

## **Table 4: Changes proposed to the Urban Design Framework**

The Urban Design Framework (UDF) submitted by the Linking Melbourne Authority as part of the CIS is unacceptable and of poor quality. Moreover that document cannot be modified or edited to lift it to a professional standard and make it acceptable to the broader Community.

The Table below therefore presents an alternative *Better UDF* for consideration by the Assessment Committee that draws on the various community submissions that were presented during the Public Hearings. Whilst it certainly won't satisfy many parts of the community it is considered to be significantly better than the LMA UDF.

The shortcomings and poor quality of the UDF were highlighted by DTPLI officers within the Urban Design Unit who raised their concerns. (See *DTPLI Brief to Deputy Secretary 15 Oct 2013*). It is also notable that the LMA say the Reference Design is not intended to be a reflection of the UDF. The Reference Design is also not what will be constructed.

The Urban Design Charter is a commitment by the Victorian Government to make cities more liveable through good urban design. As it is a commitment, the community naturally expects that the Charter be adhered to in the planning and assessment of a major infrastructure project through the middle of our great city.

The Charter states that good urban design requires organisations to adopt key strategies such as integrating urban design in projects from their conception. In contrast, the draft UDF for the East West Link (EWL) project was prepared after the preparation of the Reference Design and moreover, the consortium commissioned to develop the design did not include any urban designers. The Charter has clearly not been followed

It follows that a revised UDF cannot itself be created for the Reference Design because this would again be putting the cart before the horse.

We have therefore taken a different approach and developed an alternative *Better UDF* that should be used by the bidders to prepare their final design based on the outcome from the planning approvals process, when the major features of the proposal are redefined.

We appreciate that the bidders will need to substantially amend their first round bids which are to be submitted to the LMA by the end of April. This is a consequence of the overlapping timing the Government has set by not having the planning issues resolved before seeking construction bids. The current timetable provides for the bidders to submit final bids after the Minister makes a decision on the Assessment Committee recommendations. This should be based on a new UDF along the lines of the one proposed below.

**The Assessment Committee is invited to compare the two documents to appreciate just how bad the jargon and motherhood statements used by the LMA are.**

**COMMUNITY ANALYSIS OF THE DEFICIENCIES IN THE COMPREHENSIVE IMPACT STATEMENT  
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<b>1. DESIGN AND INTEGRATION</b>
<b>1.1. The project must achieve an integrated design outcome that ensures the EWL increases amenity and adds to the areas and corridors it affects, including:</b>
<p>1.1.1. <i>Minimise the visual impact of freeway structures including roads at surface level, exit and entry ramps, bridges and elevated structures, tunnels, portals, and ventilation structures</i></p> <p>1.1.2. <i>Quality design for all ancillary structures to the freeway including noise barriers, retaining walls, signage, tolling infrastructure, lighting, fencing and safety barriers</i></p> <p>1.1.3. <i>Enhancement of Pedestrian and cyclist paths, including all crossings</i></p> <p>1.1.4. <i>Give priority to public transport routes and infrastructure, and passenger access routes</i></p> <p>1.1.5. <i>Enhance Public spaces including streets, parks, plazas and associated design elements including earth forming, planting, signage, lighting and any furniture</i></p> <p>1.1.6. <i>Utilise remnants of land acquired for construction of the project, for open space and appropriate consolidation and redevelopment for uses as appropriate to the context.</i></p>
<b>1.2. The project must be responsive to its context.</b>
<p>1.2.1. <i>The design must be responsive to and integrated with existing landscapes, cultural heritage, land uses, and urban character of precincts along the alignment.</i></p> <p>1.2.2. <i>The project must contribute to the realisation of established objectives for locally affected environments as set out in all relevant precinct plans, streetscape plans, master plans, etc with particular attention being given to the Royal Park Master Plan and Moonee Ponds Creek Management Plan.</i></p> <p>1.2.3. <i>Resident amenity and open space must not be worse off than current conditions</i></p>
<b>1.3. The project must be carefully resolved and finely executed, as a design that is sustainable, functional and adaptable for future needs.</b>
<p>1.3.1. <i>Rationalise the form, finishes and siting principles for all road and street furniture, lighting, signage housings and other miscellaneous items to minimise visual clutter, and consistent with adjacent Council established design standards</i></p> <p>1.3.2. <i>In some situations this may require extrapolation of guidelines prepared for other sites within the municipality (e.g. City of Melbourne 'Docklands Design and Construction Standards - Public Infrastructure Works').</i></p> <p>1.3.3. <i>A graffiti management strategy is required for the road and the open space network for the life of the project. The siting and design of walls, noise attenuation treatments and other elements and the choice of materials, colours and surface finishes is to minimise their attractiveness as a target for graffiti.</i></p> <p>1.3.4. <i>Incorporate sustainable design approaches into the project as a whole, and its elements. Consider materials for the design that minimise embodied energy use, and maximise positive impacts</i></p> <p>1.3.5. <i>Materials and details must allow reasonable ease in repair, replacement or recoating and maintains design character, expression and features to age gracefully</i></p> <p>1.3.6. <i>Provide accessibility and functionality for ease of maintenance.</i></p> <p>1.3.7. <i>Materials and detailing should be robust; colours and textures should be integral to materials, not applied finishes; if applied, finishes must be highly durable and able to be repaired with ease, and appropriate to maintaining the longevity of urban design concept</i></p>

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<p><b>1.4. The project must be designed to avoid impacts on residences, open space and the landscape and where this is not feasible, must minimise these impacts.</b></p>
<p>1.4.1. <i>Select an alignment and length for the tunnel, ramps and viaducts to avoid the displacement or dislocation of residences,</i></p> <p>1.4.2. <i>Avoid the loss of open space and minimise amenity impacts to these sensitive receptors both during the construction and operation of the project.</i></p> <p>1.4.3. <i>Maximise the use of bored tunnel with mounding over ramps and portals where possible to minimise the visual impact and loss of open space. Tunnel portals in the middle of Royal Park must be avoided and if actually required they must be placed at the edge of the park.</i></p>
<p><b>1.5. Where open spaces are created over underground structures including road tunnels, ventilation infrastructure, etc. (e.g. with cut-and-cover tunnel construction) the following guidelines should be applied as appropriate to the particular site:</b></p>
<p>1.5.1. <i>Maximise plantings in positions within the space where there is natural ground with space for root growth, and use spaces over structures for activities and facilities that suit open, treeless sites;</i></p> <p>1.5.2. <i>Where containerised plantings are the only option, consolidate plantings into fewer, larger planters to provide flexibility in replanting over time, and where appropriate use lawns, ground covers or shrubs in containerised situations rather than trees, as these can be reinstated more easily.</i></p> <p>1.5.3. <i>Provide at least 1.5m depth of soil and ensure that structures below planted areas must have the capacity to support at least 1.5m depth of saturated soil and associated live loadings including maintenance vehicle access.</i></p>
<p><b>1.6. The project must achieve a design response that is well conceived, innovative, responsive, and engaging and that will be enduring in expression. It must make a positive contribution to locally affected environments, and more widely to Melbourne’s cultural identity and reputation for design innovation and excellence</b></p>
<p><b>2. PUBLIC SPACES AND CYCLE PATHS</b></p>
<p><b>2.1. The project must create useable and high quality public spaces.</b></p>
<p>2.1.1. <i>Spaces associated with, affected by or created by the project are to be <b>accessible, usable, inclusive, and pleasant</b> to be in.</i></p> <p>2.1.2. <i>Provide security through design to ensure an environment that supports safe behaviour, and is perceived as being safe.</i></p> <p>2.1.3. <i>Create, and support the creation, of active building frontages onto streets and public spaces - particularly in Alexandra Pde.</i></p> <p>2.1.4. <i>Exclude the use of elevated structures in existing non-industrial/commercial areas</i></p>
<p><b>2.2. Create new open space, community and recreation facilities and upgrade existing facilities. Improve accessibility, inclusiveness and general amenity for the community in areas affected by the project, which dependent on the chosen project alignment may include the following areas:</b></p>

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<p>2.2.1. <i>The Merri Creek and Yarra Bend Park open space in the vicinity of the new road structures</i></p> <p>2.2.2. <i>The connection from Yarra Bend Park to Alexandra Parade by the proposed relocation of Groom Street/Trenerry Crescent Overpass</i></p> <p>2.2.3. <i>Reinstatement and enhancement of the landscape character of Royal Park and Moonee Ponds Creek Linear Park and other open spaces, in accord with respective master plans</i></p> <p>2.2.4. <i>Playing fields, recreation spaces, wetlands and associated areas of Ross Straw Field and Moonee Ponds Creek Linear Park facilities</i></p> <p>2.2.5. <i>The recreation facilities, community centre, community gardens and associated areas of Debneys Park</i></p> <p>2.2.6. <i>Expedite return of community facilities (progressively where applicable) as soon as they are no longer required for active construction activities</i></p> <p>2.2.7. <i>Ormond Park, Holbrook Reserve and other open space in Moonee Valley</i></p> <p>2.2.8. <i>Moonee Ponds Creek as an urban parkland, waterway and walking/cycling and habitat corridor between Royal Park and Docklands, through the Arden-Macaulay and E-Gate urban renewal precincts and north between Racecourse Road and Moreland Road</i></p>
<p><b>2.3. Minimise overshadowing of public spaces and private land.</b></p>
<p>2.3.1. <i>Overshadowing of residential properties and open space, waterways and valuable habitat by noise barriers or other noise attenuation structures is to be minimised.</i></p>
<p><b>2.4. Streetscapes</b></p>
<p>2.4.1. <i>Protect existing streetscapes including Alexandra Parade, Bendigo St, Bent St etc.</i></p> <p>2.4.2. <i>Minimise the impact on adjacent streetscapes through elevated structures intruding into medium and distant views</i></p> <p>2.4.3. <i>Where possible enhance existing streetscapes by minimising the impact of through traffic and creating local uses such as open space (eg relocate the Alexandra Pde to the south side to improve local amenity)</i></p>
<p><b>2.5. Create and enhance pedestrian and bike paths that provide for local connections and linkages to the wider Principal Bicycle Network. New pedestrian and bicycle paths are to maintain and extend local connectivity, including linking to relocated and new community facilities, open spaces and urban renewal areas. In particular:</b></p>
<p>2.5.1. <i>A new Eastern Bike arterial from Chandler highway to Hoddle St</i></p> <p>2.5.2. <i>A new Bikepath through the new Alexandra Pde parkland with connections to Carlton</i></p> <p>2.5.3. <i>Extend and enhance existing at grade pedestrian and bike connections, including along and across Hoddle Street, Alexandra Pde, Princes St and Elliott Avenue/Macarthur Rd, Flemington Rd and the Moonee Ponds Creek corridor.</i></p> <p>2.5.4. <i>Provide connectivity of new trails to the Yarra Bend Trail, Capital City Trail, Upfield Rail Trail and Moonee Ponds Creek Trail.</i></p>
<p><b>2.6. Ensure clear signage and improve way finding and legibility where new road infrastructure connects with existing roads.</b></p>

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<b>3. ENVIRONMENTAL PERFORMANCE</b>
<b>3.1. The project must support environmental outcomes for the immediate site and contribute to targets for the wider urban area.</b>
<p>3.1.1. <i>The design is to enhance the landscape amenity and biodiversity of areas along the corridor and surrounds.</i></p> <p>3.1.2. <i>Ensure a net increase in tree canopy within the project area, in particular with greater provision of shade over paved surfaces.</i></p> <p>3.1.3. <i>Contribute to the integration of storm water catchment and management and integration into open space treatments.</i></p> <p>3.1.4. <i>Enhance habitat values for native animals.</i></p>
<b>3.2. Water Sensitive Urban Design</b>
<p>3.2.1. <i>Integrate Water Sensitive Design into road and public space solutions to achieve sustainable water and resource management.</i></p> <p>3.2.2. <i>Employ best practice treatment of water run-off through swales and biofiltrations systems as appropriate.</i></p> <p>3.2.3. <i>Include water harvesting for roadside landscape and open space irrigation, wherever possible.</i></p> <p>3.2.4. <i>Provide measures to mitigate the urban heat island effect through effective urban design and adequate planting.</i></p> <p>3.2.5. <i>Maximise permeability opportunities within road and associated hard landscape areas.</i></p>
<b>3.3. Plant selection, design and layout are to:</b>
<p>3.3.1. <i>Be well-implemented with appropriately selected species that ensures a low maintenance, thriving and enduring outcome.</i></p> <p>3.3.2. <i>Maximise performance, long term viability and contribution to the landscape character, amenity and design concept as a whole by considering local conditions and existing character, microclimates and uses</i></p> <p>3.3.3. <i>Be designed to avoid or minimise requirements for ongoing irrigation; where WSUD and stormwater re-used schemes are not possible, watering should be for establishment periods only, and should generally use sub-surface irrigation</i></p> <p>3.3.4. <i>Maximise use of indigenous and native species, where viable in the context of microclimate and character.</i></p> <p>3.3.5. <i>Incorporate 'passive irrigation' using rainwater runoff into planting areas, and supported by maximising the extent of permeable ground surface.</i></p>
<b>4. IMPACT AVOIDANCE &amp; MINIMISATION</b>
<b>4.1. The project must avoid and then if not feasible, minimise detrimental impacts upon sensitive uses and places including existing residential zones, heritage precincts and parklands.</b>
<p>4.1.1. <i>Protect and enhance public views and vistas, with particular regard for:</i></p> <ul style="list-style-type: none"> <li>• <i>Pedestrian viewpoints in streets, parks and other spaces</i></li> <li>• <i>Views from higher points in Clifton Hill, throughout Royal Park and around the Moonee Ponds Creek valley</i></li> <li>• <i>Views from and to heritage areas and features</i></li> </ul> <p>4.1.2. <i>Design noise barriers and other structures to positively address both the road side and community side of barriers.</i></p>

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<p>4.1.3. <i>Protect Avenue trees in Flemington Rd</i></p> <p>4.1.4. <i>Avoid the escape of dust and noise from construction areas</i></p>
<p><b>4.2. The design should minimise the extent of intrusive elements and locate them to avoid and then minimise their adverse impacts:</b></p>
<p>4.2.1. <i>Minimise the extent of elevated roadway and associated above-ground infrastructure and then locate them within existing industrial/commercial zones or within the footprint of existing infrastructure.</i></p>
<p><b>4.3. Protect sensitive uses from noise impacts, in particular residential areas and public spaces</b></p> <p>4.3.1. <i>Noise barriers and mounds are to be fully integrated with structures landform and urban design for the project as a whole.</i></p> <p>4.3.2. <i>Overshadowing of residential properties and open space, waterways and natural habitat by noise barriers is to be minimised</i></p>
<p><b>4.4. Locate and design ventilation structures, signage, tolling gantries etc. to minimise their impacts on sensitive areas.</b></p> <p>4.4.1. <i>Ventilation structures are to be sensitively sited with due consideration given to the environment and amenity impacts within their immediate and surrounding urban context.</i></p> <p>4.4.2. <i>Ventilation structures should be at least 400 metres from the nearest existing residences or integrated into the urban fabric of new residential developments</i></p> <p>4.4.3. <i>Ventilation structures are to be designed to make a positive contribution through their form, scaling and detail, as innovative responses to the local environment</i></p>
<p><b>4.5. Avoid the use of Royal Park for interchanges or for connections to local streets. However, if tunnel portals or interchanges are required at the fringe of Royal Park, the design ornamentation is to be minimised to ensure that structures are visually recessive in relation to the surrounding landscape character.</b></p>
<p><b>4.6. Signage:</b></p> <p>4.6.1. <i>Advertising Signage: Third party advertising signs are prohibited within the project area during construction or operation of the road</i></p> <p><b>Non-essential promotional and directional signage: Signs promoting destinations that are not required as directional signage (e.g. to Federation Square) are prohibited within the project area during construction or operation of the road</b></p>
<p><b>4.7. Provide buffers within the project boundary along the alignment of elevated structures, as appropriate to the context, including:</b></p> <p>4.7.1. <i>Plantings in parkland and open space settings</i></p> <p>4.7.2. <i>Built form in urban streetscape settings</i></p>
<p><b>4.8. Within the constraint of the height required by the EPA licence, the vent structures should be designed to fit in with surrounding higher structures and avoid prominence in longer distance views</b></p>
<p><b>4.9. Avoid the removal or damage to heritage elements, mature trees and remnant vegetation and where this is not feasible, minimise these removals by selecting design variations that are based on a balanced view of the triple bottom line.</b></p>
<p><b>5. RECTIFICATION AND REINSTATEMENT</b></p>
<p><b>5.1. All facilities that require temporary removal must be reinstated in an optimal location and form, and to a standard not less than the existing. This includes:</b></p>

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<p>5.1.1. <i>Replacement facilities at the start of works to enable ongoing operation in which case new sites must be agreed.</i></p> <p>5.1.2. <i>Reinstatement of facilities after construction of the freeway (eg community playgrounds, vegetable gardens, community centres, sporting facilities etc).</i></p>
<p><b>5.2. Ensure a net gain in high quality, accessible and usable open space as a result of the project, and where possible improve the extent and quality of public spaces in the area.</b></p> <p>5.2.1. <i>Offset temporary and permanent loss of public open space.</i></p> <p>5.2.2. <i>Reduce divisions of open spaces and barriers limiting access to them.</i></p> <p>5.2.3. <i>Provide additional and/or improved public spaces that contribute to strategic objectives for the affected locality</i></p>
<p><b>5.3. Landscape and streetscapes affected during construction to be reinstated</b></p> <p>5.3.1. <i>Replacement trees shall, where practicable, be of the same taxon and on an alignment and at a spacing as close as possible to the original</i></p>
<p><b>6. BRIDGES AND ELEVATED ROAD STRUCTURES</b></p>
<p>6.1. <b>Bridges or elevated road structures are to contribute to an experience of gateway or provide landmark thresholds as appropriate in the context of the overall journey and local issues.</b></p>
<p>6.2. <b>Bridges and elevated road structures (including ramps) - must be enclosed (ie in a tube) to ensure that noise outputs from vehicular traffic is contained and does not exceed 63dBa (L<sub>10</sub> 18 hour). They are to be respectful of context and well-resolved in response to existing landmark urban elements, and they include:</b></p> <p>6.2.1. <i>CityLink - including existing sculptural, landscaping and sound attenuation elements at Melbourne CityLink Gateway and elevated structures along Moonee Ponds Creek</i></p> <p>6.2.2. <i>Eastern Gateway at Eastern Freeway - including proximate heritage elements such as the Shot Tower</i></p> <p>6.2.3. <i>Western Gateway at Footscray Road / Docklands Highway</i></p> <p>6.2.4. <i>Other local streets that may be associated with an connection to the freeway</i></p>
<p>6.3. <b>All elements of elevated structures, including associated services and lighting are to be designed to minimise their visual and spatial impact, while maximising their contribution to visual, acoustic and spatial amenity and character of the streets and open spaces they intersect, and to the identity of the project as a whole.</b></p> <p>6.3.1. <i>All bridges and elevated road structures are to offer integrated design solutions in terms of their form, elements, proportions and details. Structural solutions must integrate visual and spatial architectural and urban design considerations to ensure well-proportioned, elegant structural outcomes.</i></p> <p>6.3.2. <i>The design of areas under elevated structures is to be carefully designed and fully resolved to ensure their usefulness and amenity, particularly for public open space and access to natural light.</i></p> <p>6.3.3. <i>Opportunities to support compatible uses or activities to be located under or near elevated structures are to be maximised including for the following uses (cantilevered shared pathways, tennis courts, synthetic soccer pitches, Skate and BMX Track and ropes course). Carefully site or align piers or support structures to ensure the useability and positive urban qualities of undercroft spaces.</i></p> <p>6.3.4. <i>Any new road structures constructed on the fringe of Royal Park or in the Moonee Ponds Creek setting are to emphasise the dominance and broad context of the parkland and landscape, and minimise severance. The form, scaling, expression, materials, connections,</i></p>

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<p><i>details and finishes of structures must contribute to the character, identity and positive experience of the parkland.</i></p>
<p>6.3.5. <i>Ensure there is no additional overlooking of private open space and habitable room windows of residents potentially affected by the project.</i></p> <p>6.3.6. <i>Integrate any new road structures connecting with the Arden-Macaulay urban renewal area with the local travel networks and respect the proposed urban renewal aspirations.</i></p>
<p><b>7. TUNNELS</b></p>
<p>7.1. Tunnel portals and structures are to make a positive contribution to the road’s identity as a whole and to the local environments, through high quality form, expression, scaling, detail and materials.</p>
<p>7.2. Tunnel interiors should optimise road safety, driver experience and be easy to maintain and designed to avoid surface staining. Lighting and surface finishes are to contribute to the urban design quality and experience for users of the East West Link.</p>
<p><b>8. LIGHTING</b></p>
<p>8.1. Lighting is to be designed as an integral element of the urban design concept for the whole project to ensure functionality and efficiency are achieved.</p>
<p>8.2. Exercise care to minimise light spill and in particular avoid general illumination of residential areas</p> <p>8.2.1. <i>Minimise the visual impact during daytime of lighting infrastructure; lighting poles or columns should typically be lower than the prevailing tree canopy height in any given area.</i></p> <p>8.2.2. <i>Minimise intrusive illumination and stray light. Minimise light spill in sensitive areas including Royal Park, the Zoo, and residences. Use highly directional lighting and full cut-off lanterns to avoid glare, reduce waste and minimise sky glow.</i></p>
<p>8.3. Provide special lighting for major infrastructure, interchanges, gateways, movement corridors and ‘moments’, to contribute to way-finding and legibility.</p>
<p>8.4. Provide safe and non intrusive lighting for new and existing pedestrian and cyclist paths associated with the new road infrastructure.</p>
<p>8.5. Use energy efficient, vandal proof light fixtures that offer ease of access for maintenance.</p>
<p>8.6. Use lamps that emit ‘white’ light that provides a high level of colour rendition to increase visual comfort and enhance people’s sense of safety by allowing more accurate perception of colour, size and shape</p>
<p>8.7. Use lighting poles, brackets, and luminaires that add cohesion to the urban landscape and help to articulate hierarchies of major and minor routes, including routes connecting to and crossing the EWL. Use local authorities’ standards for lighting infrastructure for particular areas which have preferred design schemes.</p>
<p><b>9. INTEGRATED PUBLIC ARTWORKS</b></p>
<p>9.1. Incorporate major public artworks in key locations across the project that are responsive to the character of the urban setting. Do not install artworks within Royal Park.</p>
<p>9.2. Incorporate a series of smaller public artworks associated with the shared user path that could extend the existing trail of public artworks in place along the EastLink shared user path.</p> <p>9.2.1. <i>Where public artworks are proposed, employ a process for selection, commissioning, implementation and maintenance that ensures the works are of a high quality, and will endure.</i></p>