

Guideline for the development of an Urban Design Strategy

LUD 001

Version 1

Purpose:	The purpose of this document is to improve the preparation and development of an Urban Design Strategy.
Scope:	This document includes considerations and activities relevant during the development of an Urban Design Strategy document. It provides relevant principles, recommended structure and good examples of Urban Design Strategies.
Applicability:	This document will assist landscape architect lead teams to produce an Urban Design Strategy in collaboration with a range of disciplines and stakeholders.

1 What is Urban Design

Urban design is the practice of shaping the built environment to improve the quality and liveability of cities and towns. It is much more than the appearance of the built environment as it relates to the functional, environmental, economic, and social outcome of places. Urban design operates from the macro scale such as city-wide transport networks, through to the micro scale, considering elements such as lighting and noise walls.

1.1 Urban Design within transport infrastructure aims to ensure that:

- The broader state transport vision is addressed, and that transport infrastructure is a key element that contributes to the structure, form and quality of adjoining Council operated infrastructure and the communities that use it.
- The quality of design contributes both to the quality of public space, adjoining built environment and the transport user experience.
- Upgrades are site responsive and minimise the visual and physical impacts of the built elements on the surrounding environment, particularly residential areas, or other ecologically sensitive environments such as creek or river corridors. Any upgrade works are sympathetic with the existing transport corridor.
- All systems of movement along and across the corridor are integrated into the design of the project with direct connections and access to communities and activity centres.
- An integrated urban design outcome is achieved that incorporates built forms within the transport corridor such as bridges, noise walls, retaining walls, underground/overhead services, safety barriers, signage and lighting to ensure visual continuity.
- The design respects and responds to the values and aspirations of Traditional Owners and the broader community.

1.2 Purpose of an Urban Design Strategy

An Urban Design Strategy (UDS) helps to ensure high quality urban design outcomes are achieved by major projects or works within the transport corridor by:

- setting the long-term vision for the corridor from an urban design perspective,
- setting principles and objectives that respond to the local context and environment and the urban design aspirations of the community,
- guiding all design disciplines and decision makers on how urban design will integrate the project objectives,
- establishing and communicating the urban design for the project and quantitative and qualitative design benchmarks,

- ensuring a consistent approach in delivering outcomes across different procurement models and construction delivery methods, and guide medium to long term upgrade works and ongoing maintenance within the corridor.

1.3 Timing and Collaborative Design

1.3.1 Timing:

An Urban Design Strategy should be developed prior to the procurement of the relevant delivery model.

1.3.2 Collaborative Design Process:

Urban Design is a collaborative effort and draws on the skills of many disciplines. The landscape architect lead team producing the strategy will need to collaborate with a range of disciplines and stakeholders. The following stakeholders may be involved in the collaborative design process, depending on the size, scope, and context of the project:

- Traditional Owners
- Broader Community
- Councils
- Urban designers and architects
- Transport planners
- Transport road and traffic engineers
- Service Authorities
- Structural engineers
- Ecologists
- Arborists
- Office of the Victorian Government Architect

2 Development of an Urban Design Strategy

2.1 Site Analysis

2.1.1 Urban Design Analysis

Detailed site analysis covering land use, landscape elements, connectivity and built form. Analysis information shall extend beyond the project reservation and document adjacent land use and urban design elements as well as future land use, built form, planning controls, connections with activity centres. The analysis developed throughout this stage, should be used to develop the project principles and objectives.

2.1.2 Land use:

- adjacent existing and future land use,
- built form,
- planning overlays and controls,
- connections with activity centres,
- Council urban design frameworks and masterplans.

2.1.3 Landscape elements:

- site context plan,
- landscape character,
- areas of cultural and historical significance,
- areas of flora and fauna significance and habitat,
- survey of existing vegetation,
- specific micro-climatic planting influences,
- opportunities to reinforce existing features,

- constraints imposed by power lines, pylons or other services,
- contaminated soil issues,
- potential soil and erosion problems,
- water sensitive road design,
- potential flooding issues.

2.1.4 Connectivity:

- dedicated walking and cycling paths, shared use paths and informal walking tracks,
- connections of paths with pedestrian bridges and adjacent open space reserves.

2.1.5 Built Form / Architecture:

- built form adjacent to the project,
- bridges over and under the alignment,
- noise attenuation walls,
- public safety barriers, protection screens and privacy screens,
- retaining walls and flood walls,
- road safety barriers – concrete, pier protection barriers, guard fence, wire rope,
- gantries, signage and managed motorway infrastructure,
- road and feature lighting,
- sculptural elements,
- existing and proposed advertising along the project that is clearly visible from within the reservation.

A summary of this analysis work will form part of the main body of the UDS, and relevant corridor context analysis plans can be included in the Appendix or as a separate report.

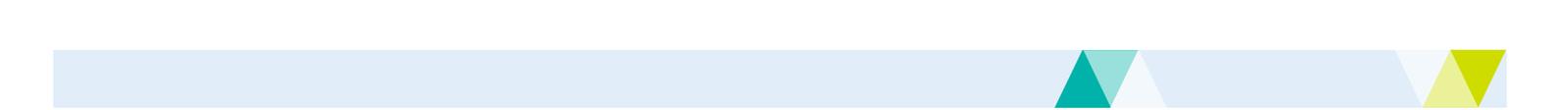
3 Strategy Development

3.1 Urban Design Strategy Development

Development of the urban design vision, principles and objectives that respond to the detailed site analysis and align with the transport and project objectives. The strategy will also include requirements and benchmarks for urban design elements.

3.1.1 The Urban Design Strategy should include:

1. Executive Summary
2. Introduction: Project background, policy and strategic context, content and structure
3. Urban Design Vision
4. Corridor Context Analysis Summary
5. Urban Design Principles and Objectives – *[Note: Creating Places For People: an urban design protocol for Australian Cities, can provide a starting point for principles]*
6. Requirements and qualitative benchmarks for urban design elements, including:
 - noise attenuation walls,
 - bridges and railings,
 - bridge barriers (e.g., public safety barriers, protection screens, privacy screens),
 - undercroft areas,
 - underpasses,

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- retaining walls and flood walls,
 - gantries, signage and managed motorway,
 - road and feature lighting,
 - fences,
 - road furniture,
 - earthworks and land forming,
 - open cuttings,
 - vegetation retention,
 - landscape treatments,
 - water sensitive urban design,
 - cycling and walking paths,
 - integrated and public art,
 - project buildings and ancillary structures,
 - rest areas,
 - car parks,
 - site specific urban design elements,
 - materials and finishes.

4 Examples of Corridor Urban Design Strategies

The format and content of urban design strategies can vary depending on the context. These documents provide examples of the scope and quality expected for corridor urban design strategies:

- M80 Ring Road Upgrade - Urban Design Strategy, 2010
- M2 Citylink – Tullamarine Freeway Urban Design Strategy, 2015
- North East Link Urban Design Strategy, March 2020 (found on website: bigbuild.vic.gov.au)

Document Information

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1.0	November 2023	First Release

Interpretation

In this document, except where the context otherwise requires—

- The word “must” is to be understood as denoting a requirement which is mandatory.
- The word “should” is to be understood as denoting a requirement which is not mandatory but recommended.
- The word “includes” in any form is not a word of limitation. Mentioning anything after “includes” or similar expressions (including “for example”) does not limit what else may be included.
- A reference to a section, clause, schedule or appendix is a reference to a clause of or schedule or appendix of this document.

Nomenclature

Where any of the following symbols are used within this document, the textual description provided to the right is its intended meaning:

- ① This symbol intends the accompanying text to be read as INFORMATION. Common information accompanying this symbol includes RATIONALE and GUIDANCE for the associated requirement.

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Appendix A

M80 Ring Road Upgrade - Urban Design Strategy, 2010

Appendix B

M2 Citylink – Tullamarine Freeway Urban Design Strategy, 2015