

# Shrine to Sea Community Panel Recommendations Progress Report

Supporting Document to the  
**Shrine to Sea Masterplan**



# Introduction

To complement the Shrine to Sea’s wide-ranging engagement approach, a Community Panel was formed to allow for in depth analysis and discussion.

Independent consultants were engaged by Department of Energy, Environment and Climate Action (DEECA), formerly Department of Environment, Land, Water and Planning (DELWP) to select a 27-person panel via a rigorous selection process with a focus on diversity and inclusion. Three-quarters of selected panel members were residents to ensure knowledge and understanding of the local history, character, needs and use of the precinct. For more detailed information about the panel and its process, please refer to our supporting document titled ‘Shrine to Sea Community Engagement Report’.

Following full-day workshops and three shorter meetings, the panel presented DEECA with 43 recommendations to consider when developing the Shrine to Sea masterplan in October 2021. The following month, DEECA published a set of responses to the panel’s recommendations.

This report provides an update as to how those recommendations have been adopted in the draft masterplan or further explanation for the occasions where they have not been adopted.

## OCTOBER 2021

Shrine to Sea Community Panel Recommendations




## NOVEMBER 2021

DELWP’s Response to Recommendations





## MAY 2023

DEECA’s Progress Update - Draft Masterplan

### Scale of support by DELWP

-  **Supported** in principle
-  **Partially supported** (with qualifications)
-  **Not supported**

\*Please note ‘support’ in this context relates to inclusion of the recommendations in the draft plan and does not imply formal approval or otherwise. Formal approval of any actions or recommendations is subject to finalising the Shrine to Sea masterplan, or approval by the relevant landowners/managers given there are intersecting plans and projects under the jurisdiction of these agencies that impact the site.

-  **Addressed.** through the masterplan and/or early project works.
-  **Partially addressed.** through the master plan with further consideration to follow.
-  **Not addressed.** To be considered in future design stages or no longer supported with reasoning.
-  **Recommendation no longer relevant due to the changes in Shrine to Sea scope of works.** In reviewing the draft masterplan, the Victorian Government considered a number of issues and decided that further targeted engagement is required for a safe active transport solution along Kerferd Road. For this reason, Kerferd Road road safety improvements have been separated from the Shrine to Sea masterplan to be considered at a future time.

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GREEN BOULEVARD



GB01

Plant species that flower throughout different parts of the year that encourage endemic fauna.



While plant species selection will take place during the detailed design phase, this masterplan proposes considerable increases in planting areas and trees along the boulevard. Many of these planting areas will be woody meadows, which include flowering, native groundcovers and shrubs. Early works along the boulevard have seen a mix of native and exotic tree species planted on site, which flower at different times of the year. Within the nature strip, 82% of trees planted are native species and the Kerferd Road median sees Rough-barked Apple (*Angophora floribunda*) begin to replace exotic London Plane (*Platanus X acerifolia*).

GB02

Create a landscaped gateway entrance to the area at the intersection of Kings Way and Albert Road, similar to Kerferd Road, through distinctive planting that also complements the rest of the boulevard.



DELWP supports this recommendation. It is understood that the reference 'similar to Kerferd Road' implies landscaping elements which reference each other along the corridor, to reinforce identity and character at these important gateways; Kings Way/Albert Road and Kerferd Road/Canterbury Road.



This masterplan proposal includes a gateway entry point to Albert Park and the Shrine to Sea boulevard at the Kings Way intersection. The corner will include open space, paths, interpretation, wayfinding, planting areas and trees. The aesthetic and materiality of this landscape will align with other areas of the boulevard.

GB03

Plant semi-advanced trees in Albert Park Reserve as soon as possible.



This masterplan proposal includes a selection of native and exotic trees to be planted amongst the existing Albert Park parkland trees and supplement the boulevard trees. Once the masterplan is finalised, DEECA will work with our land managers (Parks Victoria) to identify opportunities for early tree planting while the detailed design phase is being completed. 37 Jacaranda (*Jacaranda mimosifolia*) trees have already been planted within the Albert Road median to begin this process.

GB04

Replace non-performing trees with new feature trees.



Following an arborist's assessment of all trees along Albert and Kerferd roads, DEECA has worked with City of Port Phillip to remove trees of poor or deteriorating quality. Most tree replacements have already been implemented on site during early tree planting works. In addition to these replacements the masterplan includes many more trees to be planted in future works.

GB05

Liaise with relevant government groups/ stakeholders to green the existing tram tracks through planting.



DELWP supports the recommendation to liaise with the relevant authorities and understand the opportunities and constraints to this proposal.



Based on varying results at other test sites around Melbourne, a decision was made not to plant directly between the tram tracks. However, this masterplan proposal significantly reduces the amount of unused paving areas surrounding the tram tracks and platforms, introducing low-height planting instead. This creates a natural barrier and improves the shared path aesthetics without restricting view lines.

GB06

Beautify the east corner of Ferrars Street and Albert Road and east corner of Canterbury Road and Albert Road with planting.



DELWP supports this recommendation while noting that any changes to the existing billboard and rail bridge will require engagement and approval by the relevant transport landowners/managers of those assets.



This masterplan proposal includes upgrades to the landscape entrance of the light rail underpass. Widening the existing path, creating a bin store area for the adjacent commercial lot, wayfinding and upgrading lighting will improve safety and awareness of the crossing. Low-maintenance plants will frame the entrance. The billboard is contracted until 2029 and will not be removed as a part of the masterplan works. The corner of Albert Road and Canterbury Road be upgraded as a landing node with feature paving, wayfinding and interpretation around the light rail bridge.

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<p><b>GB07</b></p> <p>Plant understorey planting within the central median reserve of Kerferd Road to help promote safety.</p>	<p>(S) DELWP supports this recommendation as part of the integrated landscape approach for the boulevard. Safety relates to those accessing and enjoying the reserve as well as ensuring safe view lines for road users. Such an approach would relate to selected areas only and is not intended for the whole of the central median reserve on Kerferd Road.</p>	<p>(✓) This masterplan proposes a number of low-height planting areas within the Kerferd Road median reserve. These planting areas are largely used to frame the existing lawn, allowing usable open space, access through the median and boulevard views to be retained.</p>
<p><b>GB08</b></p> <p>Low-allergenic plants are preferred to be planted along the boulevard.</p>	<p>(P) DELWP partially supports this recommendation and will take it into consideration when selecting plant species. Other important factors which will also influence species selection include climate resilience, shading and plant structure, pollination services and endemic fauna attractors.</p>	<p>(⚡) Plant species selection will take place during the detailed design phase, at which time this recommendation will be considered. Between Richardson and Danks streets, Rough-barked Apple trees (<i>Angophora floribunda</i>) have begun to replace London Plane trees (<i>Platanus X acerifolia</i>) as part of the early planting works. A number of Norfolk Island Hibiscus (<i>Lagunaria patersonia</i>), known as Itchy Bomb Trees due to their seed pods which cause skin irritation, have been removed and replaced though the early tree planting progress.</p>
<p><b>GB09</b></p> <p>Recommendation to ensure good visibility is maintained through the approach to planting to promote safety.</p>	<p>(S)</p>	<p>(✓) This masterplan proposes a number of low-height planting areas within the Kerferd Road median reserve, which will not restrict passive surveillance of the landscape. The conifers near Beaconsfield Parade will have their lower branches removed, lifting the canopy and strengthen view lines through the median reserve.</p>
<p><b>GB10</b></p> <p>Recommendation to plant understorey planting in front of the South Melbourne Park Primary School to provide safety from roadway.</p>	<p>(S) DELWP supports this recommendation as part of the integrated landscape approach along Albert Road whereby safety is one consideration.</p>	<p>(✓) This masterplan proposes significant low-height planting areas in front of South Melbourne Park Primary School. This includes planting in place of unused paving areas to separate from the shared path and tram tracks, while not restricting views. Woody meadows are also used to frame open turf areas and provide the opportunity for student education.</p>
<p><b>GB11</b></p> <p>Recommendation to improve the boulevard by adding a second row of tree plantings in the road reserve on Kerferd Road.</p>	<p>(S) DELWP supports this recommendation as part of preparing functional designs that support safety for all road users, as well as greening, cooling and enhancement of the boulevard. This recommendation was to provide and additional row of trees in each direction to create a meaningful boulevard in the Kerferd Road section.</p>	<p>(🚫) Upgrades to Kerferd Road have been separated from the Shrine to Sea masterplan. This includes the potential for additional trees to be planted within the road reserve. All analysis and documentation completed to date for the proposed design of Kerferd Road has been preserved.</p>
<p><b>GB12</b></p> <p>To create a sense of arrival at Kerferd Road, introduce distinctive planting on the central median that is consistent with the boulevard's landscape themes.</p>	<p>(S)</p>	<p>(✓) This masterplan proposes low-height planting and a cluster of signature trees which will create an entry statement for the Kerferd Road boulevard and link to similar proposals for 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.</p>

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GREEN BOULEVARD



**GB13**  
 Recommendation to develop community gardens, including adding edible native plants.

P DELWP partially supports this recommendation when further developing existing gardens however the creation of new community gardens needs to be considered from maintenance perspective and integration within the overall landscape approach. Any works undertaken in the Clarendon Triangle reserve will consider the opportunities to enhance the existing community gardens, in consultation with the group of volunteers caring for the gardens. Any new community gardens would need to be approved through a City of Port Phillip process assessing the needs etc.

✗ After further review, the project team decided there was not a suitable location along the boulevard for a community garden. The Shrine to Sea project is undertaking minimal work within the Clarendon Street triangle due to future CoPP plans for the Clarendon Street corridor. This item will not be progressed further.

**GB14**  
 Recommendation to extend tree planting from Danks Street to Page Street (planted at edge of central median reserve on Kerferd Road).

S DELWP supports this recommendation noting that any new trees would need to be planted on a new alignment with an appropriate offset from the kerbs. This may not be on same alignment as other trees in the central median reserve on Kerferd Road.

✓ As part of the early planting works, Rough-barked Apple trees (*Angophora floribunda*) have been planted in the Kerferd Road median reserve between Danks and Page streets. As the remaining London Planes (*Platanus X acerifolia*) planted between Page and Richardson streets deteriorate they will be replaced by Rough-barked Apple trees (*Angophora floribunda*).



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LINKS AND CONNECTIONS



<b>LC01</b> Bike lanes to be interconnected for the entire length of the boulevard.	<span>P</span> DELWP partially supports this recommendation. DELWP is supportive of safer, more legible bike access along the entire boulevards, noting that in some locations bike access will be achieved via shared use paths and not necessarily dedicated on-road bike lanes.	<span>📍</span> Upgrades to Kerferd Road have been separated from the Shrine to Sea masterplan. This includes the potential to create interconnected bike lanes for the entire length of the boulevard. All analysis and documentation completed to date for the proposed design of Kerferd Road have been preserved. The masterplan proposal does include improvements to the shared path along Albert Road and upgrades to the major intersections at Kings Way and Moray Street, including better facilitating bike rider connections to the CBD.
<b>LC02</b> Consider a change in materials as a treatment (e.g., sandblasting) to create points of interest, improve wayfinding and slow foot traffic.	<span>S</span> DELWP supports this recommendation noting that specific materials will be determined in collaboration with the parties responsible for maintenance of the specific areas.	<span>✓</span> This masterplan proposal includes a series of landscape nodes along the shared and pedestrian path network. These have been strategically positioned at key entry points or places of interest along the boulevard. They may include feature paving, wayfinding, interpretation and amenities consistent with the Shrine to Sea aesthetic.
<b>LC03</b> Recommendation for safety, comfort and accessibility using structures/widening crossings and coloured road marking to delineate uses.	<span>S</span> DELWP supports this recommendation noting use of structures will be subject to discussions with the landowners to determine if appropriate.	<span>✓</span> This masterplan proposes changes to a number of intersection crossings along Albert Road for the safety and benefit of pedestrians and bike riders. Some of these changes include improving the alignment of crossings with adjoining footpaths, providing wider shared crossings or separate user crossings, prioritising pedestrians and bike rider crossings, improved linemarking, wayfinding and sight lines. Upgrades to Kerferd Road have been separated from the Shrine to Sea masterplan.
<b>LC04</b> Recommendation to improved wayfinding for foot traffic and cyclists incorporating unified styling for consistency.	<span>S</span>	<span>✓</span> This masterplan proposal includes a number of wayfinding initiatives for pedestrians and bike riders. Some of these include clear delineation of paths, directional sharrows, signage and consistent materiality through the length of the boulevard. The wayfinding strategy will also help users understand their greater context and connection to key surrounding destinations. Upgrades to Kerferd Road have been separated from the Shrine to Sea masterplan.
<b>LC05</b> Recommendation to provide access to central median reserve for all users with formalised pedestrian crossings across Kerferd Road and along the boulevard.	<span>S</span> DELWP supports this recommendation noting 'all users' relates to pedestrians of all ages and abilities and is not intended to imply bike trails within the median reserve.	<span>📍</span> Upgrades to Kerferd Road have been separated from the Shrine to Sea masterplan. This includes the potential to provide formalised pedestrian crossings to the Kerferd Road median reserve. All analysis and documentation completed to date for the proposed design of Kerferd Road have been preserved. This masterplan proposal does retain and enhance the aesthetic and usability of the Kerferd Road median reserve.
<b>LC06</b> Recommendation to provide access to central median reserve for all users with formalised pedestrian crossings across Kerferd Road and along the boulevard.	N/A Noted above - REPEAT of recommendation LC05.	<span>✓</span> Refer above.

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**LC07**  
 Recommendation to integrate a link between Kerferd Road and Beaconsfield Parade for a safe and comfortable connection for cyclists and pedestrians.



Upgrades to Kerferd Road have been separated from the Shrine to Sea masterplan. This includes the intersection at Beaconsfield Parade. All analysis and documentation completed to date for the proposed design of Kerferd Road has been preserved.

**LC08**  
 Use landscaping to define a separate bike pathway on Kerferd Road to isolate bikes from cars.



DELWP supports this recommendation and notes links to GB11.



Upgrades to Kerferd Road have been separated from the Shrine to Sea masterplan. This includes the potential for additional additional landscaping within the road reserve to seperate bike riders from vehicles. All analysis and documentation completed to date for the proposed design of Kerferd Road has been preserved.

**LC09**  
 Prioritise new green space over increasing new car parks into the future.



DELWP partially supports this recommendation. Its sentiment is endorsed as it aligns with the State Government's policy for a greener, cooler and more liveable city with decreased car dependency as outlined in Outcome 6 (Plan Melbourne) Melbourne is a sustainable and resilient city however there are no plans to increase car parking within the Shrine to Sea project scope.



This masterplan prioritises green space over the inclusion of additional car parking. Albert Road will retain 93% of car parking (11 bays removed near Kings Way and 14 bays removed near Moray Street) in order to create safer and greener landing spaces for users of the intersections. The parking arrangement at Clarendon Street reserve has also been reversed in order to gain additional green space without any car park loss. Upgrades to Kerferd Road have been separated from the Shrine to Sea masterplan.

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CELEBRATING LOCAL STORIES



CLS01

Have a summary of all themes at the starting points of the journey so people can navigate and curate their own journey based on interests.



This will be further explored within the interpretation plan, however at this stage of the masterplan design process we foresee no issues with achieving this recommendation.

CLS02

Tell stories that represent the diversity and breadth of community experiences ensuring less-dominant stories have equal representation e.g., Indigenous, migrants, multicultural, LGBTQI+, women.



Nine themes have been identified through the Shrine to Sea thematic history report. While all the themes will be represented in some way as part of the project, priority will be given to those with stronger community support. As part of early project works, a series of story vignettes were publicly released to give the community a taste of the project area's history in anticipation of the masterplan.

CLS03

Consider and respect Albert Park Memorial Gate's history and tell stories of the rail bridge over Albert Road.



This masterplan proposal includes landscape nodes in close proximity to the Robert Williams Memorial Gates and the light rail bridge which will acknowledge the history of these features. The detail of what is communicated and how will develop further through the interpretation plan and detailed design phase.

CLS04

Share stories of the historical Kerferd Road Pier, its recreational use, promenade, costumes, fashion, its food sourcing (links from Traditional Owner/fishing for necessity and now for recreation etc.).



This masterplan proposal includes upgrades to the Kerferd Road Pier forecourt which will acknowledge the piers history and cultural significance. The detail of what is communicated and how will develop further through the interpretation plan and detailed design phase.

CLS05

Recommendation to ensure the Traditional Owner theme is an anchor for the project and tells the evolution of the area over time across the themes.



Aboriginal Country has been identified as the overarching and connecting theme across the project. DEECA will continue to communicate with the Bunurong Land Council Aboriginal Corporation to determine how this may be represented through the interpretation plan.

CLS06

Recommendation to consider new identity (name) for Shrine to Sea.



DEECA has undertaken consultation with the Bunurong Land Council Aboriginal Corporation, who have self determined a new name and identity for the boulevard. We will continue to refer to the Shrine to Sea project, however the boulevard itself will be known as Yannawatpanhanna, meaning 'go to water' in the Boon Wurrung language of the Bunurong people. This naming will be used in future communication and wayfinding for the project.

CLS07

Recommendation to tell the story of the rail bridge over Albert Road and how it links Melbourne to broader precincts.



This masterplan proposal includes a landscape node in close proximity to the light rail bridge which will acknowledge the history of this feature. The detail of what is communicated and how will develop further through the interpretation plan and detailed design phase.



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CELEBRATING LOCAL STORIES



CLS08

Recommendation to tell stories through diverse media - but ensure that there is a link to Shrine to Sea.



This will be further explored within the interpretation plan, however at this stage of the masterplan design process we foresee no issues with achieving this recommendation.

CLS09

Identify multiple points along the boulevard for telling stories.



This masterplan proposal identifies a number of locations where interpretation opportunities have been identified based on specific site features, for example, the site where VEGEMITE was invented will be celebrated in that location. Other themes such as ‘transforming the landscape’ will filter through the site. Landscape nodes will be key areas of interpretation along the length of the boulevard. The detail of what is communicated and how will develop further through the interpretation plan and detailed design phase.

CLS10

Recommendation to link the stories of changing social life, employment history, changing built urban form (e.g., from campsites to modern architecture with Victorian and Edwardian periods).



Nine themes have been identified through the Shrine to Sea thematic history report, a number of which focus on the social and cultural history of the area. The details of what is communicated and how will develop further through the interpretation plan and detailed design phase.

CLS11

Recommendation to consider displaying Country acknowledgment on street signs.



DELWP supports this recommendation for consideration by City of Port Phillip and Bunurong Land Council Aboriginal Corporation.



Signage design will take place during the detailed design phase, at which time DEECA will consult with Bunurong Land Council Aboriginal Corporation and City of Port Phillip to assess their interest in Country acknowledgment on street signs. Yannawatpanhanna, the new name and identity of the boulevard will be used and DEECA will explore other avenues of bringing Aboriginal language back on Country during the interpretation phase of the project.

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USABLE OPEN SPACE



UOS01

Focus project funding on the Albert Park Lake side of Albert Road, inviting the community to use the space, lake etc. given that the Clarendon Street triangle requires further consideration through another planning process.



DELWP supports this recommendation noting the ‘focus project funding’ relates to expenditure priorities within this section of the boulevard, not the total project funding.



This masterplan proposal includes development of the open space areas on the St Kilda side of Albert Road. Some of the proposed features in this area include secondary pedestrian paths, rest nodes with amenities, low-height planting and trees. This action aligns with the Albert Park Master Plan delivered by Parks Victoria.

UOS02

Incorporate tiered level planting into the central median reserve on Kerferd Road at the intersection of Canterbury Road & Ferrars Street.



DELWP supports this recommendation as part of the integrated landscape approach along Kerferd Road.



While the design within the Kerferd Road median reserve retains the lawn, it proposes to frame these open spaces with pockets of woody meadow plantings. Woody Meadows use a layered planting approach and native species can vary from 0.75m to 2m+ in height. The Shrine to Sea project team and CoPP has worked with the University of Melbourne, and CoPP will develop a planting guideline for use through the detailed design phase. This will allow the delivery team to customise the planting palette based on the requirements of a specific location. For example, within the Kerferd Road median reserve, it is critical that view lines are maintained for the safety of all road users, therefore the planting palette will consist of all low-height plants (1m or less).

UOS03

Recommendation to critically review pause point locations (incl. amenities like water fountains) and create consistency to ensure comfortable travel distances for all users, in all weather conditions (under cover).



This masterplan proposal includes a series of landscape nodes along the shared and pedestrian path network. These have been strategically positioned at key entry points or places of interest along the boulevard. They may include feature paving, wayfinding, interpretation and amenities consistent with the Shrine to Sea aesthetic.

UOS04

Recommendation to improve navigation, appearance and safety at the Canterbury Road & Ferrars Street intersection (e.g., vertical planting on bridge, artwork, wayfinding and lighting).



DELWP partially supports this recommendation however further investigation is needed to identify the most appropriate methods used to achieve this e.g. heritage values and character need to be considered in any design options. Proposed amendments would need to be reviewed in relation to maintenance requirements.



This masterplan proposal includes upgrades to the landscape entrance of the light rail underpass. Widening the existing path, including wayfinding and upgrading lighting will improve safety and awareness of the crossing. Low-maintenance plants will frame the entrance. The billboard is contracted until 2029 and will not be removed as a part of the masterplan works. Landing nodes at the Canterbury Road shared crossing will include feature paving and wayfinding consistent with the Shrine to Sea boulevard.

UOS05

Recommendation to enhance soft landscaping (planting and mounding) and pause points including seating to create more usable space whilst creating a variety of experiences.



DELWP supports this recommendation as part of the integrated landscape approach, specific design approach and design elements will be determined through the design process.



Along Albert and Kerferd roads, this masterplan proposal includes a series of landscape nodes and areas of low-heighting planting which frame lawn areas. Rest nodes have been strategically positioned at places of interest along the boulevard and may take advantage of the nature shade offered by surrounding trees. They will include seating and potentially other amenities. Gentle mounding is proposed in open space areas along Albert Road, but is not considered appropriate for Kerferd Road due to impacts on sightlines.

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USABLE OPEN SPACE



UOS06

Recommendation to improve Kerferd Road Pier layout and sense of arrival, creating less clutter and more usable space.



DELWP supports this recommendation however would like to clarify that the reference to layout relates to the entry to the pier and not the pier itself which is of historical and architectural heritage significance to the State of Victoria.



This masterplan proposal includes upgrade works to the Kerferd Road Pier forecourt. Some of these changes include strengthening the path leading to the pier, removing excessive signage and fencing, including flexible seating and open spaces, and improving wayfinding and interpretation.

UOS07

Recommendation to create accessible, user friendly, consistent theming, look and feel, sympathetic to local residents and visitors.



DEECA has considered all users through the development of this masterplan, including a variety of ages, abilities, interests and reasons for using the landscape (e.g. residents, commuters, students, visitors, etc). The boulevard will use consistent materials and aesthetics throughout the length, whilst also being sympathetic to the surrounding context. For example, the characteristics of Albert Road vs Kerferd Road are quite different and the landscape designs for each have been customised accordingly.

UOS08

That the Kiosk near the corner of Kerferd Road and Beaconsfield Parade be used for education, art exhibits, storytelling, play and other activities.



DELWP supports this recommendation and agrees with the sentiment of community use, however this will be subject to support and consideration by the City of Port Phillip as the lessor and any existing contractual arrangements. Note the 'Kiosk' refers to the heritage building within the Kerferd Road median at the intersection of Beaconsfield Parade.



The future functionality and programming of the heritage kiosk is to be determined by City of Port Phillip. While this masterplan includes various changes to the landscape surrounding the kiosk, enhancing movement and functionally, the final outcome will be reflective of the heritage kiosk management.

UOS09

Recommendation to create an engaging landing point into the Albert Park Reserve, that incorporates wayfinding and a colourful flowering display working in with Kerferd Road/Canterbury Road landscaping.



DELWP supports this recommendation noting that this refers to the entry into Albert Park at the intersection of Albert Road and Kings Way.



This masterplan proposal includes a gateway entry point into Albert Park and the Shrine to Sea boulevard at the Kings Way intersection. The corner will include open space, paths, interpretation, wayfinding, planting areas and trees. The aesthetic and materiality of this landscape will align with other areas of the boulevard.

UOS10



Recommendation to establish an area of reflection with view (potentially on a mound) and access to the lake with potential to integrate an informal play area.



DELWP supports this recommendation however any interventions will need to align with the Albert Park Master Plan and Parks Victoria's access and maintenance requirements for the reserve.



Located near Lakeside Drive, this masterplan proposes a small informal rest area orientated to capture the vista to Albert Park Lake. Planting around the node will assist in defining the space and a clusters of trees will be positioned either side framing the view to Albert Park Lake. Further along, a new shared path will connect the Moray Street intersection with Albert Road Drive. This path aligns with access to the Swan Picnic Area, which includes a playground.

Masterplan Document	Supporting Documents
<div data-bbox="163 1444 347 1575"></div> <div data-bbox="184 1585 326 1640"><p>Shrine to Sea Masterplan</p></div> <div data-bbox="148 1730 362 1940"></div>	<div data-bbox="552 1503 611 1575"><p>01</p></div> <div data-bbox="537 1585 632 1667"><p>Site Analysis Report</p></div> <div data-bbox="795 1503 854 1575"><p>02</p></div> <div data-bbox="756 1585 896 1667"><p>Tree Assessment Map</p></div> <div data-bbox="1012 1503 1071 1575"><p>03</p></div> <div data-bbox="991 1585 1098 1667"><p>Heritage Features Report</p></div> <div data-bbox="552 1682 611 1753"><p>04</p></div> <div data-bbox="474 1766 694 1848"><p>Thematic History &amp; Aboriginal Cultural Values Report</p></div> <div data-bbox="795 1682 854 1753"><p>05</p></div> <div data-bbox="756 1766 896 1848"><p>Community Engagement Report</p></div> <div data-bbox="1012 1682 1071 1753"><p>06</p></div> <div data-bbox="937 1766 1151 1848"><p>Community Panel Recommendations Progress Report</p></div> <div data-bbox="1092 1682 1163 1753"><p>You are here</p></div> <div data-bbox="439 1883 1249 1965"><p>This document forms part of a suite of documents which support the Shrine to Sea Masterplan. It can be viewed or downloaded at <a href="https://engage.vic.gov.au/shrinetosea">https://engage.vic.gov.au/shrinetosea</a></p></div>