

Shrine to Sea Masterplan

DRAFT

**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.

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Aboriginal Acknowledgement

We acknowledge and respect Victorian Traditional Owners as the original custodians of Victoria's land and waters, their unique ability to care for Country and deep spiritual connection to it. We honour Elders past and present whose knowledge and wisdom has ensured the continuation of culture and traditional practices.

We are committed to working closely and meaningfully engaging, with Victoria's Traditional Owners and Aboriginal communities to support the protection of Country, the maintenance of spiritual and cultural practices and their broader aspirations in the 21st century and beyond.

Executive summary

The land and waters of the boulevard that connect the Kings Domain Gardens with Port Phillip Bay have always been evolving. From the foreshore lapping at the edges of what is now known as St Kilda Road five thousand years ago to the highly modified urban fabric present today, the social and built form of the area has always changed. And so too have the people that live here, visit and travel through the area.

In 2018, the state government announced a new project, Shrine to Sea, which set the vision for a new boulevard for Melbourne along Albert and Kerferd Roads, connecting the Domain Gardens to Port Phillip Bay. Now at the draft masterplan stage, the boulevard will adopt a new name, 'Yannawatpanhanna', meaning 'go to water' in the Boon Wurrung language of the Bunurong people. This will form the new identity and visual branding for the project. This exciting opportunity to reintroduce language onto Country has been agreed to with the Bunurong Land Council Aboriginal Corporation, the Registered Aboriginal Party of the area.

This masterplan outlines the concept designs developed for the next phase of this evolving story, one that respects the past and plans for the future.

The initial drivers were based on opportunity and need:

- An opportunity to leverage a legacy from the new Anzac Station and create a new climate-resilient boulevard for Melbourne that brings to life local stories of the area.
- A need to improve connectivity and safety of bike lanes for all road users in the area with Kerferd Road being one of the highest priority corridors for increasing bike riding, and also the second highest crash site within the City of Port Phillip (CoPP) area.

A number of issues were considered through the planning process relating to safer active transport solutions along the boulevard. Due to the challenges regarding proposed protected bike lanes along Kerferd Road, this design solution will be subject to a separate planning process. All proposals in this draft masterplan have been designed to ensure they can proceed independently and not restrict future options for active transport safety and connectivity.

The planning process and context outlined in **Part 1** have considered these issues within the broader demographic, social environmental and economic policy settings of both state and local government. This includes CoPP declaring a 'climate emergency' and recognising the need to reshape transport networks through its *Move, Connect, Live strategy (2018-2028)* to meet the needs of "same place-more people".

The strategic framework for the masterplan has the following elements:

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

Enhance the green boulevard



Safer and clearer links and connections for walking and cycling



Celebrate local stories



Improve usable open space



A set of **Principles** for each objective have been developed and together these strategic elements have been used to guide decision-making and development of the masterplan.

The key moves and actions proposed are described across 8 zones stretching along Albert and Kerferd roads. While residents and visitors will use and travel through the corridor in multiple different ways, the concept design has been conceived to ensure a unified approach to an enhanced green boulevard. The aim is to improve the varied resident and visitor experiences whether you walk, ride, drive or simply gather, sit and enjoy places along or through the boulevard.

The Yannawatpanhanna boulevard will integrate with the new Anzac Station and landscaped public realm of the Domain precinct. A wider shared crossing at Kings Way with an additional designated bike crossing will bring people to a larger, more welcoming, gateway into Albert Park. Paths, woody meadow planting and interpretation highlighting Traditional Owner history and the ever evolving

landscape will draw visitors into the boulevard, leading them on a journey further into the park.

The distinctive heritage Canary Island Date Palms (*Phoenix canariensis*) lining Albert Road will be complemented by splashes of purple in spring, courtesy of new Jacaranda (*Jacaranda mimosifolia*) plantings already completed.

Additional tree planting and colourful, native, woody meadows will also enhance the beauty and biodiversity value of the northern boundary of Albert Park. Meandering paths lined with trees and resting points with views to the lake, will enrich the user experience. Changes to the Moray Street intersection will improve access and safety for all users, clearly connecting bike riders to the Moray Street bike corridor, a key link to Melbourne’s CBD.

Access and connectivity outside of South Melbourne Park Primary School will be enhanced with a formalised shared path and supplementary meandering paths, framed by low-height mounding and plants. Seating beneath the shade of existing Eucalyptus trees will create a relaxed setting for gatherings, activities and end-of-day student pick up amidst creative story telling features.

The light rail pedestrian underpass entrances will be landscaped to improve sight lines, safety and awareness of this connection.



The Canterbury Road/Ferrars Street intersection marks the transition from Albert Road to Kerferd Road. Here there is a distinctive change to a more residential environment with wide roads and a sweeping wide median. Once densely planted, the median is now lawn lined with predominately London Plane (*Platanus X acerifolia*) trees.

New tree plantings have already occurred along the Kerferd Road nature strips and within the median, introducing more colour, variety and future shade to the area. This will be further complemented by woody meadows planted in the median to frame the open space, increase biodiversity and connect to the Danks Street biolink.

Rest nodes will create more usable open space through the median, maintaining the long vistas towards the bay and back to the city. The permanent closure of the Montague Street/Herbert Street intersection will create a more continuous open space and include a central lawn framed by woody meadows, providing several opportunities to share stories of changing land use, diverse communities, people and events. VEGEMITE, the iconic Australian spread invented in a building on Kerferd Road by Cyril Callister and first sold in 1923, is just one of the many local stories to be celebrated along the boulevard.

The forecourt to the historically significant Kerferd Road Pier will also be revitalised to create a more welcoming entrance by improving the quality of landscaping and visitor facilities. This entry point to the Yannawatpanhanna boulevard will feature interpretation and wayfinding signage. Here, the coastline of Nerrm, Port Phillip Bay, holds stories of sea level changes, rich food sources for aboriginal people, migration, recreation, and the delights of summer beachgoers swimming and promenading along the pier.

This masterplan has been developed in close partnership with the state and local public landowners and managers of the area, and Traditional Owners, and has been informed by an extensive community engagement program. Views and ideas raised in many forums were inevitably diverse and at times conflicting as evident in relation to the Kerferd Road bike lanes. The proposals and rationale are shared in more detail within **Part 2** of the masterplan.

The feedback received to the draft masterplan will be assessed against criteria and an approval process outlined in **Part 3**. Once finalised, the masterplan will be released and detailed design for delivery of priority elements will commence.

This ever-changing landscape has been shaped by the people that call it home. Now is the time for today's community to have its say about what the next phase of change will be for current and future generations to enjoy.



Green boulevard

350 new trees

with 150 already planted

**More than
9,000m²
of woody
meadows**

bringing colour and increasing
biodiversity value

Links and connections

**Improved
pedestrian
and active
transport
crossing at
Kings Way**

connecting to Domain precinct
and Anzac station

**Improved
accessibility
and safety
to the Moray
Street bike
corridor**

with upgrades to
the intersection

**Upgrades to
the light rail
pedestrian
underpass**

for improved safety
and awareness

Local stories

**Traditional
Owner
naming**

of the new
Yannawatpanhanna
boulevard

**9 local
story
themes**

to be woven into
an interpretation trail

Open space

**1,500m²
of road
reclaimed**

as landscape for
cooling and greening

**7 new
rest areas**

with seating and
public amenities

**Upgrade to
Kerferd Road
Pier forecourt**

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Ferrars Street

Albert Road

Kings Way

St Kilda Road

St Kilda Road

Shrine of Remembrance



Part 1 - Introduction





1.1 About the Shrine to Sea project

The Shrine to Sea (S2S) project will create a boulevard to better connect the iconic Kings Domain Gardens with Port Phillip Bay via Albert and Kerferd roads. This boulevard will create a safer and more enjoyable experience for people to travel from the lush, green gardens in the heart of the city to the historically significant Kerferd Road Pier on our beloved bay. It will bring the local history, stories, and culture to life, for all residents and visitors to celebrate.

The vision for the boulevard reflects the history and the ever-changing nature of this landscape, and the people that have shaped the area and call it home. The story of this area has ancient connections for the Traditional Owners of the Kulin nation, with the form of the land shaping their life, culture, and activity. In honouring this connection and bringing aboriginal language back onto Country, the S2S boulevard will be known in future as the Yannawatpanhanna, meaning ‘go to water’ in the Boon Wurrung language of the Bunurong people. This name has been determined by the Bunurong Land Council Aboriginal Corporation.

The area has changed dramatically since colonisation, with the evolving social fabric of the area, patterns of housing, its natural and built form creating a diverse local history woven into a larger narrative of Melbourne. Realising this vision is an opportunity for everyone now to be part of the next phase of change, one that respects the past and plans for the future.

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.

S2S’s objectives were outlined when the project was first announced in 2018 by the Victorian Government with \$13M committed towards its initial development. The objectives are as follows.

Objective: Enhance the green boulevard



Objective: Create safer and clearer links and connections for walking and cycling



**Objective:
Celebrate local stories**



**Objective:
Improve usable
open space**



Parks Victoria led the project until 2019, when the Department of Energy, Environment and Climate Action (DEECA), formerly Department of Environment Land, Water and Planning (DELWP) assumed responsibility for its delivery. DEECA has partnered with City of Port Phillip (CoPP), the Department of Transport and Planning (DTP) formerly Department of Transport, Parks Victoria (PV), and worked with Traditional Owners and the community to bring this exciting vision to life.

1.2 Purpose of the draft masterplan

The purpose of this draft masterplan is to present the proposed concept designs and actions for realising the S2S vision and objectives to the community and other stakeholders for feedback. The feedback we receive will be considered in finalising the masterplan with the respective state and local government landowners and managers, and then progressed to detailed design and delivery.

Part 1

Provides background information about the project and overviews the planning process that has informed the masterplan.

Part 2

Presents concept designs and actions that illustrate what is proposed for S2S.

Part 3

Describes the next steps to finalise the plan and continue implementation, noting that some tree planting as part of the Enhancing the Green Boulevard objective has already commenced.

1.3 Project background

The S2S project emerged from opportunities and challenges that were raised by community members and CoPP which have led to reimagining the traditional boulevard, a beloved feature of Melbourne’s streetscape. The initial impetus for the project included:



An opportunity to create another great boulevard for Melbourne

The new Anzac Station development and the Domain precinct motivated some interested residents to propose a new boulevard for Melbourne as a legacy project. The proposal sought to increase tree canopy and add understorey plantings, as well as commemorate local history interest points along Albert and Kerferd roads and adjacent open spaces.

This proposal aligned with plans for the Anzac Station development to increase public space and greenery on Albert Road between St Kilda Road and Kings Way. These plans also support strengthening green links and habitat corridors between existing parklands such as the Royal Botanic Gardens, Kings Domain Gardens, Albert Park, Danks Street and the foreshore.



A need to improve the connectivity and safety of bike lanes for all users

Kerferd Road is noted as ‘one of the highest priority corridors’ for boosting bike riding in the City of Port Phillip’s Move, Connect, Live; Integrated Transport Strategy 2018-28. The road is identified as a C2 Main Route Cycling Corridor (a subset of the Principal Bicycle Network) in DoT’s Strategic Cycling Corridor Network Overview 2020. C2 ratings are a main route which provides a core network that connect places of state significance. The current road configuration has a history of accidents including those involving bike riders.

The decision to resolve a design solution for a safer active transport link along Kerferd Road through a separate planning process is outlined in the Executive Summary.

1.4 Project area and public landowners and managers

The S2S project has been designed as a continuous corridor to guide users from the iconic Shrine of Remembrance, along a green boulevard, to the sands and waters of Port Phillip Bay. Along the way, visitors will enjoy varied points of interest, spaces for socialising, rest and contemplation, and learning about local stories. The boulevard will also cater to the locals and visitors who interact with the spaces daily and enjoy shorter sections as they transit through the area for work, education, recreation, leisure, and shopping as part of their daily lives.

The project area lies within the lands of the Bunurong Land Council Aboriginal Corporation. The public land is owned and managed by various authorities as reflected in the simplified version on the adjacent map.

While DEECA is collaborating with all relevant landowners and managers to create a continuous experience for visitors, the project’s key focus and the project area for this masterplan runs from the Kings Way/Albert Road intersection down to Kerferd Road Pier. Other sections of the boulevard beyond the scope of the S2S project are being managed as described below:

The Shrine of Remembrance

The Shrine of Remembrance is managed by the Shrine of Remembrance Trustees and the surrounding Kings Domain Gardens is managed by the City of Melbourne. Both areas are subject to existing strategies and plans relating to commemorations, planting, and

pathways. The S2S project is not proposing any additions to these precincts.

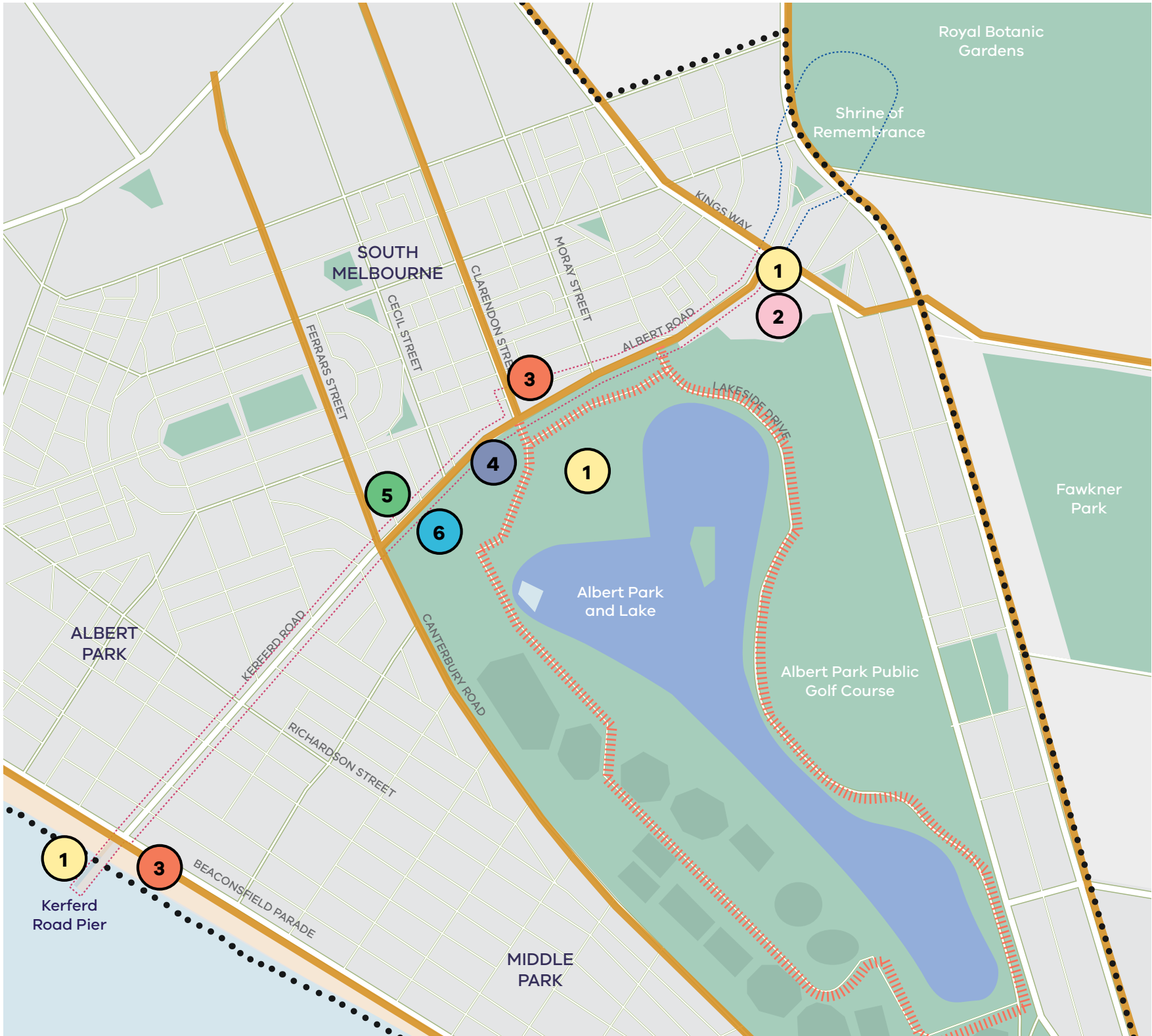


ANZAC Station

Development of the new Anzac Station and Albert Road precinct between St Kilda Road and Kings Way intersection is managed by Rail Projects Victoria (RPV). DEECA and CoPP have engaged with RPV regularly to align the common objectives of enhancing the green boulevard, improving walking and bike riding links, and creating more usable open space.

Within the S2S project area, multiple agencies manage different assets. Albert Road is owned by DTP, with service lanes managed by CoPP. Albert Park is managed by PV, and Kerferd Road is managed by CoPP. The pedestrian underpass and landscaping on either side of the entry at Canterbury/Ferrars and Kerferd road intersection is on land owned by VicTrack. The section of land immediately adjacent to the Garden of Eden nursery is leased to them for their operational needs, with the section of land closer to the underpass, including the billboard, managed by Yarra Trams.

There were also other plans, projects and events that directly intersected the project area that have been considered in preparing the masterplan, including the CoPP Kerferd Road Safety Improvements Trial, DTP Pop-Up Bike Lane program within CoPP, the Parks Victoria Albert Park Master Plan 2019, and the Formula 1® Australian Grand Prix.



Legend

Public land owners/managers

- | | |
|---|--|
| 1 Parks Victoria | 4 South Melbourne Park Primary School |
| 2 Mac.Robertson Girls' High School | 5 VicTrack |
| 3 City of Port Phillip | 6 Melbourne Sports and Aquatic Centre |

Responsible road authorities

- Department of Transport and Planning arterial roads
- City of Port Phillip local roads
- - - - - Parks Victoria Albert Park reserve road
- City of Port Phillip Local Government Area (LGA) boundary

1.5 Planning context

In developing the masterplan, the global, metropolitan, and local context for the project area has been considered. This includes understanding demographic, social, environmental, and economic challenges so the project caters to the evolving nature of place and people over time. The most relevant key trends and considerations include:



A changing climate

Greater Melbourne Climate Projections 2019 forecasts that by 2050, Melbourne's climate will become hotter, drier and that extreme rainfall events will become more intense. In 2019 CoPP declared a climate emergency, stating climate change poses a serious risk to all Australians, including those who live within the area. These changes will impact community health and wellbeing by increasing the urban heat island impacts created through hard surface and urban built form, sea level rise and extreme weather events that cause flooding, high winds and coastal storm surges.

Climate change is further impacting the health of our already fragmented and vulnerable urban biodiversity, and the survival of some non-indigenous species. Our diverse ecosystems need high-quality connected landscape corridors, coastlines, and waterways to survive hotter, drier climates, and to deliver ecosystem services that sustain healthy environments and cities such as storm water filtration, pollination, nutrient cycling, pest regulation, soil health, seed dispersal and carbon sequestration.



A growing population

Melbourne's population is projected to grow to 9 million people by 2056. This will inevitably increase demand for public services and shared use of public roads and open spaces across the city.

While this projected growth is uneven across the metropolitan area, growth in CoPP will be substantial. CoPP expects its current population (122,690) will increase by 44.12% to 176,816 by 2041. Much of this growth will occur in proximity to the project area in the new Fishermans Bend precinct. Covering about 480 hectares across the City of Melbourne and CoPP, Fishermans Bend is Australia's largest urban renewal project. By 2050, it will be home to approximately 80,000 residents and provide employment for up to 80,000 people. When the Anzac Station is completed in 2025, improved public transport access will also likely increase visitation to the broader precinct.



A shift to living and working locally

Our growing population and the impacts of climate change have led to metropolitan-scale policies such as the '20-minute neighbourhood', which drive urban planning and design towards supporting more of our daily needs being met within our local neighbourhoods. The impacts and responses to COVID-19, including lockdowns and the increase in working from home arrangements have further strengthened the need and demand for better services at this local scale.

Increasing the amount of shade along our streets, parklets aligned to hospitality precincts, increased open space and innovative active transport options for local enjoyment and shorter trips are just some of the contributors to supporting the urban and social fabric of neighbourhoods. Creative and artistic street design, festivals, and programs that attract vibrancy and celebrate the history and culture of areas also enrich community pride in local areas as well as delivering direct and indirect economic benefits.



Diversifying transport and movement modes

Population growth, the need to transition to net zero carbon emissions, and the desire to support local living are all influencing new travel patterns, transport modes and behaviour expectations. State and local governments are rethinking and piloting how to deliver more sustainable, safer, and better-connected transport systems that consider all users - drivers, public transport users, pedestrians, bike riders, and emerging alternative transport technologies. By 2050, daily transport trips in Melbourne are expected to increase from 17 million to 30 million, according to DTP on their 'Our transport future' webpage.

CoPP has recognised the need to reshape transport networks and options in Council's 'Move Connect Live' strategy. To meet the challenges of 'Same space - more people', Council aims to improve transport choices and, where possible, provide convenient walking, bike riding and public transport options in a better connected and safer network.

These trends and needs reinforce the importance of delivering the objectives of S2S – a boulevard that contributes to cooler, greener streets, and resilient biodiversity; safer walking and cycling connections; creative, vibrant neighbourhoods that celebrate local people, places, and stories; and designing quality local open spaces for everyone to enjoy.



- Benefits of urban greening**
-  **Increased carbon sequestration**

 **Reduced wind speeds**

 **Improved air quality**

 **Reduced energy demand**

 **Increased economic activity, attracting investment and visitor spending**

 **Improved liveability and attractiveness of urban areas**

 **More opportunities for people to enjoy and connect with nature**

 **Less morbidity and mortality during heatwaves**

 **More habitat and greater biodiversity**

 **Improved mental and physical health**

 **Reduced urban temperatures (surface and ambient)**

 **Less flooding, reduced stormwater flows and less pollution to waterways**

This masterplan strives to help meet these challenges. Further details of these trends including the policy and planning responses that guided development of this masterplan are captured in many existing state and local government policies, strategies and plans including those highlighted below.

Objectives	Overarching policies, strategies and plans	Green boulevard	Links and connections	Celebrating local stories	Usable open space
State and local government policies	<ul style="list-style-type: none">Plan Melbourne 2017-2050 (DELWP)City of Port Phillip Council Plan 2017-2027 (CoPP)Absolutely Everyone State Disability Plan 2017-2020 (Department of Health & Human Services)Port Phillip Planning Scheme (DTP) 	<ul style="list-style-type: none">Greening Port Phillip 2010 (CoPP)Biodiversity 2037 (DELWP)Albert Park Master Plan 2019 (PV) 	<ul style="list-style-type: none">Strategic Cycling Corridors 2020 (DoT)Movement and Place in Victoria 2019 (DoT)Simple Connected Journeys 2019 (DoT)Move, Connect, Live - Integrated Transport Strategy 2018-28 (CoPP) 	<ul style="list-style-type: none">Shrine to Sea Thematic History and Aboriginal Cultural Values Report 2022 (DELWP)The Victorian Heritage RegisterVictorian Heritage InventoryHeritage OverlayNational Trust RegisterVictorian Aboriginal Heritage Register 	<ul style="list-style-type: none">Open Space for Everyone 2021 (DELWP)Places for People: Public Space Strategy 2022-2032 (CoPP) 

1.6 Planning process – developing the masterplan

This masterplan has been developed through synthesising inputs and ideas gathered from a range of sources. The process is outlined in the adjacent diagram and has included:

- Oversight by an interagency governance group with senior membership from DEECA, CoPP, DTP and PV
- Developing a vision, objectives, and principles to guide decision making
- Working with Traditional Owners
- Reviewing state and local policies, strategies and plans
- Completing traffic and transport modelling and assessments as required by DTP
- Carrying out detailed onsite analysis of current site conditions
- Completing technical reports and feature surveys
- Creating a robust partner, community, and stakeholder engagement program with support from independent engagement consultants and a Traditional Owner cultural facilitator.

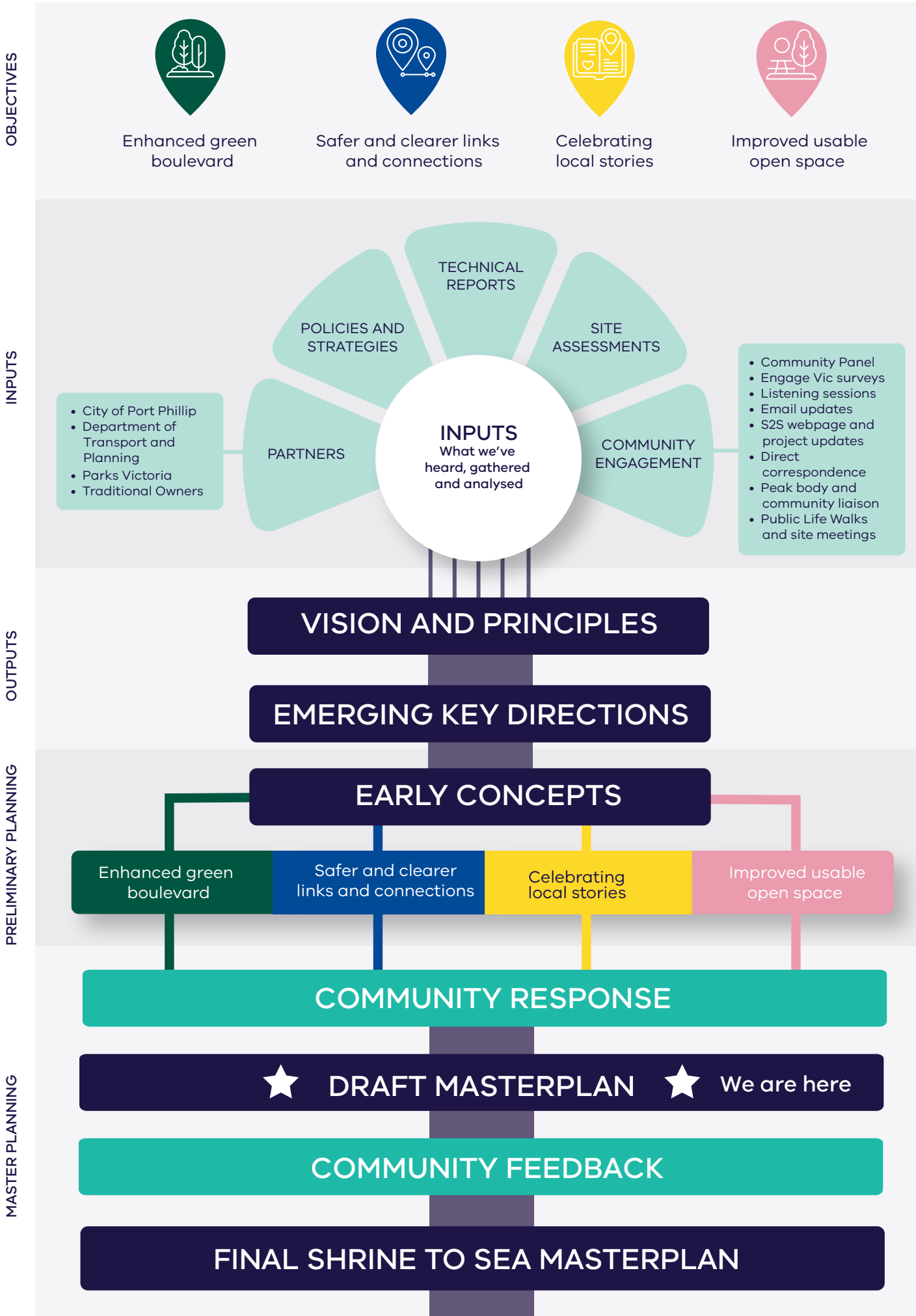
Throughout the planning process, project updates and links to the relevant inputs have been progressively published to the S2S webpage on the DEECA website.

Since assuming responsibility for the project, DEECA has worked with the Traditional Owners of the land in the project area. Prior to 1 July 2021, the area had ‘shared interest land status’ with three groups: the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation, the Boon Wurrung Foundation, and the Bunurong Land Council Aboriginal Corporation (BLCAC).

DEECA conducted site walks and meetings with all three groups to understand their interests, historical and living culture connections to Country and their aspirations for the project.

On 1 July 2021, the Victorian Aboriginal Heritage Council (VAHC), which recognises Registered Aboriginal Parties (RAPs) under the Aboriginal Heritage Act 2006, announced variations to its registration boundaries, including changes in many local government areas including CoPP. Subsequently, the entirety of the S2S project area is now within the status boundary of the BLCAC’s RAP. More information about this decision can be found on Aboriginal Heritage Council Victoria’s website.

In line with these changes, DEECA will continue to engage with BLCAC for this project, acknowledging their exclusive rights to speak for their Country under the Aboriginal Heritage Act 2006. BLCAC has determined the new name, ‘Yannawatpanhanna’ for the boulevard. However, DEECA will also continue discussions with Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation and the Boon Wurrung Foundation with regards to historical associations and matters outside of the Act.



1.7 Engagement with community and stakeholders

Who we engaged with

To ensure all voices were given the opportunity to be heard, DEECA engaged with Traditional Owners, residents, the broader community, visitors, businesses, schools, agencies, and local interest groups through a variety of methods.

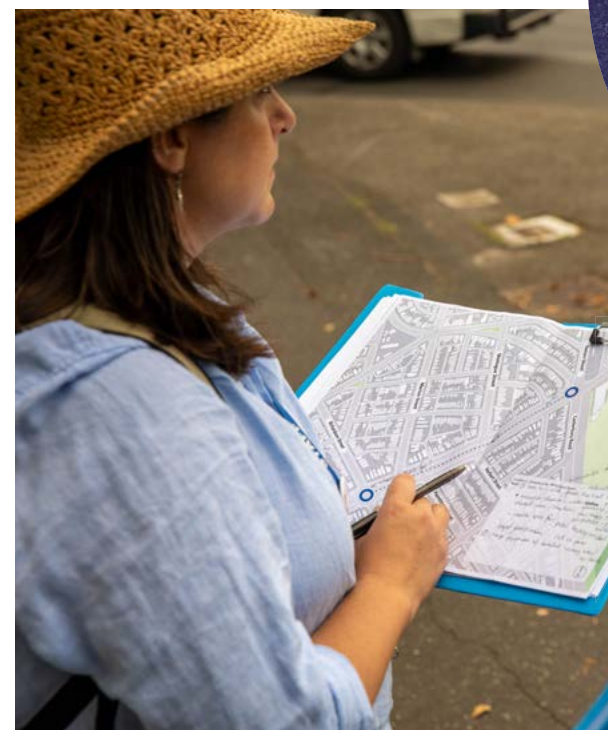
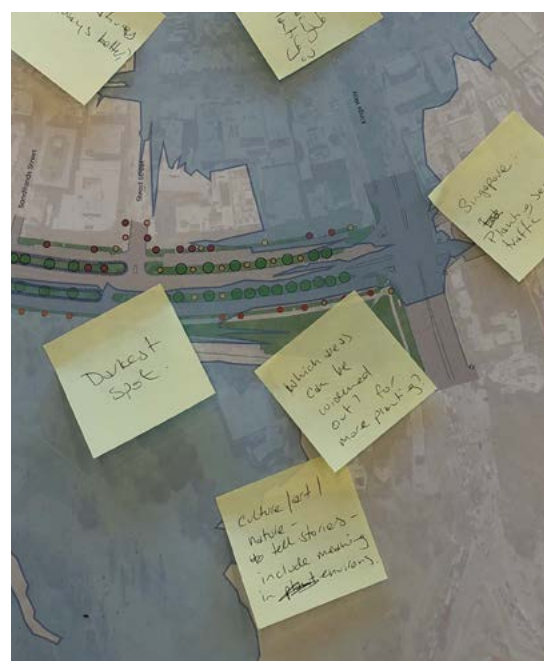
These opportunities were advertised in multiple ways including letterbox drops of postcards to 90,000 residents, posters in local businesses, corflute signage along the boulevard, decals on the footpaths, emails to the S2S stakeholder mailing list of over 800, targeted social media posts, a media release and subsequent media coverage, and a series of targeted stakeholder meetings.

To complement this wide-ranging engagement approach, a Community Panel was also formed to allow for in depth analysis and discussion. Over 200 expressions of interest were received to join the panel. Independent consultants were engaged by DEECA 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.

The panel members attended over 40 hours of workshops and meetings to provide perspectives and advice, before presenting DEECA with 43 recommendations for the masterplan. A report of the recommendations, and DEECA's response, can be found on S2S's webpage.

The following community engagement activities were conducted throughout 2020 and 2021 including:

- A dedicated webpage used to regularly inform the community of project updates
- Two rounds of online consultation were conducted (in 2020 and 2021) and detailed summaries of the findings were released on the S2S webpage
- Round 1 online consultation via Engage Victoria was conducted in October-November 2020 where participants were asked to complete a survey and submit responses via an interactive online map
- Four Public Life Study focus walks where individuals from the local community walked the project site one on one with a DEECA project team member to further investigate the physical and social elements of a place from an individual's perspective
- Four Community Panel full-day workshops and three shorter meetings
- Three Listening Sessions where residents and businesses could hear from the S2S team and ask questions about the project
- Round 2 online consultation via Engage Victoria was conducted in September-October 2021.



1.8 What you said



Green boulevard

There has been a general appreciation for the diversity of the landscape character in the area including the connection to Albert Park Lake and Port Phillip Bay. The key themes from the feedback included:

- Maintain and enhance the biodiversity of the area by planting native trees to encourage endemic fauna
- Beautify the boulevard with flowering, climate-resilient plantings
- Create a sense of arrival with plantings at entry points to the boulevard
- Create shade through increasing tree canopy
- Replace non-performing trees with new feature trees
- Add a second row of trees in the Kerferd Road median reserve
- Extend tree planting in the median from Danks Street to Page Street
- Increase understorey plantings along the boulevard while ensuring that visibility and sight lines are maintained for safety and to preserve a sense of openness.



Links and connections

While community feedback identified good connectivity to some precincts and destinations, we received substantial feedback indicating there is room for significant improvement. This was also the objective that received the most mixed responses. The key themes from the feedback included:

- A lack of wayfinding signage along the boulevard
- Safety concerns for all users including pedestrians, bike riders, public transport users and vehicle drivers
- Desire for slower speeds and traffic calming on Kerferd Road
- Desire for safer bike lanes and need to increase active transport options
- Ensure the needs of drivers are also considered in the design
- Be mindful of impacts to traffic and congestion when proposing changes
- Mixed views around the potential loss of car parking. There was concern from residents, however some community members expressed that they would like to prioritise green space over increasing new car bays into the future
- Accessibility improvements are necessary, including increasing access to the Kerferd Road central median reserve via crossings
- Conflicting responses have been received about a potential lane reduction on Kerferd Road to create protected bike lanes. Some commentary supported the lane reduction with a view to prioritising active transport and enhancing safety for bike riders while others were concerned about safe and easy access to residents' cars, impacts on traffic flow and potential reduction of on-street car parking.



Celebrating local stories

We have heard about the importance of retaining and sharing stories of history through the area, in particular the lesser-known stories of the Traditional Owner history and culture connected to the boulevard. The key themes from the feedback included:

- A desire for Traditional Owner history and living culture to be the anchor for the project
- Opportunity to create a journey of storytelling along the boulevard
- Interest in telling stories about how the landscape has been transformed over time
- Ensuring stories represent the diversity and breadth of community experiences
- Sharing stories about historical landmarks along the boulevard (including the Albert Park Memorial Gates, the rail bridge over Albert Road and Kerferd Road Pier)
- Working with Traditional Owners to consider a new name and visual identity for S2S
- Telling stories at different points along the boulevard, using a variety of media.



Usable open space

It was clear from the community feedback that the open spaces along the boulevard are well loved and valued by the community for exercise, recreation, and rest. However, there was a lot of commentary around its underutilisation and poor presentation. The key themes from the feedback included:

- The need for improved and additional amenities along the boulevard catering for a diversity of users e.g., drinking fountains, seating, and shade
- The need for engaging landing/entry points onto the boulevard incorporating wayfinding and colourful flowering displays
- The Kerferd Road Pier entrance was identified as an area for improvement, to provide better entry to the historic site
- Some noted that improvements should not compromise the character of the area
- Increased nature play opportunities were strongly supported for the Albert Park area
- Provide more opportunities to pause along the boulevard and ensure spacing of pause points are consistent and appropriate for all users
- Need to improve navigation, appearance and safety at the Canterbury Road and Ferrars Street intersection
- Alternate uses for the heritage kiosk at the corner of Kerferd Road and Beaconsfield Parade with a strong desire for it to operate as a community-based activity hub.

1.9 What you said - Local stories of most interest

To understand more about the area's history, specialist heritage consultants were engaged to research, and summarise the areas' local stories into clear themes.

Through our online engagement, the community strongly supported the desire to know more about Traditional Owner culture and hence the theme of **Aboriginal Country** was designated as the overarching and connecting theme across the whole project.

The other themes identified within the thematic history report are outlined below. They are ordered according to the level of interest expressed by the community. 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:

Connections to and movement through space – examines early tracks, roads, railways, and tramways. These also include Traditional Owner connections to Country through established meeting places, camping areas and seasonal travel routes.

Transforming the landscape – explores the changing landscape since European colonisation and settlement in the 1830s, including draining the naturally occurring wetlands and lagoons for parkland, building sea walls, clearing the land, making roads, planting trees, and reclaiming low-lying ground for residential development.

Diverse neighbours and neighbourhoods – looks at the rich community life associated from settlement to now (including port life, suburban life, home life, street life, churches, schools, and clubs). This includes diverse communities and neighbourhoods, as well as intersections of class and culture.

Social welfare – highlights the range of welfare provisions from the beginning of settlement. This includes the Aboriginal Protectorate (1838+); the South Melbourne City Council's role distributing food and providing public housing; residential institutions including orphanages, the Magdalen Asylum, and other facilities in the broader South Melbourne area; and, more recently, the work of Father Bob Maguire.

Community action and social justice – examines how the South Melbourne and St Kilda areas have been provided the stage for important movements to defend social justice and human rights, and to protect the environment. The area is also known for its dedicated support of LGBTIQ+ rights and identity.

Sport and recreation – covers a wide range of sports and recreation activities, including competitive sport, passive recreation, visiting the seaside, water sports, motor car racing, bike riding and golf. It also includes women's sport, and the participation of Aboriginal people in sports such as football and bike riding.

Military and defence – examines the military use of the area from the beginning of European settlement, from the naval battery at the foreshore, to the connection to the Victoria Barracks, and those who served in wars.

Education – covers the rich education history in and around the project area, including public and private, girls' and boys' schools, as well as the Albert Park Technical college.



