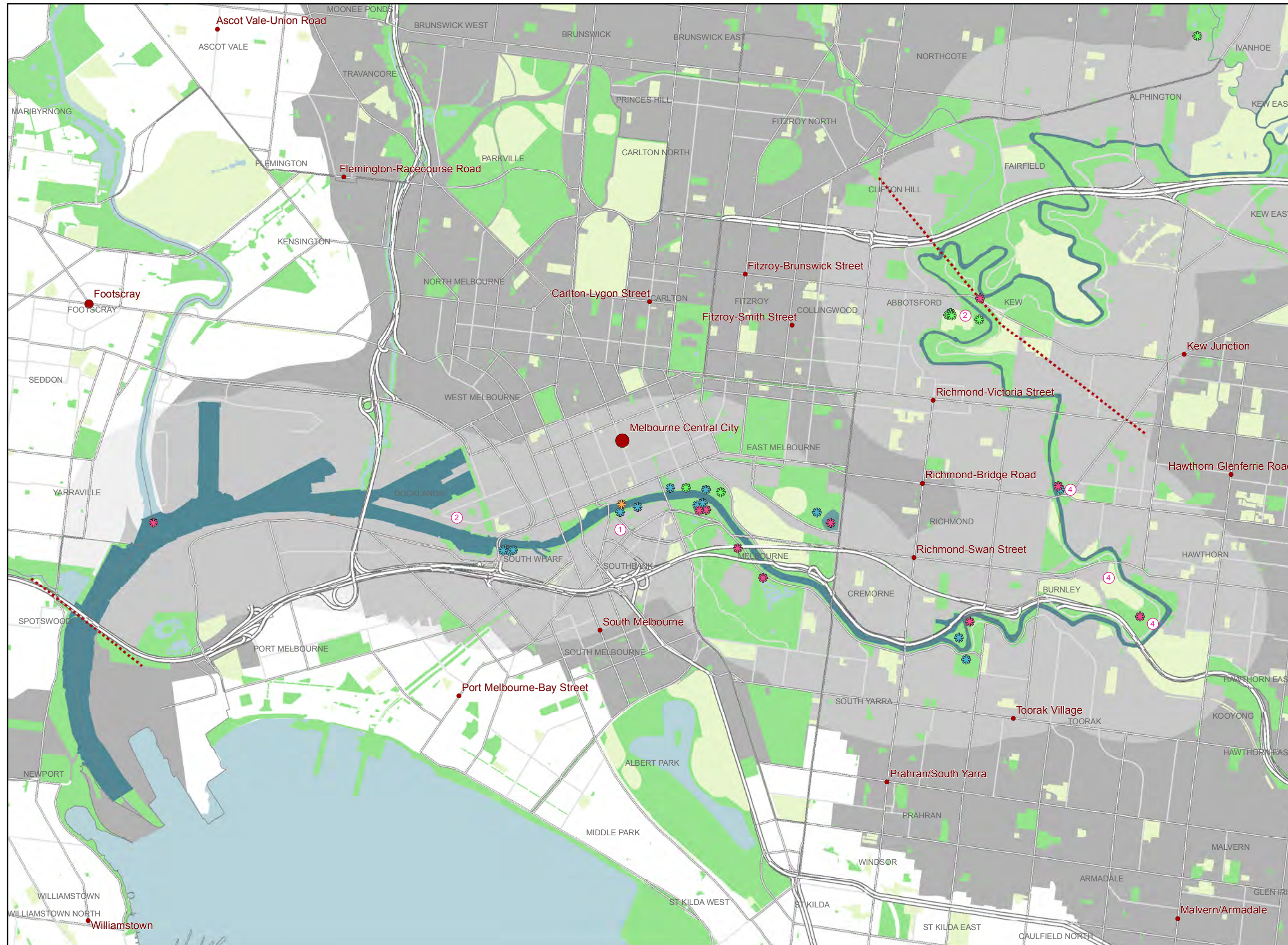
Table 7: Community activities and events – Inner city reach

Location	Type of Activity Centre or Town in close proximity	Relevant Plans and Projects	River Interface
Southbank	<ul style="list-style-type: none"> Melbourne CBD 	<ul style="list-style-type: none"> Southbank Structure Plan 2010 identifies nodes for community activities to be at the Boyd School Activity Node, Arts Precinct Activity Node, and CityLink Deck Activity Node Proposed streetscape improvements to enhance access to existing spaces and proposed new open space Includes proposals for new community hubs and community infrastructure services 	<ul style="list-style-type: none"> Southbank Structure Plan 2010 focuses on streetscape changes and built form elements but does not sufficiently address the interface with river
Docklands	<ul style="list-style-type: none"> Melbourne CBD 	<ul style="list-style-type: none"> Docklands Community Place Plan identifies a list of priorities for community activities to help establish Melbourne as a Harbour Destination 	<ul style="list-style-type: none"> The plan identifies a list of activities and events that are take advantage of Docklands' waterfront location
St. Heliers Street, Abbotsford	<ul style="list-style-type: none"> Abbotsford Convent Precinct 	<ul style="list-style-type: none"> City of Yarra Open Space Strategy – identifies significance of open space and Main Yarra Trail for Abbotsford precinct Lower Yarra River Corridor Study identifies the significance of its parklands to the Inner City areas Schedule 4 to SUZ – promotes development of the site primarily for arts, culture, education, tourism, and parkland uses 	<ul style="list-style-type: none"> Land use restricts access and views to the river, but establishment of Main Yarra Trail and environmental and design objectives identified in overlays have helped to resolve this issue Lower Yarra River Corridor Study and Schedule 1 to DDO provides design objectives for Yarra (Birrarrung) River Corridor Protection Schedule 2 to SUZ – does not address linkages to Yarra River but highlights importance of site's environmental, historical, and cultural values Schedule 4 to SUZ – highlights building on the opportunities offered by the precinct's relationship with the Yarra; refers to environmental and design objectives in ESO1 and DDO1 for Yarra River Corridor
Reserves and Parks within Boroondara	<ul style="list-style-type: none"> Hawthorn Hawthorn East Kew Kew East 	<ul style="list-style-type: none"> Boroondara Open Space Strategy 2013 identifies the need to prepare a conservation management plan to guide design of a more useable open space 	<ul style="list-style-type: none"> Boroondara Open Space Strategy 2013 identifies the need for improvement of environmental, heritage, and recreational values for open spaces that abut the Yarra

Figure 9: Community activities and events – Inner city reach *overleaf*

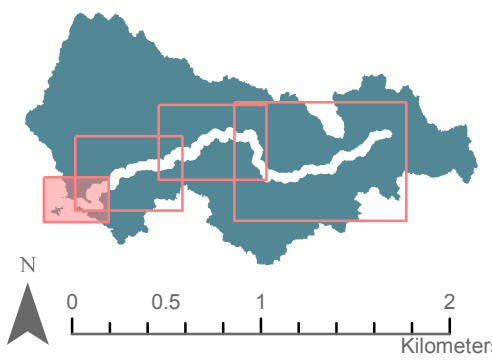
COMMUNITY ACTIVITIES AND EVENTS

INNER CITY REACH



LEGEND

- Yarra catchment
 - Yarra corridor
 - Municipal boundary
 - Reach extents
 - Central City
 - Metropolitan Activity Centre
 - Major Activity Centre
 - Waterway
 - Yarra River
 - Open space
 - Public open space - Open
 - Public open space - Limited
 - Public open space - Closed
- Community activities**
- Cultural
 - Environment
 - Festival
 - Market
 - Sport
 - Recreation site
 - Recreation asset
- ① Southbank
 - ② Docklands
 - ③ Abbotsford Convent Precinct
 - ④ Reserves and Parks within Boroondara



6.3.2 Suburban reach

Within this reach, large tracts of nature reserves and golf courses directly about the Yarra River and are mostly linked through the Main Yarra Trail. Many of the reserves also contain community and sports facilities. The area of parklands around Heidelberg host various events and community activities.

Table 8: Community activities and events – Suburban reach

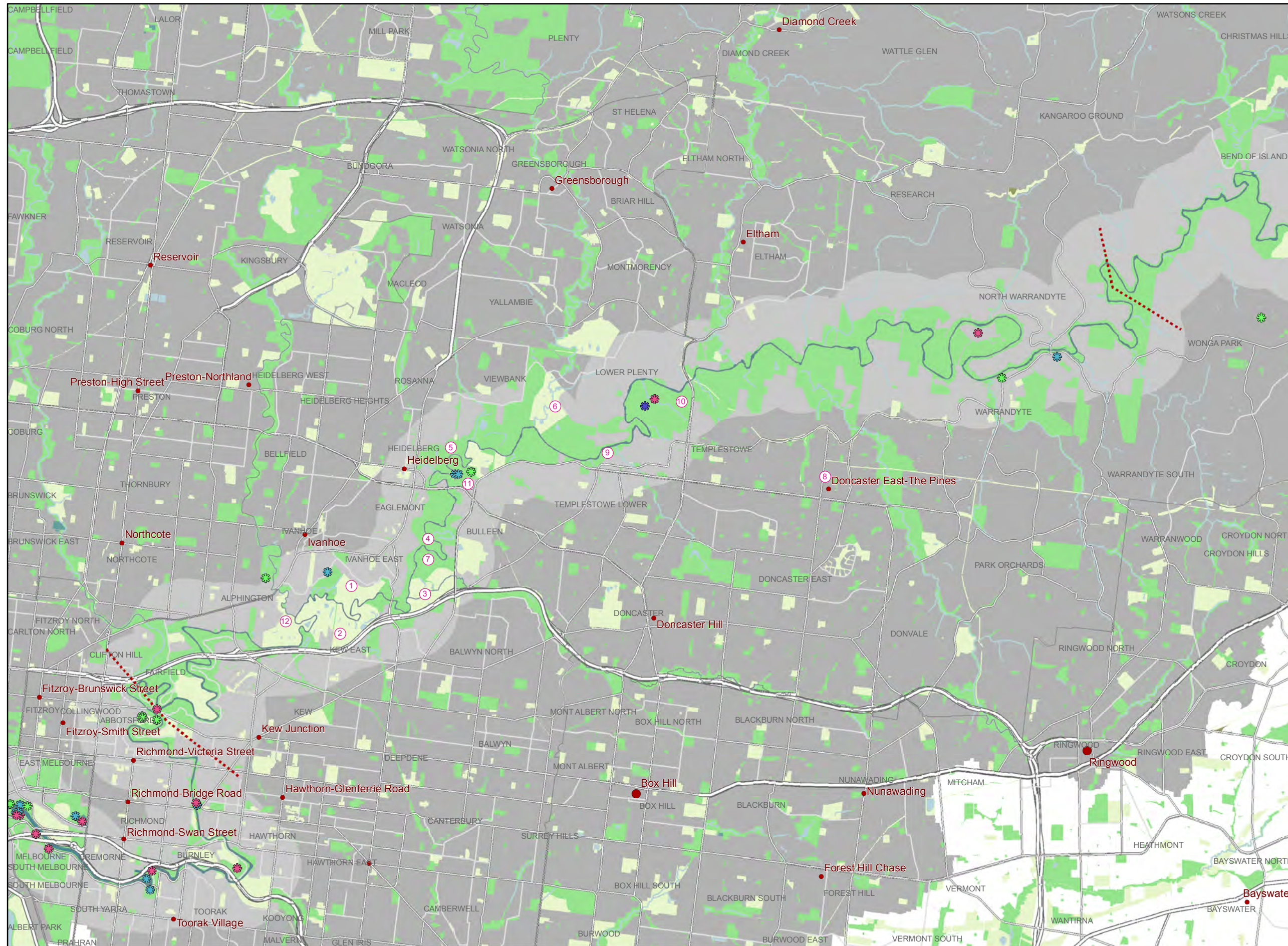
Location	Type of Activity Centre or Nearest Town	Relevant Plans and Projects	River Interface
Latrobe Golf Course	<ul style="list-style-type: none"> Alphington 	<ul style="list-style-type: none"> City of Yarra Open Space Strategy – Public Acquisition Overlay in place over areas in the river corridor 	<ul style="list-style-type: none"> Public Acquisition Overlay to complete the shared trail system for public use
Ivanhoe Public Golf Course	<ul style="list-style-type: none"> Ivanhoe 		<ul style="list-style-type: none"> Does not provide wider public access to the river
Kew Golf Club	<ul style="list-style-type: none"> Kew East 		<ul style="list-style-type: none"> Some portions of Main Yarra Trail have access to the river
Freeway Golf Course	<ul style="list-style-type: none"> Balwyn North 	<ul style="list-style-type: none"> Koonung Creek Linear Park Management Plan 2011 – identifies the golf course as a barrier to developing Koonung Trail link with Bulleen Park 	<ul style="list-style-type: none"> Golf course and Eastern Freeway does not provide public access to the river
Yarra Flats Park	<ul style="list-style-type: none"> Ivanhoe East 		<ul style="list-style-type: none"> Main Yarra Trail gives access to the river; river parkland is of high quality open space
Yarra River Parklands near Rosanna Road (Warringal Parklands)	<ul style="list-style-type: none"> Heidelberg 	<ul style="list-style-type: none"> Banyule Public Open Space Plan 2016-2031 - identifies Rosanna Road as a major barrier for access to the river corridor parklands 	<ul style="list-style-type: none"> Identified to have some of the best quality and most unique public spaces in the metropolitan area Strategies acknowledge the need for potential river crossings to improve access to the site and Banksia Park
Rosanna Golf Course	<ul style="list-style-type: none"> Rosanna 	<ul style="list-style-type: none"> Banyule Public Open Space Plan 2016-2031 –identifies this area as quasi-open space 	<ul style="list-style-type: none"> Main Yarra Trail continues along golf course riverfront Golf course does not provide direct access to river, but this is a benefit as it creates a habitat haven for native animals

Location	Type of Activity Centre or Nearest Town	Relevant Plans and Projects	River Interface
Bulleen Park	<ul style="list-style-type: none"> Bulleen 	<ul style="list-style-type: none"> Manningham Open Space Strategy 2014 – mentions upgrades to sports facilities and potential to extend trails Manningham Bicycle Strategy 2013 identifies this as a primary destination for community recreation 	<ul style="list-style-type: none">
Templestowe Village Activity Centre	<ul style="list-style-type: none"> Templestowe 	<ul style="list-style-type: none"> Templestowe Village Activity Centre Structure Plan identifies its unique quality of being the only neighbourhood activity centre in the north-western part of the municipality and within proximity to the Yarra 	<ul style="list-style-type: none"> Current built form controls in the planning scheme seek to minimise impacts to views and vistas to the Yarra Strategy identifies the river as a boundary which limits the catchment area of the activity centre
Finns Reserve	<ul style="list-style-type: none"> Templestowe Lower 	<ul style="list-style-type: none"> Manningham Bicycle Strategy 2013 identifies this as a primary destination for community recreation Finns Reserve Management Plan 2006 identifies its play space as a District level play space, attracting visitors from other suburbs 	<ul style="list-style-type: none"> Finns Reserve Management Plan 2006 identifies areas for river access improvements within the reserve and to adjacent residential areas
Westerfolds Park	<ul style="list-style-type: none"> Templestowe 	<ul style="list-style-type: none"> Manningham Bicycle Strategy 2013 identifies this as a primary destination for community recreation 	
Banksia Park	<ul style="list-style-type: none"> Bulleen 	<ul style="list-style-type: none"> Manningham Bicycle Strategy 2013 identifies this as a primary destination for community recreation, including the Heide Museum of Modern Art located within 	<ul style="list-style-type: none"> Strategies acknowledge the need for potential river crossings to improve access to the site

Figure 10: Community activities and events – Suburban reach *oveleaf*

COMMUNITY ACTIVITIES AND EVENTS

SUBURBAN REACH

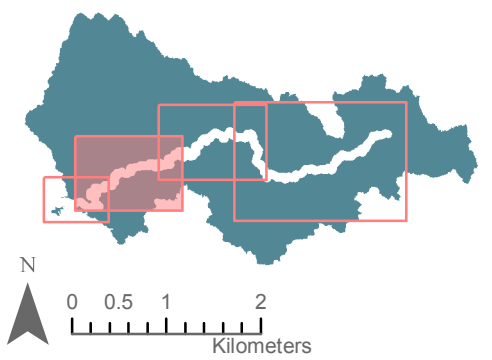


LEGEND

- Yarra catchment
- Yarra corridor
- Municipal boundary
- Reach extents
- Central City
- Metropolitan Activity Centre
- Major Activity Centre
- Waterway
- Yarra River
- Open space
- Public open space - Open
- Public open space - Limited
- Public open space - Closed

Community activities

- Cultural
 - Environment
 - Festival
 - Market
 - Sport
 - Recreation site
 - Recreation asset
- ① Ivanhoe Public Golf Course
 - ② Kew Golf Club
 - ③ Freeway Golf Course
 - ④ Yarra Flats Park
 - ⑤ Yarra River Parklands near Rosanna Road (Warringal Parklands)
 - ⑥ Rosanna Golf Course
 - ⑦ Bulleen Park
 - ⑧ Templestowe Village Activity Centre
 - ⑨ Finns Reserve
 - ⑩ Westerfolds Park
 - ⑪ Banksia Park
 - ⑫ Latrobe Golf Course



6.3.3 Lower rural reach

In the rural reaches, the network of publicly used open space is along the river becomes fragmented as activities become less concentrated around the Yarra. There are a few golf courses found within the river corridor.

Table 9: Community activities and events – Lower rural reach

Location	Type of Activity Centre or Nearest Town	Relevant Plans and Projects	River Interface
Eastern Golf Club	<ul style="list-style-type: none"> Yering 	<ul style="list-style-type: none"> Schedule 9 to SUZ – provides for the development of land as an outdoor recreation facility Yarra Ranges Council Recreation and Open Space Plan 2013-2023 – acknowledges that golf courses provide add to the number of its diverse recreational facilities 	<ul style="list-style-type: none"> Yarra Ranges Council Recreation and Open Space Plan 2013-2023 – does not address the interface with Yarra River
Heritage Golf and Country Club	<ul style="list-style-type: none"> Chirnside Park 	<ul style="list-style-type: none"> Schedule 1 to SUZ – requires the preparation of a Billabong/Wetlands and River Management Strategy SUZ2 to Yarra Ranges 	

Figure 11: Community activities and events – Lower rural reach *overleaf*

6.3.4 Upper rural reach

In the rural reaches, there are fewer venues for community activities and events and these are generally located in places outside of the river corridor, apart from near Warburton. There are large areas of open space with potential links to the Yarra.

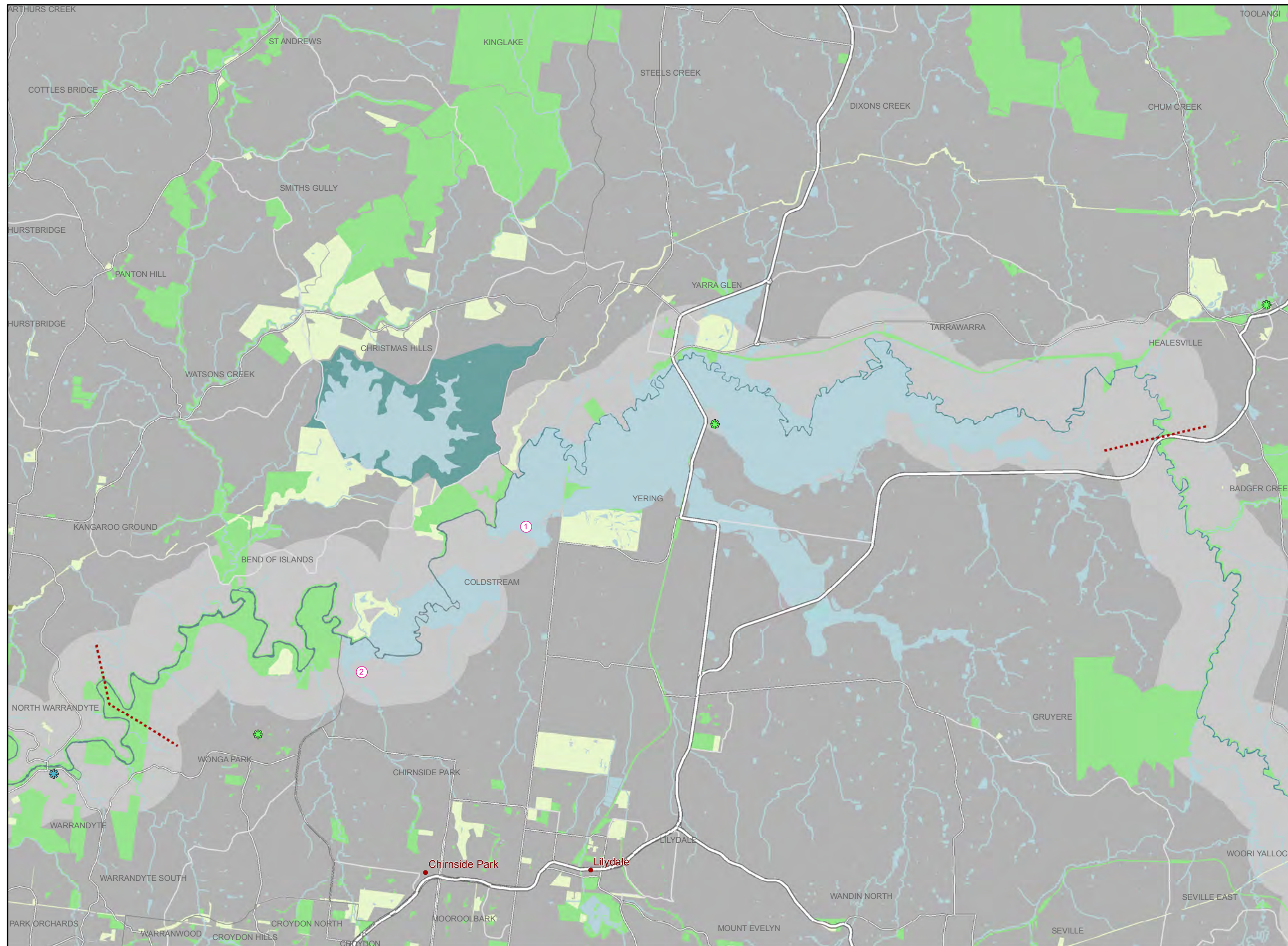
Table 10: Community activities and events – Upper rural reach

Location	Type of Activity Centre or Town in close proximity	Relevant Plans and Projects	River Interface
Warburton Rail Trail	<ul style="list-style-type: none"> Warburton 	<ul style="list-style-type: none"> There are no plans that address community activities on this riverfront location 	<ul style="list-style-type: none"> The existing cluster has linkages to the Yarra River Walking Track

Figure 12: Community activities and events – Upper rural reach *page 36*

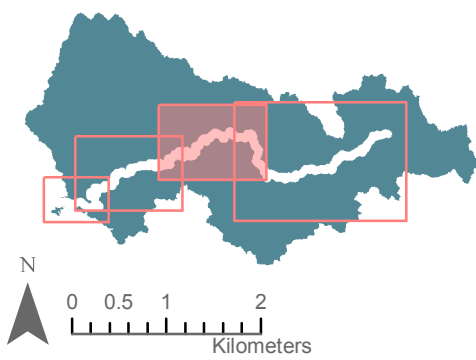
COMMUNITY ACTIVITIES AND EVENTS

SUBURBAN REACH



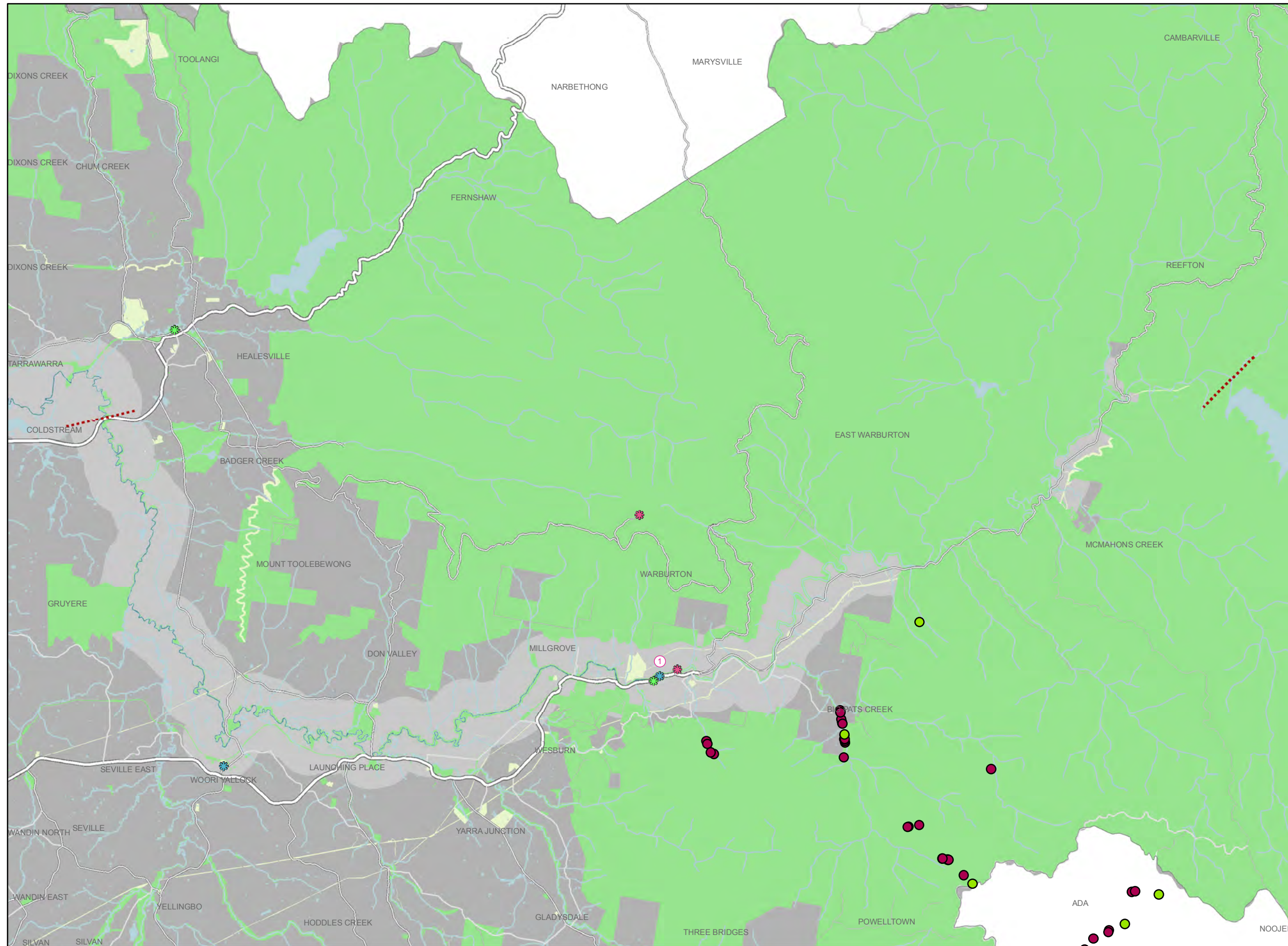
LEGEND

- Yarra catchment
 - Yarra corridor
 - Municipal boundary
 - Reach extents
 - Central City
 - Metropolitan Activity Centre
 - Major Activity Centre
 - Waterway
 - Yarra River
 - Open space
 - Public open space - Open
 - Public open space - Limited
 - Public open space - Closed
- Community activities**
- Cultural
 - Environment
 - Festival
 - Market
 - Sport
 - Recreation site
 - Recreation asset
- 1 Eastern Golf Club
 - 2 Heritage Golf and Country Club



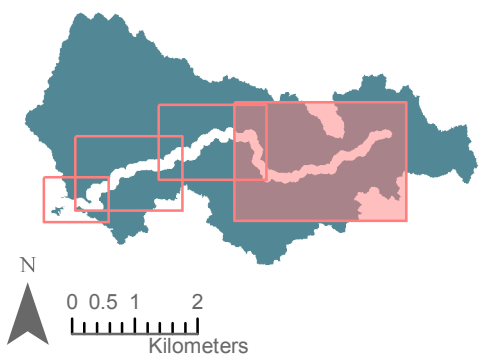
COMMUNITY ACTIVITIES AND EVENTS

SUBURBAN REACH



LEGEND

- Yarra catchment
- Yarra corridor
- Municipal boundary
- Reach extents
- Central City
- Metropolitan Activity Centre
- Major Activity Centre
- Waterway
- Yarra River
- Open space
- Public open space - Open
- Public open space - Limited
- Public open space - Closed
- Community activities**
- Cultural
- Environment
- Festival
- Market
- Sport
- Recreation site
- Recreation asset
- Warburton rail trail



6.4 Emerging Questions

A number of key questions emerge from the gap analysis that warrant consideration as the Yarra River Land Use Framework is developed:

- What role should the Yarra play as a metropolitan open space and social infrastructure asset?
- Is the Yarra being taken into account as an open space asset at a municipal level? How is this balanced against its regional role?
- What role should the Yarra play in social infrastructure/recreation? Will this be similar for all municipalities?
- Are there plans in place to enhance open space along the Yarra in response to additional demand associated with population growth?
- Is community-based activity a threat to the Yarra?
- What is the potential for shared use agreements for public authority land/facilities for wider community use?

The criteria discussed in relation to commercial activities could equally be applied to community activities and events:

- Proximity to activity centres or transport nodes
- The availability of infrastructure
- Characteristics of individual sites
- The presence of nodes of activity
- Adaptive re-use of heritage buildings and sites

6.5 Relevant plans and strategies

The key plans that inform this element include:

- Plan Melbourne 2017-2050
- Middle and Lower Yarra River Corridor Study – Municipal Toolkit
- Boroondara Open Space Strategy 2013
- Manningham Open Space Strategy 2014
- City of Yarra Urban Design Strategy 2011
- City of Melbourne Open Space Strategy: Planning for Future Growth
- Templestowe Village Structure Plan
- Koonung Creek Linear Park
- Southbank Structure Plan 2011
- Docklands Community and Place Plan 2012
- Local Council Municipal Strategic Statement

7.0 Movement and access networks

This section addresses Element L: Identify movement and access networks that link people to the Yarra River landscape and its parklands as part of the larger regional trails network.

7.1 Introduction

Myriad trails, shared paths and connections provide community access to and along the Yarra River landscape. Access varies between the different reaches – from multiple access points and a comprehensive trail network close to the inner city, to more sporadic access points at key nodes in the upper reaches. As the city continues to grow and expand these movement and access networks will serve an increasingly important recreational and social role, providing refuge from the city and access to nature.

Element L aims to identify important pathways and trails for pedestrians and cyclists that enable people to access the river and surrounding parklands. Its purpose is to also identify how these trails can better connect to the larger network of trails across the region.

Providing enhanced accessibility to the Yarra parklands and connecting identified networks to the greater regional trails network will ensure that the Yarra River is integrated well with its surrounding landscape and offers attractive and connected trails and spaces for people to use.

7.2 Overview

The identification and enhancement of movement and access networks will increase the accessibility of the Yarra River landscape across all reaches. The provision of a continuous and accessible trail network will play a key role in connecting people to spaces for recreational and community activities, offering a wide variety of different experiences along the length of the Yarra River corridor.

A review of strategies and plans addressing movement and access links to the Yarra River highlights significantly different degrees of accessibility between reaches, with the network being more connected and accessible within the inner-city and suburban reaches of the river in comparison to the lower and upper rural reaches. A number of gaps and needs also emerged from this review, with strategies proposing infrastructure upgrades to enhance access. An example is the proposed shared path crossing near Banksia Park, identified in Manningham Council's 2013 Bicycle Strategy, for its benefits towards completing the shared recreational path networks that will link activity centres to the proposed Banyule Arts Precinct.

A common community aspiration for the Yarra River is a desire for continuous access to the entire corridor on both sides of the river at the inner-city, suburban and lower rural reaches. This can be achieved through effective connections and utilisation of existing trail networks and the Greater Yarra Urban Parklands. However, some sections of the river corridor may benefit from limited access to preserve the river's natural character, particularly in the rural and suburban reaches.

As noted previously, activity centre structure plans generally do not adequately address connectivity to the river corridor. This represents a key strategic gap in terms of accessibility. While there are some strategies that include infrastructure upgrades within access network improvements, such as stairways for tourism use at the interface with the river, this is not a common feature.

At a metropolitan level, one of the most significant strategic gaps exists in relation to the planning of the new mixed use and employment precincts at Fishermans Bend. Although the precinct is projected to deliver tens of thousands of new dwellings and jobs, access to the river through private land or port and industrial uses is not addressed.

7.3 Mapping and analysis

As part of the gap analysis GIS information was gathered in relation to each of the elements that is the subject of this report. The following sections provide the outcome of the mapping exercise and contain additional discussion about the precincts, places, reports and key issues identified for each of the Yarra's reaches.

7.3.1 Inner city reach

In this reach, there is a very high density of shared trails with connections to the Yarra River. In general, areas in the City of Melbourne and Yarra have a higher density of trails with access to the river. These areas are highly used by cyclists and pedestrians. Many of the large open spaces are linked to the river apart from some sections being disconnected due to roads or the freeway. This reach of the Yarra allows for use for boating or water transport.

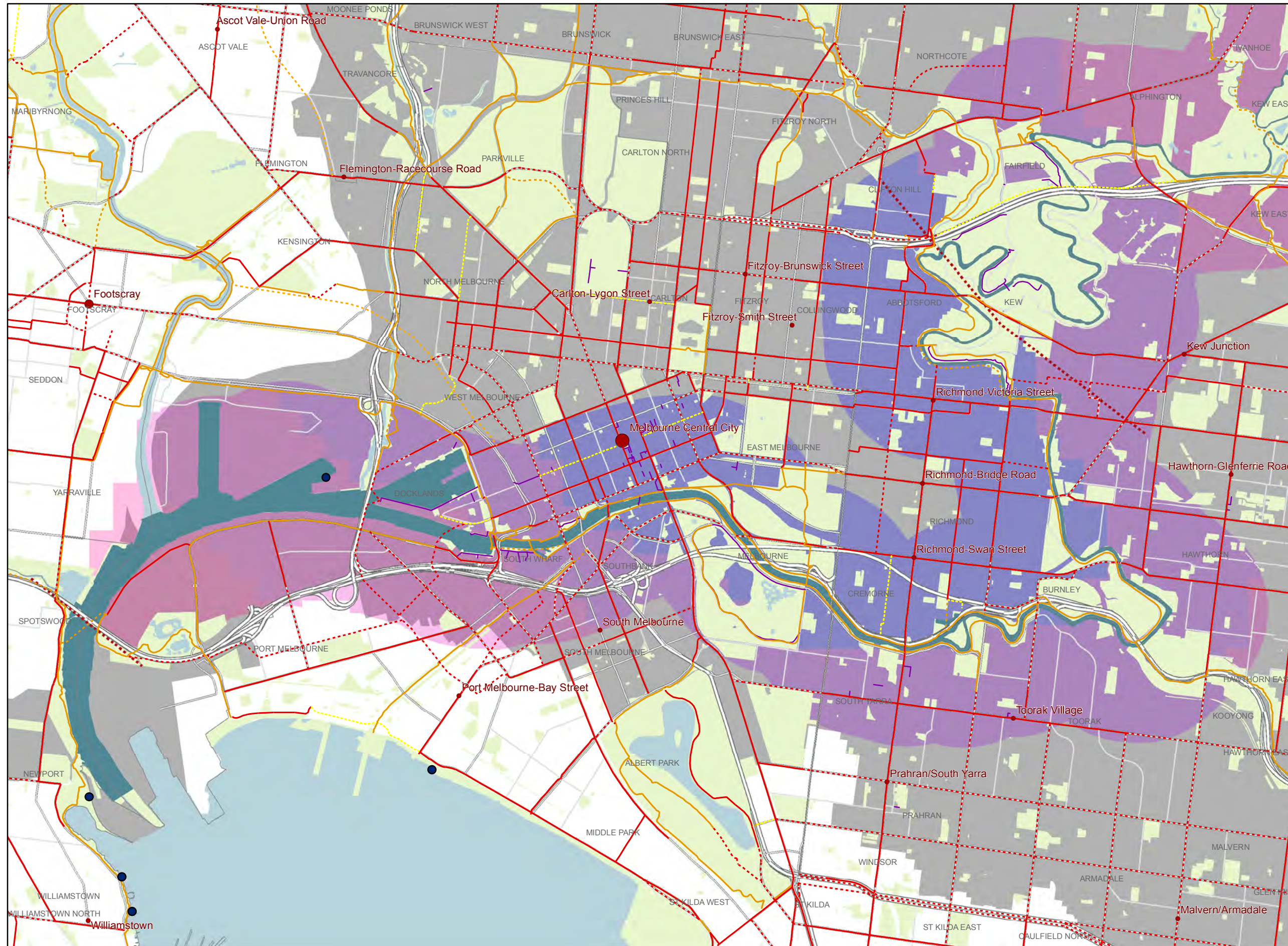
Table 11: Movement and access networks – Inner city reach

Gap Identified	Location	Relevant Plans and Projects
Upgrades to existing boat ramps; including all abilities access	<ul style="list-style-type: none"> • Yarra Bend Park • Upgrades to Jim Stynes Bridge 	<ul style="list-style-type: none"> • Yarra Recreational Paddling Launch Investigation Report • Access Docklands Strategy
Protection of Native Vegetation	<ul style="list-style-type: none"> • Alphington Paper Mill Site 	<ul style="list-style-type: none"> • Yarra Recreational Paddling Launch Investigation Report
Improvement of pedestrian and cycling environment	<ul style="list-style-type: none"> • Interchange between West Gate Freeway and Montague Street • Improved signages at Docklands • New shared boardwalk trail adjacent to Yarra River (Gipps Street to Grosvenor Street) • New shared path along river (Fairfield Boathouse to Coate Park) 	<ul style="list-style-type: none"> • Southbank Structure Plan 2010 • Access Docklands Strategy • City of Yarra Bike Strategy 2016
Missing links to shared path networks	<ul style="list-style-type: none"> • Victoria Harbour (through Docklands Water Shuttle) • Northbank to North Melbourne (over Wurundjeri Way) • Link between North Melbourne Station, E-gate, Docklands, and Northbank • New cycling route south of Melbourne CBD • Proposed Collins St Tram extension from Docklands to Fisherman's Bend • Richmond East-West Victoria Street (Johnston Street to Yarra River) • Hyde Park link to Main Yarra Trail 	<ul style="list-style-type: none"> • Access Docklands Strategy • City of Melbourne Walking Plan 2014-2017 • City of Melbourne Transport Strategy 2012-2030 • City of Yarra Bike Strategy 2016 • Boroondara Open Space Strategy 2013 • Inner Melbourne Action Plan 2005
River crossings to complete shared path network	<ul style="list-style-type: none"> • Victoria Harbour • Church Street adjacent Carlton United Breweries Site 	<ul style="list-style-type: none"> • Access Docklands Strategy • City of Yarra Bike Strategy 2016
Water Transport Services e.g. water taxi, ferry network	<ul style="list-style-type: none"> • Victoria Harbour 	<ul style="list-style-type: none"> • City of Melbourne Transport Strategy 2012-2030 • Access Docklands Strategy

Figure 13: Movement and access networks – Inner city reach *overleaf*

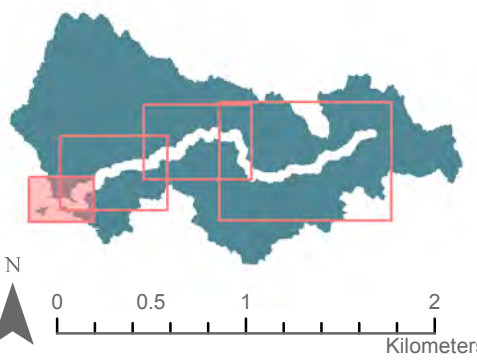
MOVEMENT ACCESS NETWORK

INNER CITY REACH



LEGEND

- Yarra catchment
- Municipal boundary
- Reach extents
- Central Business District
- Metropolitan Activity Centre
- Major Activity Centre
- Waterway
- Yarra River
- Open Space
- Boat access
- Bicycle network**
- ND - Proposed
- Off Road - Existing
- Off Road - Intended
- Off Road - Proposed
- On Road - Existing
- On Road - Proposed
- Walking track**
- Pedestrian track
- Recreation track
- Bike path and trail density**
- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10



7.3.2 Suburban reach

The private and public use open spaces along the Yarra are linked to each other through an almost continuous network of trails. The density of trail networks with access to the Yarra transitions from a high density network near the Inner City reach to becoming less dense in the upstream areas of the river. Some parts of the river in this reach allows for use for boating or water transport.

Table 12: Movement and access networks – Suburban reach

Gap Identified	Location	Relevant Plans and Projects
Protection of Native Vegetation	<ul style="list-style-type: none"> • Finns Reserve 	<ul style="list-style-type: none"> • Ruffey Creek Linear Park Management Plan 2017
Missing link to trail and upgrades to existing path	<ul style="list-style-type: none"> • Collins and Walmer Street, Kew • Latrobe Golf Course, Alphington • Yarra river to Unwin and Mahoney Streets • Templestowe Road and footbridge carpark in Finns Reserve • New footbridge across West Templestowe Drain in Finns Reserve • Mullum Mullum Trail link between Koonung Trail and Main Yarra Trail 	<ul style="list-style-type: none"> • City of Yarra Open Space Strategy • Finns Reserve Management Plan 2006 • Koonung Creek Linear Park Management Plan 2011
Future land acquisition required to complete trail	<ul style="list-style-type: none"> • Ruffey Trail, Main Yarra Trail in Lower Templestowe • Former Bulleen Drive-in Site at Bolin Bolin Cultural Heritage Trail • Greenaway Reserve between Bulleen Road and Yarra River 	<ul style="list-style-type: none"> • Manningham Open Space Strategy 2014
Upgrades to existing boat ramps; including all abilities access and toilet facilities for some locations	<ul style="list-style-type: none"> • Yarra Bend Park • Harrison Crescent Reserve • 	<ul style="list-style-type: none"> • Yarra Recreational Paddling Launch Investigation Report • Boroondara Open Space Strategy 2013
Identify route for traditionally-made canoe by Wurundjeri	<ul style="list-style-type: none"> • Yarra River 	<ul style="list-style-type: none"> • Yarra Recreational Paddling Launch Investigation Report
River crossings to complete shared path network	<ul style="list-style-type: none"> • Shared path bridge on Main Yarra Trail, between Banksia Park (west) and Heide Museum (east) • Main Yarra Trail, between Yarra Flats Park (west) and Bulleen Park and Principle Bicycle Network (east) • On-road bicycle lane in the vicinity of Manningham Road 	<ul style="list-style-type: none"> • Banyule Public Open Space Plan 2016-2031 • Manningham Bicycle Strategy 2013
Access to open space in neighbouring councils across river through improved pedestrian and cycling connectivity	<ul style="list-style-type: none"> • Open spaces in City of Banyule and Manningham 	<ul style="list-style-type: none"> • Banyule Public Open Space Plan 2016-2031
Improved crossing points for safer pedestrian access to open space in river parklands	<ul style="list-style-type: none"> • Bulleen Road • Templestowe Road • Ruffey Creek Trail to swing bridge 	<ul style="list-style-type: none"> • Manningham Open Space Strategy 2014 • Finns Reserve Management Plan 2006

Gap Identified	Location	Relevant Plans and Projects
Improved Facilities e.g. bicycle parking, seating, end of trip facilities, lighting, signage	<ul style="list-style-type: none"> • Koonung Creek Linear Trail • Main Yarra Trail • Ruffey Trail 	<ul style="list-style-type: none"> • Manningham Bicycle Strategy 2013 • Ruffey Creek Linear Park Management Plan 2017

Figure 14: Movement and access networks – Suburban reach *overleaf*

7.3.3 Lower rural reach

In the rural areas, access networks through the river corridor are generally used for recreation. These include trails for pedestrians, cyclists, and some equestrian trails. There are some proposed on-road cycle trails that link several towns and which cross the Yarra River. In certain sections of the river, there are some recreational water uses. Some off-road trails may be unmapped.

Table 13: Movement and access networks – Lower rural reach

Gap Identified	Location	Relevant Plans and Projects
Upgrades to existing boat ramps; including all abilities access and toilet facilities for some locations	<ul style="list-style-type: none"> • Wittons Reserve Canoe Launch 	<ul style="list-style-type: none"> • Yarra Recreational Paddling Launch Investigation Report
Linkages to Main Yarra Trail	<ul style="list-style-type: none"> • Eltham Lower Park in Diamond Creek Trail 	<ul style="list-style-type: none"> • Nillumbik Trails Strategy 2011 identifies some trail networks that could potentially be linked to the Yarra

Figure 15: Movement and access networks – Lower rural reach *page 44*

7.3.4 Upper rural reach

In the rural areas, access networks through the river corridor are generally used for recreation. These include trails for pedestrians, cyclists, and some equestrian trails. Some of these trails have the potential to provide linkages between the river and highland areas. Some off-road trails may be unmapped.

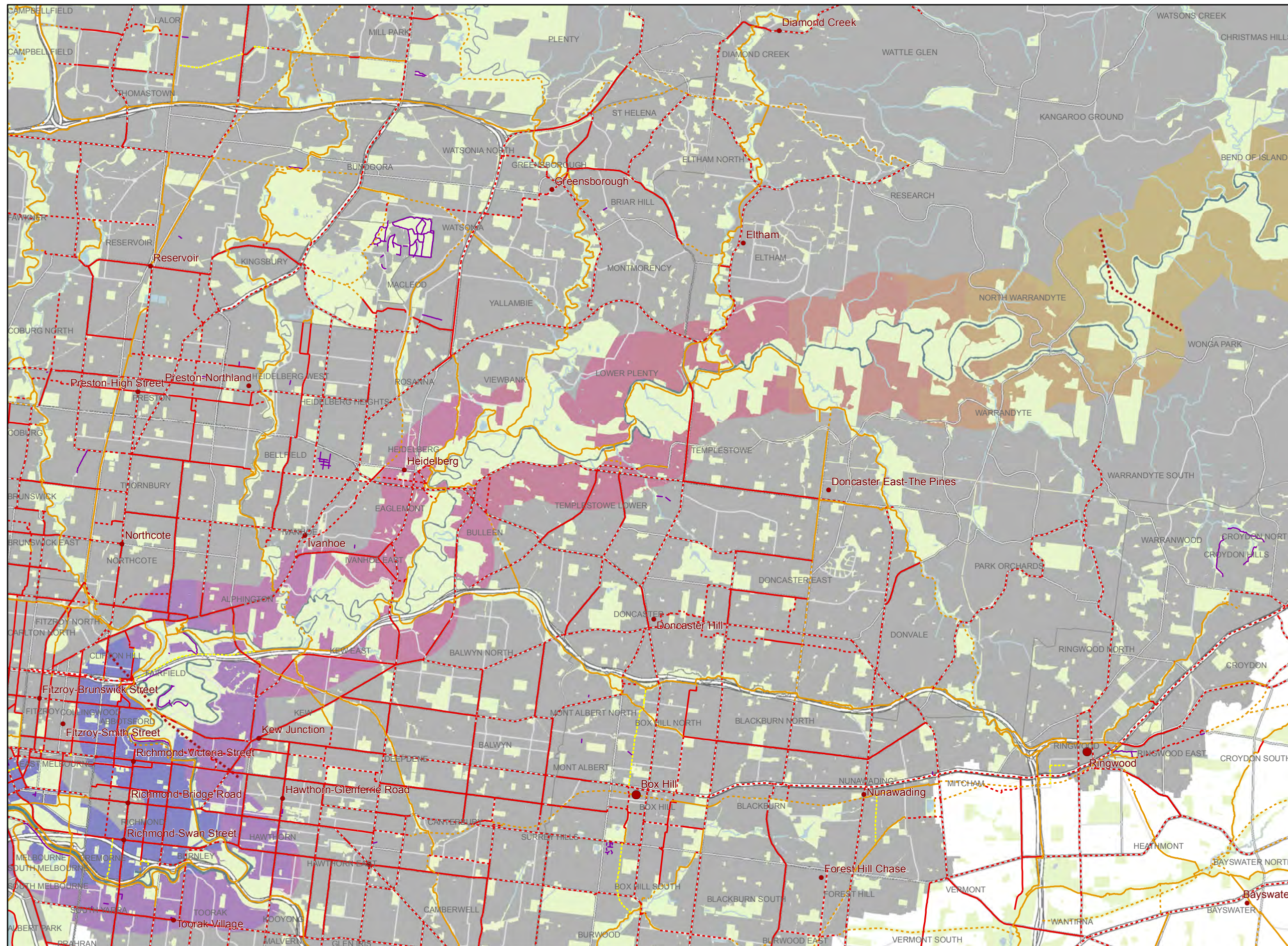
Table 14: Movement and access networks – Upper rural reach

Gap Identified	Location	Relevant Plans and Projects
Linkages with other access networks i.e. bike trails, Rail Trails	<ul style="list-style-type: none"> • Warburton Bike Trail • Rail Trails 	<ul style="list-style-type: none"> • Yarra Recreational Paddling Launch Investigation Report

Figure 16: Movement and access networks – Upper rural reach *page 45*

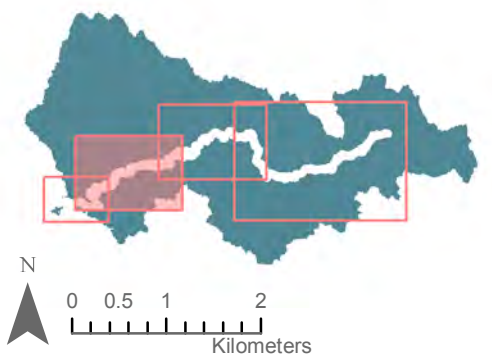
MOVEMENT ACCESS NETWORK

SUBURBAN REACH



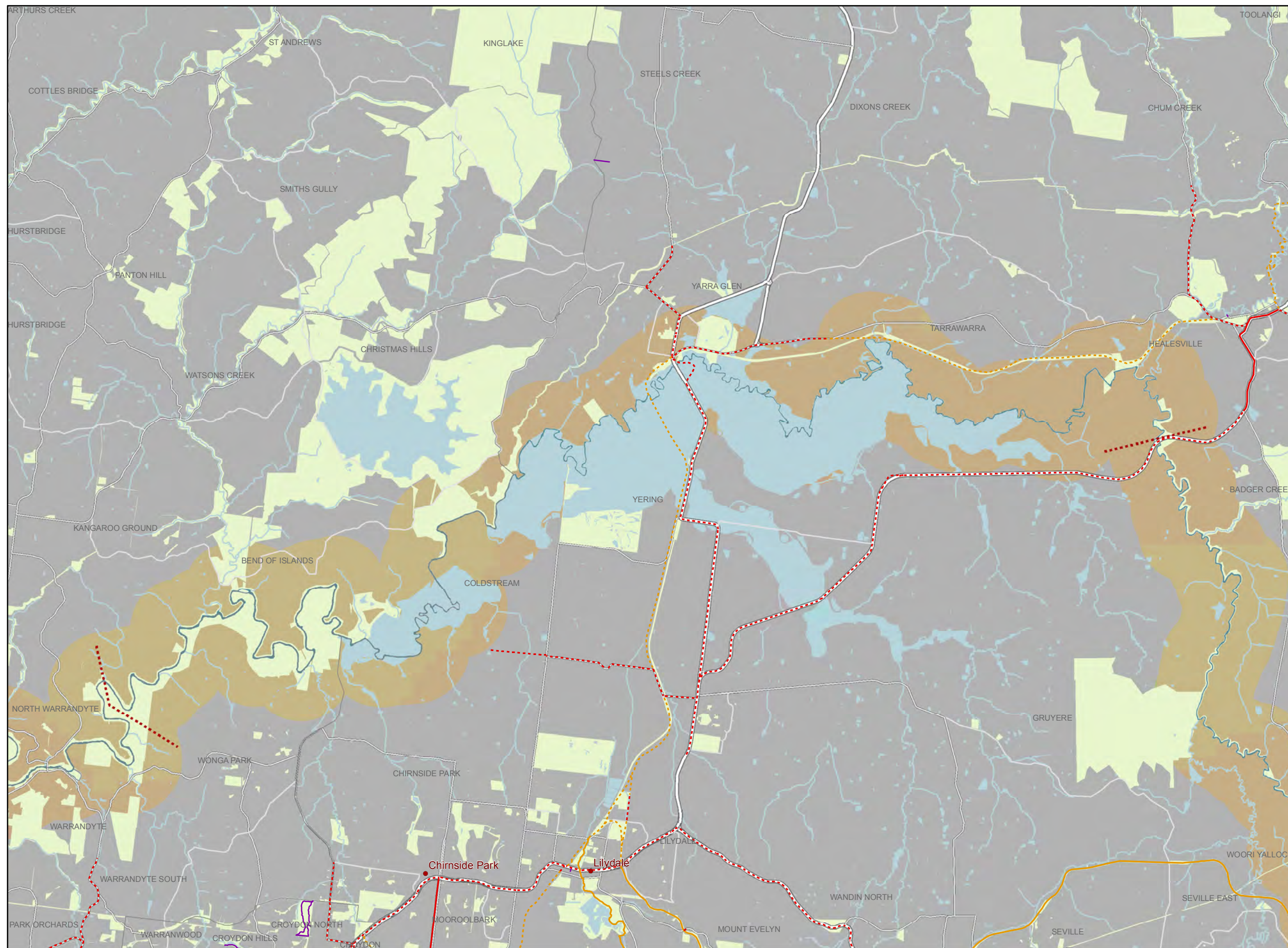
LEGEND

- Yarra catchment
- Municipal boundary
- Reach extents
- Central Business District
- Metropolitan Activity Centre
- Major Activity Centre
- Waterway
- Yarra River
- Open Space
- Bicycle network**
- ND - Proposed
- Off Road - Existing
- Off Road - Intended
- Off Road - Proposed
- On Road - Existing
- On Road - Proposed
- Walking track**
- Pedestrian track
- Recreation track
- Bike path and trail density**
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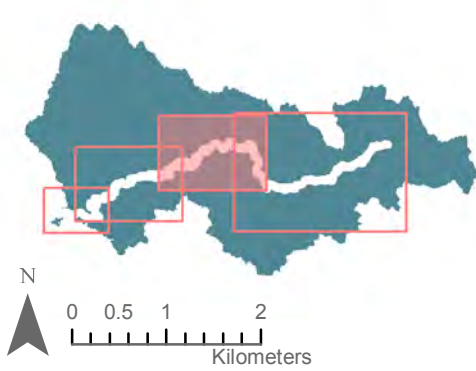
MOVEMENT ACCESS NETWORK

LOWER RURAL REACH



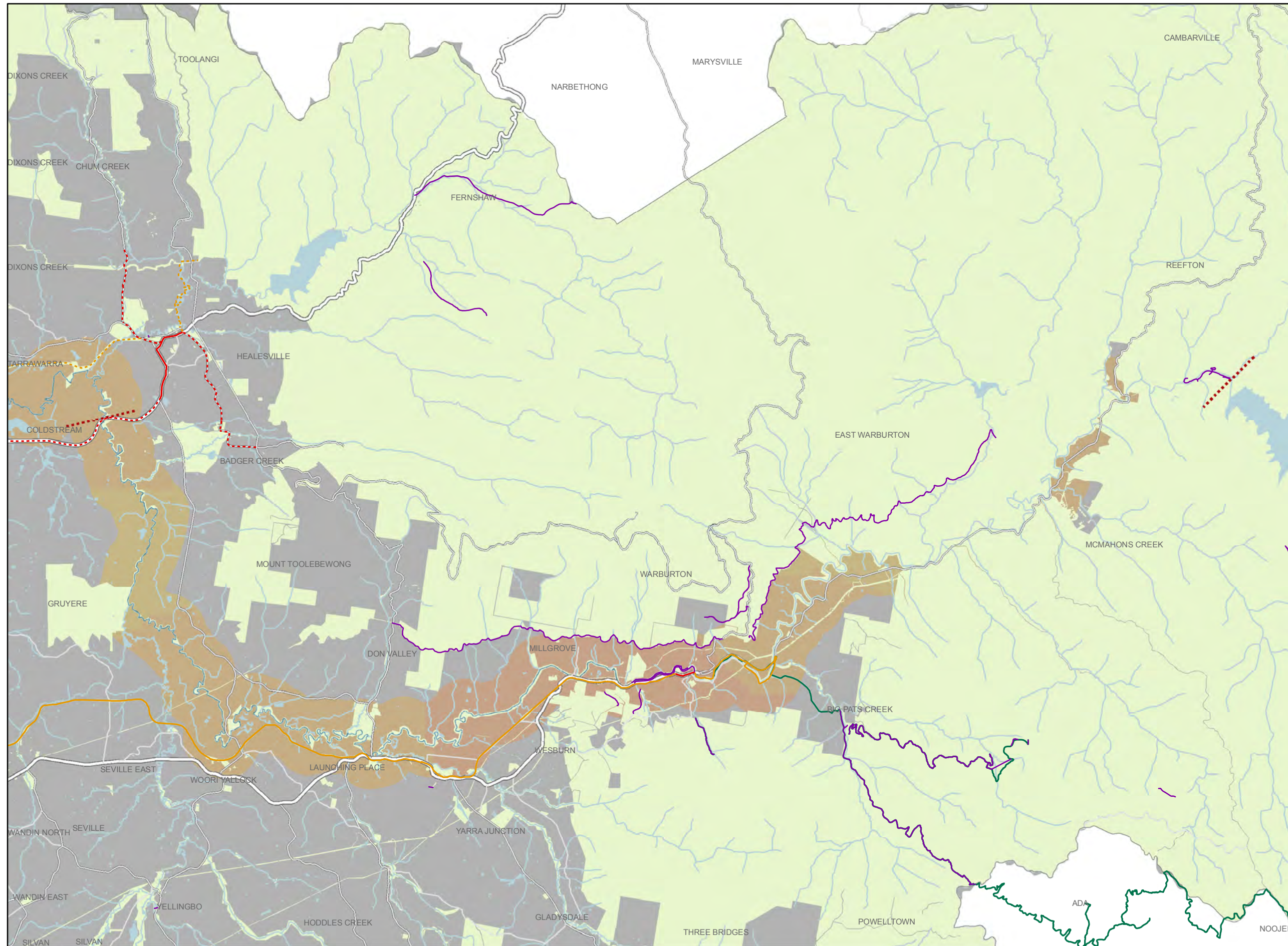
LEGEND

- Yarra catchment
- Municipal boundary
- Reach extents
- Central Business District
- Metropolitan Activity Centre
- Major Activity Centre
- Waterway
- Yarra River
- Open Space
- Bicycle network**
- ND - Proposed
- Off Road - Existing
- Off Road - Intended
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- On Road - Existing
- On Road - Proposed
- Walking track**
- Pedestrian track
- Recreation track
- Bike path and trail density**
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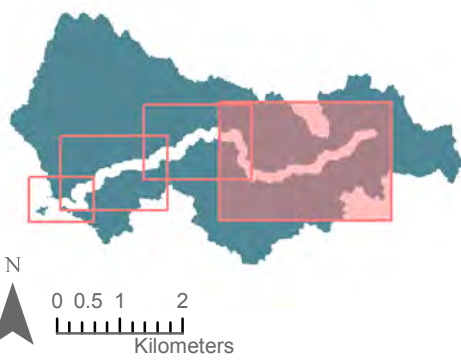
MOVEMENT ACCESS NETWORK

UPPER RURAL REACH



LEGEND

- Yarra catchment
- Municipal boundary
- Reach extents
- Central Business District
- Metropolitan Activity Centre
- Major Activity Centre
- Waterway
- Yarra River
- Open Space
- Bicycle network**
- ND - Proposed
- Off Road - Existing
- Off Road - Intended
- Off Road - Proposed
- On Road - Existing
- On Road - Proposed
- Walking track**
- Pedestrian track
- Recreation track
- Bike path and trail density**
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7.4 Emerging questions

A number of key questions emerge from the gap analysis that warrant consideration as the Yarra River Land Use Framework is developed:

- What are the roles of the river corridor trails – commuting, recreational, tourism?
- Should there be a hierarchy / separation of trails?
- Where are the gaps in the trail that need to be fixed? e.g. stairways, enhancement of entry points
- What principles should be applied to public access to river?
- Should we be seeking to increase accessibility in Fishermans Bend given the expected population increase and conversely, should access be more limited for areas needing ecological protection?

7.5 Relevant plans and strategies

The key plans that inform this element include:

- Banyule City Bicycle Strategy 2010 to 2020
- Boroondara Bicycle Strategy 2010 - 2020
- City of Melbourne Bicycle Plan 2016 to 2020
- Access Docklands
- City of Melbourne Transport Strategy 2012-2030
- City of Melbourne Walking Plan 2014-17
- Ready Set Pedal Bicycle Strategy, City of Manningham
- City of Yarra Bike Strategy 2016 Refresh
- Victoria's 30-year Infrastructure Strategy
- Templestowe Village Structure Plan 2013
- Finns Reserve Management Plan 2006
- Koonung Creek Linear Park Management Plan 2011
- Ruffey Lake Linear Park Management Plan
- Nillumbik Trails Strategy 2011
- Yarra Recreational Paddling Launch Investigation

8.0 Strategic transport infrastructure

This section addresses Element M: Incorporate any agreed strategic transport infrastructure including identified current or future river crossings and principle bicycle networks.

8.1 Introduction

All levels of government are currently prioritising investment in transport infrastructure in response to growing concerns about congestion and road safety. Technological change, including smart road infrastructure and autonomous vehicles, will also influence the operation of the network in the coming decades. In response to these drivers of change numerous strategic transport infrastructure plans have been prepared for areas along and in proximity to the Yarra River corridor. These plans and strategies document the existing road, walking, bicycle and public transport network and identify potential opportunities for further expansion and connection.

The goal of Element M is to include any strategic transport infrastructure in the land use framework plan. Strategic transport infrastructure could include major roads, road or pedestrian bridges, public transport facilities, pedestrian paths and bicycle networks.

This element has a focus on the transport infrastructure surrounding the river, addressing the relationship between the Yarra River corridor and the wider public and active transport network. Current and future river crossings are a particular item of interest due to both the environmental impact that crossings have on the river environment and, conversely, the substantial transport barrier presented by the river. This element is closely related to Element L, as the incorporation of transport infrastructure strategies will in turn improve the movement and access networks to the Yarra River.

8.2 Overview

The Yarra River is a defining landscape feature within the Melbourne basin. As it carves its way through the north-eastern and eastern suburbs it effectively segregates the radial heavy and light rail systems and disrupts the otherwise regular grid of the road transport network. From a transport network perspective, the corridor presents itself as a substantial barrier that is expensive to cross. It heavily constrains commuter road transport access between the eastern suburbs and the Central Business District and has hindered the establishment of any significant north-south connections on the eastern side of the city.

On the other hand, Melbourne's watercourses were so undervalued in the 20th century that they were exploited as locations for freeway construction. The legacies of this program affect the Yarra River in several locations: the Eastern Freeway in Kew, Fairfield and Abbotsford; the Monash Freeway in Burnley, Cremorne and Richmond; the Westgate Freeway in Southbank; and the Bolte Bridge in Docklands. In each case freeway construction has blighted the river environs, imposed substantial physical infrastructure in the landscape; reduced accessibility; and exacerbated the barrier effect of the river itself.

As an adjunct to its broader network functions, transport infrastructure plays an important role in connecting the Yarra River corridor to its surrounding landscapes, townships and urban areas. Across all its reaches the Yarra River is envisioned as an important recreational asset and cultural gathering place. Transport infrastructure facilitates access by linking people to the river as a destination in itself. The focus of this Element is in understanding how those connections may be enhanced within the broader networks.

The transport plans and strategies reviewed continue to treat the Yarra River primarily as a barrier. Despite this, few propose new crossings of the river. Fewer still contemplate improved connections into the river environs itself. There appear to be no serious plans that contemplate water-based transport as an option within the navigable portions of the river between Abbotsford and Docklands.

8.3 Mapping and analysis

As part of the gap analysis GIS information was gathered in relation to each of the elements that is the subject of this report. The following sections provide the outcome of the mapping exercise and contain additional discussion about the precincts, places, reports and key issues identified for each of the Yarra's reaches.

8.3.1 Inner city reach

In this reach, there is a high connectivity of car, bike, and trail networks to the Yarra River. Many of these traverse the river in this reach, resulting in numerous river crossings. In Richmond, the Monash Freeway runs along the path of the river corridor resulting in its highly modified urban environment. This contributes to poor accessibility to the river as well as affecting the continuity of trail networks in these parts. Despite this, trails along the river are highly used by the principal bicycle network.

Many of the major transport infrastructure proposals are focused within the urban renewal areas in the City of Melbourne. These include new routes and major upgrades to current services, particularly services that link Fisherman's Bend to the Docklands and the CBD. Other transport infrastructure proposed for this reach include water transport along the Yarra, providing services within the Docklands initially, with proposed connections to the western suburbs in the long term.

Figure 17: Strategic transport infrastructure – Inner city reach *overleaf*

8.3.2 Suburban Reach

Within the suburban reach, there is generally a less dense network of transport infrastructure, located mostly downstream of the Yarra. There are also fewer river crossings, leaving many large areas of uninterrupted Yarra River Parkland. This continuous network of open spaces parklands is highly used by the Principal Bicycle Network for most of the areas in this river reach. However, there are certain areas that are affected by the Eastern Freeway and the Chandler Highway, which disconnect neighbourhoods from the parks along the river corridor and its trail networks.

Figure 18: Strategic transport infrastructure – Suburban reach *page 50*

8.3.3 Lower and Upper Rural Reach

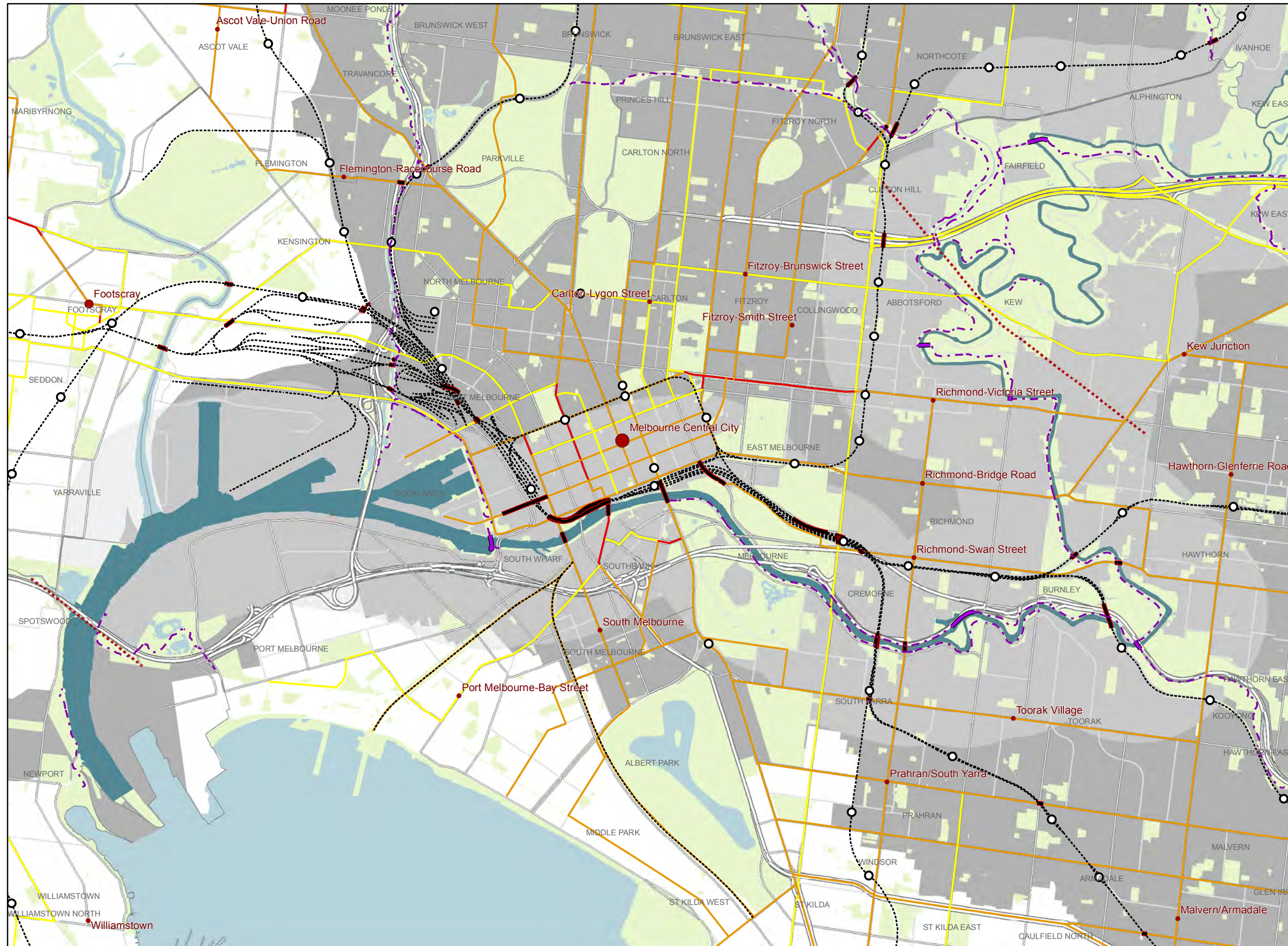
In the lower and upper rural reaches, the public transport networks is at a very low density, with very few routes passing near or across the river. In general, there is a low car, bike, and trail connectivity to the Yarra River apart from areas near towns such as Yarra Glen, Healesville, Woori Yallock, Launching Place, Milgrove, and Warburton. Connectivity to the river corridor improves as bicycle trails realign back with the corridor in the upper rural reaches. River crossings are very scarce in this reach.

Figure 19: Strategic transport infrastructure – Lower rural reach *page 51*

Figure 17: Strategic transport infrastructure – Upper rural reach *page 52*

TRANSPORT AND INFRASTRUCTURES

INNER CITY REACH



LEGEND

- Yarra catchment
- Yarra corridor
- Municipal boundary
- Reach extents
- Central Business District
- Metropolitan Activity Centre
- Major Activity Centre
- Waterway
- Yarra River
- VPA_Open_Space

Transport

- Rail
- Bridge
- Bus
- Tram
- Tram/Bus
- Bicycle Trail
- Bridge
- Train station

YSP06

- Low car, bike and trail connectivity to the waterway

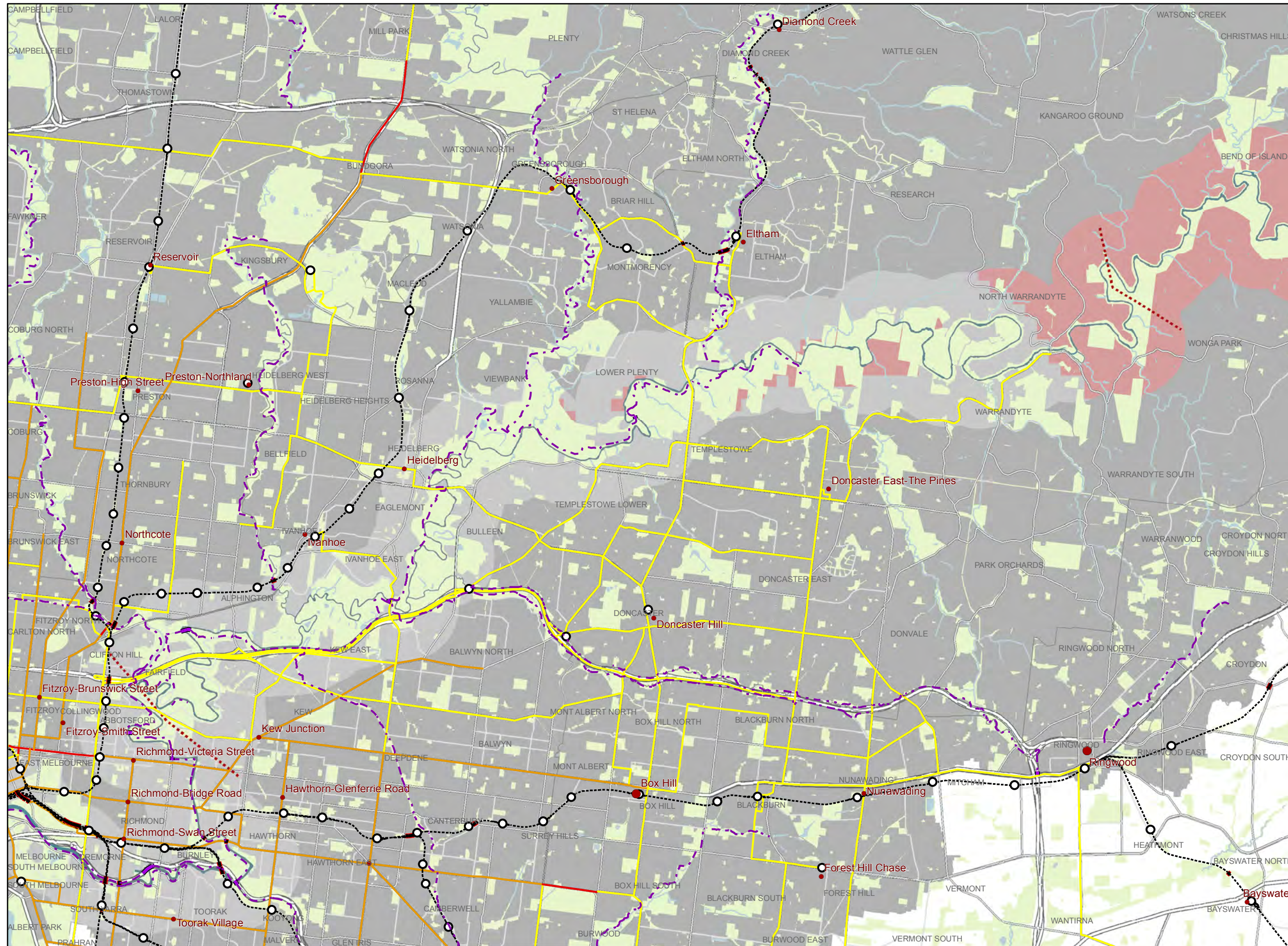
N

0 0.5 1 2 Kilometers



TRANSPORT AND INFRASTRUCTURES

SUBURBAN REACH



LEGEND

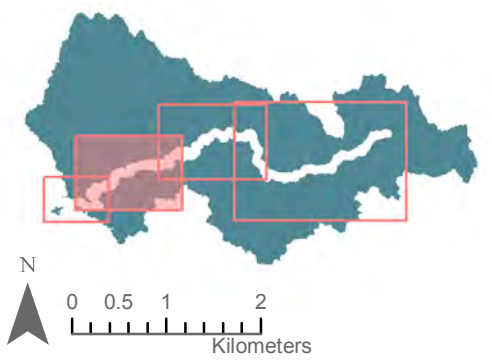
- Yarra catchment
- Yarra corridor
- Municipal boundary
- Reach extents
- Central Business District
- Metropolitan Activity Centre
- Major Activity Centre
- Waterway
- Yarra River
- VPA_Open_Space

Transport

- Rail
- Bridge
- Bus
- Tram
- Tram/Bus
- Bicycle Trail
- Bridge
- Train station

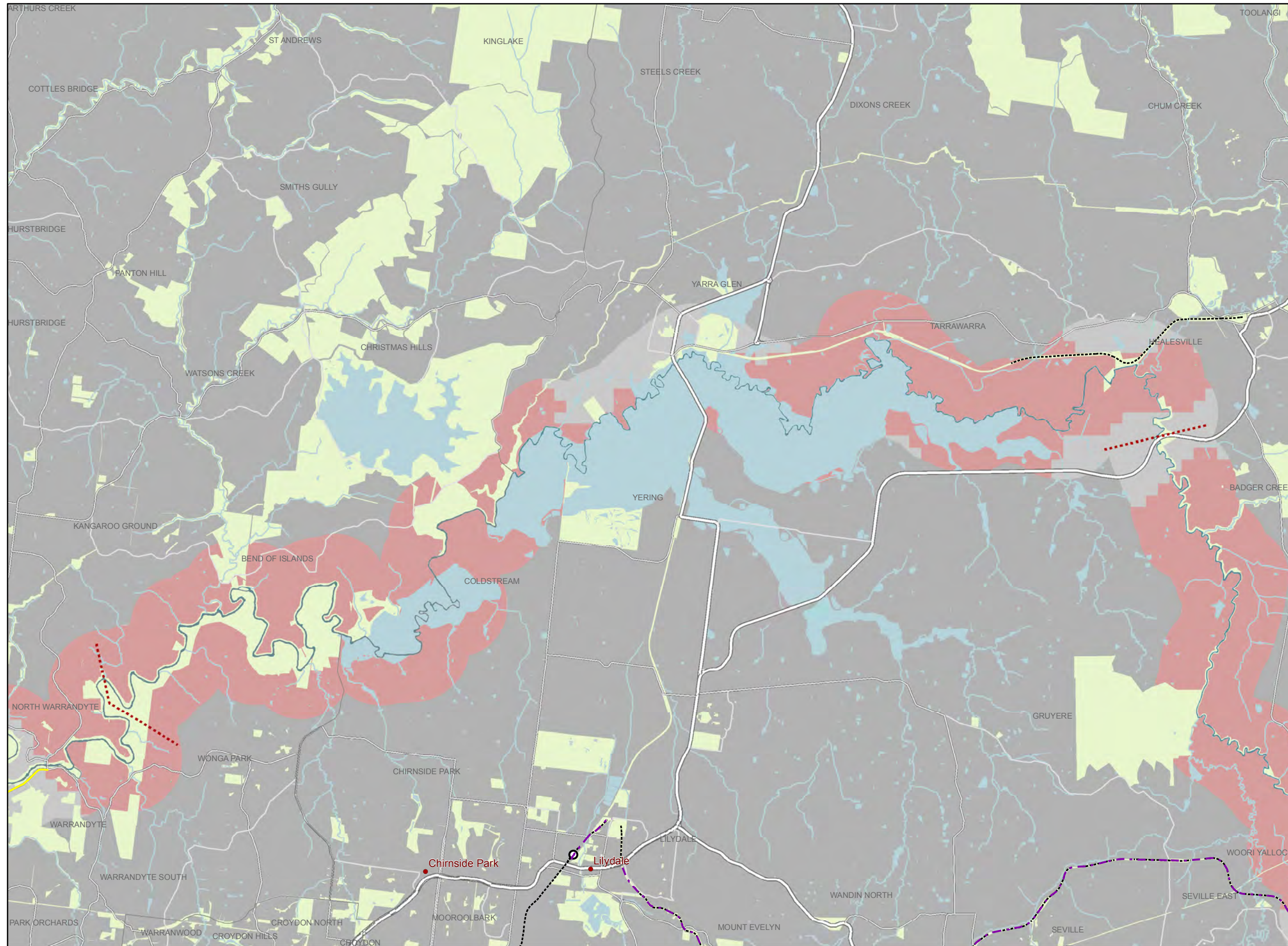
YSP06

- Low car, bike and trail connectivity to the waterway



TRANSPORT AND INFRASTRUCTURES

LOWER RURAL REACH



LEGEND

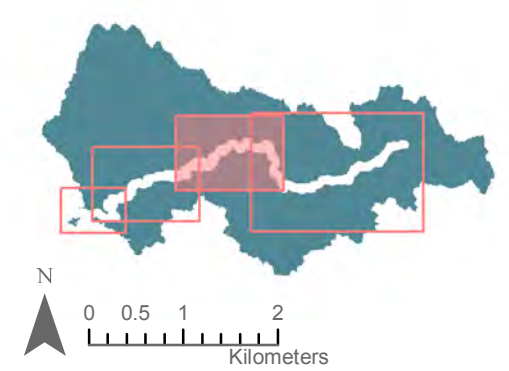
- Yarra catchment
- Yarra corridor
- ▭ Municipal boundary
- ⋯ Reach extents
- Central Business District
- Metropolitan Activity Centre
- Major Activity Centre
- Waterway
- Yarra River
- VPA_Open_Space

Transport

- ⋯ Rail
- Bridge
- Bus
- Tram
- Tram/Bus
- Bicycle Trail
- Bridge
- Train station

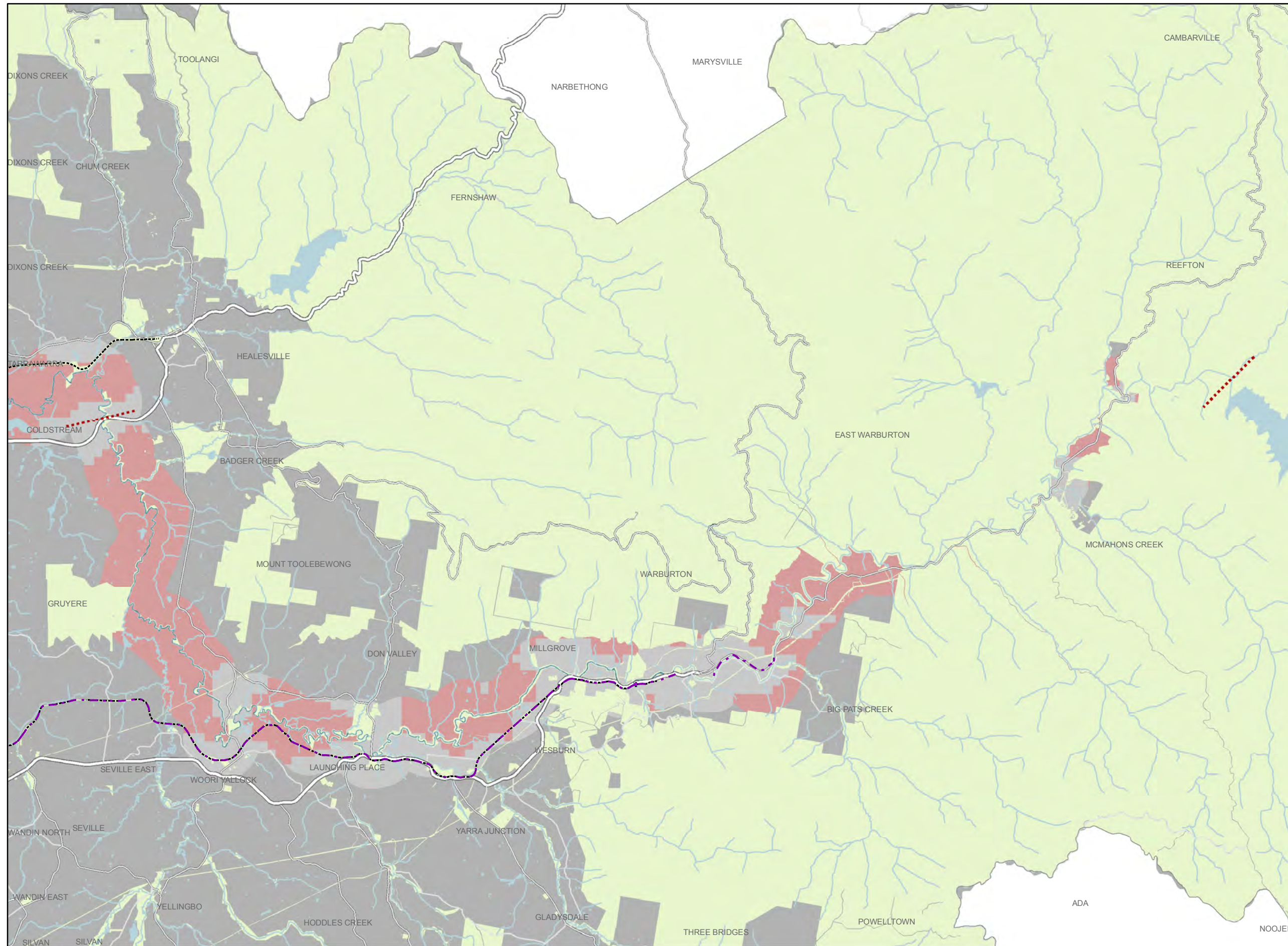
YSP06

- Low car, bike and trail connectivity to the waterway



TRANSPORT AND INFRASTRUCTURES

UPPER RURAL REACH



LEGEND

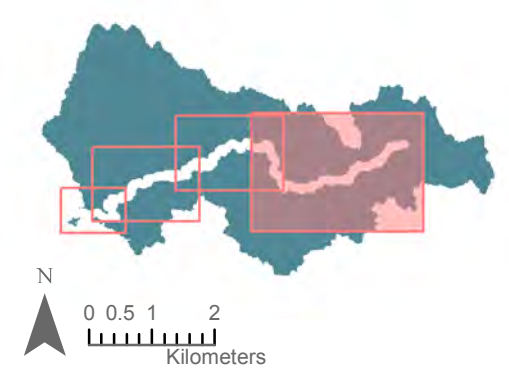
- Yarra catchment
- Yarra corridor
- Municipal boundary
- Reach extents
- Central Business District
- Metropolitan Activity Centre
- Major Activity Centre
- Waterway
- Yarra River
- VPA_Open_Space

Transport

- Rail
- Bridge
- Bus
- Tram
- Tram/Bus
- Bicycle Trail
- Bridge
- Train station

YSP06

- Low car, bike and trail connectivity to the waterway



8.4 Emerging questions

A number of key questions emerge from the gap analysis that warrant consideration as the Yarra River Land Use Framework is developed:

- To what extent does the river corridor form part of the transport network? And how does it contribute to it?
- How do existing infrastructure networks impact on the Yarra River corridor and influence its health, amenity and use?
- Are any proposed crossings mapped?
- Should water-based transport be considered for the navigable parts of the Yarra?
- Are there any gaps in any of the active transport networks that could be filled by utilising the river corridor?

8.5 Relevant plans and strategies

The key plans that inform this element include:

- Plan Melbourne 2017 - 2050
- Victoria's 30-year Infrastructure Strategy
- Access Docklands
- City of Melbourne Transport Strategy 2012 - 2030
- Manningham Bus Network Review 2017
- Banyule City Bicycle Strategy 2010 - 2020
- Boroondara Bicycle Strategy 2008 – 2018
- Ready Set Pedal Bicycle Strategy, City of Manningham
- City of Yarra Bike Strategy 2016 Refresh
- Local Council Municipal Strategic Statements

9.0 Public authority infrastructure and land management proposals

This section addresses Element N: Identify public authority infrastructure and land management proposals that may affect Yarra River land.

9.1 Introduction

The Yarra River corridor is subject to a complex pattern of land tenure and governance, with numerous public authorities bearing responsibility for land management, land use, regulation and infrastructure proposals within different reaches. The complexity of these responsibilities and their interrelationships creates the potential for poor coordination, lack of clarity regarding priorities, duplication of effort, regulatory inconsistency and jurisdictional blindspots. This potential is heightened in the absence of an overarching framework for the river as a whole – a gap that the Yarra Strategic Plan seeks to address.

Accordingly, the identification of public authority infrastructure and land management proposals is an important consideration for the Yarra River due to their potential to have significant and lasting impacts on the river corridor. The land use framework for the Yarra River must understand the roles and relationships of public authorities that may impact upon Yarra River land and establish a strategic framework to guide, coordinate and prioritise decision making..

Element N aims to identify infrastructure and land management proposals that could impact Yarra River land, whether above or below ground. Public authority infrastructure within the corridor may include such assets as schools, community facilities, electrical substations and sewerage infrastructure; and land management proposals may include waterway management, vegetation protection, bushfire prevention works and agricultural activities (among others).

9.2 Overview

Identifying public authority infrastructure and land management proposals is important in ensuring that there is a balance between the provision of new infrastructure to accommodate future growth and the protection of environmental, landscape and water quality. Respecting the cultural heritage and health of the river is a core aspect of the vision for the entire Yarra River and land management proposals play a significant role in this process.

A review of the existing literature shows two key gaps regarding public authority infrastructure and land management proposals.

The first is the lack of consistent guidelines for development on public land within the river corridor. From an urban planning perspective, a notable exception to this is the application of the Significant Landscape Overlay (SLO) and the Environmental Significance Overlay (ESO) over parts of the corridor. Yet even within the areas affected by these overlays there is a risk that public and responsible authorities will not take a consistent approach to decision making.

A second significant gap arises due to the amount of privately-held land that is interspersed among the already fragmented public land holdings. This exacerbates the land management and governance challenges associated with the public land estate. Greater clarity is required with respect to future public land acquisition areas and priorities.

9.3 Mapping and analysis

Limited information was available in relation to this Element.

9.4 Emerging questions

A number of key questions emerge from the gap analysis that warrant consideration as the Yarra River Land Use Framework is developed:

- What agreements need to be put in place to optimise coordination and collaboration between the various public authorities responsible for parts of the Yarra corridor?

- How can the status of the Yarra Strategy be given priority in relation to public authority decision making and planning decisions?
- How can the strategic objectives of the Yarra Strategy and those of public authorities be aligned?

9.5 Relevant plans and strategies

The key plans that inform this element include:

- Plan Melbourne 2017 – 2050
- Water for Victoria 2016
- Lower and Middle Yarra River Corridor Studies – Municipal Toolkits
- Finns Reserve Management Plan 2006
- Koonung Creek Linear Park Management Plan 2011
- Ruffey Creek Linear Park Management Plan 2017
- City of Yarra Urban Design Strategy 2011
- City of Yarra Business and Industrial Land Strategy 2011
- Southbank Structure Plan
- Local Council Municipal Strategic Statements

10.0 Regional infrastructure networks

This section will address Section 20 of the Act: Identify regional infrastructure networks. It will be completed in the next phase of the project.