

GRIMSHAW

# Design Framework

- Abbotsford Street North Melbourne -

DHHS  
Public Housing Renewal Program

AUGUST 2017

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DOCUMENT TITLE:

Abbotsford Street North Melbourne Redevelopment / Design Framework

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# Public Housing Renewal Program

The Victorian Government is committed to better meeting the housing needs of Victorians. As part of its Homes for Victorians strategy, the government has committed to a \$2.7 billion program of investment into housing and homelessness initiatives. The creation of safe, accessible, affordable and suitable housing is a priority of the government.

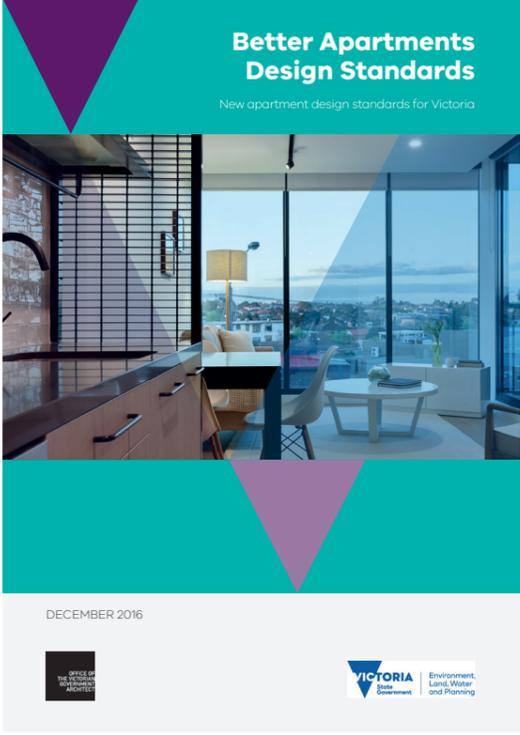
The Public Housing Renewal Program is a \$185 million commitment to redevelop a number of ageing public housing estates into vibrant, better-connected, mixed-tenure neighbourhoods where people can live in housing that is safe and secure. DHHS wants to grow social housing in these areas because they are close to transport, education and work opportunities, as well as support services. Social housing at each estate will increase by at least 10 per cent and deliver properties that better suit the needs of tenants.

The North Melbourne Public Housing Estate is one of nine public housing sites identified in stage one for renewal as they consist of buildings that are rundown and have high maintenance costs. The “walk-up” buildings were commonly constructed in the 1960s without lifts, making them inaccessible to people with mobility issues, families with small children and older Victorians.

This project aims to improve conditions for residents and meet the growing need for social and private housing that suits smaller households in areas with access to services, job opportunities, education and public transport.

The project aims to deliver replacement housing by using an approach that involves the Director of Housing:

1. Using the equity in under-utilised land to build more social housing through a commercial relationship with the private sector, the State’s delivery agency Development Victoria and/or community housing sectors; and
2. Redirecting the proceeds from the sale of land for private development and strategically leveraging program funding to partly or wholly fund the construction of the new social dwellings.



DEVELOPED FOR:



CONSULTANT TEAM:

Architect



Town Planner



Traffic Engineering



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# 1.0 Introduction

The Abbotsford Street, North Melbourne site is located in the municipality of Melbourne, approximately two kilometres from central Melbourne. The site houses residents in 112 dwellings located within 17 walk up blocks.

The following zone and overlays(s) apply to the site:

- General Residential Schedule 1 (GRZ1)
- Design and Development Overlay 66 (DDO66)

The site is triangular in shape and has an area of approximately 1.9 hectares. The site is located in a highly accessible location within walking distance of retail, commercial, employment, leisure, open space and community facilities.

The site is serviced by tram stops along Abbotsford street, bus services along Haines Street and is within 400 metres walk from tram services on Flemington Road. The North Melbourne Metro Station is approximately one kilometre to the south and Macauley Station is within one kilometre to the west. A variety of employment, health, community, and leisure uses are within walking distance including the Royal Melbourne Hospital, North Melbourne Recreation Centre, North Melbourne Town Hall, University High School and North Melbourne Primary School.

There are numerous examples of medium to medium-high-rise development in the locality in areas zoned for mixed-use development adjoining the site.



# 2.0 Design Principles

Design Principles for the PHRP projects were established by the DHHS and other key stakeholders from the Office of the Victorian Government Architect (OVGA) and the Department of Environment, Land, Water and Planning (DELWP) at a series of three workshops in November 2016. Extensive discussion took place around a range of draft design principles for the projects and commentary from all stakeholders was recorded and integrated into the final design principles for the project shown

## 01 PUBLIC LAND ASSETS

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Maximise the social, economic and environmental 'return' of public land assets and ensure the economic viability of the project.

## 02 - SUSTAINABLE DEVELOPMENT

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Deliver a sustainable and high quality development that contributes to the longevity of housing stock and minimising the cost of living.

## 03 - SAFE PLACES

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Create safe buildings and spaces throughout the site.

## 04 - SITE FEATURES

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Respond to the features of the site, such as context, aspect, topography, significant vegetation.

## 05 - NEIGHBOURHOOD CONTRIBUTION

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Integrate with the surrounding area by responding to existing or preferred neighbourhood character, enhancing the public realm and existing networks and delivering 'good neighbour' outcomes.

## 06 - TENURE EQUITY

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Balance issues of equity in the successful delivery of market and social housing that is 'tenure blind'

## 07 - NON-RESIDENTIAL USES

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Provide retail, commercial or community uses to meet an identified local need or stimulate local activity and participation.

## 08 - ACTIVE TRANSPORT

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Prioritise pedestrian and bicycle access within the site.

## 09 - LEGIBILITY

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Establish legible access and address points for the site, buildings and spaces, including defining private, communal and public spaces.

## 10 - SOCIAL INTEGRATION

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Foster social connections between residents and the wider community.

## 11 - RESIDENTIAL AMENITY

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Provide high levels of residential amenity and livability.

## 12 - INTEGRATED LANDSCAPE

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Provide landscaping and communal open space that is resilient and enhances the sense of place, sustainability and livability of the site and local area.

## 13 - ACCESSIBILITY + ADAPTABILITY

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Deliver buildings and spaces that are accessible and practical for people of all abilities and readily adaptable to respond to the future needs of residents.

# 3.0 Location and Site Context

## Location Context

The Abbotsford Street, North Melbourne site is located on the edge of Melbourne's Central Activity District. It is within walking distance to the Parkville National Innovation and Employment Cluster. The cluster has education, research, health, professional and technical industries as well as significant parkland. Accessibility to the area will be improved with the development of Arden Station as part of the new Metro Tunnel project which will be within walking distance - approximately 650m. The Arden Macaulay Urban Renewal project will see mixed use intensification and dramatic change to the adjacent precinct.



Melbourne Urban Growth Zones - CBD and Inner North West

# Location Context

The site is located at an axial shift in geometry to the urban grid, slightly to the north of a valley which discharges to Moonee Ponds Creek, which incorporates a major cycle commuter trail to the CBD (the Capital City Trail.)

To the west of the site is the proposed Urban Renewal precinct of Arden Macaulay. To the south west is the planned Arden Melbourne Metro Rail Station which is envisaged as an intensified and vibrant mixed use urban precinct centred around the new underground station.

The urban pattern to the north is fine grain with heritage significance and a low scale grid of individual attached houses. The urban pattern to the south and western edges is more varied and constitutes larger footprint apartment blocks.

Wide streets with central medians and European tree and eucalypt plantations. Two-storey terraces and detached houses more common in northern half of precinct.

-  Tram Route
-  Train Station
-  Activity Centres
-  Municipal / Local Parks
-  Open Space
-  Riparian Zone
-  Key Links
-  Local Primary Schools
-  Site Boundary



# Site Context

The existing 2-3 storey walk-up housing has the quality of 'buildings in landscape'. There is no legible urban grid or street pattern on the site. Historically, this site formed a completed part for urban grid.

The site has a significant northern interface with the North Melbourne heritage precinct along the Molesworth Street edge, with a mix of fine grain attached and detached low scale dwellings. To the west and south, the grain varies to larger apartment blocks and wide streets which integrate trams (Abbotsford Street) and parking (Haines Street) in to the centre median.

The site has fourteen two and three storey walk-ups which contain 112 dwellings in total. There is a playground located centrally accessible via the northern boundary which is utilised by the surrounding community as well as residents.



MMBW 160':1" plan of North Melbourne, north of Victoria Street, [https://participate.melbourne.vic.gov.au/application/files/8414/2951/1554/North\\_and\\_West\\_Melbourne\\_forum\\_presentation\\_-\\_25\\_March.pdf](https://participate.melbourne.vic.gov.au/application/files/8414/2951/1554/North_and_West_Melbourne_forum_presentation_-_25_March.pdf) (Lovell Chen)



0m 20m 40m 100m



# Site Context - Edge Interfaces

## Interfaces

- The site has a predominantly low scale residential interfaces on all edges with a range of attached, detached and walk up apartment blocks.
- The edges of the site are generally well trafficked public streets. There is a sensitive streetscape to the north, Molesworth Street is a quiet, leafy and traffic restricted green street.
- Abbotsford Street is highly trafficked wide street with commercial frontages at the intersection with Haines Street
- Corner shops and hotels are typical typologies in this precinct, located at Haines and Harker Streets and Molesworth and Harker Streets.



01 - Molesworth Street Looking East



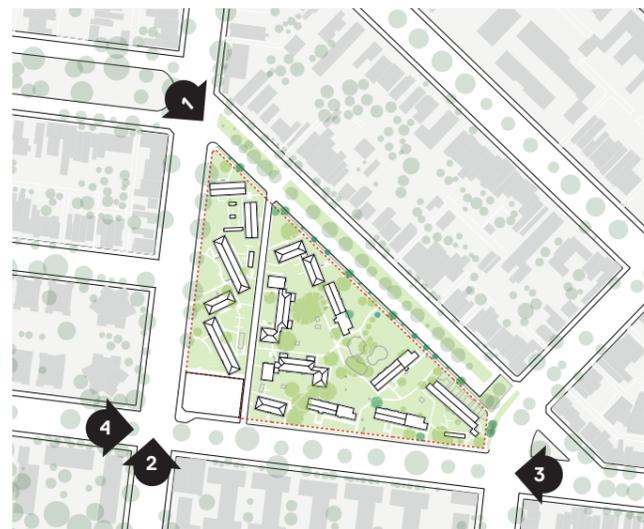
02 - Abbotsford Street Looking North



03 - Cnr Haines/Harker looking North/West



04 - Haines St Looking East



# Site Context - Aspect and Prospect

The site sits in a undulating topography with a significant 6-8m fall diagonally across the site. This creates aspect and prospect from the various areas within the site and in the surround context.

This siting of new buildings would need to carefully respond to this topography to nestle to forms appropriately into the landscape and to utilise the fall of the land to help conceal parking structures and entries.

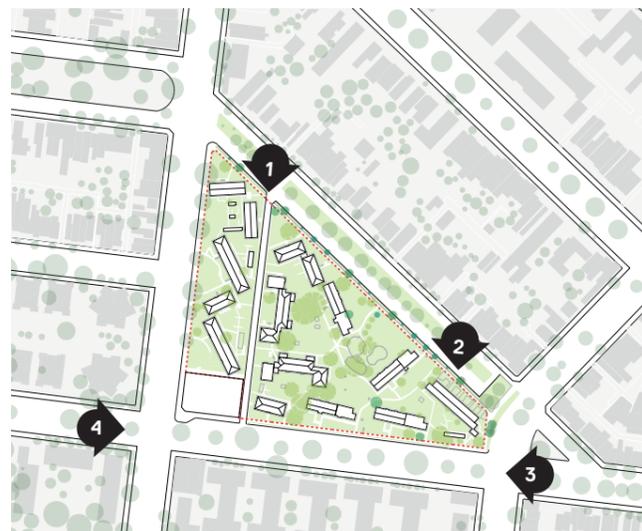
The flow of the public spaces will need to find an appropriate route through this topography. The existing mature tree vegetation provides excellent screening and amenity to the site.



01 - Looking south down Hardwicke Lane



02 - North Facing Apartments along Molesworth Street



03 - Cnr Haines/Curzon looking North/West



04 - Haines St Looking East

# 4.0 Planning Context

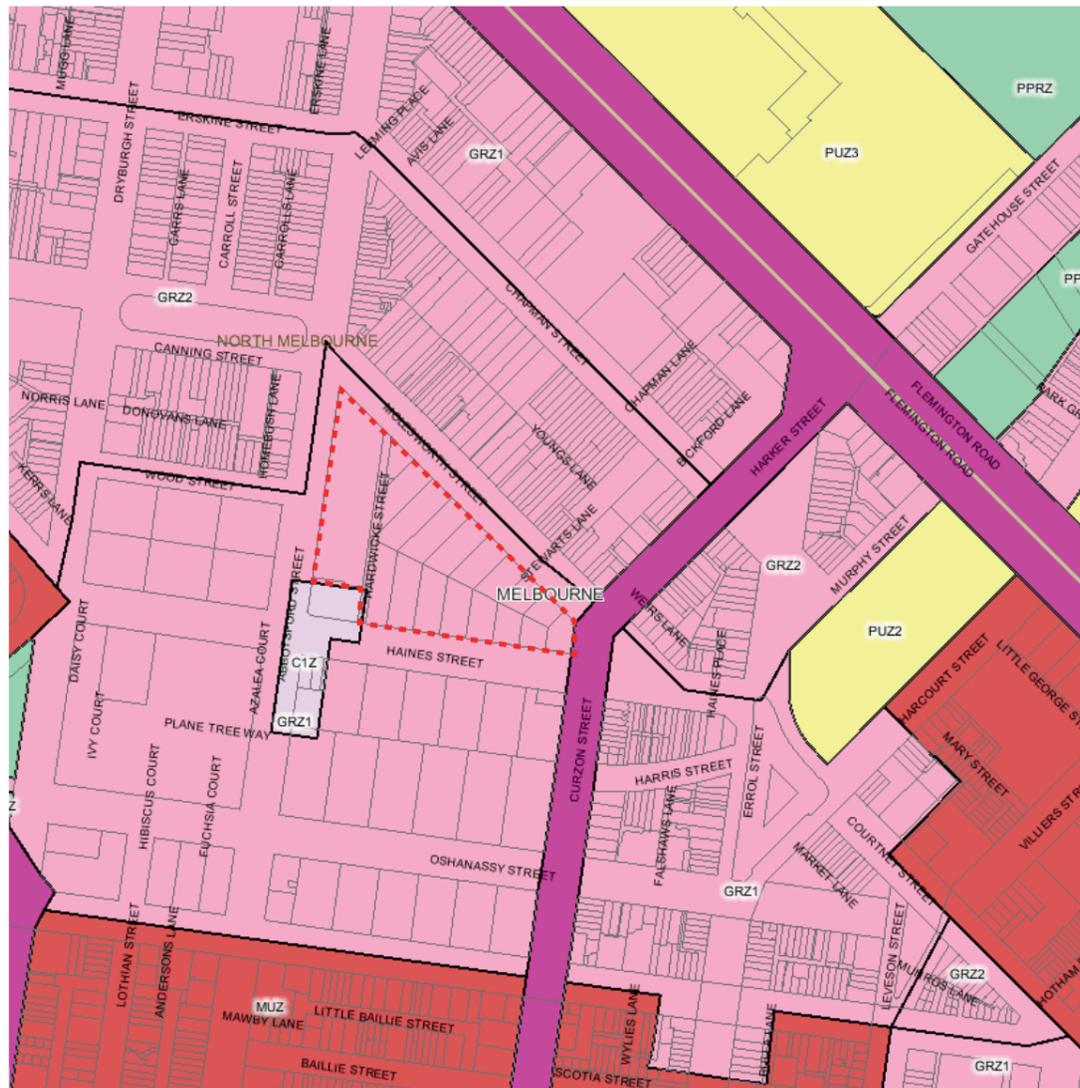
This Report should be read in conjunction with the Town Planning Report, prepared by David Lock Associates, dated August 2017.

## Existing Planning Controls:

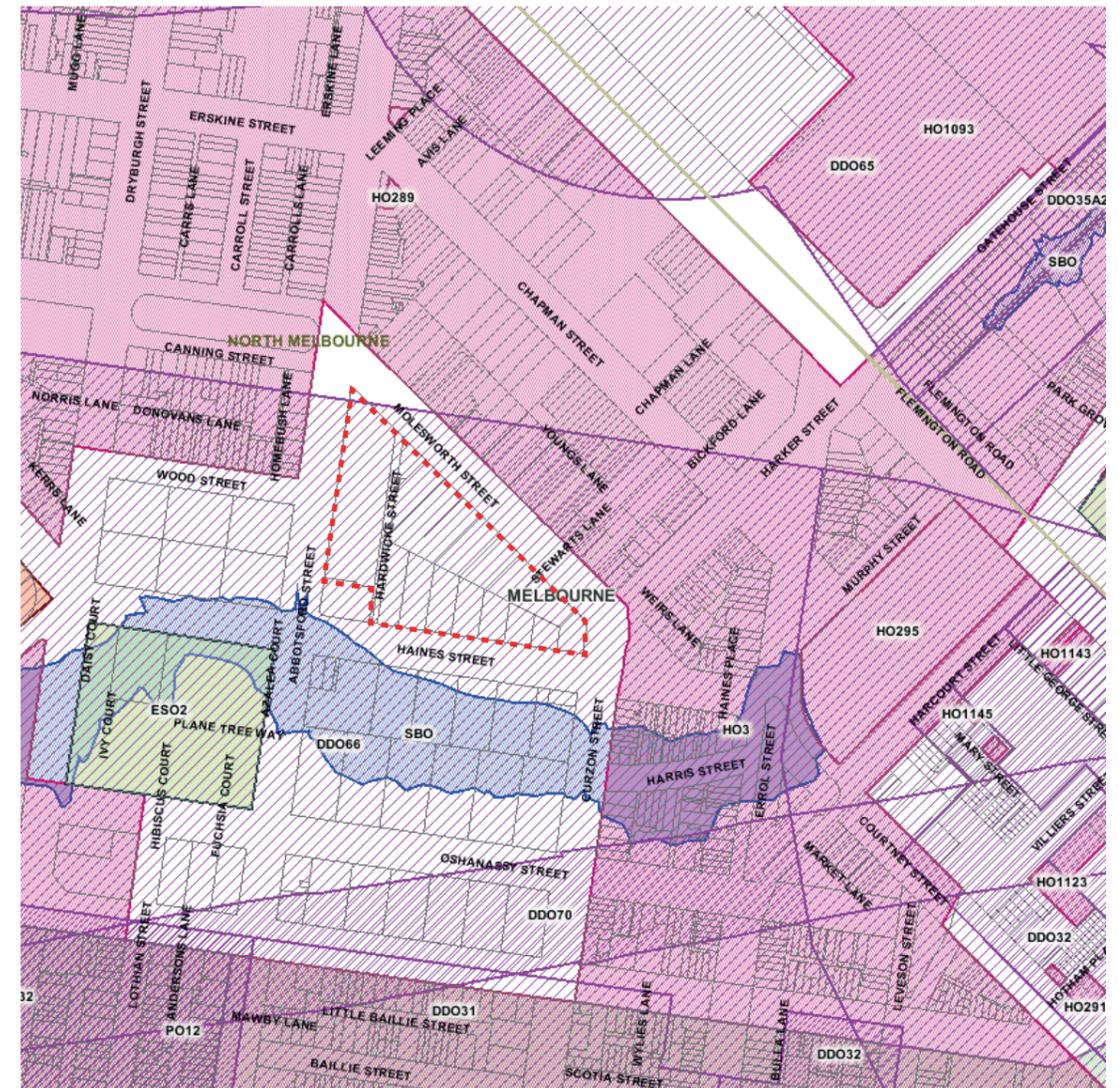
The Site is located within the General Residential Zone – Schedule 1 (General Residential Areas) (GRZ1), pursuant to Clause 32.08 of the Melbourne Planning Scheme.

The Site is affected by Design and Development Overlay 66 'Hospital Emergency Medical Services Helicopter Flight Path Protection (Outer Area).

DDO66 triggers permit requirements for any built form above 77.3 metres.

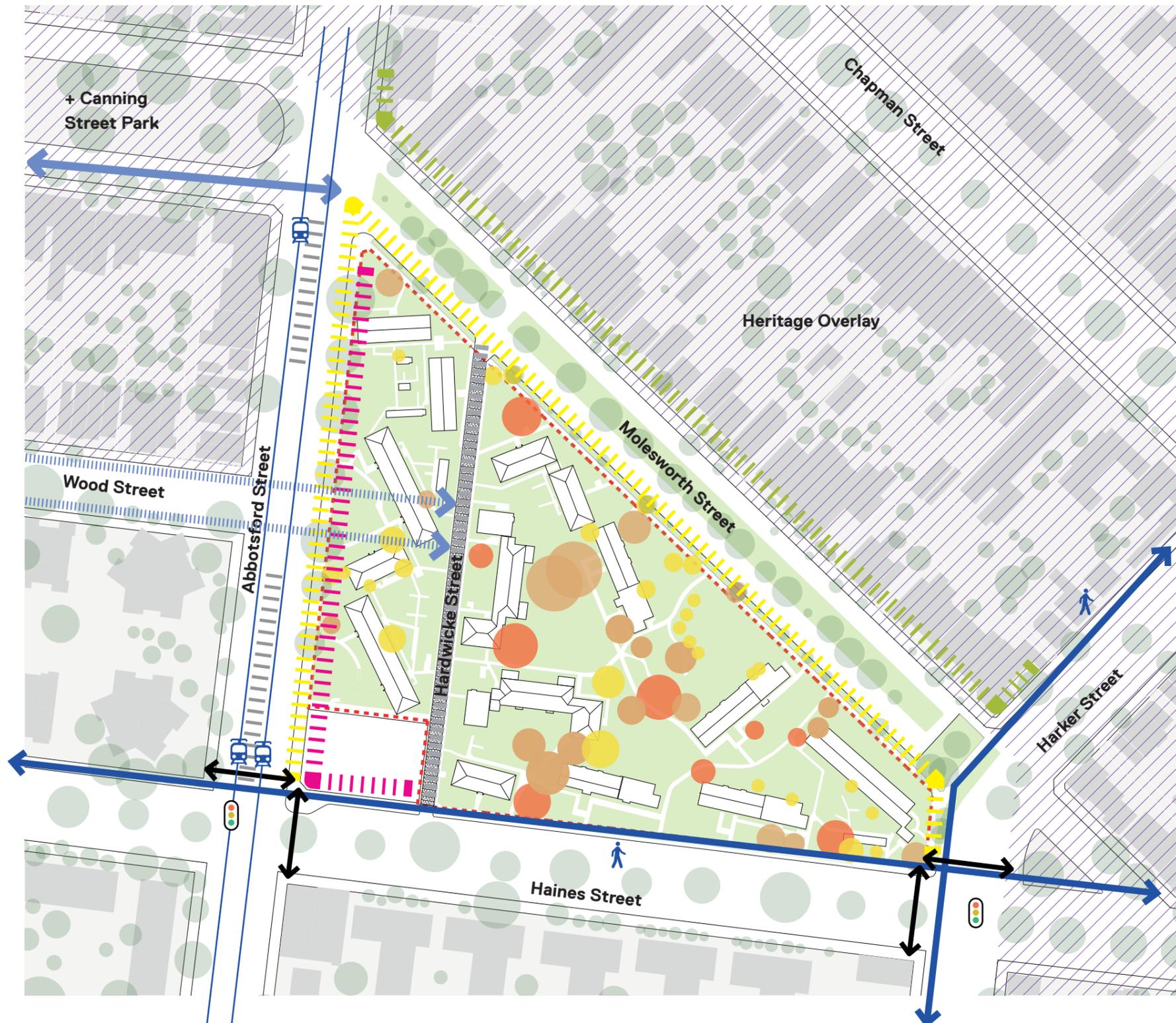


**PLANNING SCHEME ZONES**



**PLANNING SCHEME OVERLAYS**

# 5.0 Opportunities and Constraints



## Opportunities

-  Extend Wood Street as break in built form
-  Adjacent to existing tram and bus stops
-  Walking Route to North Melbourne Primary School and North Melbourne Leisure Centre
-  Strengthen pedestrian / cycle link to Macaulay Train Station via Canning Street
-  Extend Commercial Frontage along Abbotsford Street
-  Unencumbered Solar Amenity
-  Signalised Intersections
-  Signalised Pedestrian Crossing
-  Bluestone Laneway (Hardwicke Street)

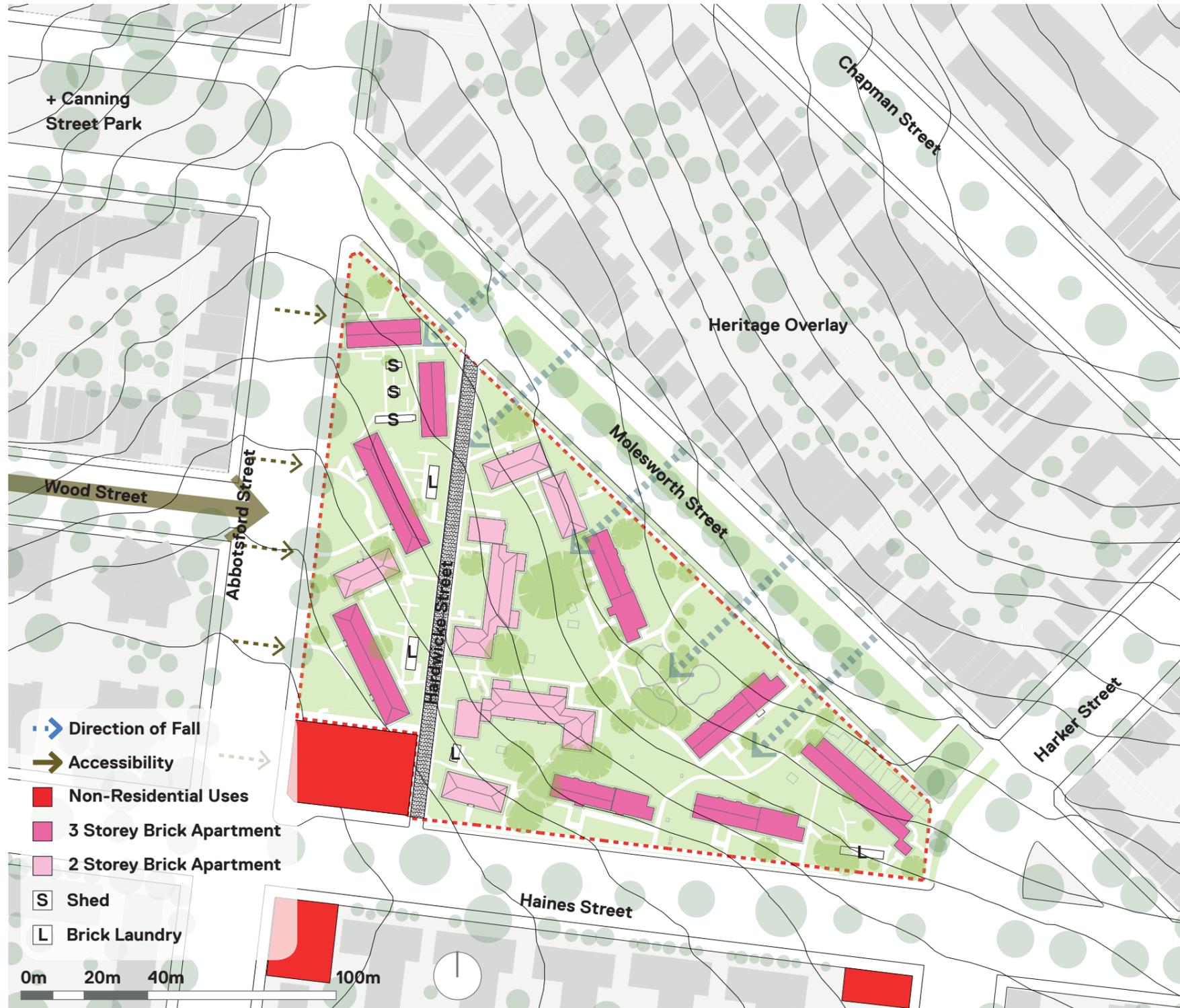
## Constraints

-  Sensitive Interface to Molesworth Street low scale heritage zone residential
-  Vehicle Access to site limited by tram stop and pedestrian movements along Abbotsford and Haines Streets
-  Heritage Overlay
-  High Value Trees Existing
-  Moderate Value Trees Existing
-  Low Value Trees Existing
-  Trees in surrounding context



# 6.0 Site Analysis

## Analysis - Existing Built Form



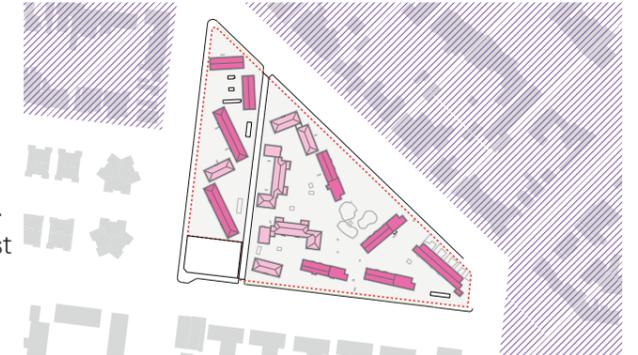
### Building Heights

Existing walk-ups are 3 storey with 3-4 storeys the predominant height to the adjacent neighbourhood blocks.



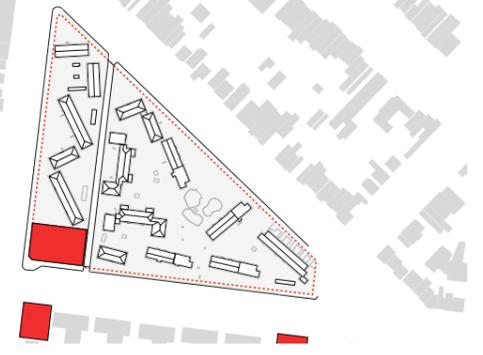
### Heritage and Character

The blocks to the north comprise of predominantly fine grain terrace housing. To the south and west there are 3 storey walk-up apartment blocks.



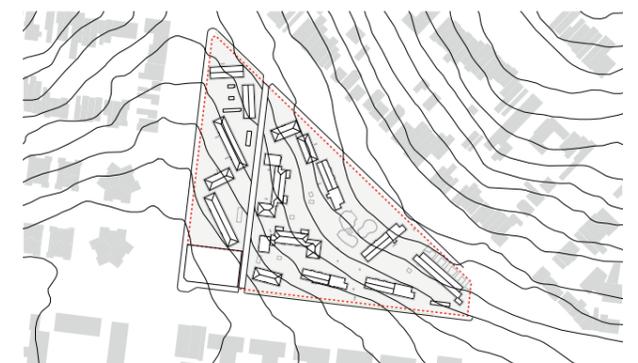
### Non-Residential Uses

Existing retail is located within the area and provide opportunity to establish this further

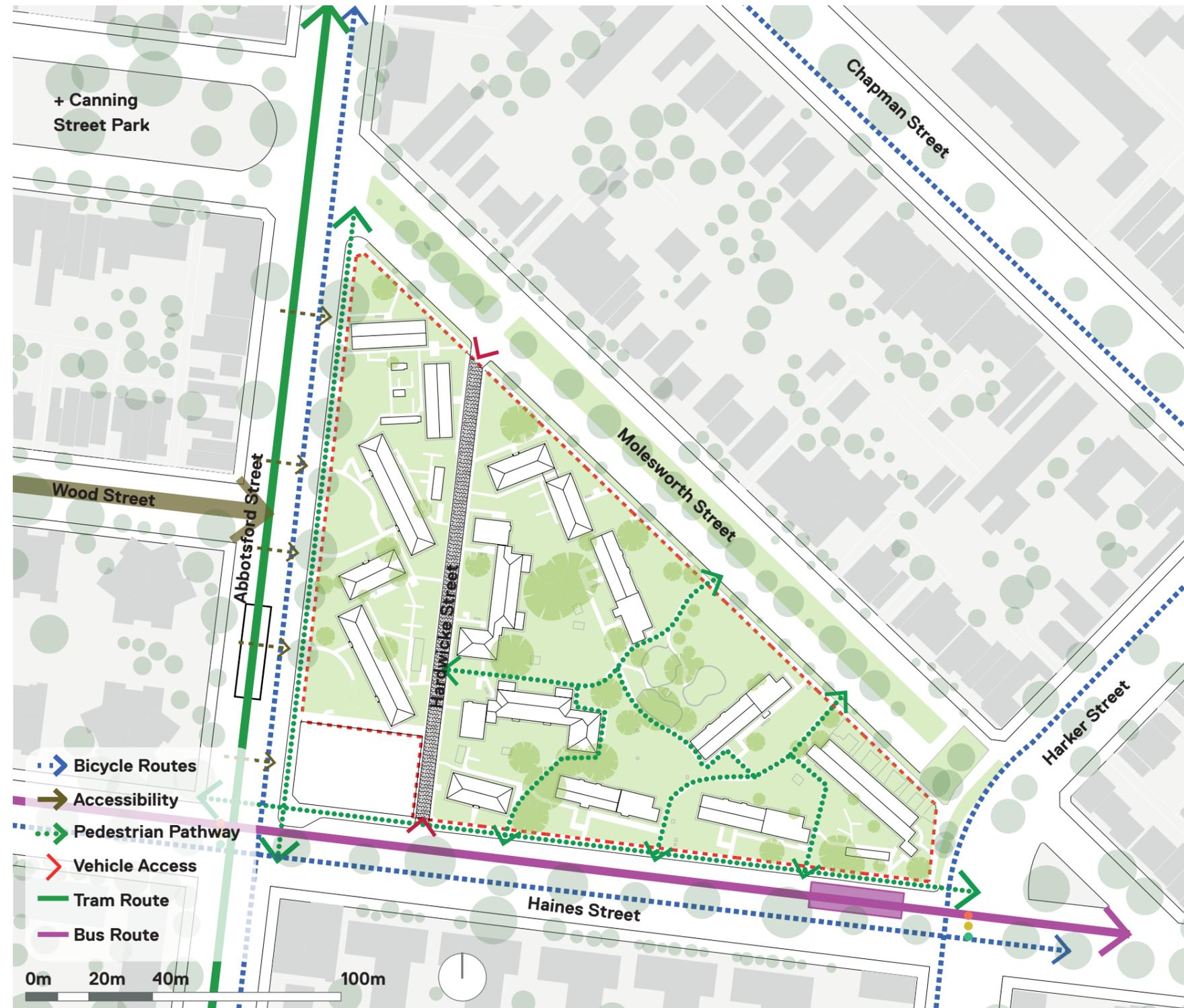


### Topography

The site falls steeply from Melesworth Street to Haines Street, with approx 6-7m cross falls.

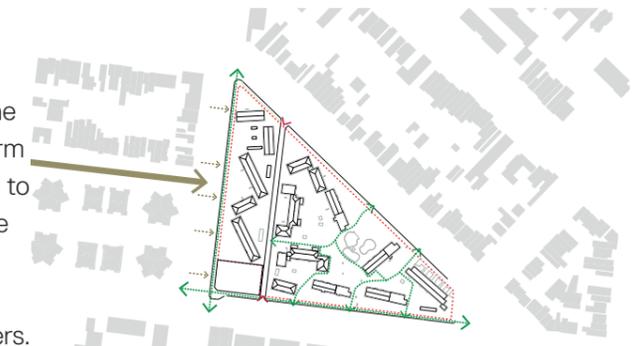


# Analysis - Movement Networks



## Pedestrians

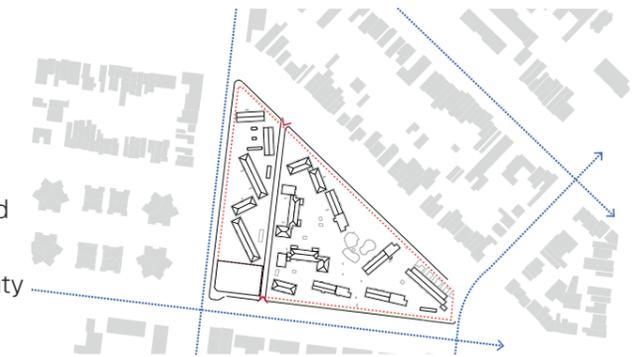
Existing pedestrian pathways through the site are organic in form generally connecting to the playground space in the centre. The bluestone laneway is difficult for some users.



## ●● Pedestrian Pathway

### Bicycles

Cycle routes are integrated into the surrounding street network in a mix of shared and dedicated lanes with good accessibility to the city network



## ●● Bicycle Routes

### Public Transport

Tram 57 services the site directly via Stop 16 on Abbotsford Street

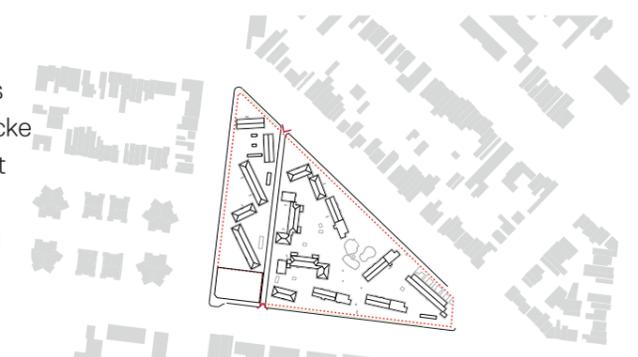
### Bus Route

### Tram Route



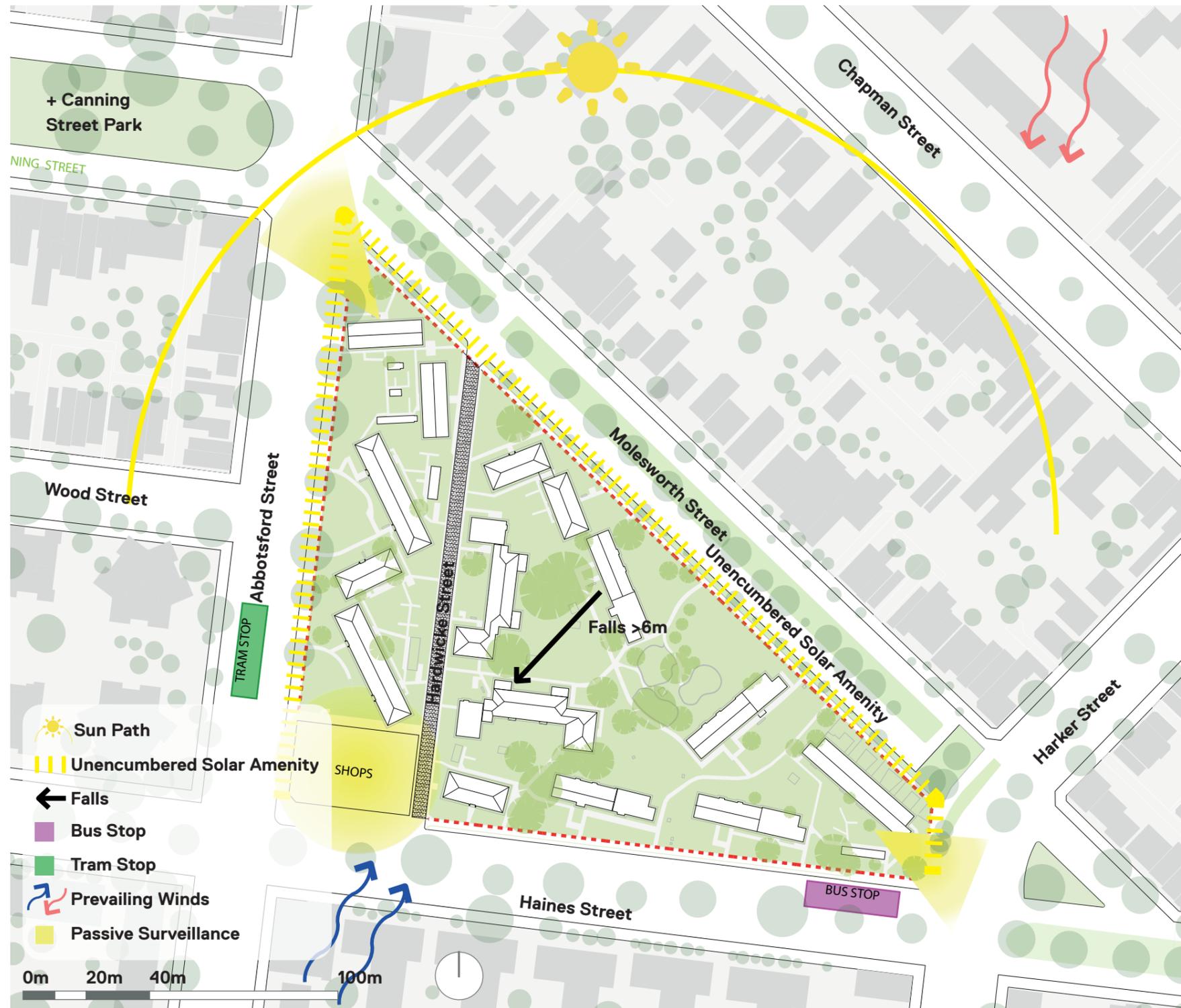
### Vehicles

Accessibility to the site is currently via Hardwicke Street with on-street parking in a mix of parallel, centre island and 45 degree in the surrounding streets



## > Vehicle Access

# Analysis - Existing Site Amenity



## Solar Access and Prevailing Winds

Solar gains are largely unencumbered to the north, west and east due to the heritage overlay to the north limiting height.

## Views and Open Green Space

Molesworth St offers a leafy outlook to the north, and Northwest toward Canning Park.

## Passive Surveillance

Abbotsford Street on the west side of the site and Haines Street on the south side of the site offer street activity and some passive surveillance. Boundaries are generally open.

## Streetscape

The surrounding grain is varied between

- Residential/ shopfront
- Fine grain residential
- Multiple level residential



# Analysis - Existing Landscape

## Arborist Report

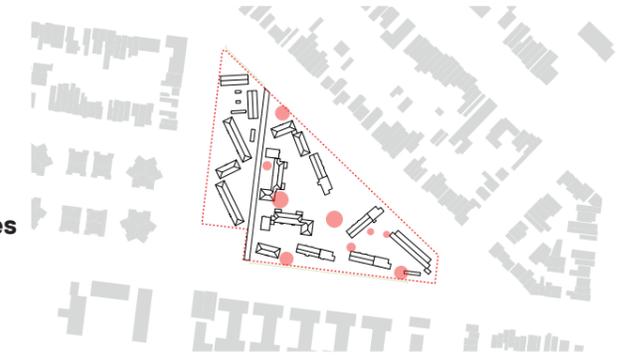
The below tree significance ratings are informed by an assessment carried out by Galbraith & Associates, January 2017 based on arboricultural value.



### High Value Trees

There are 9 high value trees identified as beneficial for retention.

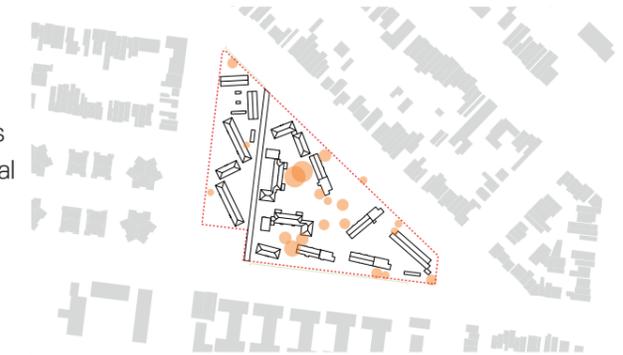
 High Value Trees



### Moderate Value Trees

There are 26 moderate value trees identified as beneficial for retention.

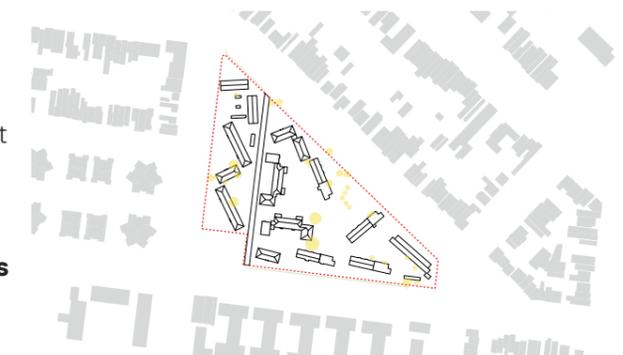
 Medium Value Trees



### Low Value Trees

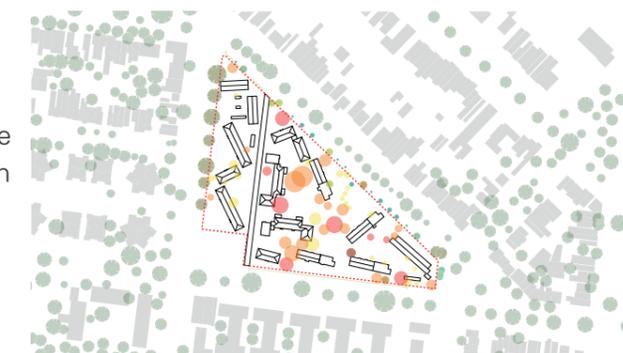
There are a number of low value trees scattered throughout the site next to the buildings.

 Low Value Trees



### Surrounding Streetscape Trees

Both Molesworth and Haines Street are highly vegetated with established street trees on the verges and central medians. Molesworth has a grassed median strip.





# Design Response

# 7.0 Design Response

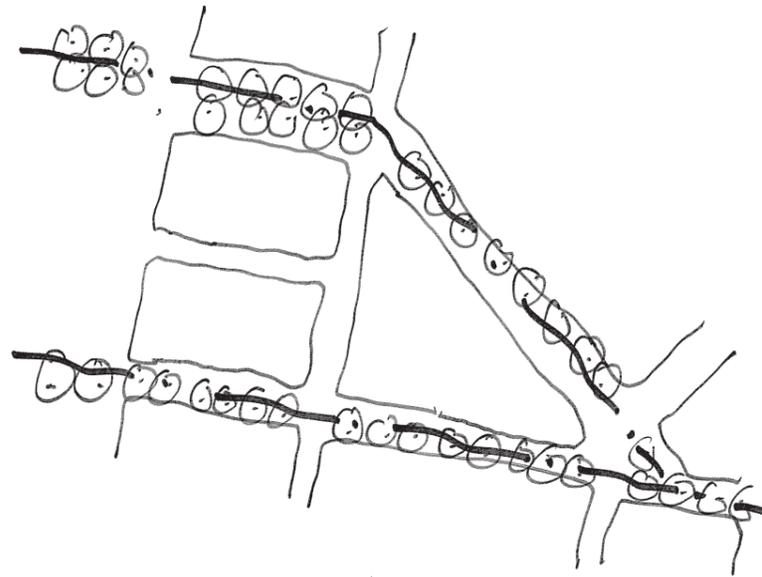
## Design Rationale



STREET EDGE

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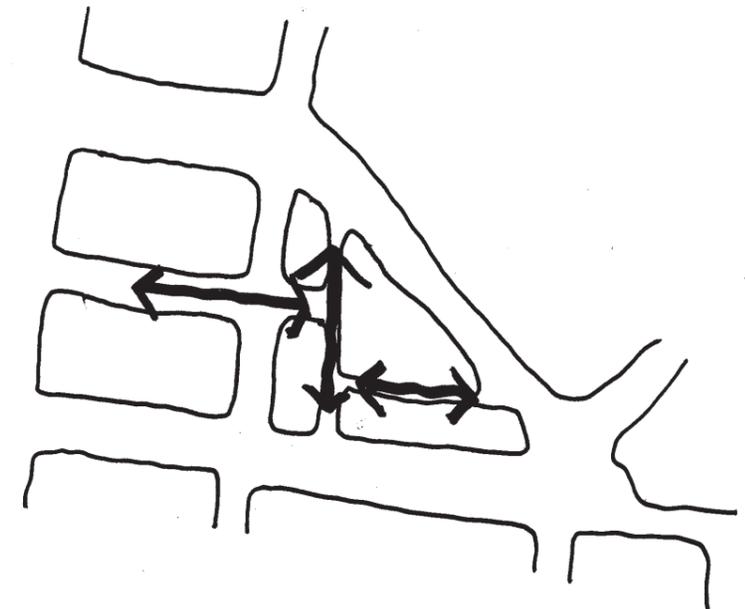
hold street edge to  
accentuate  
unique street  
geometry



BOULEVARD

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reinforce boulevards  
with built form

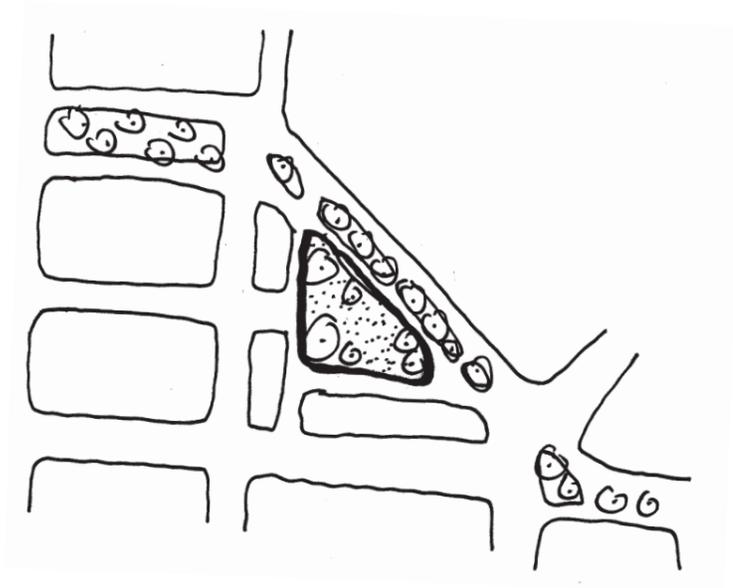


INTEGRATION

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integrate site into  
existing street  
network

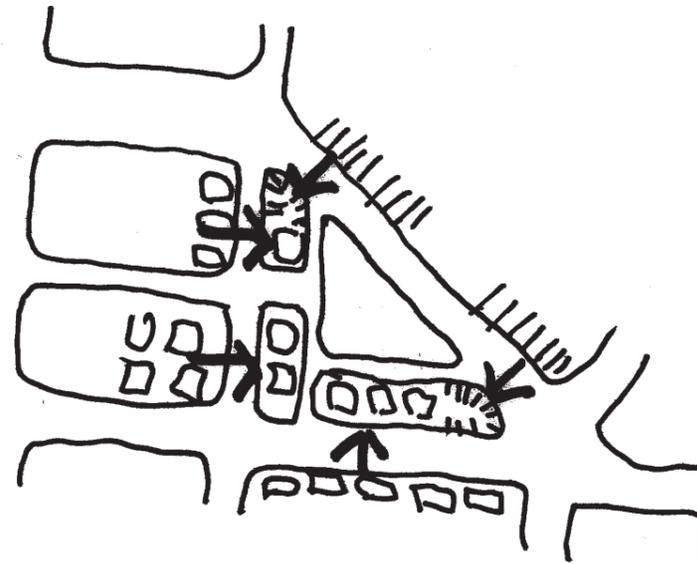
# Design Rationale



EDUCATION

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land for education purposes



GRAIN

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respond to surrounding contextual grain



TREES

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maximise retention of existing significant vegetation

# Response - Indicative Built Form

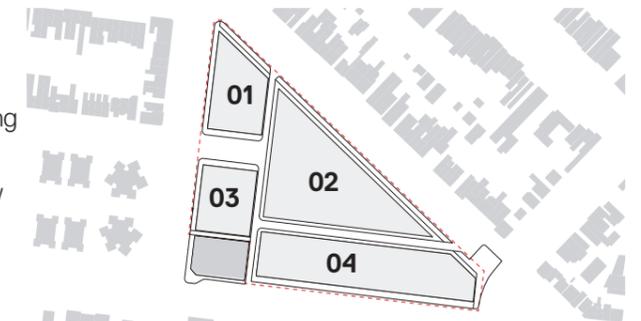
## Yield Summary:

The below footprint and height ranges demonstrate a yield of approximately 330 dwellings.



## Parcel Areas

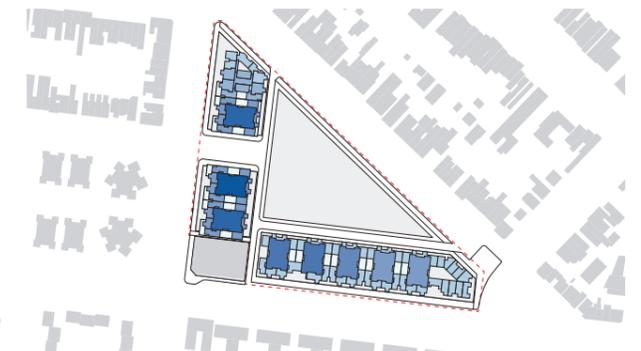
The site is broken into four blocks, maintaining the existing hardwicke laneway and introducing 2 new east/west links.



## Building Footprints and Heights

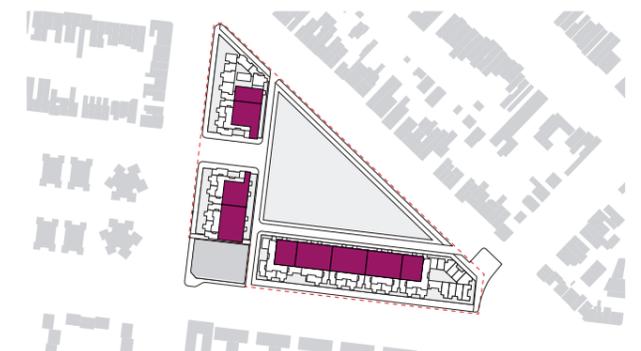
Height is limited to 3 stories interfacing with Molesworth and Haines Streets, stepping up to 9-12 stories in the central block, utilising the site topography

- 2 storey (Lightest blue)
- 3 storey (Light blue)
- 4 storey (Medium blue)
- 5 storey (Dark blue)
- 6 storey (Very dark blue)
- 7 storey (Darkest blue)
- 8 storey (Black)
- 9 storey (Black)



## Parking Structures

- ground floor carparking (Purple square)



# Response - Amenity



## Solar Access

The site benefits from great aspect to the north east. The open space has been sited on the north edge to capitalise on its solar aspect.

## Land for Education

The land for education purposes is provided in a location with good connectivity and amenity.

 Land for Education Purposes

## Views

Maximise aspect at a range of scales - distant views to CBD and Royal Park, local views to park, frontage to streetscape and new park.

## Fine Grain Streetscape

Create a finer grain articulation of built form facing Molesworth and northern end of Abbotford Street to respond to the existing context.

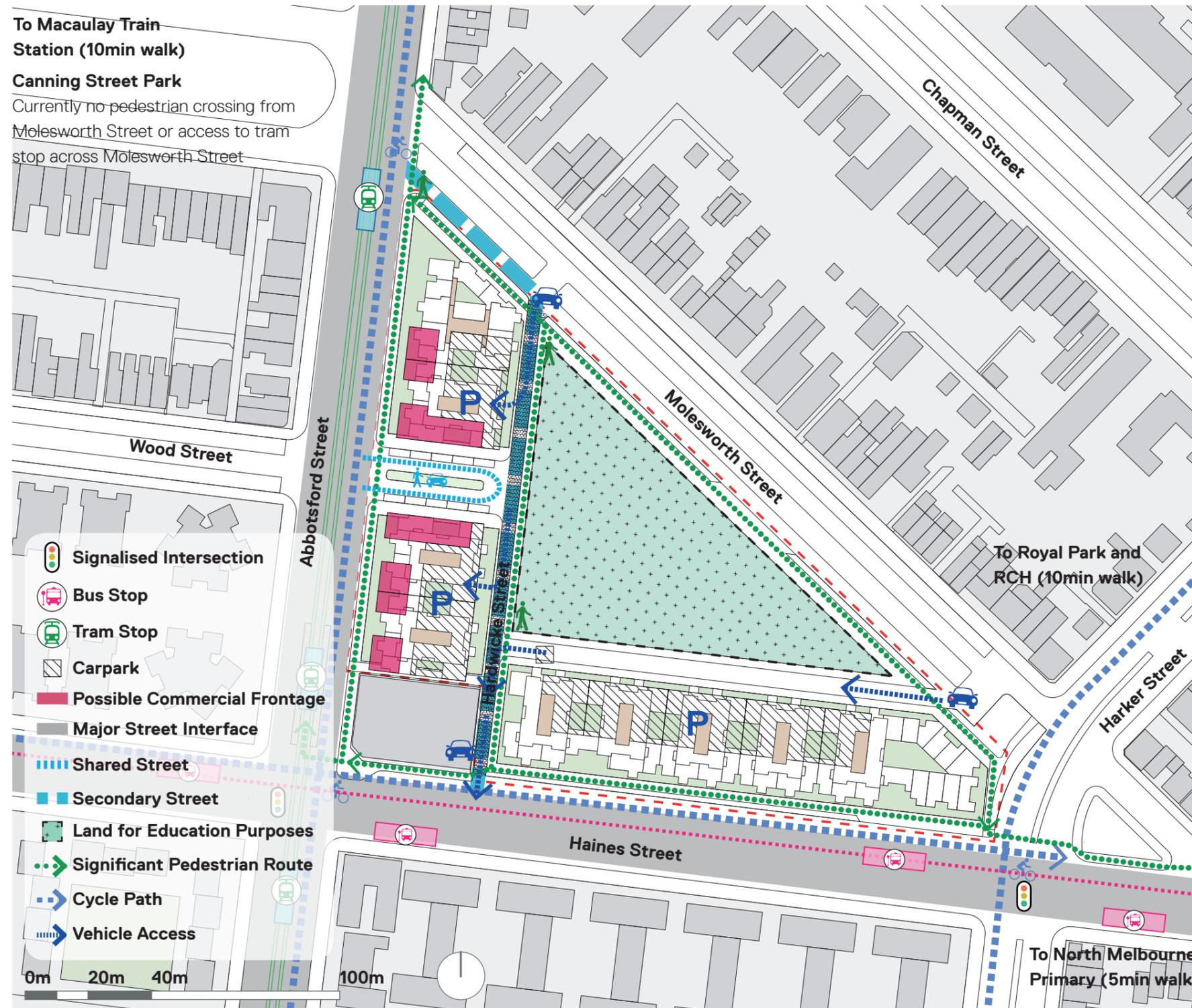


# Response - Movement Networks

To Macaulay Train Station (10min walk)

**Canning Street Park**

Currently no pedestrian crossing from Molesworth Street or access to tram stop across Molesworth Street



## Pedestrians

New pathways are designed as direct connections to the broader street network.

## Bicycles

Cycle connections are via shared surfacing linking directly to bike storage facilities within the building carparks.

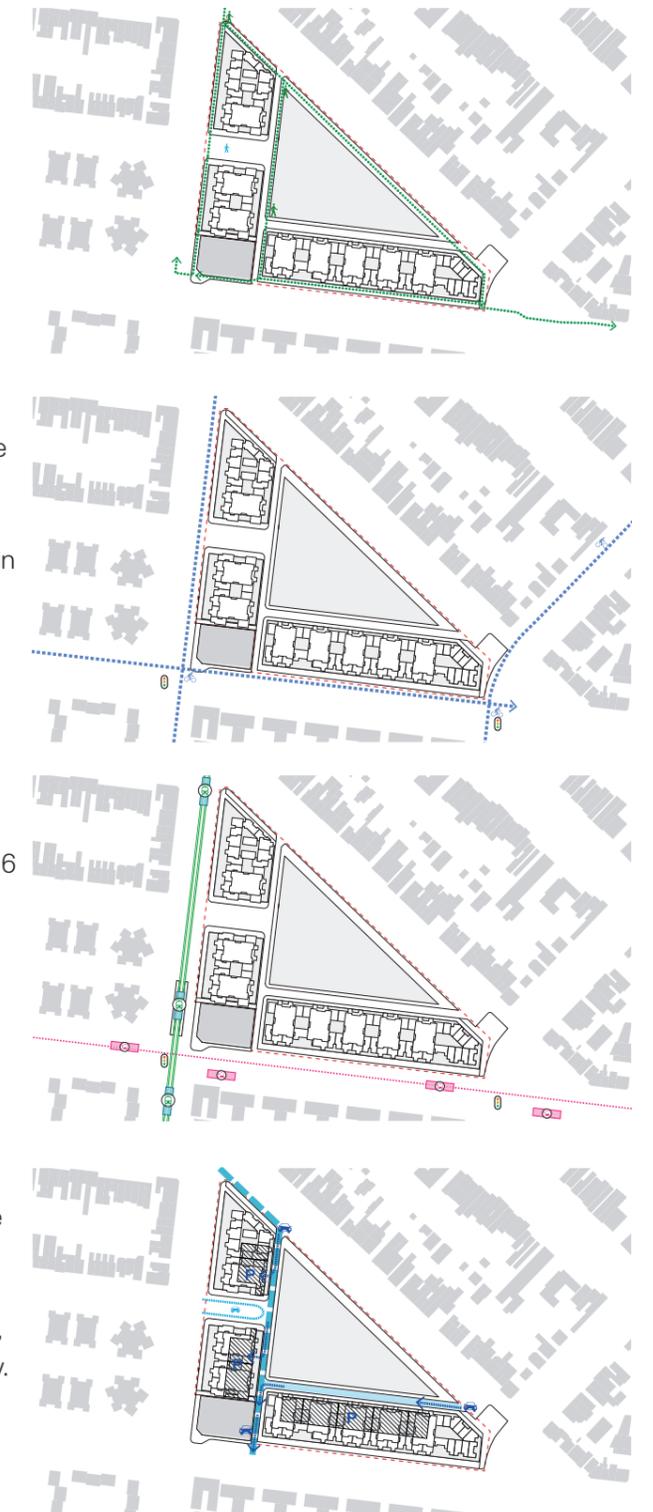
## Public Transport

Tram 57 services the site directly via Stop 16 on Abbotsford Street

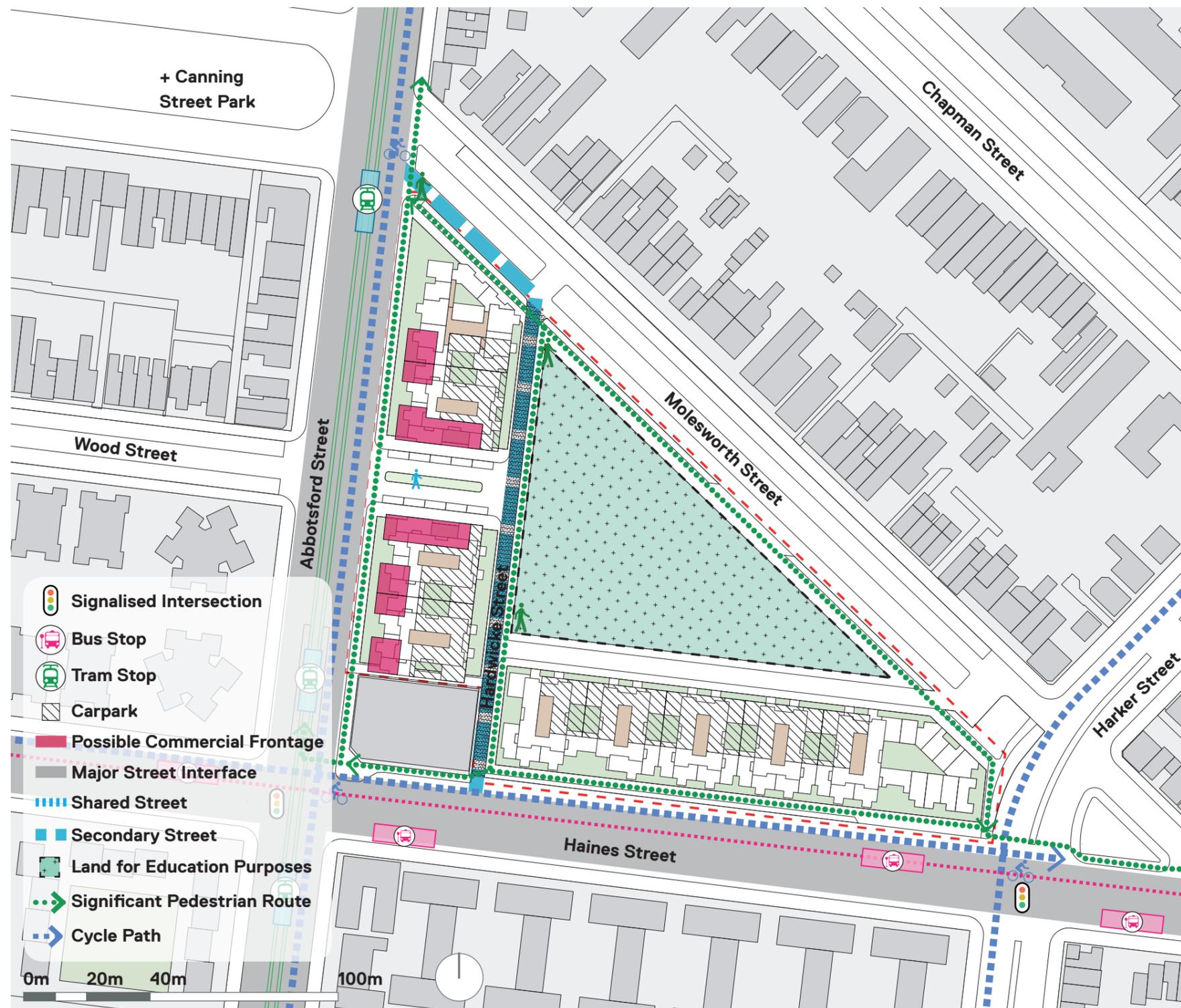
## Vehicles

Accessibility is via the 'wood st extension', and the existing n/s hardwicke st laneway, and new e/w laneway.

carpark

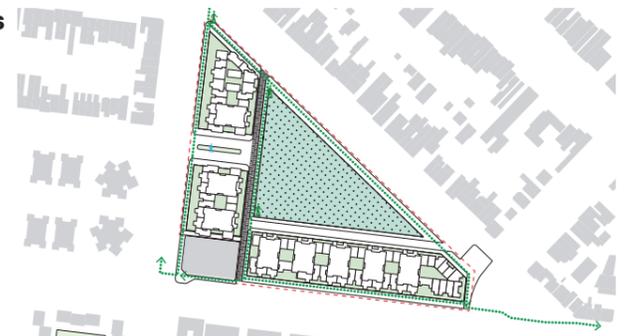


# Response - Internal Pedestrian Connections



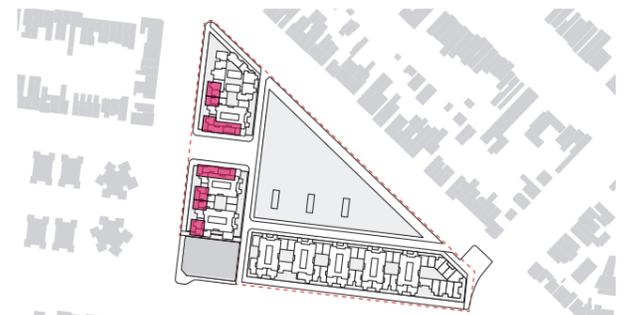
## Pedestrian walkways

The Wood St 'extension' becomes a key public pedestrian connection. The existing and new laneways serve as secondary connections.



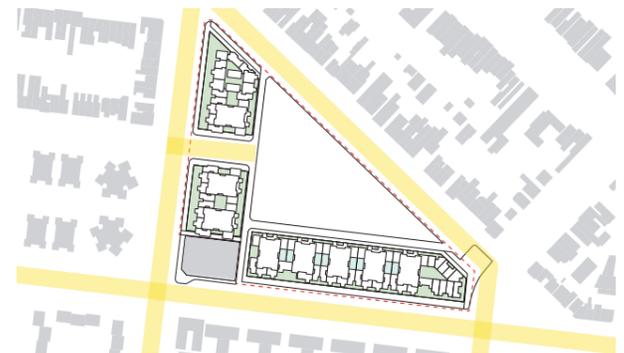
## Non-residential Activation

Retail zones are included to provide activation to Abbottsford St and the Wood St 'Extension'.

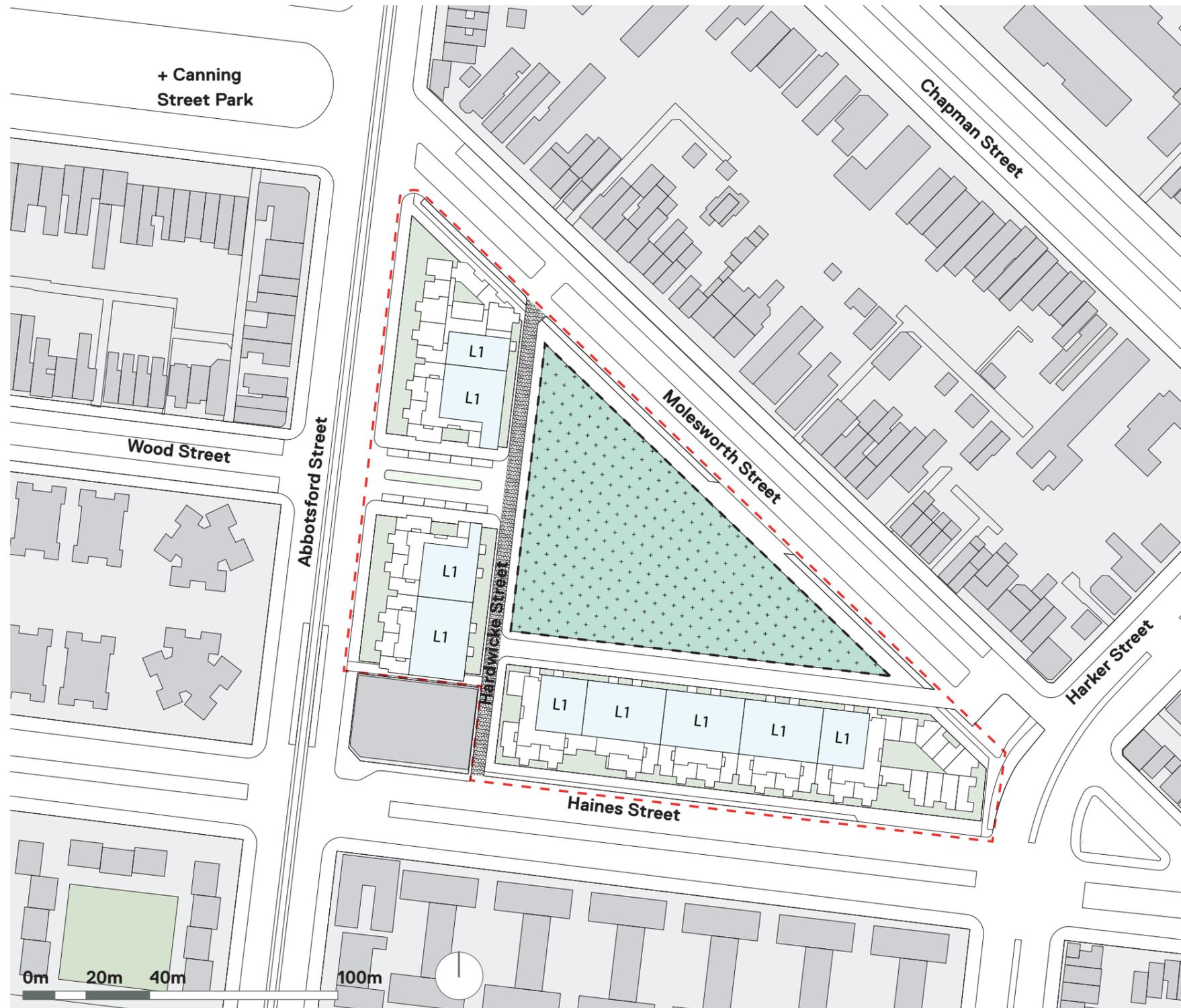


## Passive Surveillance

The public spaces are all overlooked by residential providing good passive surveillance.



# Response - Parking



## Parking

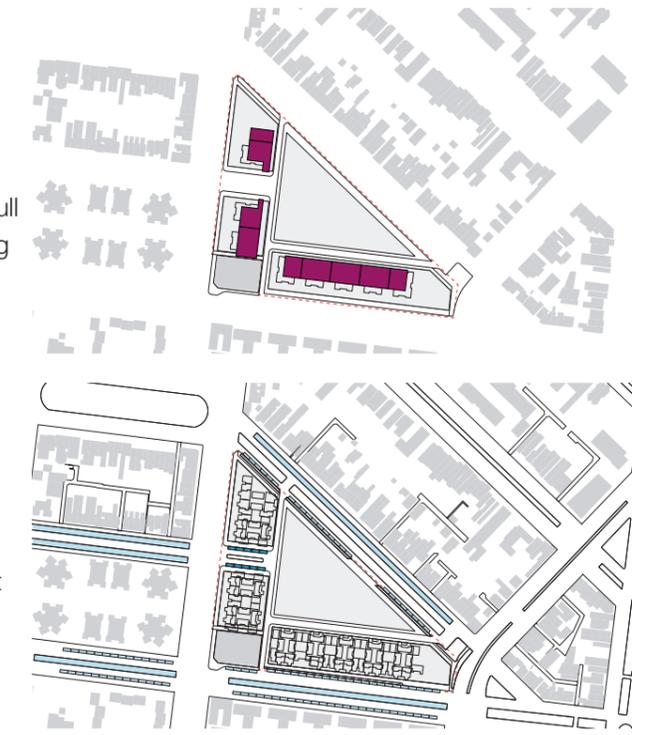
Parking structures are integrated into the ground floor levels of the apartment buildings maintaining full activation to all existing street frontages.

■ Carpark

## Surface Parking

On street parking provides for visitor parking requirements.

- surrounding street parking
- on site visitor



# Response - Landscape

## Tree Retention and New Trees



### High Retention Value Trees

High Retention Value trees must be retained unless their location significantly affects parcel layouts shown.

● High value tree

### Low/ Medium Retention Value Trees

● Medium value tree

● Low value tree

### Tree subject to be removed

● High Value loss

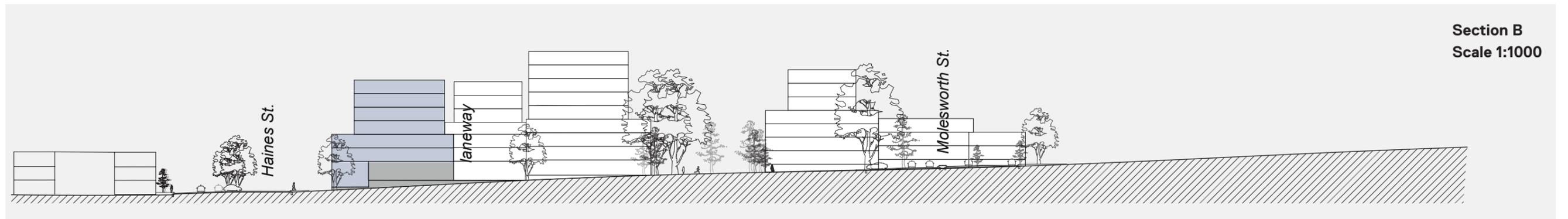
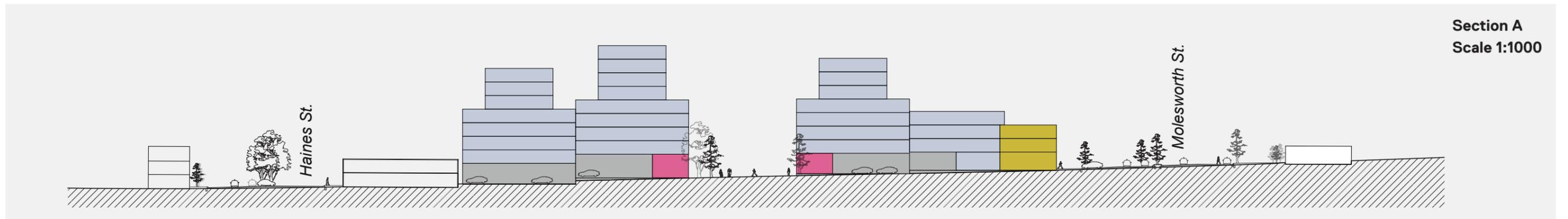
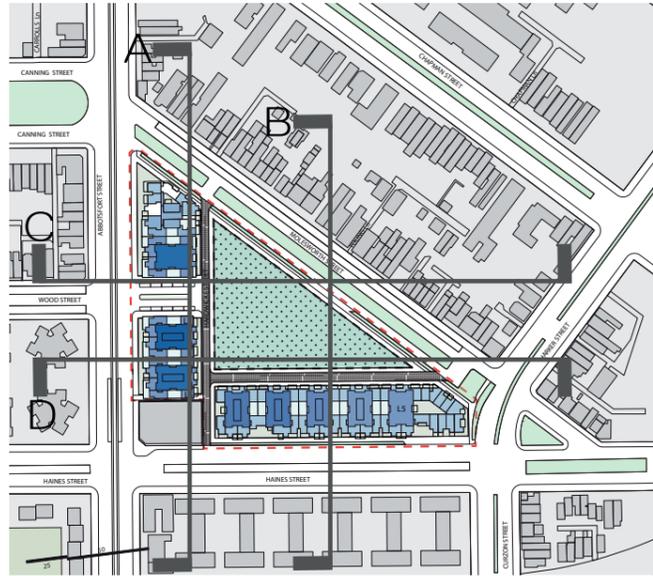
● Medium Value loss

### New Trees and Podium Gardens

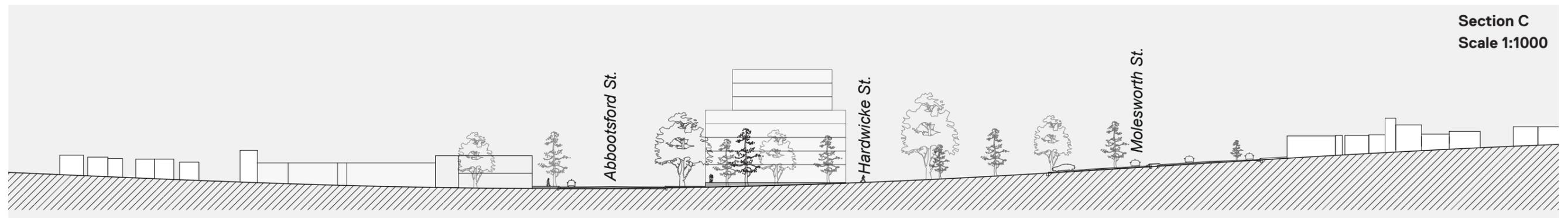
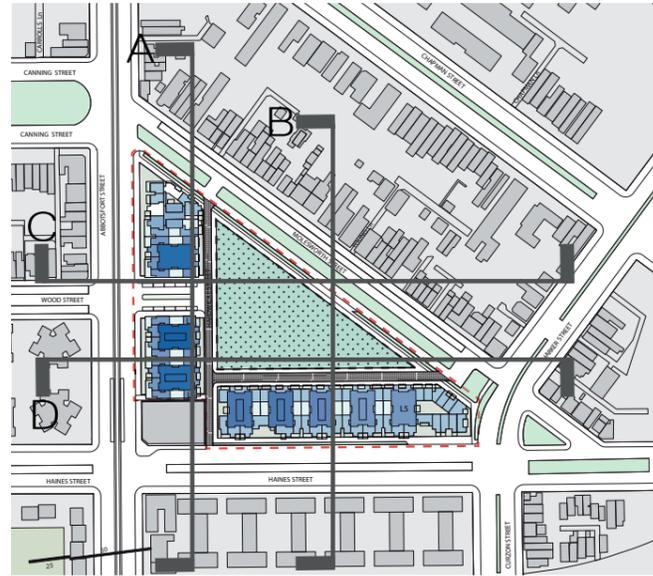
Possible general locations of new tree areas and roof gardens (above parking level).



# Neighbourhoods - Sections

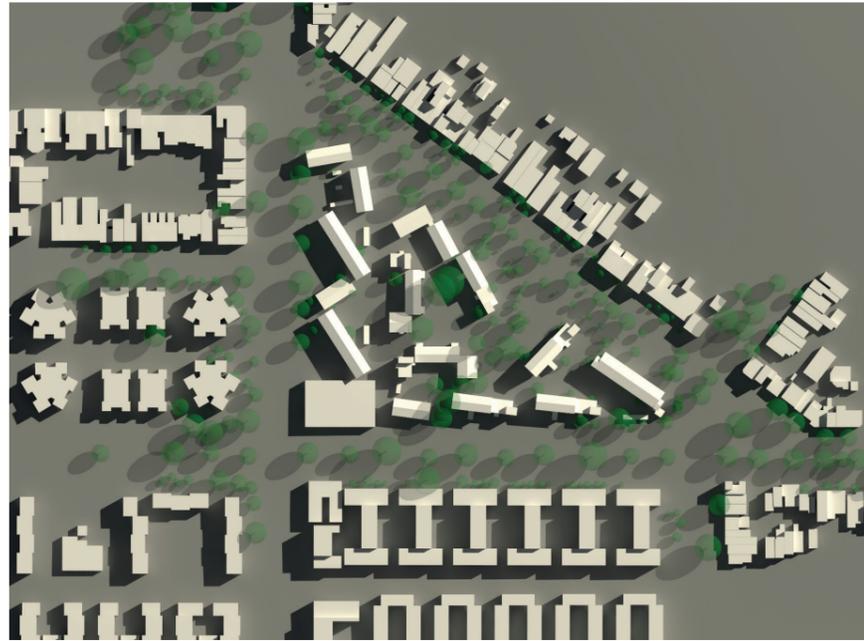


# Neighbourhoods - Sections

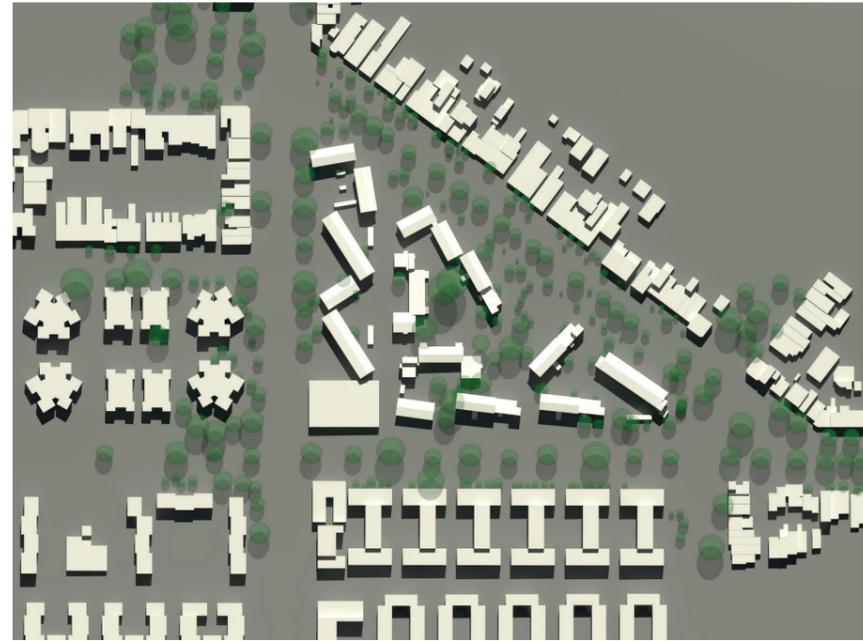


# 8.0 Shadow Diagrams

## Before



Sept 22 9am



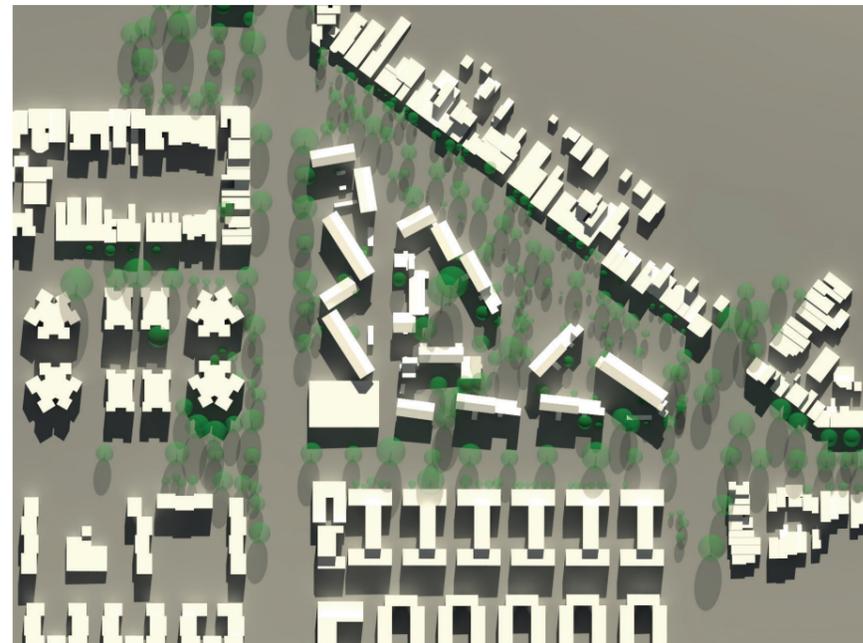
Sept 22 12pm



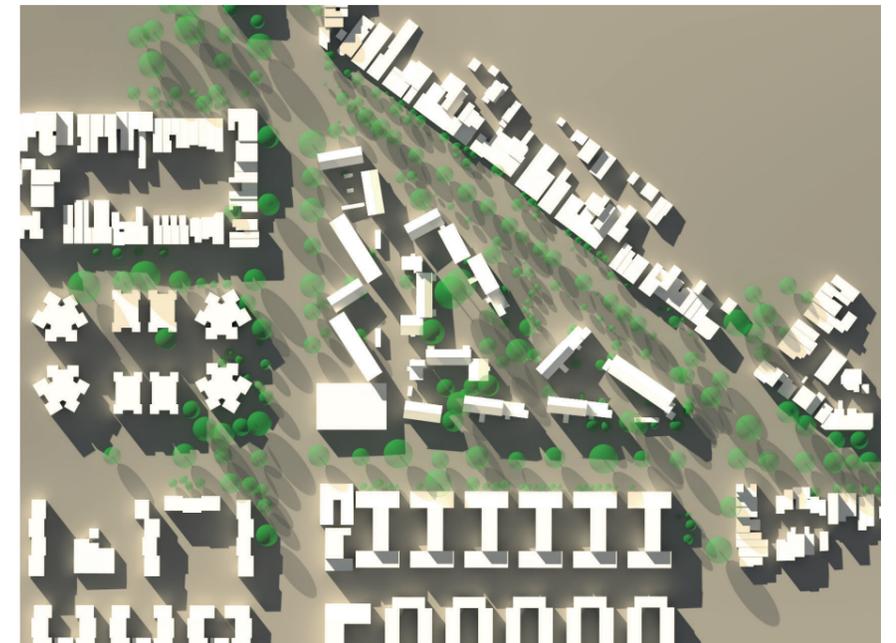
Sept 22 3pm



June 22 9am



June 22 12pm



June 22 3pm

# After



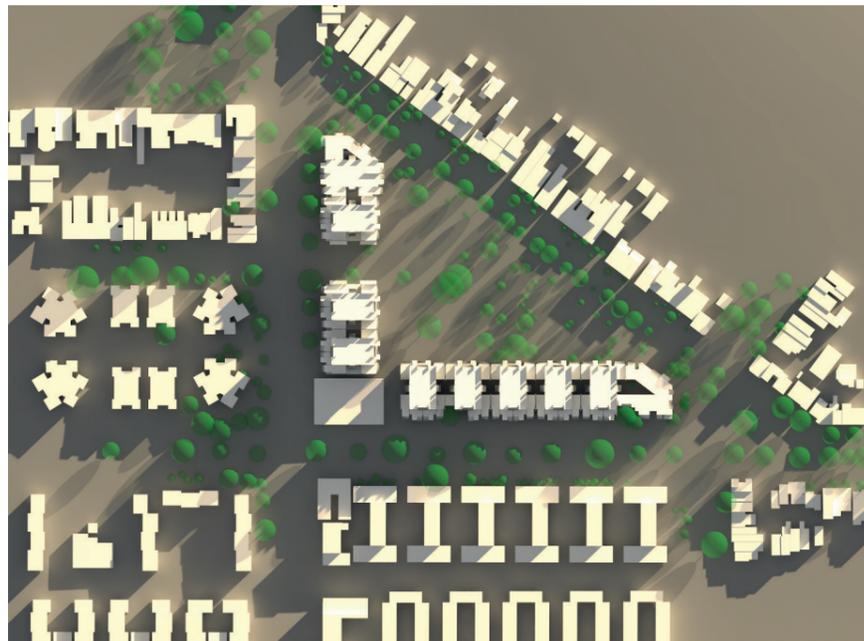
Sept 22 9am



Sept 22 12pm



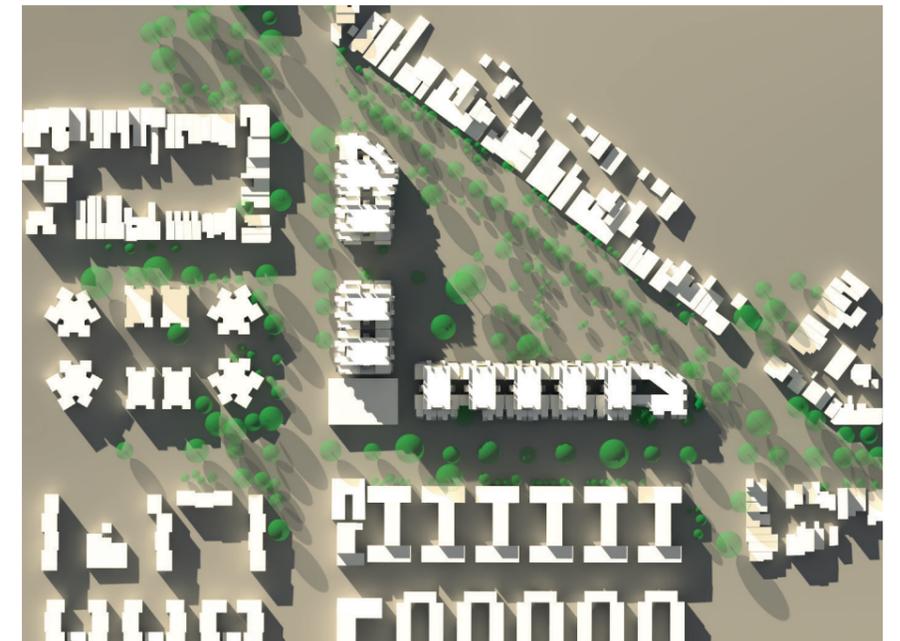
Sept 22 3pm



June 22 9am



June 22 12pm



June 22 3pm

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