**Frequently asked questions**

Shrine to Sea Draft Masterplan





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The following document has been created to help answer any questions that may arise while reading the Shrine to Sea draft masterplan.

## Overall Project Questions

Q. What are the main changes/proposals in the draft masterplan?

A. The proposal put forward in this draft masterplan aims 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 following are some of the key moves proposed for public comment in line with the project

objectives:

Enhance the green boulevard

More trees and 9,000m2 of colourful, native, woody meadows will be planted to enhance the beauty and biodiversity value of the northern boundary of Albert Park and the Kerferd Road median reserve. Meandering paths lined with trees and resting points will enrich the user experience of these open spaces.

Create safer and better links and connections

The left turn lane at Kings Way will be signalised, with a realigned, wider shared crossing connecting to the new Anzac Station precinct. A designated bike lane crossing will also better connect to this precinct. The proposal at the Moray Street intersection includes widening of the shared crossing and providing a raised crossing over the service lane which connects to Albert Park, improving accessibility and safety for all users. Other links and connection improvements include enhancing the access to South Melbourne Park Primary School with a formalised shared path and meandering paths, framed by low-height mounding and plants. The light rail pedestrian underpass entrance will be landscaped to improve sight lines, safety and awareness of this connection.

Celebrating local stories

Five local story vignettes have already been shared with the community along with the naming of the Yannawatpanhanna boulevard, meaning ‘go to water’ bringing Traditional Owner language back onto Country. An interpretation plan will create a unique visual identity for the boulevard and incorporate a range of creative media at key locations. Interpretation opportunities will highlight Traditional Owner history and the ever-evolving landscape, along with the lesser-known stories from the area’s rich history.

Improved usable open space

The boulevard will feature more rest nodes, a feature entry to Albert Park at Kings Way, and a revitalised forecourt design at Kerferd Road Pier. These changes will create more welcoming entrances, clearer wayfinding and improved visitor facilities along Albert and Kerferd roads. Coupled with new plantings and interpretation along the boulevard, the attractiveness and useability of existing open spaces will enhance people’s enjoyment of the area.

#### Q. How did the community influence the designs proposed in the draft masterplan?

A. The extensive community engagement program delivered by the project team has been paramount in understanding community perceptions about the boulevard. The team has listened to feedback via two rounds of online public consultation, a series of public life walks, a dedicated 27-person Community Panel, listening sessions and ongoing engagement via email, phone and in person with individual and group stakeholders. Feedback received during the engagement process has been a key input into shaping the proposals of the Shrine to Sea draft masterplan. This feedback has then been balanced with other inputs including the project objectives, and public landowner policies, strategies and standards. Previous Community Engagement reports can be located in the documents section on the Shrine to Sea and Engage Victoria webpages.

#### Q. How have Traditional Owners been engaged?

A. Since the inception of the project, DEECA has worked closely with the Traditional Owners and Custodians of the land in the project area. Prior to 1 July 2021, the area had “shared interest land status” with three groups having shared interest in the area: Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation, the Boon Wurrung Foundation and the Bunurong Land Council Aboriginal Corporation. The Shrine to Sea project team conducted site walks and meetings with all three groups to understand their interests, connections to Country and identify opportunities within the project.

On 1 July 2021, the Victorian Aboriginal Heritage Council (VAHC), which registers Aboriginal parties (RAPs) under the *Aboriginal Heritage Act 2006 (the Act)*, announced variations to its registration boundaries. The Bunurong Land Council Aboriginal Corporation’s RAP status boundary now takes in the entire Shrine to Sea project area. This includes changes in many local government areas, including the City of Port Phillip. More information about this decision can be found here on the [Aboriginal Heritage Council Victoria website](https://www.aboriginalheritagecouncil.vic.gov.au/traditional-owners-2738-km2-country-and-waters-announced).

In line with the VAHC’s decision, we have been and will continue working closely with Bunurong Land Council Aboriginal Corporation as the RAP for any activities or works required under the Act and all three groups for other matters.

#### Q. Why was the project renamed to Yannawatpanhanna and how will the new name be used?

A. The Victorian Government, including our department, is committed to reconciliation and a Treaty for Victoria’s First Nations people. We understand that reconciliation begins with self-determination – working in partnership with Traditional Owners as they shape their future based on their aspirations. You can read more about our Department’s self-determination reform strategy Pupangarli Marnmarnepu [here](https://www.deeca.vic.gov.au/aboriginalselfdetermination/self-determination-reform-strategy).

We have worked closely with the Bunurong Land Council Aboriginal Corporation who have chosen the new identity as ‘Yannawatpanhanna’ (yan-uh-wot-pan-han-uh), which means “go to water”.

Our intention is to continue to use the project title of ‘Shrine to Sea’ however as we move forward to delivery of the project, the new ‘on-the-ground’ identity will be ‘Yannawatpanhanna’. Importantly, we are not looking to change any official place or street names. The new title ‘Yannawatpanhanna’ will be what is displayed on the interpretation signage along the boulevard. And therefore, we anticipate that the community will refer to their journey in this new language as well.

#### Q. What accessibility considerations have been made in the designs of the draft masterplan?

A. The Shrine to Sea draft masterplan has been designed to take into consideration issues of universal accessibility. However due to the project having large areas of parkland, not all areas will be accessible. The key paths of travel, crossings and rest nodes (areas with seats for people to relax) and within the scope of works for this project will all be accessible. Following our current period of consultation on the draft masterplan which closes on Sep 10, the masterplan will then be finalised. The next stage of the design will focus on the detail of many of these features.

The accessibility features that have been considered in the draft masterplan include:

#### Surface finishes and nodes

* Shared paths will have a hard surface finish (e.g. concrete) and be a minimum of 3m wide
* Granitic paths will be compacted, like those seen within Albert Park, and therefore accessible for most users. In the Shrine to Sea draft masterplan, these paths are secondary paths of travel and are not used where direct access is required
* Mulch and turf have also been used as surface treatments which we are aware are not accessible for all. The turf areas are existing and important to retain in order to facilitate usable open space. Mulch surface finishes have been used sparingly throughout the design in areas that are less likely for people to travel through, or may have very informal paths of travel
* Rest nodes throughout the masterplan and the pier forecourt will all be accessible, however, we are aware that due to the change in scope, crossings to the Kerferd Road median reserve are now not included in the design. The nodes along the length of the boulevard have been spread out in order to provide regular rest opportunities.

#### Gradient

* While the gradient of all paths has not yet been designed, we are confident that we can meet Australian accessibility standards, as the areas we are designing are quite flat
* The Moray Street intersection introduces a raised crossing over the service lane, while most other crossings along Albert Road will utilise pram ramps for pedestrians and bike riders to access the crossings. Tactile indicators at crossings will be provided in line with Australian standards.

#### Furniture and amenities

* All furniture and amenities (seating, drink fountains, etc.) will be designed with consideration of universal accessibility
* Changes to car bays are limited and no disabled bays have been changed/removed in the draft masterplan from what currently exists
* For evening use and accessibility, lighting will be reviewed and considered at the next stage of design.

#### Q. Will any streets be renamed?

A. No. We are not looking to change any official place or street names. The new title ‘Yannawatpanhanna’ will be what is displayed on the interpretation signage along the boulevard.

#### Q. What were the initial drivers for the project? How did it come about?

A. 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. This included Kerferd Road being identified one of the highest priority corridors for increasing bike riding, and the second highest crash site within the City of Port Phillip area.

Proposals to improve connectivity and safety have been included in the draft masterplan for Kings Way and Moray Street intersections, and the pedestrian underpass at the Canterbury Road/Ferrars Street intersection. For further detail regarding safer active transport solutions along the boulevard refer to questions and answers below.

#### Q. Why has this whole project taken so long to get to this point?

A. Public land management is always complex given the diversity of landowners/managers and community perspectives that need to be understood and considered in developing balanced proposals. DEECA has ensured we have engaged not only with the main public landowners/managers - the City of Port Phillip (CoPP) Department of Transport and Planning (DTP) and Parks Victoria (PV) - but also VicRoads, Yarra Trams, schools, Rail Projects Victoria, Melbourne Sports and Aquatic Centre and the Albert Park Yachting and Angling Club to name a few.

The planning process and the development of the exhibited draft masterplan have also experienced several delays that were beyond the control of the project team. These included:

* impacts on the ability to carry out site analysis and traffic assessments and some community engagement due to COVID-19 lockdowns
* the overlay of intersecting traffic and transport projects by state and local government (see below) and;
* working with Traditional Owners during the transition of the land from being a place of shared interest to the Bunurong Land Corporation Aboriginal Council being determined as the Registered Aboriginal Party.

#### Q. Are there other projects that intersect with the Shrine to Sea project? What are they and what impacts will they have?

A. There are a number of projects underway in the vicinity of the project area which intersect with Shrine to Sea project in a variety of ways. These are:

* Anzac Station precinct, Rail Projects Victoria - A part of the Melbourne Metro Tunnel project, the precinct will include a new train station below ground and tram interchange at road level. A new public realm precinct will integrate the transport hub with the surrounding roads and landscape. This project shares an interface with Shrine to Sea at the Kings Way intersection, where providing clear, direct, and safe access for pedestrians, motorists and bike riders will be critical to both projects’ success. The station is due to open to the public in 2025. More details can be found [here](https://bigbuild.vic.gov.au/projects/metro-tunnel/stations/anzac).
* Pop-Up Bike Lanes program, Department of Transport and Planning – In April 2022, the Department of Transport and Planning announced the withdrawal of proposed designs for the trial of a protected bike lane on Kerferd Road as part of their Pop-Up Bike Lanes program. This preceded a decision to remove all temporary treatments on local roads in the City of Port Phillip and reinstate them to the original road configuration, based on regular assessments and data collection throughout the trial. More details can be found [here](https://www.vicroads.vic.gov.au/traffic-and-road-use/cycling/pop-up-bike-lanes).
* Herbert/Montague Intersection Trial, City of Port Phillip – In February 2021, due to a history of crashes and safety concerns, City of Port Phillip decided to trial closing the intersection at Kerferd Road and Herbert/Montague streets. At a Council Meeting on 19 October 2022, Councillors voted to retain the changes and requested that the final design solution for the intersection be presented within the Shrine to Sea masterplan. More details can be found [here](https://haveyoursay.portphillip.vic.gov.au/kerferdroad).
* St Kilda Road Bike Lanes, Major Road Projects Victoria – The development of protected, separated bike lanes along St Kilda Road, one of Melbourne’s most active cycling routes. The intention of the project is to improve safety for bike riders, encourage uptake of cycling and improve connectivity between Melbourne’s inner suburbs. This project directly connects to the Anzac Station precinct. More details can be found [here](https://bigbuild.vic.gov.au/projects/mrpv/st-kilda-road-bike-lanes).
* Albert Park Master Plan, Parks Victoria – Released in 2018, this master plan outlines improvements to the park over the next 25 years. As the Shrine to Sea project interfaces with the western boundary of Albert Park, along Albert Road, it will align and support the delivery of proposals already approved as part of the Albert Park Master Plan. More details can be found [here](https://www.parks.vic.gov.au/projects/albert-park-master-plan).

#### Q. What is the process for delivering the project?

A. Project delivery has already commenced on some of the elements proposed within the plan that gained strong community support through the engagement process. More than 150 trees were planted mid-2022, with 5 large mature palm trees planted along Albert Road in May 2023. A series of five vignettes sharing local stories about the history of the area were shared through our webpage and sent to stakeholders during 2022 and early 2023.

Once the masterplan is finalised and approved, detailed design, planning approvals and project delivery will begin in full. Early discussions are underway with the respective landowners/manager but will progress in more detail when the scope of works is finalised through the community feedback/approval process. The $13M budget was allocated to fund the planning process and commence delivery of works. As with most masterplans, the document becomes the basis for bidding for future funding to progressively implement the approved designs. We anticipate the majority of the project will be completed by 2025.

#### Q. Who made the decision to separate the bike lane proposals from the masterplan and why?

A. In reviewing the draft masterplan before releasing it for community feedback, the Victorian Government considered a number of issues, including the Department of Transport and Planning’s decision to remove temporary Pop-Up Bike Lanes from the City of Port Phillip, and decided that further targeted engagement is required for a safer active transport solution along Kerferd Road. For this reason, the proposed protected bike lane was separated from the Shrine to Sea masterplan, to be considered at a future time. The decision recognises the diversity of community perspectives in responding to the safety issues and will allow for a robust and concentrated engagement process to occur in the future. All the analysis and consideration of design scenarios completed to date by DEECA will be available for this next stage.

Due to the active transport nature of the cycling link initiative between Beaconsfield Parade and Moray Street, this element of the project has been transferred to the Department of Transport and Planning (DTP). DEECA is providing a detailed handover of relevant background information to DTP.

#### Q. Have all transport initiatives been removed from the masterplan?

A. No, we have retained significant transport upgrade proposals to the Kings Way and Moray Street intersections in scope. Proposals for changes to the Kings Way intersection can be found on page 33 in the draft masterplan. Proposals for changes to the Moray Street intersection can be found on page 41 in the draft masterplan.

#### Q. How can I provide my feedback on the draft masterplan?

A. We want to hear your feedback and comments on the draft masterplan. We are keen to hear what you like about it and how we could improve it. Complete the online survey by clicking the ‘[Participate](https://engage.vic.gov.au/shrinetosea)’ tab on this webpage. See the ‘[Events](https://engage.vic.gov.au/shrinetosea)’ tab for details of our drop-in information sessions and webinars to discuss the draft masterplan proposals and ask questions.

\*Helpful tip\* If you have access to two screens, open the draft masterplan document on one screen while completing the survey on the other.

If you would find it easier to review the document in hard copy while completing the online survey, a number of paper copies will be made available at City of Port Phillip Customer Service Counters and City of Port Phillip Libraries for collection. If you’re unable to get to these locations and would like a paper copy of the draft masterplan and survey mailed to you, please email shrine.to.sea@delwp.vic.gov.au.

#### Q. How can I contact you if I have questions?

A. The best way to contact the project team is to email shrine.to.sea@delwp.vic.gov.au. One of our project team members will respond within 3-5 business days. Please let us know in your email if you’d prefer to arrange a time over the phone to discuss your questions as this can be easily arranged. If you would prefer to call or require an interpreter, you can contact the DEECA Customer Contact Centre on 136 186.

## Questions Relating to the Shrine to Sea Project Objectives

### Objective – Enhancing the Green Boulevard

#### Q. Will you be removing trees along the boulevard?

A. One of the four objectives for the projects is to enhance the existing greenery of the boulevard by increasing the number of healthy climate resilient trees, and the diversity of plantings to increase biodiversity values along the corridor. As part of this planning, a tree assessment of the boulevard site was conducted in February 2020 and the results are detailed in the supporting document titled Tree Assessment Map which can be found in the documents section of the Shrine to Sea [webpage](https://www.environment.vic.gov.au/shrine-to-sea) or Engage Victoria [webpage](https://engage.vic.gov.au/shrinetosea). Trees along the boulevard were rated according to their health and structure.

Trees that were deemed to have poor structure and/or health within the tree assessment report have already been removed by City of Port Phillip and Parks Victoria within their respective land management areas. The draft masterplan retains more than 90% of the existing trees along the boulevard with more than 350 new trees proposed, well above the quantity of trees removed.

#### Q. What sort of trees are you proposing to plant along the boulevard?

A. We propose to plant a mix of climate-ready native and exotic species along the Shrine to Sea boulevard. New plantings will complement existing healthy trees and follow the changing character of the boulevard. They will also increase biodiversity and, where possible, create year-round flowering. This approach has been informed by existing state and local policies, significant community feedback and localised expert input.

The plant species list will be developed within the next design stage by the City of Port Phillip and Parks Victoria.

Early plantings along Albert and Kerferd roads have already been completed with 150 trees planted. These have included Rough-barked Apple (*Angophora floribunda*), Brachychiton ‘Griffith Pink’ (*Brachychiton populneus x acerifolius* 'Griffith Pink') and Wilga (*Geijera parviflora*).

#### Q. Are you incorporating Environmentally Sustainable Design (ESD) and Water Sensitive Urban Design (WSUD) principles into this project?

A. We are committed to incorporating ESD and WSUD principles into the design where possible to achieve the best possible outcome for the community and to improve climate resilience and urban biodiversity.

The Shrine to Sea draft masterplan includes the following environmental considerations:

* Retention of existing trees in good health and increased tree canopy coverage to create cooler environments
* Increased biodiversity through a range of different planting treatments and habitats
* Reduction of hard surfacing (e.g. concrete/asphalt) and inclusion of more permeable treatments where possible
* Consideration of vegetated swales and infiltration garden beds.

A passive irrigation trial, undertaken with the City of Port Phillip and the University of Melbourne has been installed on Albert Road as part of early works.

As the project progresses, ESD methodology will be used to inform decisions including material/product specification and contractor work.

#### Q. What will you do about the Plane Trees along the boulevard; are you planning to plant more?

A. On Kerferd Road, between Canterbury Road and Richardson Street, London Plane (*Platanus X acerifolia*) trees are well established and provide significant shade and character to the boulevard and will be retained.

As part of the early tree planting works, 9 new London Plane trees were planted within Kerferd Road median. These trees were planted to fill gaps within the existing boulevard of London Planes of healthy trees.

Between Richardson and Danks Street, some Rough-barked Apple (*Angophora floribunda*) have already been planted as we transition away from using London Plane trees, as part of the early planting works. This is in response to community feedback for other, low-allergenic species to be planted rather than additional London Plane trees. This is also consistent with the need to improve biodiversity within the City of Port Phillip.

#### Q. Have sightlines and safety been taken into account with proposals for more tress and woody meadows along the Kerferd Road median reserve?

A. A key element of the planting strategy used within the draft masterplan is woody meadows. Developed by the University of Melbourne, this is a climate-resilient, flowering native approach to planting which can be tailored to meet the aesthetic and functional requirements of a project.

In the case of Shrine to Sea, land managers will work with the University of Melbourne during the detailed design phase to develop plant palettes which are appropriate for different areas of the boulevard. One of the key considerations for species selection will be the height of the plants. Low-height varieties will ensure that sightlines and passive surveillance across the site are not negatively impacted.

For the Kerferd Road median reserve, where woody meadows will be used to frame the open lawn areas, City of Port Phillip will manage a process where landscape architects and traffic engineers work collaboratively through the detailed design phase to ensure the positioning and specification of plants will not block sightlines for drivers. Guidelines and Australian Standards will be used to inform these decisions.

Prior to the installation of the trees, as part of the early tree planting in mid-2022, thorough analysis of the site was conducted by our project partners at City of Port Phillip. Their dedicated Transport Safety team assessed the impact on sightlines of the installed trees in line with the VicRoads Tree Policy guidelines and Australian Standards. The trees have been intentionally set back from the kerb line, to ensure road users yielding at the give way control have an unimpeded view of the Kerferd Road carriageway. As has been the case with some early plantings, minor trimming may be required as plants mature.

### Objective – Safer and Clearer Links and Connections

#### Q. How will Kings Way and Moray Street intersections change?

A. Included in the draft masterplan are plans to improve safety and connectivity for all users at both of these key intersections. Bike riders and pedestrians will be able to safely cross with wider paths and increased wayfinding.

The designs and modelling have received in principle support by the Department of Transport and Planning (DTP) following extensive planning by transportation designers and engineers, and review by the DTP Technical Review Group and Regional Roads Committee.

Traffic modelling of the intersection designs was undertaken as part of the design process to understand the impact on vehicular congestion.

Traffic modelling was undertaken at the Kings Way intersection. It considered the existing conditions as well as the changes to the Anzac Station precinct. The results of the modelling indicated that the proposed Shrine to Sea design would have minimal impacts to the surrounding road network performance.

Traffic modelling was also undertaken at the Moray Street intersection and similarly to Kings Way, resulted in little impact to the overall operation of the surrounding road network while delivering safety and connectivity benefits for active transport users.

#### Q. Will car parks be lost as part of the project?

A. To reclaim green space and improve safety for active transport users, we are proposing to remove a small number of car parks from Albert Road Service Road. The details are as follows:

* Proposal to remove 11 bays near the Kings Way intersection. In this section (between Kings Way and Lakeside Drive, east service lane) the average occupancy recorded was 55%, and the highest occupancy recorded was 98%. While there may be minor impacts at periods of highest capacity with the reduction of bays, this is outweighed by the significant safety improvements for pedestrians and bike riders around the Kings Way intersection and the school bus.
* Proposal to remove 14 bays near the Moray Street intersection. In this section (between Lakeside Drive to Clarendon Street, east service lane) the average occupancy recorded was 35%, and the highest occupancy recorded was 66%. Therefore, even at peak times ample car parking will still be available.
* The parking arrangement at Clarendon Street reserve has also been reversed in order to gain additional green space without any car park loss.

Overall, 93% of car parks will be retained on Albert Road.

Please note: The car parking occupancy survey was undertaken by independent consultant Austraffic in November/December 2022. Eight surveys were taken across a mix of days and times to gain a broad understanding of occupancy behaviour. These included weekdays and weekends, day and night surveying times and various weather conditions.

### Objective – Celebrating Local Stories

#### Q. How are you gathering local stories from the area and how will they be told?

A. DEECA engaged an experienced heritage consultancy (GML, formerly Context) to research the history of the study area and broader landscape context, considering pre and post-colonial settlement periods. This involved distilling research from published sources, relevant heritage registers, and consulting with traditional owner organisations. We were keen to understand the many layered narratives that are woven into the fabric of the Yannawatpanhanna boulevard and the surrounding areas. More detailed information can be found in the supporting document titled ‘[Thematic History & Aboriginal Cultural Values Report](https://engage.vic.gov.au/shrinetosea)’.

Through GML’s work and by listening to the community, we have prioritised the following historical themes to focus the project’s interpretation on:

* Aboriginal Country
* Transforming the landscape
* Connections to movement through space
* Diverse neighbours and neighbourhoods
* Sport and recreation
* Military and defence
* Education
* Social welfare
* Community action and social justice.

The next step will be to develop the interpretation plan based on this information to identify where and how these stories are represented in the landscape through design elements, written and oral histories, digital storytelling, art and other creative formats.

#### Q. Are you planning to remove the Heritage Kiosk at the Kerferd Road/Beaconsfield Parade intersection?

A. No. The building will not be removed or demolished as part of this project. We understand and appreciate the heritage features of the kiosk and will work with the City of Port Phillip and seek community feedback on ways to better feature its history and improve the aesthetics and usability of the area.

### Objective – Improved Usable Open Space

#### Q. Will you be incorporating public toilets along the path as part of the project?

A. No new toilets will be created as part of the Shrine to Sea project, instead the boulevard will create better connections with existing facilities in the area.

Public toilets are available at the northern boundary of Albert Park and at the Kerferd Road Pier. There are also toilets in private businesses that are available for customers, such as at cafes on Albert Road and at the Kerferd Road Pier. The new Anzac Station will also provide public toilets for commuters.

#### Q. Can you remove the billboard at the Canterbury Road/Ferrars Street underpass?

A. The billboard is installed on Yarra Trams managed land and is leased on a contract basis. There are no plans to alter or remove it as it is under contract until 2029 and there are no structural or safety concerns with the infrastructure.

The masterplan proposes to widen the existing path to improve sight lines and awareness of the underpass crossing, as well as improve the aesthetics of the area. This will include feature paving and wayfinding, as well as improved lighting that allows for safe evening use.

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