

Part 2 - Masterplan





2.1 Project vision, objectives and principles

The vision, objectives, and principles set the strategic framework for the project. The objectives were set at the commencement of the project while the vision and principles have been developed with community input.

Together they have guided the development of the masterplan and supported decision-making in assessing options proposed by the respective land managers, Traditional Owners, stakeholders and the community.

Vision

Yannawatpanhanna: an evolving story of journey, place, and people.

A boulevard for Melbourne connecting stories of our past and present to meet the needs of our future community.

Objectives

The four key project objectives are:

Enhance the green boulevard



Celebrate local stories



Create safer and clearer links and connections for walking and cycling



Improve usable open space





Enhanced green boulevard

To enhance the green boulevard, we will connect and care for **land and water**.

We will care for Country and work with the Traditional Owners. We will work to protect and enhance blue and green connections with meaningful integrated environmental design, promoting resilience, health and habitat for people and wildlife. We will celebrate natural resources and build capacity for resource management and knowledge sharing.



Principles:

We will:

- Plan for an evolving natural landscape to adapt for future climate and community needs
- Balance the historic boulevard trees with vegetation suitable for the future climate
- Reference and celebrate natural landmarks and water courses and bodies, and cultural and sacred sites
- Develop, integrate, and connect living systems such as habitat corridors and cultural flows
- Build climate-resilient infrastructure
- Minimise environmental impact and use resources wisely
- Promote healthy communities through access to biodiverse and cool environments.



Safer and clearer links and connections for walking and cycling

For safer, clearer walking and cycling links and connections we will create a **sense of journey**.

We will connect visitors and communities by creating safe and continuous journeys with consistent wayfinding and legibility, while being considerate of multi modes of transport and available space. We will think at a neighbourhood level with accessible connections to open space and local destinations, while also considering the bigger picture of bike networks, public transport, and flow-on effects of traffic.



Principles:

We will:

- Prioritise active transport
- Identify and design for movement priorities along the corridor and network
- Design and advocate for safer, more accessible, and visible crossings
- Build a sense of arrival with safe and welcoming gateways, entrances, and crossings, and acknowledge the Traditional Owners
- Express a continuous journey experience through boulevard trees, landscape design, and wayfinding
- Reinforce existing character, points of pause, local landmarks, and destinations.

Celebrating local stories

To celebrate local stories, we will **connect through storytelling.**

We will work to gather stories that represent our shared history, revealing layered experiences and less-dominant narratives. We will encourage behaviour change and community custodianship of the project outcomes through the sharing of stories and knowledge.



Principles:

We will:

- Work closely with and learn from Traditional Owners of the land
- Engage widely to understand varied and diverse stories representative of the breadth of the community
- Talk about the past, present, and future
- Layer stories creatively through the design to enable people to curate their own journey and experience
- Test, measure, and evaluate throughout the design process to capture the story of the project
- Seek opportunities to share and learn from the project.



Improved usable open space

To improve usable open space, we will create a **sense of place.**

We will design a diversity of open spaces, catering for active and restful opportunities. We will listen to the aspirations of Traditional Owners. We will listen to needs and desires of residents as well as visitors to shape the development of the public realm. We will respect and enhance the distinct and local character of each area.



Principles:

We will:

- Consider how different people will use the site to create safe and accessible places for all
- Clarify the role of each open space area to ensure purposeful design
- Identify the opportunities for layered shared uses and functions
- Design for seasonal change, different weather conditions and future climate
- Consider the needs of wildlife
- Reinforce existing character and reference for the broader context through views and wayfinding
- Consider places of pause such as crossing points and decision points into place design.



2.2 Masterplan design process

The S2S masterplan has been prepared by DEECA with a diverse support team of professionals, including open space planners, urban designers, landscape architects, arborists, heritage consultants, traffic engineers and traffic modellers. Land managers have played a critical role in providing advice and guidance relevant to the nuances and operations of their land throughout the design process.

Significant background research and testing has informed the S2S masterplan. As well as the inputs mentioned in Part 1 (planning context, community and stakeholder engagement and local stories), a Movement and Place (M&P) Assessment was completed within the early stages of planning to understand the current operation and future ambition of the S2S corridor.

In the later stage of the design process, traffic designs at Kings Way and Moray Street intersections were tested through traffic modelling. CoPP and DTP have endorsed these designs based on the outcomes of the modelling and safety improvements for bike riders.

Additional background research and design testing can be found within the following supporting documents:



Tree Survey

Prepared by independent consultant Treelogic, this survey provides detailed information about the 1,140 trees along the Yannawatpanhanna boulevard. It includes details such as species, height, width, health, structure, and tree protection zone (TPZ).



Heritage Features Report

Prepared by CoPP's Heritage Advisor, this report provides a summary of heritage features along the Yannawatpanhanna boulevard. It includes the significance and listing number for each heritage feature, as well as a timeline of relevant works and events.



Thematic History and Aboriginal Cultural Values Report

Prepared by GML Heritage, this report was commissioned to cover Aboriginal and non-Aboriginal history, together with the Aboriginal Cultural Values Assessment. The thematic history of the area is presented across nine key themes and will inform the next stage of interpretation planning.



Site Analysis

This document presents site analysis information gathered in the early phases of the planning process and records observations, opportunities, and challenges along the Yannawatpanhanna boulevard.



2.3 Application of principles within the masterplan



Enhanced green boulevard

The S2S masterplan retains existing trees and enhances the green boulevard along Albert and Kerferd roads. The plan promotes diverse, layered habitats for local fauna and improves resilience to climate change, through urban cooling and stormwater management. It adds colour, texture and scale to the landscape, and considers the surrounding context, including the Domain precinct and gardens, Albert Park, Danks Street biolink and the Port Phillip Bay foreshore.

Albert Road's heritage Canary Island Date Palms (*Phoenix canariensis*) are accompanied by Jacarandas (*Jacaranda mimosifolia*), some of which include a passive irrigation system as part of a trial with Melbourne University and CoPP. Additional tree planting within Albert Park will supplement the boulevard trees, improving climate resilience and biodiversity within the site. Woody meadow plantings provide sustainable, native garden beds.

A cluster of large, colorful trees will welcome users to Kerferd Road at the Canterbury/Ferrars intersection. London Plane (*Platanus X acerifolia*) trees will transition to Rough-barked Apple (*Angophora floribunda*) trees and native conifers in the median on the approach to the bay. Extensive woody meadow planting along the boulevard will improve biodiversity and strengthen green corridors through the area. The mix of plant species will vary in response to the surrounding landscape, for example more coastal species will be utilised as the design progresses toward the foreshore.

Opportunities for water-sensitive urban design initiatives will be explored further in the detailed design phase.



Safer and clearer links and connections for walking and cycling

The S2S masterplan enhances connectivity and safety for pedestrians and bike riders whilst also considering motorists along Albert Road.

Along Albert Road, the bi-directional shared path is retained, with upgraded crossings which provide better alignment and spacing for users. Major upgrades to the Moray Street intersection will facilitate the connection to the Moray Street bicycle corridor, and amendments to the shared crossing at Kings Way will benefit pedestrians and bike riders accessing Anzac Station.

The Montague Street intersection, on Kerferd Road, will remain closed allowing for additional open space and improved road safety.

Traffic modelling has been undertaken to understand the network impact for the intersections at King Way and Moray Street. The intersection concept designs shown within the masterplan have been assessed and endorsed by DTP.





Celebrating local stories

The S2S masterplan includes high-level opportunities for celebrating local stories along the boulevard in response to the themes distilled and prioritised in line with community feedback.

Some of the lesser-known local historical stories have already been shared with the community through the Shrine to Sea: Celebrating Local Stories series. Starting in September 2022, five stories were released online covering a broad range of topics from 'The hidden history of women's footy' to 'A history of water recreation'.

In the next phase of detailed design, a site-specific interpretation plan will be developed using material consolidated in the Thematic History Report.

The newly-named Yannawatpanhanna boulevard will feature 'Aboriginal Country' as the overarching theme for the project, and the BLCAC will continue to be consulted as this aspect of the design develops. Other themes may be interpreted in one location or influence a whole area. For example, the site where VEGEMITE was invented will be celebrated in that location, whilst the theme of 'transforming the landscape' will filter through the length of the boulevard.

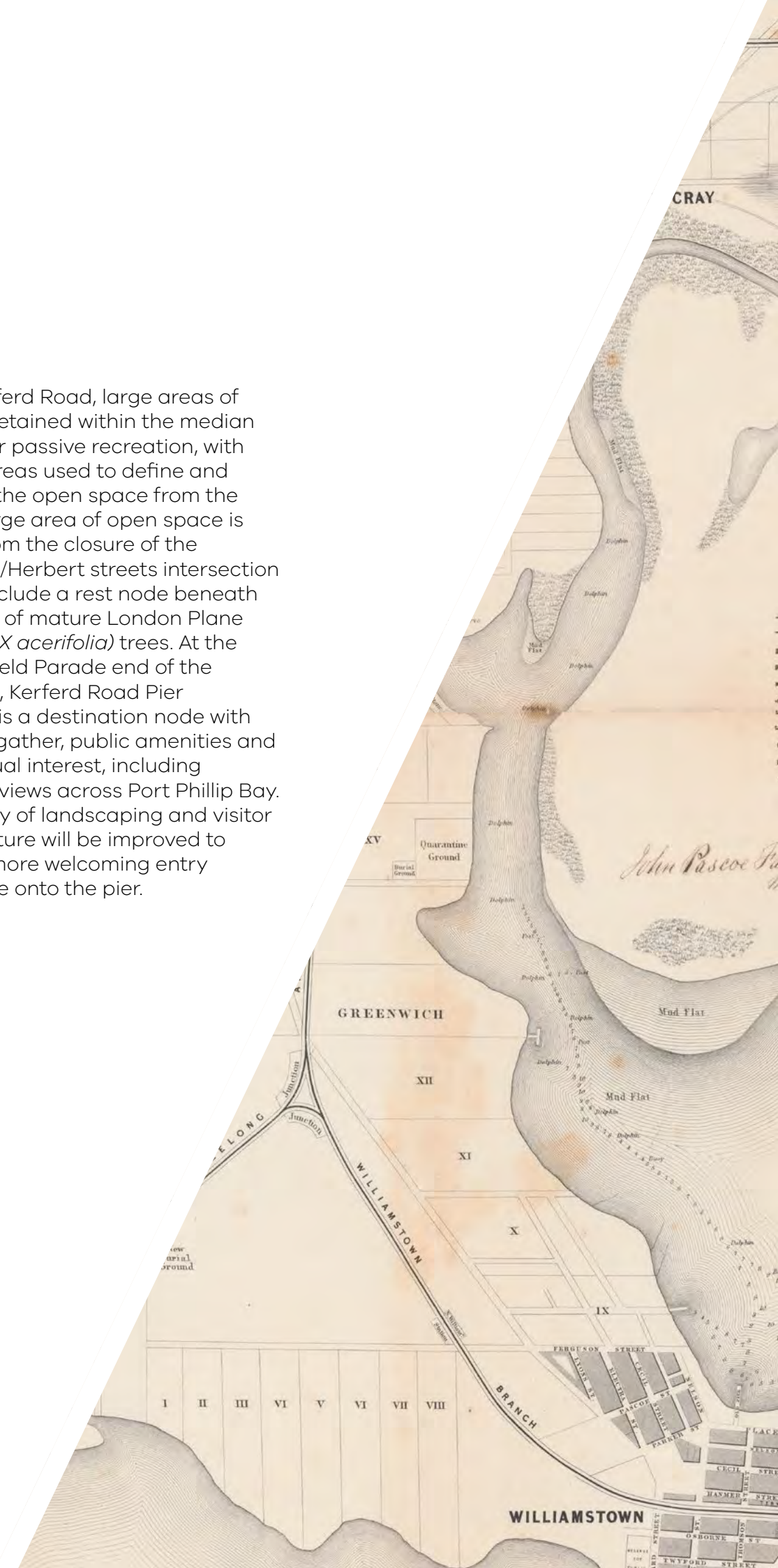


Improved usable open space

The S2S masterplan includes a range of usable open spaces which respond to their context and intended users. Visitor nodes within the landscape are points of interest where users can rest, engage with the space, and access amenities that make their experience more enjoyable. These nodes will assist wayfinding along the boulevard and are linked via paths and open lawn areas intended for passive recreational use.

At the Albert Road and Kings Way intersection, users are welcomed with a gateway entry to Albert Park and the Yannawatpanhanna boulevard. Additional entry nodes at Moray Street and the Canterbury/Ferrars intersections capture key connections for pedestrians and bike riders. Rest nodes located within Albert Park are positioned to capture views, utilise natural shade, facilitate transport links, and support a variety of users. The large lawn opposite Lakeside Stadium remains so it can continue to operate as an off-leash dog zone. The daily operation of the schools on Albert Road has been accommodated.

Along Kerferd Road, large areas of lawn are retained within the median reserve for passive recreation, with planted areas used to define and separate the open space from the road. A large area of open space is gained from the closure of the Montague/Herbert streets intersection and will include a rest node beneath the shade of mature London Plane (*Platanus X acerifolia*) trees. At the Beaconsfield Parade end of the boulevard, Kerferd Road Pier forecourt is a destination node with places to gather, public amenities and lots of visual interest, including sweeping views across Port Phillip Bay. The quality of landscaping and visitor infrastructure will be improved to create a more welcoming entry experience onto the pier.





2.4 Masterplan zones

The following section explores the design actions along the S2S boulevard, breaking the length into eight zones as shown below.

While the masterplan creates a holistic and connected outcome by implementing shared features along Albert and Kerferd roads, the existing characteristics of these roads have influenced the design response. The design along Albert Road draws on the character of Albert Park, the

Domain Precinct and ANZAC Station, while Kerferd Road is designed with consideration to its historic residential and coastal context. These differences are strengths in the masterplan and offer users a diverse experience throughout their Yannawatpanhanna journey.



Kerferd Road

Sea
(Port Phillip Bay/Albert Park Foreshore)



Albert Road



Zone 4
Canterbury Road/
Ferrars Street

Zone 3
Clarendon Street
& Cecil Street

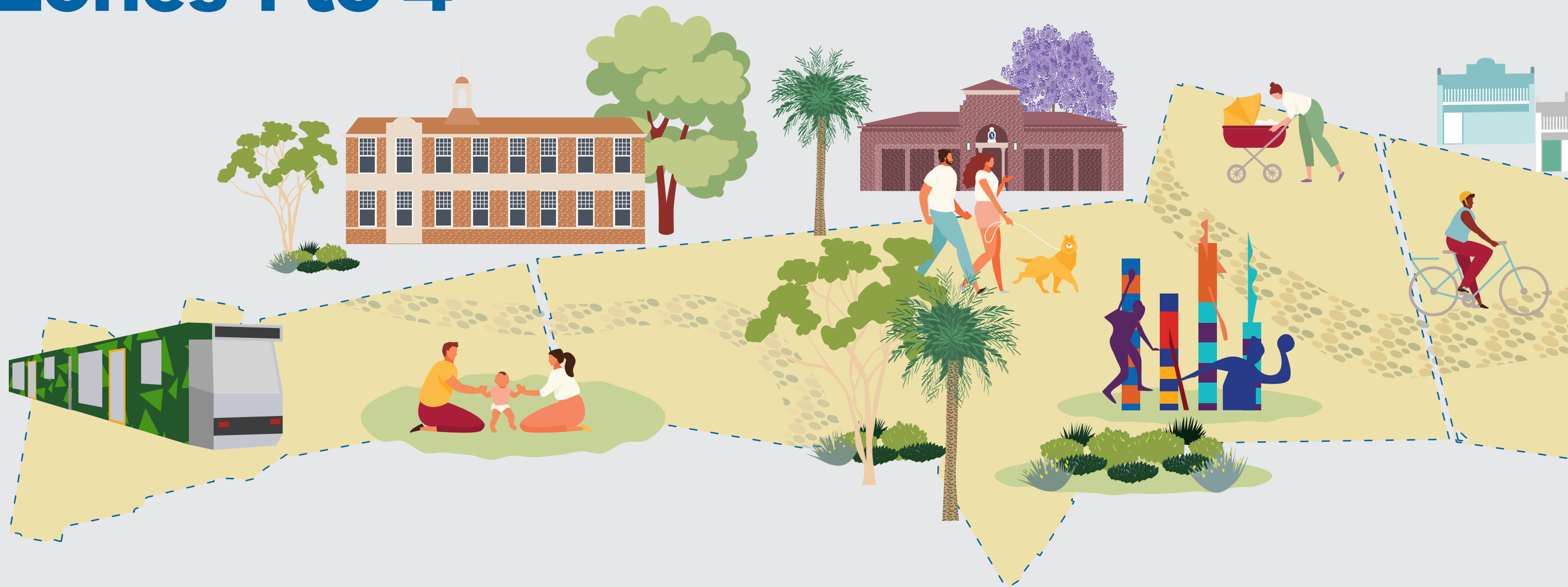
Zone 2
Lakeside Drive
& Moray Street

Zone 1
Kings Way



2.5 Albert Road

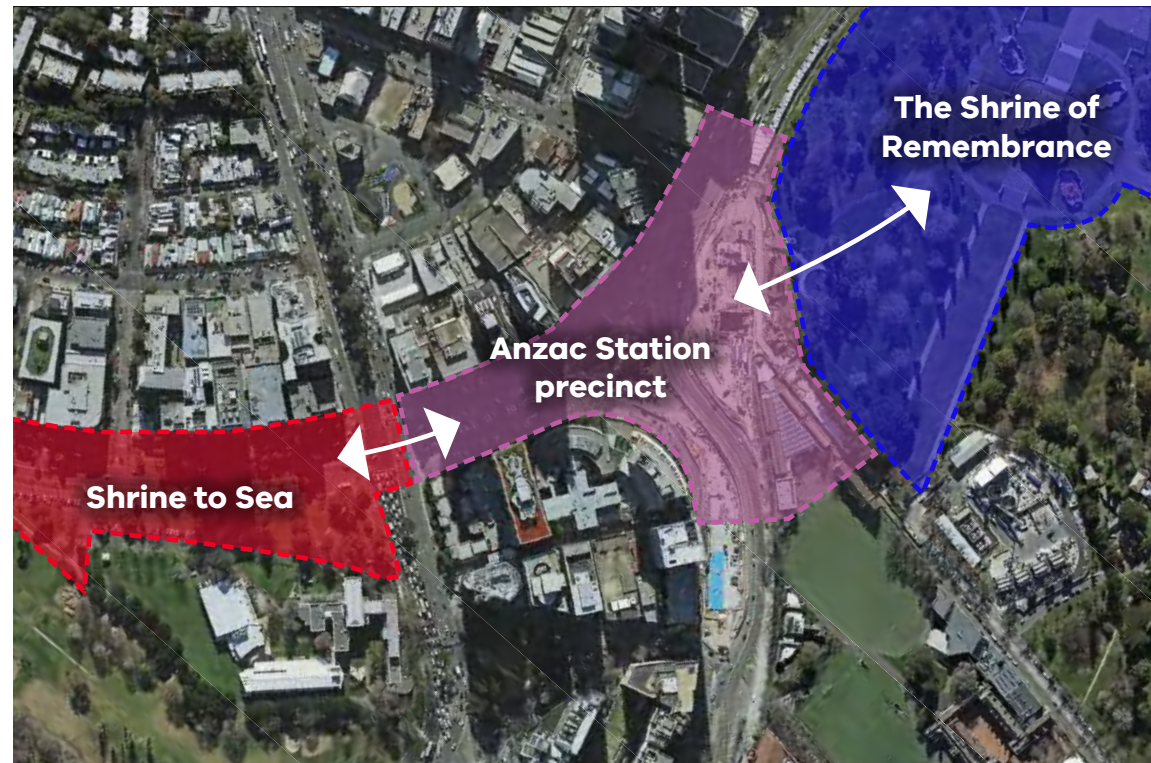
Kings Way to Canterbury Road/ Ferrars Street Zones 1 to 4





Transition zone

Kings Way intersection



Anzac Station forms part of Melbourne's Metro Tunnel project being delivered by RPV.

The train station will be below ground within the St Kilda Road median, with entrances provided at St Kilda Road, Albert Road and in the Kings Domain Gardens. Anzac Station will also include a significant tram interchange, accessible at road level within the median.

A new public realm precinct will integrate the transport hub with the surrounding roads and landscape. This will include the redevelopment of Albert Road Reserve and Albert Road north of Kings Way.

The Anzac Station precinct is critical to the Yannawatpanhanna boulevard as it forms the connection between the Shrine of Remembrance, Kings Domain Gardens, and the Domain Precinct. Key movements of pedestrians and bike riders across both projects are shown on the adjacent plan.

To provide clear, direct, and safe access for pedestrians and bike riders, the S2S masterplan will implement the following changes to the Kings Way intersection.

Key moves

- **Signalising of the left turn lane and removal of the traffic island from Kings Way into Albert Road –**

- » Creating a single, signalised intersection crossing for pedestrian and bike riders by removing the existing zebra crossing. The left turn lane will remain with a turning signal provided for motorists.
- » An increase in the landscape landing area will be gained by removing the traffic island. This will create safer storage areas, more usable open space and improve the path alignments with the Anzac Station precinct.

- **Relocation of the shared crossing and vehicle stop line –** Aligning the shared crossing with the shared paths of the Anzac Station precinct and the Yannawatpanhanna boulevard. This will allow bike riders to safely access the crossing without having to dismount.

- **Widening the shared crossing** – Increased to 5m wide, this shared crossing will service bi-directional pedestrians and bike riders, catering for increased day-to-day usage and crowds attending events in Albert Park.

- **Increased crossing times –**

Potential to increase the allocated crossing time for pedestrians and improve accessibility, especially for major event periods.

- **Designated bike lane crossing –** As a continuation of the Anzac Station precinct protected bike lane, riders entering the Albert Park gateway will have a designated crossing. Once across Kings Way, protected access to the shared path will be provided. Having multiple crossing options for bike riders allows users to customise their journey based on their destination, purpose, and confidence as a rider.

Traffic modelling for this intersection found that the S2S proposed changes would have minimal impact on the surrounding road network performance and that the benefits associated with relocating the shared crossing outweigh any minor changes to the operational network performance.

Legend

← Shared movements (pedestrians & bike riders)

← Pedestrian movements

← Bike rider movements

(A) Anzac Station and tram interchange

(B) Anzac Station entrance and St Kilda Road underpass link

(C) Anzac Station bicycle parking

(D) St Kilda Road bicycle corridor

(E) Existing South African Soldiers Memorial

(F) Shared zone (local traffic only)

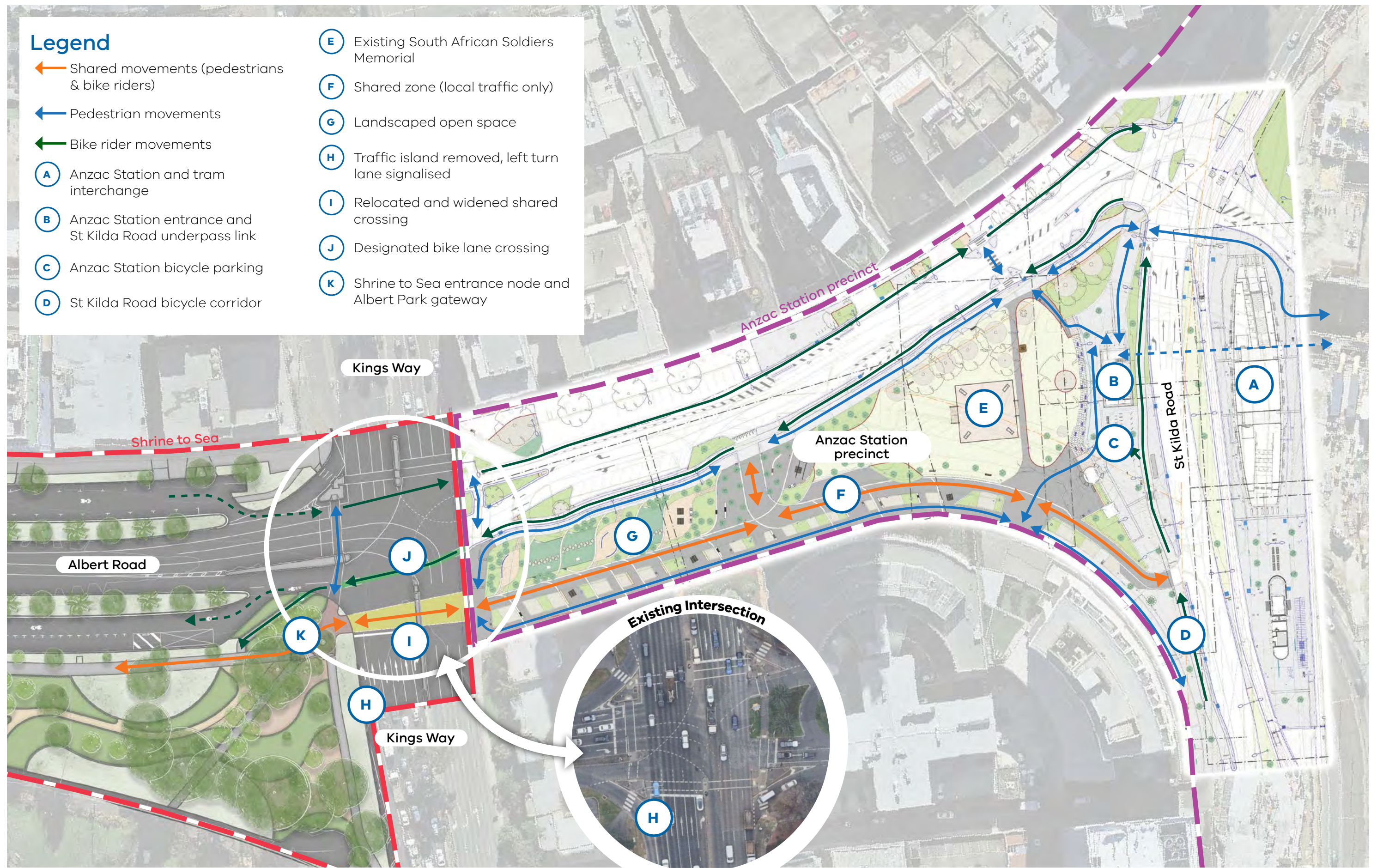
(G) Landscaped open space

(H) Traffic island removed, left turn lane signalised

(I) Relocated and widened shared crossing

(J) Designated bike lane crossing

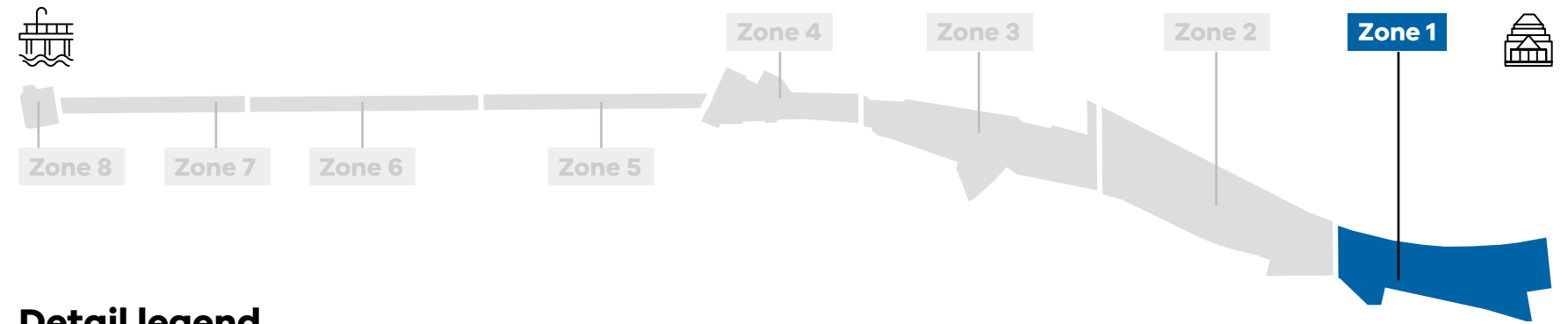
(K) Shrine to Sea entrance node and Albert Park gateway



Zone 1 Kings Way

Boulevard legend

- BT Boulevard trees** – A line of trees that frame Albert Road. Canary Island Date Palms (*Phoenix canariensis*) are the existing feature tree and heritage component of Albert Road boulevard. Jacaranda (*Jacaranda mimosifolia*) have been planted between the palms, replacing the unsuccessful Brush Box (*Lophostemon confertus*), as part of the early planting works.
- PT Parkland trees** – A selection of native and exotic trees to be planted amongst the existing parkland trees and supplementing the boulevard trees. Species will be selected based on their climate resilience and biodiversity value. This action aligns with the Albert Park Master Plan developed by Parks Victoria.
- SP Shared path** – A formalised, bi-directional path that acts as the primary access route for bike riders and pedestrians. This path exists, however slight changes to the alignment will be made to improve safety, especially at intersections. Signage and line marking along the path will assist with wayfinding.
- GP Granitic path** – A secondary, meandering granitic path that offers pedestrians a slower, more experiential journey through the parkland.
- W Woody meadows** – Areas of planting with low-height, climate-resilient, flowering natives. This planting strategy will be implemented with assistance from the University of Melbourne. Where woody meadows are located close to schools, they provide an opportunity for student education.
- M Mulch areas** – Areas of tree plantings with continuous canopies where mulch will be used as the surface treatment. This allows debris from the trees to fall without requiring regular maintenance or affecting the visual aesthetic.
- L Lawn areas** – Areas of lawn that are open, visually attractive, cool and can be used for unstructured passive recreation. In most locations, the lawn areas currently exist and will be retained due to their success.



Detail legend

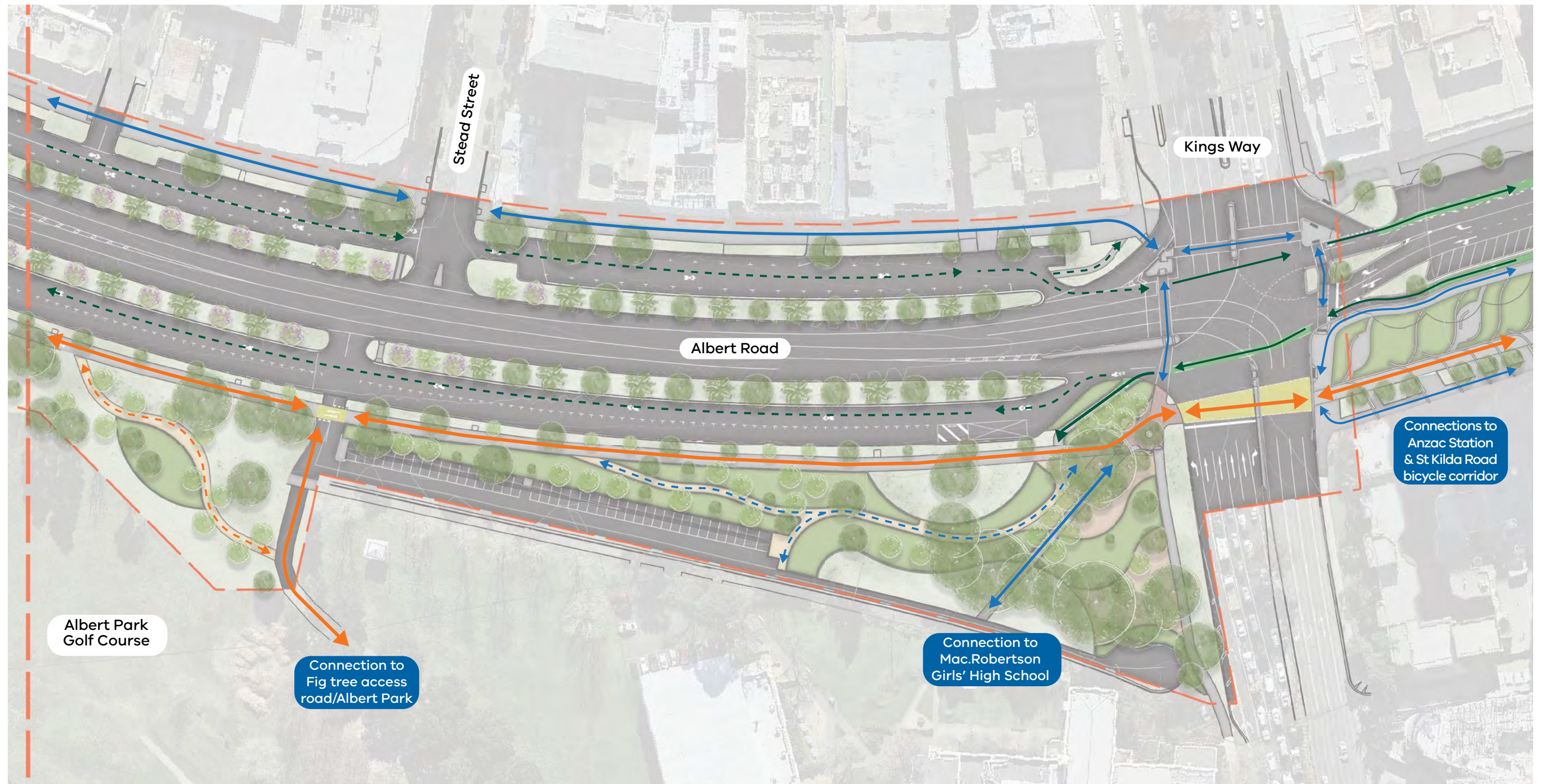
- 1.1 Entrance node** – The Kings Way gateway entry point to Albert Park and the Yannawatpanhanna boulevard. The corner will be an open space with feature paving, interpretation, and wayfinding. Additional trees will provide shade and frame view lines in both directions, while lighting will enhance safety for evening use. To create this entrance node, 11 car bays will be removed, and the bus bay relocated in their place.
- 1.2 Access path** – The connection to Mac.Robertson Girls' High School will be retained and formalised for both pedestrian and bike rider use. Additional trees will frame and shade the path while retaining view lines for safety.
- 1.3 Frontage to school** – A lawn area adjacent to Mac.Robertson Girls' High School entrance will be framed by low-height mounding and plants, strengthening the relationship with the school. This flexible space may be used by the school for gatherings, activities, and classes, as well as park visitors and the public.
- 1.4 Pick up point** – A lawn area adjacent to the relocated bus bay and car park offers an informal area for students, families and park visitors to gather and meet.
- 1.5 Access path** – A granitic, meandering path will link the shared path to the fig tree access road behind Mac.Robertson Girls' High School. Primarily used by bike riders, the alignment of the path encourages users to slow down before merging onto the adjoining paths.
- 1.6 Fig boulevard** – Additional fig trees, such as Morton Bay Fig (*Ficus macrophylla*), will be planted along the granitic path to extend the boulevard planting of the fig tree access road.
- 1.7 Passive irrigation** – As part of the Jacaranda (*Jacaranda mimosifolia*) boulevard plantings, a passive irrigation trial has been installed in line with the early planting works. This trial is part of a funding partnership between University of Melbourne, CoPP and DEECA to support the S2S project and test designs and outcomes that may be replicated within the municipality and shared with other land managers.
- 1.8 Informal bike connections** – Directional sharrows along Albert Road Service Road will provide alternative journey options for bike riders.



Legend

	Extent of works		Feature paving		Shared crossing		Granitic paving		Existing trees		Low-height planting
	Road		Concrete paving		Bike path		Mulch		Proposed trees		Turf

0 10 20 30 40 50m North
Scale 1:1000



Movement legend

Shared user movements (pedestrians and bike riders)

Primary Secondary

Pedestrian movements

Primary Secondary

Bike rider movements

Primary Secondary

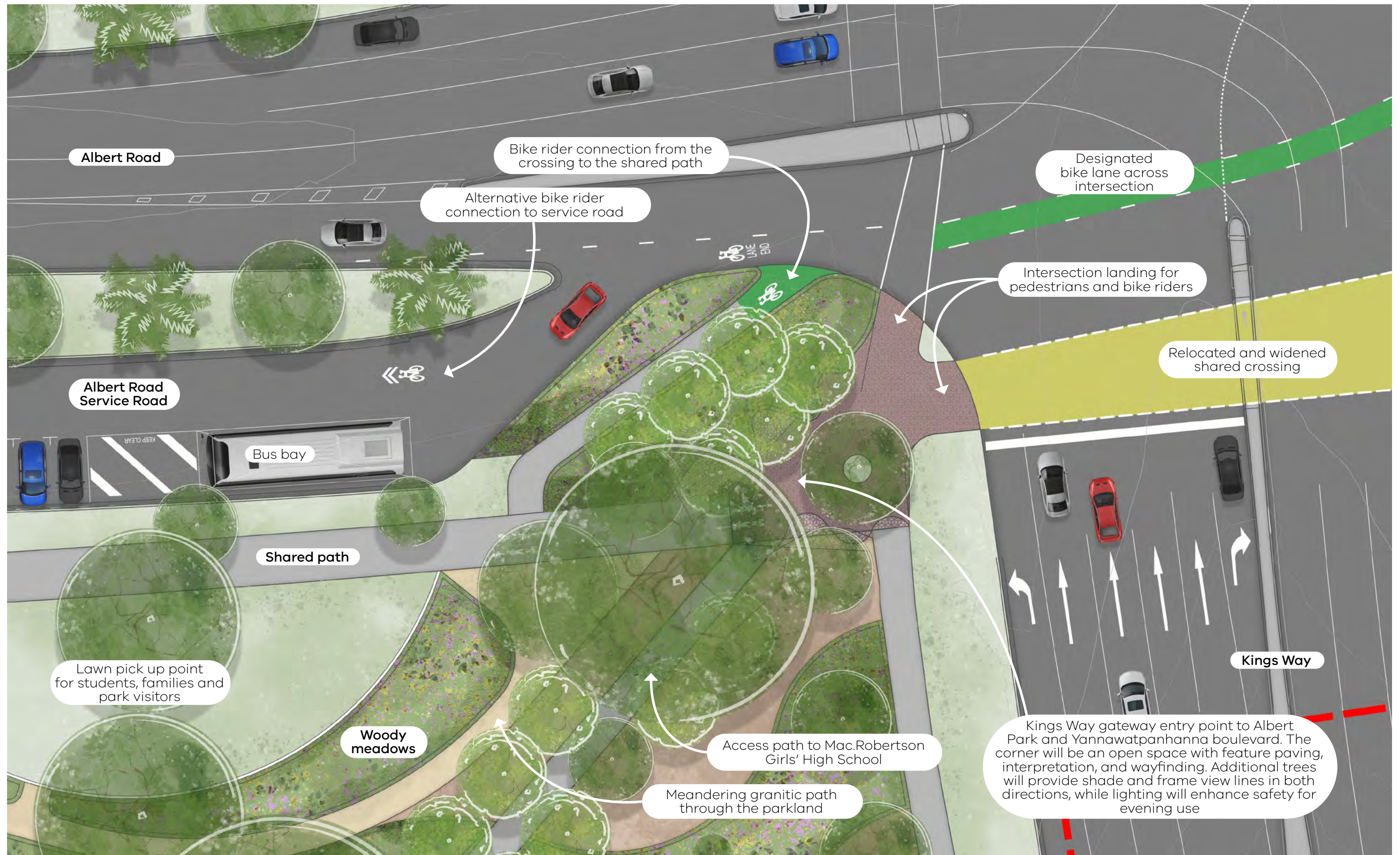


Kings Way intersection

view towards Albert Park from Anzac Station precinct

Existing
view





Kings Way entrance node

Scale 1:250 @ A3

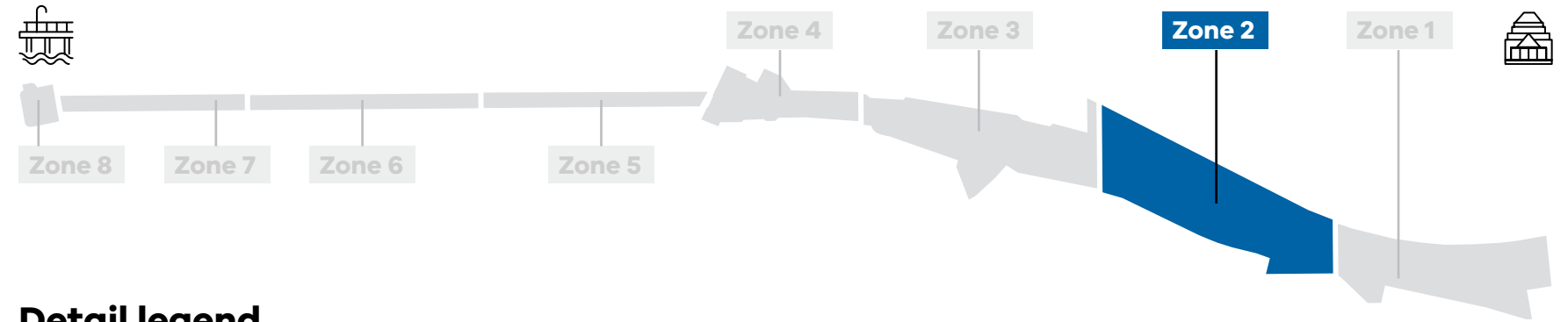


Zone 2

Lakeside Drive & Moray Street

Boulevard legend

- BT** **Boulevard trees** – A line of trees that frame Albert Road. Canary Island Date Palms (*Phoenix canariensis*) are the existing feature tree and heritage component of Albert Road boulevard. Jacaranda (*Jacaranda mimosifolia*) have been planted between the palms, replacing the unsuccessful Brush Box (*Lophostemon confertus*), as part of the early planting works.
- PT** **Parkland trees** – A selection of native and exotic trees to be planted amongst the existing parkland trees and supplementing the boulevard trees. Species will be selected based on their climate resilience and biodiversity value. This action aligns with the Albert Park Master Plan developed by Parks Victoria.
- SP** **Shared path** – A formalised, bi-directional path that acts as the primary access route for bike riders and pedestrians. This path exists, however slight changes to the alignment will be made to improve safety, especially at intersections. Signage and line marking along the path will assist with wayfinding.
- GP** **Granitic path** – A secondary, meandering granitic path that offers pedestrians a slower, more experiential journey through the parkland.
- W** **Woody meadows** – Areas of planting with low-height, climate-resilient, flowering natives. This planting strategy will be implemented with assistance from the University of Melbourne. Where woody meadows are located close to schools, they provide an opportunity for student education.
- M** **Mulch areas** – Areas of tree plantings with continuous canopies where mulch will be used as the surface treatment. This allows debris from the trees to fall without requiring regular maintenance or affecting the visual aesthetic.
- L** **Lawn areas** – Areas of lawn that are open, visually attractive, cool and can be used for unstructured passive recreation. In most locations, the lawn areas currently exist and will be retained due to their success.



Detail legend

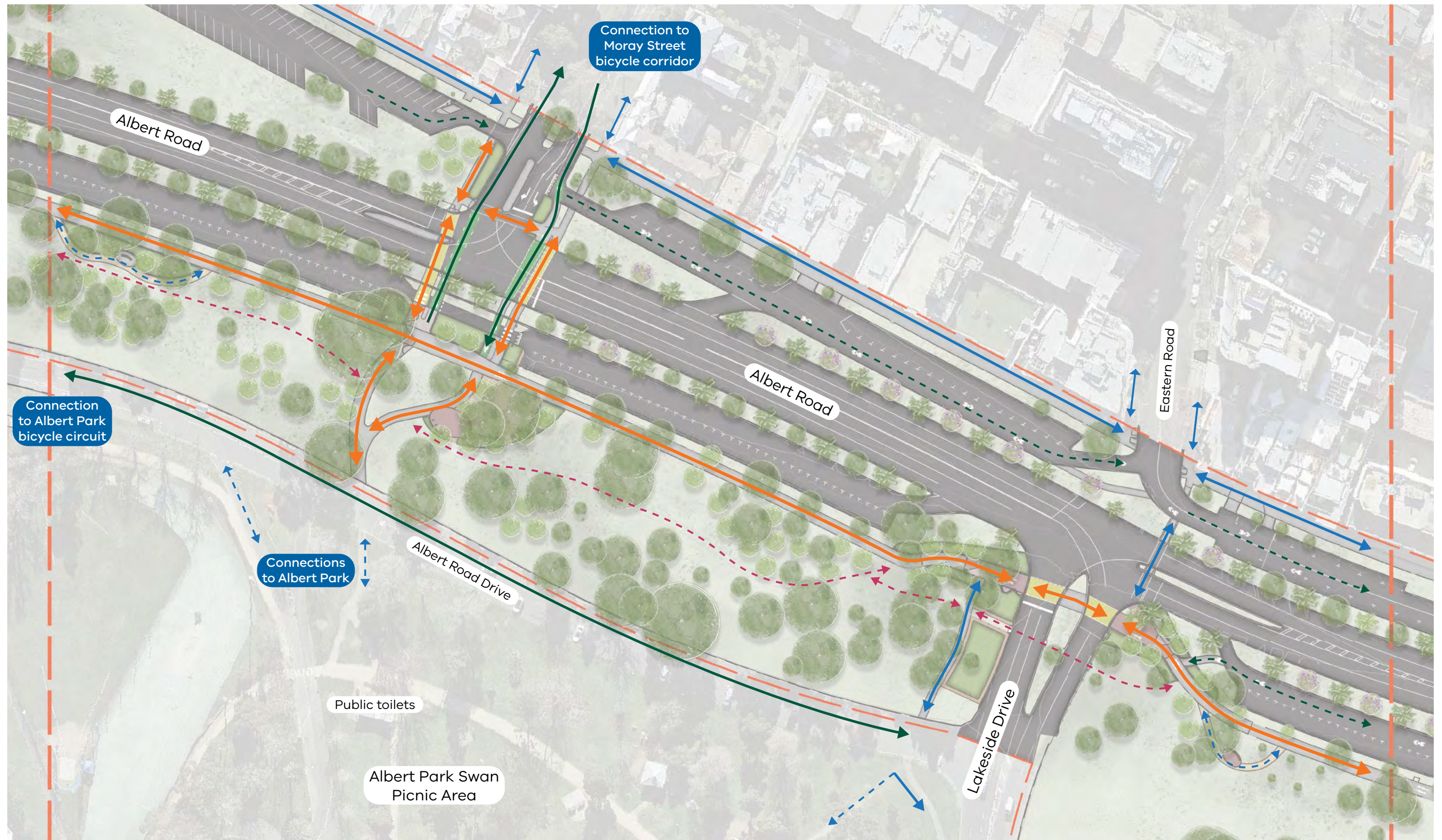
- 2.1** **Rest node** – A small informal rest area will be positioned along the granitic path, orientated to capture the vista to Albert Park Lake. Existing trees will provide shade and assist in framing the view of Albert Park Lake.
- 2.2** **Entry and landing nodes** – The landing areas either side of the Lakeside Drive shared crossing which also act as an entry statement to Albert Park. These areas will include feature paving and wayfinding consistent with the Yannawatpanhanna boulevard. Additional trees will provide shade and planting will frame view lines in both directions.
- 2.3** **Shared crossing** – The Lakeside Drive signalised, shared crossing will be widened to 5m, allowing bike riders to safely access the crossing without having to dismount. The crossing and vehicle stop line will also be relocated to improve the alignment with the shared path.
- 2.4** **Informal service access** – The informal path will be replaced with trafficable turf cells for service vehicle use.
- 2.5** **Water sensitive urban design** – Opportunity to convert the existing depression into a vegetated swale, allowing stormwater from the surrounding areas to infiltrate and be treated on site. Plant species from around Albert Park may be used in the swale (Note: further analysis by engineers required).
- 2.6** **Moray Street intersection** – Changes to the crossing at Moray Street will improve accessibility and safety for all users. Shared crossings will be widened and supplemented with designated crossings for bike riders, enhancing the connection to the Moray Street bicycle corridor, a key link to Melbourne's CBD.
- 2.7** **Entrance node and crossing** – The Moray Street entry point for the Yannawatpanhanna boulevard and Albert Park. The crossing over the service road will be raised, prioritising pedestrians and bike riders. 14 car bays will be removed to create additional landscape protection around the landings. Feature paving, interpretation, and wayfinding consistent with the Yannawatpanhanna boulevard will be used to define the node.
- 2.8** **Rest node** – Complementary to the Moray Street entrance, this space will be located along the shared access path, beneath a cluster of established shade trees. A universally accessible area will include seating, drink fountains, and a bicycle pump station.
- 2.9** **Access path** – A formal shared path will connect the Moray Street intersection with Albert Road Drive. This path aligns with access to the Swan Picnic Area and is a key connection for bike riders travelling to the city via Moray Street.
- 2.10** **Rest node** – Positioned amongst a cluster of trees, this informal node will be a shaded place to sit and enjoy the surrounding landscape. It will be framed by low-height plants, separating it from the shared path.
- 2.11** **Informal bike connections** – Directional sharrows along Albert Road Service Road will provide alternative journey options for bike riders.
- 2.12** **Reclaimed open space** – Removal of the service road within the Clarendon Street reserve to create extended usable open space. The number of car parking bays will remain unchanged with access provided from Albert Road Service Road.



Legend

	Extent of works		Feature paving		Shared crossing		Granitic paving		Existing trees		Low-height planting
	Road		Concrete paving		Bike path		Mulch		Proposed trees		Turf

0 10 20 30 40 50m North
Scale 1:1000



Movement legend

Shared user movements (pedestrians and bike riders)

- Primary
- Secondary

Pedestrian movements

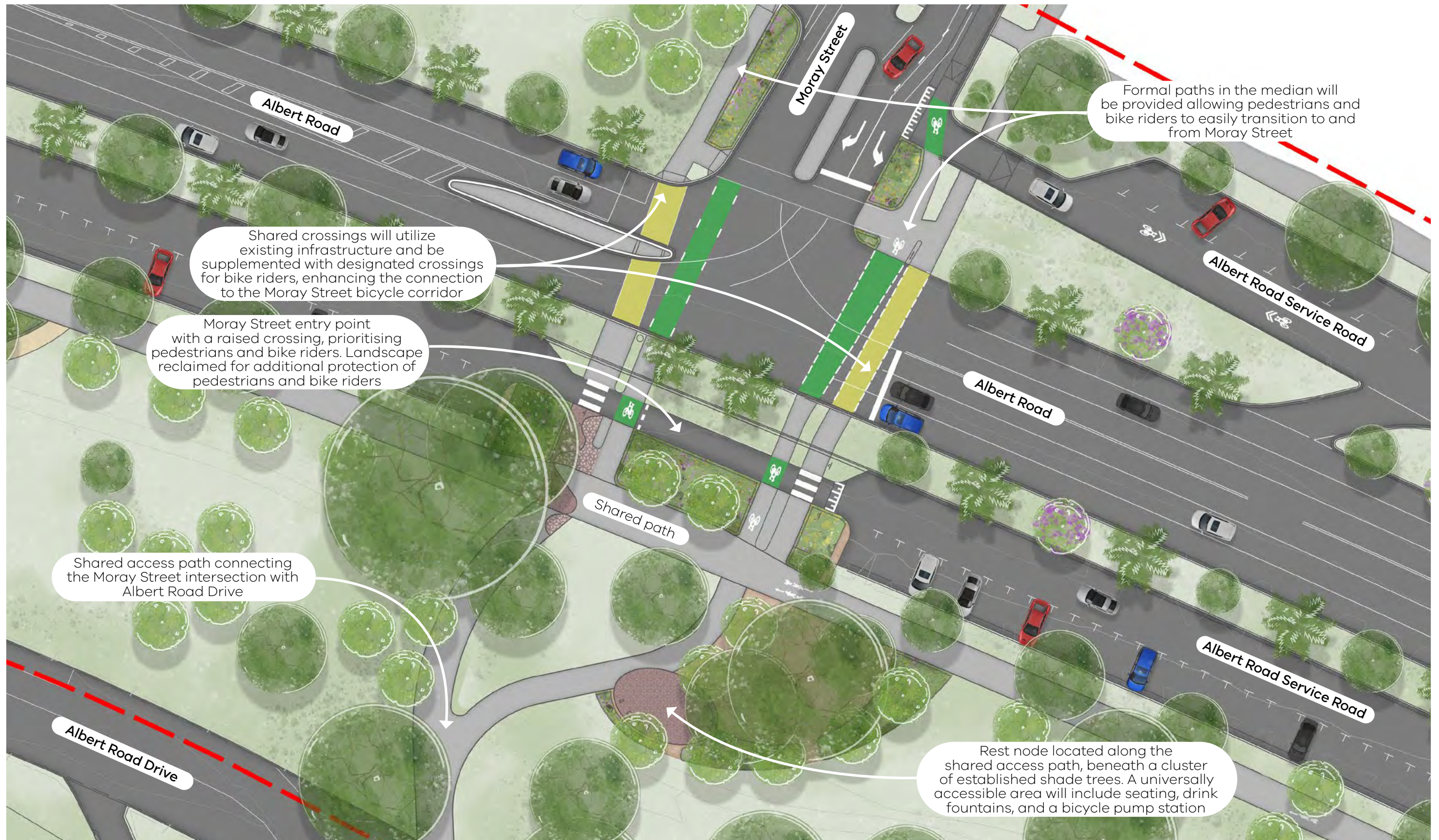
- Primary
- Secondary

Bike rider movements

- Primary
- Secondary

Service movements

- Primary
- Secondary



Moray Street intersection and entrance node
Scale 1:400 @ A3



Moray Street intersection

view towards Albert Park from Moray Street

Existing
view





Moray Street rest node

view towards Albert Road Drive from the shared path

Existing
view

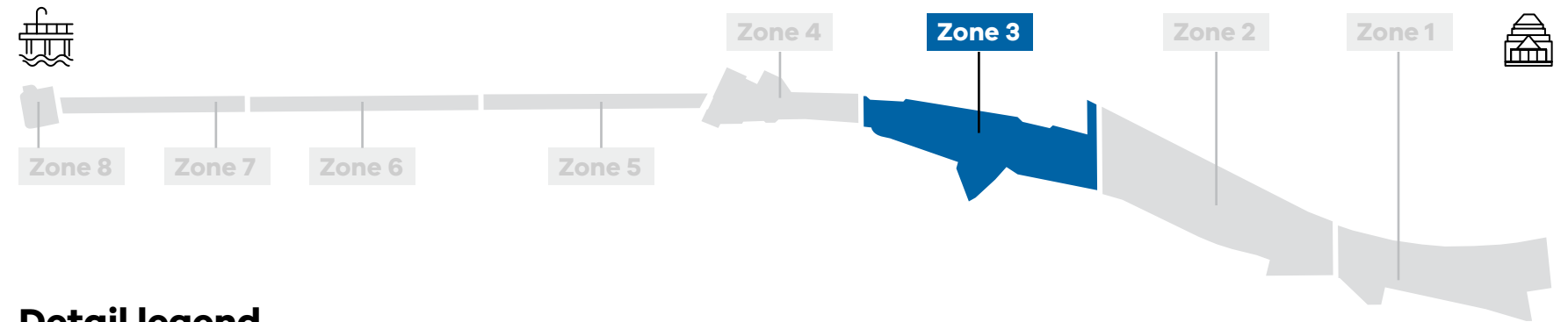


Zone 3

Clarendon Street & Cecil Street

Boulevard legend

- BT** **Boulevard trees** – A line of trees that frame Albert Road. Canary Island Date Palms (*Phoenix canariensis*) are the existing feature tree and heritage component of Albert Road boulevard. Jacaranda (*Jacaranda mimosifolia*) have been planted between the palms, replacing the unsuccessful Brush Box (*Lophostemon confertus*), as part of the early planting works.
- PT** **Parkland trees** – A selection of native and exotic trees to be planted amongst the existing parkland trees and supplementing the boulevard trees. Species will be selected based on their climate resilience and biodiversity value. This action aligns with the Albert Park Master Plan developed by Parks Victoria.
- SP** **Shared path** – A formalised, bi-directional path that acts as the primary access route for bike riders and pedestrians. This path exists, however slight changes to the alignment will be made to improve safety, especially at intersections. Signage and line marking along the path will assist with wayfinding.
- GP** **Granitic path** – A secondary, meandering granitic path that offers pedestrians a slower, more experiential journey through the parkland.
- W** **Woody meadows** – Areas of planting with low-height, climate-resilient, flowering natives. This planting strategy will be implemented with assistance from the University of Melbourne. Where woody meadows are located close to schools, they provide an opportunity for student education.
- M** **Mulch areas** – Areas of tree plantings with continuous canopies where mulch will be used as the surface treatment. This allows debris from the trees to fall without requiring regular maintenance or affecting the visual aesthetic.
- L** **Lawn areas** – Areas of lawn that are open, visually attractive, cool and can be used for unstructured passive recreation. In most locations, the lawn areas currently exist and will be retained due to their success.



Detail legend

- 3.1** **Landing nodes** – The landing areas either side of the Aughtie Drive and Old Aughtie Drive shared crossings. These areas will include feature paving and wayfinding consistent with the Yannawatpanhanna boulevard. The Robert Williams Memorial Gates will be acknowledged as part of the Aughtie Drive landing node.
- 3.2** **Shared crossings** – The signalised, shared crossing at Aughtie Drive will be widened to 4.5m, allowing bike riders to safely access the crossing without having to dismount. The Old Aughtie Drive crossing and vehicle stop line will be relocated to improve the alignment with the shared path.
- 3.3** **Planting** – Unused paved areas will be planted with low-height plants to create a natural barrier between the shared path and the tram lines. This will improve the shared path aesthetics while not restricting view lines, as well as enhancing the climate resilience of the landscape (Note: some planting areas may be temporary due to future tram works).
- 3.4** **Rest nodes** – These areas will be located off the shared path amongst a cluster of attractive, established trees. The larger node will provide users of the park with a location to stop and gather with seating, feature paving and interpretation, whilst a secondary node will be positioned closer to South Melbourne Park Primary School (SMPPS).
- 3.5** **Access path** – A link already used by parents and students, the connection to SMPPS will be formalised for both pedestrian and bike rider use.
- 3.6** **Lawn and vegetation area** – A lawn area adjacent to the SMPPS entrance will be framed by low-height mounding and plants, strengthening the relationship with the school. This flexible space may be used by the school for end of day pick up, gatherings, activities, and classes, as well as park visitors and the public. The edge treatment may incorporate informal play opportunities.



Legend

Extent of works	Feature paving	Shared crossing	Granitic paving	Existing trees	Low-height planting
Road	Concrete paving	Bike path	Mulch	Proposed trees	Turf

0 10 20 30 40 50m North
Scale 1:1000



Rest nodes and landscape opposite South Melbourne Park Primary School

Scale 1:250 @ A3

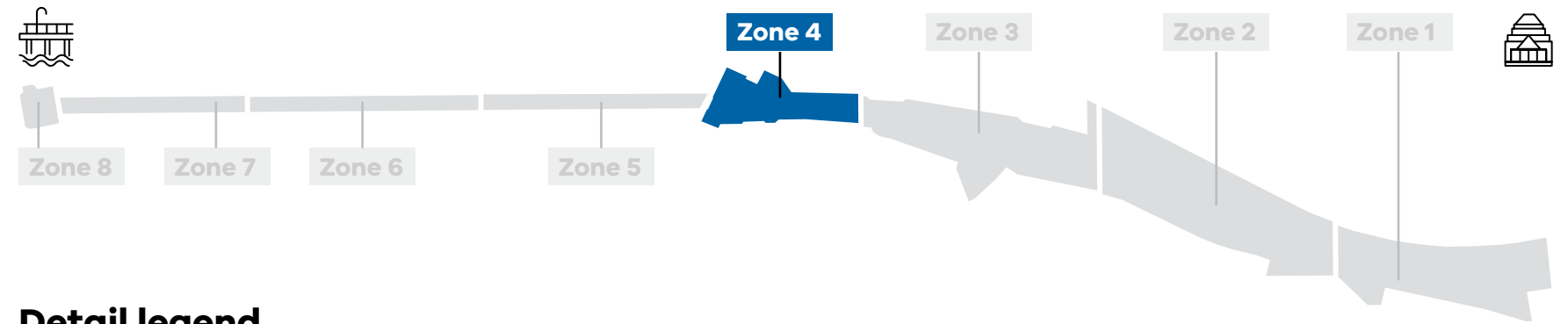


Zone 4

Canterbury Road/Ferrars Street

Boulevard legend

- BT** **Boulevard trees** – A line of trees that frame Albert Road. Canary Island Date Palms (*Phoenix canariensis*) are the existing feature tree and heritage component of Albert Road boulevard. Jacaranda (*Jacaranda mimosifolia*) have been planted between the palms, replacing the unsuccessful Brush Box (*Lophostemon confertus*), as part of the early planting works.
- SP** **Shared path** – A formalised, bi-directional path that acts as the primary access route for bike riders and pedestrians. This path exists, however slight changes to the alignment will be made to improve safety, especially at intersections. Signage and line marking along the path will assist with wayfinding.



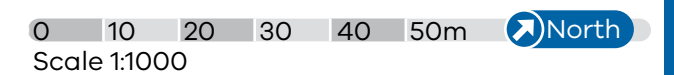
Detail legend

- 4.1** **Vegetation maintenance** – Trees and plants encroaching on the shared path will be pruned to improve view lines and user safety.
- 4.2** **Landing nodes** – The landing areas at the Old Aughtie Drive shared crossing and at the Canterbury/Ferrars intersection. These areas will include feature paving and wayfinding consistent with the Yannawatpanhanna boulevard.
- 4.3** **Shared crossing** – The signalised, shared crossing at Old Aughtie Drive will be widened to 3m, allowing bike riders to safely access the crossing without having to dismount.
- 4.4** **Underpass entrance node** – The area leading to the light rail pedestrian underpass. Widening the existing path will improve sight lines and awareness of the crossing. Feature paving and wayfinding will be included, as well as improved lighting that allows for safe evening use. Similar treatments will be applied to the opposite side, at the Ferrars Place entrance. Any modifications to the underpass will require engineering and impact assessments of the abutments and retaining walls.
- 4.5** **Bin store** – The area where commercial business bins are currently stored will be fenced for private use only. The bin store will improve the aesthetics of the node while not restricting view lines.
- 4.6** **Vegetation** – Removal of the existing trees' lower branches will lift the canopy and strengthen view lines. Low-maintenance plants will frame the pedestrian underpass entrance in both directions while not interfering with the function of the billboard.
- 4.7** **Wayfinding** – At the crossing landing, wayfinding will guide pedestrians toward the railway pedestrian underpass.



Legend

--- Extent of works	 Feature paving	 Shared crossing	 Granitic paving	● Existing trees	 Low-height planting
 Road	 Concrete paving	 Bike path	 Mulch	● Proposed trees	 Turf



2.6 Kerferd Road

Canterbury Road/ Ferrars Street to Beaconsfield Parade Zone 5 to 8





Zone 5

Canterbury Road/Ferrars Street & Montague Street

Boulevard legend

BT Boulevard trees – A line of trees that frame Kerferd Road. From Canterbury Road to Richardson Street London Plane (*Platanus X acerifolia*) are used. Between Richardson and Danks Street Rough-barked Apple (*Angophora floribunda*) have begun to replace London Plane (*Platanus X acerifolia*) as part of the early planting works. South of Danks Street, native conifers, predominately Norfolk Island Pine (*Araucaria heterophylla*) break away from the alignment seen through the rest of the boulevard. All healthy existing trees will be retained and protected on site.

NT Nature strip trees – A selection of native and exotic trees planted within the nature strip and supplementing the boulevard trees. Species have been selected based on their climate resilience and biodiversity value. These have been planted as part of the early planting works.

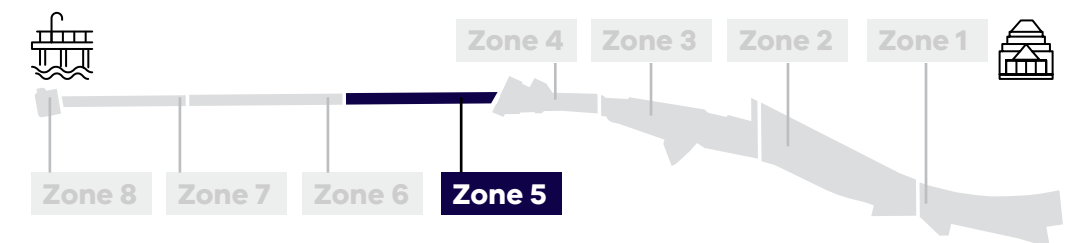
IP Informal path – An informal path, of either granitic or mulch material, which offers pedestrians access through and across the median.

RE Rounded edging – A heritage interpretation of the median which existed on Kerferd Road in the early 20th century. Between Canterbury Road and Richardson Street, these edges are comprised of a bluestone band, framed by granitic paving and low-height planting. Between Richardson Street and Danks Street, these edges appear more simplified.

W Woody meadows – Areas of planting with low-height, climate-resilient, flowerings natives. This planting strategy will be implemented with assistance from the University of Melbourne.

M Mulch areas – Areas of tree plantings with continuous canopies where mulch will be used as the surface treatment. This allows debris from the trees to fall without requiring regular maintenance or affecting the visual aesthetic.

L Lawn areas – Areas of lawn that are open, visually attractive, cool, and can be used for unstructured passive recreation. These areas will also allow informal access through the median and vistas through the boulevard in both directions.



Detail legend

- 5.1 Vegetated entrance** – Low-height planting and a cluster of signature trees will create an entry statement for the Kerferd Road boulevard and link to the treatments used on Albert Road. The planting will soften and separate the busy intersection from the usable open space of Kerferd Road median reserve. The trees will add a sense of scale to the landscape while not restricting sightlines.
- 5.2 Reclaimed open space** – The Montague Street/Herbert Street intersection will close and the Kerferd Road median reserve will be extended in place of the road. A central lawn area will be framed by woody meadow planting and additional boulevard trees, enhancing the median reserve's climate resilience and biodiversity value. A network of informal paths will provide access for pedestrians and bike riders through the median reserve.
- 5.3 Shared path** – A bi-directional path acting as the primary access route for bike riders and pedestrians crossing between Montague Street and Herbert Street.
- 5.4 Rest node** – This area within the median is adjacent to the existing commercial business site. The node will be framed by planting and established trees which will provide natural shade. This will be a flexible, universally accessible location to stop and gather, with feature paving and interpretation. Amenities such as seats, bins, bicycle parking and lighting will be considered.



Legend

	Extent of works		Feature paving		Shared crossing		Granitic paving		Existing trees		Low-height planting
	Road		Concrete paving		Bike path		Mulch		Proposed trees		Turf





Kerferd Road vegetated entrance

view towards Kerferd Road median reserve from Albert Road

Existing
view



Rounded edges of Kerferd Road median reserve

Named after Premier of Victoria, George Briscoe Kerferd (1831–1889), the formation of Kerferd Road had commenced by 1864, connecting Albert Road to the naval battery on the foreshore. In the following years, significant public works were undertaken to reclaim the swamps and waterholes in Albert Park and Middle Park to alter the landscape for colonial settlement.

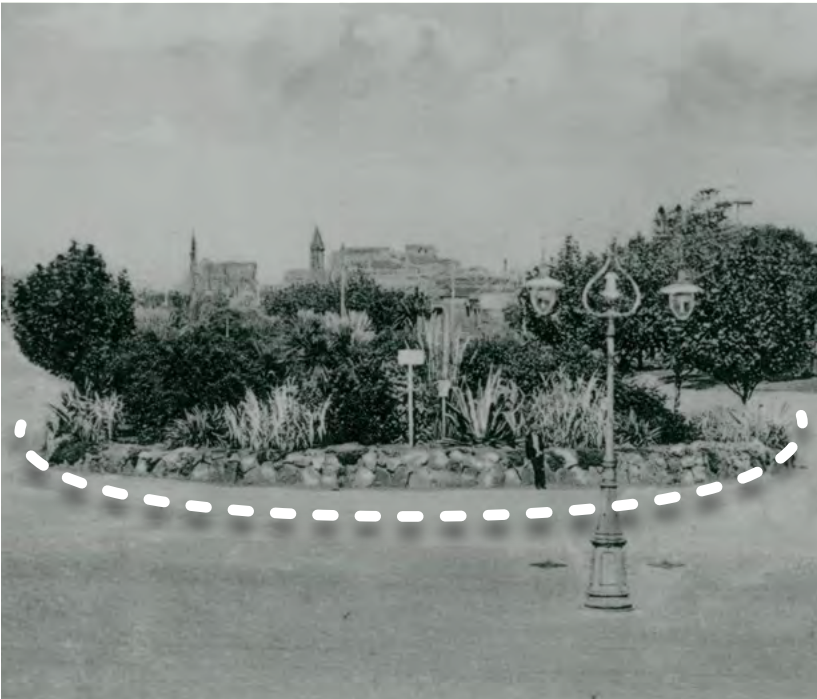
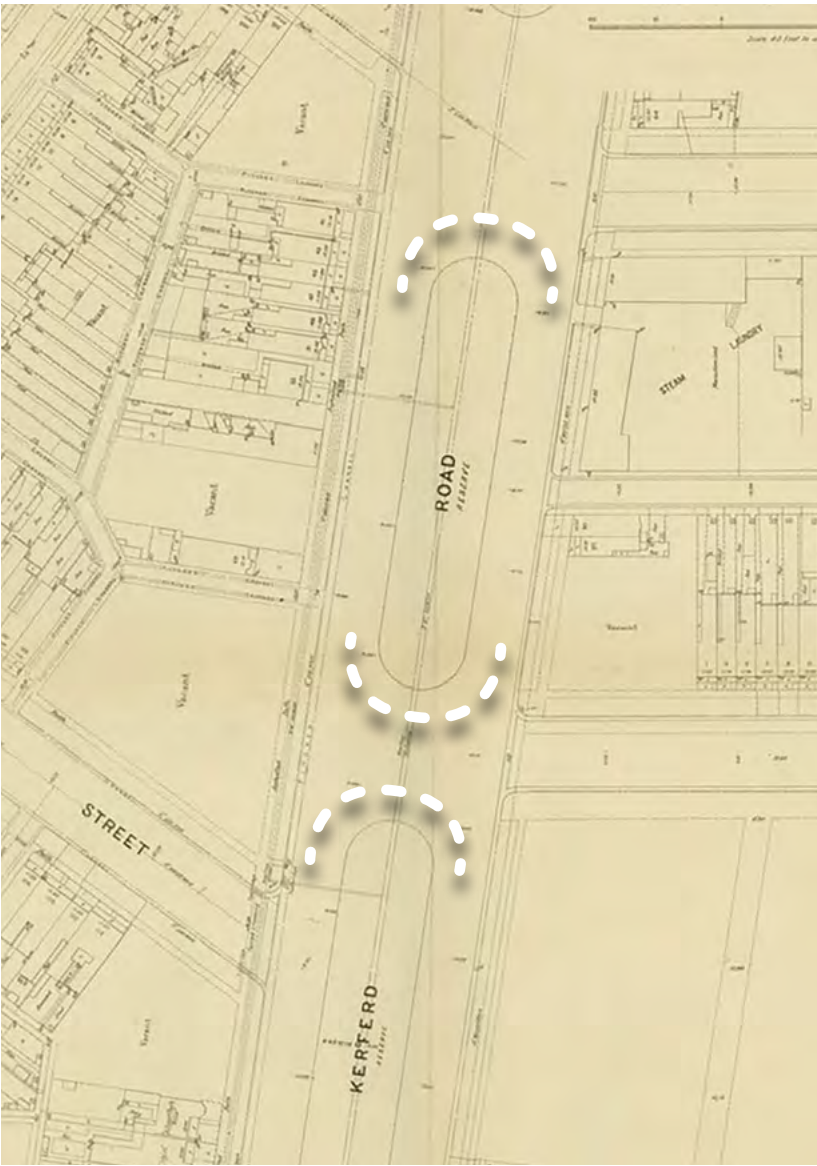
By 1895, Albert and Kerferd roads were lined with pitched drains and the median reserve on Kerferd Road had been established with sweeping, rounded edges. A few years later, landscaping works were undertaken to beautify the area. This included the planting of London Plane (*Platanus X acerifolia*) trees and the formation of rockeries on Kerferd Road.

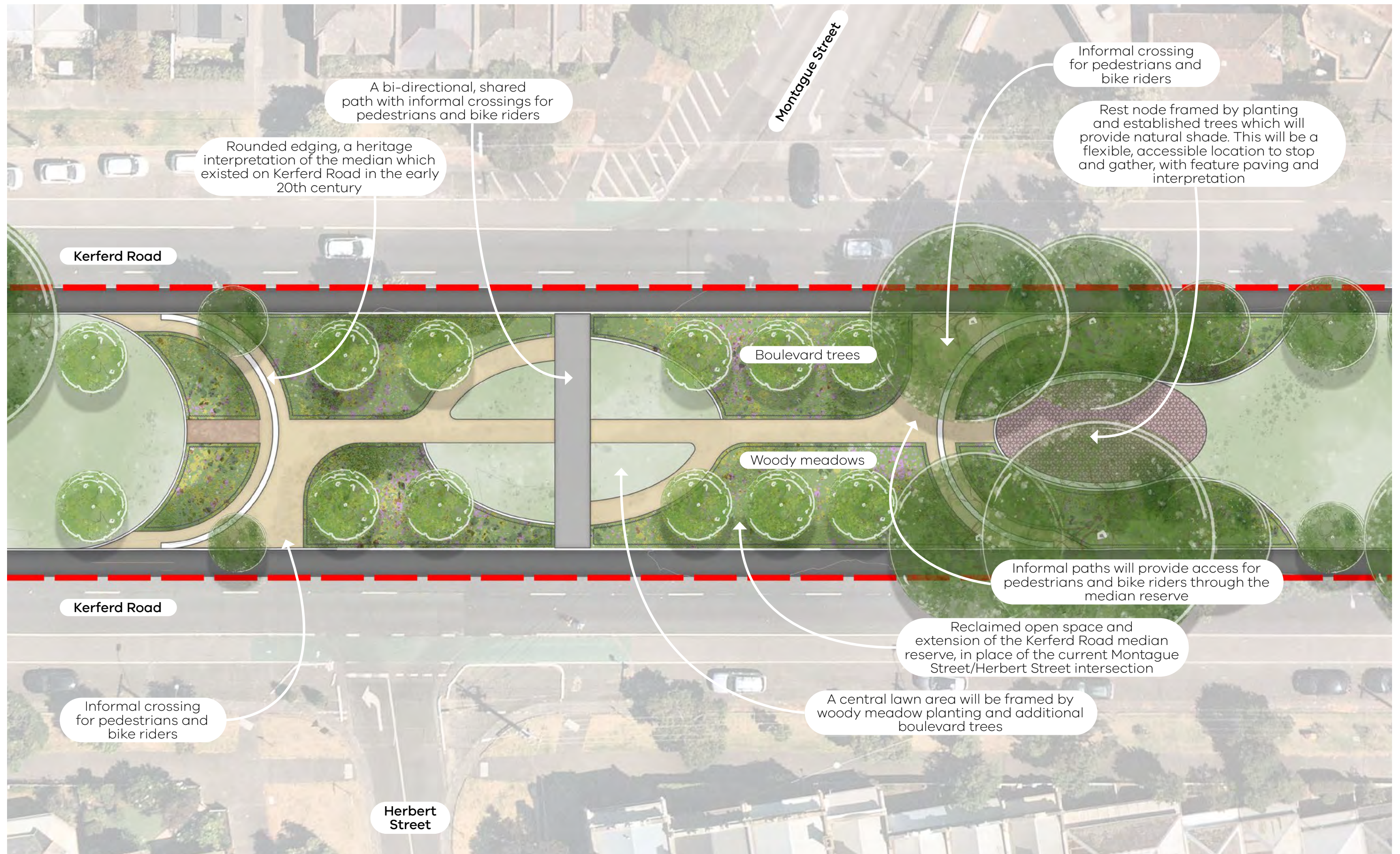
The rockeries were removed post World War II and the rounded edges eventually straightened to the arrangement on Kerferd Road we see today.

One of the interpretation elements proposed within the Shrine to Sea masterplan is landscaped rounded edges along Kerferd Road, to reflect the original median reserve shape and rockeries. These features are comprised of a bluestone band, framed by granitic paving and low-height planting between Canterbury Road and Richardson Street. On the approach to the foreshore, these edges become more simplified, with fewer hard materials used.

Refer to the 'RE' symbol in zone plans 5-7 for more information on how this concept appears within the masterplan designs.

More information on the development of Kerferd Road can be found in Chapters 5.2 and 5.3 (commencing page 46) of the Thematic History and Aboriginal Cultural Values Report supporting document.





Montague Street rest node and landscape

Scale 1:300 @ A3



Montague Street rest node and landscape

view towards Montague Street from Kerferd Road median reserve

Existing
view



Zone 6 Richardson Street

Boulevard legend

BT **Boulevard trees** – A line of trees that frame Kerferd Road. From Canterbury Road to Richardson Street London Plane (*Platanus X acerifolia*) are used. Between Richardson and Danks Street Rough-barked Apple (*Angophora floribunda*) have begun to replace London Plane (*Platanus X acerifolia*) as part of the early planting works. South of Danks Street, native conifers, predominately Norfolk Island Pine (*Araucaria heterophylla*) break away from the alignment seen through the rest of the boulevard. All healthy existing trees will be retained and protected on site.

NT **Nature strip trees** – A selection of native and exotic trees planted within the nature strip and supplementing the boulevard trees. Species have been selected based on their climate resilience and biodiversity value. These have been planted as part of the early planting works.

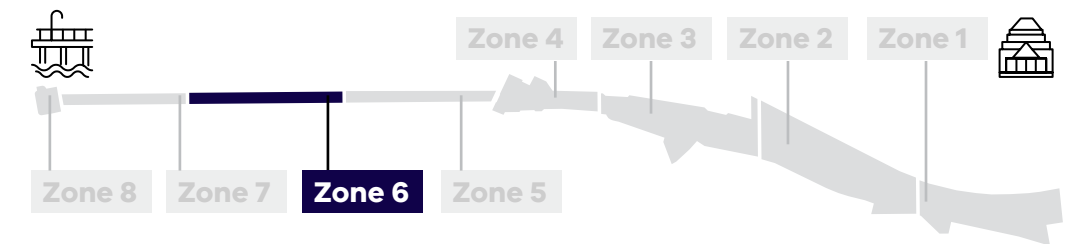
FP **Formal path** – A formalised path that acts as the primary access route for pedestrians crossing the median. These paths are a combination of existing, altered, and proposed through Kerferd Road, with a focus on user safety and accessibility.

IP **Informal path** – An informal path, of either granitic or mulch material, which offers pedestrians access through and across the median.

RE **Rounded edging** – A heritage interpretation of the median which existed on Kerferd Road in the early 20th century. Between Canterbury Road and Richardson Street, these edges are comprised of a bluestone band, framed by granitic paving and low-height planting. Between Richardson Street and Danks Street, these edges appear more simplified.

W **Woody meadows** – Areas of planting with low-height, climate-resilient, flowerings natives. This planting strategy will be implemented with assistance from the University of Melbourne.

L **Lawn areas** – Areas of lawn that are open, visually attractive, cool, and can be used for unstructured passive recreation. These areas will also allow informal access through the median and vistas through the boulevard in both directions.



Detail legend

6.1 **Invention of VEGEMITE interpretation site** – The median area adjacent to the site where VEGEMITE was invented by Cyril Callister allows for interpretation of the history of this iconic Australian spread. Potential exists at this location to also recognise the 100th birthday of the product in October 2023.

6.2 **Modified vehicle cut through** – Adjacent to Hambleton Street, the width of the median cut through for vehicles will be reduced and a central traffic island provided. The tightening of this intersection allows additional landscape to be reclaimed while slowing the movement of motorists.



Zone 7

Danks Street & Beaconsfield Parade

Boulevard legend

BT Boulevard trees – A line of trees that frame Kerferd Road. From Canterbury Road to Richardson Street London Plane (*Platanus X acerifolia*) are used. Between Richardson and Danks Street Rough-barked Apple (*Angophora floribunda*) have begun to replace London Plane (*Platanus X acerifolia*) as part of the early planting works. South of Danks Street, native conifers, predominately Norfolk Island Pine (*Araucaria heterophylla*) break away from the alignment seen through the rest of the boulevard. All healthy existing trees will be retained and protected on site.

NT Nature strip trees – A selection of native and exotic trees planted within the nature strip and supplementing the boulevard trees. Species have been selected based on their climate resilience and biodiversity value. These have been planted as part of the early planting works.

FP Formal path – A formalised path that acts as the primary access route for pedestrians crossing the median. These paths are a combination of existing, altered, and proposed through Kerferd Road, with a focus on user safety and accessibility.

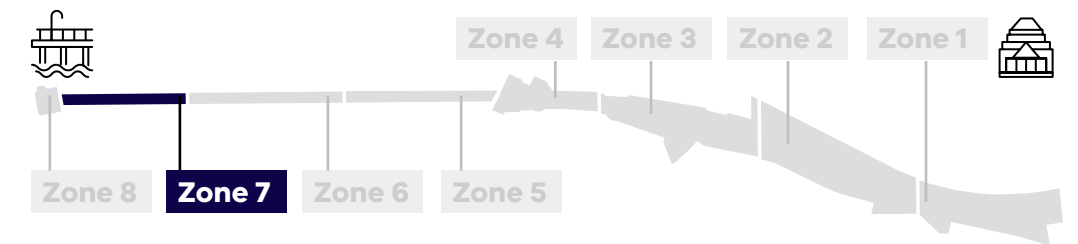
IP Informal path – An informal path, of either granitic or mulch material, which offers pedestrians access through and across the median.

M Mulch areas – Areas of tree plantings with continuous canopies where mulch will be used as the surface treatment. This allows debris from the trees to fall without requiring regular maintenance or affecting the visual aesthetic.

L Lawn areas – Areas of lawn that are open, visually attractive, cool, and can be used for unstructured passive recreation. These areas will also allow informal access through the median and vistas through the boulevard in both directions.

W Woody meadows – Areas of planting with low-height, climate-resilient, flowerings natives. This planting strategy will be implemented with assistance from the University of Melbourne.

C Coastal planting – Areas of low-height planting which are resilient to coastal conditions. Sedges, rushes and groundcover species similar to those seen within other coastal areas of Port Phillip Bay will be planted.



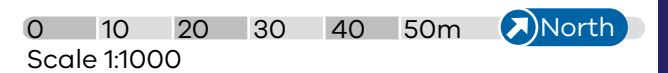
Detail legend

- 7.1 Biolink continuation** – Inspired by CoPP's Danks Street biolink, native planted green ribbons frame the central turf area. Like Danks Street, there is potential to include low key habitat features.
- 7.2 Vegetation pockets** – Small pockets of planting will assist in defining the open space, while also retaining functionality sight lines. Removal of the existing trees' lower branches will lift the canopy and strengthen view lines through the median reserve.
- 7.3 Rest node** – This area within the median is adjacent to the heritage kiosk. The node is naturally shaded by established trees however has poor visitor facilities. Future works may include amenities such as seats, bins, bicycle parking and lighting (note: development of this rest node is subject to the future functionality and utilisation of the heritage kiosk).
- 7.4 Heritage kiosk** – Potential to better use the rear of the heritage kiosk and improve the interface with the Kerferd Road median reserve. Pedestrian movement and visibility around the building may be improved by removal of the glass verandah and surrounding vegetation.
- 7.5 Vegetated entrance** – Planting will create an entry statement for the Kerferd Road boulevard and define the front entrance of the heritage kiosk.



Legend

Extent of works	Feature paving	Shared crossing	Granitic paving	Existing trees	Low-height planting
Road	Concrete paving	Bike path	Mulch	Proposed trees	Turf





Kerferd Road median reserve, biolink continuation

view towards Beaconsfield Parade from Kerferd Road median reserve

Existing
view



Danks Street biolink

The images below are of the Danks Street biolink, located perpendicular to Kerferd Road, on the approach to Beaconsfield Parade. Both Danks Street and Kerferd Road have wide median reserves, 11m and 20m respectively.

The design objectives and style of the biolink have inspired the proposal for the adjacent stretch of Kerferd Road, where ribbons of woody meadows frame a central open space. Due to the additional width of Kerferd Road median reserve a wider turf area will be provided with more opportunity for passive recreation. Like Danks Street, there is also potential to include low key habitat features.

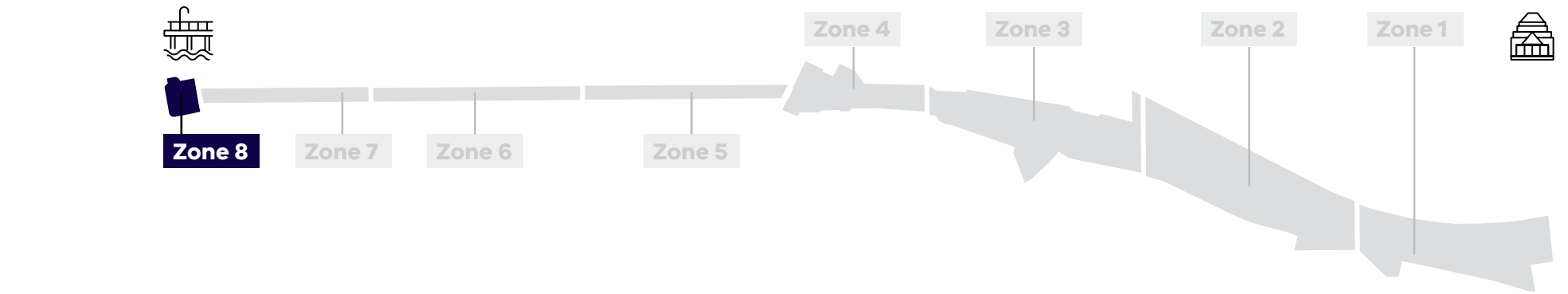


Zone 8

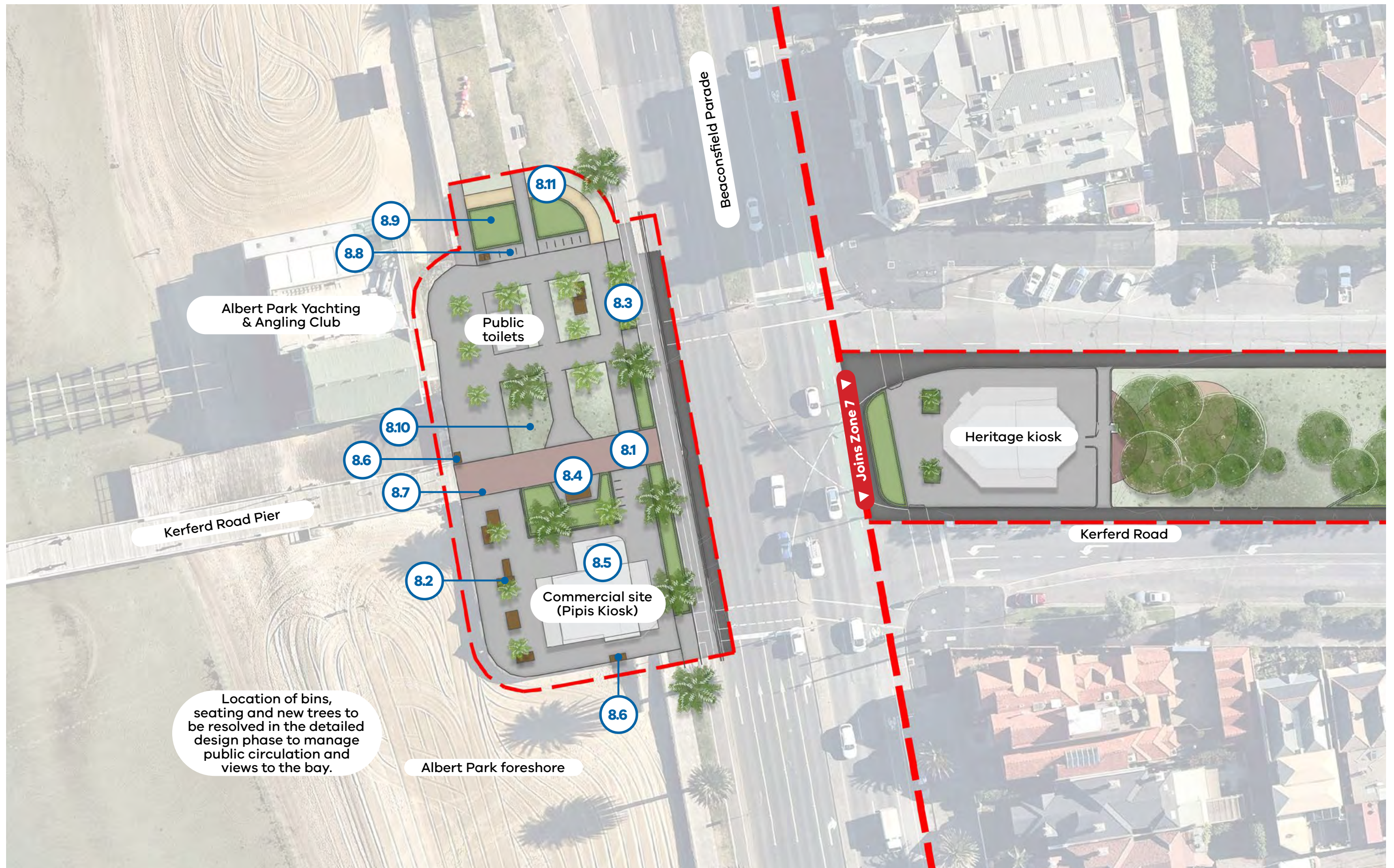
Kerferd Road Pier Forecourt

Detail legend

- 8.1 Central corridor** – A central, wide walkway/service vehicle access that aligns with the Kerferd Road Pier. With feature paving and interpretation, this corridor will be the focal point of the forecourt. The existing fencing will be removed, and removable bollards positioned near the road to prevent general vehicle access.
- 8.2 Seating platforms** – Informal seating platforms, similar to those seen outside South Melbourne Life Saving Club, will be installed in selected locations around the forecourt. These platforms allow for a range of uses and provide spaces to gather, while not restricting movement through the site.
- 8.3 Palm trees** – Additional palm trees and/or shade trees of various species will be planted in the forecourt to assist in defining the space as well as provide shade, climate resilience and improved biodiversity value. Palm species such as Jelly Palm (*Butia capitata*), Chilean Wine Palm (*Jubaea chilensis*) and Cabbage-tree Palm (*Livistona australis*) will be considered.
- 8.4 Vista end point** – Located at the end of a straight pedestrian path, a seating area will be framed by planting and trees. For pedestrians travelling along the path toward St Kilda, it presents a visual end point within the forecourt.
- 8.5 Commercial business landscape** – The existing hardstand around the commercial business will be retained and a formalised path will be provided to the storage room.
- 8.6 Bins** – Some of the existing bins will be relocated to reduce visual impact.
- 8.7 Signage** – Removal of unnecessary existing signage to enhance the view to the pier and declutter the landscape. Improved wayfinding will assist pedestrians and bike riders navigating through the forecourt and into Yannawatpanhanna boulevard.
- 8.8 Bicycle parking** – Additional bicycle parking will be provided along the edge of the forecourt. Other amenities such as seating, bins, and drink fountains will also be provided in this area.



- 8.9 Coastal planting** – Areas of low-height planting which are resilient to coastal conditions. Sedges, rushes and groundcover species similar to those seen within other coastal areas of Port Phillip Bay will be planted.
- 8.10 Lawn areas** – Retained to facilitate informal rest and gathering opportunities. The path between lawn areas will be widened and angled for maintenance access.
- 8.11 Granitic path** – Path extension added to improve the connection for pedestrians walking toward the city.



Legend

--- Extent of works	 Feature paving	 Shared crossing	 Granitic paving	● Existing trees	 Low-height planting
 Road	 Concrete paving	 Bike path	 Mulch	● Proposed trees	 Turf



Kerferd Road Zone 8 - Kerferd Road Pier Forecourt



Kerferd Road Pier Forecourt
view towards South Melbourne foreshore

Existing
view





2.7 Interpretation and storytelling opportunities

The findings of the Thematic History and Aboriginal Cultural Values Report and community feedback will guide the interpretation strategy for the Shrine to Sea project.

The nine themes have been indicated on the map to bring to life physical and historical context of the area and surrounds. The overarching theme of Aboriginal Country leads the interpretation with 'Welcome to Yannawatpanhanna' opportunities identified at boulevard entry nodes and woody meadows featured throughout.

Yannawatpanhanna boulevard
Key boulevard entry points will include some form of welcome to 'Yannawatpanhanna' (meaning 'go to water'), symbolising the identity of the project and bringing Traditional Owner language back on to Country.

- Themes
- 

1. Aboriginal Country
Chapter 5.1, page 40



2. Connections to and movement through space
Chapter 5.3, page 55



3. Transforming the landscape
Chapter 5.2, page 46



4. Diverse neighbours and neighbourhoods
Chapter 5.4, page 62



5. Social welfare
Chapter 5.8, page 80



6. Community action and social justice
Chapter 5.9, page 83



7. Sport and recreation
Chapter 5.7, page 73

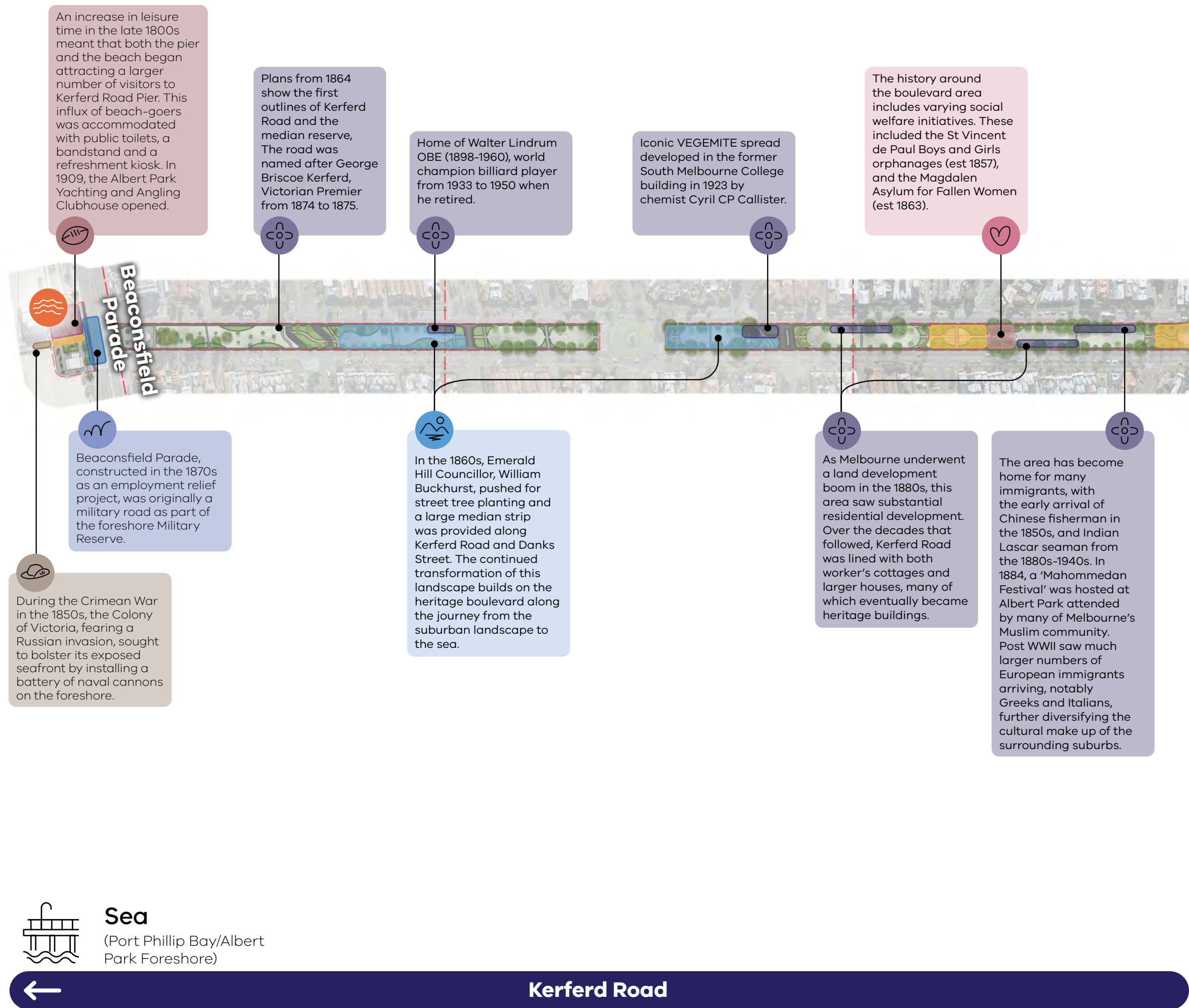


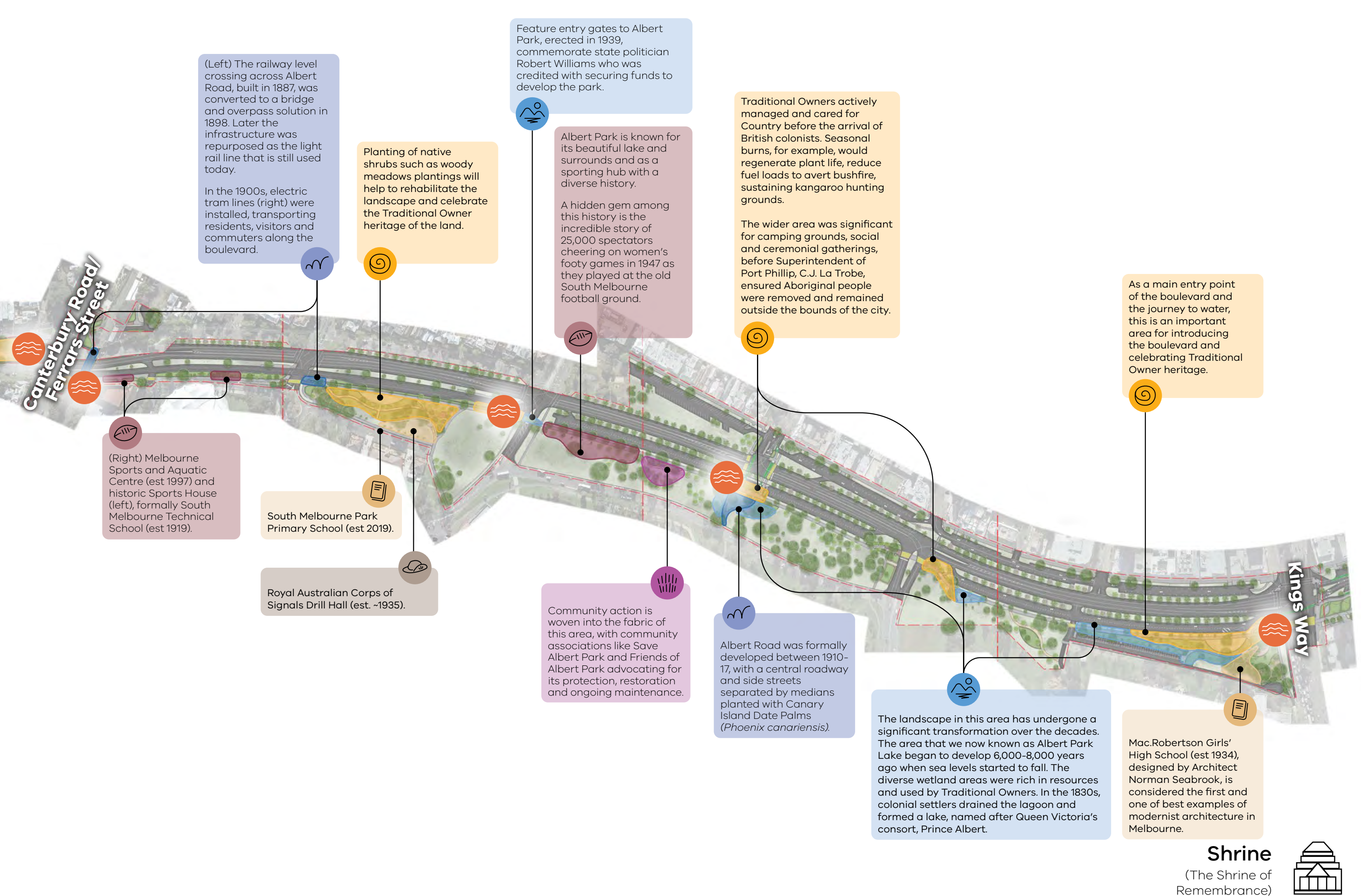
8. Military and defence
Chapter 5.6, page 71



9. Education
Chapter 5.5, page 68

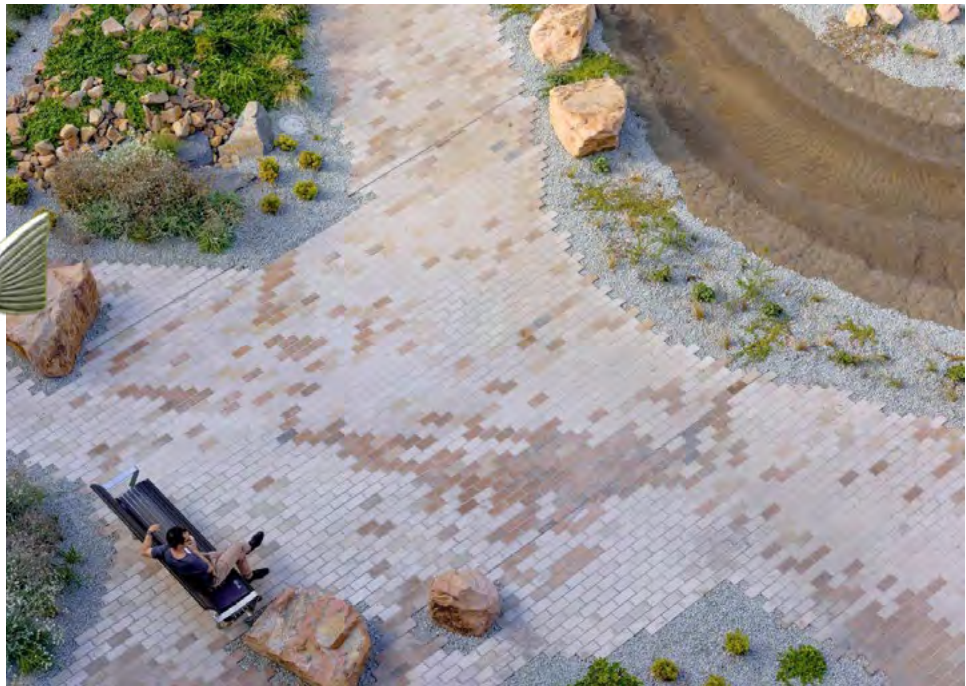
*For more information on each of the above themes, use the chapter and page numbers provided to cross reference the Thematic History and Aboriginal Cultural Values Report supporting document.

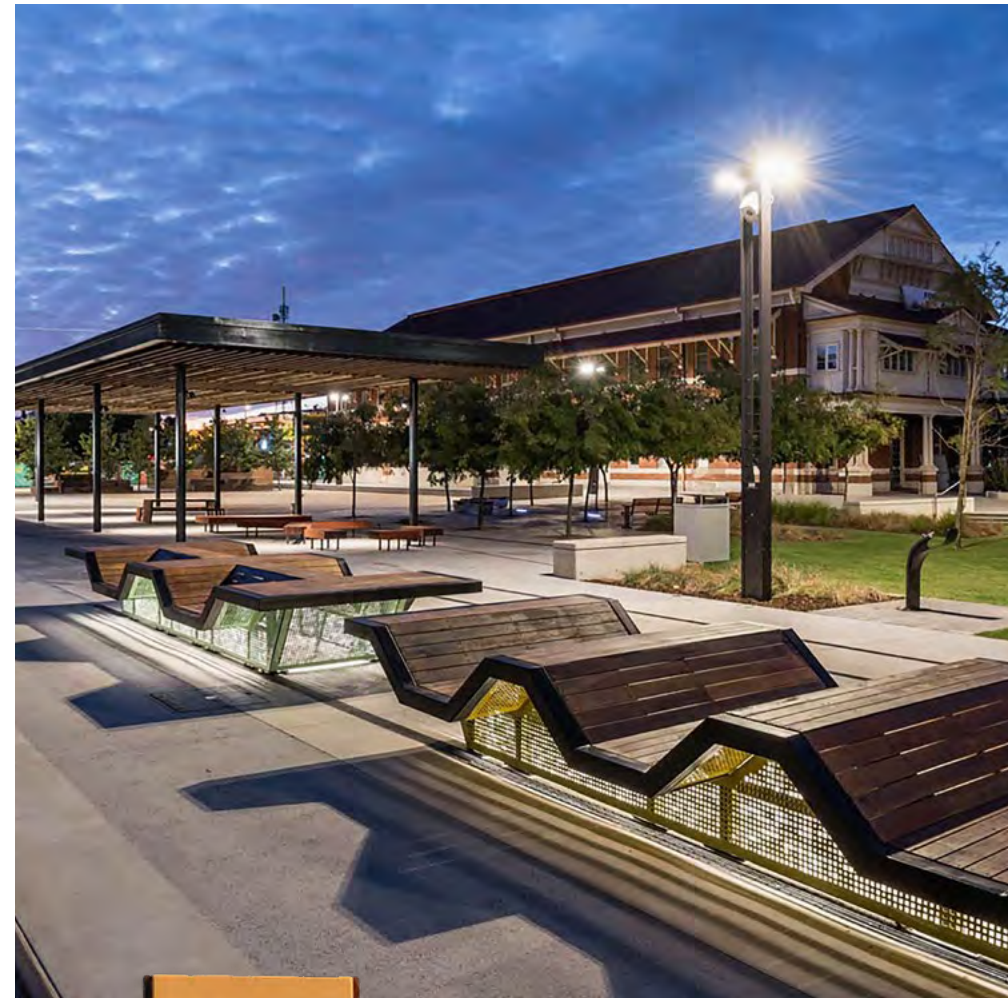




The interpretation strategy will see a range of creative media used through the landscape to create interesting and engaging visitor experiences. This may include digital media, interpretation signage/features and work by local artists. The imagery opposite captures examples of interpretation which may be used to inspire the Shrine to Sea concept.

Yannawatpanhanna will have a unique visual identity, allowing users to identify the project and orientate themselves through the journey. This identity will be present through design style as well as the material, furniture and planting palettes implemented.





2.8 Early tree planting

As part of the S2S project, an opportunity was identified to deliver early tree plantings for the community where there were existing gaps within the landscapes on Albert and Kerferd roads. Planting proposals received strong support through community feedback.

Trees planted within nature strips were funded through DEECA, while those planted in the median were funded through RPV. All trees were procured and planted by CoPP in 2022.

As shown within the masterplan, additional trees and other forms of planting will be introduced along the boulevard as the design and implementation continue.

Nature strip trees

The planting design and species list was developed to complement the existing trees and aesthetic of the street, while also enhancing the landscape's biodiversity and climate resilience values. Residents who received a new nature strip tree were given the opportunity to review and discuss the selection prior to planting.

In total, 84 trees were planted within nature strips, 82% of which were native species.

Albert Road – 8 Swamp Mahogany (*Eucalyptus robusta* 'Matong')

Kerferd Road – 76 trees, 11 different species including Brachychiton 'Griffith Pink' (*Brachychiton populneus* x *acerifolius* 'Griffith Pink'), Wilga (*Geijera parviflora*) and Crepe Myrtle (*Lagerstroemia indica* x *fauriei* 'Tuscarora').

Step 1 (May 2022):

- Residents who have a gap in their nature strip received a letter advising them that planting will occur and what tree had been selected to fill the gap (postcards).

Step 2 (May 2022):

- Residents were given the opportunity to discuss their selected tree with DEECA & CoPP.
- 64 letters were distributed of which 6 residents contacted us to discuss. This resulted in 4 amendments to species selection while 2 remained the same.

Step 3 (June 2022):

- Posters advising residents and locals of the tree planting works were erected in the area.



Step 4 (June/July 2022):

- Nature strip trees are planted along Albert & Kerferd roads (82% of species are native).
- Trees planted were 45/75L (a few meters tall).

Step 5 (2022 onwards):

- Trees continue to grow providing shade, supporting biodiversity and enhancing the streets' aesthetic.
- More trees will be planted as part of future works.

Median trees

As part of the Anzac Station works, RPV committed to planting two new trees for every tree removed during construction. This initiative has allowed for 74 additional trees to be planted in the median as part of S2S's early planting works.



Albert Road

37 Jacaranda (*Jacaranda mimosifolia*) trees, 9 of which will be included in the passive irrigation trials. These will alternate with the existing Canary Island Date Palms (*Phoenix canariensis*). 5 additional Canary Island Date Palms (*Phoenix canariensis*) will also be planted to address gaps in the boulevard.

Albert Road – Kerferd Road north

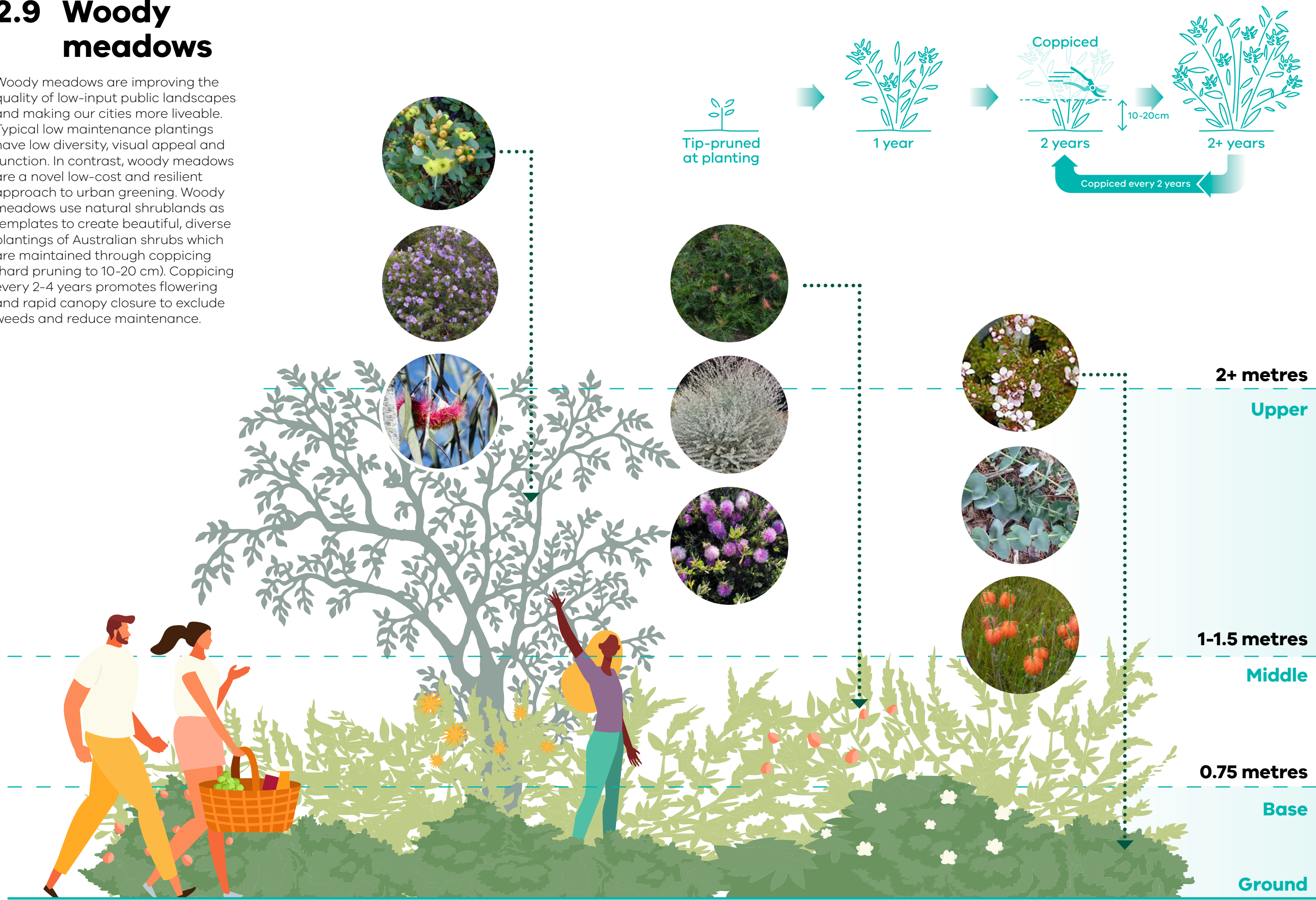
9 London Plane (*Platanus X acerifolia*), filling gaps in the boulevard of the same species.

Kerferd Road south

23 Rough-barked Apple (*Angophora floribunda*) creating a new native section of the boulevard which connects to the Danks Street biolink.

2.9 Woody meadows

Woody meadows are improving the quality of low-input public landscapes and making our cities more liveable. Typical low maintenance plantings have low diversity, visual appeal and function. In contrast, woody meadows are a novel low-cost and resilient approach to urban greening. Woody meadows use natural shrublands as templates to create beautiful, diverse plantings of Australian shrubs which are maintained through coppicing (hard pruning to 10-20 cm). Coppicing every 2-4 years promotes flowering and rapid canopy closure to exclude weeds and reduce maintenance.

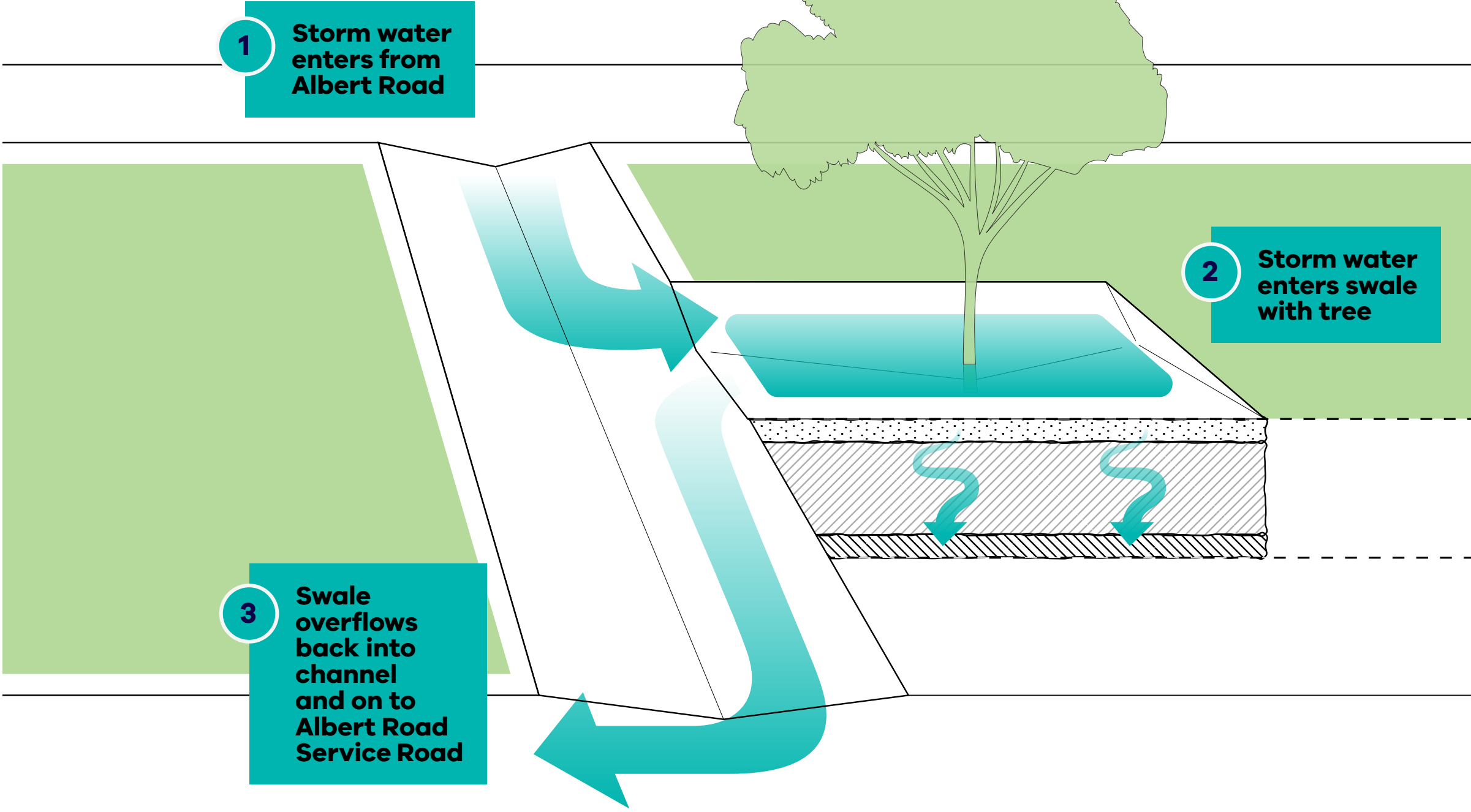


2.10 Passive irrigation trial

The passive irrigation trial is a three-year partnership project between University of Melbourne, CoPP and DEECA, which is taking place in line with the S2S early tree planting.

While passive irrigation can take place in many forms, this trial has retrofitted the existing Albert Road kerb with openings and concrete channels, which allow rainwater to drain from the road into the median. Here, the water will briefly pond in a depression at the base of the tree, before infiltrating into the root zone. Excess water will be directed into the existing stormwater network, preventing flooding of the median.

This trial will test the impact of this passive irrigation system on the health and growth of 5 new tree plantings. An additional 5 trees (10 in total) will have passive irrigation systems installed but not activated. These trees will act as controls during the trial for the purpose of research comparison. The results will be collected and documented by University of Melbourne as a case study for future use.



Part 3 – Next Steps

3.1 Final masterplan

This final masterplan was prepared by the S2S project team and has been approved following a review process. This involved a final review of the draft masterplan by the S2S Project Control Group (PCG) based on community feedback. The PCG is the project governance group and includes senior and executive level representatives from DEECA, CoPP, PV and DTP. Formal approval was sought from the relevant state and local government public landowners/managers.

The final Community Engagement report was released in December 2023 and is available at: the Shrine to Sea web page Shrine to Sea (environment.vic.gov.au) and at the Shrine to Sea Engage Victoria web page Shrine to Sea Draft Masterplan Engage Victoria.

- All public comments were assessed against their alignment with the following criteria:
- S2S’s project Vision, Objectives and Principles
 - Previous community feedback (reports published on the S2S webpage and summarised in Part 1 of this document)
 - Community Panel recommendations
 - Approved state and local government policies and strategies
 - Legislative/regulatory responsibilities of the respective public landowners and managers.

Detailed Design and Delivery of the Final Masterplan:

The next steps will include commencing a detailed design and construction process. This will be delivered by the respective landowners in a number of stages based on priority, available funding and complexity of work.

A key priority for delivery will be the permanent closure of the Kerferd Road and Montague/Herbert Street intersection. This follows the trial closure of the intersection conducted by CoPP and exhibition of the proposed design in the draft masterplan for final comments.

The final detailed design for the project phases will include accessibility and design features for all users that will look at surface treatments on paths as well as accessible street furniture.

Resolution of specific seats, trees and visitor facilities and locations will also occur at this stage of the process.

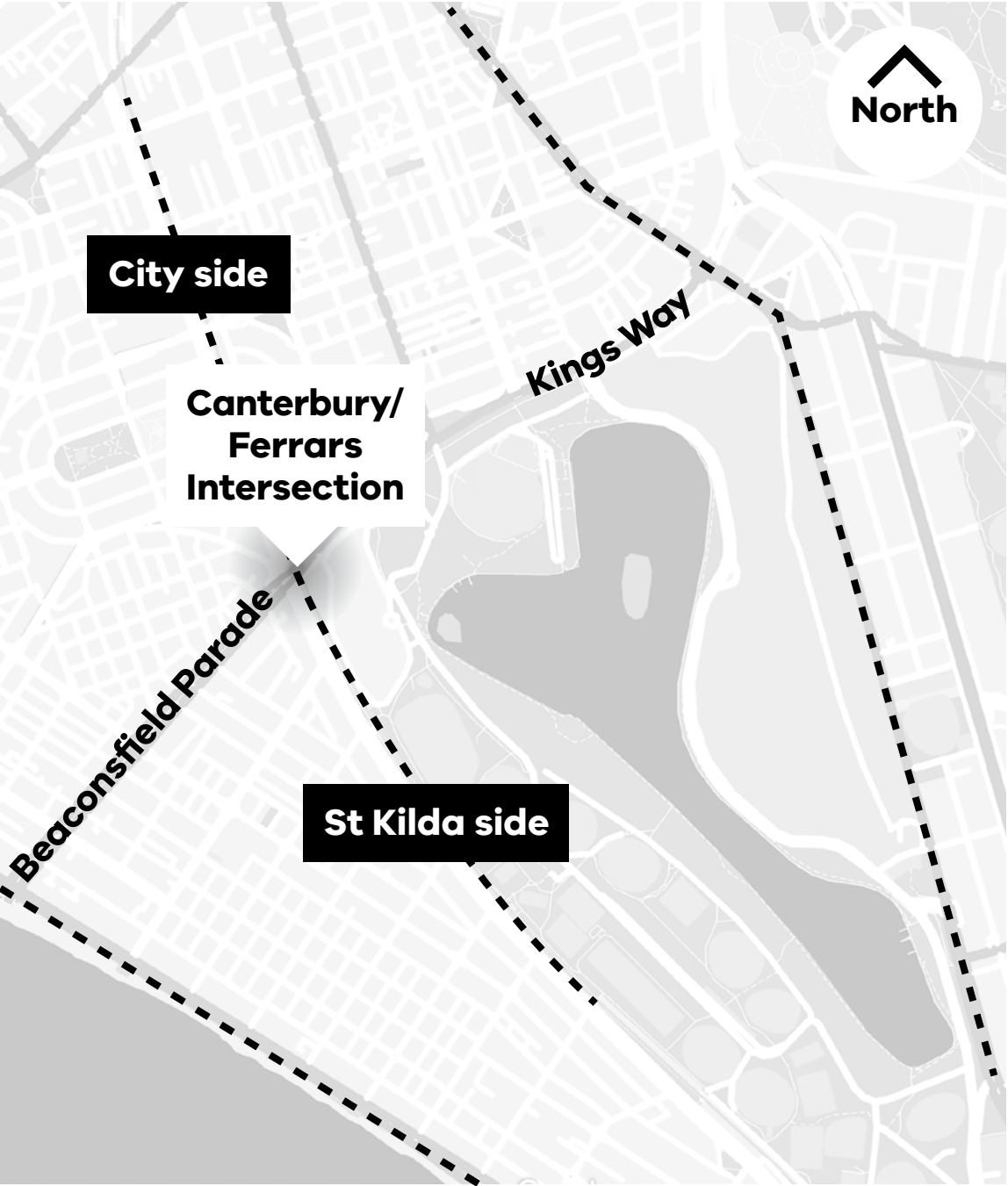


Steps to approval

- 01 Project team review feedback and submit proposed changes report to PCG.
- 02 Project Control Group review and endorse changes.
- 03 Final masterplan prepared and approved
- 04 Public Release of the approved masterplan.



Glossary



Directions

Beaconsfield Parade
The direction along the road which leads toward Beaconsfield Parade.

Canterbury/Ferrars intersection
The direction along the road which leads toward Canterbury Road and Ferrars Street.

City side
The side of road which leads toward Melbourne CBD.

Kings Way
The direction along the road which leads toward Kings Way.

St Kilda side
The side of the road which leads toward St Kilda.

Abbreviations

AGP	Australian Grand Prix
BLCAC	Bunurong Land Council Aboriginal Corporation
CBD	Central Business District
CoPP	City of Port Phillip
DEECA	Department of Energy, Environment and Climate Action (formerly DELWP)
DELWP	Department of Environment, Land, Water and Planning
DoT	Department of Transport
DTP	Department of Transport and Planning (formerly DoT)
M&P	Movement and Place
MRGHS	Mac.Robertson Girls' High School
PCG	Project Control Group
PV	Parks Victoria
RAP	Registered Aboriginal Party
RCIS	Road Crash Information System
RPV	Rail Projects Victoria
SMPPS	South Melbourne Park Primary School
S2S	Shrine to Sea
TPZ	Tree Protection Zone
VAHC	Victorian Aboriginal Heritage Council

Site specific terminology

Albert Park
The parklands which surround the Albert Park Lake. Any references to Albert Park the suburb will be noted as such.

Albert Road reserve
The triangular pocket park at the intersection of St Kilda Road and Albert Road. This reserve will be replaced by the Anzac Station precinct.

Anzac Station precinct
The public realm which supports the new Anzac Station.

Clarendon Street reserve
The triangular pocket park at the intersection of Clarendon Street and Albert Road. This reserve includes the H.H. Skinner Memorial.

Commercial site
A designated commercial lot. Examples include the site at the intersection of Montague and Kerferd streets and at Kerferd Road Pier, currently operated as Pipis Kiosk.

Fig tree access road
The access road at the back of Mac.Robertson Girls' High School, lined with figs. This road is a Parks Victoria private road.

Heritage kiosk
The heritage-listed kiosk located at the Beaconsfield Parade end of Kerferd Road.

Light rail bridge
The heritage-listed light rail bridge which crosses Albert Road.

Other terminology

Accessibility

Relates to (the legal requirement for) persons with disabilities having equal opportunity to acquire the same information, visit the same places, engage in the same interactions, and enjoy the same services as persons without such disabilities.

Active transport

Transport requiring physical activity, typically walking and bike riding.

Activity centres

Vibrant community hubs where people shop, work, meet, relax and often live. They range in size from local neighbourhood shopping strips to centres that include universities and major regional shopping malls. The role that activity centres play in suburbs across Melbourne is recognised in Plan Melbourne 2017–2050 (Plan Melbourne).

Biodiversity

Encompasses all components of the living world: the number and variety of plants, animals and other living things, including fungi and micro-organisms across our land, rivers, coast and ocean.

Biolinks

Short for biodiversity links, these are areas of vegetation and habitat that function as connecting corridors for flora and fauna. In built environments, biolinks are crucial in supporting biodiversity as they aim to link otherwise separate habitat patches. This provides connected areas for animals to move between to source food and breed.

Carbon sequestration

The process of the removal and storage of carbon dioxide from the atmosphere in carbon sinks (such as forests, woody plants, or soils).

Climate-resilient

Relates to the ability to recover from, or to mitigate vulnerability to, climate-related changes. In the context of this project, climate resilience refers to infrastructure and plants more likely to tolerate longer-term climate changes relating to global warming (e.g., increasing temperatures).

Coppicing

Hard pruning to 10–20 cm. Coppicing every 2–4 years promotes flowering and rapid canopy closure to exclude weeds and reduce maintenance.

Granitic path

A path made from fine, crushed rock, usually compacted for improved accessibility and to reduce displacement of material. This treatment offers an informal and often more permeable solution to concrete or asphalt paths.

Hardstand

A surface treatment, typically non-permeable, such as asphalt, concrete, or pavers.

Nodes

Points of intersection, interest or destinations within a landscape where users can rest, engage with the space and access amenities that make their experience more enjoyable. They are typically finished to a high quality compared to other areas in the design, as these are areas where people will dwell for longer.

Usable open space

Public land or waters that provide for one of the following purposes: outdoor recreation, leisure, environmental and cultural benefits or visual amenity and off-road active transport. Usable open spaces are publicly available areas that can be used for passive or active recreation. Planning usable open space which caters for current and

future community needs is critical as our cities become increasingly dense in population and infrastructure.

Passive Irrigation

A process where stormwater, which would typically be directed away from a site by drains and pipes, is directed into the nearby landscape where it can permeate the ground and irrigate vegetation. This process also helps to filter pollutants, such as chemicals or litter and mitigates the need for typical irrigation, therefore saving resources, costs and maintenance requirements.

Principal Bicycle Network (PBN)

A network of proposed and existing cycle routes that help people cycle for transport and provide access to major destinations in Victoria. Cycling for transport includes riding bicycles to work, to school, shopping, visiting friends etc. Strategic Cycling Corridors (refer below) form one subset of a PBN.

Public realm

Refers to all publicly accessible areas. This includes public spaces (waterways, parks, squares, forecourts, promenades and creek corridors) and public streets and routes (streets, lanes, arcades, bridges and overpasses).

Sharrows

Derived from “share” and “arrow,” sharrows are road markings that indicate how a road or path should be used by bike riders when the roadway is shared with motor vehicles.

Swale

A depression in the landscape, located at a natural or artificially made low point, designed to capture stormwater where it can permeate the ground and irrigate vegetation. This process also helps to filter pollutants,

such as chemicals or litter and mitigates the need for typical irrigation, therefore saving resources and costs while also reducing maintenance requirements.

Strategic Cycling Corridors (SCCs)

Corridors developed to improve cycling to and around major activity centres in metropolitan Melbourne. SSCs are typically routes that cater for the highest, or potentially highest, cycling volumes and are a recent addition to bicycle network planning in metropolitan Melbourne. Identification of SCCs is part of the initiative in Plan Melbourne 2017–2050 to ‘Support Walking and Cycling in Central Melbourne’.

Trafficable turf cells

A plastic structural grid system that creates a strong base hidden beneath the surface of the turf. This treatment allows vehicles to travel along the surface without damaging the ground or turf.

Urban heat island

Occurs when an urban area has hard, sealed surfaces and less green infrastructure (such as tree canopy and vegetation) resulting in that area being significantly warmer than its’ surrounding areas. Urban heat islands occur because hard surfaces absorb, store and radiate heat, while green infrastructure reflects heat, provides shade, and releases water into the atmosphere. Urban heat islands contribute to higher daytime temperatures, reduced night-time cooling and higher air-pollution levels, all of which can negatively impact overall human health outcomes.

Water sensitive urban design (WSUD)

A design approach that creates opportunities for stormwater to be collected and used locally within the built environment.

Urban environments are typically built with a range of hard surfaces, such as roads, footpaths and buildings, which do not allow stormwater to infiltrate into the ground and replenish the water table as would naturally occur. WSUD looks for opportunities within the landscape to keep water on-site and make the most of this valuable resource. Examples of WSUD include swales, rain gardens, passive irrigation, and the use of permeable or porous surface treatments.

Wayfinding

The process of using landscape cues to assist people navigate and orientate themselves in an environment. Wayfinding can include physical elements such as urban design, architecture, landmarks, lighting, footpaths, landscaping and signage. More subtle wayfinding cues can include repetition of style and materials and sight lines through an area. These elements work together to define paths and identify key decision points, while aiming to improve peoples’ experiences as they move from place to place.

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19, 20	Historical boating photo in St Kilda, 1945	State Library Victoria, H91.50/2474
19	An Aboriginal camp on the south bank of the Yarra, sketched by John Cotton, c1845	State Library Victoria, Accession No. H252
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27, 28	Map of Melbourne & suburbs.../ by F. Proeschel 1851	https://nla.gov.au/nla.obj-230010454
14	Benefits of urban greening	Plan Melbourne
58	Melbourne and Metropolitan Board of Works, South Melbourne, Detail Plans nos 561, 580 & 581	City of Port Phillip
58	Landscaping and gas street lighting installed in Kerferd Road from c.1907 to 1909	Port Phillip City Collection Art and Heritage databases
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73	'The Billabong' signage, Dandenong Bush Land Reserves (VIC), designed by Heine Jones	http://www.heinejones.com.au/environmental/city-of-dandenong-bush-land-reserves/
73	Rock boulders in landscape, Earth Sciences Garden, Monash University (VIC), designed by Rush Wright Associates	Photographed by John Gollings, https://landezine.com/earth-sciences-garden-monash-university-by-rush-wright-associates/
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74	Seating detail, Midland Railway Square, Midland (WA)	Photographed by Dion Robeson, https://www.mggroup.net.au/project/midland-railway-square/
74	'Rail Trail' wayfinding signage, Caboolture to Wamuran Rail Trail (QLD), designed by Dotdash	https://dotdash.com.au/projects/caboolture-to-wamuran-rail-trail/
74	'Source' artistic flower sculpture, Bundoora (VIC), artwork by Adrian Mauriks	https://arts.darebin.vic.gov.au/Collections/Public-art-collection
74	Carved rock detail, 'Birrarung Wilam' Aboriginal art installation, Birrarung Marr (VIC), artwork by Vicki Couzens, Lee Darroch and Trehna Hamm	https://tomelbourne.com.au/melbournes-aboriginal-cultural-heritage/aboriginal-art-birrarung-marr-4/

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77	<i>Eucalyptus preissiana</i> 'Bell-fruited Mallee'	Photographed by Steve Learmonth, https://www.nativeshop.com.au/products/eucalyptus-preissiana?variant=24453722505316
77	<i>Alyogyne huegelii</i> 'West Coast Gem'	https://www.gardeningwithangus.com.au/alyogyne-huegelii-west-coast-gem-native-hibiscus/
77	<i>Eucalyptus caesia</i> 'Silver Princess'	https://www.plantmark.com.au/eucalyptus-caesia
77	<i>Grevillea</i> 'Coconut Ice'	https://www.gardeningwithangus.com.au/grevillea-coconut-ice-grevillea/
77	<i>Eucalyptus laten</i> 'Moon Lagoon'	https://www.australianplants.com/plants.aspx?id=1585
77	<i>Melaleuca nesophila</i> 'Little Nessie'	https://triggplants.com.au/product/melaleuca-nesophila-little-nessie-in-50mm-forestry-tube/
77	<i>Astartea fascicularis</i> 'False Baeckea'	https://davesgarden.com/guides/pf/go/160486/
77	<i>Veronica perfoliata</i> 'Diggers Speedwell'	https://garden.org/plants/view/114640/Diggers-Speedwell-Veronica-perfoliata/
77	<i>Beaufortia sparsa</i> 'Swamp Bottlebrush'	https://www.gardeningwithangus.com.au/beaufortia-sparsa-swamp-bottlebrush/

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