Urban Design evidence

Craig Czarny cross examination
Figure 27-2  Key environmental management documentation
4.6. **Urban Design Strategy**

4.6.1. Prior to commencement of development (excluding preparatory buildings and works under clause 4.9), an Urban Design Strategy (UDS) must be prepared to the satisfaction of the Minister for Planning.

4.6.2. The UDS must include:

(a) An urban design vision;

(b) Urban design principles and objectives;

(c) Location-specific design directions or themes, including design guidelines.

4.6.3. The UDS must be accompanied with a statement explaining any differences between it, and relevant matters set out in the Minister's Assessment dated [insert date] under the Environment Effects Act 1978.

4.6.4. The UDS may be prepared and approved in stages but the UDS for any stage must be approved before the commencement of development (excluding preparatory buildings and works under clause 4.9) for that stage.

4.6.5. The UDS may be amended from time to time, to the satisfaction of the Minister for Planning.

4.6.6. The use and development for the Project must be carried out in accordance with the approved UDS.
4.7. **Urban Design and Landscape Plans**

4.7.1. Prior to the commencement of development of permanent above-ground buildings or structures (excluding preparatory buildings and works under clause 4.9), Urban Design and Landscape Plans (UDLP) must be prepared to the satisfaction of the Minister for Planning.

4.7.2. The UDLPs must show the final built form design for the Project and include where relevant:

(a) A site layout plan that shows the location of permanent above-ground buildings and structures (including but not limited to proposed bridges, elevated roads, tunnel portals, ventilation structures, public transport infrastructure, and walking and cycling facilities);

(b) Architectural plans, including sections and elevations, with materials and finishes;

(c) Landscape plans, including sections and elevations, with plant species;

4.7.3. An UDLP must be accompanied by the following where relevant:

(a) An explanation demonstrating how the UDLP is in accordance with the approved UDS

(b) An outline of the approach to compliance with the approved EPRs included in the EMF.

(c) A plan which shows the extent of the UDLP area in relation to any publicly available or approved UDLP(s).

(d) A plan which shows the boundary of the Project Land and location of areas to be used for construction compounds.
4.7.4. Prior to the submission of an UDLP to the Minister for Planning for approval, an UDLP

(a) Provided to the Urban Design Advisory Panel and relevant council/s for consultation.

(b) Where relevant, provided to the Roads Corporation, Public Transport Development Authority, Melbourne Water, Heritage Victoria and the Head, Transport for Victoria for consultation.

(c) Made available for public inspection and comment on a clearly identifiable Project website for 15 business days. The website must set out details about the entity and contact details to which written comments can be directed during that time and specify the time and manner for the making of written comments.

For the avoidance of doubt, consultation in accordance with (a) and (b) can occur prior to, during and after the public inspection and comment period in (c).

Before, or on the same day as an UDLP is made available in accordance with clause 4.7.3(c), a notice must be published in a newspaper generally circulating in the area to which an UDLP applies informing the community of the matters set out in clause 4.7.3(c).
Urban Design Advisory Panel

Core UDAP
- NELP
  - Office of the Victorian Government Architect Department fo Transport (VicRoads)

Support
- Wurundjeri Woi-wurrung
- DELWP
- Councils (officers)
- Melbourne Water
- Parks Victoria
- Heritage Victoria
- Other select experts as required
Foreword from Wurundjeri

North East Link is a large infrastructure development that will stretch over and beneath Wurundjeri Country. As such, it will nilim nugal-nganjinu bik (significantly impact our Country). Beyond the post-European settlement history of the project area, Wurundjeri (Woi wurrung) Ancestors have managed these lands for millennia. The Birrarung (Yarra River) and its surrounding environs form part of our Dreaming and is central to our identity as the First People of Greater Melbourne.

In 2018, for the first time, in recognition of our inherent custodianship of Wurundjeri Country, Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation has been invited to participate directly with the Victorian Government on what will be the largest infrastructure project in Victoria’s history and the largest ever undertaken on Wurundjeri Country. Wurundjeri are partnering with North East Link. With a seat at the table during every phase of the design process, Wurundjeri and North East Link believe this will continue to be a positive example of collaboration with Traditional Owners.

Wurundjeri have worked in collaboration with North East Link on the development of this Urban Design Strategy and on the identification of cultural themes to inspire design teams which will be ‘brought to life’ through the various stages of the project. This represents an
3.1 Urban design principles & objectives

Urban design outcome
Enhancing

**Principle 1**
**IDENTITY**
A well-defined identity and sense of place add to people’s experience and understanding of a place.

Objective 1.1 Sense of place
Protect, maintain and enhance the identity of local places, and respectfully consider indigenous and non-indigenous cultural values. This includes appropriate consideration of local community facilities, the natural environment, European and indigenous history, and cultural places such as the Balin Balin Billabong, Yarra Bend Park, and Heide Museum of Modern Art.

Objective 1.2 Recognise the Yarra River (Birrarung)
Provide a design that respects and promotes the Yarra River (Birrarung) and its environs which encompass its tributaries, wetlands, billabongs, native vegetation and parklands such as Banyule Flat, and seek opportunities to celebrate this iconic Melbourne asset and ceremonial meeting place for the benefit of Traditional Owners and the general public.

Objective 1.3 Landscape & visual amenity
Sensitively enhance landscape and visual outcomes and reduce physical and visual impacts associated with the project.

Objective 1.4 Existing landscape character
Provide a high quality design outcome that responds sensitively to the distinctive character of this part of Melbourne, takes advantage of existing landmarks and vegetation, views and significant places, protects landscape and vegetation, and seeks to enhance the way in which people experience and interact with the landscape.

Objective 1.5 Architectural contribution
Make a positive architectural contribution to infrastructure including bridges, noise walls and other structures.

Urban design outcome
Connected

**Principle 2**
**CONNECTIVITY & WAYFINDING**
Well connected and legible networks and places contribute to strong economies and healthy, inclusive communities.

Objective 2.1 Connectivity
Improve people’s ability to move through the immediate and wider area with ample, efficient and quality links across and along the corridor for all transport modes, including pedestrians and cyclists.

Objective 2.2 Transport integration
Maximise the benefits of the project by facilitating seamless access to a variety of public transport, walking and cycling choices as part of a connected intermodal network.

Objective 2.3 Legibility & wayfinding
Provide a coordinated design that promotes visual connections and wayfinding, reduces reliance on signage and minimises visual clutter and obstructions to key views.

Urban design outcome
Diverse

**Principle 3**
**URBAN INTEGRATION**
Well integrated infrastructure provides a sound framework for successful cities and places.

Objective 3.1 Integration with context
Avoid, minimise and mitigate any severance of communities. Provide a well-integrated corridor environment that enhances the street network and takes advantage of opportunities to connect and integrate with the broader commercial, residential and open space functions and environment.

Objective 3.2 Integration of design
Ensure an integrated engineering, urban design, architectural and landscape architectural approach that sensitively addresses social, cultural, functional and physical aspects of the project.

Objective 3.3 Strategic alignment
Provide an integrated transport infrastructure and land use solution that responds to strategic transport and land use planning for the broader precinct in consultation with local government and authorities.

Objective 3.4 Minimise footprint
Minimise negative impacts on the community and the environment by minimising the design footprint and visual bulk.

Urban design outcome
Enduring

**Principle 4**
**RESILIENCE & SUSTAINABILITY**
Infrastructure must be sustainable, enduring and resilient to support current and future generations.

Objective 4.1 Enduring & durable
Provide a design that is enduring and functional for generations to come, is readily maintainable and will age gracefully in concept and detail, ensuring a positive built form legacy.

Objective 4.2 Resilience & future proofing
Ensure the infrastructure is able to survive, adapt and perform when subjected to acute stresses and shocks such as changes in climate, technology, future fleets, road use and extreme events.

Objective 4.3 Environmental sustainability
Optimise environmental performance and embed sustainability initiatives into the design response. This includes integrated water management, biodiversity and habitat enhancement and connections, green infrastructure provision and sustainable use of energy and materials.

Objective 4.4 Whole of life
Ensure the design is appropriate having regard to ongoing maintenance, operations and upkeep; and effective governance arrangements are established to ensure its functionality, design quality and appearance is able to meet community expectations.
Creating Places for People: An Urban Design Protocol for Australian Cities
Objective 1.1 Sense of Place
Recognise, maintain and enrich the identity of the local neighbourhood. Develop a design that embodies the qualities, character and aspirations of the local community.

Objective 1.2 Responsive
Design and integrate infrastructure to respond and contribute to the unique and valued social, cultural and physical aspects of the local area. Demonstrate sensitivity to interfaces with neighbours.

Objective 1.3 Heritage
Respect and respond to Indigenous and non-Indigenous cultural heritage and local history.

Objective 1.4 Journey
Enrich the civic identity of the rail corridor, to enhance the journey and to create engaging and memorable experiences for commuters.

Objective 1.5 Consultation
Enhance the quality of project outcomes by working closely with affected stakeholders and communities to identify and prioritise key local issues & opportunities.

Objective 2.1 Integration
Provide an integrated design aligned with analysis findings, local government and community vision and relevant broader government policies.

Objective 2.2 Reconnect
Reconnect communities if previously severed by infrastructure intervention, and foster community cohesion.

Objective 2.3 Urban renewal
Identify and optimise IDOs at an early stage. Demonstrate how the new works will integrate with and catalyse future urban renewal.

Objective 2.4 Future-proofing
Respond to strategic transport and land use planning for the broader precinct.
LXRA UDF

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Melbourne Metro Rail
Project UDS contents

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<th>Design to be generally in accordance with the Urban Design Strategy</th>
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<td>Urban Design and Landscape Plans must be developed and implemented for permanent above-ground buildings or structures (excluding preparatory buildings and works) in accordance with the North East Link Project – Incorporated Document. The design response must be generally in accordance with the North East Link Urban Design Strategy and, to the extent practicable:</td>
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<td>• Avoid or minimise landscape and visual, overlooking, and shading (with reference to EPR LP4) impacts in extent, duration and intensity</td>
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<td>• Maximise opportunities for enhancement of public and private receptors including public amenity, open space and facilities, and heritage places resulting from the project.</td>
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<td>Principle 1 – Identity</td>
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<td>1.1</td>
<td>Sense of place</td>
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<td>There is a missed opportunity to signpost this important gateway through responsive architectural elements as seen at similar interchanges in Melbourne.</td>
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<td>1.3</td>
<td>Landscape &amp; Visual Amenity</td>
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<td>Proposed works are not considered to be ‘sensitively enhanced’ to reduce physical and visual impacts.</td>
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<td>Existing Landscape Character</td>
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<td>It is unclear how the ‘land hungry’ Project and proposed viaducts are sensitive to the landscape character of the surrounds particularly at its residential edges.</td>
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<td>Architectural Contribution</td>
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<td>Proposed elevated roadways and noise walls are not considered to make a ‘positive architectural contribution’ to the surrounds.</td>
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<td>The Project does not offer any wayfinding elements at this important Interchange for road users or other.</td>
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<td>Integration with context</td>
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<td>The Project is forceful to its residential edges and it is unclear how the siting of proposed elevated infrastructure proximate to residences is a successful integration with context.</td>
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<td>3.2</td>
<td>Integration of design</td>
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<td>As above (3.1).</td>
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<td>3.4</td>
<td>Minimise footprint</td>
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<td>The Project is ‘land hungry,’ consuming large portions of existing landscaped medians and is forceful to its residential edges.</td>
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Level crossing removals in trench

- Bonbeach
- Edithvale
- Bentleigh
- Mackinnon
- Approx 1km in length
Potential pedestrian crossing across Station Street.
Manoeuvring existing pedestrian access through a pedestrian entrance.
Potential for landscaping along road line.
Existing pedestrian level crossing to be removed.
Shared walking and cycling path.
Sky rail protesters march en masse in Hughesdale
New sky rail station opens - and residents are happy about it

By Tom Cowie
April 16, 2018 – 5.31pm

More trains are taking to the air in Melbourne’s south-east after the latest stretch of the state government’s controversial sky rail was opened to the public – and nearby residents are mostly happy about it.
More than a year on, has 'sky rail' turned suburbs into ghettos?

More than a year after the first train ran along elevated rail lines in Melbourne’s south-eastern corridor, residents say ‘sky rail’ has increased quality of life and added to the vibrancy of local communities, and realtors say fears of a property price plunge have been assuaged.

Stretches of rail bridges between Caulfield and Dandenong and Cranbourne and Pakenham were part of a $6.6 billion policy to remove 50 level crossings successfully taken to the 2014 state election by the Daniel Andrews-led Labor opposition.