



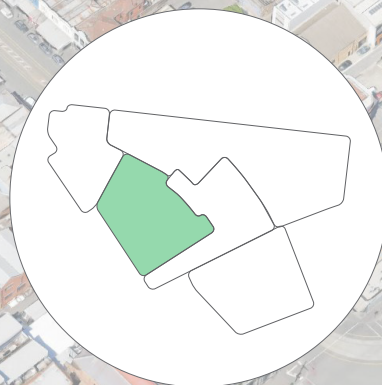
E-Gate

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 m². 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.

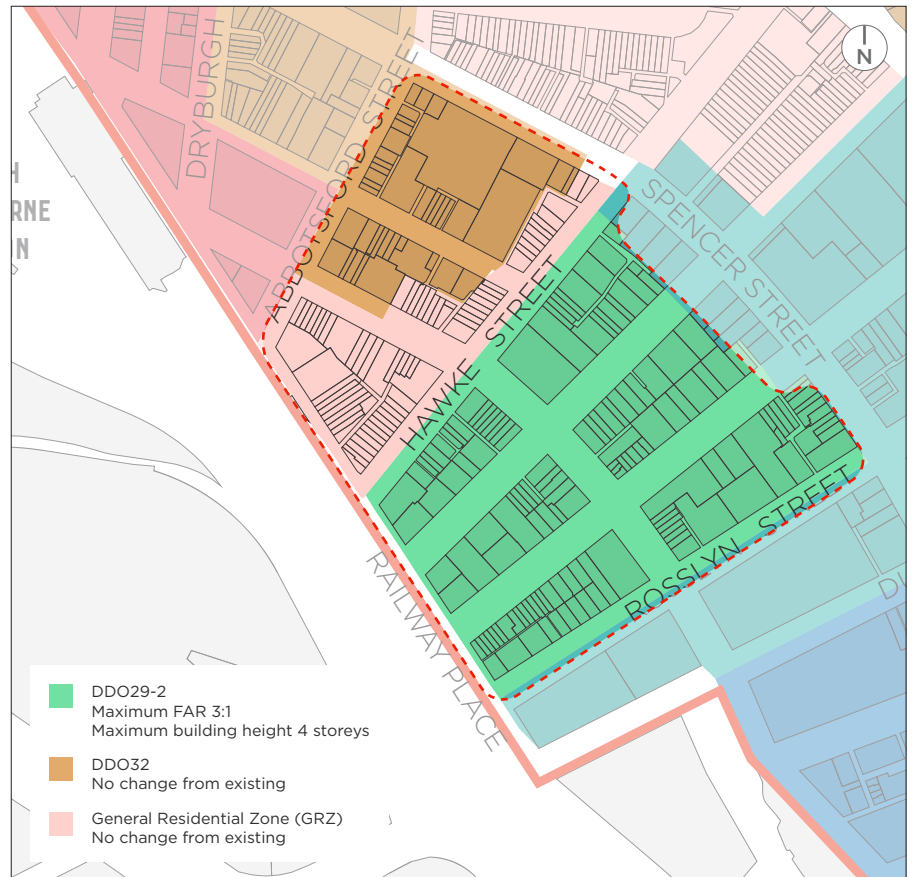


Figure 3.21: Adderley including DDO29-2, DDO32 and General Residential Zone.

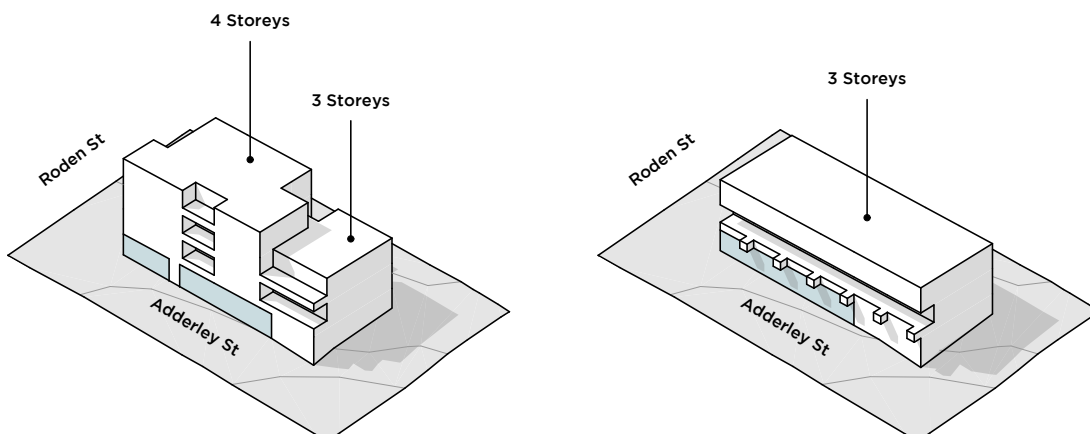


Figure 3.22: Built form testing to show the proposed floor area ratio and built form controls on a corner site in Adderley (DDO29-2). Images are indicative only to test the proposed controls and are not representative of actual building proposals (West Melbourne Built Form Testing, Breathe Architecture).

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.

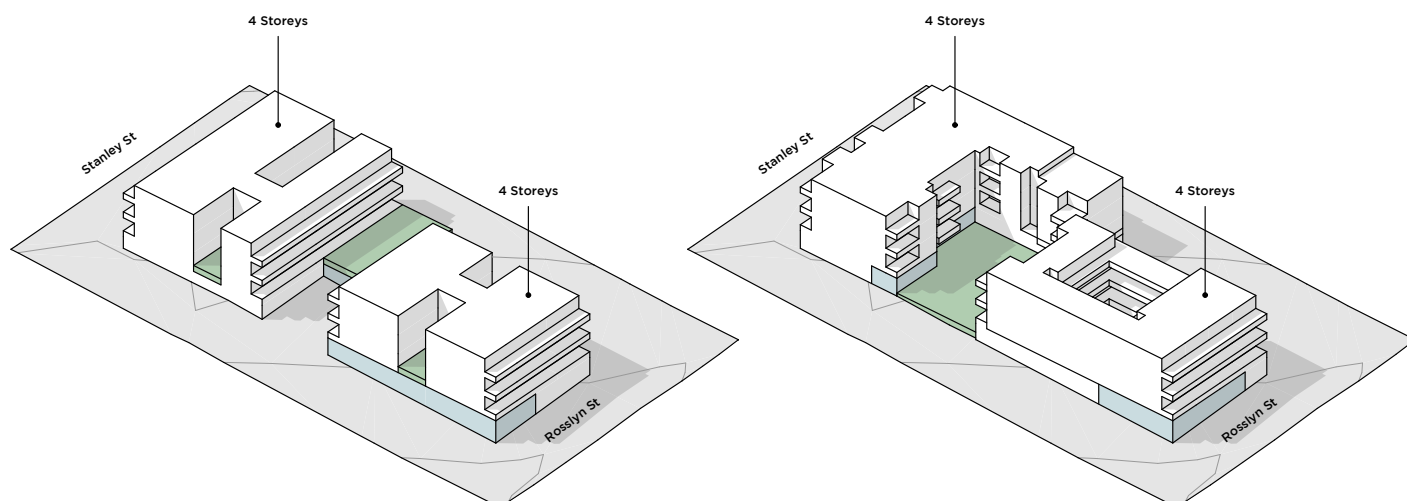


Figure 3.23: Built form testing to show the proposed floor area ratio and built form controls on a mid-block site in Adderley (DDO29-2). Images are indicative only to test the proposed controls and are not representative of actual building proposals (West Melbourne Built Form Testing, Breathe Architecture).

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 m² 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

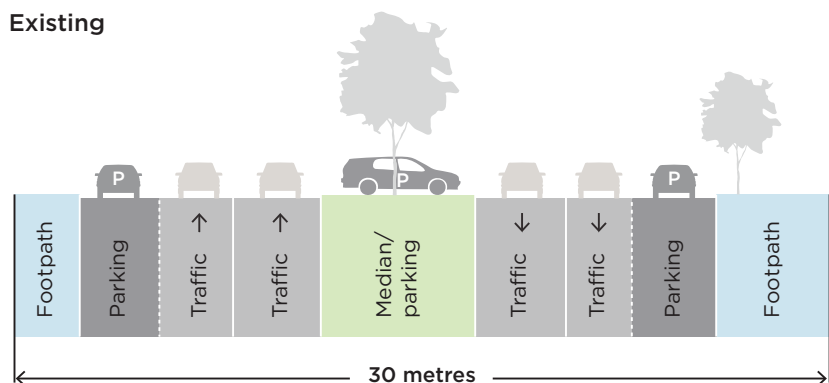


Figure 3.25: Existing street section of Hawke Street.

Proposed

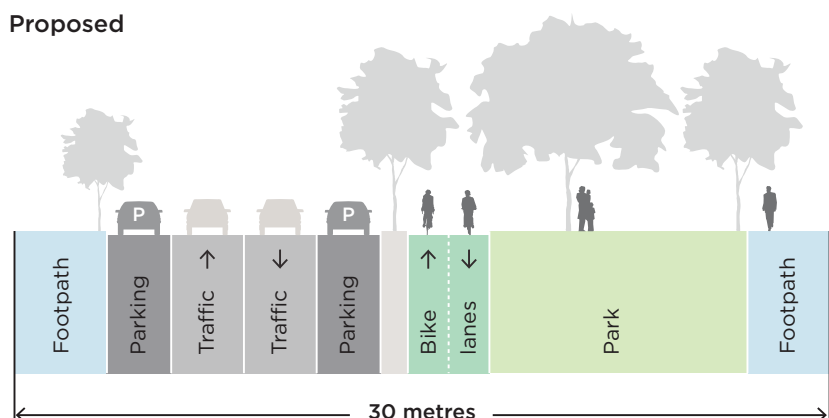


Figure 3.26: Proposed street section of Hawke Street linear park.

2 Hawke and Adderley Park

The expansion of the Hawke and Adderley Park is currently underway to create approximately 740 m² 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).



