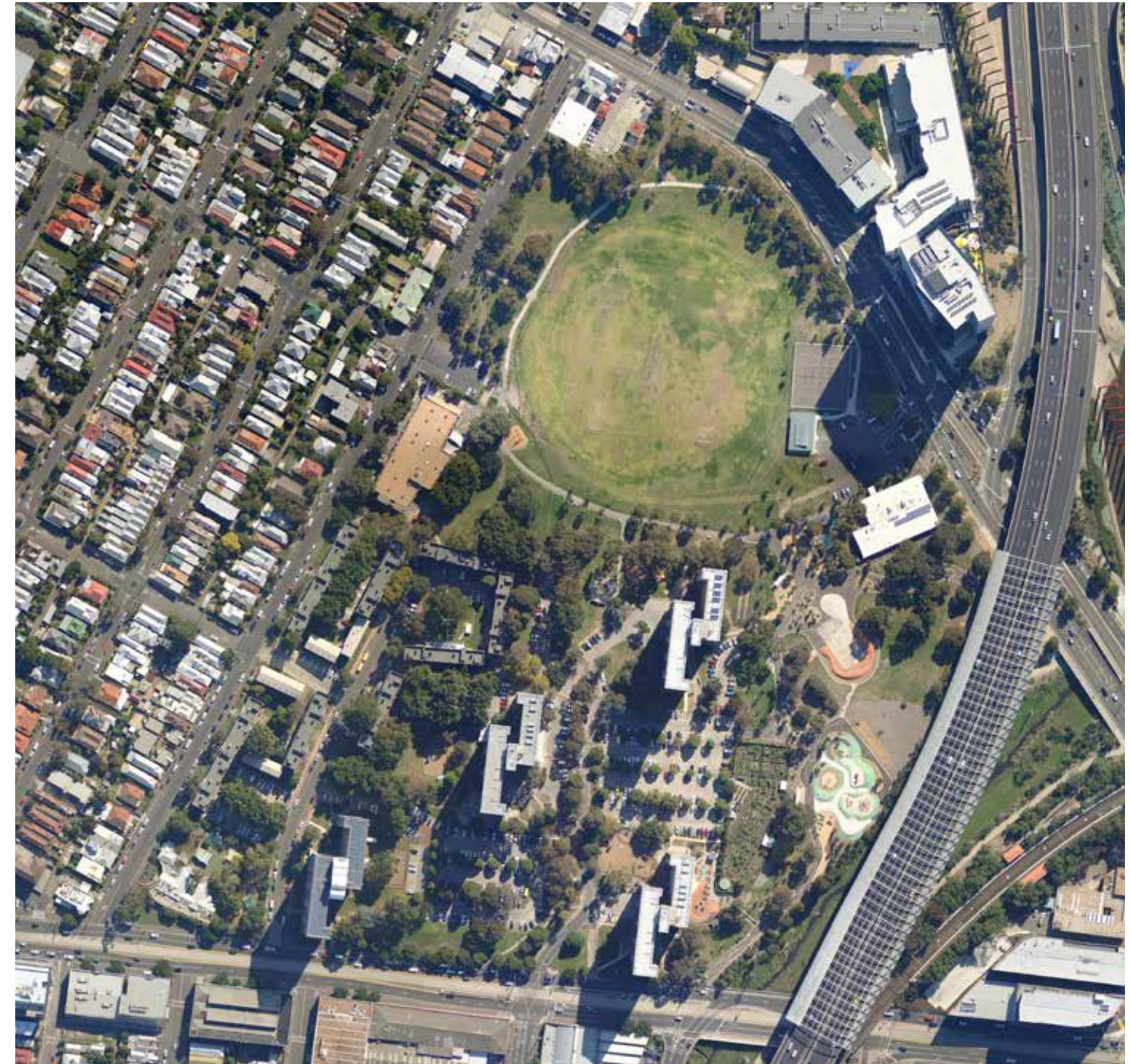


Design Framework

Public Housing Renewal Project

Flemington Estate

June 2017



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.

DHHS is planning 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 Flemington Public Housing Estate contains older low-rise public housing buildings that are rundown and have high maintenance costs. The Holland Court ‘walk-ups’ were 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.

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Issue	
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Draft Version 2.0	31.03.2017
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Final Version 4.0	20.04.2017
Final Version 5.0	28.04.2017
Final Version 6.0	11.05.2017
Final Version 7.0	15.06.2017

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1.0 Introduction

The Flemington estate is located in Melbourne's inner north-western suburbs, approximately three kilometres from central Melbourne in the municipality of Moonee Valley.

The site is zoned General Residential Schedule 1 (GRZ1). No overlays apply.

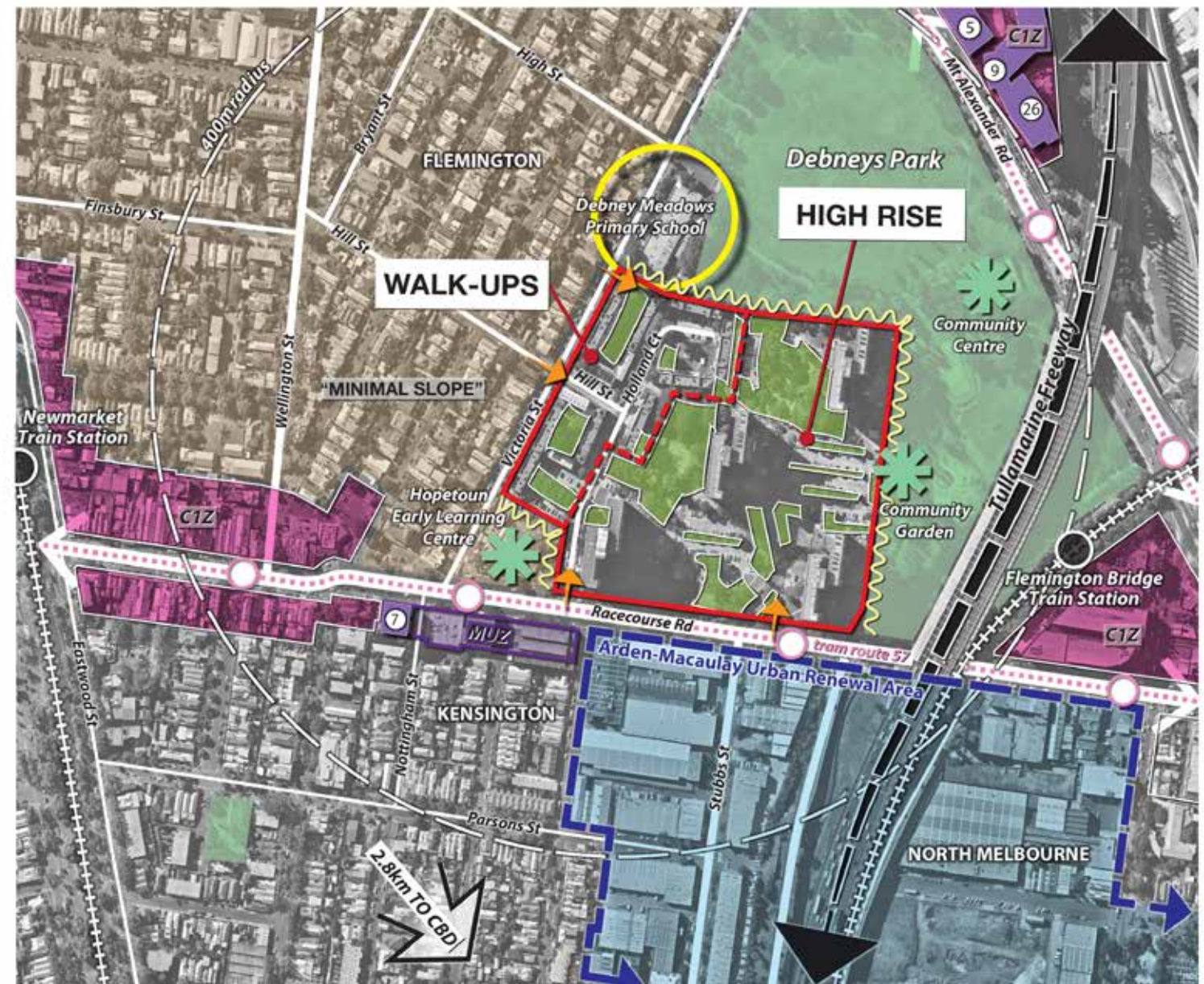
The project will involve the demolition of the existing Holland Court walk-up's (198 dwellings) which will be replaced with a mix of public and private dwellings. There will be an increase of at least 10% of social housing on the site.

The four high rise towers contain 718 dwellings in total (120 Racecourse Road (180), 30 Racecourse Road (180), 12 Holland Court (180) and 126 Racecourse Road (178)).

The site is irregular in shape and has an area of approximately 6.3 hectares. It contains an assortment of three to four storey residential walk-up blocks, four twenty-one storey high rise towers, surface level parking, a playground and communal and semi-communal open spaces. The walk-up blocks have a different pattern and characteristics compared to the high rise towers. The site has numerous scattered native and exotic trees and groups of trees.

The site is serviced by tram and bus services and Flemington Bridge Railway Station is less than 200 metres to the east.

Whilst more recent developments, along Mt Alexander Road and Racecourse Road, do not approach the height of the tower blocks on the subject site, there are nearby examples of new-build mixed-use development to eight storeys.



Legend:

- Review site
- Established residential area
- New mid/high-rise development (with building height)
- Sensitive interface
- Entry to the site
- Existing vegetation

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

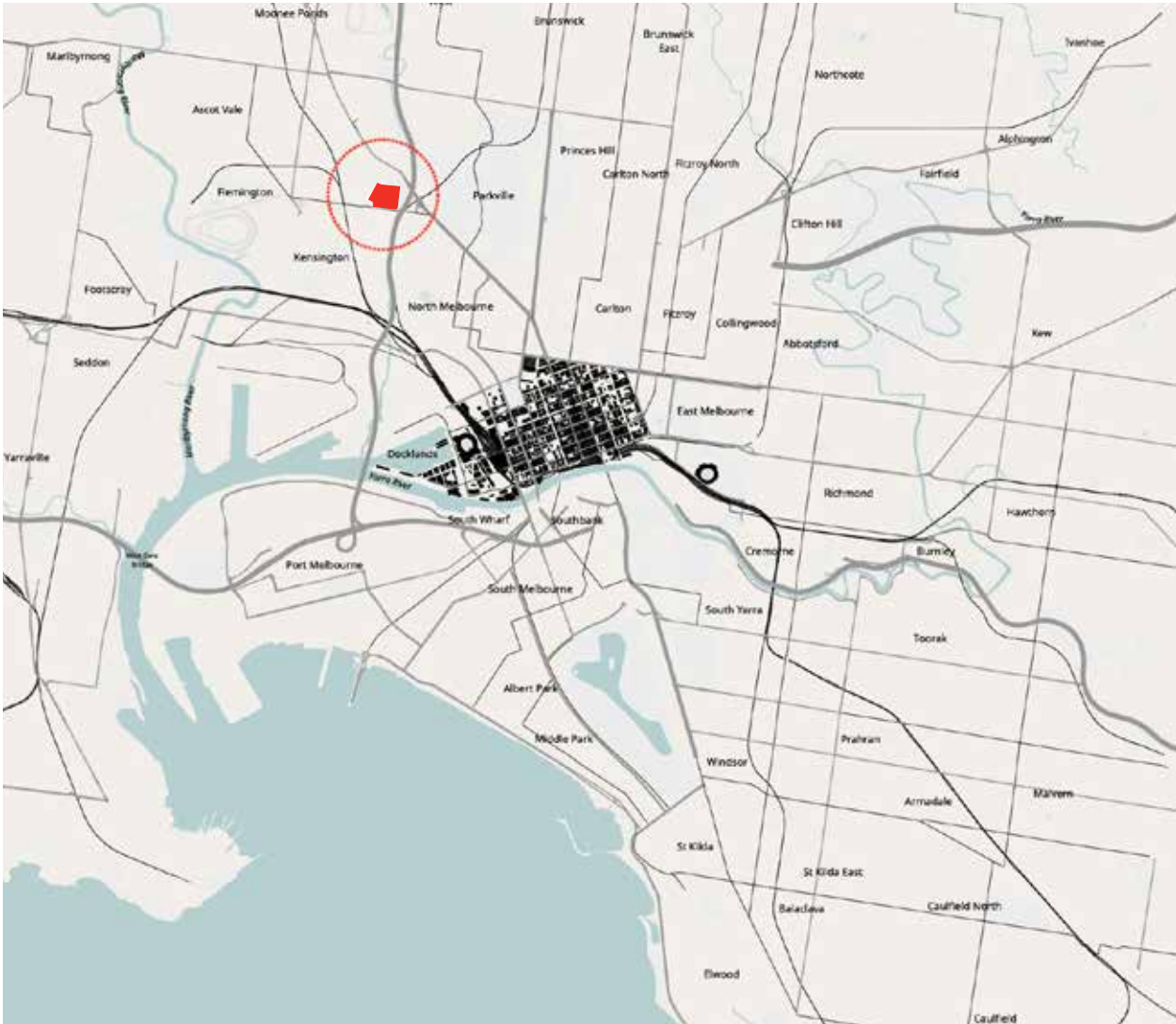
01 - Public Land Assets Maximise the social, economic and environmental ‘return’ of public land assets and ensure the economic viability of the project.	02 - Sustainable Development Deliver a sustainable and high quality development that contributes to the longevity of housing stock and minimising the cost of living.	03 - Safe Places Create safe buildings and spaces throughout the site.	04 - Site Features Respond to the features of the site, such as context, aspect, topography, significant vegetation.	05 - Neighbourhood Contribution 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 Balance issues of equity in the successful delivery of market and social housing that is ‘tenure blind’	07 - Non-Residential Uses Provide retail, commercial or community uses to meet an identified local need or stimulate local activity and participation.	08 - Active Transport Prioritise pedestrian and bicycle access within the site.	09 - Legibility Establish legible access and address points for the site, buildings and spaces, including defining private, communal and public spaces.	10 - Social Integration Foster social connections between residents and the wider community..
11 - Residential Amenity Provide high levels of residential amenity and livability.	12 - Integrated Landscape 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 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 & Site Context

Location Context

The Flemington site is located in Melbourne’s inner north western suburbs, approximately three kilometres from central Melbourne in the municipality of Moonee Valley.

To the east of the site beyond the Citylink Freeway are the open spaces of Royal park and The Melbourne Zoo. To the south of the site across Racecourse Road is the northern extremity of the Arden-Macaulay Urban Renewal Area. The existing towers on the site are a landmark on the journey out of Melbourne to the north and to and from Melbourne Airport.



Location Context

The site has a varied surrounding context with quite different contextual conditions on all interfaces.

The most intact urban pattern exists to the west of the site beyond Victoria Street and is comprised fine grain streetscapes on a regular grid with low scale development of individual houses (1-2 storeys). To the north of the site is the existing open space of Debney's Park with oval, sports pavilion and community centre. Buildings within the park context are 1-2 storeys. The eastern side of the site is dominated by the elevated CityLink freeway.

The area to the south of Racecourse Road sits within the Arden Macaulay Urban Renewal area and as such is expected to undergo significant change in the next 5-10 years. The region consists of three proposed centres one of which sits around Flemington Bridge Station and along Racecourse Road as a future local neighbourhood centre.

Racecourse Road is seen as having a primary street frontage with enhance boulevard tree planting.

The existing built form on the southern side of Racecourse Road is 1-3 level industrial forms with long, non-active and repetitive elevational treatment. As part of the urban renewal, this area is proposed to change from an Industrial Zone to a Business Zone with suggested built form up to 30m.

Legend:

- Community Infrastructure
- Site Boundary
- City Link (Elevated Freeway)
- Arterial Road
- Municipal Road
- Arden-Macaulay Urban Renewal Area



Site Context

The site of the existing housing is integrated with the local parkland and has the quality of ‘buildings in landscape’. There is no legible urban grid or street pattern on the site.

The site has a significant western interface with Victoria Street, which consists of fine grain low scale residential development, generally of single houses in varying styles. Whilst this section of Victoria Street is defined by existing public housing walk-ups on the site, it clearly has the potential to become a good quality residential street with grain, character and trees on both sides of the street.

The site has four twenty-one storey high rise towers which contain 718 dwellings in total and twelve three to four storey walkups comprising 198 dwellings. There are parking provisions for 742 cars in large surface car parks. There is a playground located west of the central high rise tower.

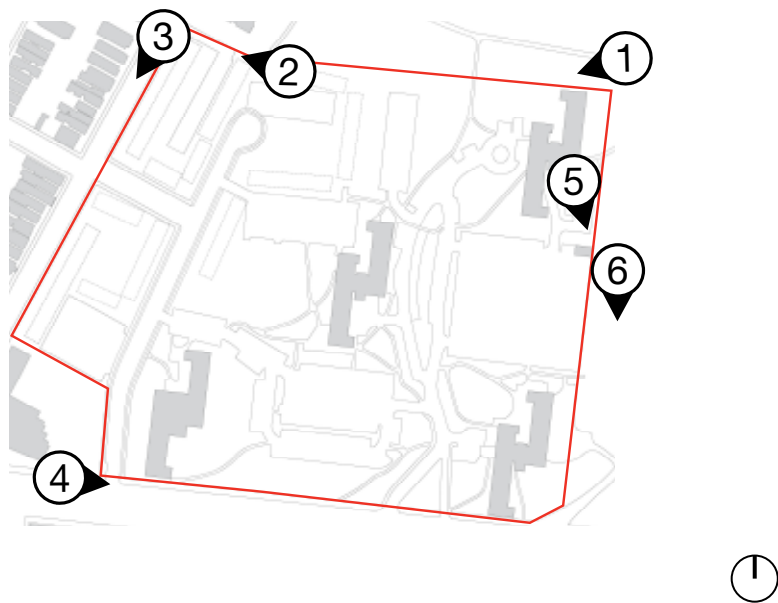


Flemington Estate

Site Context - Elements

Interfaces

The site has varied interfaces on all edges with a range of urban conditions. All edges of the site are generally interfaced with public areas, whether public streets or publicly accessible open green spaces. There is a sensitive non-public interface with the existing Debney Meadows Primary School at the north west corner of the site.



1. Northern interface between Debney's Park and site



2. Northern interface between primary school and site



3. Western interface along Victoria Street



4. Southern interface along Racecourse Road



5. Eastern interface between community garden and site

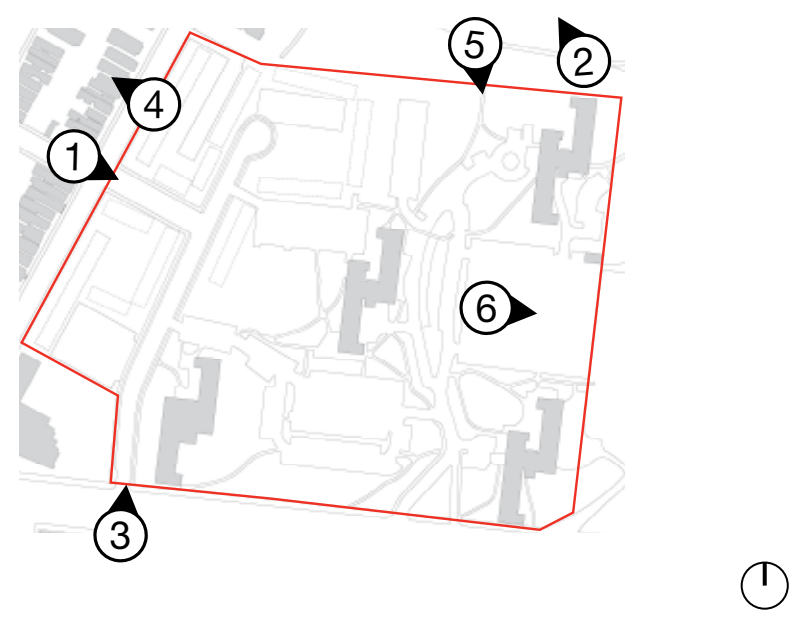


6. Eastern interface between community playground and site

Site Context - Elements

Aspect and Prospect

Aspect and prospect to and from the site shows the range of urban conditions present. Views of the site from the surroundings are generally dominated by the four existing residential towers. Views out of the site are varied and engage with open green space, fine grain residential streets and views of large scale infrastructure (CityLink Freeway).



LOOKING IN



1. Looking east from Victoria Street



3. Looking north from Racecourse Road



5. Looking south from Debney's Park

LOOKING OUT



2. Looking north towards Debney's Park



4. Looking west from Victoria Street



6. Looking east towards City Link

4.0 Planning Context

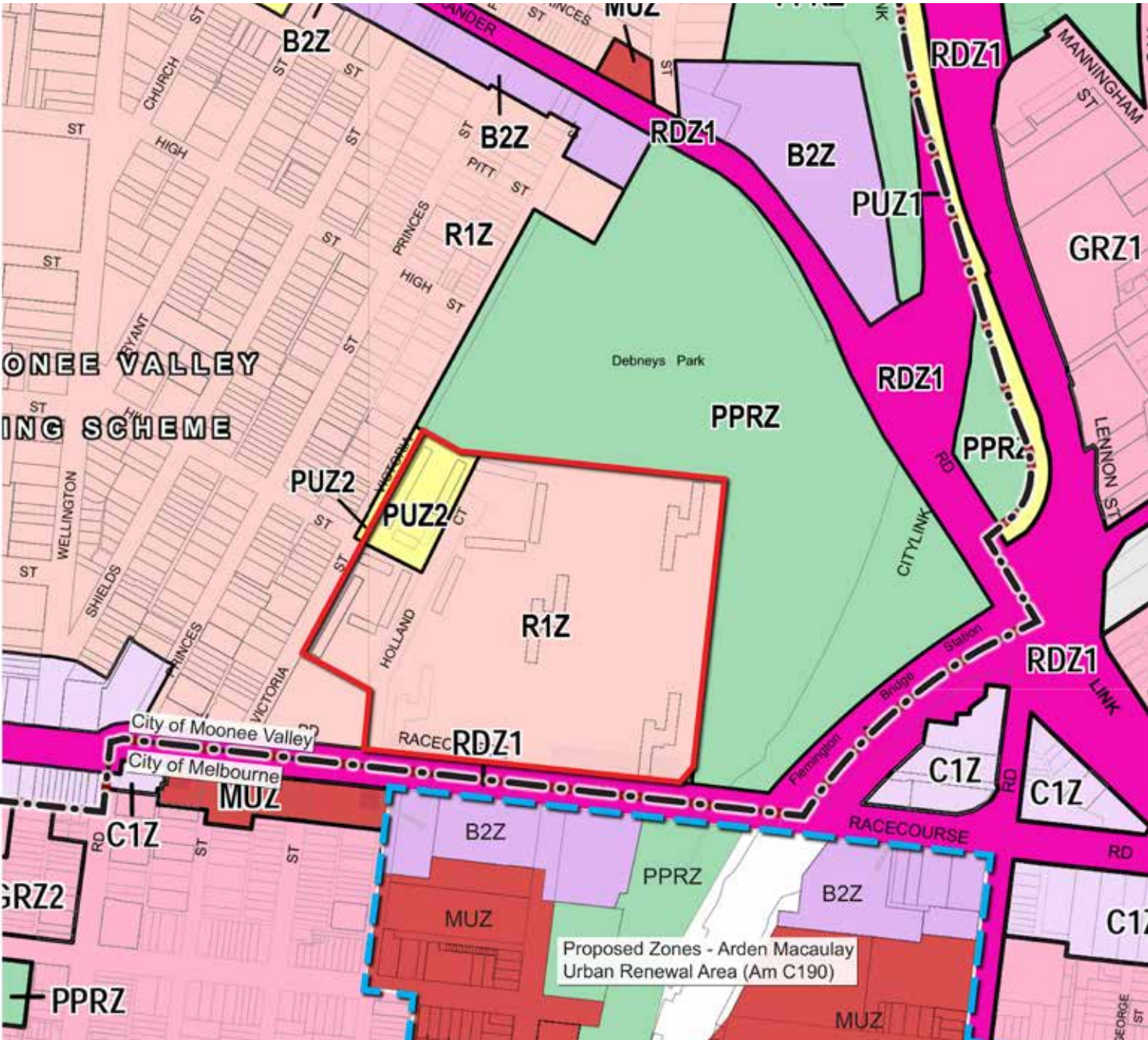
The majority of the site is currently included within the General Residential Zone – Schedule 1 (GRZ1), where the purpose is to allow for modest housing growth and diversity whilst respecting and preserving neighbourhood character. A portion is in the Public Use Zone – Schedule 2 (PUZ2), which is an anomaly and is intended for the adjoining school site.

No overlays affect the site.

The site is designated for ‘moderate to high housing intensification’ in Clause 21.05, where more intensive mixed-use development is envisaged. This is due to its proximity to public transport.

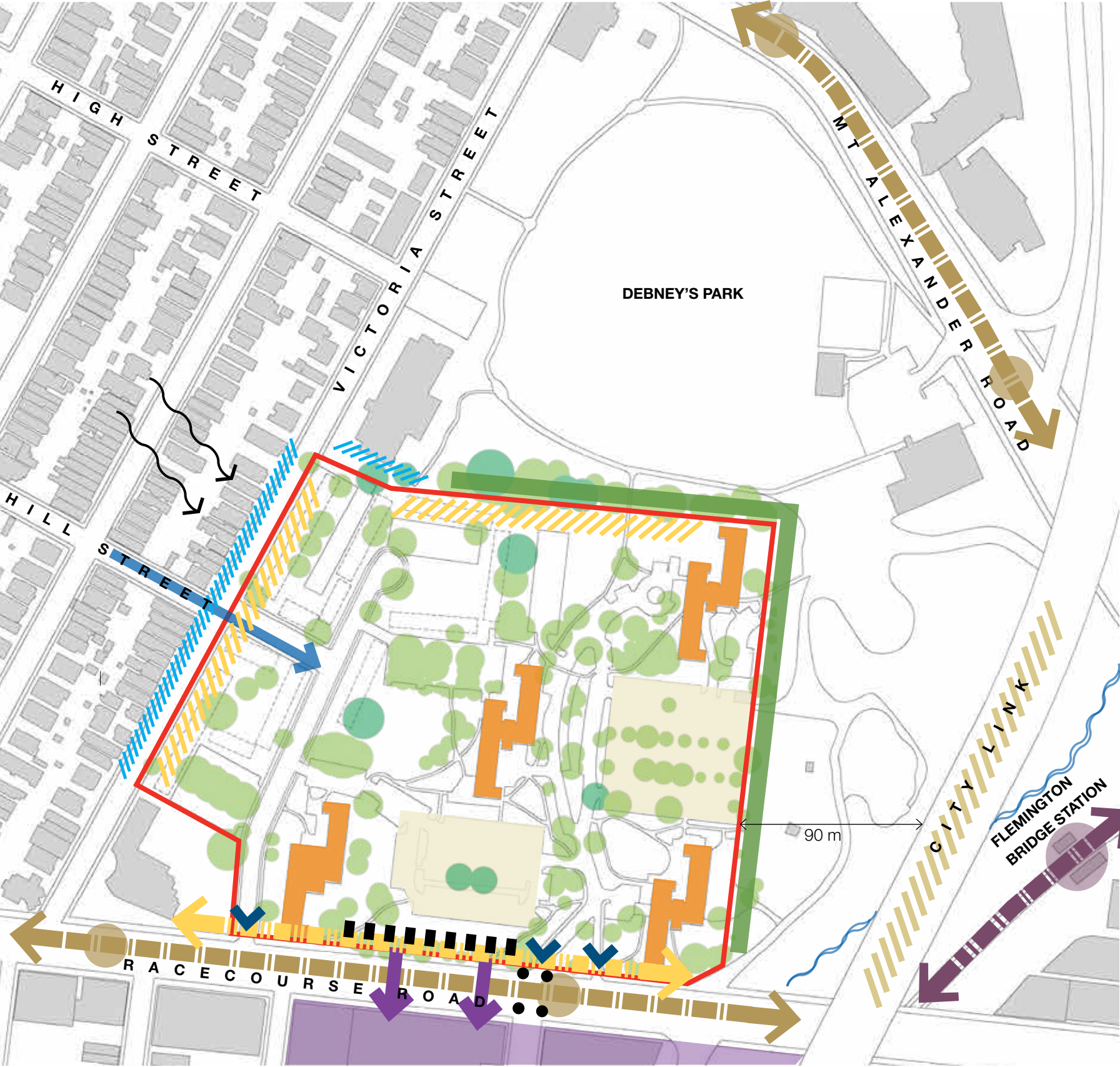
The site was identified for ‘increased residential density’ up to 10 storeys within the Draft Racecourse Road Major Activities Area Structure Plan (2012). The amendment for this Plan was abandoned by Council in 2013.

The site is located on the opposite (north) side of Racecourse Road from the Arden-Macaulay Urban Renewal Area (within City of Melbourne). The properties fronting Racecourse Road are proposed to be included within the Business 2 Zone (B2Z), as well as Design and Development Overlay – Schedules 26 (DDO26) and 60 (DDO60). These properties will have a 30m preferred maximum building height.



Zoning Plan

5.0 Opportunities and Constraints Plan



Opportunities

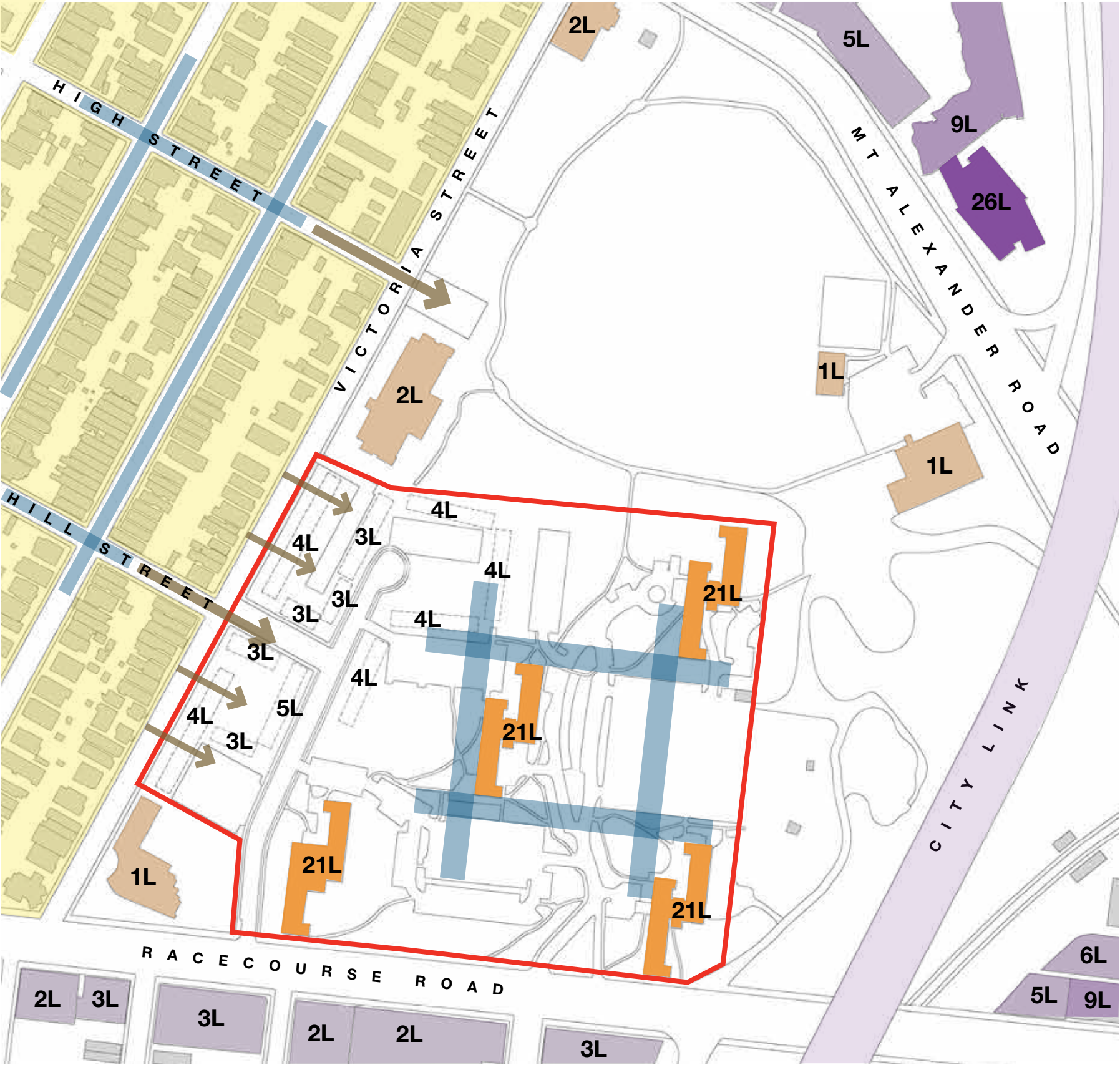
- Extend street grid pattern.
- Proximity to tram stops.
- Proximity to train station.
- Interface with Moonee Ponds Creek provides an opportunity to increase amenity.
- Interface with Debney's Park and existing community gardens provides views and amenity.
- Integration with Arden-Macaulay Urban Renewal Area.
- Provide robust built form along Racecourse Road to define street edge.
- Cycle path separated from Racecourse Road to improve safety for cyclists.
- Large on-site parking areas provide potential for new development parcels.
- Signalised intersection.
- Unencumbered Solar Access.
- Prevailing winds.

Constraints

- Sensitive residential interface to Victoria Street. Building height and articulation zone to be responsive to single storey, fine grain, residential street.
- Sensitive interface to Primary School. Consider issues of overlooking into school grounds.
- Sensitive interface to Debney's Park and existing community gardens. Building height and articulation zone to be responsive to parkland.
- Vehicle access to Racecourse Road is limited to one signalised intersection and two left turn only exits.
- Existing residential towers to be retained.
- Existing trees of high retention value to be retained.
- Existing trees of medium retention value to be retained.
- Noise and visual impacts of elevated City Link freeway.

6.0 Site Analysis

Analysis - Existing Built Form



Building Heights (Storeys)

The four existing residential towers are at 21 storeys. Existing walk-up residential on site is 3-5 storeys. Other buildings in the park context are 1-2 storeys. Significant heights are present in new residential buildings on Mt Alexander Road. The fine grain residential grid west of Victoria Street is generally 1-2 storeys.

5L Number of Storeys/ Levels

Grids

Two primary grids exist in the context. The strong residential grid of streets to the west of Victoria Street and running across to Wellington Street. The grid of existing towers on the site is an open grid relating to all four towers with orientation close to North-South.

Topography

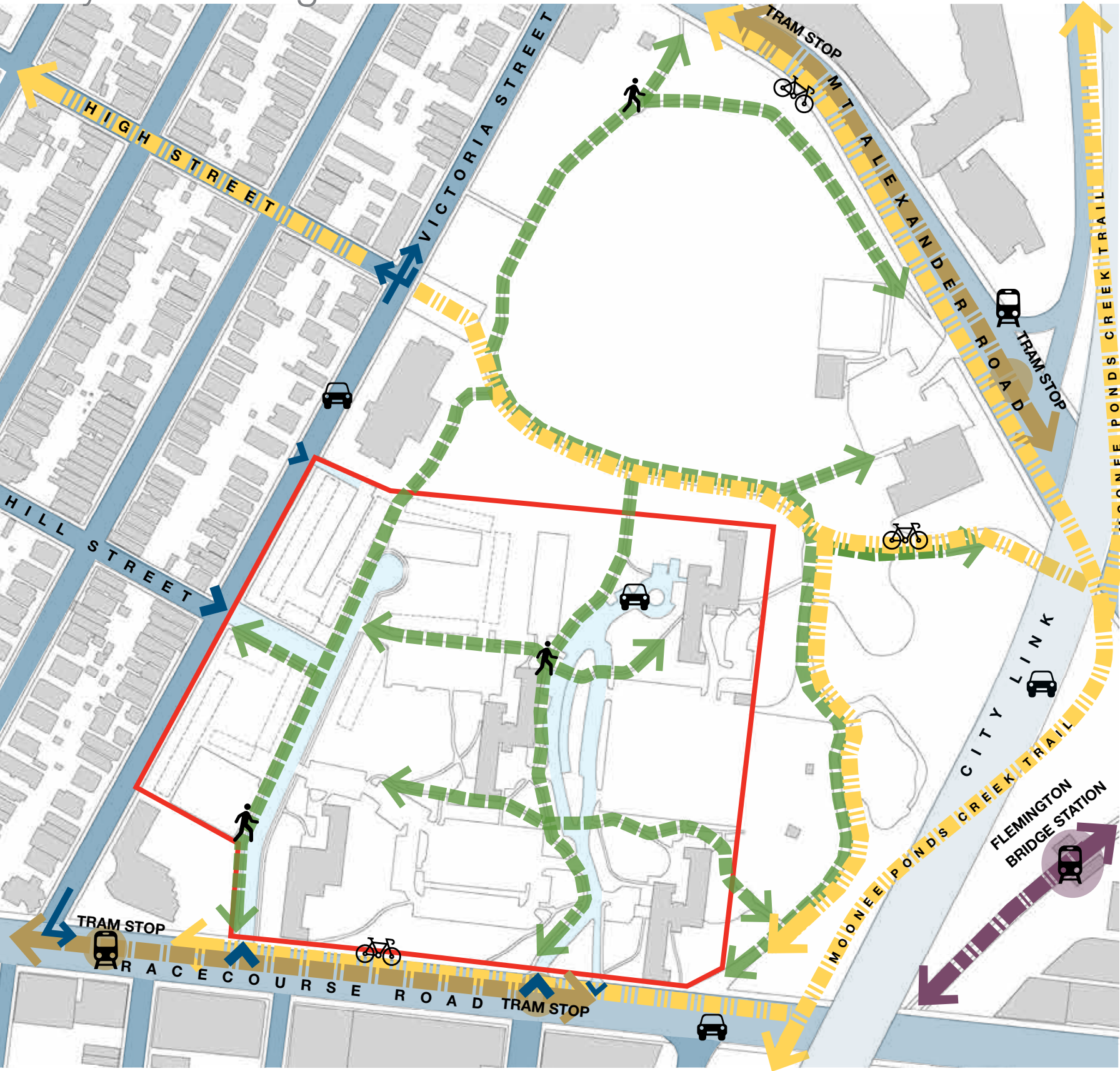
The location is generally flat but has significant sloping from within the site along it's western boundary up and across Victoria Street and rising through the residential streets beyond to the west. The slope coming in to the site along the western edge is varying but is typically approx. 3.6m fall from the site boundary to the line of Holland Court.

Direction of fall

Fine Grain Residential Grid

The block forms to the west of Victoria Street are composed of back-to back individual houses with overall block widths of approx. 60m and typical block lengths of approx. 180m. Individual lot widths vary but are generally fine grain with a typical plot widths (grain) of 7m – 15m. The existing tall residential towers on the site are visible from many of the fine grained streets.

Analysis - Existing Movement Networks



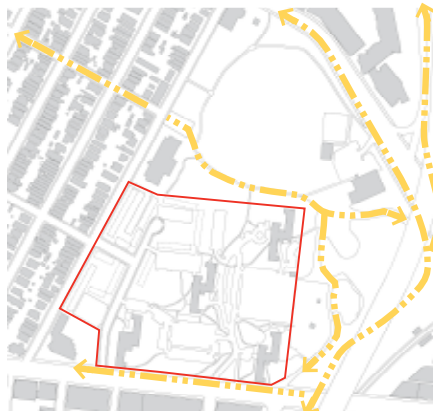
Pedestrians

Existing pedestrian networks within the site are 'organic' in form and extend into Debney's park to the North. Networks generally take the form of curving pedestrian pathways across open landscape space or through existing surface parking areas. There is little connection between the formal and legible network of streets to the west and the informal network on the site. The pattern lack continuity with the environs of the site.



Bicycles

There is a dedicated bicycle route on both sides of Mount Alexander Road and an informal east-west bike route from High Street in the west. This runs along the park path towards Flemington Bridge rail station and continues along Moonee Ponds Creek Trail. There is an existing bicycle route on Racecourse Road which is intended to be separated in the future to improve safety.



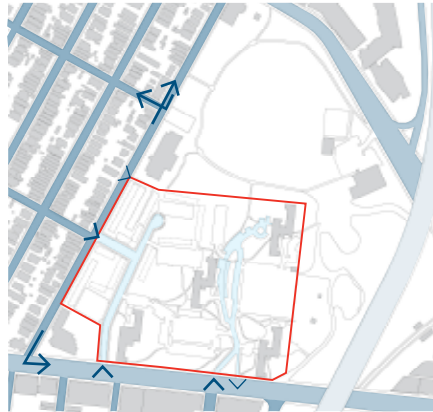
Public Transport

There are two tram routes close to the site. Tram number 59 runs along Mount Alexander Road on it's route from Flinders Street Station to Airport West. There are two stops adjacent to Debney's Park. Tram number 57 runs along Racecourse Road on it's route from Flinders Street Station to West Maribyrnong. There are two stops adjacent to the site in Racecourse Road. The train service from Flemington Bridge Station is on the Upfield Line and trains to Flinders Street Station via North Melbourne have a journey time of approx. 15 minutes.

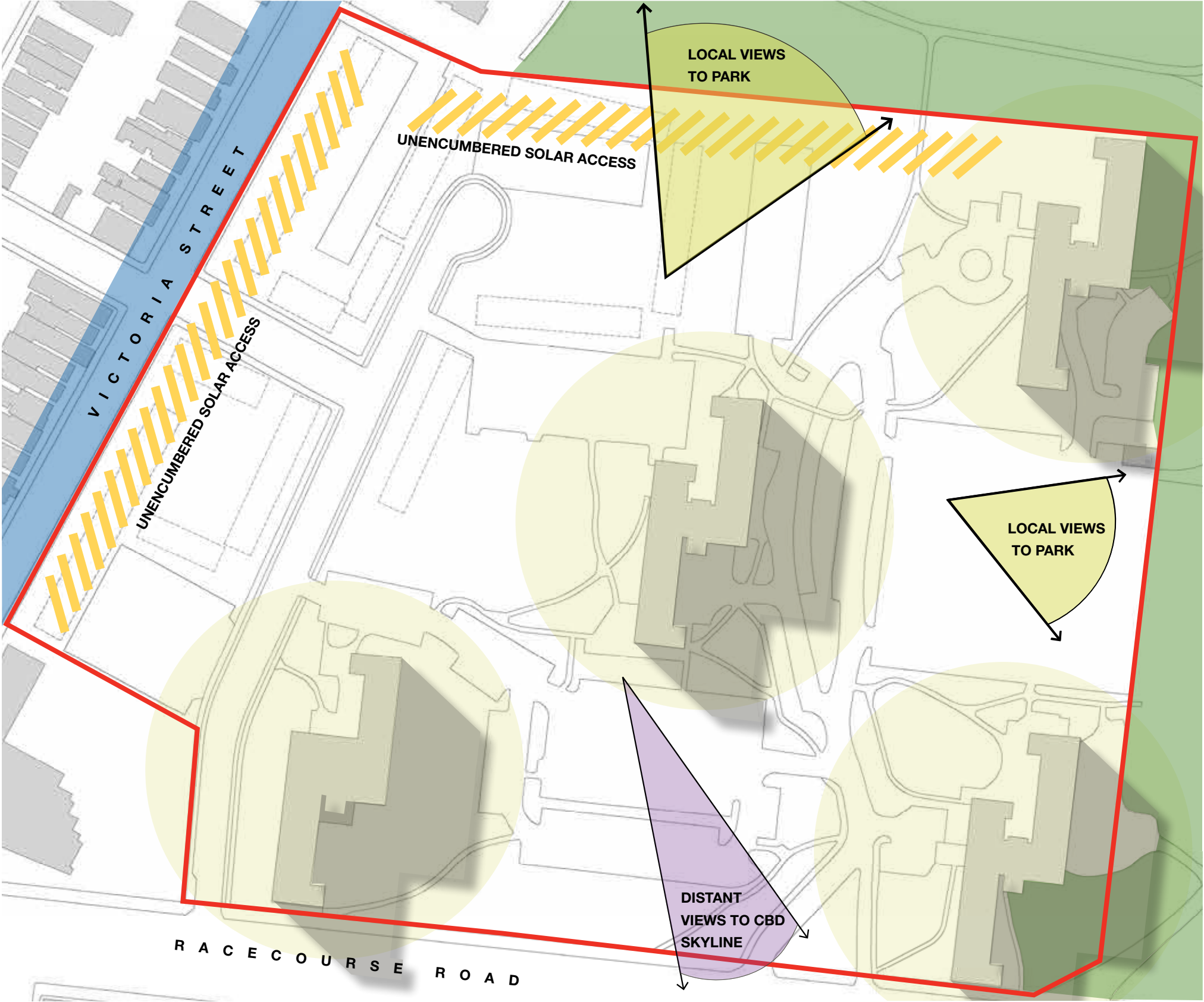


Vehicles

There is a hierarchy of vehicle routes around the site with Racecourse Road and Mount Alexander Road forming busy routes into the Melbourne CBD. A grid of smaller roads lies to the west of the site beyond Victoria Street. Vehicle access to the site is from two existing intersections on Racecourse Road and two access points from Victoria Street. Note: As indicated, the south section of Victoria Street can only be accessed by vehicles via Hill Street and not from Racecourse Road or the northern section of Victoria Street.



Analysis - Existing Site Amenity



Solar Access
Unencumbered solar access is present along the frontage of Victoria Street and on the northern boundary where the open space of Debney's Park is unbuilt.



Views & Open Green Space
There are significant local views to the north across Debney's Park. There are local views to the east over existing community gardens to the backdrop of the elevated CityLink freeway. There are CBD skyline views to the south and south east from elevated positions.



Passive Surveillance
The existing 21storey residential towers have fenestration on all sides and offer some existing passive surveillance in their vicinity, though immediately below the towers is difficult to survey due to lack of balconies. Victoria Street on the west side of the site and racecourse Road on the south side of the site offer street activity and some passive surveillance. Boundaries to the north and east of the site are generally open



Fine Grain Streetscape
Victoria Street has a fine grain existing streetscape with a 'residential character'. Individual lot widths vary but are generally fine grain with a typical plot widths (grain) of 7m – 15m.

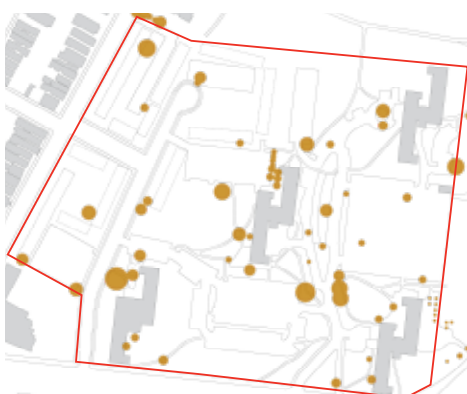
Analysis - Existing Landscape



High Retention Value Trees
Several (approx. 10) existing trees on the site have been identified as having 'high retention value'. See arborist report for details.



Medium Retention Value Trees
Many of the existing trees on the site have been identified as having 'medium retention value'. See arborist report for details.



Low Retention Value Trees
Many of the existing trees on the site have been identified as having 'low retention value'. See arborist report for details.

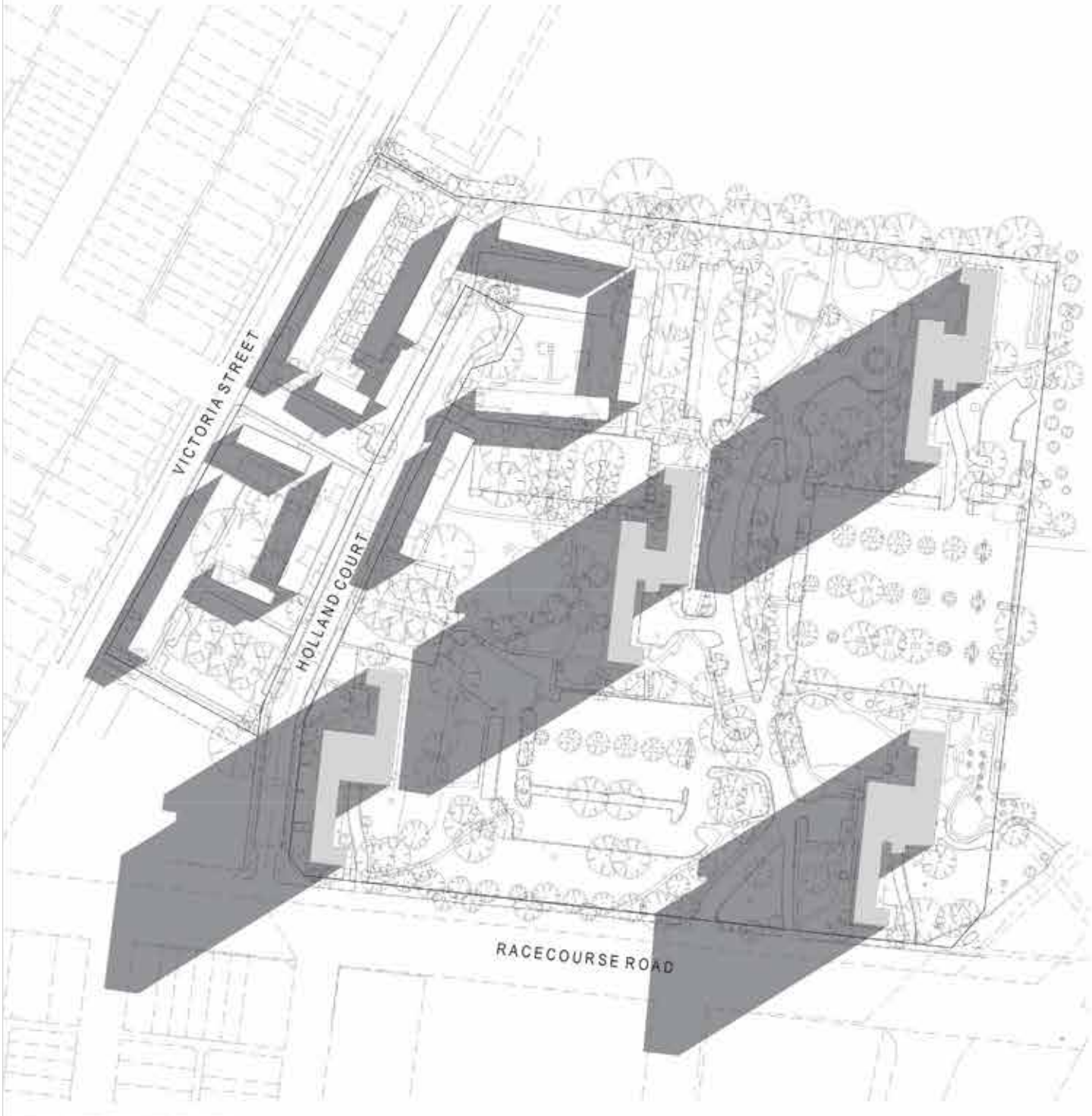


No Retention Value Trees
A few (approx. 4) existing trees on the site have been identified as having 'no retention value'. See arborist report for details.

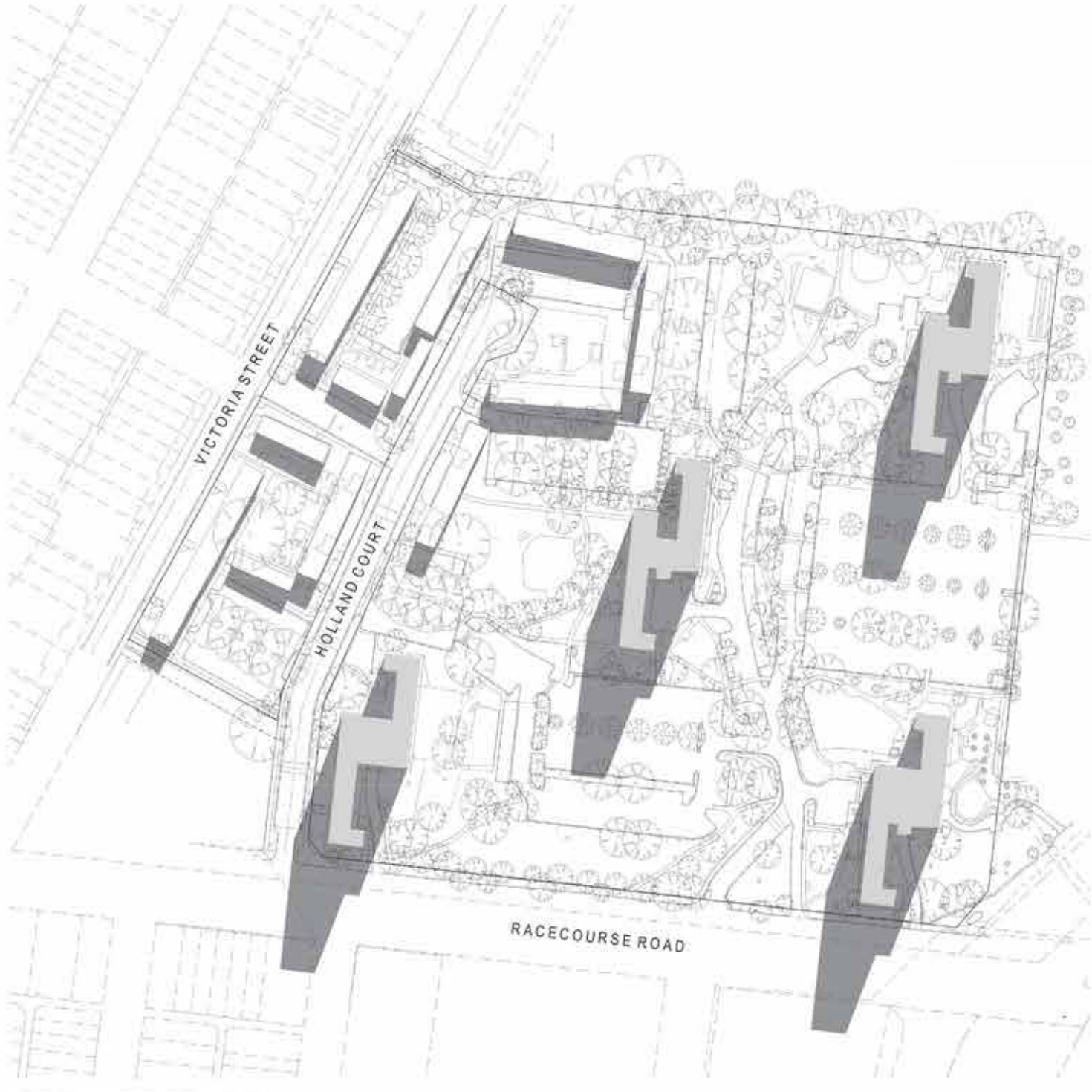
Arboricultural Assessment, Holland Court, Flemington prepared by Treelogic, Ref 7774, 06.01.2017
Arboricultural Assessment, Flemington Estate, Flemington prepared by Treelogic, Ref 7943, 01.02.2017
Arboricultural Assessment, Flemington Estate, Flemington prepared by Treelogic, Ref 7943, 22.02.2017

Flemington Estate

Analysis - Shadow study

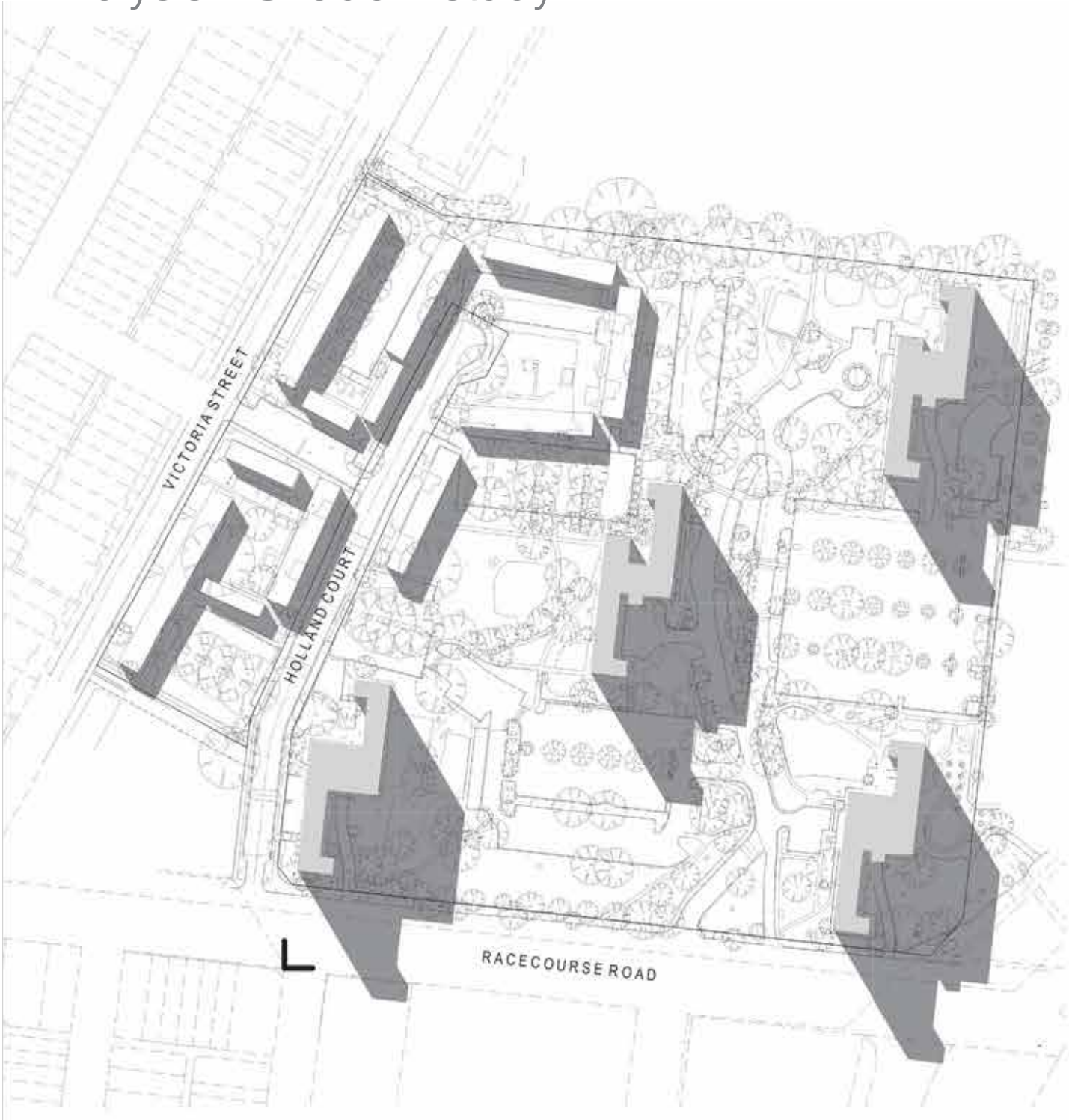


Shadow Study 9am (Sep 22)

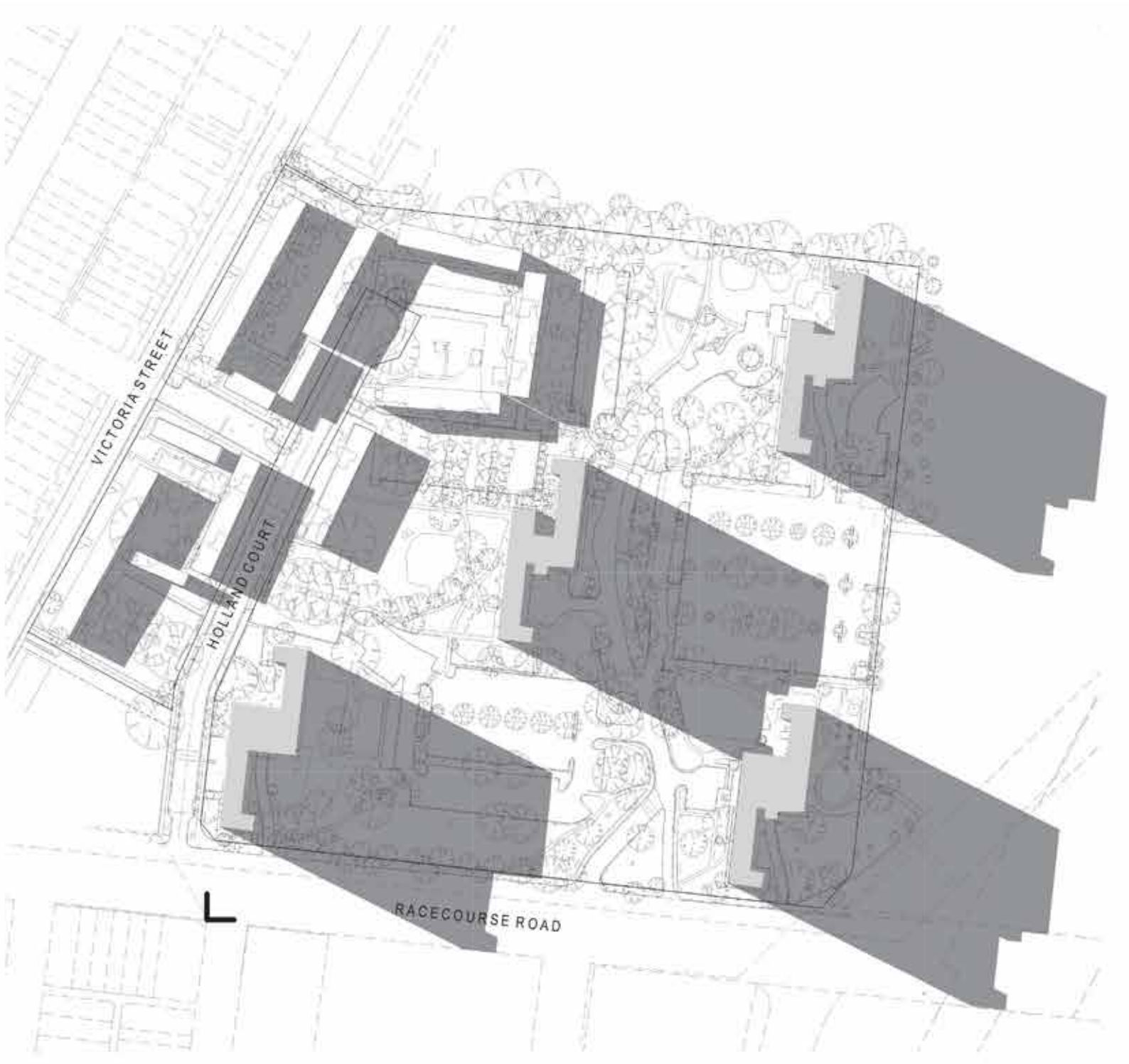


Shadow Study 11am (Sep 22)

Analysis - Shadow study



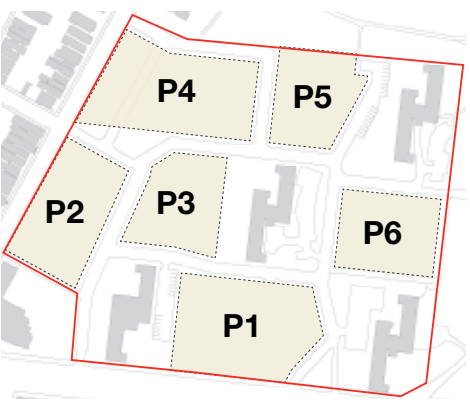
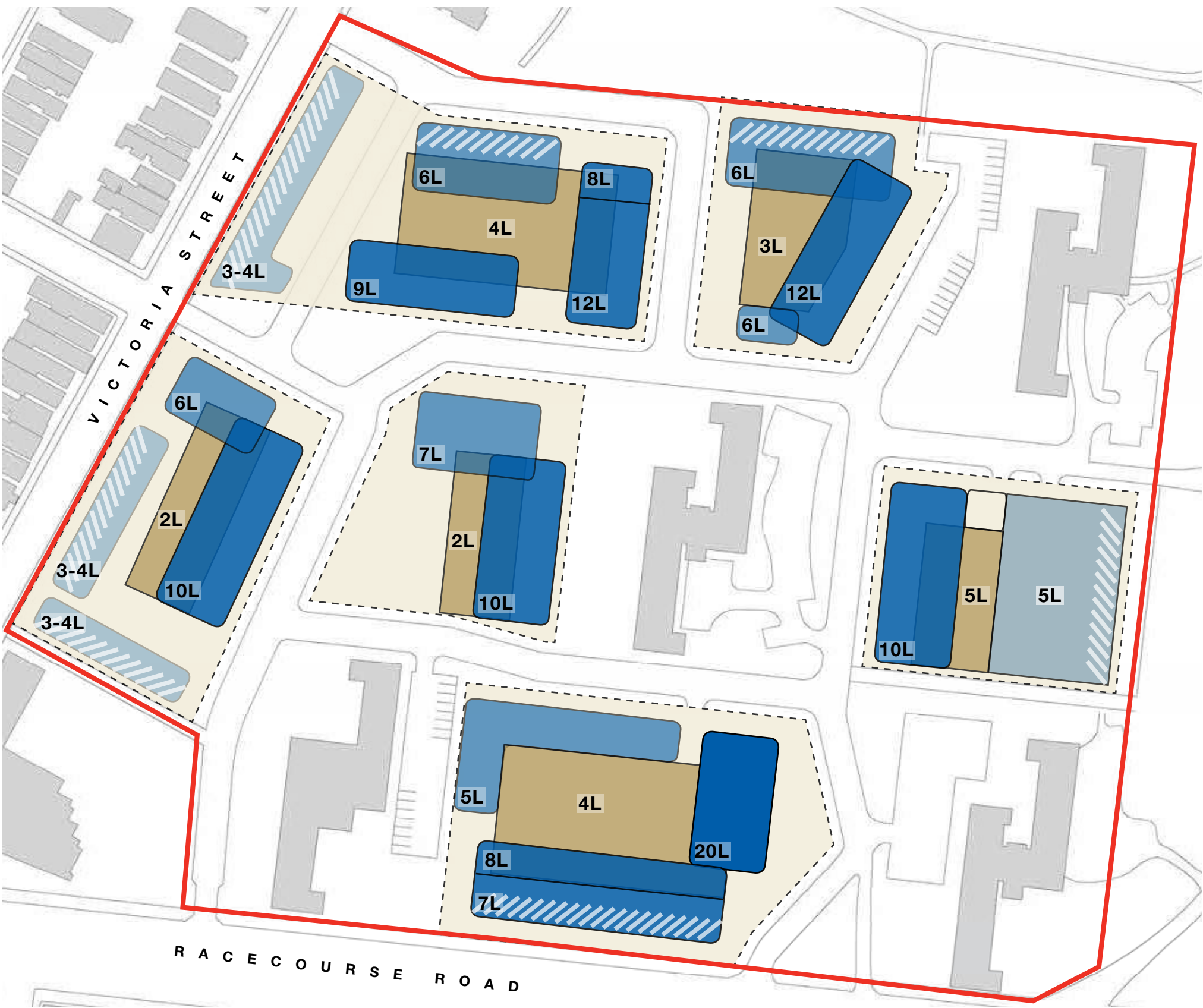
Shadow Study 1pm (Sep 22)



Shadow Study 3pm (Sep 22)

6.0 Design Response

Response - Indicative Built Form



Parcel Areas
The site layout response depicts 6 new parcel areas for residential development. Each parcel is composed of two or more new buildings and is served by existing or new street access network.

Based on this indicative built form diagram, the analysis on the previous pages and modeling, this site could accommodate up to 1100 new dwellings.



Building Footprints & Heights
Individual approximate building footprints and relative heights are suggested. Maximum heights, particularly at sensitive interfaces, are proposed. Generally new apartment buildings are sized to be 'double-loaded' and oriented on a north-south axis to avoid south-facing apartments. Some non-residential uses may be integrated into the ground floor of some buildings at key points of activation.

Sensitive interfaces

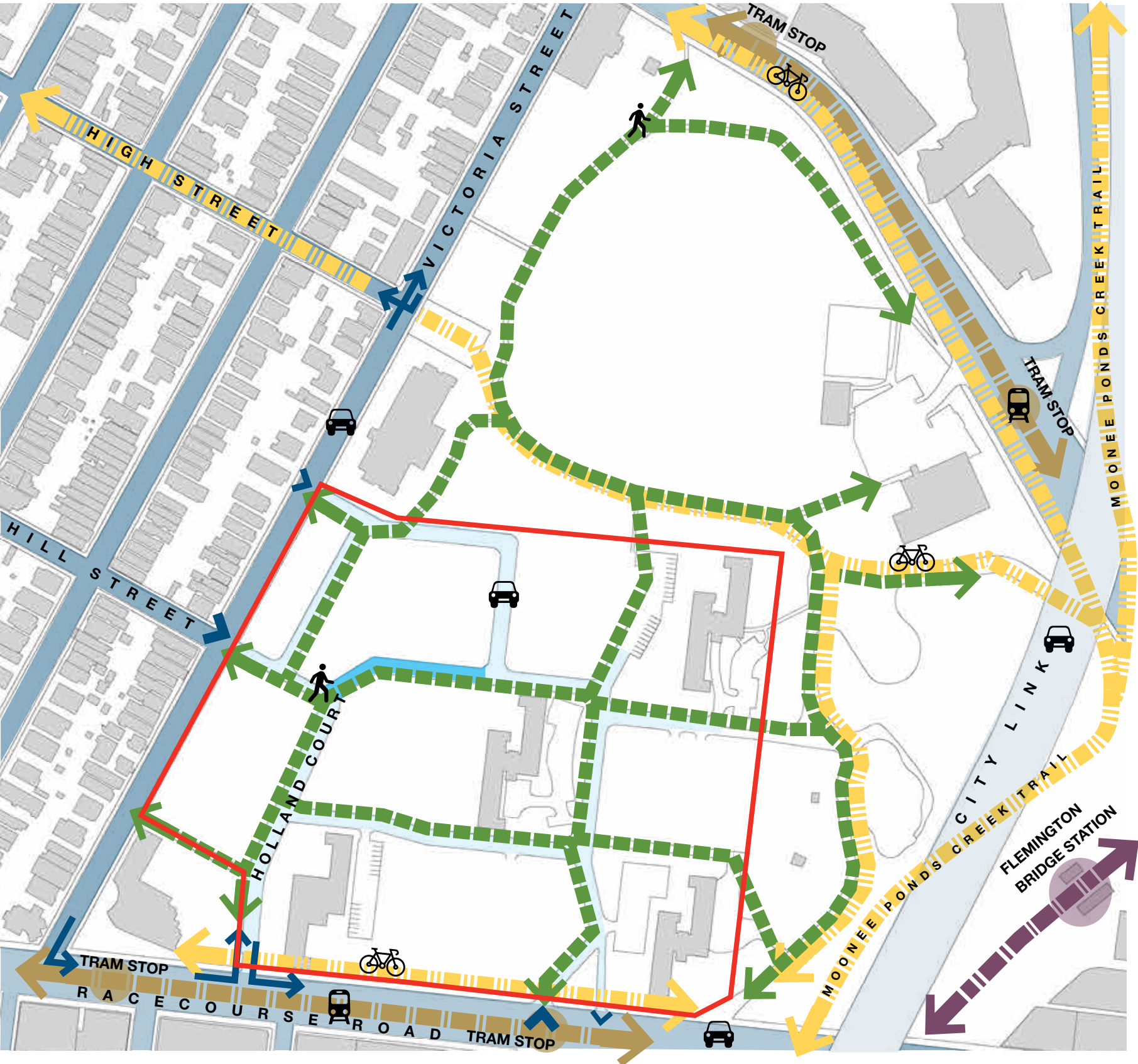


Parking Podia
All parking is depicted as 'above ground' either in integrated podia or multi-storey parking building or on the surface. No basements are depicted. Podia of varying dimensions and heights are integrated into development parcels and sleeved by residential development where possible. Where parking podia are un-sleeved by residential, architectural and landscape screening will be required.



Multistorey Parking
A new multi-storey parking building is depicted at the eastern boundary of the site between two existing towers. A maximum height at the sensitive eastern interface is proposed and shown by a white hatch

Response - Movement Networks



Pedestrians

A network (grid) of new pedestrian movement routes is depicted running east-west across the site and north-south connecting Racecourse Road and Debney's Park. Some routes are integrated with existing and new vehicle routes and others are either 'shared zones' or fully pedestrian. New routes connect to existing surrounding pedestrian networks.

Bicycles

The primary bicycle routes in Debney's Park and Mount Alexander Road will connect into local pedestrian and bicycle routes on the site. Bicycle friendly routes should be provided within the site along with adequate bicycle storage and servicing facilities. The existing bicycle route on Racecourse Road is planned to be separated in the future to improve safety.

Public Transport

New pedestrian routes will connect to existing surrounding public transport facilities.

Vehicles

A network of existing and new streets is depicted within the site. All existing access points will be maintained, developed and made safer. A new east-west 'shared zone' spine is depicted at the centre of the site where pedestrian priority will be encouraged. Functional street sections to provide on-street parking in areas. To improve safety at the high accident Holland Court and Racecourse Road intersection, it is proposed to limit this intersection to left into/left out from Holland Court.

Response - Internal Pedestrian Connections



Pedestrian Connections

The existing entry and address points of the four tower buildings will be integrated into a new network of local pedestrian pathways within the site. Patterns of movement should respond to possible journey narratives into and within the site. All new buildings should have legible entry sequences and address points for both pedestrian and vehicle access. Of particular importance will be connections between new parking areas and building entries for the existing tower residents.

All pedestrian connections within the site should be designed to ensure legibility and ease of wayfinding between development parcels. Pedestrian networks should also acknowledge the need for passive surveillance and safe design attributes.

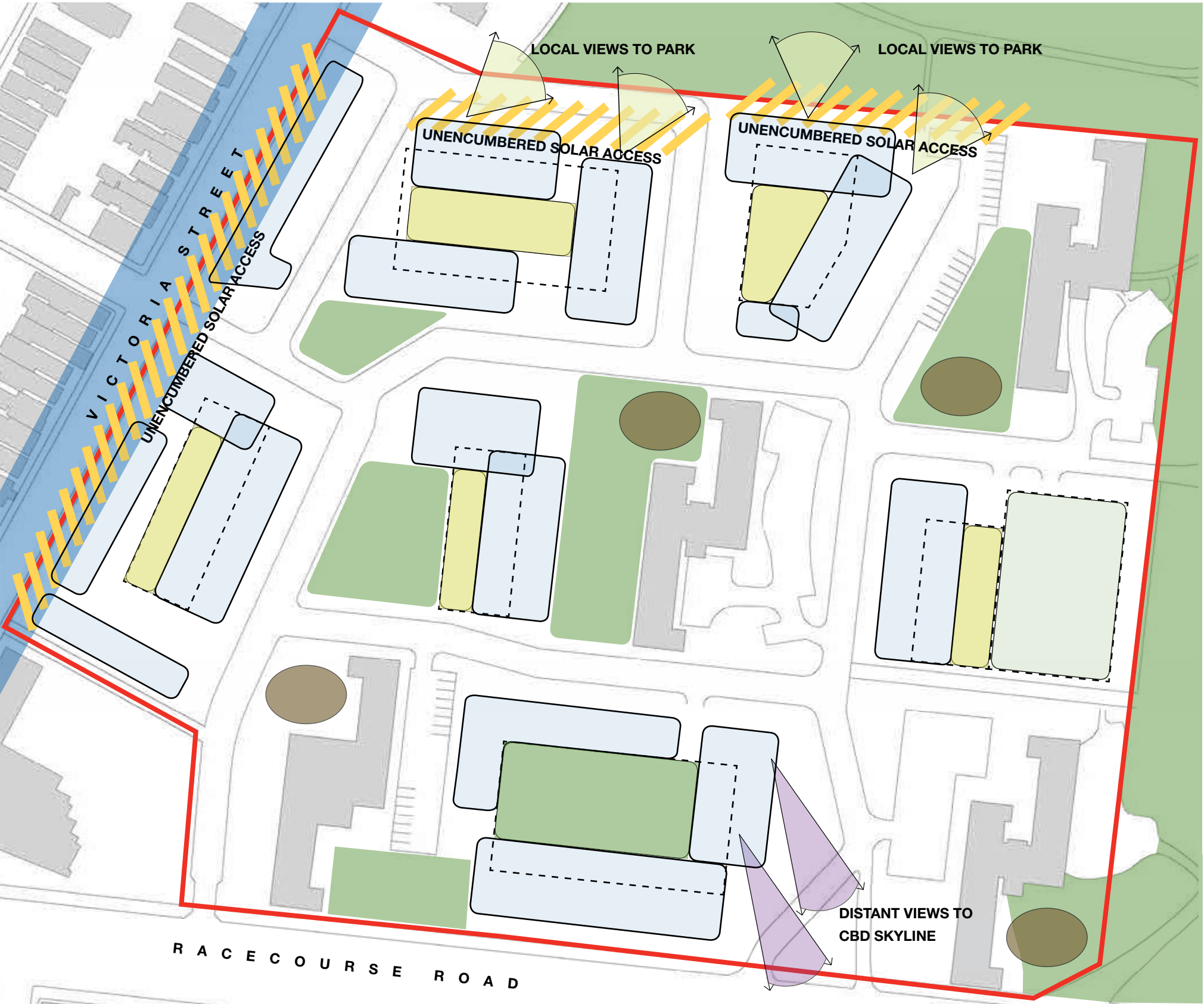
Legend:

Pedestrian routes

Roads

Indicative Building Footprint

Response - Amenity



Solar Access
New developments on the north and west boundaries of the site should take advantage of unencumbered solar access. New developments should be sited and designed to ensure adequate levels of solar access to public spaces and communal open spaces within individual parcels. Overshadowing impacts from the significant existing residential towers must be accounted for in the layout and design of individual development parcels. New built form must not overshadow play spaces.

Open Space
Use a new landscape strategy for the site to connect to and reinforce the positive qualities of existing green open space on the north and east boundaries of the site. Provide 'pockets' of new green open space within the site coordinated with the retention of significant existing trees and provide playgrounds for children. Provide a range of passive and active recreational opportunities.

- Playgrounds
- Communal gardens (podia top)
- Public gardens/ open space
- Community Garden

Views
Configure new built form to take advantage of local and distant views. Particular opportunities exist for local views across green open spaces on north and east boundaries.

Fine Grain Streetscape
Ensure new developments along Victoria Street respond to the fine grain of the existing streetscape. Maximise architectural and landscape articulation on the street frontages.

Indicative Building Footprint

Response - Parking



Parking Podia
Podia of varying dimensions and heights are integrated into development parcels and sleeved by residential development where possible. Where parking podia are un-sleeved by residential, architectural and landscape screening will be required



Multistorey Parking
A new multi-storey parking building is depicted at the eastern boundary of the site between two existing towers.



Surface Parking
New and amended landscaped surface parking areas should be provided for the existing residential towers.



Street Parking
Visitor on-street parking will be provided where appropriate throughout the site. Total number of on-street parks is approximately 105.

Indicative Building Footprint
20P Number of parks

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.



Medium Retention Value Trees

Medium Retention Value trees which do not affect proposed site layout should be retained.



Low / No Retention Value Trees

Low/No Retention Value trees which do not affect proposed site layout should be retained subject to their health.



New Trees

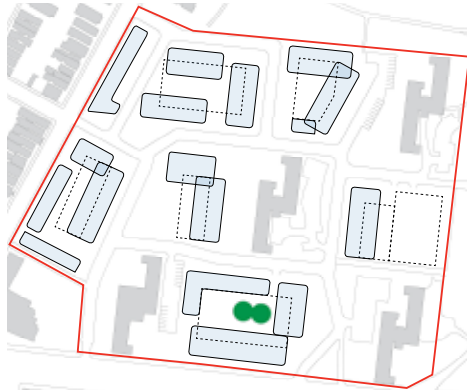
Possible general locations of new tree areas.

Indicative Building Footprint

Flemington Estate

Response - Landscape

Trees Removed



High Retention Value Trees
Two high value retention trees removed from the southern section of the site to allow development of parcel.



Medium Retention Value Trees
Several medium retention value trees removed to allow development of parcels.



Low Retention Value Trees
Limited small low retention value trees removed to allow development of parcels.



No Retention Value Trees
Remove one low retention value tree

Indicative Building Footprint

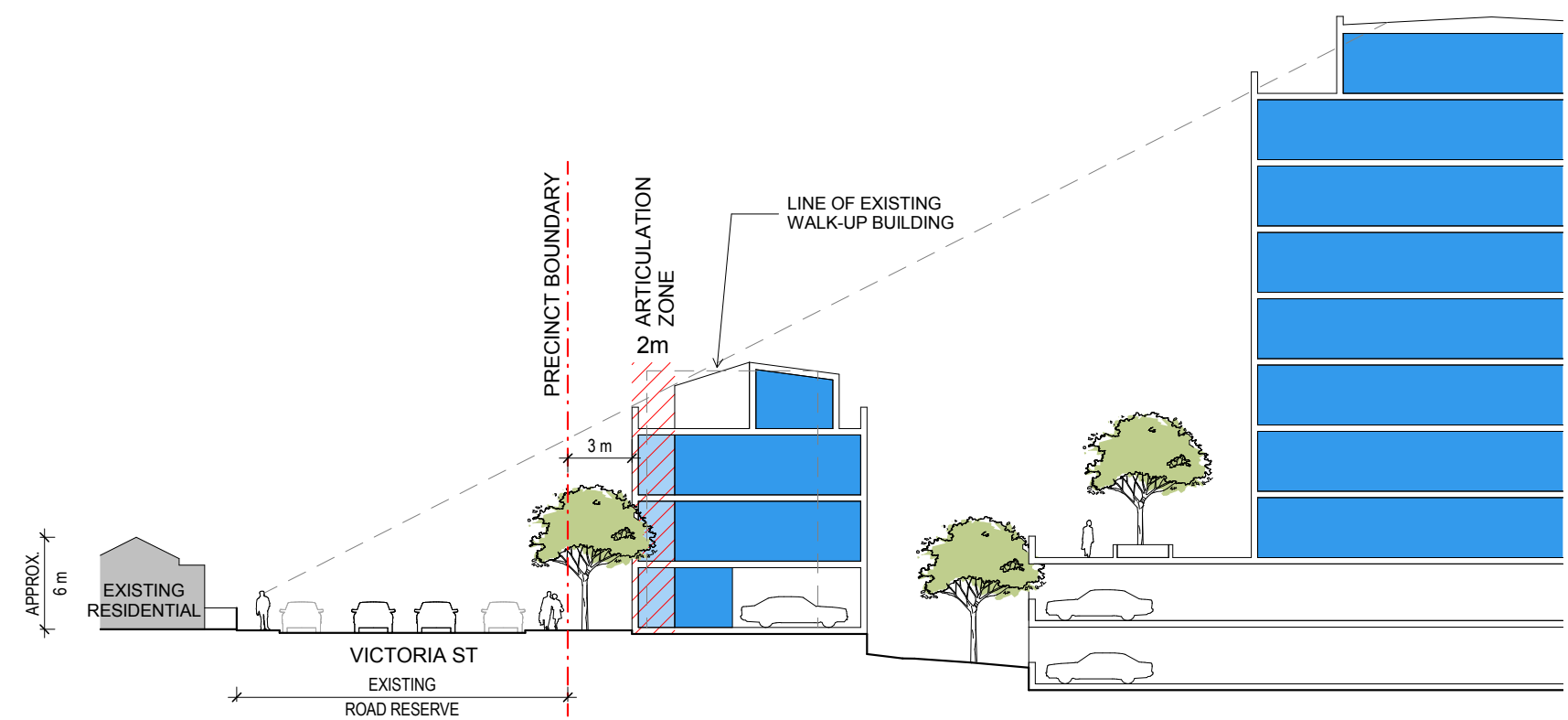
Response - Section Interfaces

Interface 1 – West (Victoria Street)

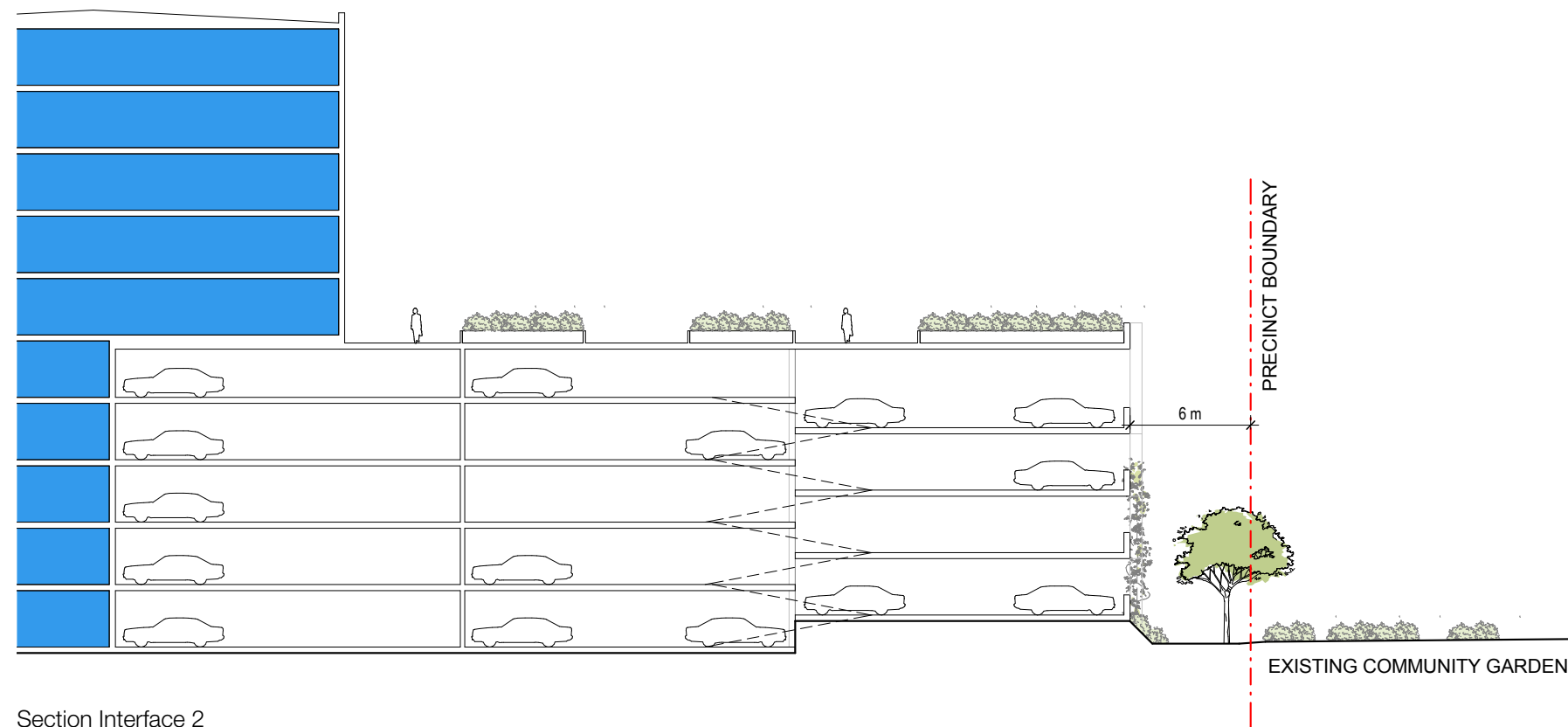
Low scale development along street edge with fine grain response and strong architectural and landscape articulation. Rear loaded dwellings from new rear laneway.

Interface 2 – East (Debney’s Park Community Garden)

Ensure appropriate architectural and landscape screening to multi-storey parking façade addressing the community garden.



Section Interface 1



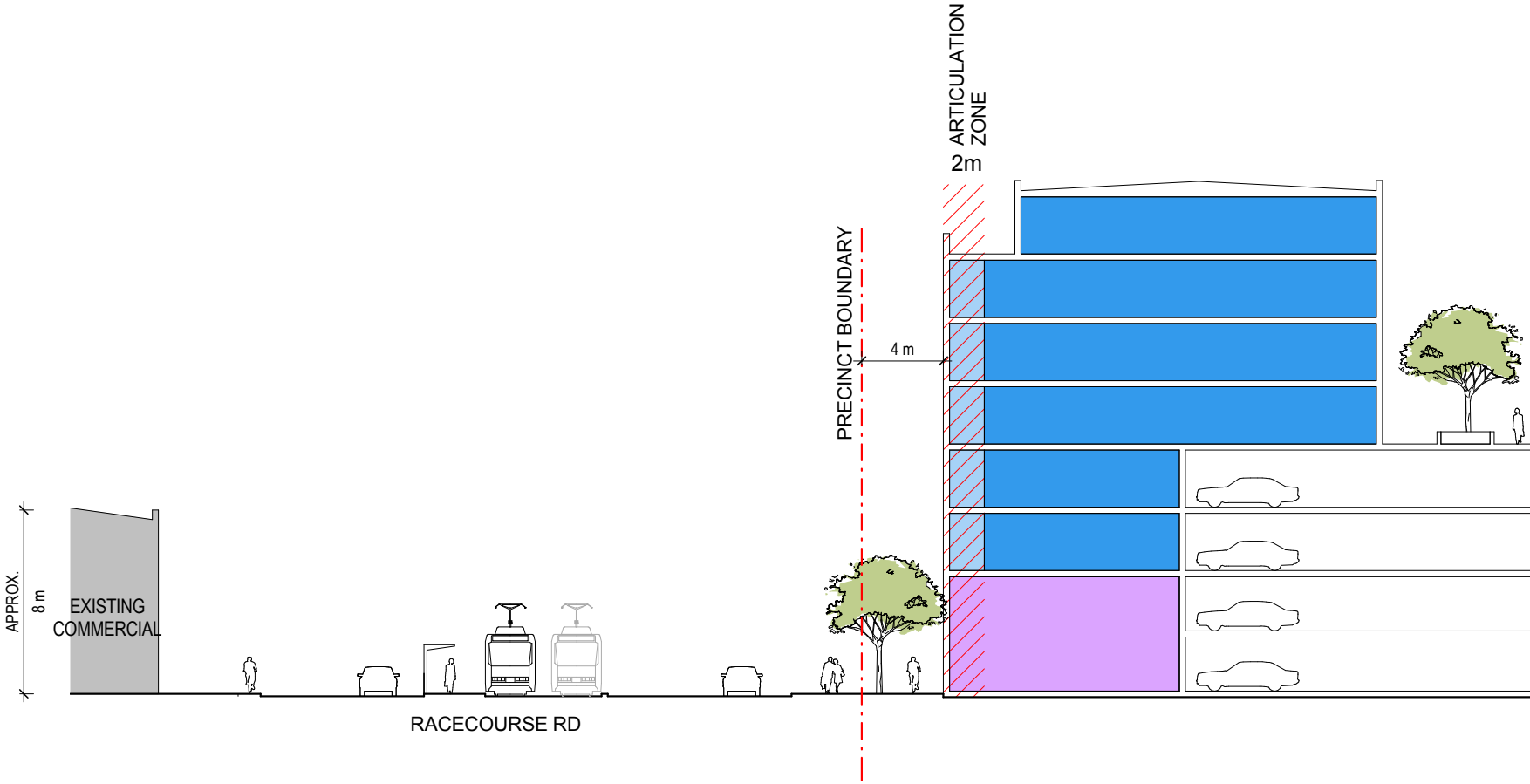
Section Interface 2

Interface 3 – South (Racecourse Road)

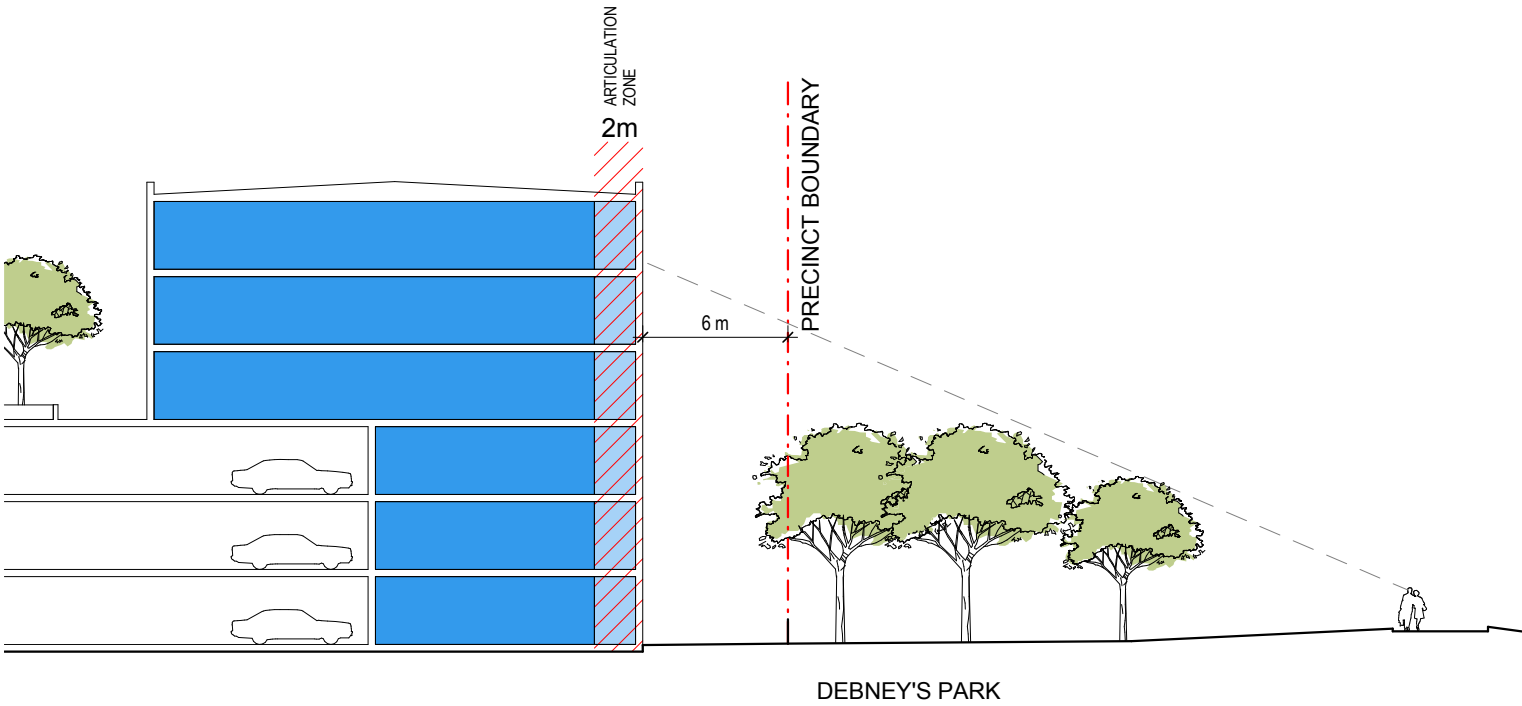
Provide non-residential active uses to ground floor along Racecourse Road. Ensure a generous set-back from the precinct boundary to allow new street tree planting.

Interface 4 – North (Debney’s Park)

Ensure strong architectural and landscape articulation facing Debney’s Park. Ensure carefully designed ground level interface with the park and maximise opportunities for passive surveillance from apartments at lower levels.



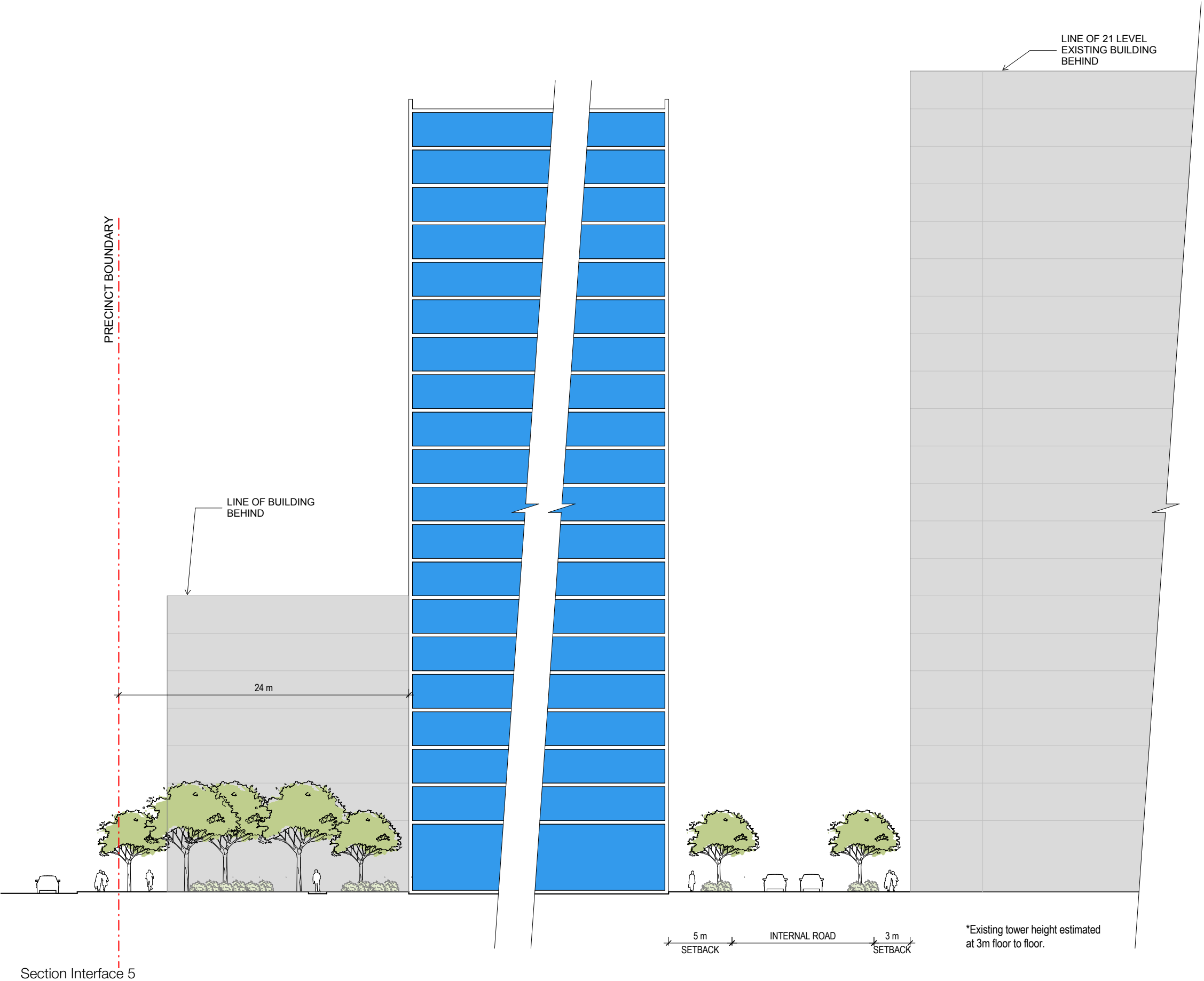
Section Interface 3



Section Interface 4

Interface 5 – South (Racecourse Road) & Internal street

Ensure a generous set-back from the precinct boundary to allow landscape treatment around the Racecourse Road site entry. The high building forms a similar scale to the existing towers.



Response - Shadow study



Shadow Study 9am (Sep 22)



Shadow Study 11am (Sep 22)

Response - Shadow study



Shadow Study 1pm (Sep 22)



Shadow Study 3pm (Sep 22)