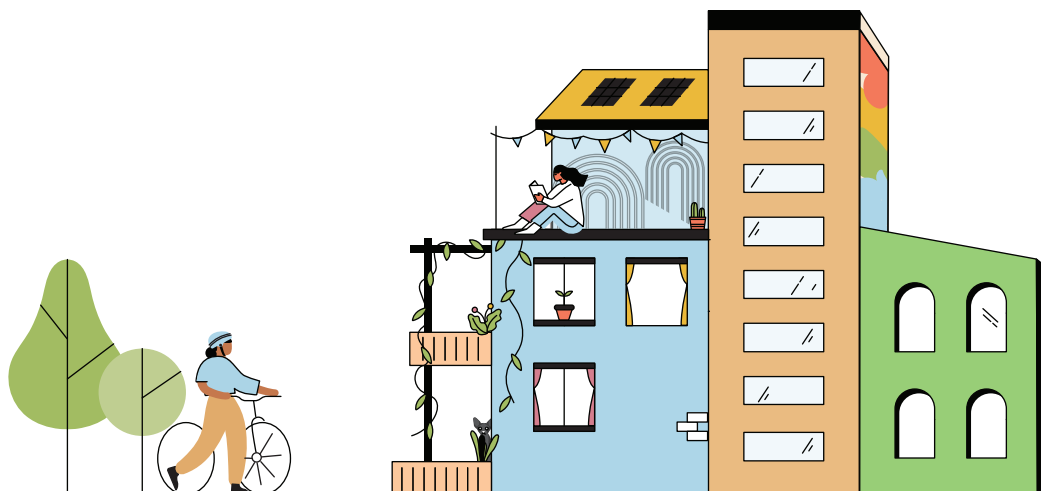




URBAN DESIGN GUIDELINES *for* VICTORIA 2.0

An Action from Plan for Victoria



Authorised by the Victorian Government, Melbourne
Department of Transport and Planning
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Victoria 3000

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Language statement

Language is important and can change over time, and words can have different meanings for different people. We recognise the diversity of First Peoples, their communities and cultures throughout Victoria. We have used the term 'First Peoples' to refer to all Aboriginal and Torres Strait Islander people who live in Victoria.

Disclaimer

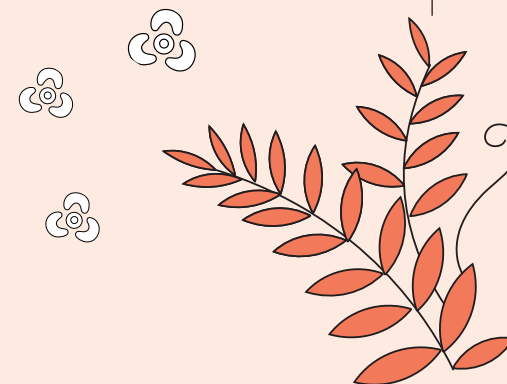
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ACKNOWLEDGEMENT OF COUNTRY

The Victorian Government acknowledges Traditional Owners in Victoria as the custodians of Country. We acknowledge their extraordinary strength and resilience in the face of historical and ongoing social, economic and legal injustices, maintaining their connection to Country.

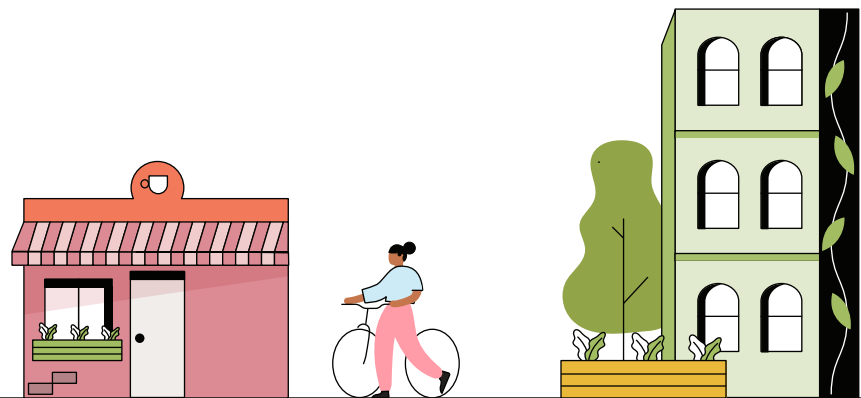
We pay our respects to Elders past and present, whose knowledge and wisdom have ensured the continuation of spiritual and cultural practices. We also acknowledge the diversity of First Peoples' communities in Victoria.



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Urban Design Guidelines for Victoria 2.0 has been developed by the Department of Transport and Planning in consultation with the Office of the Victorian Government Architect and Local Governments.





INTRODUCTION

The Urban Design Guidelines for Victoria 2.0 provide statewide guidance to support the planning, design and delivery of high quality urban environments across Victoria. They are intended to inform strategic planning, structure planning, transport planning, master planning and development planning processes where urban design outcomes are a key consideration.

Purpose and role of the guidelines

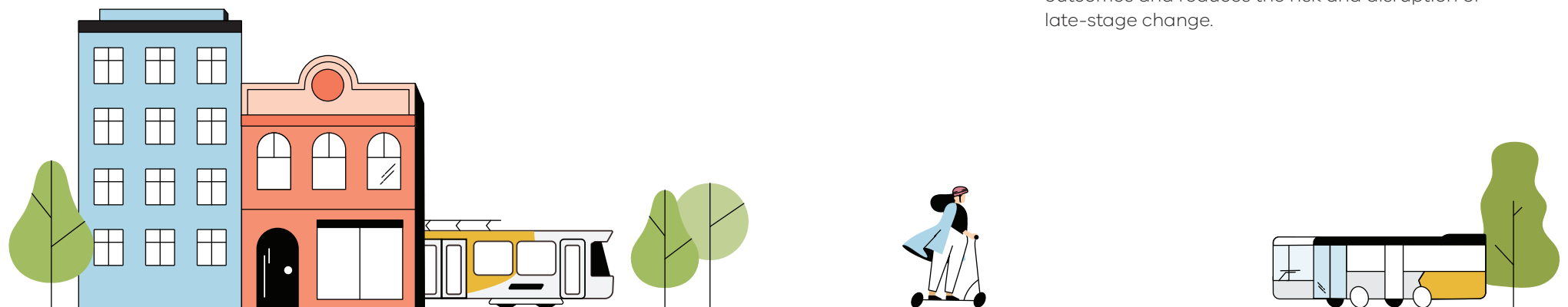
The guidelines operate as an information and communication resource, providing consistent expectations for urban design across government, industry and the community. They are designed to be used alongside planning scheme policy, structure plans, Movement and Place assessments, and other relevant state and local guidance.

The guidelines do not prescribe design solutions or replace planning standards. Instead, they articulate foundational practice to support professional judgement, encourage integrated design thinking, and improve the quality of places as Victoria grows and changes. It is important that context-specific work is done to ensure the design response is appropriate.

Process, judgement and collaboration

High quality urban design outcomes depend on both good guidance and good process. Urban design is an iterative and collaborative practice that brings together research, analysis, creative enquiry and testing to synthesise complex social, environmental, economic and spatial considerations into coherent place-based responses.

The guidelines support this process, but they do not replace the need for experience, judgement and collaboration. Effective urban design relies on informed decision-making across disciplines and over time, and on balancing competing considerations in response to context. Early integration of urban design thinking alongside technical and statutory considerations creates greater opportunity for integrated, cost-effective outcomes and reduces the risk and disruption of late-stage change.



WHAT IS URBAN DESIGN AND WHY IT MATTERS

Urban design is the practice of shaping the built environment to deliver great places that are functional, inclusive and enjoyable for people. It seeks to optimise the liveability, productivity and connectivity of cities and towns, and to improve the quality of the public realm as places grow and change. Urban design is about more than the appearance of built form. It also addresses functional, environmental, economic and social outcomes, including how places feel, work, and endure over time.

Urban design operates at multiple scales: from city and precinct structure, to streets and parks, to the detailed elements that influence comfort and safety such as lighting and edges. It is also a long-term process. Decisions made early can set patterns for movement, land use, microclimate and identity for decades.

Best practice urban design improves:

- the functionality, character and spirit of public places for individuals and communities
- comfort, accessibility, safety and inclusiveness for all users
- expression of social and cultural values associated with places and people
- socioeconomic diversity and economic vibrancy
- ecological performance, sustainability and resilience
- community connectedness, health, wellbeing and pride of place.



Updating the Urban Design Guidelines

In 2017 the Victorian Government developed the Urban Design Guidelines for Victoria to support state agencies, local governments and the development sector to create liveable urban environments with great buildings, streets and public spaces.

With the release of Plan for Victoria in February 2025, the Victorian Government is updating the guidelines to respond to Victoria's evolving growth context and the need for high quality public places that support daily life, access and wellbeing for everyone. This update builds on the intent and core principles of the 2017 guidelines, while responding to contemporary challenges, priorities and expectations.

This update focuses on:

- embeds Country and aspirations for Country within urban design through engagement with Traditional Owners in line with the Wurrek-al 'Talking with Purpose' First Peoples Engagement Framework
- contemporary benchmarks for medium to higher density development
- alignment with the Movement and Place Framework to integrate transport and land use functions
- climate-responsive guidelines including tree growth, urban heat and flood risk
- gender-sensitive design
- designing for all ages and abilities.

How to use the guidelines

The updated guidelines is organised in four chapters. Each chapter sets out a series of design objectives that describe the outcomes the guidelines seek to achieve. Case studies are included to demonstrate how built projects have applied the principles through both process and outcome.

The guidelines are intended to support further work by local governments and development practitioners to respond to local context and conditions, and provide more detailed guidance, advice and advocacy for better design where appropriate. The four chapters are:

1. Urban structure

Supports structure planning, master planning, development planning and transport planning.

2. Streets

Supports structure planning, Movement and Place assessments, streetscape design and related work.

3. Public open space

Supports master planning, business cases and public open space concept design.

4. Built form interfaces

Supports structure planning, master planning and development planning, with a focus on how buildings relate to the public realm.

APPRECIATING CONTEXT

Appreciating context is a fundamental urban design practice and a core component of design thinking. It establishes the foundation for defining the design problem, shaping the brief, testing options and evaluating outcomes. Context is not static or singular. It includes the environmental setting, cultural values, patterns of movement and activity, and the lived experience of people over time, as well as the strategic vision for future change.

Urban design begins with methodical observation and analysis of a site, its neighbourhood, and its broader connections. Document what is working well, what is not, and where change can produce public benefit. Analysis should be referred to throughout the design process as decisions are made and refined.

Good starting questions are: *What is the desired future context of this place? How can the proposal leave it better than it was found?*

Appreciating context does not mean replicating existing conditions or freezing character in time. Cities and towns evolve, and urban design must respond to this change deliberately. Understanding context enables proposals to reinforce valued qualities, address existing shortcomings, and guide how new development contributes positively to the preferred future character of a place.

Investigative lines of enquiry to inform the design response can include:

1. Country, ecology and environmental setting

- Understand the pre-colonial geography and ecological context (land, water and sky forms) and identify opportunities to maintain, repair or celebrate Country. Work with Traditional Owners guided by the principle of self-determination and in line with the Wurrek-al 'Talking with Purpose' First Peoples Engagement Framework.
- Identify local biodiversity values and opportunities to protect, extend and connect habitats (including remnant patches), and integrate ecological repair through landscape and blue-green networks.
- Consider climate and site conditions that shape comfort and performance (e.g. solar access, prevailing winds, topography, flooding, water movement and heat).

2. People, movement and access

- Identify patterns of movement for active transport, public transport and vehicles including desire lines and how the site is approached. Use this to respond to and improve existing networks.
- Identify key destinations within the area and how people access them. Identify where safety, comfort, legibility and inclusiveness can be improved including through overlooked routes and appropriate lighting.

3. Urban form, land use and public life

- Analyse land use, building types and scale, open space, public amenity and interfaces, and how these elements relate to the site and to each other.
- Identify what contributes to place character and identity, including cultural and social values, and how change can strengthen local distinctiveness while meeting the strategic vision for growth.
- Examine how places are used at different times of day and night and how design can support safety, comfort and activity through spatial arrangement and passive surveillance.

4. Site opportunities and constraints

- Identify site-specific opportunities and constraints (e.g. shape, orientation, levels, trees, views, noise sources, sensitive interfaces, servicing access) and document them clearly. Design should preserve and enhance opportunities and mitigate constraints.
- Produce simple diagrams to capture the analysis so the "why" behind design decisions remains clear through options development, detailed design and delivery.

As much as possible, design should be specific to context while enabling preferred future development patterns guided by the strategic vision for the broader area. Urban design should support cohesion across projects and corridors, while respecting local differences and the evolving needs of communities.

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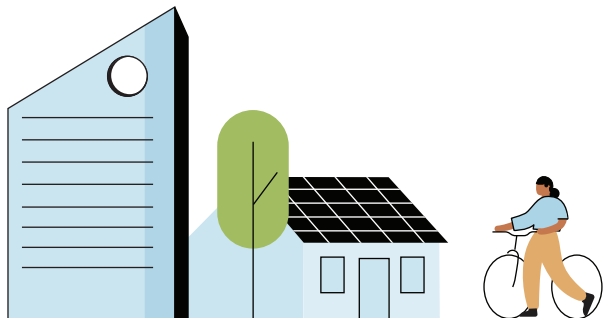
URBAN STRUCTURE



URBAN STRUCTURE OVERVIEW

Urban structure is the underlying spatial framework that organises natural systems, blocks, streets, movement networks, public spaces and land uses across an urban area. It shapes how people move, where activity and density occur, how places connect and how urban areas adapt over time.

Unlike individual buildings or land uses, urban structure establishes long-term patterns that guide development, investment and public life over decades. Urban structure is made up of the interrelated elements shown opposite.



Urban structure components

Natural systems and landscape structure

- topography and landform
- waterways, floodplains and drainage
- blue-green corridors, tree canopy and ecology.

These shape climate performance, resilience and place character.

Blocks, lots and development patterns

- block size, shape and orientation
- permeability, lot arrangement and adaptability
- interface between uses.

These influence walkability, adaptability and development intensity.

Street and movement networks

- intended role and desired outcomes for each street
- walking and riding networks
- public transport corridors
- crossings and connections.

These determine how people move, how accessible places are and support active living.

Public open space and civic places

- streets as public spaces for ecology and people
- parks, squares and plazas
- civic and community focal points.

These support climate performance, social life, and economic vibrancy.

Centres, destinations and land use patterns

- precincts, activity and town centres
- key and local destinations and anchors
- relationship between housing, jobs and services.

These structure where activity, density and investment concentrate.

Infrastructure

- transport infrastructure
- utilities and services
- environmental and cultural constraints.

These influence how structure can evolve and where change is feasible.

Urban structure across scales

Urban structure operates across multiple, interconnected scales. Decisions made at larger scales set the framework for finer-grain outcomes.

This chapter focuses primarily on precinct, centre and neighbourhood scale urban structure, while recognising the role urban structure plays within broader regional system.



Regional and metropolitan scale

Defines the network of centres, major transport corridors, open space systems and environmental landscapes that shape settlement patterns.



Precinct and activity or town centre scale

Establishes the street network, block structure, public spaces, movement priorities and locations for density, services and civic uses.



Neighbourhood and block scale

Shapes walkability, permeability, access to open space, microclimate and the everyday experience of streets and places.

Relationship to other chapters

Urban structure implements and reinforces decisions relevant to other chapters:

Streets

The structure of natural systems, blocks and streets shapes how people move and informs the intended role and desired outcomes for streets.

Public open space

The location, role and connectivity of public open space should respond to the broader urban system.

Built form interfaces

Urban structure defines block patterns, street edges and the structure of precincts, centres and neighbourhoods, shaping how buildings should address streets and public spaces.



Design objectives for urban structure

- 1 Create a connected and legible urban structure
- 2 Strengthen environmental performance in the urban structure
- 3 Strengthen the role, hierarchy and performance of centres
- 4 Support distinctive sense of place as areas change
- 5 Integrate large sites with surrounding networks
- 6 Provide safe and inclusive public spaces and streets
- 7 Support diversity and adaptability in the urban structure
- 8 Design train station precincts as gateways to centres and integrated place anchors

A functional urban structure responds to local natural systems, adapts to a changing climate and supports the preferred emerging built form. Across all scales, it should enable safe, comfortable and accessible movement for walkers and support a strong sense of place.

Eight design objectives frame the guidelines in this chapter. These objectives guide design outcomes that largely apply to:

- new and renewing precincts, activity centres and town centres
- large development sites.

Large development sites or master-planned sites are those of a scale, complexity or strategic importance where development has the potential to significantly influence urban structure, movement networks, public space, built form and infrastructure beyond the site boundary.



1. Create a connected and legible urban structure

Establish a permeable and adaptable network of streets and blocks that prioritise walking.



Guidelines

- 1.1** Use topography, natural landform, landscape systems and water features to shape the overall street, block and open space framework, establishing a legible future urban structure that supports permeability, intuitive wayfinding and walkable movement, while minimising excessive cut and fill.
- 1.2** In new or renewal areas, clearly define the intended role and desired outcomes for each street, block structure and primary movement routes to support the preferred future development intensity and character.
- 1.3** Plan streets, paths and public spaces with direct alignments, clear sightlines and framed views to key natural and built landmarks to support orientation, legibility and intuitive navigation.
- 1.4** Block dimensions and grid spacing should respond to their role within the wider settlement structure with higher levels of permeability in centres and progressively larger block dimensions in lower density contexts.
- 1.5** Create permeable block layouts appropriate to context.
Consider:
 - Centre cores: block dimensions approximately 80 to 100 metres long and 40 to 80 metres wide, with perimeter of around 240 to 320 metres. Mid-block through links to facilitate pedestrian connections.
 - Other contexts: block dimensions typically 120 to 240 metres long and 60 to 120 metres wide, or block area of approximately 1 hectare, with a perimeter of around 600 metres.
- 1.6** Provide continuous and direct walking and riding routes to key local destinations, open spaces and public transport. Prioritise desire lines and universal accessibility.

1.7 Apply universal design principles to ensure walking routes are legible, safe and comfortable for people of all abilities. This includes generous footpath widths, shorter crossing distances, manageable gradients, and minimising barriers created by infrastructure or topography.

1.8 Where blocks or large sites front multiple streets provide publicly accessible through-block pedestrian connections to enhance permeability. Where full delivery is not immediately possible, secure and design the alignment to enable completion over time. Through-block connections should be clearly public, well overlooked, universally accessible and not compromised by servicing or private access functions.

1.9 Locate open space, community facilities, key local destinations and public transport in prominent locations accessible to walkers and riders to maximise visibility and use.

1.10 Where the intended place function prioritises people and activity, where appropriate, encourage a slow traffic environment or discourage vehicle through-movements through street layout and design that filters or redirects traffic while maintaining essential access.

1.11 Design street networks and major infrastructure corridors to avoid fragmenting communities or creating barriers to walking and riding. Where separation is unavoidable, provide frequent, safe and accessible active transport crossings integrated with the surrounding movement network.

1.12 With high pedestrian activity, design the street and path network to minimise conflicts between walking, riding and vehicular traffic by clearly prioritising movement functions and providing appropriate separation where volumes and speeds warrant.

Specific guidelines for centres with higher density

1.13 Plan service and freight vehicle movements and operations as part of the overall movement network to support a safe and active public realm for people and businesses. Locate loading, waste and servicing areas to rear or secondary frontages, lanes or service streets wherever feasible. Where rear or secondary access is not feasible, servicing from primary streets should be carefully designed to minimise pedestrian conflict and avoid undermining active frontages.

1.14 In centre cores, identify and design a network of pedestrian-priority or pedestrian-focused streets that support high levels of walking, riding, trading activity and social use.

1.15 In centres affected by transport corridors, prioritise safe, frequent and direct pedestrian and riding crossings to maintain walkable access between destinations and prevent severance of centre functions.

2. Strengthen environmental performance in the urban structure

Integrate ecological systems, manage heat, solar access, water and flood risk, and deliver long-term urban cooling and greening.



Guidelines

- 2.1** Use existing biodiversity, landform and hydrology to shape the layout of blocks, streets and public spaces, forming a connected blue-green network at the scale of the urban structure.
- 2.2** Retain and enhance local ecological systems (e.g. waterways, riparian corridors, habitats and corridors) and values, and facilitate access to nature. Where appropriate, identify areas for ecological protection and limited development. Support Traditional Owners to access Country and undertake cultural practices and caring for Country.
- 2.3** Design natural connections between existing and new habitats and open spaces to support ecological permeability and mobility.
- 2.4** Incorporate an integrated stormwater and water management system (e.g. capture, absorption, retention, treatment and reuse), including water sensitive urban design (WSUD) and active/passive irrigation, to support tree and plant health.
- 2.5** Avoid development in flood-prone areas where practicable. Where development is required, embed flood-responsive urban design that enables water to move and recede during floods while maintaining engaging, accessible public realm interfaces.
- 2.6** Locate floodable parks, blue-green corridors, or WSUD in known flood zones to store, slow and treat runoff.
- 2.7** Maximise green and permeable surface coverage to support climate adaptation, urban cooling, water management and biodiversity.
- 2.8** Elevate the role of streets in achieving local tree canopy targets and urban cooling, including by prioritising continuous canopy cover on walking routes and in heat-exposed locations.
Refer to [Trees for Cooler and Greener Streetscapes: Guidelines for Streetscape Planning and Design \(2019\)](#) for further information.

-
- 2.9** Following arboriculture assessment, retain and integrate mature trees as structural elements of block and street layout, and align development setbacks and paths to protect canopy and deep soil requirements.
-
- 2.10** Allocate continuous deep soil zones for large trees and biodiversity habitats during structure planning, paired with WSUD routes for filtration and passive irrigation. As a guide, aim for:
- locations with adequate good quality soil and volume to match tree species, and reliable source of water
 - minimum 1.5 metres wide deep soil zones for street tree planting
 - large sites with minimum 3 metres landscape setback, noting that this may not be appropriate in some higher density urban settings.
-
- 2.11** Locate trees where they can grow large without clashing with underground services or overhead lines. Adjust alignments, clearances and soil corridors accordingly. Where feasible, consolidate services below ground and align them beneath streets and paths to keep deep soil areas free for tree roots.
- In centres, bundle overhead cables to raise clearances and allow for larger trees. Where feasible, place power lines underground.
-
- 2.12** Layout and orient blocks, streets and public spaces to balance solar access and summer shade, supporting comfortable, safe and usable public places year-round.
-
- 2.13** Where streets and open spaces adjoin key destinations, design for solar access in winter, unless site-specific context justifies a different approach. As a guide, achieve at least 3 hours solar access between 10am to 2pm at the winter solstice, for at least 70% of the key identified open spaces.
-
- 2.14** Orient street and block patterns to manage wind comfort and leverage cooling breezes appropriate to local climate. Use local evidence (site analysis, coastal/inland conditions, topography, surrounding form) to support decisions.
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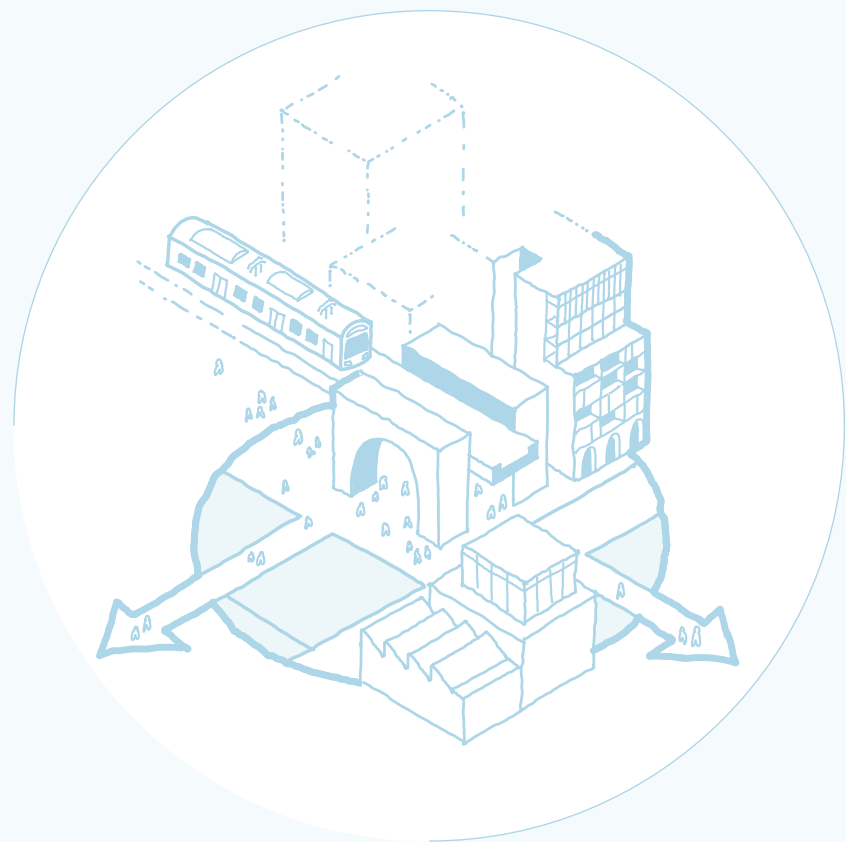
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- 2.15** Revitalise or re-naturalise urbanised water structures and open spaces, where possible, to improve biodiversity and water outcomes, cooling and community amenity.
-
- 2.16** Locate sensitive land uses (e.g. housing, schools) away from significant sources of air pollution (e.g. waste facilities, heavy industrial activities) and use street layout, setbacks and buffers to reduce exposure where separation is limited.
-
- 2.17** Embed biodiversity habitats, where possible across ground–facade–roof and at development interfaces, co-located with planting and water, to support species movement and cooling.
-
- 2.18** Use multistoreyed planting (canopy/mid/understorey) and a diverse mix of locally native species suited to future climate conditions to achieve a dense, continuous summer canopy, support biodiversity and reduce maintenance.
-
- 2.19** Where at-grade car park areas are provided, design them as climate-responsive elements with canopy trees, deep soil and WSUD to mitigate heat, improve amenity and support future adaptation or redevelopment.
-

Specific guidelines for centres with higher density

- 2.20** In centre cores and high-volume pedestrian streets and public spaces, maximise WSUD and water-capture opportunities as part of public realm design.
-
- 2.21** In locations vulnerable to heat exposure (e.g. centre cores, public transport streets and stops, high pedestrian activity areas), aim for adequate shade coverage across pedestrian areas, delivered through tree canopy or built shade.
-

3. Strengthen the role, hierarchy and performance of centres

Concentrate mixed uses, housing growth and public amenity within walkable distances of centres and public transport.



Guidelines

- 3.1** Locate centre cores adjoining train stations and tram corridors and concentrate medium to significant housing growth within a walkable catchment (typically within 800 metres).
Use direct walking connections, street permeability, topography and actual walking conditions, rather than fixed radius measures alone, to guide decisions on appropriate locations within and around centres.
- 3.2** Design centres so walking and riding are safe, convenient and attractive for people of all ages and genders. Ensure routes are direct, well lit, overlooked and supported by secure end-of-trip facilities located close to active frontages and public transport.
- 3.3** Use urban structure, block layout and land use distribution to enable complementary uses to locate within a short, comfortable walk of each other, reinforcing centre vitality, legibility and day-to-night activity, and enabling long-term adaptability and shared access to services and infrastructure.
- 3.4** Structure blocks, lots and building interfaces to support a diversity of tenancy sizes and formats over time, enabling adaptable retail, commercial and community uses as centres intensify.
- 3.5** Encourage lot consolidation and coordinated site master planning in centres to support density done well, efficient infrastructure provision and high quality public realm outcomes.
- 3.6** In centre cores, locate active ground floor uses that maximise pedestrian engagement, support retail and dining activity, and contribute to vibrant, walkable streets.

-
- 3.7** Minimise land use conflict through careful interface planning, including:
- locating non-residential uses along busier streets and residential uses on quieter streets, upper levels or secondary frontages
 - managing overlooking through building orientation, setbacks, level changes or transitional spaces.
-

- 3.8** Locate large format commercial, industrial and vehicle-intensive developments at the edges of centres.
-

- 3.9** Within centre cores prioritise walkable and rideable streets and engaging frontages by consolidating car parking into shared facilities accessed by multiple developments, or by relocating them to centre edges.

Locate intensive servicing, loading and vehicle access away (along rear or secondary frontages) from key pedestrian streets wherever feasible.



4. Support distinctive sense of place as areas change

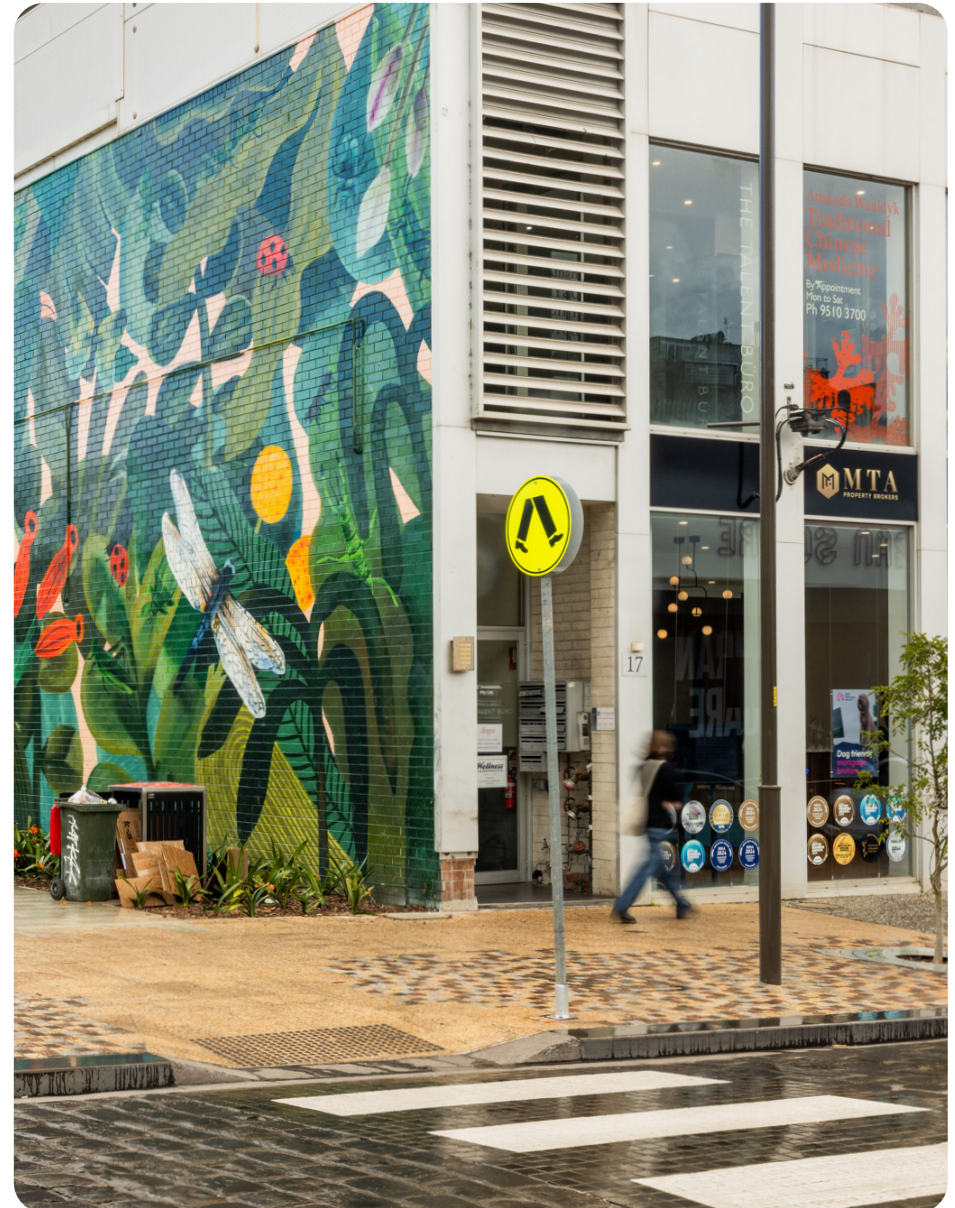
Shape the urban structure and public realm to celebrate Aboriginal Cultural Heritage and Values, significant built heritage, and contemporary cultural expression.



Guidelines

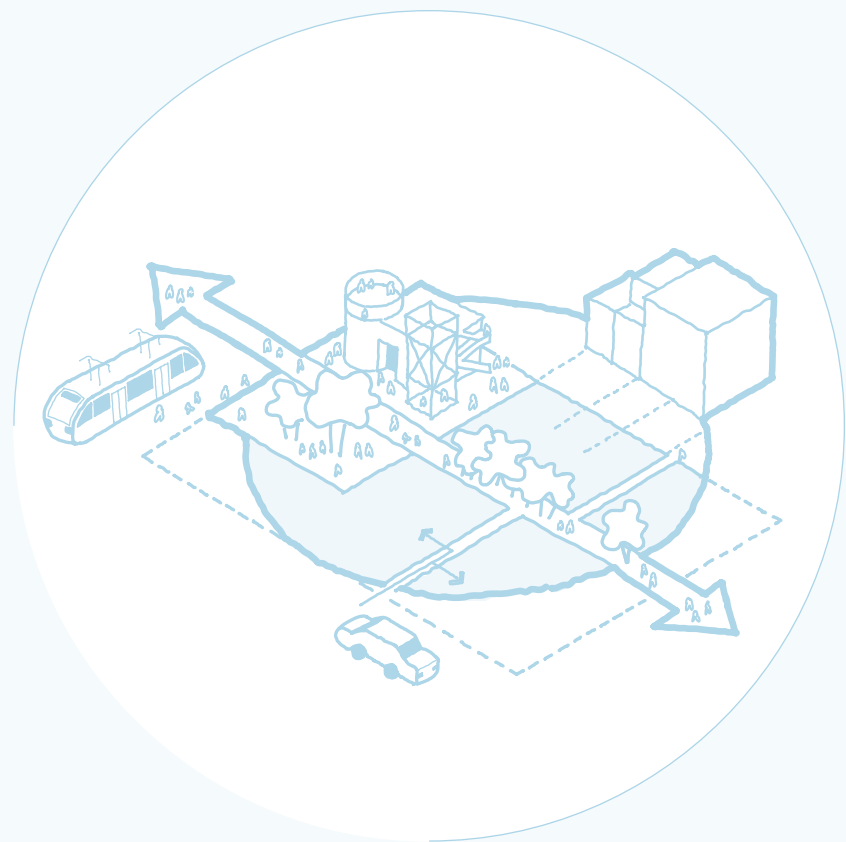
- 4.1** Meaningfully engage with Traditional Owners from the outset to embed aspirations for Country and Values into the structure of streets, open space and civic places. In line with the Wurrek-al 'Talking with Purpose' First Peoples Engagement Framework, consider in your engagement with Traditional Owners, the design of such things as key routes, landmarks and public spaces.
- 4.2** In preparing for engagement with Traditional Owners, undertake early mapping and analysis of Aboriginal Cultural Heritage and Values places and significant built heritage to inform:
 - elements to protect and keep legible
 - areas appropriate for change
 - opportunities to interpret and express cultural narratives through the movement network and public realm.
- 4.3** Use the layout of streets, blocks and public spaces to frame, retain and enhance viewlines to culturally significant and heritage landmarks (natural and built), strengthening identity, orientation and the public memory of place as change occurs. Work with Traditional Owners to determine what viewlines are culturally significant.
- 4.4** Use topography, landforms and water systems as place-defining structure. Align streets, civic spaces and open space to reinforce these features as everyday landmarks, supporting distinct local identity while accommodating the preferred future intensity.
- 4.5** Where built heritage value is present, prioritise adaptive reuse of buildings and durable public realm assets (including shared and multiuse infrastructure) to retain embodied cultural meaning and continuity, while enabling contemporary uses and upgrading performance over time.

- 4.6** In areas planned for significant change, use a coordinated street, block and public realm framework to establish a clear future character grounded in existing and emerging cultural identity. Avoid incremental fragmentation that erodes heritage legibility and dilutes sense of place.
- 4.7** Use purposeful variation in building heights and rooflines to support place legibility and landmarks. Respond to heritage settings, culturally significant places, and key civic spaces so the built form contributes to a recognisable skyline and local identity as density increases.
- 4.8** Where engagement with Traditional Owners in line with Wurrek-al 'Talking with Purpose' First Peoples Engagement Framework has identified Aboriginal Cultural Heritage and Values in relation with streets, public places or landscapes, consult with Traditional Owners to organise new development (siting, scale, interfaces and public realm) to integrate aspirations for Country, while still enabling well-designed change and the preferred intensity.
- 4.9** Where streets, public places or landscapes have identified built heritage of cultural significance, organise new development (siting, scale, interfaces and public realm) to respect and reinforce the valued attributes and setting, while still enabling well-designed change and the preferred intensity.
- 4.10** Identify and prioritise strategic public realm projects (key walking corridors, civic places, open space, blue-green corridors) as "identity projects". Work with Traditional Owners and local communities to embed cultural narratives and contemporary expression through landscape and spatial design, interpretive elements, public art and lighting.



5. Integrate large sites with surrounding networks

Master plan large sites to connect with surrounding street, block and open space networks for future permeability and public amenity.



Guidelines

- 5.1** Extend existing or proposed streets, links and through-block connections into and across large sites to integrate them seamlessly with the surrounding movement network to improve access and continuity.
- 5.2** Provide publicly accessible through-block connections aligned to surrounding streets and key destinations to support ease of movement and connectivity. This will typically apply where sites exceed walkable block dimensions, have multiple street frontages, or are suitable for accommodating new through public streets.
- 5.3** Where full public streets are not feasible, provide publicly accessible through-block walking connections aligned to surrounding desire lines, blue-green and open space networks to maintain walkable permeability along long frontages and across large sites.
- 5.4** Provide new open space and blue-green corridors through large development and masterplanned sites that connect to the broader open space network, supporting density done well and a cohesive blue-green network.
- 5.5** Where new streets are created through large sites, design them to deliver ecological and public amenity outcomes (e.g. generous space for trees, planting, WSUD and shade) within or adjacent to the street reserve, consistent with intended place functions.
- 5.6** When consolidating large sites maintain a fine-grained street frontage (e.g. multiple entries, frequent activation points and a human-scaled rhythm) along key pedestrian streets, so the public realm remains active and legible through staged delivery.

-
- 5.7** Consolidate and share parking, where possible, across multiple developments to make efficient use of land, reduce visual and space impacts, and improve walkability and rideability. Where at-grade car park areas are required (including interim arrangements), design them to support tree canopy, WSUD and safe walking and riding access, and avoid presenting large inactive edges to key streets.
-
- 5.8** Limit driveways and vehicle crossovers on pedestrian streets. Where access is required, consolidate into shared entries to minimise footpath disruption and conflicts with pedestrian desire lines and public transport stops.
-
- 5.9** Design large venues (e.g. stadiums, campuses, museums, cultural centres) so their edges contribute to daily public life. Do this through active ground floors where feasible, engaging frontages, substantial planting and high-amenity public spaces that integrate with the surrounding street network.
-
- 5.10** Where crowd management or security measures are required, integrate them through passive design (clear wayfinding, legible exits, lighting and sightlines) that supports inclusion and avoids unnecessary exclusionary barriers.
-
- 5.11** Integrate staging with adjoining developments so that early stages deliver (or protect) key streets, links and open space connections required for long-term permeability and network completion.
-



6. Provide safe and inclusive public spaces and streets

Support community life, encourage walking and riding, and enhance people's experiences of the public realm.



Guidelines

- 6.1** Provide high-quality and usable open space where people in medium to higher density developments can engage, access and overlook them (ideally within walking distance from where people live or work).
- 6.2** Streets and buildings adjacent to open space and public places should address and engage with them, contributing passive surveillance, activation opportunities, and clear edges between public and private space.
- 6.3** Align active transport networks with blue-green corridors and the open space network to enhance access to nature, legibility of routes and the quality of active transport journeys.
- 6.4** Reduce the frequency and width of vehicle access and crossovers along walking routes, consolidating access points where possible to minimise conflicts and improve safety, comfort and continuity for people walking and riding.
- 6.5** Locate drive-throughs and other vehicle-focused uses at the edges of centres, away from primary walking routes, public spaces and civic places.
- 6.6** Avoid interfacing public places and key walking routes with at-grade car park areas. Where at-grade car park areas are required, design them with substantial tree canopy, multistorey planting, WSUD and safe, direct footpaths. Provide natural or built shade where possible.
- 6.7** Along facades fronting pedestrian streets, provide frequent entries, windows and balconies to maintain visual interest and pedestrian engagement. Ensure facades are visually attractive with legible entries.

6.8 Where development fronts high-volume vehicle corridors, design ground floor interfaces to support pedestrian comfort, safety and environmental performance. This should balance desired level of activity and intensification of active uses, and may include reducing continuous glazing, increasing solid and articulated facade elements, and using setbacks, buffers or layered interfaces.

6.9 Prefer primary walking routes and public spaces to be open to the sky to support daylight access, comfort and orientation.

6.10 Integrate public lighting into the design of streets and open spaces to support safety and comfort after dark. Prioritise active transport corridors and crossings, open spaces and through-block connections.

Use even and layered illumination to support facial recognition, clear visibility and wayfinding, and avoid glare, harsh contrast or spotlighting.

6.11 Design public spaces and connecting streets to support children's independent movement and play. Prioritise slow traffic environments, frequent crossings, clear sightlines, and the integration of informal play opportunities within streets and open spaces.

6.12 Where at-grade car park areas or podium parking is required, sleeve or screen it behind fine grain blocks and engaging street frontages along public streets and places, to protect public realm quality.

6.13 Locate vehicle focused uses such as takeaway food, logistics depots and bulky goods retail at the edges of centres, away from primary pedestrian streets, public spaces and civic places.

Specific guidelines for centres with higher density

6.14 In centre cores, where parking and servicing is needed, locate it at the rear or secondary frontages. Prioritise kerbside space for walking as well as accessible and short stay parking.



7. Support diversity and adaptability in the urban structure

Enable a mix of lot sizes, land uses and development types, and support change, reuse and adaptation over time.



Guidelines

- 7.1** Plan for a diverse mix of open space types, lot sizes and development typologies across the broader urban structure, ensuring that different streets, blocks and precincts collectively support varied community needs, lifestyles and development outcomes over time.
- 7.2** Design block structures that enable future adaptation and retrofit by:
 - providing fine grain and permeable development layouts
 - incorporating multiple street frontages where feasible
 - allowing space for blue-green corridors, service corridors and utilities within the block structure.
- 7.3** Design street and block patterns that allow sites to be consolidated or reused over time, supporting incremental change, diverse development pathways and long-term adaptability.
- 7.4** Design street widths and reservations to accommodate a range of uses and future adaptation, including active transport movement, tree canopy, street furniture and WSUD. As a guide, allow space for:
 - walking and riding movement
 - canopy trees and growing zones
 - street furniture and activation
 - WSUD and landscape systems.

-
- 7.5** Reserve appropriately sized sites early for utilities and servicing (e.g. ground floor or back-of-house locations) within block and street layouts, so essential infrastructure can be accommodated without displacing engaging frontages or walking and riding routes.
-
- 7.6** Identify higher-risk or high-crowd public places early and incorporate proportionate, integrated security measures through layout, sightlines, lighting and management, ensuring spaces remain inclusive, legible and enjoyable and avoid unnecessary exclusionary design.
-

Specific guidelines for centres with higher density

- 7.7** In higher density areas and areas of destination, encourage secondary frontages to increase activation opportunities, support diverse uses and improve pedestrian permeability across blocks.
-



8. Design train station precincts as gateways to centres and integrated place anchors

Train stations are more than transport infrastructure. Well-designed station precincts can act as civic anchors, and should feel safe day and night, support local economies, and create lasting value for surrounding neighbourhoods.



Specific guidelines for place quality

- 8.1** Station precincts require integrated urban design from the outset. Safety, transport, land use, public realm, built form and community need to be considered together to create station precincts that work for everyone. Station precincts should be well-connected, high-quality places that maximise public benefit to become valued community assets.
- 8.2** Support land use intensity that positively responds to its surrounding context, including street interfaces and, beyond the station precinct, achieves continuity of urban structure and land use mix.
- 8.3** Design should aim to create simple and uncluttered spaces that emphasise a safe and welcoming environment for all users.
- 8.4** Design station forecourts as multi-functional civic spaces that support gathering, waiting, orientation and everyday use.
- 8.5** Orientate and design public spaces in station precincts to consider microclimate effects. This includes weather protection, mitigating wind effects and protecting sunlight access.
- 8.6** Ensure design details include planting, materials selection, street furniture and WSUD support the creation of climate-responsive and comfortable environments that minimise embodied impacts of materials and the urban heat island effect. Consider the following initiatives:
 - provide a high percentage of canopy cover at maturity, permeable pavements, and light-coloured materials to reduce the urban heat island effect
 - provide a variety of seating types that are multi-functional, comfortable, integrated with the landscape and arranged to support a range of social interactions and activities.

8.7 Ensure station car park design maximises tree canopy coverage to mitigate urban heat, enhance user comfort and contribute to the amenity of the surrounding area.

8.8 Maximise tree canopy coverage in rail corridors to support biodiversity and amenity, while taking into account safety considerations in an operating rail environment.

Specific guidelines for cultural and heritage integration

8.9 Explore opportunities to celebrate and integrate Aboriginal Cultural Heritage and Values into all aspects of station precinct design, engaging with the relevant Registered Aboriginal Party (RAP) to do so.

Ensure early engagement to enable meaningful integration in the core design concept and across disciplines and interventions from siting organisation, orientation, water treatment, landscape approach and species selection, spatial planning, building form and materiality. Avoid applied surface or artistic treatments.

- 8.10** Ensure station precinct design respects and enhances built and natural heritage through sensitive, interpretive and contemporary design responses. Consider the following initiatives:
- retain and integrate existing heritage structure (including station buildings, platform furniture, bridges) where possible
 - where heritage fabric is removed, provide interpretative elements that explain the site's history and evolution
 - ensure new interventions and buildings are both contextual and contemporary. Respond through form, scale, rhythm and materiality rather than imitation.
-



Specific guidelines for connectivity and access

- 8.11** Integrate public transport interchange (bus, tram and rail) and transit connections within an easy to navigate layout. Maximise visibility of interchange locations, minimise transfer distances, and support efficient and safe movement.
- 8.12** Locate and design station entrances to align with key destinations and desire lines to provide a high level of connectivity to the surrounding area and public realm. Ensure entrances are clearly visible from adjacent streets and public spaces to maximise accessibility, amenity and passive surveillance.
- 8.13** Provide direct and universally accessible walking and riding connections across rail corridors and from stations to surrounding streets, public spaces and key destinations.
- 8.14** Prioritise pedestrian movement and access to and from stations by providing safe and convenient priority crossings that connect to adjoining streets and key destinations.
- 8.15** Provide a safe walking and riding interface to vehicles and buses and minimise interfaces with car parking and bus interchanges. Provide designated active transport routes through station car parking. Ensure commuter parking does not compromise walking and riding connectivity and safety.
- 8.16** Provide secure and sheltered bike parking that is convenient to access from station entrances.
-

Specific guidelines for transport infrastructure and built form integration

- 8.17** Design transport infrastructure, bridges, elevated structures and underpasses as integrated elements of the public realm that contribute positively to place character and passive surveillance.
- 8.18** Cross-corridor connections in station precincts (e.g. active transport bridges, underpasses and through-block links) should be generous in width, comfortable with direct sightlines, well-lit with maximised daylight and supplementary artificial lighting where required, as well as activated where possible.
- 8.19** Design to establish or reinforce the desired built form character for the local area.
- In established areas, respect and respond to the existing built form scale, rhythm and materiality. In emerging or growth areas, station design can play an important civic role and set a benchmark for future development quality. Station built form should define street edges, maintain and/or create an active ground plane and avoid setbacks that create residual unusable spaces.
- 8.20** Minimise the impact of substations and ancillary infrastructure and maximise their positive contribution to places. Consider a hierarchy of design considerations to minimise their impact:
- siting which optimises location with respect to public realm, open space and landscape features (including the potential to underground rail infrastructure where feasible)
 - minimising the footprint and bulk of above ground structures
 - integrating active uses and design composition, materiality and detailing that improves place outcomes.
-

Specific guidelines for activation and safety

- 8.21** Provide integrated, usable and comfortable spaces, at both street level and within station buildings (where feasible), that reinforce vibrancy, passive surveillance, and promote day and night-time public use and activation of station precincts. These spaces may include retail, community and other active uses. Prioritise uses that serve both commuters and adjoining communities.
-
- 8.22** Ensure station precincts and building interfaces are designed to support a high degree of physical and visual interaction with pedestrians and the street, avoiding long, blank walls addressing the public realm. Design considerations include urban grain and scale, frequency of entrances and activity, vertical rhythm, architectural composition, form, expression, facade depth, fenestration, materiality, details and landscape integration.
-
- 8.23** Avoid creating physical or visual barriers that sever surrounding neighbourhoods. Where unavoidable, provide frequent and safe active transport crossings.
-
- 8.24** Provide clear sightlines, consistent lighting and passive surveillance to support safety in the station precinct and approaches. Ensure lighting is focused on evenly illuminating surfaces and supports facial recognition.
-



Clayton Precinct, Victoria

Clayton is located 17 kilometres southeast of Melbourne's central city. It is recognised as a state significant employment area and is home to major hospitals, medical research and specialist facilities. Ongoing local and state investment is strengthening Clayton's identity and delivering long-term transformation across housing, services and jobs.

The removal of the level crossing at Clayton station has improved movement through the centre of this priority precinct, linking the retail strip to the south with the Monash Medical Precinct to the north, and delivering new public spaces and better walking and riding corridors. The future SRL station and transport superhub will be a catalyst for further change and growth, positioning Clayton as a thriving regional and economic hub, and transport gateway with significant housing opportunities.

The Vision for Clayton, across the structure plan area surrounding the new SRL station, is for "a benchmark for inclusive renewal, where diverse communities can live together and the world leading health hub will deliver exceptional care" and a "welcoming, eclectic and cosmopolitan district with a vibrant high street at its heart". The structure plan will guide growth to ensure Clayton remains an attractive place to live and work, supported by urban enhancements that promote walking, riding, community life and greening. As a transport superhub, Clayton will connect communities across Victoria, rely less on cars, bringing people, businesses, and services closer together and strengthening its lively local culture.

In cases where scale and complexity set a place apart from most other contexts, like priority precincts, tailored urban design strategies may be appropriate to shape long-term vision and character.



Artist's impression

Location

Wurundjeri Country

Type

Urban renewal

Status

Ongoing

Design objectives and case study

1. Connected and legible urban structure

Improved north-south connections between the retail and commercial shopping strip, Monash Medical Centre and Monash University has been supported by the removal of the Clayton Road level crossing and the elevation of the rail line. The future SRL station will provide east-west active transport links that will improve access to the health hub.

Investment and planning has established a clear street network and hierarchy that supports movement, place function and place identity, while making walking and riding safer, easier, and more accessible.

2. Strengthen environmental performance in the urban structure

Integrated Water Management is encouraged in new developments and the public realm to support greening, reduce urban heat and enhance liveability.

Space for trees in new developments and public areas, including streets, is encouraged to help increase tree canopy cover.

3. Strengthen the role, hierarchy and performance of centres

Building scale will generally be greater in the centre core and will decrease in response to proximity and access to existing and planned employment areas, services and public transport.

Improved walking, riding, and a new public transport superhub will improve connections to other state and regionally significant cultural and employment centres, and support Clayton's evolution as a major employment and community services centre.

4. Support distinctive sense of place as areas change

The level crossing removal provides a diversity of spaces that create a strong sense of place and enhance local identity.

Distinct neighbourhoods are being created, each with its own character and a mix of development types to form diverse places. South of the existing rail line, new mid-rise mixed-use buildings will complement the fine-grained character of Clayton Road's traditional retail strip, with maximum three-storey street walls to activate and frame the public realm.

5. Integrate large sites with surrounding networks

SRL East will leverage Clayton Road's 'high street' character by extending pedestrian, commercial and retail activity to the north of the existing rail line to the Monash Health Centre. It will increase space and comfort for pedestrians and enhance connections with activity nodes within the precinct. New direct links will also be provided through the redevelopment of the PMP Printing site, and other strategic sites to improve pedestrian permeability.

Further, planning is supporting health uses and mixed used development to integrate with the Monash Medical Centre.

6. Provide safe and inclusive public spaces and streets

The removal of the level crossing and elevating the rail line as part of the Level Crossing Removal Project opened 22.5 hectares of open space for the community. This will be complemented by new open space to be provided by SRL East. Additional supported by new and upgraded open spaces identified in the structure plan.

New commercial and mixed-use buildings will have active street frontages to create interest and activity, improve safety, and support a better pedestrian experience.

7. Support diversity and adaptability in the urban structure

Consolidation and expansion of medical and research facilities around Monash Medical Centre is being supported, particularly in areas with good access such as along Clayton Road and Browns Road, attracting further growth and investment.

Consolidation of existing at-grade and on-street car parks is being encouraged to enable redevelopment, such as the Cooke Street and Centre Road car parks.

8. Design train station precincts as gateways to centres and integrated place anchors

The SRL station will be co-located with the existing bus and rail interchange, creating a transport superhub that allows quick, convenient movement of people supported by legible streets and high-quality public spaces.

The public realm around the SRL station will be expanded to support increased pedestrian movement, deliver safe and seamless walking connections, and create new places for meeting and rest.

Central Park, Sydney, New South Wales

The Central Park Masterplan in Chippendale demonstrates how a large complex site (5.4ha) can be reshaped into a permeable and legible urban structure that supports daily life, local character and climate resilience. The plan introduces a clear hierarchy of streets that connects the precinct to Broadway, the surrounding neighbourhood and Central Station.

The renewal began with an international design competition, followed by a detailed master planning process that placed the public realm at the centre of decision making. This focus ensured that open space, walking routes, heritage assets and blue-green corridors structured the precinct from the outset.

The delivered outcome reflects faithful implementation of strong urban design principles. The precinct now supports residents, workers and visitors with high quality public spaces, fine grain activation, integrated movement networks and a sense of place rooted in both heritage and contemporary city making.

This project required thinking across different physical scales, considering many interests and ideas, and working with others to develop realistic pathways for implementation. The following details how urban design objectives are demonstrated in the transformation of a constrained inner-city site into a connected, lively and climate responsive neighbourhood.



Design Team

Masterplan: Foster And Partners
Public Domain: Turf Design Studio with
Jeppe Aagaard Andersen

Location

Chippendale, Gadigal Country

Type

Urban renewal precinct

Year

2019

Status

Completed

Photographer

Simon Wood

Design objectives and case study

1. Connected and legible urban structure

Re-established a legible street and block network, reinstating the historic Chippendale grid and a clear hierarchy of streets and laneways to reconnect the site to surrounding neighbourhoods and public transport.

Delivered a fine grain and permeable movement network, using publicly accessible streets, lanes and through-block connections to support direct active transport routes.

2. Climate resilience and environmental performance

Structured layout and built form to protect winter solar access, ensuring year-round comfort in Chippendale Green and other key public spaces.

Embedded blue-green corridors across streets and landscapes, integrating WSUD, canopy planting and natural drainage patterns to improve microclimate and stormwater performance.

3. Strong and accessible network of centres

Concentrated mixed use activity and higher density housing within walking distance of public transport and daily services, supporting a compact, transit-oriented urban form.

Focused mixed use development along Broadway and key internal streets, including the Kensington Street spine, to reinforce the local centre within Sydney's wider centres network.

4. Distinct heritage and character

Structured density around movement and heritage, locating taller buildings along Broadway and major corridors and stepping down toward heritage brewery buildings, terraces and fine grain streets.

Used heritage as an organising framework, retaining and reusing brewery buildings and terraces and aligning streets, laneways and plazas with historic patterns to support wayfinding and place identity.

5. Integrated large and masterplanned sites

Restructured a large former industrial site into a walkable, fine grain block network, using smaller blocks, lanes and open-to-sky accessways to reduce scale and support pedestrian streets.

Integrated the precinct into the surrounding city, extending streets, adding frequent laneways and aligning blue-green corridors so it functions as part of the wider urban network.

6. High quality public realm and open space

Established a large central civic open space as the organising heart of the precinct, allocating land early and orienting streets and development towards Chippendale Green. Designed streets and public spaces to be safe, inclusive and people-focused, with overlooking buildings, accessible paths, integrated landscape and WSUD, and vehicle access managed away from key pedestrian areas.

7. Urban structure supports diversity and adaptability

Built flexibility into the urban structure, with varied lot sizes, adaptable ground floors and multiple access points to support changing uses and tenancy over time.

Embedded climate-responsive and low carbon movement principles, orienting streets for walking comfort and shade and integrating canopy trees and blue-green corridors to support active transport.

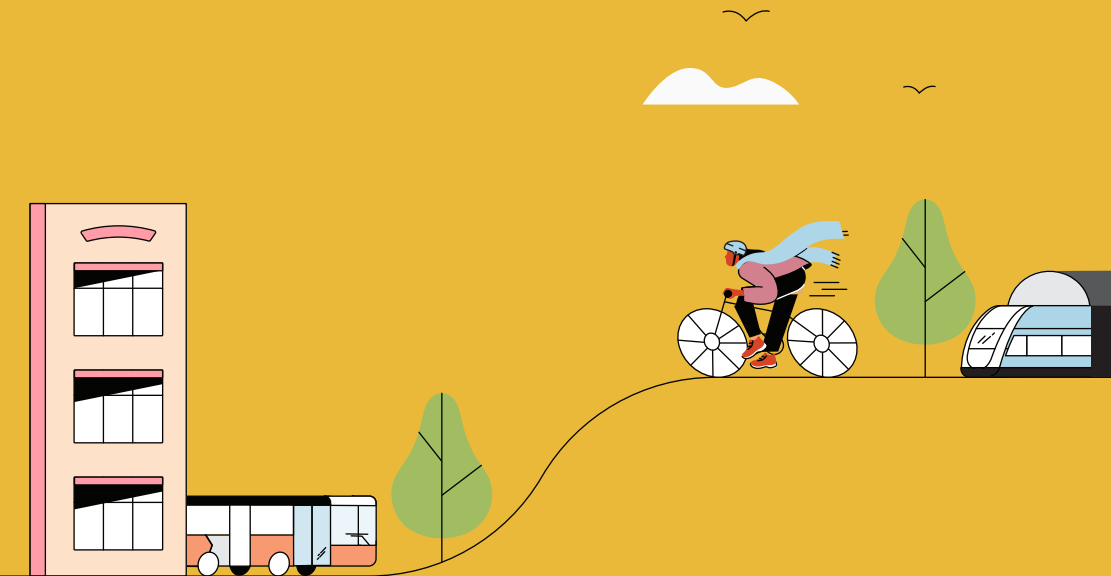
8. Train station precincts as gateways and place anchors

Positioned within the influence of Central Station, as a major metropolitan transport interchange, reinforces the precinct's role as part of a broader network of centres.

Aligned land use intensity and built form along Broadway and key corridors support the function and significance of the Central Station as a civic and economic anchor.

02

STREETS



STREETS OVERVIEW

Streets are the most extensive and frequently used public spaces in Victoria. They form the framework that connects homes, centres, workplaces, public open spaces and transport, and they shape how people experience everyday life. Different streets contribute to the economy in different ways, from the movement of goods to the local retail and hospitality economy.

Functional streets support safe and efficient movement while also operating as places for social interaction, climate comfort and health, economic activity and community life. Streets play different functions during the course of a day. Poorly designed streets can divide neighbourhoods, discourage walking and riding, intensify heat and noise, and reduce the quality and safety of the public realm.

This chapter provides guidance on how streets can be planned, designed and changed over time as multifunctional public spaces, balancing movement needs with place quality as density increases and travel patterns change.

For simplicity, streets refer to movement links and connections that interface places where people live, work and socialise and play. This chapter excludes guidance for motorways and similar types of roads.

Movement and Place

Streets serve different roles depending on their location, context and function. Some prioritise access to destinations and public life, others support through movement across the network, while others primarily serve local neighbourhood access. Regardless of their role, all streets contribute to ecology, climate resilience and the public realm.

This chapter adopts a Movement and Place approach, recognising that streets must perform both place and transport functions, with the mix of functions varying by street category and type.

Please refer to other Victorian Government policies for further information:

- Movement and Place Framework
- DTP Bus Stop and Interchange Guide
- DTP Speed Zone Policy
- Place naming.

Relationship to other chapters

Streets implements and reinforces decisions relevant to other chapters:

Urban structure

Sets the spatial framework for street networks, block structure, movement corridors and connections.

Public open space

Streets form part of the broader open space network and should complement and integrate with parks, plazas, waterways and blue-green corridors.

Built form interfaces

Street quality is strongly influenced by how buildings address, activate and define the street edge.

Design objectives for streets

- 1 Legible and connected street network
- 2 Climate-responsive and environmentally resilient streets
- 3 Safe and inclusive streets for all people
- 4 Streets that support social life and local economic activity
- 5 Movement networks that support people and goods efficiently
- 6 Streets that enable public health and wellbeing
- 7 Blue-green streets that function as ecological systems
- 8 Streets that reflect Aboriginal and local cultural identity
- 9 Clear legibility and wayfinding at street level
- 10 Streets designed to adapt over time

Well-designed streets function as safe, inclusive and climate-responsive public spaces that support movement, social life, environmental performance and local identity.

These objectives guide how streets are planned, designed and adapted over time to balance movement and place and respond to changing needs.



GENERAL GUIDELINES FOR ALL STREETS

1.1 **Design streets as part of the public realm, not just transport corridors.**

Ensure street layouts, widths and cross sections support social interaction, comfort, safety and everyday use, in addition to movement, while understanding the role of different streets now and into the future as they fit into part of a larger transport network and urban fabric.

1.2 **Prioritise walking, riding and public transport in line with the street's role and context.**

Allocate space, geometry and priority to support safe, direct and comfortable active and public transport movement.

1.3 **Design streets to be safe, inclusive and usable for people of all ages, genders and abilities.**

Apply universal design principles to footpaths, crossings, kerb ramps, gradients, surfaces and street furniture so streets can be used independently and confidently by children, older people, people with disability, carers and people with mobility aids.

1.4 **Ensure streets support personal safety and comfort throughout the day and night.**

Design for clear sightlines, passive surveillance, consistent lighting and visible activity along footpaths and crossings, particularly at decision points, intersections and transport stops.

1.5 **Integrate street design with surrounding land uses, buildings and public open spaces.**

Coordinate street alignment, cross sections and edges with block structure, building interfaces and open spaces so streets reinforce activity, legibility and public life rather than functioning as residual or service spaces.

1.6 **Design streets as part of the blue-green network.**

Use streets to support tree canopy, water management, cooling, biodiversity and landscape continuity through integrated planting, soil volumes, WSUD and permeable surfaces.

1.7 **Plan streets to support climate comfort and resilience.**

Respond to sun, shade, wind, heat and rainfall through street orientation, tree canopy, planting, materials and built edges, ensuring streets remain usable in hotter, wetter and more extreme conditions.

1.8 **Design streets to be legible and easy to navigate.**

Use clear hierarchy, consistent geometry, visual continuity, lighting and landscape cues to help people understand where to move without relying on signage alone.

1.9 **Design street networks to adapt across different contexts and over time.**

Ensure streets respond to changing contexts and future changes in density, land use, transport patterns and climate by avoiding fixed layouts that lock in car dominance or prevent future reallocation of space.

1.10 **Coordinate street design early with infrastructure and servicing requirements.**

Plan utilities, drainage, lighting, trees and services together to avoid conflicts, support long-term tree health and reduce the need for disruptive retrofits.

1.11 Design street lighting as an integral public realm element.

Use lighting to support safety, legibility and comfort rather than relying on managing vehicle speed or infrastructure alone. Avoid glare, sharp contrast and dark pockets, and minimise light spill into tree canopies, waterways and nearby habitats.

1.12 Design streets to function safely during heavy rainfall and flood events.

Where appropriate and consistent with catchment flood strategies, use streets to convey, slow or temporarily store water without compromising walking and riding safety or long-term usability. Ensure crossings, paths and access points remain legible, safe and recoverable after inundation.

1.13 Design streets to support safety, dignity and comfort for people of all genders.

Avoid isolated routes, concealed spaces and narrow walking paths along key walking paths. Provide multiple route choices, clear sightlines, active edges and lighting that supports facial recognition, particularly during low activity periods and after dark.

1.14 Design streets to support independent and safe use by children.

Slow vehicle movement where children are expected to walk, cross or gather, and provide continuous footpaths, clear crossings and layouts that support supervision and informal play without relying on signage alone.

1.15 Ensure streets provide continuous, legible and step-free access across the movement network.

Maintain consistent footpath widths and surfaces, accessible crossings aligned with desire lines, and kerb ramps, gradients and tactile cues integrated into the street layout. Avoid clutter that reduces effective path width.

STREET CATEGORIES GUIDELINES SECTION

Street categories describe the primary role a street plays within the broader public realm and movement network. They help clarify expectations for place ecology and quality, activity, movement, and access, recognising that all streets perform multiple functions but have different priorities.

1. Destination

Streets where people gather, spend time and access shopping, services, activities or community life. They support high levels of walking, riding and interaction.



2. Connection

Streets that prioritise safe and efficient movement of people and goods by various modes. Their primary focus is to connect people and goods to centres, neighbourhoods and regions.



3. Local Living

Streets that primarily serve local access, neighbourhood life and everyday activity. They are the most common street type and play a vital role in supporting liveable communities.



Street Category:

DESTINATION

Destination streets are places people go to spend time.

They serve higher intensity places with vibrant mixes of on street activity. People use them to gather, to spend time and to access goods and services.

Destination streets vary from state significant to a local scale, but are typically urban centres, main streets, and important public places where streets prioritise social and economic activity, while accommodating safe movement.

They also include streets with a high place function that also must manage significant through movements, particularly by public and active transport.

Destination streets include:

- civic, mixed-use spaces, with prominent levels of pedestrian movement and mingling
- classic urban and regional high streets, everyday destinations with a mix of shops services and community activity, along with multimodal movements
- streets supporting a broad mix of uses and transport movements, complementing civic and high streets within our designated Places
- vibrant laneways and service lanes
- streets around busy public transport interchanges, where there are large numbers of pedestrians connecting between services and moving around.

Design outcomes focus on active frontages, generous pedestrian space, climate comfort, safety and a strong public identity.



Guidelines

D.1 **Prioritise street layout for pedestrian space and outdoor activity.**

- Allocate reasonable street width to footpaths, kerbside activity zones, trees, planting and public interaction to match current and future character of the street.
- Allocate general traffic lanes to what is necessary for access and servicing, rather than through movement.
- Avoid multi-lane traffic configurations that undermine pedestrian comfort and street activation.

D.2 **Facilitate low vehicle speeds for pedestrian comfort, safety and street life.**

- Support lower vehicle speeds through street geometry (such as lane widths and turning radii), surface treatments and intersection design, rather than relying on posted speed limits or signage alone.
- Use narrow lane widths, raised intersections, frequent crossings and continuous footpaths to visually and physically calm traffic.
- Avoid long, straight vehicle sightlines that encourage speeding through destination areas.

D.3 **Design footpaths as places to spend time, not just corridors to pass through.**

- Provide clear pedestrian zones on each side of the street, with additional width where required to meet dining, retail or high pedestrian volumes.
 - Locate street furniture, trees, lighting and utilities in a consistent kerbside activity zone, keeping the footpaths unobstructed.
 - Ensure footpath widths anticipate future growth in activity and density, not just current demand.
 - Provide bicycle parking in core areas that are easily accessible, without creating obstructions.
-

D.4 **Support economic and social activity that extend to the street.**

- Enable active ground floor uses and spill-out activity along the street.
- Provide sufficient street width to enable outdoor trading and gathering within kerbside areas without reducing pedestrian footpaths.
- Coordinate street design with building interfaces so awnings, entries and active frontages align with pedestrian desire lines.
- Avoid kerbside layouts that prioritise long stay parking over public life in core destination areas.

D.5 **Integrate high quality, layered lighting that supports night time activity and extended use.**

- Provide continuous, even lighting along footpaths, crossings and activity zones to support facial recognition from a reasonable distance.
 - Prioritise lighting at entries, seating areas, transport stops and crossings to support comfort and safety during low activity periods.
 - Use layered lighting (pedestrian-scale poles, facade lighting, under-awning lighting) rather than relying on high-mast road lighting.
 - Avoid glare, harsh contrast and dark pockets, particularly near entries, seating areas, transport stops and crossings.
 - Minimise light spill into upper storeys, tree canopies and nearby habitats.
-

D.6 Design for year-round climate comfort at street level.

- Aim for adequate shade coverage across footpaths and key activity areas using canopy trees, awnings and built shade.
- Prioritise winter sun access to seating and gathering areas, where feasible and appropriate.
- Use buildings, planting and street geometry to mitigate wind effects at pedestrian height, especially near corners and intersections.

D.7 Embed trees, planting and WSUD as core street infrastructure.

- Provide continuous deep soil zones or connected soil volumes to support healthy canopy trees and long-term canopy growth.
- Integrate raingardens, permeable paving and tree pits into kerbside areas without compromising pedestrian movement.
- Avoid token planting that delivers visual greening without meaningful cooling or ecological benefit.

D.8 Treat intersections as civic spaces or key moments of place and orientation.

- Use raised intersections, continuous footpath materials and tight turning radii to prioritise pedestrian movement.
 - Locate crossings to align with desire lines and activity generators, not just traffic efficiency.
 - Use awnings, colonnades and building articulation to reinforce pedestrian comfort and continuity.
 - Ensure intersections are well lit, overlooked and legible at night.
-

D.9 Minimise vehicle servicing impacts on the street experience.

- Locate loading, waste, servicing and vehicle access on side/streets or rear lanes wherever possible.
 - Where unavoidable on a main street, limit service frontage width and integrate doors into the facade and streetscape design.
-

Street Category:

CONNECTION

Connection streets prioritise safe and efficient movement of people and goods by various modes.

Their primary focus is to connect people and goods to centres, neighbourhoods and regions and they may carry higher volumes of traffic, public transport or freight while still supporting active transport, environment, and public realm outcomes.

Connection streets vary by modal mix and level of movement. They also run through diverse locations, meaning Connection streets will look and feel different. Occasionally connection streets will pass through residential and commercial areas and may transition to other street categories as the context changes.

Connection streets include those with:

- a primary focus on private vehicle and freight movements, potentially along with bus or other modes, serving a range of distances and intensities of movements
- a primary focus on public transport movements outside of higher place destination streets
- a mix of modes, including private vehicle, public transport and active transport serving varying intensities of state significant, regional, or municipal movements.

Design outcomes focus on safe movement, clear hierarchy, tree canopy, and mitigation of noise, heat, and traffic impacts.



Guidelines

C.1 Prioritise safe and efficient movement while protecting pedestrian comfort.

- Accommodate necessary general traffic, freight and service vehicles in line with the street's strategic movement function.
- Design carriageway width and lane configuration to support the street's movement function without compromising safety, legibility or multimodal performance.
- Avoid overly wide carriageways that increase vehicle speeds and pedestrian crossing distances.

C.2 Maintain continuous, protected pedestrian environments

- Provide continuous footpaths on both sides of the street. Allow for reasonable additional widths, particularly near public transport stops and crossings.
- Buffer pedestrians from traffic. Consider canopy trees, planted or WSUD medians or verges, parking lanes or bike lanes.

C.3 Provide safe, legible and direct pedestrian crossings

- Locate crossings to align with pedestrian desire lines, public transport stops and open space connections.
- Where roadways are wide, install pedestrian and riding refuges such as kerb outstands, traffic islands, and median strips.
- Incorporate tight turning radii to reduce vehicle speeds.

C.4 Integrate public transport visibly and safely into the street.

- Design stops as places, not leftover road space.
- Provide direct, step-free access from footpaths, weather protection and seating, and lighting that supports facial recognition and safety at night.
- Avoid locating stops adjacent to service entries, blank walls, and poorly lit or exposed conditions.

C.5 Design riding infrastructure appropriate to traffic speed and volume.

- On higher speed or volume thoroughfares, design physically protected and separated bike lanes.
- Avoid shared walking and riding paths where pedestrian volumes are high, and frequent crossings or access points exist.

C.6 Incorporate trees, planting and street design to mitigate traffic impacts.

- Prioritise continuous canopy trees, planted medians and verges, and multistorey planting.
- Aim for canopy continuity.

C.7 Integrate WSUD and flood resilience.

- Use verges, medians and kerbside zones to convey and slow stormwater, and support infiltration and treatment.
- Ensure paths, crossings and stops remain legible and recoverable after heavy rainfall.
- Avoid having pedestrian access along high risk flood paths without mitigation.
- Where possible, keep key active and public transport elements out of known flood paths, or raise them while managing universal access.

C.8 Provide for the safe and efficient movement of goods

- Ensure there is the space for larger vehicles especially at intersections.
 - Use setbacks, service roads and landscaping to soften the amenity impact to local uses.
 - Where appropriate minimise significant housing density along these streets.
 - Minimise access points.
-

Street Category:

LOCAL LIVING

Local Living streets serve local access, neighbourhood life, and everyday activity.

They are the most common street type and play a vital role in supporting safe and comfortable walking, riding, social interaction, play, and neighbourhood identity. They can also provide opportunities for urban greening and biodiversity.

Local Living streets range from streets that are more focused on connecting local areas to Destination and Connection streets, to low movement residential streets.

Local Living streets include:

- residential streets that provide for steady movements by general traffic and public transport to Destinations and Connectors, along with walking and riding, but discourage through movements
- streets supporting local neighbourhood destinations, such as shops, parks, cafes, and community services
- residential streets near schools, busy at peak times, and with young walkers and riders
- quiet streets in residential areas where people walk, ride, and play alongside slower vehicle movements or low traffic environments
- residential and service laneways.

Design outcomes focus on low-speed environments, safety for all ages, blue-green corridors, social use, and a powerful sense of neighbourhood identity.



Guidelines

L.1 Design for low speed streets and environments.

- Use narrow carriageway widths, where appropriate, to discourage speeding.
- Use tight corner radii, raised intersections, and frequent threshold treatments to reinforce low-speed environments.
- Avoid long, straight street segments that visually encourage acceleration.

L.2 Prioritise continuous, accessible footpaths for everyday local life.

- Maintain a clear path of travel that remains unobstructed by poles, bins, signs and vehicle crossovers.
- Ensure step-free crossings and kerb ramps align with desire lines to schools, parks and local destinations.

L.3 Make crossing the street easy and safe, especially for children and older people.

- Provide frequent crossing opportunities near parks, schools, bus stops and community facilities.
- Use raised crossings and continuous footpaths where they reinforce pedestrian priority.

L.4 Reduce the dominance of vehicle crossovers and accessways on footpaths.

- Consolidate access, where possible, with shared vehicle access, and secondary or rear access.
 - Maintain footpath continuity across vehicle crossovers (materials and level) so pedestrians remain a priority.
-

L.5 Support activity along the street edge with a coordinated planning of developments.

- Provide verge space for trees and planting, and where suitable, pockets for seating or informal gathering.
- Encourage interfaces (e.g. front fences, landscape, thresholds) that manage privacy while providing passive surveillance.

L.6 Deliver climate performance as everyday comfort.

- Prioritise continuous canopy along walking and riding routes, not isolated trees.
- Integrate WSUD in verges where feasible.
- Increase pavement permeability and consider vegetation cover that addresses heat and water runoff.

L.7 Design lighting for comfort and safety, especially for women and girls after dark.

- Provide even illumination directed at surfaces.
- Support facial recognition from a reasonable distance.
- Minimise glare and harsh contrast between different areas, especially at areas where people wait and socialise at.

L.8 Make space for children's independent movement and informal play.

- Reinforce low-speed design near parks, schools and along routes likely to be used by children.
 - Avoid layouts where children must navigate multiple conflict points (e.g. vehicle access ways, wide turning lanes, fast corners) to reach local destinations.
-



Victoria Square, Kerang, Victoria

Victoria Square in Kerang is an unprecedented project for the regional Shire of Gannawarra in northern Victoria. Victoria Street was once an unfriendly environment for people walking dominated by vehicle movement.

By revealing the civic buildings as the centrepiece of the street and creating an inviting public forecourt, the Shire has reimagined Victoria Street as a central place of civic pride and community gathering.

The design and delivery of Victoria Square involved a long process of strategic study, community participation and detailed design investigation. The outcome acknowledges the dual role of Victoria Street:

- One segment - Victoria Square - as a new civic place that supports pedestrian priority at the core of Kerang's town centre.
- Other segments as an important movement corridor within the town.

This demonstrates how a movement corridor can be composed of multiple segments and typologies, each calibrated to context, function and the desired user experience.

The following details how urban design objectives are demonstrated in the reshaping of a regional main road into a successful pedestrian focused place.



Design Team

Hansen Partnership

Location

Barapa Barapa, Yorta Yorta and Wamba
Wamba Country

Type

Regional Civic and High Street

Year

2018

Status

Completed

Photographer

Joy Clusker

Guidelines and case study

1. Prioritise street cross sections for pedestrian space and outdoor activity

The central spine incorporates slower traffic conditions and improved pedestrian crossings, enabling safer multimodal movement across the square.

Reconfigured kerb lines and new pedestrian scale intersections support safe transitions between modes and reduce vehicle dominance.

2. Facilitate low vehicle speeds for pedestrian comfort, safety and street life

Coloured paving is applied across the wombat crossing and adjoining footpaths to visually connect these areas as a continuous pedestrian zone, heightening driver awareness and reinforcing the need for caution around people and pedestrian activity.

Cobblestone surfacing is applied on the approach to the raised crossing as a deliberate traffic calming measure, alerting drivers that they are entering a pedestrian priority environment.

3. Design footpaths as places to spend time at, not just corridors to pass through

The project re-establishes Victoria Square as the civic heart of Kerang by implementing a unified public realm design language that anchors the town centre and strengthens its identity.

Seating, rest points and gathering spaces are provided at appropriate intervals for people of varied physical capabilities.

4. Support economic and social activity that extend to the street

Activation of edges through improved frontage conditions and increased use of the space fosters passive surveillance from adjacent businesses and community activity.

The custom street furniture is designed to invite 'play' and multipurpose functions.

5. Integrate high quality, layered lighting that supports night time activity and extended use

High quality street lighting improves night-time visibility, enhancing safety for walking and lingering after dusk.

Lighting, sightlines and legibility ensure the space is intuitive and safe to navigate for users of all ages and genders.

Understorey planting is carefully curated and kept low to maintain clear sightlines across the public realm, supporting passive surveillance and enhancing perceived and actual safety.

6. Design for year-round climate comfort at street level

Timber is used as the primary material for furniture and shade structures, providing a warm and tactile surface that remains comfortable to sit on even during periods of extreme heat, thereby supporting both formal and informal seating opportunities.

Strategic tree placement provides deciduous canopy in areas where seasonal solar access is desirable.

7. Embed trees, planting and WSUD as core street infrastructure

A generous pedestrian space, edged by grassed seating pods, decks and shade structures frames parallel movement paths and enhances the legibility of Victoria Street's alignment.

Native species selection expresses local bioregional character and supports pollinators and bird habitat.

8. Treat intersections as civic spaces or key moments of place and orientation

Drawing from the township's agricultural setting and the heritage civic buildings lining the main street, the design concept interprets the square as a rural farmhouse framed by paddocks. This is expressed through a raised verandah to the heritage building forecourts, intricately patterned paved zones that follow pedestrian desire lines, and four grassed pods containing planting and seating to define outdoor rooms.

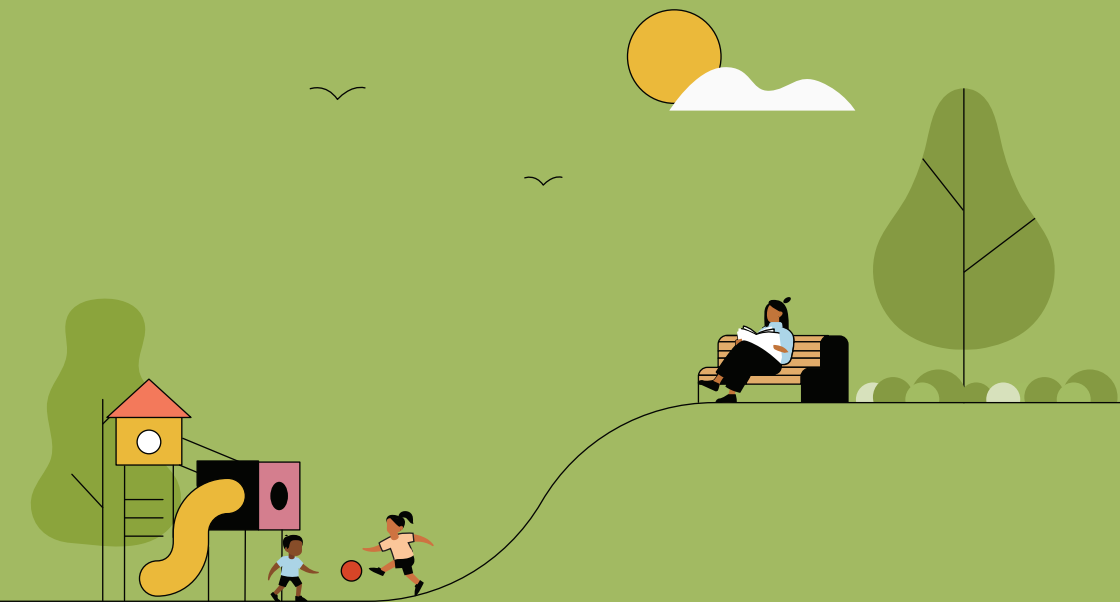
Place-naming strategies acknowledge community narratives and reinforce connections with Kerang's history and local storytelling traditions.

9. Minimise vehicle servicing impacts on the street experience

The renewed public realm integrates parking in a more orderly and legible layout, reinforcing walkability without compromising essential vehicle access.

03

PUBLIC OPEN SPACE



PUBLIC OPEN SPACE OVERVIEW

Public open spaces are the social and environmental anchors of urban life. They are distinct areas within the public realm that are open and accessible to the community, supporting biodiversity, recreation, gathering and cultural expression. Typically owned and maintained by councils or government agencies, some may also be privately owned but publicly accessible.

The Victorian Government has set minimum standards for open space provision in established areas, including expectations for function, size and catchment, quantity and access. Guidelines in this chapter support those standards, focusing on public and publicly accessible parks, gardens, waterfronts (from creeks to rivers to bays), plazas and squares within metropolitan and regional urban settings, and generally applies to open spaces of at least 500 square metres.

For simplicity, 'public open space' has been abbreviated to 'open space' in this chapter.

Guidelines across public open space types

In line with the Victorian Government's open space standards, this chapter is intended to be applied across a hierarchy of open space types, with additional "specific guidelines" where context or scale changes.

Relationship to other chapters

Public Open Space implements and reinforces decisions relevant to other chapters:

Urban structure

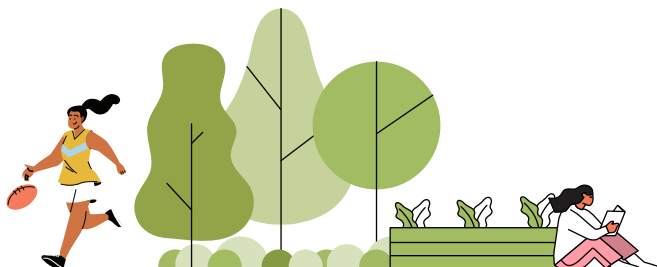
Network of destinations, blocks and links that determine where open spaces are needed and how they connect.

Streets

Influences access, comfort and safety at open space edges and along routes to and through open spaces.

Built form interfaces

Development edges should define, overlook and contribute to the comfort, safety and identity of open spaces.



Design objectives for public open space

- 1 Create memorable and legible places
- 2 Design for inclusion, with safe and equitable access
- 3 Provide for adaptability over time
- 4 Optimise comfort for year-round use
- 5 Maximise greening and water sensitive design
- 6 Strengthen connectivity with surrounding areas
- 7 Incorporate durability and climate-resilience

The design of public open space affects their functional success as it influences how people use and move through them, how they feel, behave and connect with others.

These seven design objectives frame the guidelines in this chapter.



1. Create memorable and legible places

Shape open spaces with a clear spatial structure, strong identity and intuitive wayfinding that enhance connection to Country, heritage and the natural environment.



Guidelines

- 1.1** Plan open spaces as part of a clear and legible spatial structure. Use location, size and alignment to help people understand how places connect across a precinct, centre or neighbourhood. This includes using open spaces as organising elements within the movement network and aligning paths, streets and views toward key open spaces.
- 1.2** Reinforce local identity and sense of place in the layout and logic of the open space by responding to landscape systems, history and cultural setting. Reflect landform, waterways and vegetation patterns, and respond to coastal, riverine, bushland, suburban or urban contexts. Consider how open space can support the future intensity and preferred development character of the local area.

- 1.3** In line with Wurrek-al 'Talking with Purpose' First Peoples Engagement Framework, engage with Traditional Owners to embed Aboriginal Cultural Heritage and Values and connection to Country as a structuring input to open space planning, not just as interpretive elements. Traditional Owners have obligations to care for Country, which includes listening to Country, making decisions about Country and asserting their aspirations for Country. Any response to Country, can only be achieved through the engagement with and self-determination of Traditional Owners.

This may include:

- locating open spaces to align with waterways, ridgelines or culturally significant landscapes
- designing spaces that acknowledge sky, water, land and movement
- supporting cultural expression that is spatial, lived and ongoing.

- 1.4** Design open spaces to be easy to find, enter and move through, using clear edges, paths, landmarks and sightlines rather than relying on signage alone. Consider:
 - locating primary entries where pedestrian desire lines converge
 - maintaining clear visual connections across and into spaces
 - avoiding concealed, fenced or inward-facing layouts.

1.5 Support orientation and wayfinding, particularly in larger parks, linear open spaces and civic spaces. Consider:

- framing viewlines to culturally significant and heritage landmarks (natural and built)
- landmarks, public art and consistent spatial cues
- lighting that supports orientation, visibility and safety at pedestrian decision points
- aligning paths to visible destinations or exits
- using changes in topography, planting or built elements as cues
- minimal, consistent signage where spatial cues alone are insufficient.

1.6 Coordinate the design of open spaces to be visible and overlooked from surrounding streets, paths and buildings so they read as public, shared and safe parts of the urban fabric. This includes:

- avoiding residual or back-of-house open spaces
- locating open spaces where they contribute to everyday movement and activity.

1.7 Design open spaces as part of a clear hierarchy of public open space across a precinct, centre or neighbourhood, so people can understand the role and character of each space within the broader network. Consider differences in size, function, intensity, landscape treatment and degree of formality between local, neighbourhood and civic open spaces.

1.8 Use the design of open space edges and interfaces with streets and buildings to reinforce legibility and identity. Clearly distinguish primary edges, secondary edges and service or landscape edges through alignment, landscape treatment, visibility and activation.

Examples include:

- aligning primary edges with streets, paths and building frontages that support everyday movement and activity
- making entries and thresholds clear through changes in surface, planting, or spatial opening rather than fencing
- using continuous planting, walls, buildings or path alignments to define edges without creating barriers
- avoiding fragmented, leftover or rear-of-lot edges that weaken the public role of the space.

Specific guidelines for centres with higher density

1.9 Where open space follows linear landscapes or waterways:

- support Traditional Owners to access Country and undertake cultural practices and caring for Country
- enable continuous public access, clear sightlines and identifiable entry points
- avoid long, isolated or visually disconnected segments
- balance ecological protection with legibility and safe everyday use.

1.10 In civic spaces, squares and urban plazas:

- reinforce legibility through strong edges, clear centres and visible connections to surrounding streets
- design them with appropriate size, shape and layout to support gathering, ceremony and everyday use.

1.11 In centres and higher density contexts:

- use open space to terminate key streets or frame major movement spines
 - ensure primary open spaces are visible from multiple approach streets
 - avoid locating major civic open spaces behind buildings or within internal blocks without clear public address.
-

2. Design for inclusion, with safe and equitable access

Design open spaces that are welcoming, safe and easy to use for people of all abilities, genders and ages, supporting social connection, dignity and independent movement.



Guidelines

- 2.1** Design open spaces at grade with adjacent streets wherever possible and ensure through-paths are accessible from street level. Where level changes are unavoidable, provide continuous step-free routes with universal access.
- 2.2** Provide dedicated and universally accessible routes for active transport, including continuous walking paths, kerb ramps with gentle gradients, safe and attractive riding infrastructure and clear crossings. Design paths and ramps with sufficient width, clear circulation space and surface treatments to support universal access, prams and mobility aids.
- 2.3** Keep open spaces clear of unnecessary permanent fixtures and clutter by consolidating fixed services along edges and maintaining clear movement zones.
- 2.4** Design open spaces with clear sightlines, avoiding dead ends, blind spots and hidden recesses through the careful placement of planting, structures and furnishings.
- 2.5** Where possible, provide wider paths to accommodate multiple uses and avoid sharp corners that reduce visibility. Where a higher volume riding route passes through an open space, provide separated walking and riding paths to minimise conflict and support safety.
- 2.6** Provide consistent, reliable and accessible wayfinding that supports easy navigation for all users. Design wayfinding to be accessible to people standing or using wheelchairs, using appropriate heights, colour contrast, letter sizing and multisensory cues, including tactile and audio elements.
- 2.7** Locate toilets and Changing Places facilities to be universally accessible, safe and inclusive of all genders, with clear visibility and proximity to active areas and passive surveillance.

2.8 Position trees and planting to maintain visibility along paths and at interfaces between walkers, riders and other travel modes. Consider locating shrubs near paths and maintaining tree canopies above head height.

2.9 Orient play areas, seating and social spaces close to pedestrian desire lines and where they are visible from surrounding streets and buildings.

2.10 Provide age-appropriate, safe and independent play opportunities within parks, including facilities for younger and older children.

2.11 Locate children's play areas away from high traffic environments, including busy roads and higher-volume riding routes, to minimise conflict. Where play areas are near these conditions, consider low, transparent safety fencing or other protective measures that maintain visibility and accessibility while reducing risk.

2.12 Provide multiple seating and socialising areas across larger open spaces to reduce territorial behaviour and support safe, inclusive spaces, particularly for women, girls and gender-diverse people. Ensure seating and furniture are universally accessible, including options with backrests and armrests, and spaces that enable wheelchair users to participate alongside others.

2.13 Ensure art, signage and imagery are inclusive, avoid discriminatory representation, and promote positive and diverse identities.

2.14 Provide clear, continuous and well-lit main routes that align to and are consistent with surrounding streets and paths, including through underpasses and their approaches and exits.

2.15 Design lighting to support safe movement, comfort and facial recognition from a reasonable distance. Minimise glare, sharp contrast, distortion and light spill. Avoid floodlighting and use lower-intensity, warmer and smaller lighting elements directed to active transport surfaces.

2.16 Avoid the use of fences, retaining walls and bollards as boundary treatments where possible. Use low walls, planting, changes in level, surface treatments and seating to define edges while maintaining accessibility, visibility and flexibility.

2.17 Where CCTV is unavoidable, integrate it visibly and ensure it complements lighting and passive surveillance, prioritising design-led safety measures first.

2.18 Design safety routes, refuges and spaces with consideration for the height and ability of children, seniors and people of all abilities.

Specific guidelines for centres with higher density

2.19 In larger or linear open spaces, design access routes so people can choose multiple paths of movement rather than a single isolated route.

- Provide parallel routes with different levels of activity and exposure.
- Ensure at least one route is consistently overlooked and well lit.
- Avoid long sections without exits, crossings or points of orientation.

2.20 In civic open spaces with high visitation:

- provide multiple seating types (with backs, armrests, and informal edges) distributed across the space
- locate toilets and Changing Places where they are visible and easy to find, not tucked away
- ensure step-free access between all primary activity areas.

2.21 Where open space adjoins schools, childcare, libraries or family-oriented uses, provide shaded waiting, seating and gathering areas for carers.

3. Provide for adaptability over time

Provide a diverse mix of flexible open spaces that support recreation, play, community gathering and cultural expression, changing community needs, density and patterns of use.



Guidelines

- 3.1** Provide a mix of open space types and experiences within the local catchment so people can choose spaces for different needs (quiet respite, informal play, active recreation, social gathering, cultural events) across different times of day and seasons.
- 3.2** Design open spaces with a clear structure of flexible everyday areas (e.g. lawn, shaded seating, paths) that can support changing patterns of use without needing constant reconfiguration or event-only infrastructure.
- 3.3** Provide age-inclusive play and recreation and, where possible, co-locate them for intergenerational socialisation. Include spaces that support:
 - younger children - e.g. discovery and learning, carer support
 - older children and teens - e.g. active sport facilities for all genders and also pockets of social furniture and features that girls can feel safe to socialise
 - adults and seniors - e.g. walking loops, informal exercise, rest opportunities.
- 3.4** Where open space includes higher-activity uses (e.g. playgrounds, sport courts, skate/BMX elements, dog areas, event lawns), manage compatibility with lower-activity spaces through layout and edges. Buffer them through planting, level changes or low walls without reducing visibility for safety.
- 3.5** Locate social spaces and amenities (e.g. seating clusters, picnic settings, shelters, barbecues, drinking fountains) where they align with pedestrian desire lines and are visible from paths and streets, so they support casual use, social connection and shared occupation across the day.

-
- 3.6** Design spaces to remain usable across seasons, weather and after dark, with shade, shelter and lighting that support evening and winter use of seating, paths and gathering areas.
-
- 3.7** Support community gathering and cultural expression by designing at least one clearly identifiable space (or sequence of spaces) that can host small-to-medium informal gatherings and occasional programmed events, with legible access, edges and durable surfaces that can handle higher use without degrading the space.
-
- 3.8** Where open space is expected to support regular community use, integrate practical infrastructure early (e.g. power/water provisions, storage opportunities, durable edges, service access that does not disrupt the use of paths and space).
-
- 3.9** Design open spaces to be adaptable over time as density and community needs change. Avoid dictating large areas to a single use. Instead, use modular elements (e.g. furniture, shade structures, planting zones) that can be incrementally upgraded or repurposed.
-
- 3.10** Ensure amenities and flexible areas are arranged to support equitable use, reducing territorial behaviour and exclusion. Provide multiple seating and social options and distribute attractors so no single group dominates the one space.
-
- 3.11** Where open space is expected to serve a growing or densifying catchment, design for incremental intensification over time (e.g. future sports and recreation facilities, seating, play or gathering elements) without needing to rework the core spatial structure.
-

Specific guidelines for centres with higher density

- 3.12** Design civic open spaces with a flexible central area for everyday gathering and occasional events, supported by active edges, shade, seating choice, and lighting that strengthens orientation and perceived safety at key pedestrian decision points.
-
- 3.13** Along linear parks, combine a clear, continuous movement corridor with regular pause points (small seating/social nodes, play or exercise elements where appropriate), so the corridor supports both movement and community life without creating conflict between fast and slow users.
-

4. Optimise comfort for year-round use

Design open spaces to optimise sunlight, shade, shelter and wind protection in response to local conditions.



Guidelines

- 4.1** Design open spaces to achieve access to winter sunlight while providing shade during hotter months, particularly in areas intended for sitting, play, gathering and everyday use.
- Prioritise winter sun (between 10am and 2pm at the winter solstice), as appropriate, to key activity areas such as lawns, seating, play spaces and civic forecourts.
 - Locate canopy trees or built shade structures to provide relief in summer without permanently overshadowing spaces used in cooler seasons.
- 4.2** Use the layout and orientation of open spaces to respond to local climate conditions, including prevailing winds, seasonal sun angles and exposure.
- Position paths, seating and gathering spaces to avoid wind tunnelling and excessive exposure.
 - Use landform, planting, buildings and structures to create sheltered microclimates rather than relying on isolated wind screens.
- 4.3** Provide a mix of sun, shade and shelter within open spaces so people can choose comfortable conditions across different times of day, seasons and weather events.
- Distribute shaded and unshaded seating options.
 - Combine tree canopy, built shade and sheltered edges rather than relying on a single shading strategy.
- 4.4** Design edges and interfaces of open spaces to contribute to microclimatic comfort.
- Use surrounding buildings, walls, terraces or landscape edges to block cold winds and create warmer pockets in cooler months.
 - Mitigate continuous tall built edges that cast long shadows over key public areas. As a guide and where appropriate, provide daylight access for a minimum of 3 hours at the winter solstice.

-
- 4.5** Integrate shade and shelter as part of the spatial structure of open spaces, not as add-on elements.
- Align paths, seating and activity zones with trees, arcades, colonnades or building overhangs.
 - Avoid relying solely on temporary or isolated shade structures that do not align with how people move and gather.
-
- 4.6** Design canopy trees, multistorey planting and WSUD to improve thermal comfort and reduce heat stress.
- Prioritise them along paths, at seating areas and around play spaces.
 - Use them to cool surfaces and reduce radiant heat rather than large areas of exposed hard paving.
-
- 4.7** Design open spaces to remain comfortable and usable after dark.
- Ensure lighting supports visibility, facial recognition and a sense of safety without glare or harsh contrast.
 - Coordinate lighting with planting and structures so shaded or sheltered areas remain legible and welcoming at night.
-
- 4.8** Where open space is expected to support higher use during events or peak periods, ensure comfort measures (shade, shelter, water access) are scaled accordingly.
-

Specific guidelines for centres with higher density

- 4.9** In exposed locations:
- prioritise wind mitigation and shade as primary structuring elements
 - leverage existing slopes and level changes, along with planting and built edges, to mitigate wind at pedestrian height
 - avoid large, unshaded hardstand areas without nearby refuge or shelter.
-
- 4.10** In higher density centres:
- protect winter sunlight to key public open spaces by managing, as appropriate, the massing, orientation and proximity of surrounding development
 - concentrate comfort measures (sun, shade, shelter) where everyday use is most likely, rather than distributing them thinly across the space.
-
- 4.11** In open spaces used heavily by children and carers:
- prioritise shade, shelter and seating at play areas and waiting zones
 - ensure carers can remain comfortable while supervising play across seasons
 - avoid locating key play spaces in areas with excessive wind exposure or deep winter shade.
-

5. Maximise greening and water-sensitive design

Design open spaces as integral parts of the blue-green network, using vegetation, soil and water systems to support urban cooling, biodiversity, flood resilience and long-term environmental performance.



Guidelines

- 5.1** Plan open spaces as functional components of the blue-green network, contributing to water management, cooling, biodiversity and landscape continuity at the precinct and catchment scale.
- Align parks, corridors and streets with waterways, drainage lines and ecological networks.
 - Design open spaces and corridors to support the movement of locally native wildlife through continuous bioregion specific vegetation, riparian edges and connected landscapes, particularly where infrastructure fragments habitats.
- 5.2** Design open spaces to prioritise deep soil and canopy tree growth as core infrastructure, not residual landscaping.
- Allocate continuous deep soil zones to support large mature canopy trees (ensure adequate soil volume per tree, depending on species).
 - Plan deep soil zones and tree locations early to avoid conflicts with underground and overhead services and to enable continuous root growth.
 - Avoid excessive hard paving where planting and soil can deliver cooling and water benefits.
- 5.3** Use trees and multistorey planting as primary tools for urban cooling and heat mitigation, particularly along paths, seating areas, play and gathering spaces.
- Prioritise canopy cover over built shade where space allows.
 - Design planting layouts to cool surfaces and reduce radiant heat, not just provide visual greening.
 - In higher use areas, prioritise shade coverage for summer.

-
- 5.4** Integrate WSUD into open spaces so water management contributes to biodiversity and place quality.
- Use raingardens, swales, wetlands and bio-retention as spatial features.
 - Align WSUD elements with paths, edges and activity areas where safe and appropriate.
-
- 5.5** Use planting and trees at the interface between development and open space to support cooling, water management and biodiversity, while maintaining clear visual connections for safety and passive surveillance.
-
- 5.6** Design open spaces to manage water across everyday conditions and extreme events, supporting flood resilience without compromising usability.
- Locate floodable lawns, wetlands or lower lying landscapes in known flood paths.
 - Ensure paths, furniture and play elements remain safe, legible and recoverable after inundation.
-
- 5.7** Select planting that supports local biodiversity and climate resilience, responding to future climate conditions.
- Prioritise bioregion specific and climate-resilient species.
 - Use layered planting (canopy, understorey, groundcover) to support habitat diversity.
-

-
- 5.8** Design irrigation, water reuse and maintenance systems as part of the open space structure to support tree and plant health, and long-term performance.
- Integrate passive irrigation from WSUD systems where possible.
 - Avoid planting layouts that rely on high-maintenance or unsustainable watering regimes.
-
- 5.9** Minimise large, exposed hard surfaces in open spaces, particularly where they contribute to heat stress or runoff.
- Avoid synthetic greening materials and prioritise porous, living systems and surfaces that support ecological function.
 - Break up paving with planting, shade and permeable surfaces.
 - Use durable but water-permeable materials where appropriate.
-
- 5.10** Balance human access with biodiversity outcomes by using spatial cues, planting, edges and paths to guide movement, allowing connection to nature while protecting sensitive habitats.
-

Specific guidelines for centres with higher density

- 5.11** In riparian, coastal or habitat-sensitive open spaces:
- prioritise ecological function in layout before recreational programming
 - use boardwalks, viewing points and defined paths to manage access
 - design lighting, furniture and paths to minimise disturbance to wildlife.
-

6. Strengthen connectivity with surrounding areas

Design open spaces to be well connected to their neighbourhoods through permeable links, active transport routes and legible connections that support everyday movement, access and wayfinding.



Guidelines

- 6.1** Locate and design open spaces as integral parts of the movement network, not as isolated destinations. Ensure open spaces sit on, or connect directly to, key active transport routes linking homes, centres, schools, transport stops and community facilities.
- 6.2** Provide multiple access points to open spaces that align with surrounding street patterns, paths and desire lines. Avoid single-entry spaces that require long detours to access.
- 6.3** Ensure walking and riding routes through open spaces are continuous, legible and consistent in width, surface and lighting. Avoid abrupt changes in alignment, materials or hierarchy that make routes feel secondary, unsafe or unclear.
- 6.4** Integrate open spaces with public transport access. Where open spaces are near train stations, tram stops or bus stops:
 - align primary paths to stops and station entries
 - ensure routes are well lit, overlooked and legible at night
 - enforce gentle gradients and accessible crossings at interfaces
 - avoid concealed access and hidden underpasses.
- 6.5** Design edges of open spaces to support permeability and movement. Consider:
 - frequent, visible entry points along active street edges
 - low, transparent or planted edges instead of fencing
 - continuous paths along park edges that connect into surrounding streets.
- 6.6** Coordinate wayfinding, lighting and landscape design so routes through open spaces feel intuitive and continuous with surrounding streets. Reinforce connections indicating where paths lead to, how to exit a space, and how routes connect to the surrounding area. Consider indicative lighting at decision points, landmarks and public art, and other distinctive planting features.

Specific guidelines for centres with higher density

- 6.7** Where open space forms part of a strategic walking or riding routes, prioritise direct, continuous paths with minimal level changes.
-
- 6.8** Where open space connects to activity centres or public transport, avoid locating service areas, loading or blank edges at key access points.
-
- 6.9** Where open space interfaces with large sites:
- use the open space network to stitch new development into the existing neighbourhood
 - maintain and extend direct existing active transport connections rather than truncating them at site boundaries.
-
- 6.10** In suburban and growth area contexts:
- use open spaces to stitch together disconnected street networks
 - provide mid-block links and blue-green corridors that reduce walking distances
 - design paths to anticipate future density and increased use, not just current demand.
-



7. Incorporate durability and climate-resilience

Design open spaces with robust materials, planting and infrastructure that can withstand heavy use, changing climate conditions and evolving community needs, while maintaining safety, comfort and public value over time.



Guidelines

- 7.1** Select materials and finishes for open spaces that are durable, repairable and suitable for frequent use and exposure to weather extremes. Prioritise materials that:
- perform well under heat, moisture, vandalism and frequent use
 - age gracefully without creating hazards or visual decline
 - can be repaired or replaced incrementally without full reconstruction.
- 7.2** Design paths, surfaces and edges to remain safe and functional under changing climate conditions, including heat, heavy rainfall and flooding. Consider:
- slip resistance in wet conditions
 - surface performance under heat (glare, heat retention)
 - recoverability after inundation or storm events.
- 7.3** Design planting systems for long-term health and resilience, responding to future climate uncertainty as well as extreme conditions. Ensure they have:
- adequate soil volumes and root conditions
 - tolerance to heat, drought, waterlogging and variable rainfall
 - planting layouts that can be selectively replaced or supplemented over time.
- 7.4** Integrate maintenance access, servicing and replacement strategies into the design of open spaces from the outset. Consider:
- access for maintenance vehicles without damaging turf or planting
 - locations for replacement of furniture, lighting and play elements
 - coordination of services to avoid repeated excavation.

-
- 7.5** Design open space elements as modular systems that can be upgraded, repaired or replaced independently over time. Avoid bespoke or interdependent designs where failure of one element requires removal or reconstruction of surrounding infrastructure.
-

Specific guidelines for centres with higher density

- 7.6** In areas subject to flooding, heat stress or extreme weather:
- prioritise materials and planting that can tolerate periodic inundation or heat exposure
 - design elements to recover quickly after events, including space for water to move and recede
 - avoid locating critical infrastructure in the most vulnerable zones
 - design flood-prone open spaces so they remain recognisably public and usable outside flood events, rather than visually defined by flood infrastructure alone.
-
- 7.7** In high-use civic spaces, event spaces and playgrounds:
- prioritise materials and detailing that can accommodate informal use and frequent physical interaction without loss of performance
 - design edges, seating and surfaces to age robustly, retaining safety and usability as wear occurs
 - avoid finishes that deteriorate quickly or become hazardous under sustained public use.
-



Bendigo Hospital, Victoria

A new publicly accessible open space was delivered as part of the Bendigo Health Campus redevelopment in the regional City of Greater Bendigo. The landscape forms a central organising spine through the 13 hectare campus, addressing steep topography while connecting hospital buildings, streets and surrounding neighbourhoods. Designed through extensive engagement with Traditional Owners, the local community and government agencies, the open space prioritises health in its broadest sense - supporting physical, mental, cultural and ecological wellbeing. The project demonstrates how large institutional sites can deliver high quality, publicly accessible open space that functions as both civic infrastructure and ecological system.

The following details how urban design objectives are demonstrated in the transformation of a publicly accessible open space within a regional health precinct, contributing to broader public benefit where ecological health also facilitates human health.



Design Team

Oculus

Location

Dja Dja Wurrung Country

Type

Public-private healthcare campus

Year

2018

Status

Completed

Photographer

Joy Clusker

Design objectives and case study

1. Memorable and legible places

The campus open space establishes a clear, walkable spatial hierarchy of streets, courtyards and green terraces, with consistent landscape treatments and long sightlines aligned to major building entries, supporting intuitive orientation across a large site.

Connection to Country, culture and local landscape identity is embedded through Goldfields bioregion specific planting, and the integration of culturally significant elements such as a relocated scarred tree and site-specific public art.

2. Inclusive, safe and equitable access

The terraced landscape is designed with gentle gradients, continuous surfaces and step-free routes, enabling safe and independent movement for patients, staff, visitors and mobility-impaired users across the entire campus.

Lighting, passive surveillance and visible edges are coordinated to support comfort and safety at all hours, reducing psychological and physical barriers to access for vulnerable users.

3. Adaptable and multifunctional amenity

A network of courtyards, lawns and terraces supports diverse everyday uses with spaces for rest, respite, informal play, staff recovery and community activity. Spaces are not fixed or single-purpose.

Therapeutic gardens are designed to perform multiple roles, functioning both as health-supporting environments and as social gathering spaces that can adapt to changing needs over time.

4. Comfortable year-round use

Building siting and open space layout are coordinated to maximise winter sun access to courtyards and seating areas, while taller forms and canopy trees provide summer shade and wind protection where needed.

Seating and circulation routes are deliberately placed within microclimates shaped by building edges, planting and verandas, enabling comfortable outdoor use across seasons.

5. Maximised greening and water sensitive design

The landscape treats ecological health as foundational to human health, using extensive bioregion specific planting, layered vegetation and canopy trees to support biodiversity, cooling and mental wellbeing.

WSUD is integrated into the public realm through rain gardens and biofiltration beds that manage stormwater while contributing to landscape character and environmental education.

6. Strong connectivity with surrounding areas

The open space network provides direct walking routes between hospital buildings and surrounding streets, reducing reliance on vehicle-dominated routes and shortening walking distances.

Internal pedestrian spines maintain clear visual and material continuity with the broader street network, making it easy to navigate between the campus, surrounding areas, parking and public transport.

7. Durable and climate-resilient

Paths, forecourts and access zones use robust, non-slip and low-maintenance materials capable of withstanding heavy use, emergency access and extreme weather conditions.

Planting and drainage systems are designed for long-term resilience, incorporating drought-tolerant species and stormwater infrastructure that remains functional during heatwaves and intense rainfall.

04

BUILT FORM INTERFACES



BUILT FORM INTERFACES OVERVIEW

Built form interfaces are the parts of development that shape how people experience the public realm. They include ground floors, edges (where buildings meet streets or open spaces), setbacks, openings and other street-facing elements that influence how the public realm feels, functions and performs.

Built form interface design focuses on public outcomes, rather than internal building aspects. Functional interfaces contribute to safer and more active streets, clearer wayfinding, comfortable microclimates, inclusive access, and public spaces that support everyday life as density increases. Poorly designed interfaces can undermine walkability and rideability, create inactive or uncomfortable streets, and limit the long-term adaptability of places.

This chapter provides guidance on how developments can positively shape the public realm through:

- **Street level building form and edges:** ground floor alignment, activation, articulation, entries and avoidance of blank or service-dominated frontages.
- **Transitions between public and private space:** setbacks, forecourts, fences, landscape edges, and inclusive access.
- **Corners, entries and wayfinding:** legible building addresses, corner conditions and cues that support orientation and wayfinding.
- **Integration with active and public transport:** pedestrian priority, interfaces with transport stations and stops, and end-of-trip facilities.

- **Servicing, parking and utilities at the public interface:** locating and designing these elements to minimise impacts on the public realm.
- **Comfort, climate and environmental performance at street level:** sunlight, shade, wind comfort, planting and WSUD integration where they affect the public realm.

The chapter is intended to support structure planning, master planning and development design, ensuring that interface quality is secured early and delivered consistently through staging. It recognises that buildings must perform well for different people, at different times of day, and over time as uses, movement patterns and climate conditions change.

These guidelines do not replace other relevant requirements and specialist guidance that address internal building planning, apartment standards and detailed architectural performance. Where relevant, this chapter should be used alongside documents such as the Better Apartments Design Standards, and other state and local government guidance.



Relationship to other chapters

Built form interfaces implements and reinforces decisions relevant to earlier chapters:

Urban structure

Blocks, streets, destinations and public space networks set the framework for where interfaces matter most.

Streets

Building interface design must support the intended street's place and movement functions.

Public open space

Buildings should define, overlook and contribute to the comfort, safety and identity of parks, plazas and civic spaces.



Design objectives for built form interfaces

- 1 Respond to natural, cultural and built context
- 2 Contribute to engaging streetscapes
- 3 Design strong legibility and wayfinding
- 4 Manage transitions, scale and intensity
- 5 Minimise service and vehicle impacts on the public realm
- 6 Contribute to comfort and climate resilience
- 7 Design durable and adaptable public-facing buildings

A functional built form interface supports density done well. As Victoria grows and development intensity increases, built form interfaces should improve the quality, comfort and usability of the public realm. Density done well delivers safer, greener and more active streets and public spaces that reflect the preferred future development character of a local area.

These design objectives frame the guidelines in this chapter.



1. Respond to natural, cultural and built context

Shape built form interfaces in response to local landscape systems, climate, cultural values and the preferred future development pattern, to ground it in place while accommodating change.



Guidelines

- 1.1 Use early site and context analysis (including landform, drainage and flood patterns, vegetation, viewlines, and place and movement functions) to determine where building interfaces should be visually active, provide shelter and planting, or spatially reinforced along streets and public spaces.
- 1.2 Where streets, parks or civic places form part of the blue-green network, shape building interfaces to support that function through deep soil opportunities, raingarden or verge integration, canopy tree clearances, and avoidance of hard or service-dominated edges.
- 1.3 Where buildings front open spaces, orient entries, windows and active uses toward the space to reinforce safety, activation and shared use of the public realm.
- 1.4 Reinforce the preferred future development character through consistent public-facing elements. Consider entry and window rhythm, frontage modulation, canopy or awning continuity, corner expression, and street wall alignment.
- 1.5 Where public realm quality relies on sunlight, shade or wind comfort, shape building interfaces to enable these outcomes. Consider landscape setbacks, awnings or colonnades, corner treatments, and tree canopy or shade structures that respond to seasonal use.
- 1.6 In line with the Wurrek-al 'Talking with Purpose' First Peoples Engagement Framework, engage with Traditional Owners on development interfaces with places, waterscapes, landscapes, or significant built heritage, design interfaces to retain and frame valued alignments, views and spatial patterns, while enabling contemporary development and increased intensity. Also work with local communities to inform appropriate responses.

-
- 1.7** Manage transitions between differing development scales and uses through well considered interface design.

Ensure higher intensity development does not undermine street comfort, privacy or safety. Consider effectively using development scale, setbacks, facade articulation and landscape treatments to inform existing or preferred future character of the area.

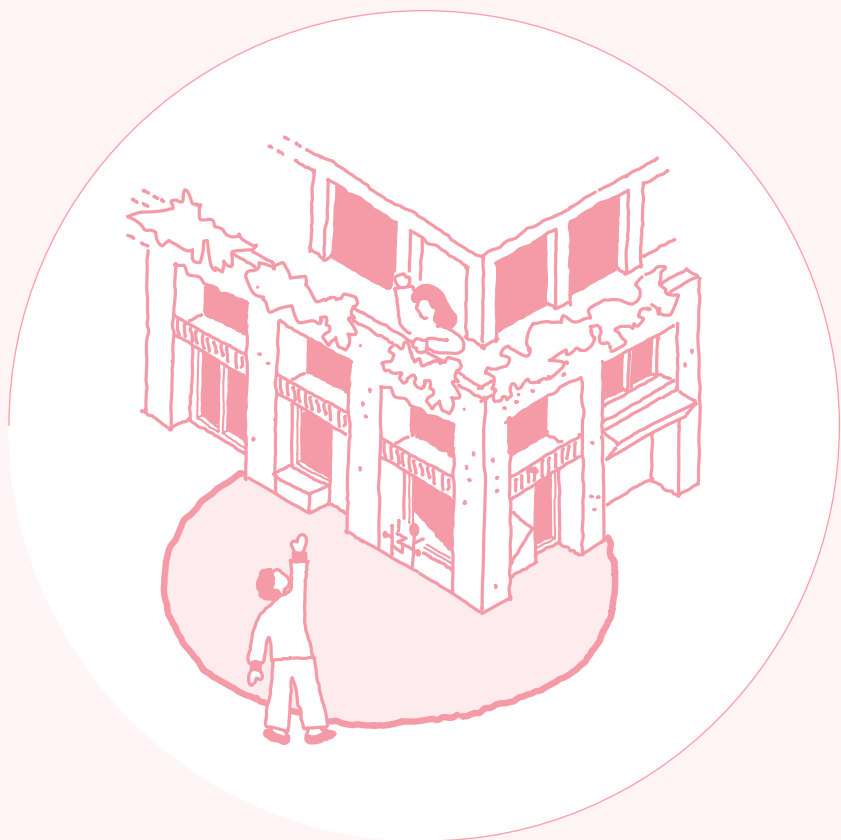
Specific guidelines for centres with higher density

- 1.8** Ground floor levels in centres and mixed use areas should be capable of accommodating a range of uses (e.g. retail, commercial, community or residential) over time without major facade reconstruction.
-
- 1.9** Along parks, waterways, wetlands and trails, orient interfaces to the public realm with entries and overlooking. Provide multistorey planting and green edges instead of fencing, blank walls, or vehicle and service interfaces.
-
- 1.10** In greenfield or emerging centres with limited existing built cues, establish identity through a consistent relationship to the public realm. Consider street wall intent, corner definition, canopy or awning continuity, and alignment to open space and movement spines.
-
- 1.11** In regional centres and locations prone to heat, cold winds or seasonal extremes, prioritise robust street-level shelter so the public realm remains usable year-round. Consider tree and built shade canopy, wind protection, durable materials, and integrated water and planting systems.
-



2. Contribute to engaging streetscapes

Design built form interfaces to actively support safe, comfortable and lively streets and public spaces through definition, activation, surveillance and adaptability at street level.



Guidelines

- 2.1** Design buildings so they clearly face and line up with streets and public spaces. This helps streets and public places feel well-defined, comfortable and easy to understand, rather than broken up by setbacks, blank gaps or leftover spaces.
- 2.2** Respond to a street's role and function (refer to Streets chapter for more information) by calibrating the building interface.
- Maximise publicly oriented uses along Destination streets. Consider how frequency of entries, windows and quality of finishes would positively contribute to place character and ambiance.
 - Robust interfaces buffered with trees and multistorey planting along Connection streets.
 - Engaging frontages with private thresholds that balance engagement and privacy along Local Living streets.

- 2.3** Design building interfaces to support perceived safety for people of all genders by maximising visibility, overlooking and activity at street level.

Provide passive surveillance of streets (particularly along walking and riding routes) and open spaces through overlooking windows, balconies and entries. Avoid deep unlit and narrow recesses, hidden corners, and blank side walls that reduce visibility or create perceptions of risks.

- 2.4** Avoid long, continuous blank walls, inactive frontages or service-dominated edges along streets and public spaces. Where non-active uses are unavoidable at ground level, mitigate the impact through well considered facade articulation, positioning and concealing services, material variation, landscape integration and public art in-line with an approved public art strategy.

- 2.5** Support pedestrian comfort and human scale at street level through interface design, including appropriate proportions, setbacks, architectural modulation, planting and weather protection.

2.6 Design ground floor interfaces to support adaptability over time, including floor-to-floor heights, frontage widths and access arrangements that allow uses to change without undermining streetscape quality.

2.7 Where buildings interface important street corners or civic spaces, provide appropriate activation, articulation and detail to positively contribute to the place character and context.

Specific guidelines for centres with higher density

2.8 In centre cores overlooking public open space and along streets with significant place and civic value, prioritise a higher concentration and mix of public amenity and active uses.

2.9 In centre cores and along streets with significant place, civic or retail functions, provide a high concentration of active ground-floor interfaces that support day-to-night activity and fine grain public life.

2.10 At areas of destination, provide continuous or near-continuous weather protection (such as awnings or colonnades) along pedestrian frontages, minimising gaps between buildings.

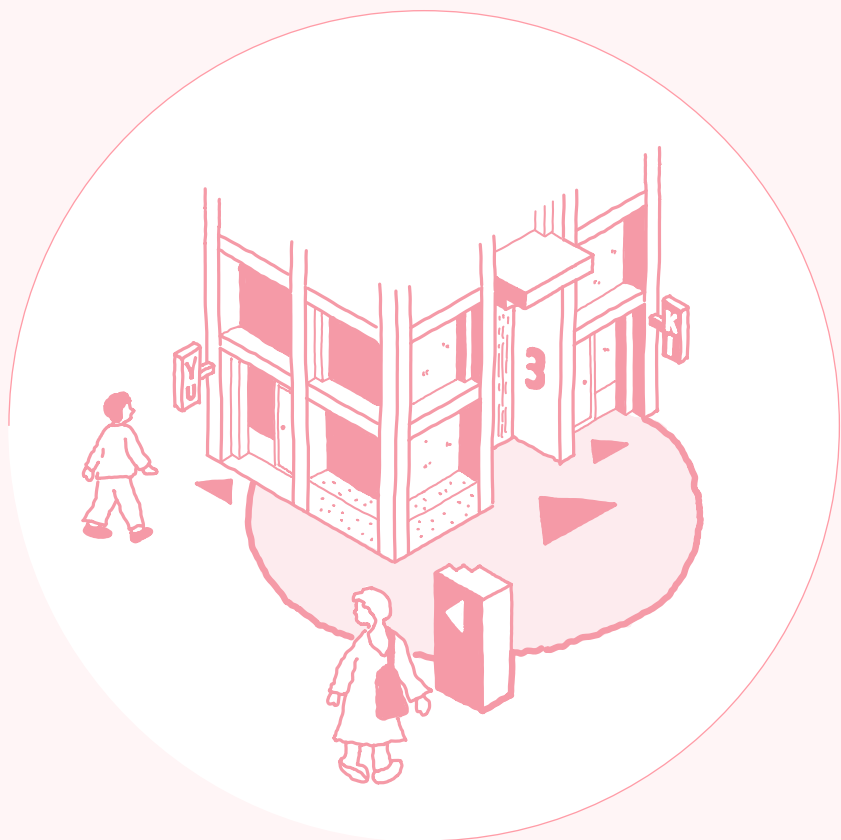
2.11 Where buildings have to front major roads, freight routes or wind-exposed streets, use layered interfaces to maintain pedestrian comfort and safety where activity is harder to sustain. Consider building setbacks, multistorey tree and planting buffers, a mix of walls and openings that avoids blank or overly glazed frontages, and covered or protected entry spaces.

2.12 In Local Living street contexts, support engaging streetscapes through frequent front doors, habitable rooms overlooking the street, and thresholds that balance activation with residential amenity. Avoid high opaque fencing or continuous garage-dominated frontages along pedestrian streets.

2.13 Where building interfaces are located in flood-prone areas, design ground level elements, materials and thresholds to withstand periodic inundation and enable rapid recovery without creating barriers to pedestrian engagement or movement.

3. Design strong legibility and wayfinding

Design built form interfaces so people can easily understand where they are, where to go, and how buildings relate to streets, public spaces and destinations.



Guidelines

- 3.1** Design building interfaces so the primary frontage and main entry are clearly identifiable from the street or open space they address. Avoid treating pedestrian streets and open spaces as secondary elevations or rear conditions.
- 3.2** Where possible, provide clearly visible and multiple building entries that serve smaller groups of dwellings within a building, as:
 - smaller group of units has a greater sense of individual identity
 - multiple entries along a street provide for more activity and interest.
- 3.3** Design building form and detail to reinforce important street corners, strengthen identity and serve as markers of orientation. Avoid blank walls, barriers, utility service installations, parking and service access at or near corner locations.
- 3.4** Differentiate public, semi-public and service access through interface design so people can easily understand how to enter, move through, or avoid restricted areas. Avoid relying on signs alone to explain access hierarchy. Consider:
 - changes in setback or threshold
 - variation in canopy or awning treatment lighting, material or glazing differences
 - landscape cues that guide movement.
- 3.5** Reinforce intended role and desired outcomes for each street through interface emphasis:
 - Primary pedestrian streets and open spaces should have the highest level of visual prominence, entry frequency and address.
 - Secondary streets may have fewer entries or more private thresholds.
 - Service streets and lanes should remain legible but secondary or rear addresses. Where appropriate, consider opportunities to engage with the street or lane.

3.6 Where buildings contain large floorplates and facades, consider breaking down their public interface to improve legibility, provide visual relief and better respond to local context.

3.7 Consider the design of building entries, corners and glazing to align interface cues with broader urban structure elements to support intuitive wayfinding, including:

- walking and riding paths and crossings
 - public transport stops and station entrances
 - public open spaces
 - blue-green corridors.
-

Specific guidelines for centres with higher density

3.8 At public transport stations and interchanges:

- clearly distinguish station-facing entries from secondary access points
 - cluster entries and transparent frontages near stops and pedestrian desire lines
 - provide active interface along walker approach paths
 - ensure clear sight lines for walkers
 - provide sheltered walker path linking modal change.
-

3.9 Where buildings have large footprints or multiple tenancies:

- establish a clear public address logic visible from the pedestrian street
 - provide multiple recognisable entries rather than a single internalised access point
 - align entries with surrounding streets and open spaces to reinforce permeability.
-



4. Manage transitions, scale and intensity

Manage changes in scale, height, use and intensity at the building interface so increased density supports street comfort, privacy, safety and long-term adaptability.



Guidelines

- 4.1** Support density done well by prioritising interface-based design solutions over building form controls alone. High quality public realm outcomes can be achieved through articulation, frontage rhythm and human scale interfaces without requiring reduced development yield.
- 4.2** Where higher intensity development interfaces with streets, open spaces or lower-scale areas, design building interfaces to moderate the perceived scale and intensity at street level, while still supporting compact, efficient building forms. This can be achieved through a combination of ground floor proportion, frontage rhythm, interface depth, material articulation and transitional edge treatments, as outlined from 4.3 to 4.5.
- 4.3** Design interfaces to achieve human scale, walkable environments. This may include:
 - taller ground floor levels to transition from outdoors to indoors
 - vertical emphasis in doors and windows rather than continuous wide expanses of glazing
 - entries and other vertical architectural elements to break long continuous facades.
- 4.4** Achieve a fine grain building frontage as an alternative to stepping buildings back, particularly interfacing pedestrian streets and open spaces. Consider:
 - interface breaks into narrow frontage modules
 - variation in entries, shopfronts, doors, windows and thresholds
 - expressing internal uses externally (e.g. stairs, lobbies, cafés).

4.5 Use depth, layering and articulation at the interface to manage scale and comfort, rather than relying solely on upper level setbacks. Consider:

- articulated entries (if recessed, must be lit and generously wide)
- arcades, colonnades or covered walkways
- deep window reveals
- layered facades with planting, screens or balconies.

4.6 Where setbacks are used, apply them strategically and selectively. They may be appropriate where:

- buildings front narrow streets or constrained public spaces
- building height significantly exceeds street width
- adverse wind conditions would otherwise occur, or there is a need to mitigate winter overshadowing of key public spaces.

4.7 Where residential uses interface with streets, parks or civic spaces, design thresholds that balance activation with privacy. Avoid hard separations that disconnect dwellings from the public realm. Consider:

- building setback from lot boundary while maintaining outlook
- raised ground floors or level changes
- planting, seating or semi-private forecourts.

4.8 Where non-residential or mixed use development interfaces with residential streets or sensitive edges, use interface design to manage noise, light spill, servicing and hours of activity. Consider:

- locating active uses away from sensitive edges
 - buffering through setbacks, landscape or building depth
 - orienting entries and glazing toward appropriate streets.
-

4.9 Where building intensity increases, design interfaces to maintain safe and comfortable pedestrian movement. Avoid:

- narrow footpaths constrained by building elements
- entries or servicing that conflict with pedestrian desire lines
- abrupt changes in scale that reduce legibility or comfort.

4.10 Where development adjoins public open space, ensure building interfaces contribute to the space without overwhelming it. As a guide:

- avoid continuous tall walls directly abutting open space
- locate taller building elements away from the primary public edge
- ensure ground level interfaces support surveillance and everyday use.

4.11 Use interface design to manage gradual transitions across precincts, rather than abrupt changes between lower and higher intensity development. Avoid relying on a single interface treatment to resolve large differences in scale or intensity. Consider:

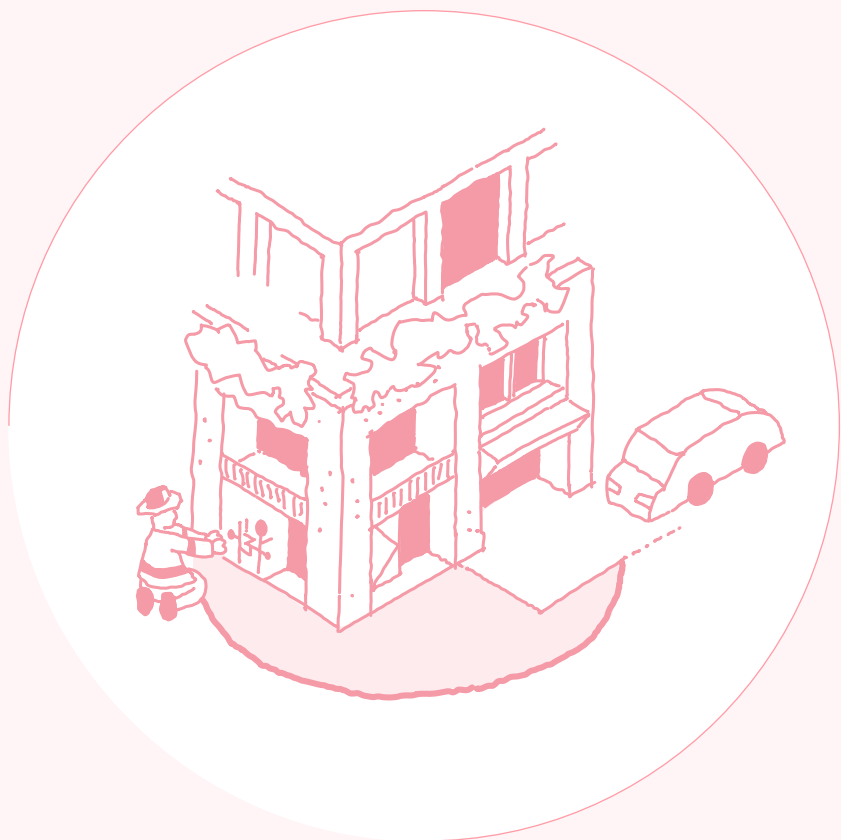
- intermediate building heights at edges
- changes in frontage rhythm or dwelling type
- modulation of setbacks and ground floor uses.

Specific guidelines for centres with higher density

4.12 In growth areas and regional centres where higher density development adjoins lower-scale neighbourhoods or open landscapes, prioritise interface-based transitions that maintain walkability and street comfort without fragmenting development potential. Avoid relying solely on large setbacks or buffer zones. Instead, use strategies outlined from 4.2 to 4.5

5. Minimise service and vehicle impacts on the public realm

Design built form interfaces for vehicle access, parking, servicing and utilities to be accommodated without undermining pedestrian safety, comfort, streetscape quality or the long-term adaptability of streets and public spaces.



Guidelines

- 5.1** Locate vehicle access, parking, loading and servicing so they do not dominate street-facing building interfaces or interrupt walking and riding routes, desire lines, and open spaces. This includes prioritising:
- rear lanes, secondary streets or internalised access within the building footprint wherever possible
 - car parking and loading areas at the rear of buildings, providing building frontages at the street front.
- 5.2** Minimise the number and width of driveways and vehicle crossovers along pedestrian streets and public spaces. Where access is required:
- consolidate multiple access points into shared entries
 - avoid locations near crossings, intersections and public transport stops
 - design crossovers to maintain continuous footpath priority.
- 5.3** Design parking interfaces to minimise visual, noise and safety impacts on the public realm. Avoid presenting large, continuous parking frontage to streets and open spaces. Where parking interfaces the public realm:
- place car parking and loading areas at the rear of buildings, providing building frontages at the street front
 - sleeve or wrap with active or habitable uses
 - use planting, screening and articulation to reduce visual dominance
 - provide clear, safe and direct walking paths that are separated from vehicle movement.

5.4 Locate loading bays, waste rooms and service areas away from streets and open spaces. Where unavoidable:

- integrate doors and openings into the facade design
- limit the width and visual prominence of service openings
- use materials and detailing consistent with the public interface
- avoid clustering multiple service openings along a single public frontage.

5.5 Design building interfaces to clearly separate pedestrian movement from vehicle access and servicing.

Prioritise walking paths that are direct, visible and uninterrupted from the street to building entries. Avoid layouts where:

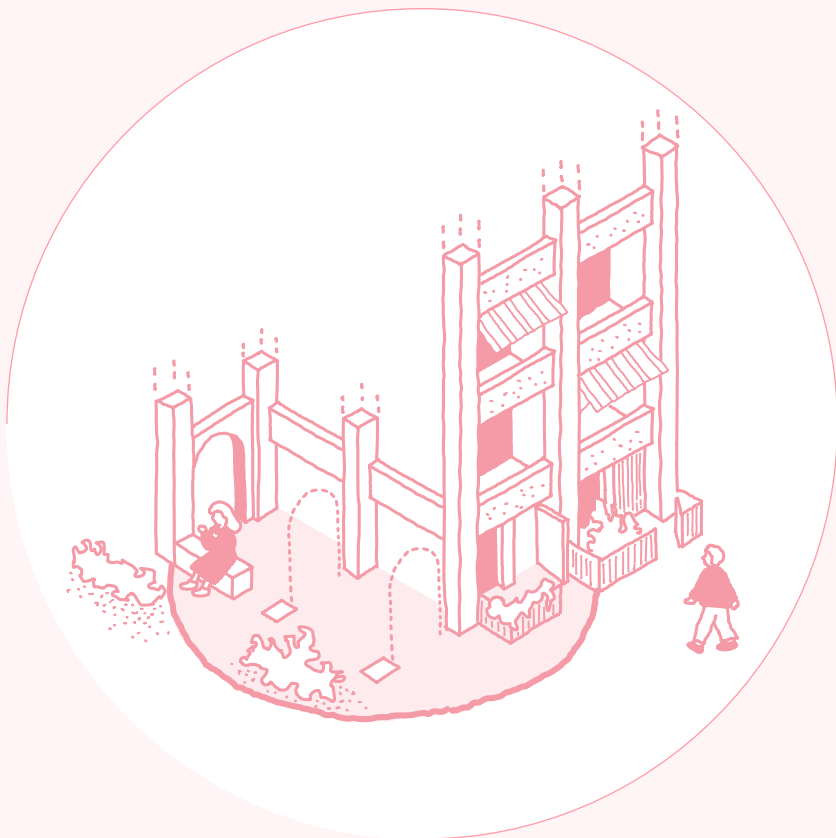
- pedestrians must cross active vehicle paths to reach building entries
- servicing conflicts with pedestrian desire lines, paths or open space edges.

5.6 Integrate utilities, substations, plant rooms and building services into the interface design so they do not create blank, defensive or visually cluttered street edges. Avoid locating large or multiple utility elements on primary pedestrian frontages where they would limit future activation or adaptation of the interface.



6. Contribute to comfort and climate resilience

Design built form interfaces to improve pedestrian comfort, microclimate and environmental performance at street level, supporting safe, usable and attractive public spaces year-round.



Guidelines

- 6.1** Design building interfaces to support a comfortable pedestrian microclimate at street level, responding to local seasonal conditions including heat, cold, wind and rain.
- 6.2** Provide effective weather protection along pedestrian streets and public spaces where walking activity is expected, using interface elements such as awnings, canopies, or colonnades.
 - Prioritise continuous or near-continuous weather protection in centre cores, destinations and along key walking routes.
 - Minimise gaps in awnings where buildings are closely spaced.
- 6.3** Design interfaces to balance access to sunlight with summer shade for streets and public spaces. Consider:
 - canopy trees integrated with building edges
 - awnings or colonnades sized to provide summer shade while allowing winter sun
 - avoiding deep, continuous shadowing of key identified walking routes, where appropriate, between 10am to 2pm at the spring equinox.
- 6.4** Mitigate adverse wind conditions created by building massing through design.
- 6.5** Integrate bioregion specific planting, soil and water sensitive design into building interfaces to support cooling, shade and environmental performance at the public edge. Where possible:
 - provide deep soil zones capable of supporting medium to large canopy trees suited to species and context
 - integrate raingardens, verge planting or WSUD elements with setbacks and thresholds
 - avoid hard, impermeable edges along pedestrian streets and open spaces.

6.6 Design interfaces to support universal access and physical comfort for people of all ages and abilities. Ensure interface elements do not reduce effective footpath width below safe and accessible standards. Avoid:

- excessive level changes at entries
- slippery or highly reflective materials at street level
- narrow or cluttered pedestrian accessways caused by interface elements, particularly near entries and along high-volume routes.

6.7 Select durable, tactile and low maintenance materials at street level that perform well under frequent use, weather exposure and long-term public contact. Consider:

- materials that age well and resist damage
- finishes that contribute to thermal, visual and tactile comfort
- avoiding fragile or highly reflective surfaces at pedestrian (child) height.

6.8 Prioritise shade, shelter and seating at locations where people stop, wait or congregate, including building entries, public transport stops, active transport crossings and along key desire lines.

6.9 Integrate public lighting into building interfaces to support comfort, safety and inclusive use of streets and public spaces after dark. Design lighting at interfaces to:

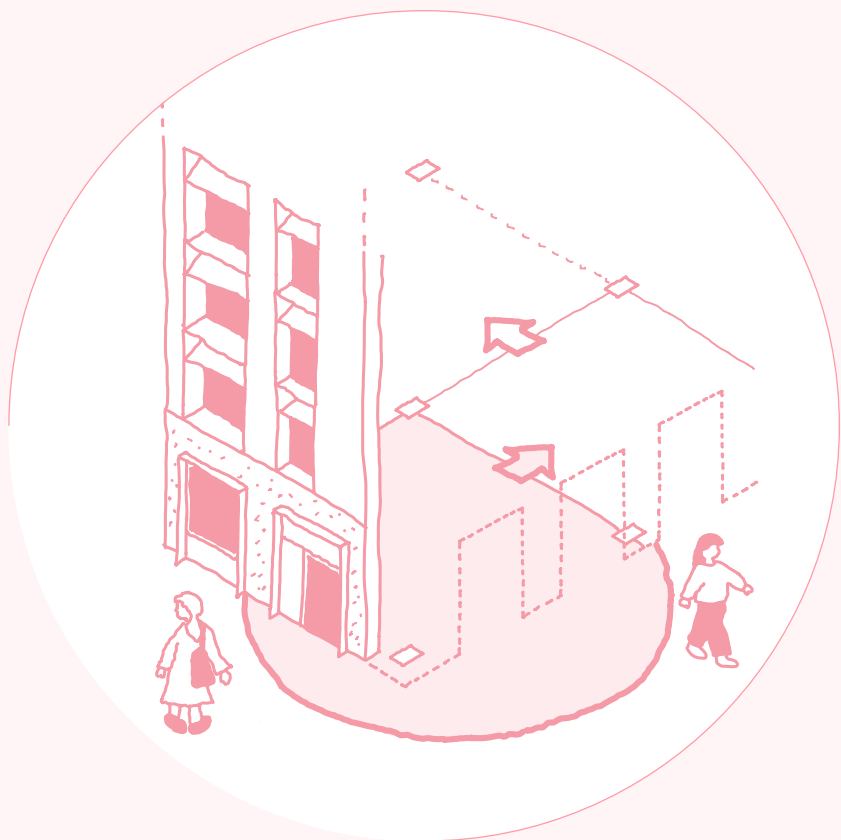
- provide even, layered illumination of paths, building entries and public-private realm thresholds
 - support facial recognition and visibility without glare or harsh contrast
 - illuminate surfaces and paths rather than upward or outward spill
 - minimise light spill into dwellings, vegetation and waterways to protect local flora and fauna.
-

6.10 Where buildings interface with places used by children (including schools, childcare, play spaces), design:

- play and learning opportunities
 - clear sightlines between buildings and the public realm
 - reduced vehicle conflict at entries.
-

7. Design durable and adaptable public-facing buildings

Design built form interfaces that can accommodate change over time, support evolving uses and movement patterns, and maintain high quality public realm outcomes as places intensify, climate conditions shift and community needs change.



Guidelines

- 7.1** Design building interfaces with long-term adaptability in mind so street-facing edges can respond to changes in use, tenure, transport patterns and climate without major reconstruction or loss of public realm quality.
- 7.2** Provide adaptable ground floor conditions along streets and public spaces that are likely to change over time, including centre cores, applicable Destination streets and areas near public transport. As a guide, consider:
 - higher floor to ceiling heights and provision for multiple entry points on the ground floor to support flexible re-use
 - frontage widths and structural layouts that allow subdivision or amalgamation
 - access arrangements that can support different uses without reworking the public interface.
- 7.3** Design building interfaces to remain active and legible even if ground floor uses change. Avoid interface treatments that permanently lock in inactive edges and limit future reconfiguration of the ground floor interface, such as:
 - fixed opaque walls along pedestrian streets
 - service-dominated frontages that cannot be adapted
 - interface elements that rely on a single use or tenant to function well.
- 7.4** Integrate services, utilities and building systems into interfaces so they can be upgraded or reconfigured over time without degrading the public realm. Avoid permanent clustering of plant, substations or service rooms on primary pedestrian frontages where they would constrain future activation.

7.5 Design interface elements to accommodate future changes in movement and transport, including increased walking and riding, and reduced car dependence. This may include:

- designing vehicle crossovers and access points so they can be removed or repurposed
- locating bicycle parking and end-of-trip facilities where they can expand or adapt
- avoiding interface treatments that permanently prioritise vehicle dominance at the street edge.

7.6 Select materials and finishes at building interfaces that are durable, repairable and suitable for frequent public contact. Prioritise materials that:

- age well and can be maintained over time
- resist damage at pedestrian height
- support tactile comfort and legibility rather than highly fragile or decorative finishes.

7.7 Design building interfaces to remain safe, comfortable and inclusive as conditions change, including at night and over time. Ensure interface layouts can support:

- future upgrades to lighting without resorting to spotlighting
- clear sightlines and visibility as surrounding development intensifies
- continued universal access without retrofitted or awkward solutions.

7.8 Where buildings interface with public open space, schools, community facilities or family-oriented destinations, ensure interface design can support evolving patterns of use over time. Avoid rigid treatments that limit informal use, surveillance or adaptability as community needs change.



Burwood Brickworks, Victoria

Burwood Brickworks was guided by the Burwood Heights Activity Centre Structure Plan and a site-specific Development Plan. The plan set clear requirements for land use, built form, parking with emphasis on concealed parking, open space, access and the relationship with surrounding neighbourhoods.

These requirements, supported by independent design review and a collaborative approach between the City of Whitehorse and the developer, shaped the outcome. The result is a mixed use precinct with a retail centre, residential buildings, public open space and walkable streets that reflect the strategic vision for a compact, integrated and sustainable community.

The project shows an attempt to manage varied interfaces and land use conditions. It also demonstrates how a new centre can engage with the public realm even when the surrounding neighbourhood will take time to reach its future level of activity and density. The following details how urban design objectives are demonstrated in the integration of a standalone commercial building into a connected, lively and climate resilient precinct.



Design Team

NH Architecture, Russell & George

Location

Wurundjeri Country

Type

Mixed use shopping centre precinct

Year

2020

Status

Completed

Photographer

Dianna Snape

Design objectives and case study

1. Responsive to natural, cultural and built context

The retail building uses a stronger and more expressive architectural language, including larger facades, taller internal volumes and distinct roof forms that signal its role as a hub.

Mid-rise apartment buildings are arranged around the periphery with smaller massing, varied articulation and softer landscape treatments, reinforcing the contrast between residential areas and the commercial centre.

2. Engaging streetscapes

Multiple entries oriented towards the internal street and the main public square, reinforcing continuous activity and creating an urban edge that is afforded with 'eyes on the street' (passive activity and surveillance).

A consistent use of natural materials reduces the visual impact of long elevations and supports a coherent architectural expression across different scales and levels of detail, creating a calm and unified sense of place without relying on applied decoration or visual clutter.

3. Strong legibility and wayfinding

The building is positioned to maximise permeability, with multiple pedestrian entries linking to Burwood Highway, Middleborough Road and the local street network.

Entrances are clearly defined through architectural framing, canopy structures and material shifts that guide users intuitively to access points.

Distinct built form elements, including corner treatments and roofline articulation, act as navigational markers within the suburban context

4. Manages transitions, scale and intensity

The massing steps up toward the commercial core and reduces in scale toward the surrounding neighbourhood, creating a legible transition between the centre and residential neighbourhoods.

Integrated landscape elements along the building edge, including planted terraces and green walls, soften the massing and create a more human centred interface.

5. Minimal service and vehicle impacts on the public realm

Vehicle access points are located on secondary interface and recessed driveways to preserve pedestrian amenity and minimise their visual prominence within the streetscape.

Loading docks and service areas are screened through architectural treatments and placed away from primary street interfaces.

Secure, well-lit paths from carpark to entries address safety concerns for users who may arrive or depart outside daylight hours.

6. Comfortable and responsive to climate conditions

Weather protection is embedded in the primary massing, with deep roof overhangs and soffits that provide continuous shelter along key pedestrian edges without requiring attached awnings.

Outdoor dining terraces and gathering spaces are designed within setback alcoves and protected corners, using massing to block prevailing winds and create comfortable microclimates.

Dedicated play elements in the public square and safe shaded outdoor seating areas offer comfort to children and families.

7. Durable and adaptable public-facing buildings

Drought tolerant and bioregion specific native plant species in the public realm reduce irrigation needs and remain resilient during prolonged dry periods.

Materials such as brick, steel and engineered timber ensure longevity and reflect the industrial heritage of the site.

Durable seating, handrails, pram-friendly surfaces and robust lighting ensure long-term safety and accessibility.

GLOSSARY

Glossary of terms

Activation

The deliberate, strategic process of making public spaces, streets, and underutilised areas vibrant, safe, and engaging by encouraging human activity, social interaction, and diverse usage throughout the week. It is the practice of breathing life into the built environment, transforming static, empty, or neglected spaces into functional, welcoming, and lively hubs.

Active edges / Active frontages

A building edge that directly engages with the street or public space through frequent doors, windows, display areas and activities. Active frontages support pedestrian interest, safety and economic activity by creating a visual connection and interaction between inside and outside.

Active transport

Any form of human powered movement, such as walking and riding, as well as using e-scooters or personal mobility devices. It involves transport for purposes such as running errands, commuting or accessing public transport, rather than just for recreation. Active transport plays a crucial role in reducing reliance on motor vehicles, promoting physical activity, and contributing to a healthier, more sustainable transport system.

Amenity

The features of an area, street or building that contribute to comfort, convenience and enjoyment. Amenity can be tangible, including seating, shade, lighting or toilets, or intangible, including views, noise levels and air quality. It shapes how welcoming and functional a place feels.

Architectural modulation

Designing a building with variation, depth, and articulation so street-facing edges have a human-scale and feel active and visually engaging.

Bio-retention systems

Landscaping features created to treat stormwater runoff. They are commonly located in carpark islands or within small pockets in residential and/or commercial land development. They are a key component of WSUD.

Blue-green network

Connected system of water and green spaces, such as creeks, wetlands, parks, trees, and planted streets, that supports water management, cooling, biodiversity and amenity.

Built form

The physical form and configuration of buildings and structures, including their height, scale, massing, setbacks, orientation and relationship to streets and public spaces. Built form influences how places function, feel and are experienced by people over time.

Back-of-house

The non-public, service-oriented areas of a development, building, or site that support operations.

Buffers

Designated areas of land, landscaping, or structural elements that separate incompatible land uses.

Centre cores

The central part of town or activity centre, typically closest to public transport, jobs, shops and services.

Character

The combination of physical and environmental attributes that contribute to the identity of a building, street or neighbourhood. Character changes over time.

Climate-responsive

Planning and building practices that adapt to local climatic conditions, particularly temperature, sunlight, wind, and rainfall, to improve microclimates, reduce energy reliance, and enhance occupant comfort.

Context

The setting in which a project or activity sits. This includes past and present ecology, community, urban structure, buildings, spaces and movement patterns. Good design starts with understanding context.

Country

When Aboriginal Australians refer to Country, it is an expression of a custodial relationship. They do not own land but are owned by it. It sustains and provides for people, and people sustain and manage the land through culture and ceremony.

Crossover

The connection of an accessway (i.e. driveway) to a street.

Deep soil

A soft landscape area that is unimpeded by building structure, basement car parking or impervious surface above or below ground. Deep soil requirements are designed to support the growth of canopy trees and facilitate the infiltration of rainwater into the natural soil profile.

Density

A measure of the intensity of development in each area, commonly expressed through dwellings, floor space or population relative to land area. Appropriate density depends on context, place and desired outcomes.

Ecological function

The active role of blue-green infrastructure, biodiversity and natural processes in supporting the health, resilience, and sustainability of urban areas.

Environmental performance

The measurable, outcomes-focused sustainability of built environments, encompassing energy efficiency, water conservation, waste reduction and resilience to climate change.

Facade

The visible components of a building that face streets and public spaces, forming its public face

Fine grain

An urban environment with human scale spaces, mixed uses, narrow street frontages and through block links, to foster diverse activities, walkability and rideability.

Ground floor interfaces

The relationship between the inside of a building (private space) and adjacent public spaces (streets, laneways, or public open spaces). It is primarily concerned with the 'ground plane' or the area where walkers, riders, vehicles, and built form interact.

Heritage value

Heritage value may refer to physical fabric that has formal recognition but may also encompass intangible values.

Identity project

A built environment initiative that reinforces local character, community identity, and cultural context through high-quality design.

Land use distribution

The spatial arrangement of land uses across an area, including residential, commercial, industrial and recreational land uses.

Legibility

Places that people can easily understand and find their way around.

Local living

Places where people have access to most of their daily needs, including local schools, services, parks and fresh food, within a short walk or ride from home.

Lot consolidation

The process of combining two or more adjoining land parcels into a single lot to enable coordinated development, management or use of the site.

Mixed use

A mixture of different land uses such as retail, commercial and residential in the same location or building.

Microclimate

The distinctive climate of a small area within an urban environment, influenced by the surrounding built environment. It encompasses variations in environmental conditions, including temperature and humidity.

Open space

Land that provides outdoor recreation, leisure, environmental benefits and visual amenity.

Overlooking

The direct line of sight from a window, balcony, terrace, deck or patio into a public or private space.

Passive design

The practice of designing buildings and surrounding public spaces to work with the local climate to maintain a comfortable temperature year round without relying on artificial heating or cooling.

Passive surveillance

Designing built environments to maximise natural visibility, allowing people to casually observe public spaces. Often termed 'eyes on the street' it aims to create safer, more active, and well-used public spaces, streets and walking and riding routes.

Permeable (places)

The extent to which the urban structure permits, or restricts, the movement of people through an area, and the capacity of the area network to carry people or vehicles. The length of a block and street formats contribute to permeability, and therefore walkability and rideability of a local environment.

Place

A space or location that has meaning shaped by the activity of people within it, its social and economic value to the community, and its physical and natural setting. Recognising the meaning of 'place' is fundamental to designing streets and spaces that support community, businesses, and people outcomes.

Place-based

An approach considering the unique physical, social, cultural, and environmental characteristics of a place, requiring collaborative understanding and tailored planning responses. Defines what a place does, not just how it looks.

Place function

The social, economic, cultural, and environmental roles that streets and spaces play for people. For example, local streets support play and everyday life.

Podium parking

Parking levels within a building constructed on a raised platform (podium) above ground level, typically serving as the base of a high-rise residential or commercial tower.

Public realm

All areas freely accessible to the public, including open spaces, parks, plazas, streets and laneways.

Raingardens

Specially designed garden beds to manage stormwater runoff, improve waterway health, and enhance urban landscapes. They are a key component of WSUD.

Registered Aboriginal Parties

The *Victorian Aboriginal Heritage Act 2006* recognises Registered Aboriginal Parties (RAP) as the primary guardians, keepers and knowledge holders of Aboriginal Cultural Heritage.

Riding

Riding refers to the use of standard and non-standard bicycles, tricycles, e-bikes, adaptive cycles, e-scooters, bicycles with trailers, and personal mobility devices for transport.

Setback

The minimum distance from any allotment boundary to a building.

Sightlines

Clear uninterrupted sight from a viewer's location to other locations, including key natural and built landmarks.

Staging

The strategic sequencing of development to align with the delivery of essential infrastructure.

Step-free access

Continuous, accessible footpaths that enables people with different mobility needs, including wheelchair users and those with prams, to navigate spaces without encountering steps, stairways or steep gradients.

Swales

Shallow, vegetated, open channels designed to manage stormwater runoff. They function as a sustainable alternative to conventional underground pipe and gutter drainage systems.

Through block connection

A laneway or connection through a large block to increase permeability, allowing pedestrians and riders to move through an area more directly.

Traditional Owner

Refers to the original custodians of Victoria who share a deep cultural, spiritual and social connection with Country. They have unique rights and responsibilities in Caring for Country. Each Traditional Owner Group has their own unique culture, history, language, customs and laws.

Universal design/access

Design that enables people of all ages, backgrounds and abilities to use streets, places, buildings and services independently and with dignity. Universal design goes beyond minimum compliance and seeks to remove barriers for users with different physical, sensory, cognitive or cultural needs.

Urban cooling

Infrastructure measures to reduce high surface and ambient temperatures in built-up areas, mitigating the 'urban heat island' effect.

Urban structure

Comprises the overall topography and land division pattern of an urban area. It is the pattern and scale of blocks, lots and public spaces, and the arrangement and scale of the movement network's streets and paths.

Walkability

Walkability is the measure of how amenable the local environment is to walking. Walkability is high in neighbourhoods where walking is safe, attractive and inclusive for all.

Characteristics that affect walkability include well connected streets with paths, pedestrian crossings, and safe intersections. Parks, schools, and shops being within walking distance further enhances an area's walkability.

Walking

Throughout this document, walking encompasses unassisted walking, the use of mobility devices including wheelchairs or walking aids, as well as the walking with a pram or use of shopping carts, trolleys and similar devices.

Water Sensitive Urban Design (WSUD)

Integrating the urban water cycle into urban design to minimise environmental damage and improve recreational and aesthetic outcomes. WSUD includes the use of passive irrigation techniques, and the incorporation of WSUD infrastructure such as swales, bio-filtration systems (rain gardens), permeable paving, and wetlands into the design.

Wayfinding

The process of navigating to a destination. It is about knowing where you are, where you want to go and how to get there from where you are.

Wurrek-al 'Talking with Purpose' First Peoples Engagement Framework

Sets out the transport and planning portfolio's expectations when engaging with Traditional Owners and the First Peoples Community.

