



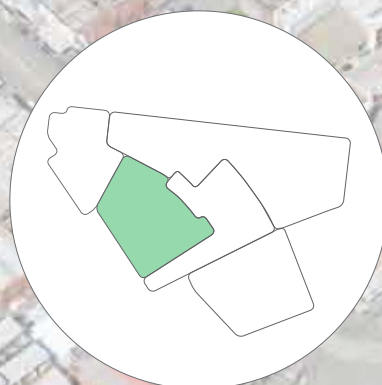
**E-Gate**

**Railway Place**

**Rosslyn Street**

**Abbotsford Street**

**Spencer Street**





## 3.3 ADDERLEY

### Where is Adderley?

Adderley is located in the western part of West Melbourne bounded by Spencer Street, Railway Place, Abbotsford and Rosslyn Streets (see Figure 3.20). The fine grain heritage shop fronts on Spencer Street are included in Adderley. Remaining sites on Spencer Street between Hawke and Dudley Street are included in Spencer.

An urban design analysis and character study identified Adderley as a distinct area based on its high heritage value, quiet streets, mixed built form character and allotment sizes, and topography.

### What is the area like now?

Adderley has a mixed and diverse urban character. It is currently undergoing change with former industrial buildings being adapted for residential use.

This pocket of West Melbourne has limited connections to other areas due to the railway cutting that forms its south-west boundary. As a result, the wide east-west streets carry limited through traffic. The topography slopes down to the south-west providing excellent views over the railway lines.

Lot sizes vary, but the majority are less than 1500 m<sup>2</sup>. Historic brick warehouses, workers cottages and Victorian terraces are often found side by side, reflecting the mixed history of the area.

The combination of wide footpaths, native planting and mid-rise buildings creates a place that feels distinctly separate from the central city, despite its proximity.

Buildings are predominantly one to five storeys. Developments of up to eight storeys have been approved in Adderley.



Figure 3.20: Location and characteristics of Adderley.



Photographs of Adderley (clockwise from top): heritage terraces, warehouses and apartment buildings on Hawke Street, looking north east; looking south-east along Railway Place; cottages along the west side of Hawke Street; George Lodi Lane; cafe on Adderley Street.

## What is the vision for Adderley?

**Adderley will have an eclectic mix of uses, tucked away from the busy thoroughfares of West Melbourne. It will be recognisable by its mix of heritage cottages and terraces, contemporary buildings and restored warehouses and factories. Its quiet leafy streets will connect to the Hawke Street green spine, providing excellent walking and cycling access to surrounding areas.**

### Density and built form

Adderley will retain its mix of lot sizes that support a range of different land uses. Where older buildings have been re-used and incorporated into new developments, their three dimensional form will be maintained, and any innovative and contemporary architectural responses will be clearly distinguishable.

New development in Adderley will be respectful of the existing built form and the heritage overlay that applies to a large part of the area. Building heights of between two and four storeys will create a mid-rise precinct that responds to adjacent low-scale heritage buildings.

### Activities, uses and infrastructure

Adderley will have a mix of uses including cafes, restaurants with small art spaces and offices scattered throughout. This will be achieved through the rezoning of land from mixed use zone to special use zone (see Part Two: The Framework for more information). A mix of uses will be included older buildings and new buildings. Former warehouses with large floor plates will be converted into start-up offices and creative spaces.

### Movement and access

Local trips will be served mostly by walking and cycling, and trips to and from the area will be supported by tram services on Spencer Street and easier access to North Melbourne Station. Local vehicle access will be retained, but through-traffic will be minimal.

Destinations in Errol Street, Docklands and E-Gate will be easy to walk and cycle to along the Hawke Street green spine. The new Docklands Primary School, fresh food market and cinema in Harbour Town will be about a 10 minute walk from the Hawke and Adderley Park via a new pedestrian and cycling bridge over the rail lines.

### Streets and spaces

Adderley's streets will be lined with wide canopy trees. Some parking will be provided near Spencer Street for shoppers, along with adequate spaces for existing resident permit vehicle parking.

As sites are redeveloped, parking will be increasingly provided off-street and some street space will be turned over to tree planting and water sensitive urban design.

Hawke and Adderley Park will be complemented by a linear park along Hawke Street connecting Errol Street to the new bridge to Docklands and E-Gate.



### Proposed built form controls - Adderley

Proposed built form controls for Adderley seek to achieve high quality development outcomes that respond to site characteristics and context. It is expected that qualitative design objectives will be met within these development envelopes.

It is proposed that the existing four storey discretionary height control in this area will be made mandatory to stabilise development and create certainty for the community. This height control will ensure that new development does not overwhelm the high heritage value of the area.

The following built form controls are proposed in Adderley DDO29-2 (see Figure 3.21):

- Maximum floor area ratio (FAR) 3:1
- Maximum building height 4 storeys (discretionary)
- Minimum employment floor area ratio (FAR) 0.5:1
- Minimum floor-to-floor height of 4 m for non-residential uses
- Minimum floor-to-floor height of 3.5 m for residential use.

There are no proposed changes to the built form controls that apply to DDO32. The area in Adderley covered by the General Residential Zone is subject to a mandatory maximum height control of 11 m.

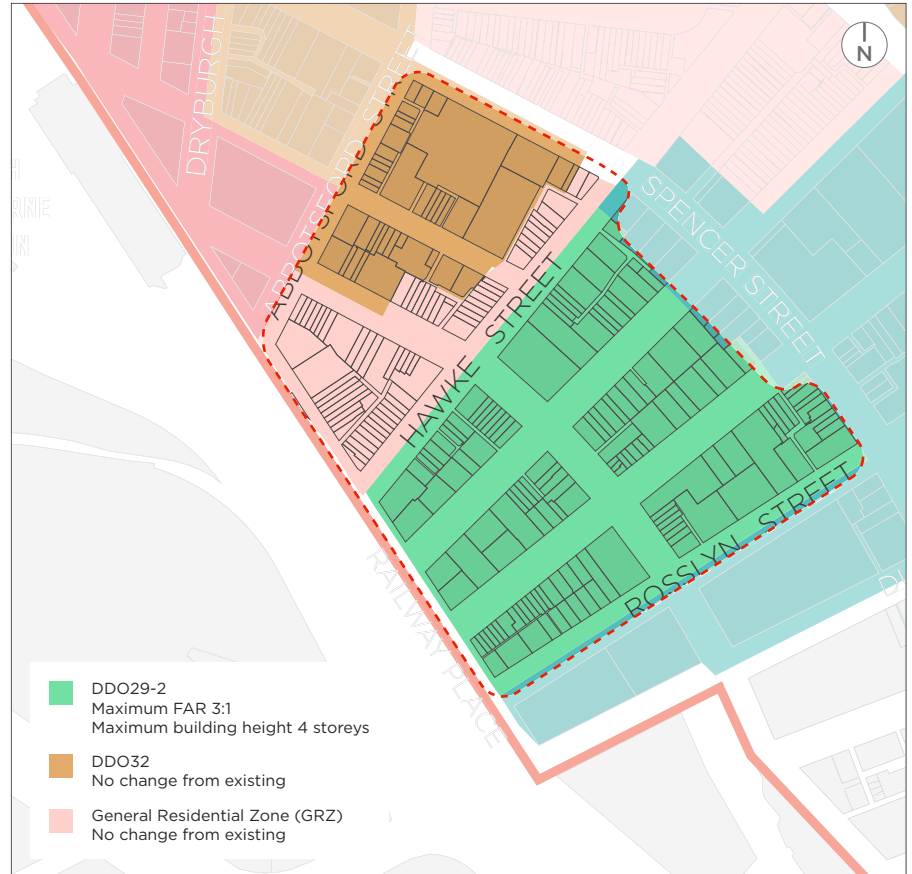


Figure 3.21: Adderley including DDO29-2, DDO32 and General Residential Zone.

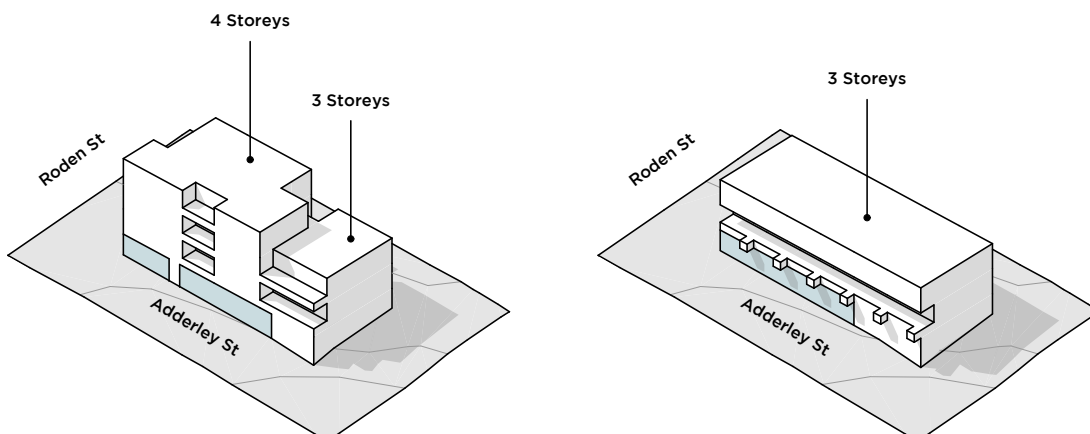


Figure 3.22: Built form testing to show the proposed floor area ratio and built form controls on a corner site in Adderley (DDO29-2). Images are indicative only to test the proposed controls and are not representative of actual building proposals (West Melbourne Built Form Testing, Breathe Architecture).

## Design objectives - Adderley

New developments in Adderley must respond to the following specific design objectives:

To create a low-scale precinct (between two and four storeys) of the highest design quality.

To ensure new development adequately responds to heritage through materiality, scale and form.

To enforce a lower scale of development to the laneways and the activation of the laneway interface.

To reinforce the role of Railway Place as an important pedestrian link between North Melbourne Station and Docklands.

To ensure developments are adaptable to different uses by providing adequate floor to ceiling heights.

### Figure 3.22 and Figure 3.23

A number of likely development outcomes have been tested on a range of different types and sizes of sites in the DDO29-2 area of Adderley using the proposed maximum FAR controls, maximum building heights and place specific design objectives.

The proposed mandatory maximum FAR of 3:1 sets clear expectations around the density of development and required supporting infrastructure in Adderley. Development of most sites is unlikely to be able to exceed four storeys while meeting the FAR requirement and design objectives.

A discretionary maximum building height of four storeys is included to ensure that the development of larger sites is consistent with the desired future character for Adderley.

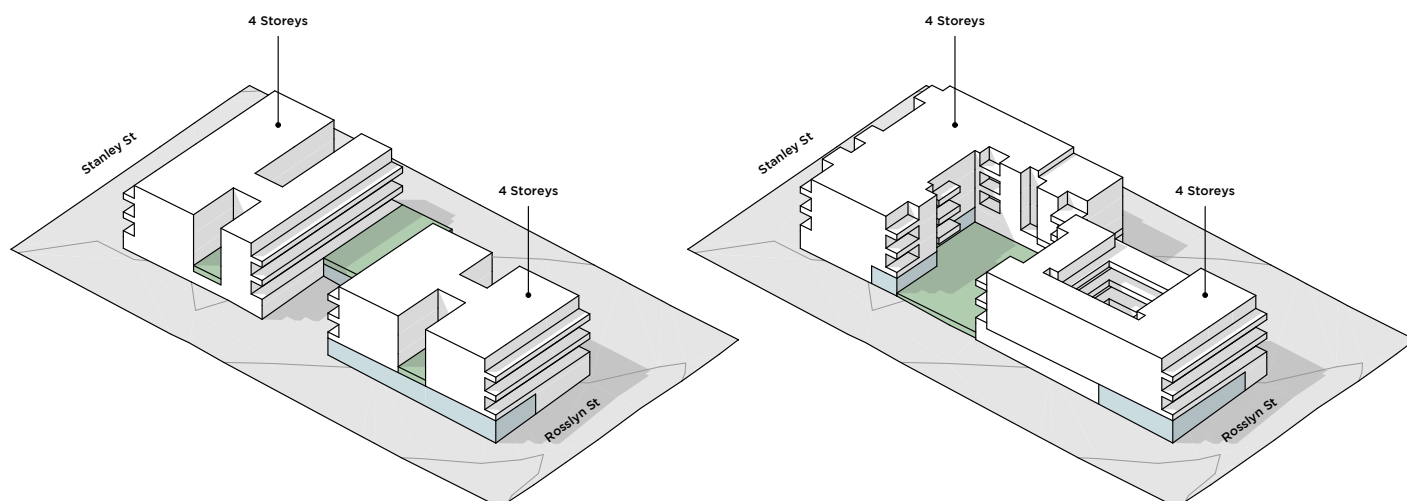


Figure 3.23: Built form testing to show the proposed floor area ratio and built form controls on a mid-block site in Adderley (DDO29-2). Images are indicative only to test the proposed controls and are not representative of actual building proposals (West Melbourne Built Form Testing, Breathe Architecture).



## Hawke Street Master Plan

Hawke Street will provide high quality local open spaces and become an important strategic walking and cycling route. Hawke Street will link the West Melbourne community to Errol Street and North Melbourne as well as E-Gate and Docklands into the future. Open space will be designed to retain vehicle access to properties.

### 1 Hawke Street linear park

Hawke Street between King and Adderley Streets will be redesigned to create a large linear park. Reconfiguring the street by converting the southern carriageway and median from 'grey to green' would create up to 5000 m<sup>2</sup> of public open space.

This section of Hawke Street has access to good levels of sunlight due to the lower built form to the north and west. It is also located nearby a number of recent residential apartment developments on Roden, Hawke and Ireland Streets and is a short walk from North Melbourne Station.

Between Spencer and Adderley Streets over two thirds of the central median is currently grass or keep clear zones. The median accommodates 17 car parking spaces and two car share vehicles. The southern kerb accommodates approximately 20 car parking spaces and loading zones.

Options for redesigning this space will be investigated further, including local requirements for on-street parking and vehicle to access private properties, Ireland Street and Mighty Apollo Lane.



Figure 3.24: Hawke Street Master Plan.

### Existing

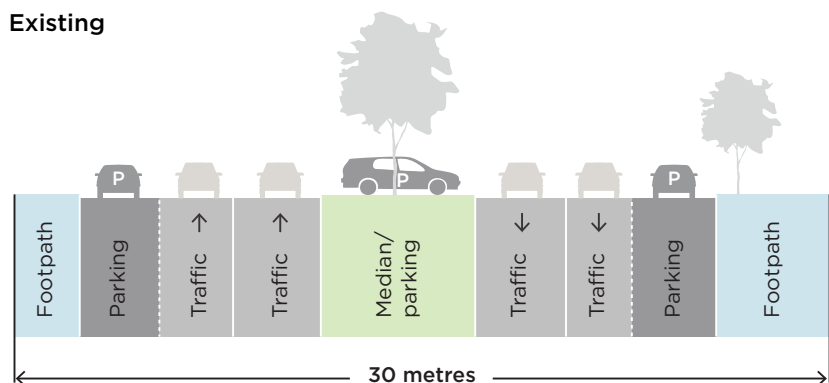


Figure 3.25: Existing street section of Hawke Street.

### Proposed

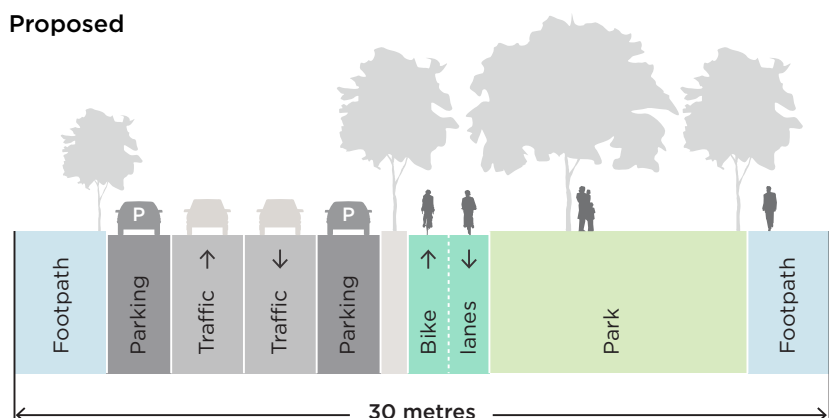


Figure 3.26: Proposed street section of Hawke Street linear park.

## 2 Hawke and Adderley Park

The expansion of the Hawke and Adderley Park is currently underway to create approximately 740 m<sup>2</sup> of new open space - outlined with a green dashed line in Figure 3.27 below. Following community consultation on a concept plan for the park in 2016, the planning process to progress the park is continuing and is expected to take approximately 11 months in total.

The park expansion demonstrates the potential for converting underutilised road space into a community asset. The new park will include an open lawn for informal use, a large children's play space, a social space for informal gatherings and a plaza.

## 3 Hawke and Railway Park

The proposed Hawke and Railway Park will be located at the intersection of Hawke Street and Railway Place at the proposed gateway between West Melbourne, E-Gate and Docklands. A pedestrian and cycling link from Little Docklands Drive will land at this point creating a distinct urban space incorporating seating, viewing areas and WSUD that is sensitive to the low-rise heritage character of the area.



Figure 3.27: Indicative landscape concept for Hawke Street including expanded Hawke and Adderley Park and proposed linear park (indicative only).









**BEFORE**



Artist's impression of the proposed Hawke Street linear park looking south-west towards Adderley Street (indicative only).





**E-Gate**

**North Melbourne Station**

**Proposed West Gate Tunnel  
entry/exit**

**Abbotsford Street**

**Spencer Street**

**Lothian Street**

**Victoria Street**





## 3.4 STATION PRECINCT

### Where is Station Precinct?

Station Precinct is located around North Melbourne Station bounded by Abbotsford, Spencer, Lothian, Victoria and Laurens Streets and Railway Place (see Figure 3.28).

An urban design analysis and character study identified the Station Precinct as a distinct area based on its irregular street pattern, allotment sizes, relationship to the station and to the Arden-Macaulay urban renewal area. A number of buildings in this area are subject to heritage controls. The area to the north-east of Dryburgh and Ireland Streets is within the North and West Melbourne heritage precinct overlay.

### What is the area like now?

Station Precinct is an area currently undergoing significant change, with a number of developments currently underway or recently completed. To the north-west of the precinct is the Arden-Macaulay urban renewal area.

The irregular street grid includes a mix of 20 and 30 metre wide streets with many sites having frontages onto multiple streets. Small blocks mean that much of the precinct is dedicated to road reserve.

Lot sizes vary throughout Station Precinct and range in size from 500 m<sup>2</sup> to over 3000 m<sup>2</sup>. There is a mix of industrial, commercial and residential uses. Recent development has been predominantly residential.

Buildings are typically up to six or seven storeys tall. A 10 storey building is currently under construction adjacent to North Melbourne Station.

In the west of Station Precinct a small open space, Railway and Miller Reserve, is currently being expanded into the road reserve to provide more green space for the community.

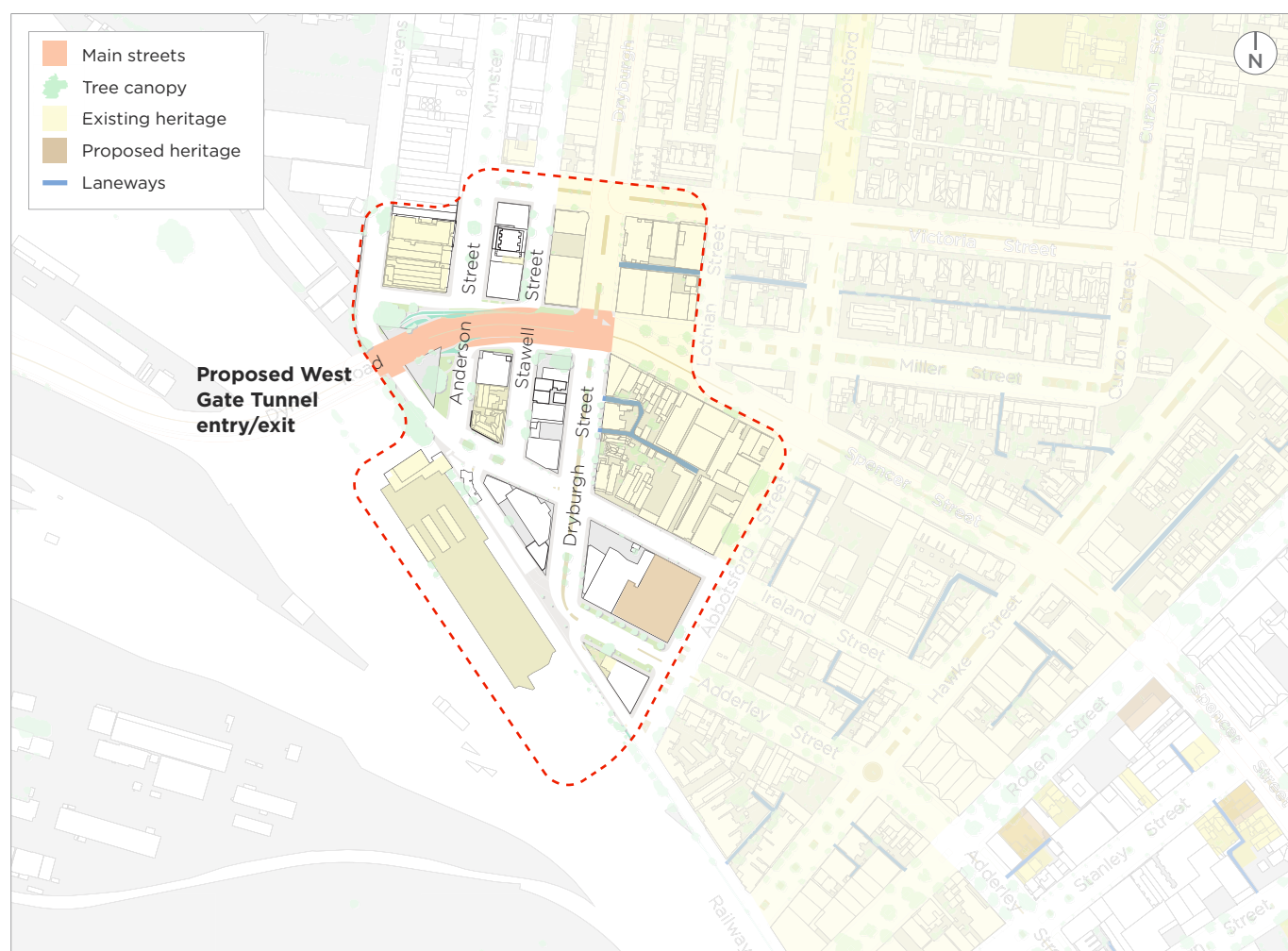


Figure 3.28: Location and characteristics of Station Precinct.





Photographs of Station Precinct (clockwise from top left): North Melbourne Station; looking south-west across the railway yards; TB Guest Biscuit Factory from Laurens Street; new apartment buildings in Dryburgh Street; looking south from Dynon Road Bridge; Ireland Street.

## What is the vision for Station Precinct?

**Station Precinct will be a thriving area of converted warehouse apartments and new residential buildings defined by the edge of the railway escarpment and busy transport node at station entrances. North Melbourne Station will be emphasised as the focal point of the precinct by green avenues that extend to the north and east and new pedestrian and cycling bridges linking south and west to E-Gate and Docklands. A mix of retail, commercial and residential buildings will encourage people to linger in the precinct rather than just pass through.**

### Density and built form

The built form of Station Precinct will be a mix of warehouse conversions, contemporary developments, heritage cottages and terraces of a discretionary maximum height limit of eight storeys. The significant variation in site sizes and eras of development will provide an interesting and varied pedestrian environment, and will require sensitive development responses on larger sites.

### Activities, uses and infrastructure

A cluster of shops, cafes, restaurants and bars around the station will be supported by the increasing number of local residents and passing commuters walking to Arden, Docklands and E-Gate. This will be delivered through the rezoning of land from mixed use zone to a special use zone (see Part Two - The Framework for more information). Former industrial buildings will be repurposed to house small offices, creative industries and galleries. Affordable housing and a mix of dwelling types will be available.

### Movement and access

Station Precinct will be well connected by all transport modes. New pedestrian and cycling links will provide convenient access to jobs, shops and other destinations in Arden, North Melbourne, Docklands and E-Gate.

Public transport access is very high with North Melbourne and Arden Stations within walking distance, supplemented by enhanced on-street services. Driving to the precinct is discouraged for visitors due to limited parking and more convenient and efficient alternatives.

### Streets and spaces

Street space in Station Precinct will be prioritised for the safety, convenience and amenity of movement to and from North Melbourne Station. High quality spaces for people to walk and meet around the station entrances will allow for efficient movement of different travel modes and support the local amenity of businesses and services.

The expanded Railway Place and Miller Street Reserve will provide local open space in Station Precinct and improve the amenity of walking and cycling connections to Arden.



## Proposed built form controls - Station Precinct

Proposed built form controls for Station Precinct seek to achieve high quality development outcomes that respond to site characteristics and context. It is expected that qualitative design objectives will be met within these development envelopes.

Developments will be required to adequately transition in height to neighbouring 14 m DDO32 area (see Figure 3.29).

A maximum floor area ratio of 5:1 will create a mid-rise precinct around the station. The FAR control will create certainty for the community and reduce speculative development in the precinct.

A minimum employment floor area ratio will ensure that this precinct continues to offer employment opportunities, taking advantage of its excellent connections to public transport and relationship to the Arden-Macaulay employment precinct.

The following built form controls are proposed in Station Precinct DDO28 (see Figure 3.29):

- Maximum floor area ratio (FAR) 5:1
- Minimum employment floor area ratio (FAR) 1:1
- Maximum building height 8 storeys (discretionary)
- Street wall height range between 4 and 8 storeys
- Ground floor setback of 3 m from the laneway centre line
- Minimum floor-to-floor height of 4 m for non-residential uses
- Minimum floor-to-floor height of 3.5 m for residential use.

There are no proposed changes to the built form controls that apply to DDO32.

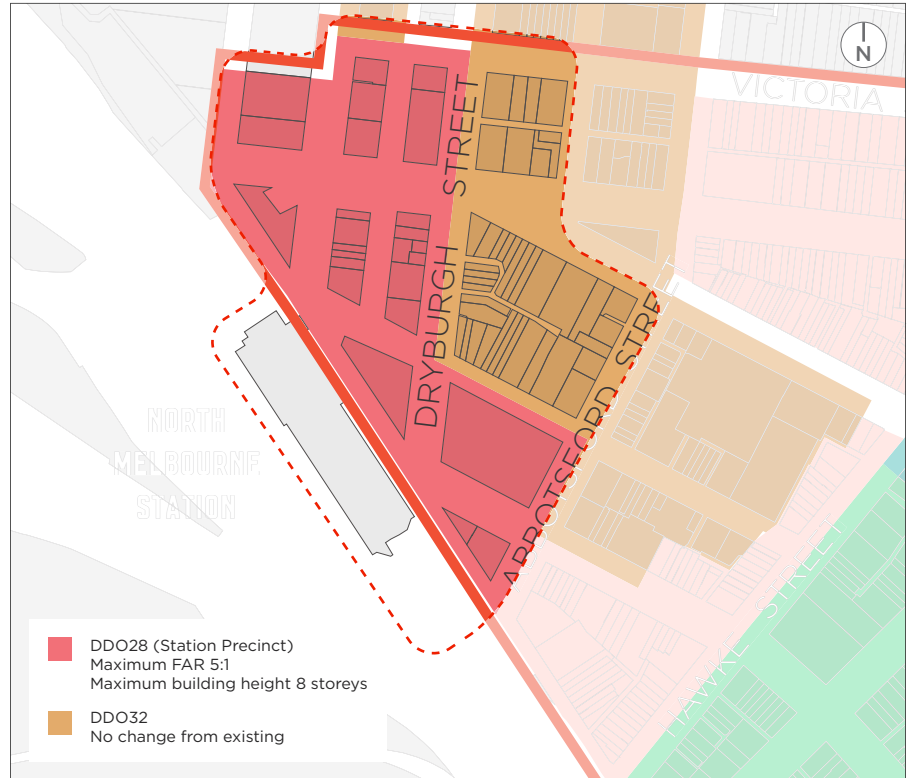


Figure 3.29: Station Precinct including DDO28 and DDO32.

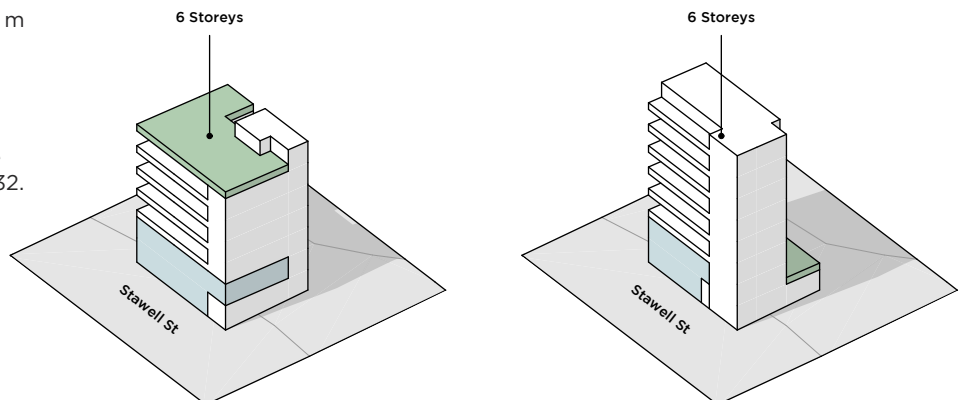


Figure 3.30: Built form testing to show the proposed floor area ratio and built form controls on a mid-block site in Station Precinct (DDO28). Images are indicative only to test the proposed controls and are not representative of actual building proposals (*West Melbourne Built Form Testing*, Breathe Architecture).

## Design objectives - Station Precinct

New developments in Station Precinct must respond to the following specific design objectives:

To create a medium density precinct (between four and eight storeys) of the highest design quality.

To generate activity around North Melbourne Station by including non-residential uses.

To encourage the adaptation of former industrial buildings.

To provide adequate floor-to-floor heights to ensure developments can be adapted to different uses.

To maximise passive surveillance around North Melbourne Station and Railway and Miller Reserve.

### Figure 3.30 and Figure 3.31

A number of likely development outcomes have been tested on a range of different types and sizes of sites in the DDO28 area of Station Precinct using the proposed maximum FAR controls, maximum building heights and place specific design objectives.

A discretionary maximum building height of eight storeys is included to ensure that the development of larger sites is consistent with the desired future character for Station Precinct.

The proposed mandatory maximum FAR of 5:1 sets clear expectations around the density of development and required supporting infrastructure in Station Precinct. Development of most sites is unlikely to be able to exceed eight storeys while meeting the FAR requirement and design objectives.

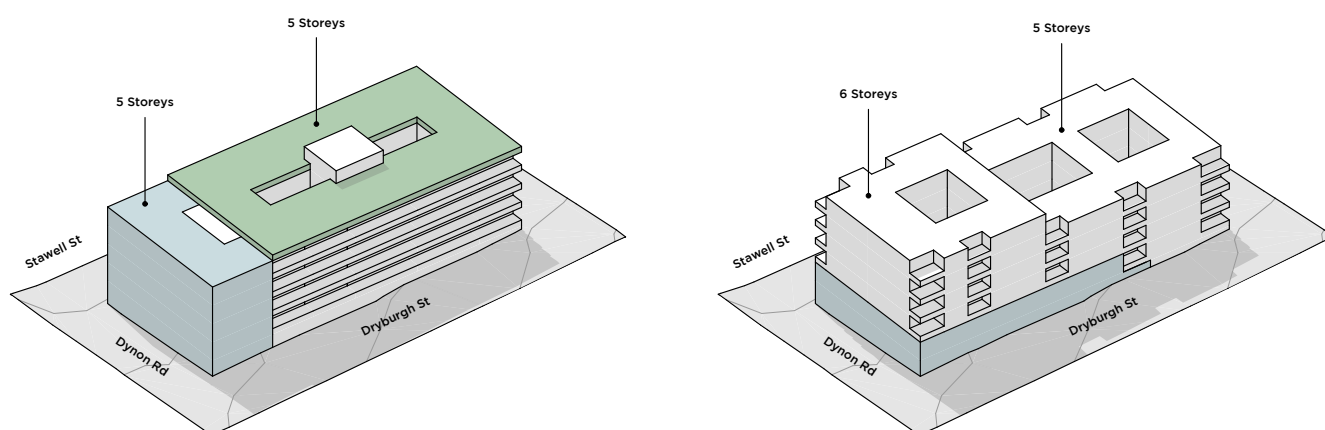


Figure 3.31: Built form testing to show the proposed floor area ratio and built form controls on a large corner site in Station Precinct (DDO28). Images are indicative only to test the proposed controls and are not representative of actual building proposals (West Melbourne Built Form Testing, Breathe Architecture).



## North Melbourne Station Upgrades

As Melbourne's western suburbs continue to grow, the strategic significance of North Melbourne Station will increase. The station is an important interchange for northern and western train lines and is becoming more important as an entry point into the expanding Arden, West Melbourne and E-Gate area.

North Melbourne Station is an intermodal transport hub, with connecting services including the 401 bus to the Parkville medical and university precinct. Buses connect with the station via Adderley and Dryburgh Streets at high frequencies, creating an uncomfortable pedestrian environment.

The area around the station is currently a 'through-place' with a low amenity public realm. There are expansive views to the west across the rail lines to E-Gate and Docklands. The area is exposed to strong westerly winds and immature trees provide inadequate shelter.

There are currently few active interfaces, however the recent development around the station will help create a small local centre of shops and cafes. To the north of the station, Railway and Miller Reserve has been expanded to include passive and active recreation spaces, WSUD, improved pedestrian and cycling access and an off-leash dog park.

As Arden and West Melbourne continue to develop, pedestrian movements from the station will increasingly permeate through the precinct.



Figure 3.32: Artist's impression of the potential future treatment of Railway Place (indicative only).

### What is proposed?

The streets and spaces around North Melbourne Station will be redesigned to create a high quality place that allows for a significant volume of pedestrians going to and from the station.

South of the station, Railway Place will be converted to a shared street that retains local vehicle access but reduces long term commuter parking spaces. This shared treatment will be continued through to Railway and Miller Reserve to the north.

Opportunities for extending the pedestrian plaza at the entrance of the station out into Dryburgh and Adderley Street will be investigated. This will involve consideration of potential alternate routes for the 401 bus.

The potential for reopening the old northern entrance to the station will be explored, with opportunities for extending pedestrian access across the existing footbridge to Moonee Ponds Creek.

### A detailed design proposal for the area will include:

- Direct, wide, high-quality pedestrian access along Railway Place from Dudley Street to Arden
- A one-way, centre of road separated bus route from Abbotsford Street along Adderley Street and Dryburgh Street to Ireland Street with a high quality centre road bus platform
- High quality public space or 'town square' in front of the station.



Figure 3.33: Indicative landscape concept for upgrades around North Melbourne Station (indicative only).









Artist's impression of upgrades around North Melbourne Station looking south-east down Adderley Street (indicative only).







## 3.5 HISTORIC HILLTOP

### Where is Historic Hilltop?

Historic Hilltop is located in the northern part of West Melbourne adjacent to North Melbourne and is bounded by Peel, Dudley, King, Roden, Spencer, Lothian and Victoria Streets (see Figure 3.34).

An urban design analysis and character study identified the Historic Hilltop as a distinct area based on its high value heritage, small allotment sizes, predominantly residential character, topography and relationship to North Melbourne.

### What is the area like now?

Historic Hilltop is a low-scale residential area with high heritage value and wide, open local streets. The area is served by the Errol and Victoria Street shops located to the north of the precinct.

The majority of sites are smaller than 500 m<sup>2</sup> and have rear access via the extensive bluestone laneway network.

The topography slopes down to the south and west from higher areas along Victoria Street.

Buildings are predominantly between 2 storeys and 4 storeys. Wide 30 metre streets, grassy medians, broad canopy trees and front gardens contribute to a feeling of openness in the streets. Arterial streets impact the amenity of pedestrian and cycling connections to the local shops.



Figure 3.34: Location and characteristics of Historic Hilltop.



## What is the vision for Historic Hilltop?

**Historic Hilltop is a heritage neighbourhood clustered around the shopping strips on Errol, Victoria and Peel Streets. The fine grained, low scale heritage buildings, retrofitted warehouses and larger institutional buildings represent the diversity of architectural eras that have shaped this precinct. Wide green streets, open spaces, views to the central city and access to Flagstaff Gardens and Queen Victoria Market accentuate the area's proximity to the central city.**

### Density and built form

Rows of workers' cottages, Victorian terraces and Federation homes provide uniformity to the residential streets, and intact historic shopfronts and awnings line the shopping strips. Landmark buildings such as St Mary's Cathedral occasionally punctuate the skyline. The current built form controls that apply to the area will remain the same with new buildings a maximum height of 14 m.

### Activities, uses and infrastructure

This is a mostly residential area with retail along Victoria and Peel Streets and mix of commercial and community uses east of Chetwynd Street.

### Movement and access

This area has good access to walking, cycling and public transport routes. Access to the road network for local residents and visitors is provided along the multiple arterial routes - King Street, Spencer Street, Victoria Street and Peel Street.

### Streets and spaces

Eades Park and Flagstaff Gardens are existing excellent open spaces. Local streets provide a significant amount of on-street parking to support local businesses. Additional on-street parking is provided on King Street in off-peak times.



## Junction Upgrade

The junction of Hawke, Errol, King and Victoria Streets will be redesigned to improve pedestrian and cycling safety and to enhance the functionality of open space.

The intersection of these wide streets create a complex and expansive junction, and despite grassed medians and small parks with significant trees, the area has an open and exposed character, which is dominated by cars.

Opportunities exist to upgrade the junction to improve pedestrian and cycling safety. The existing green spaces will be reconfigured to consolidate existing open space and better celebrate the heritage attributes of the place. This can be achieved whilst retaining all existing car parking spaces that are important for customers accessing adjacent businesses.



Figure 3.35: Aerial photo of the Hawke, Errol, King and Victoria Streets junction. © Google Earth



Figure 3.36: Potential concept for the reconfiguration of the Hawke, Errol, King and Victoria Streets intersection.