

03 Heritage Significance & Existing Site Conditions

03 Study Area and Levels of Archeological Potential

The Former Cable Tram Engine House and Tram Substation consists of two parallel, hipped roof, brick structures with central gabled roof vents. The front part of the structure faces Brunswick Road and is a long single storey red brick shed-like building with exposed metal roof trusses and timber ceiling lining internally. The original wide entrance is located at 253 Brunswick Road. The substation is inside the shorter section of the building to the north of the Engine House with an internal dividing southern wall. The substation remains in use, with modern equipment installed, but it retains early rotary converter and associated equipment used to convert AC power to DC power for trams. Underground remains relating to the operation of the cable trams and the engine house are present. There are more recent buildings on the west and north of the site.

- SITE AREA
- HIGH
- MODERATE



03 Heritage Significance & Existing Site Conditions

04 Principle Heritage Components: Brunswick Road Facade



HORIZONTAL WALL FEATURE



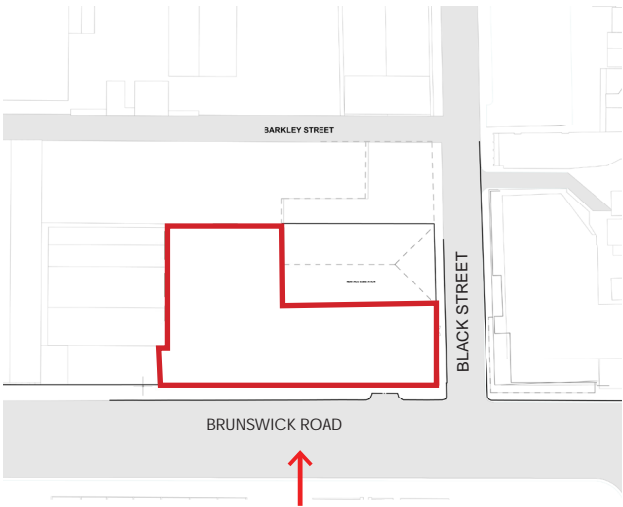
WINDOW FEATURES



ENTRY OPENINGS



SUBJECT SITE



BLUESTONE COURSEWORK



FACADE WALL FEATURE



VERTICAL BLUESTONE FEATURE

03 Heritage Significance & Existing Site Conditions

05 Principle Heritage Components: Black Street Facade

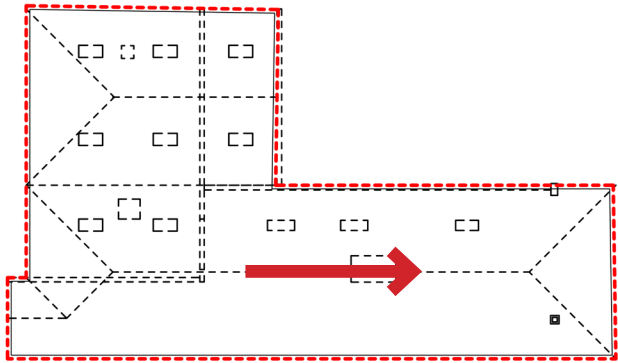


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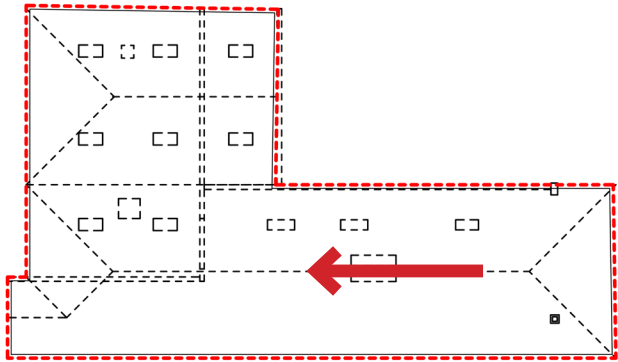
06 Existing Interior

Based on Extents advice, the extent of demolition proposed is designed to retain a greater amount of both internal and exterior above ground fabric, e.g., the wide main doorway, the bluestone plinth and brick walls with polychrome decoration, and high ceilings including all sections of the original metal roof trusses and timber lining at the southern portion of the building.

It is noted that there is likely more capacity for intervention and change associated with the shop next to the original engine house building on Brunswick Road, and the offices and warehouse at the rear of the engine house and substation.



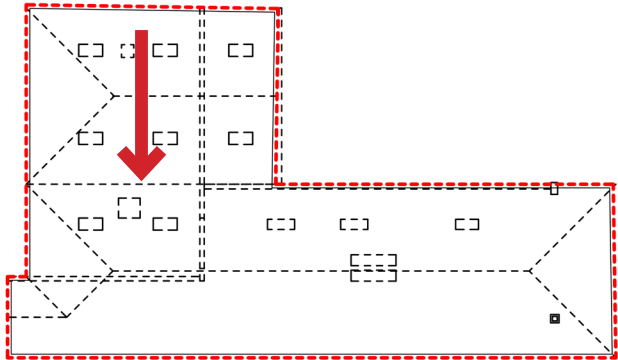
EXISTING INTERIOR - LOOKING EAST



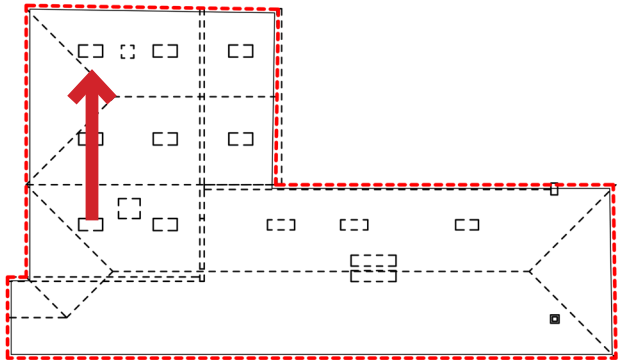
EXISTING INTERIOR - LOOKING WEST

03 Heritage Significance & Existing Site Conditions

06 Existing Interior



EXISTING INTERIOR - LOOKING SOUTH



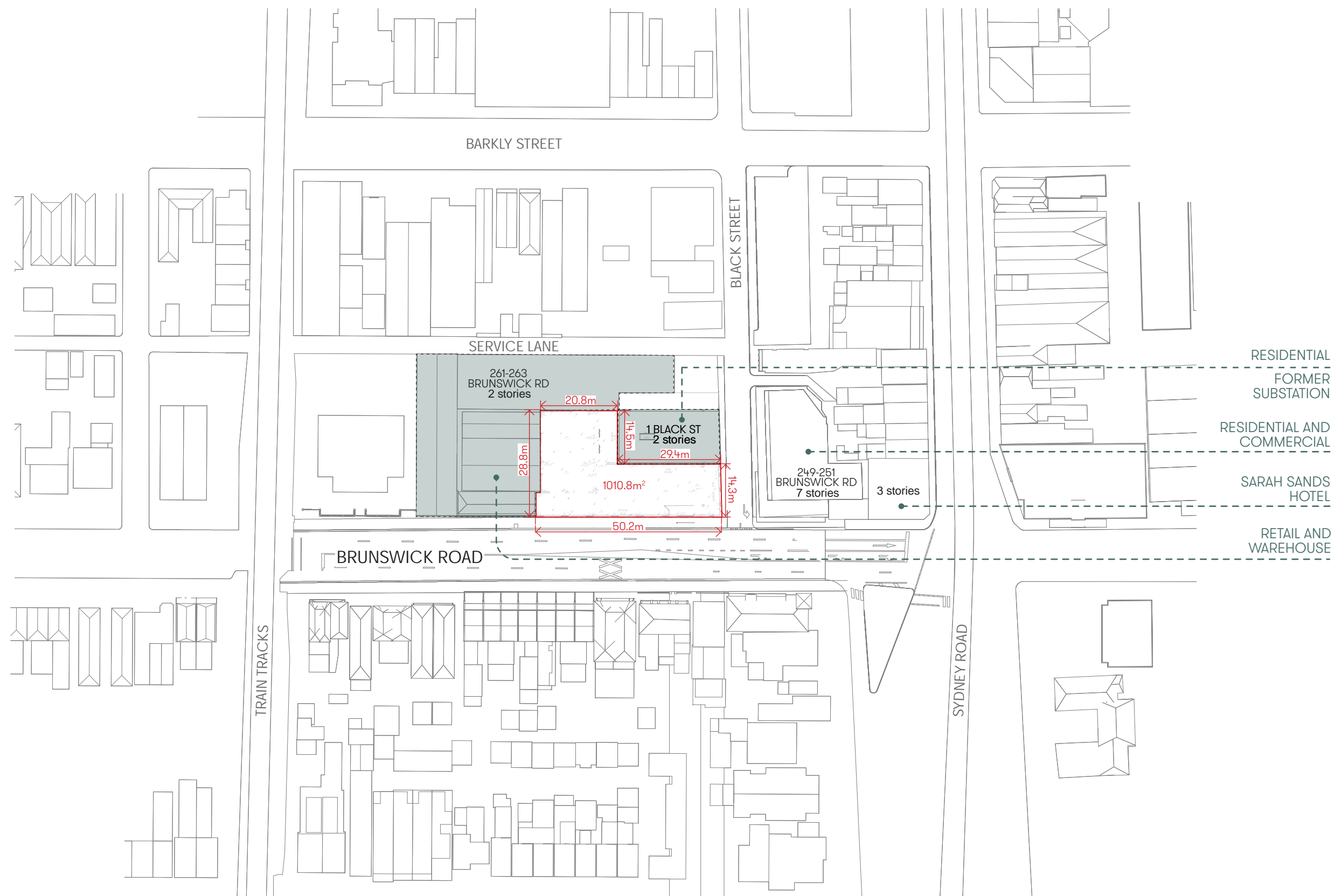
EXISTING INTERIOR - LOOKING NORTH

04

Existing Plans & Proposed Demolition Works

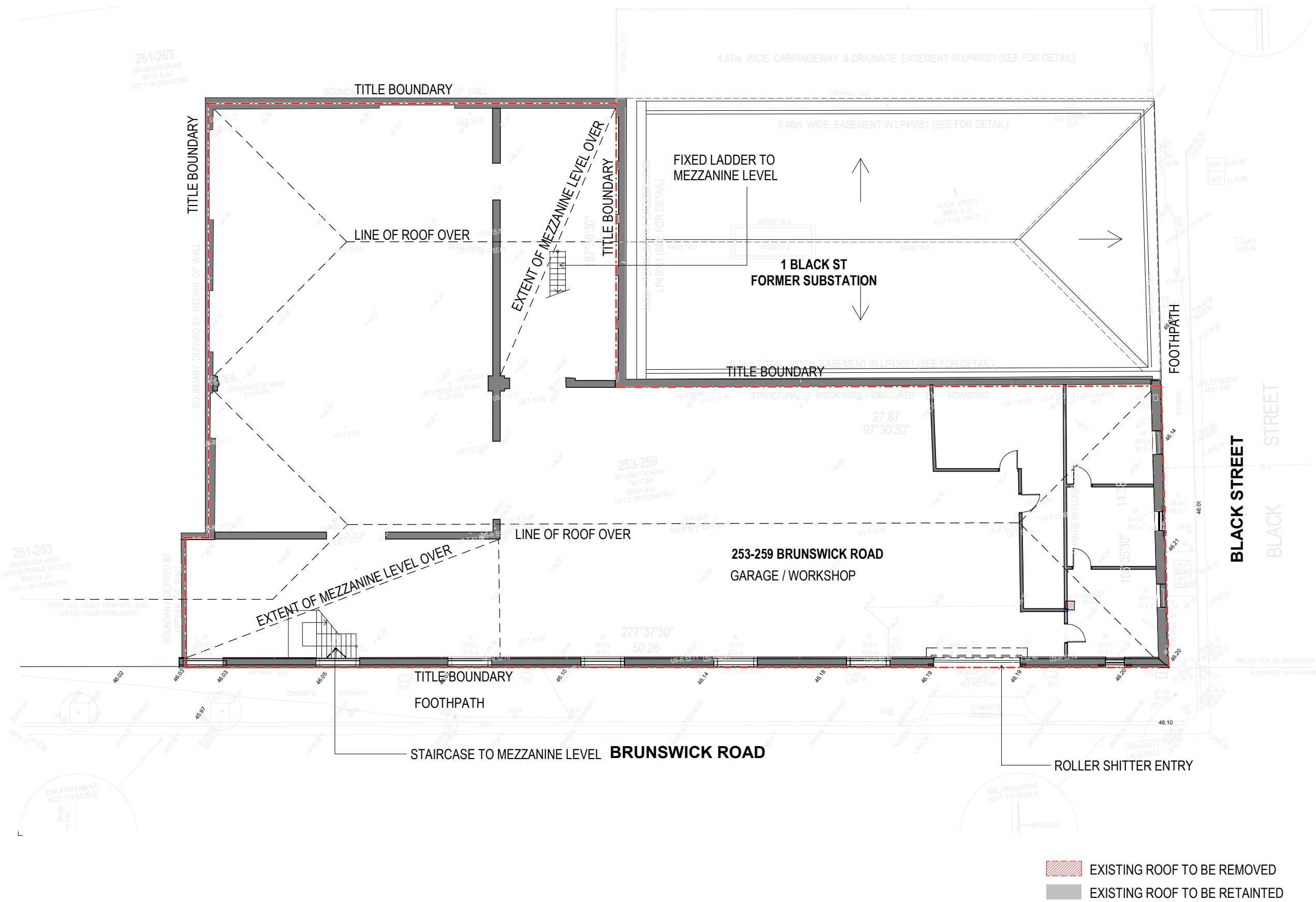
04 Existing Plans and Proposed Demolition Works

01 Site Plan



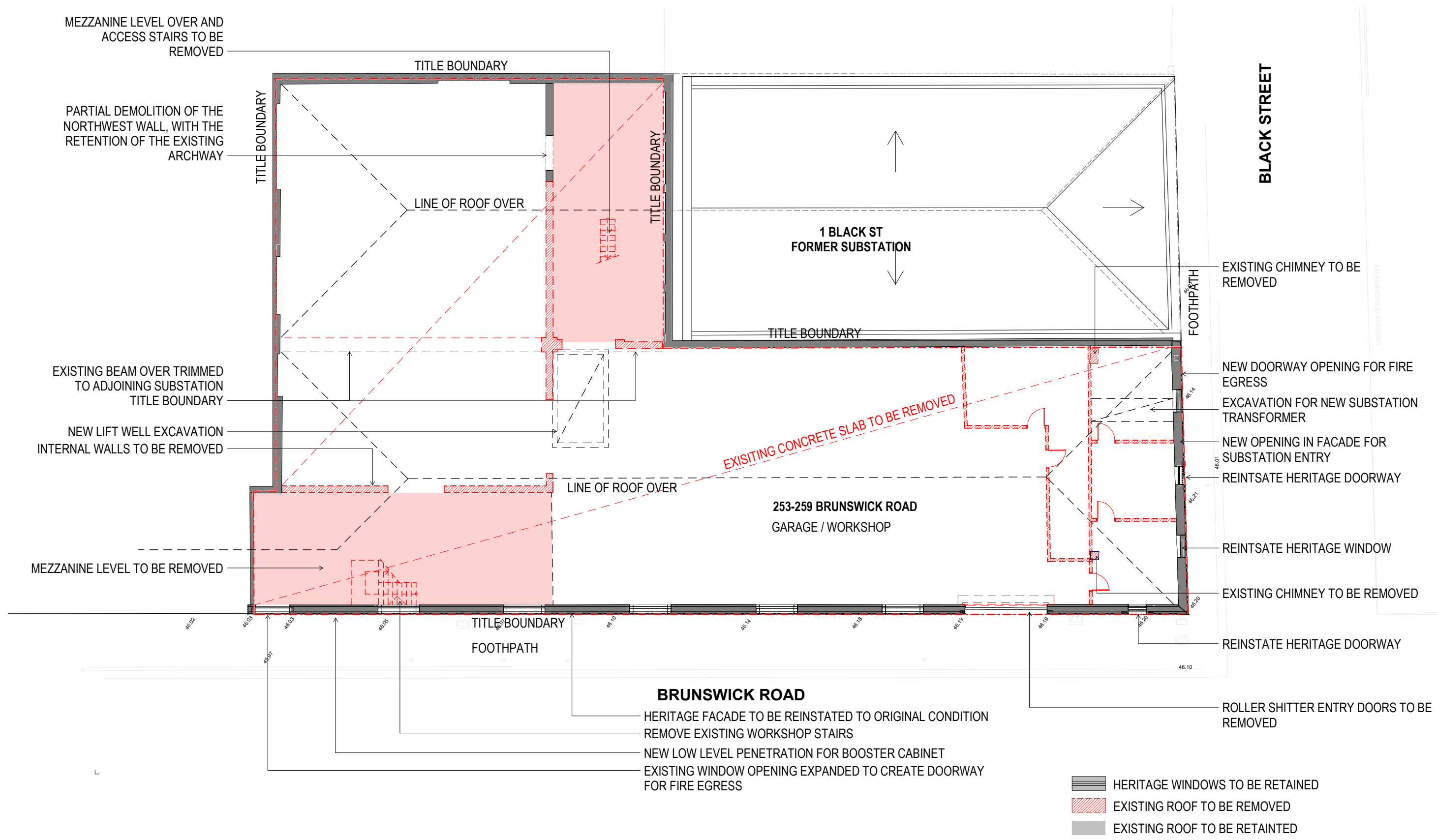
04 Existing Plans and Proposed Demolition Works

02 Ground Floor Plan



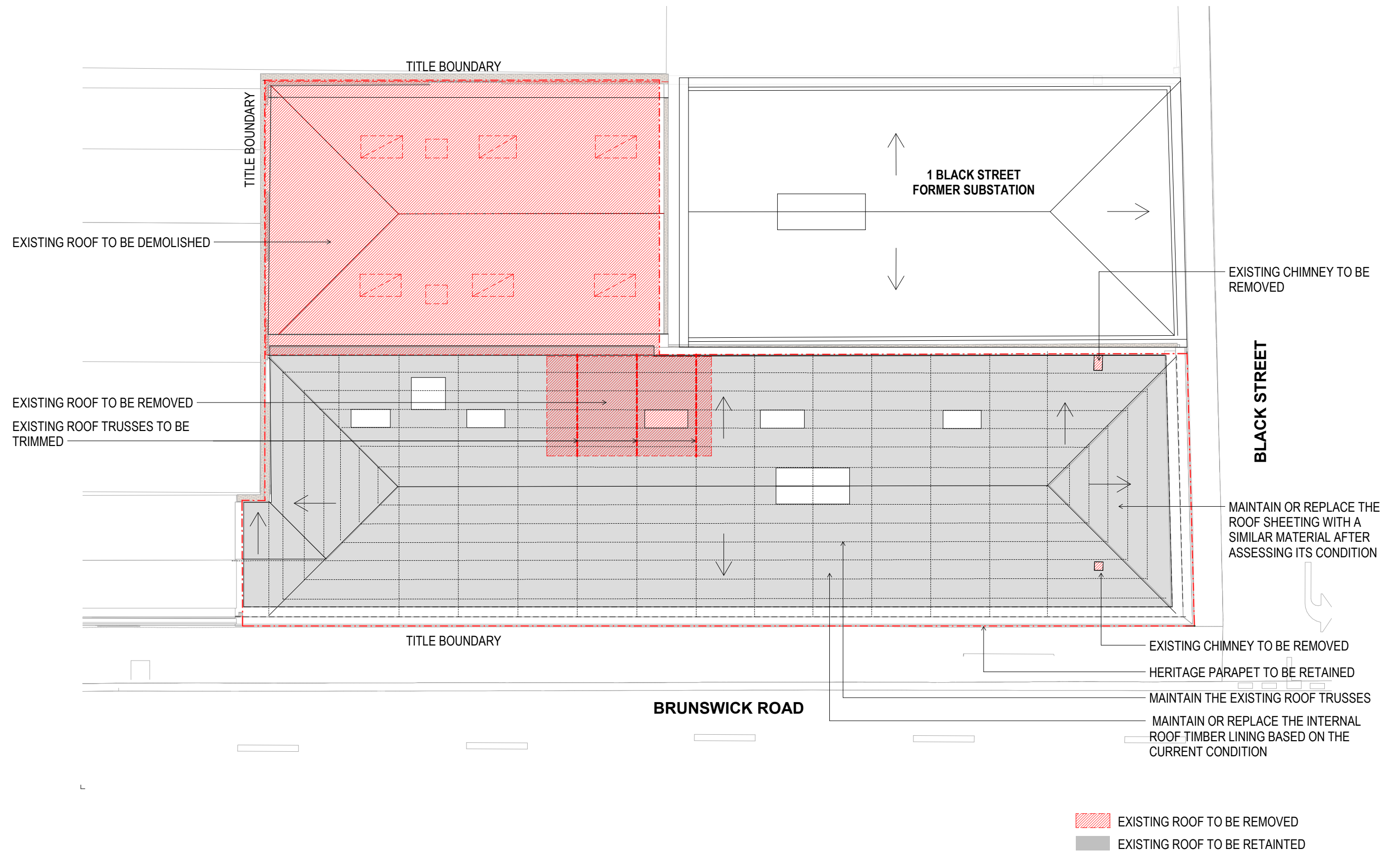
04 Existing Plans and Proposed Demolition Works

03 Demolition Plan



04 Existing Plans and Proposed Demolition Works

04 Roof Plan

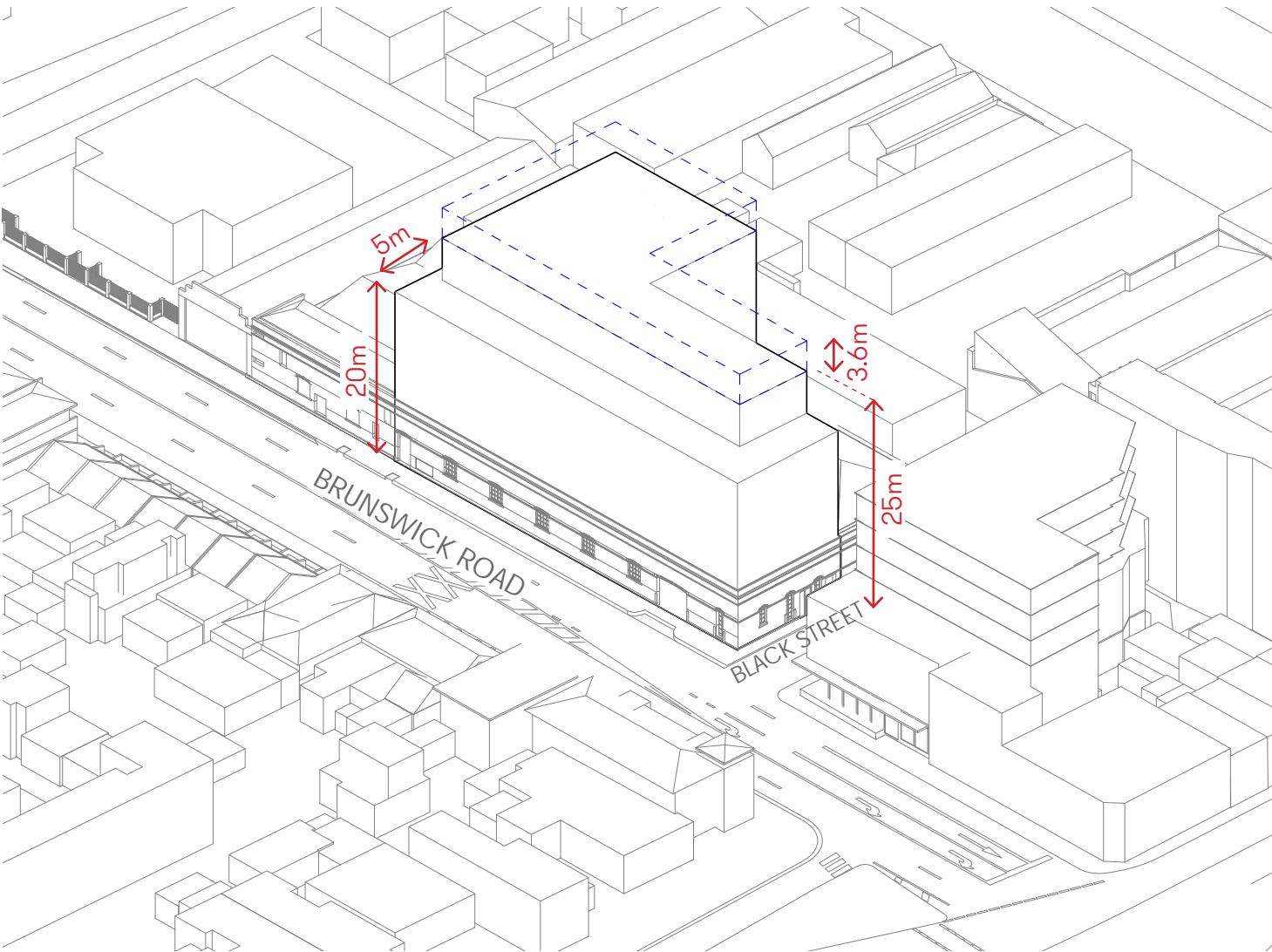


05

Proposed Development Envelope

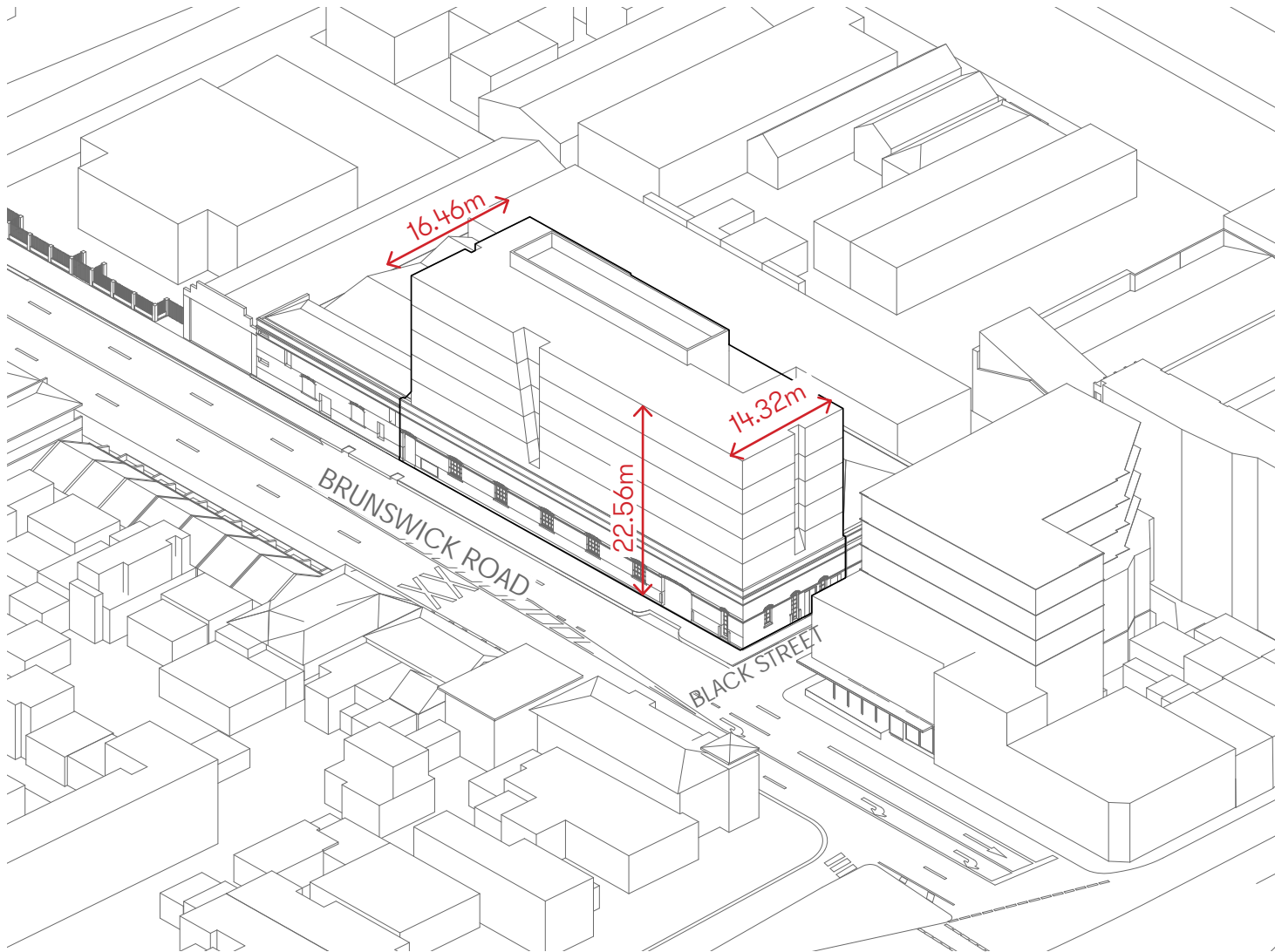
05 Proposed Development Outcome

01 Built Form Rationalisation



MORELAND PLANNING SCHEME ENVELOPE

The planning envelope prescribed by the Moreland Planning Scheme sets maximum street wall height along Brunswick Road of 20m, with a setback of 5m at this height up to an overall built form height of 25m. A further 3.6m in height is allowed for plant height over this.



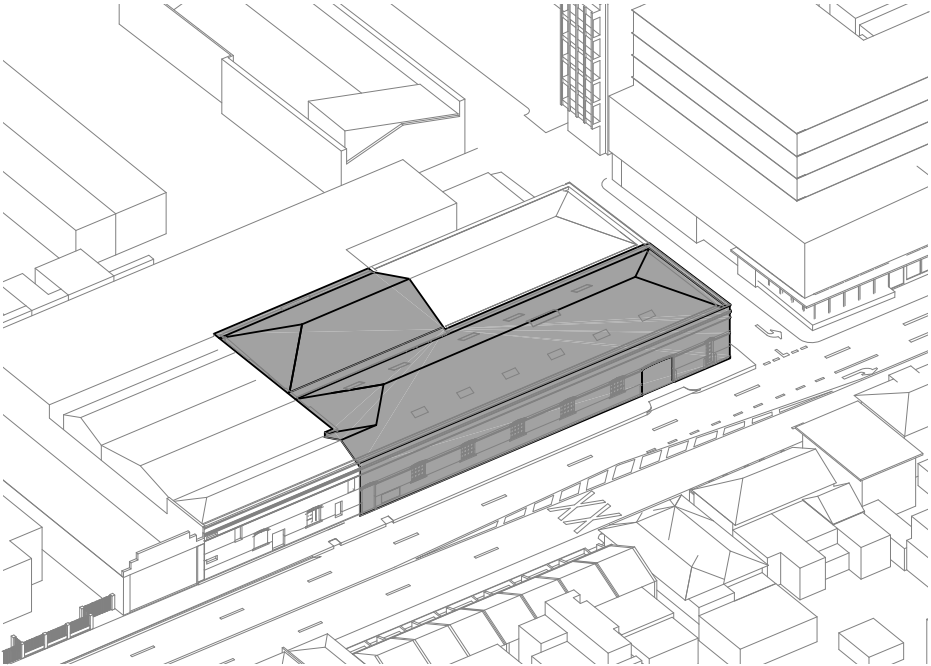
PROPOSED DEVELOPMENT ENVELOPE

The proposed building form respects the heritage value of the Cable Tram Engine House by retaining the original building envelope to the ridge line of the existing roof with four habitable levels introduced over this datum. By maintaining a consistent street wall to boundary a unified built form is achieved around the site perimeter, retaining the original urban character and presence of the heritage facade on the Brunswick Road (south) and Black Street (east) boundaries.

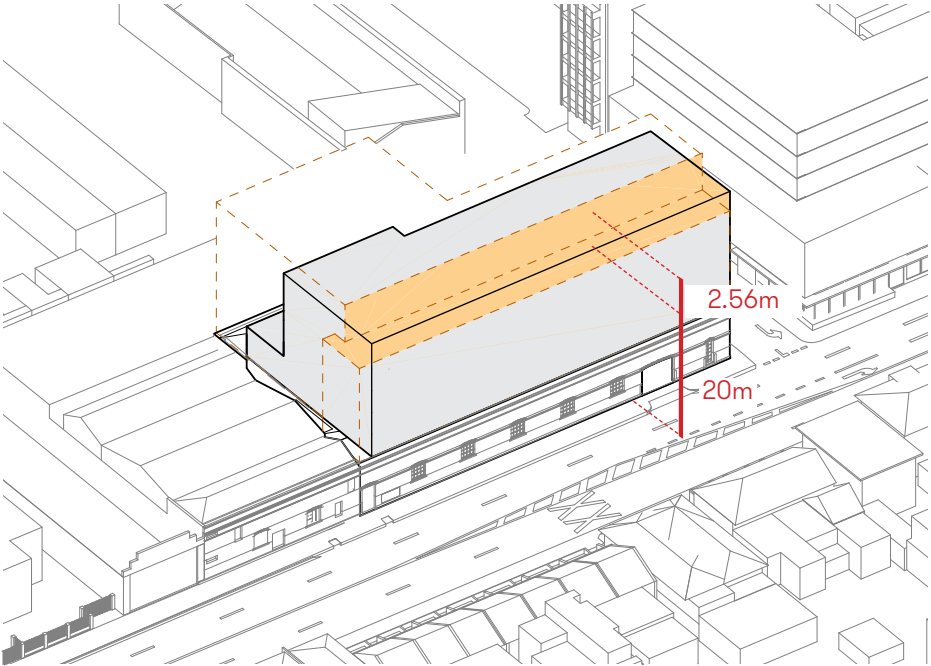
This strategy avoids multiple setbacks in built form, providing a proportional equivalence between the new upper form and the heritage building below. The outcome is a more uniform, coherent and legible architectural silhouette in the skyline.

05 Proposed Development Envelope

02 Built Form Massing

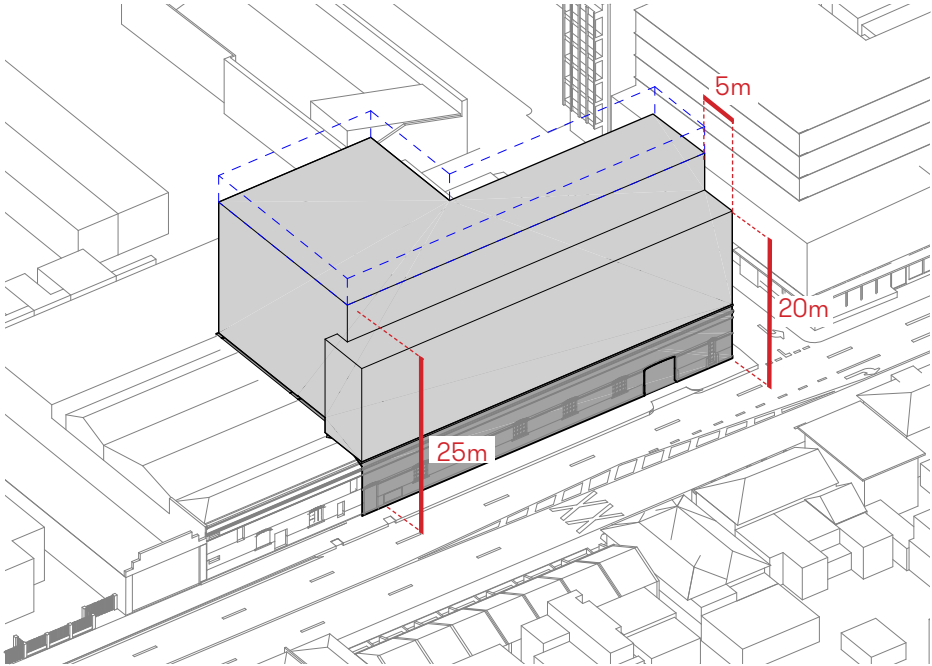


1. Existing site



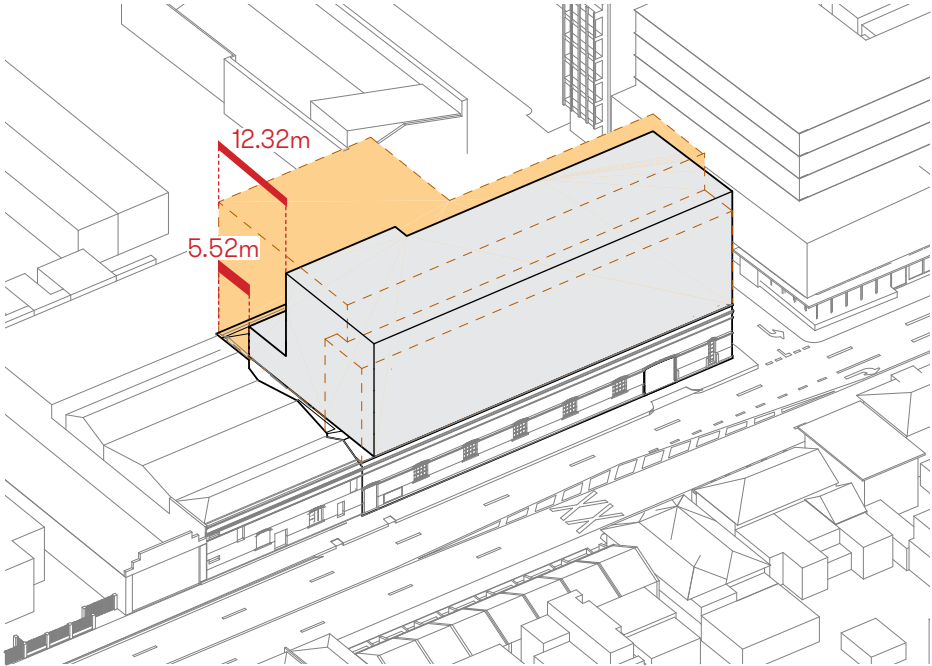
4. Street Wall Façade Response.

The new building form sits over the existing ridge line with a veil of lightweight steel cladding resting over the existing parapet line. The design takes the approach of avoiding a stepped façade, holding the site corners, as per the heritage building, to create a cohesive and complementary built form.



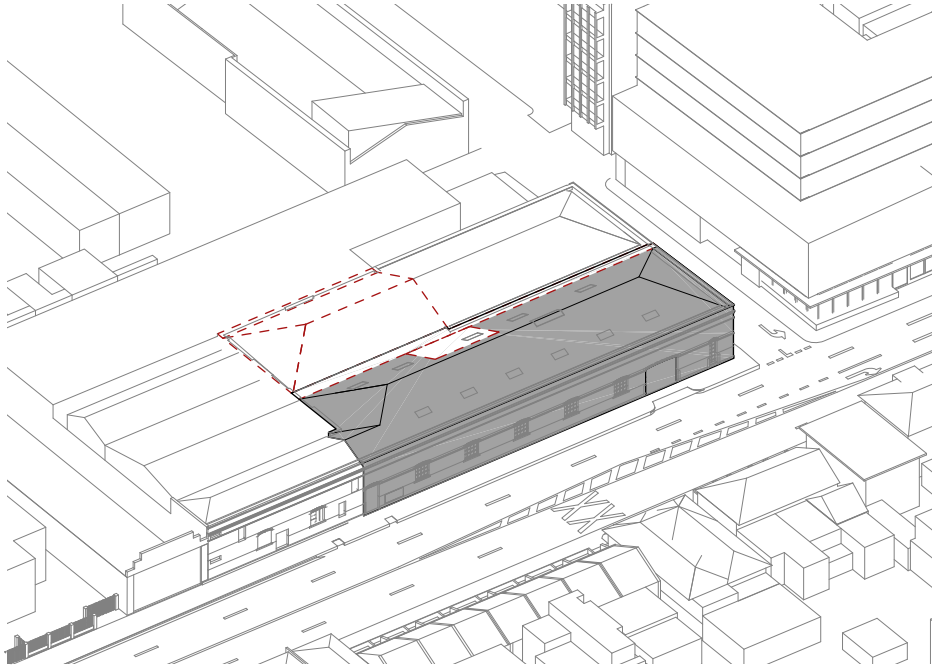
2. Planning Envelope:

The Moreland Planning Scheme envelope provides the basis on which the building has been articulated to respond to its heritage base.



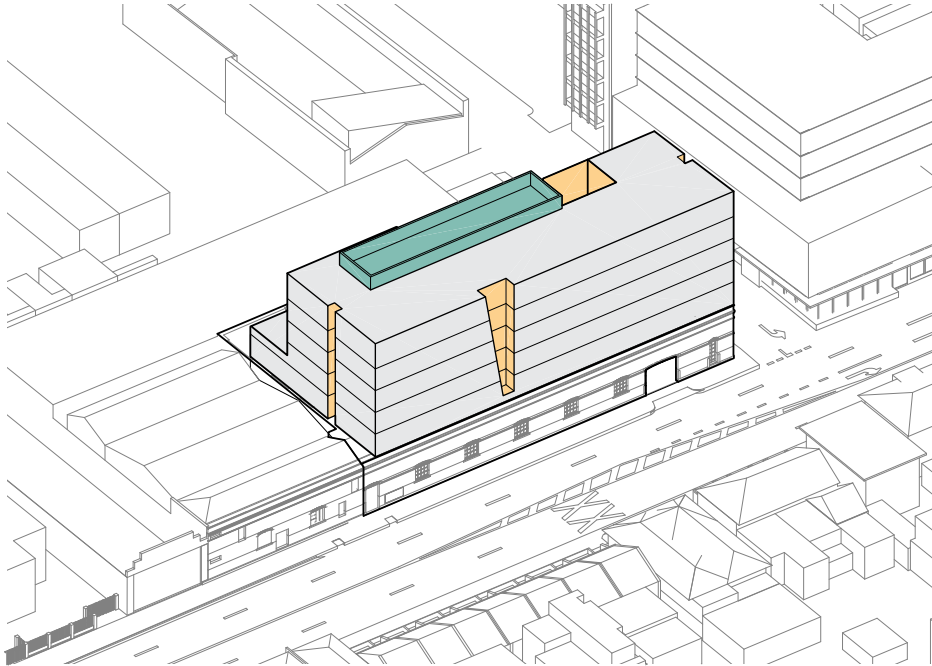
5. Enhanced Northern Setbacks

Enhanced setbacks are provided along the northern boundary allowing ample natural light to the lower north facing accommodation units and outdoor amenity areas.



3. Heritage retention:

A substantial portion of the heritage facade roof and interior is retained. The northern portion of the site will be demolished to establish a core and populate with north facing units



6. Plant Integration and Façade Scaling.

The roof plant and associated screening has been designed to seamlessly integrate into the built form and façade to create a visually cohesive design. To modulate the proportional scale of the street walls, the built form envelope has been articulated with vertically expressed setbacks on all facades.

05 Proposed Development Outcome

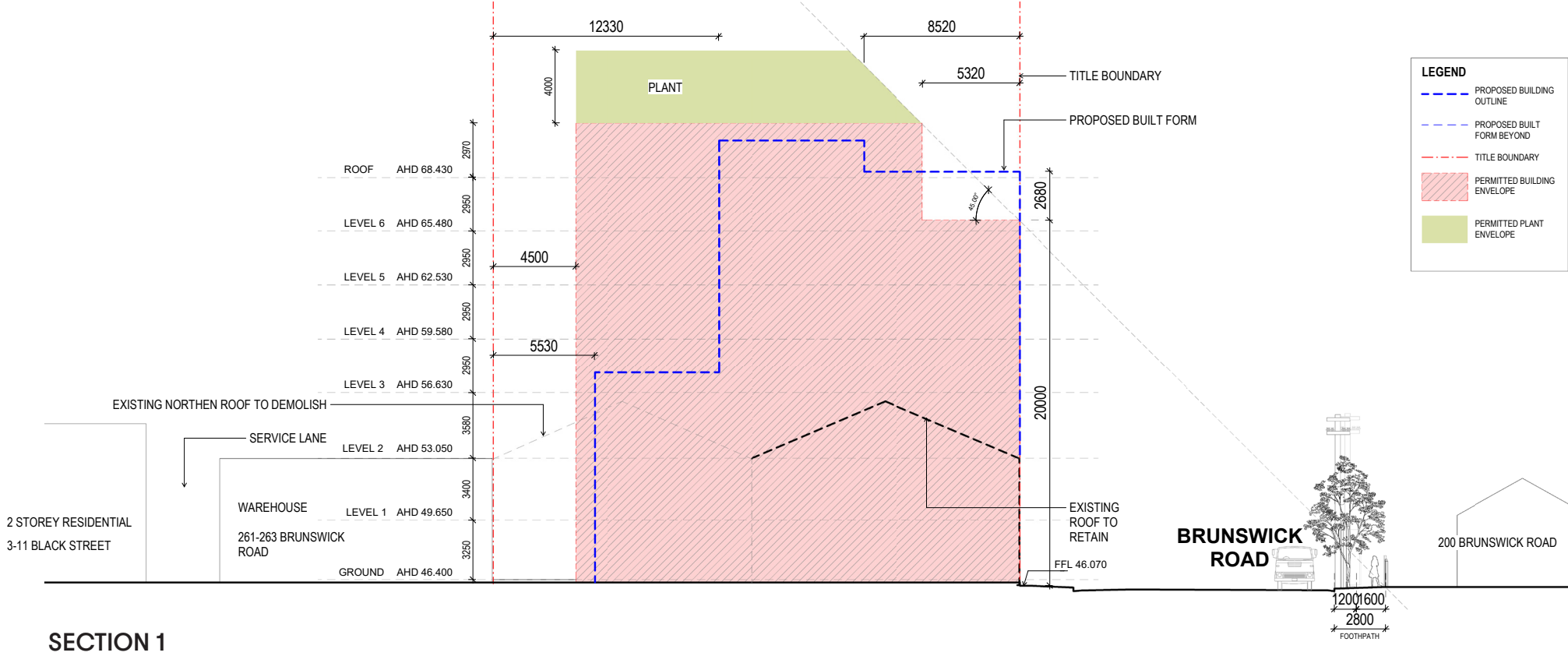
03 Maximum Height Study: North/South Section

The new building form sits over the existing Cable Tram Engine House ridge line with a veil of lightweight steel cladding down to the existing parapet line.

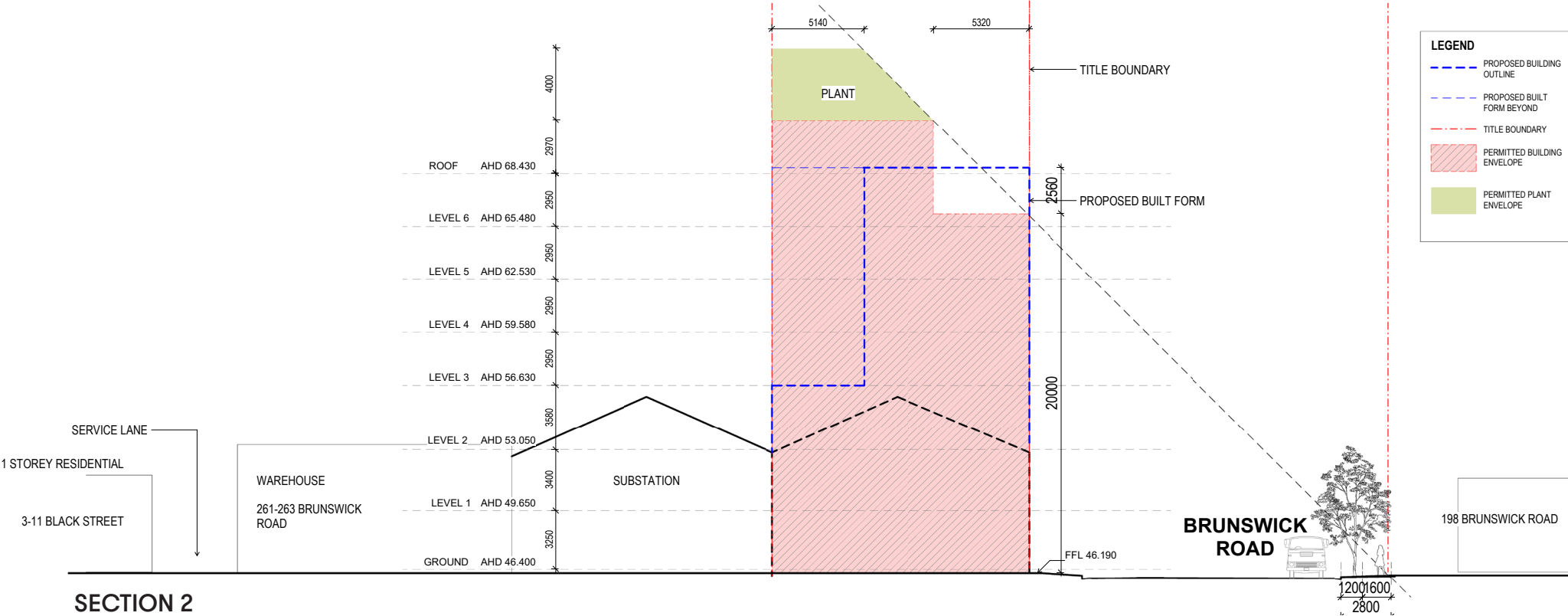
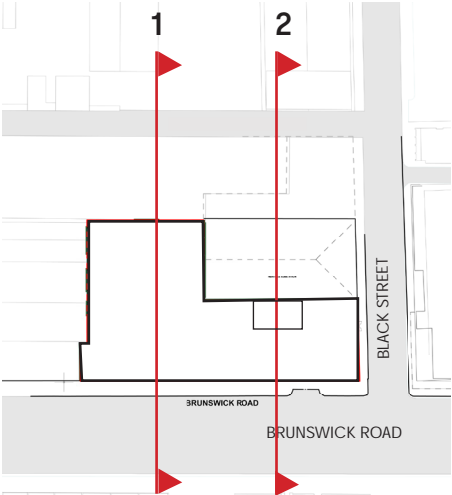
The design takes the approach of avoiding a stepped façade, holding the site corners, as per the heritage building, to create a cohesive and complementary built form.

This strategy permits the building plate to shift south creating substantial setback from the northern boundary providing natural light benefit to residents, amenity areas and elevated equitable development outcomes to the site north of the boundary.

A street wall encroachment of 2550-2720 from natural ground level over the Moreland Planning Scheme results in minimal overshadowing to the footpath on the south side of Brunswick Road (refer to Shadow Studies).



SECTION 1



SECTION 2

06

Design Rationale

06 Design Rationale

01 Benchmarks

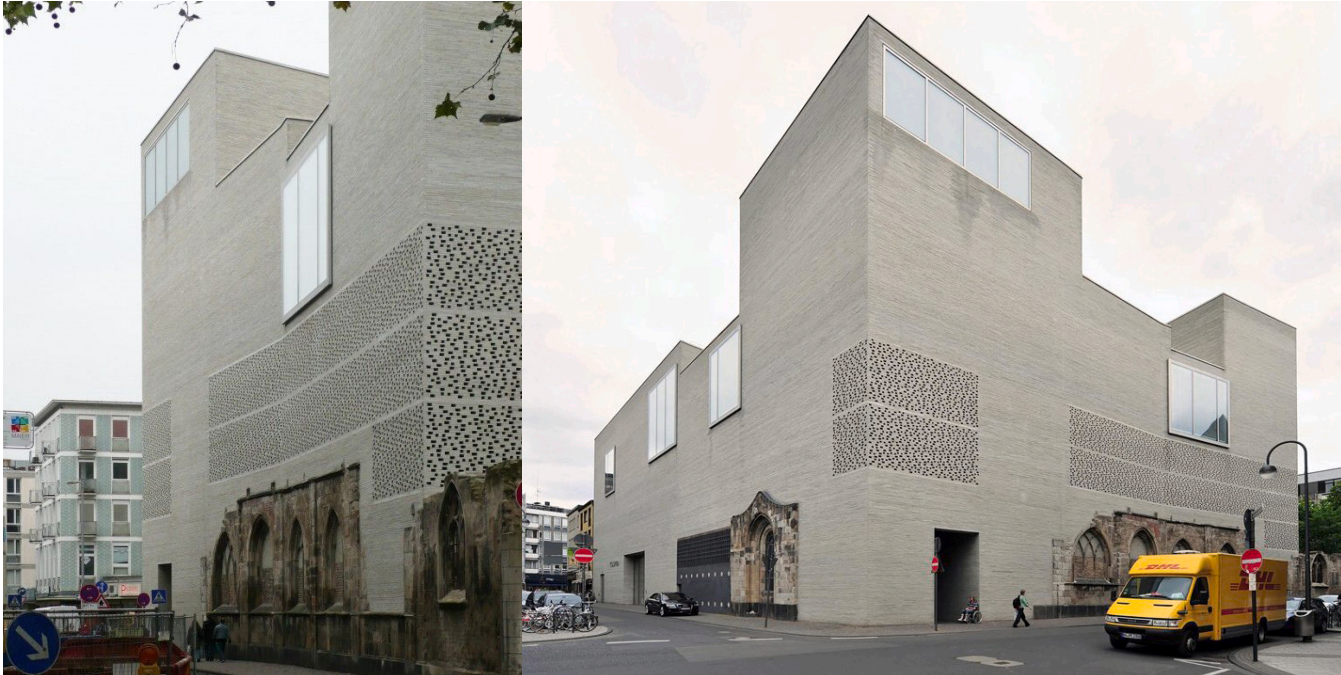
In developing the design for the Cable Tram Engine House Hayball were challenged by the OVGA and Heritage Victoria to think outside the traditional approach to heritage architecture in Victoria.

To do this, the design team investigated several seminal international and Australian buildings where the footprint of an existing heritage building has been successfully matched and balanced in proportion to a contemporary addition over. In essence, a well designed companion building which enhances and references the heritage place without replicating it.

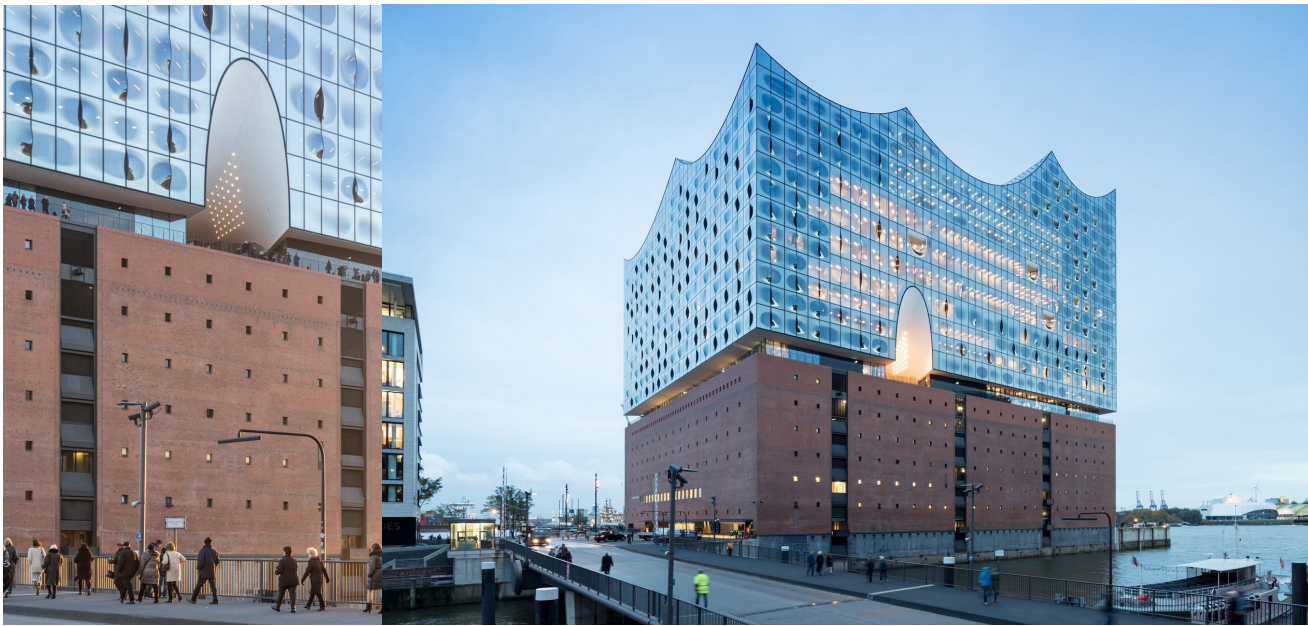
The exemplars shown on this page served as benchmarks for our work, demonstrating the effectiveness of this strategy from heritage, functional, and public realm perspectives.



CAIXA FORUM - MADRID - HERZOG DE MEURON



KOLUMBA MUSEUM - KOLN - PETER ZUMTHOR



ELBPHILHARMONIE - HAMBURG - HERZOG DE MEURON

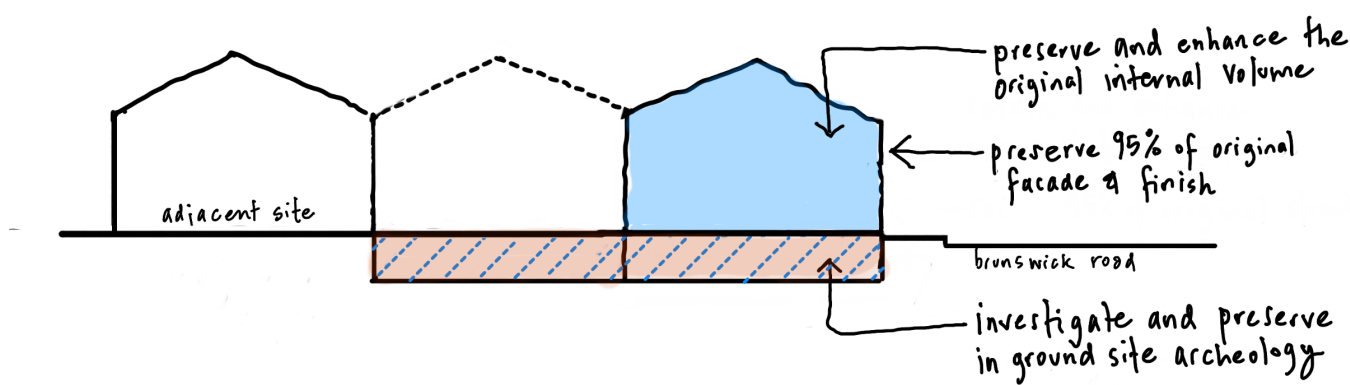


PARAMOUNT HOUSE HOTEL - SYDNEY - BREATHE ARCHITECTURE

06 Design Rationale

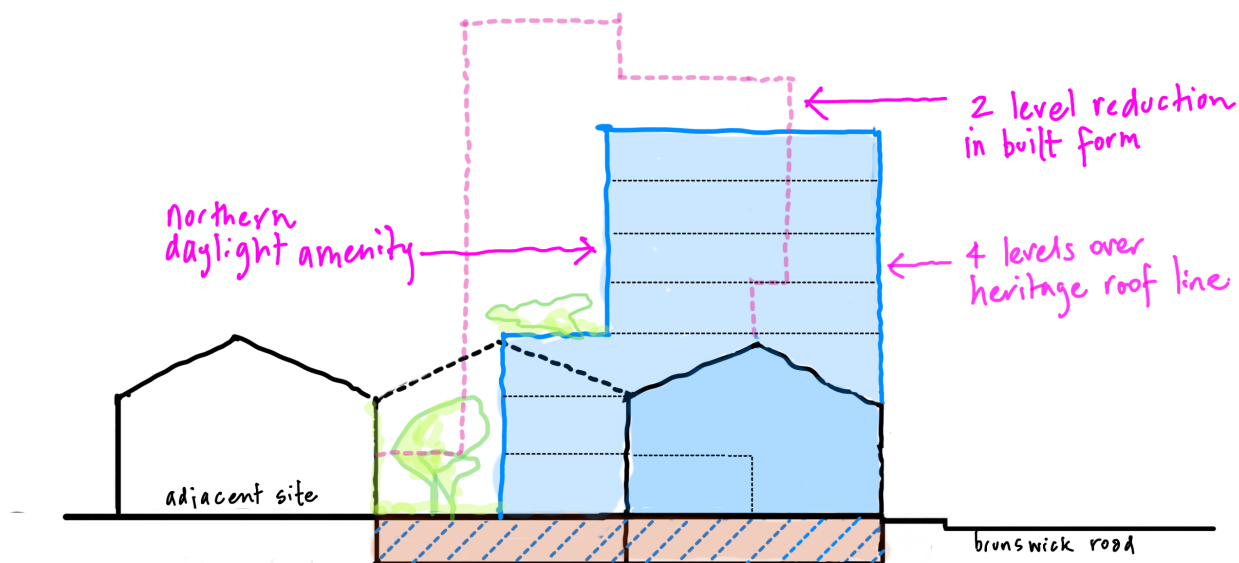
02 Design Drivers

- The cultural heritage significance of the Cable Tram Engine House is celebrated through a bespoke adaptive reuse strategy, repurposing the building for student housing while preserving its historical integrity.
- The extension has been carefully designed as a 'companion building', thoughtfully enhancing and referencing the heritage structure without replicating it. Both the exterior and interior design respond to the character of the site, ensuring a sensitive and contextually appropriate integration.



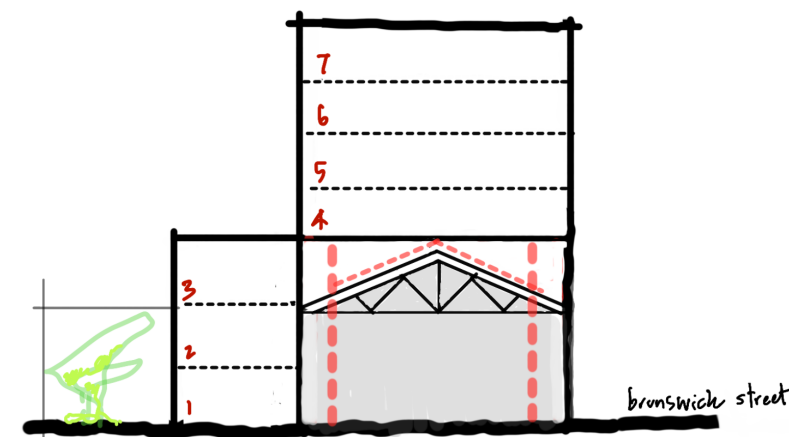
03 Massing

- The new built form is shifted to the street wall, improving efficiency and resulting in a two-level reduction in overall height compared to the previous design.
- This approach allows for the retention of the majority of the existing interior volume, roofline, and trusses, preserving key heritage elements.
- The northern portion of the site remains largely unbuilt, enhancing outdoor amenity and providing excellent access to northern light.
- The structural framework is rationalised, minimising its impact on the ground plane by eliminating excessive cantilevers and ensuring a more efficient and integrated design.



04 Optimised Structure

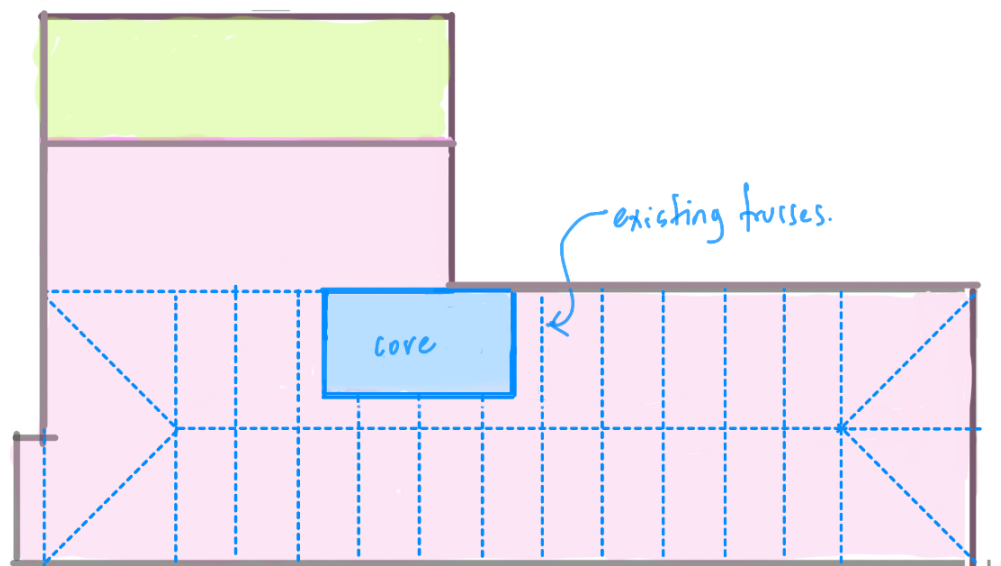
- Removing the previously proposed cantilevered built form over the existing roof allows for a rationalised distribution of the supporting structure, located predominately at the perimeter of the space, between the existing trusses, maintaining the quality of the internal volume.
- It is intended that the structure will be designed to clearly delineate itself from the existing fabric of the building.



06 Design Rationale

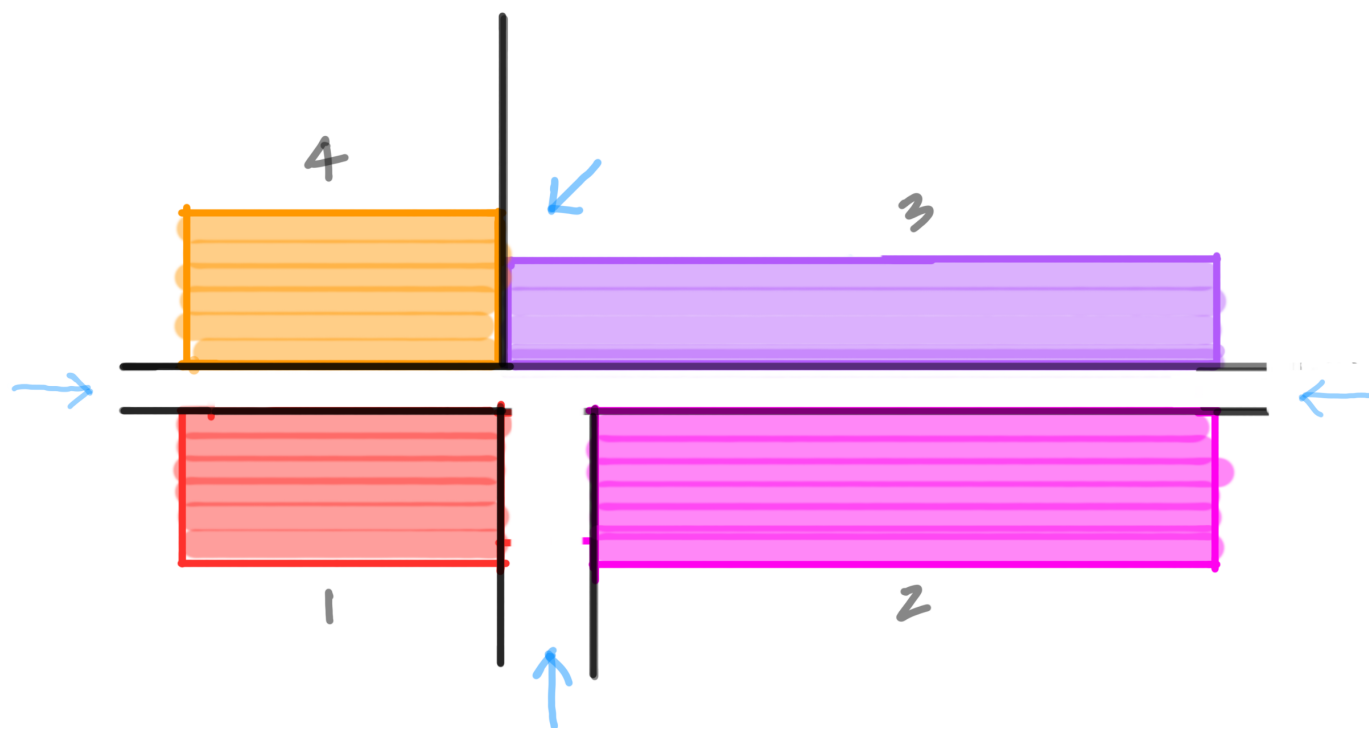
05 Core Relocation

- The internal experience of the heritage space is essentially retained around the centralised, set back core position allowing an equitable spread of volume around core to the south, east and west.
- The core footprint has been consolidated, and proportionally positioned in order to retain the maximum number of original roof trusses in their original form and position.



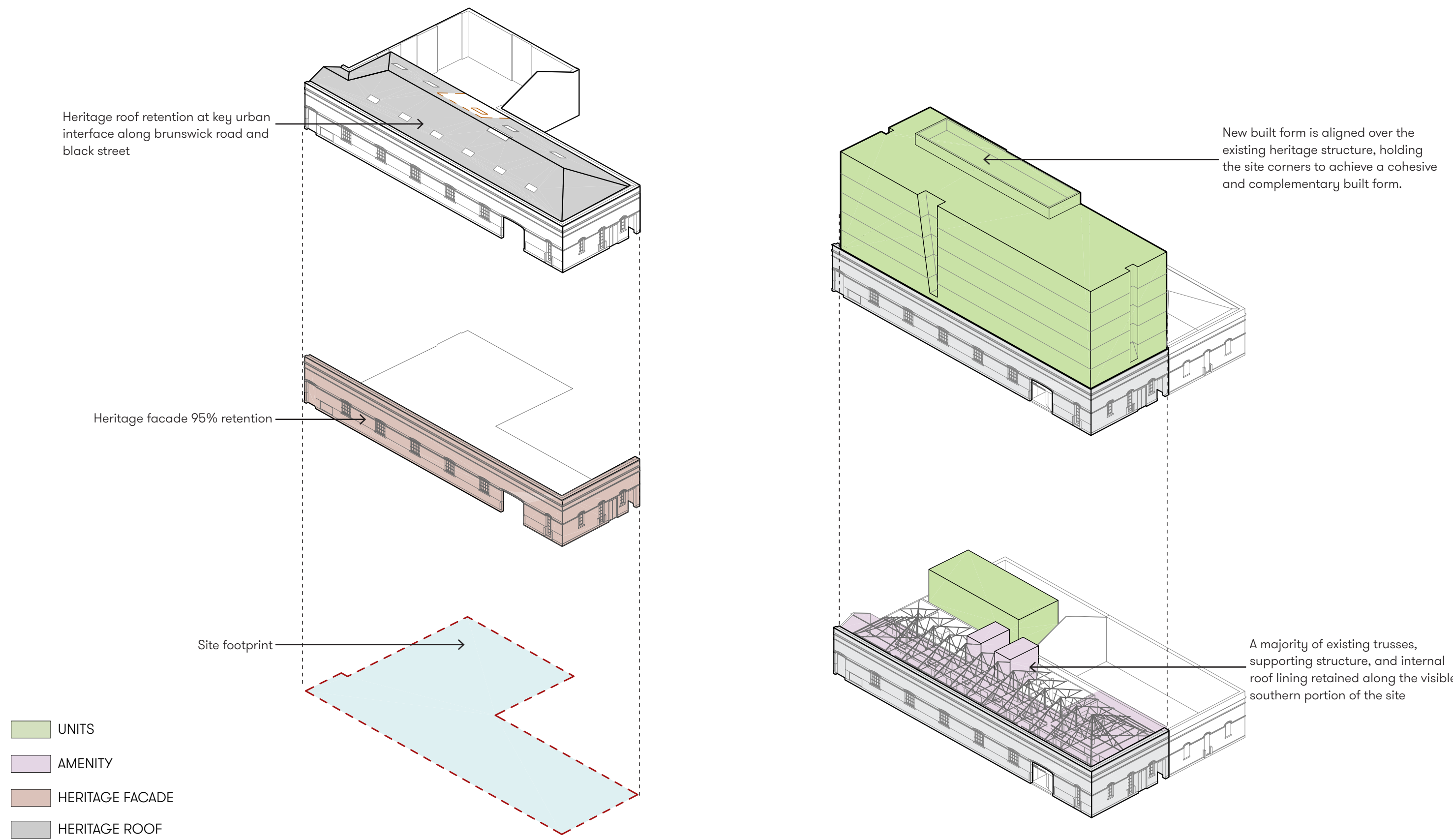
06 Articulated Massing

- The principally linear built form is designed to be viewed in the round with facade components designed to blend logically between elevations.
- The new built form is divided into four legible components over the heritage parapet. This strategy serves to break down the scale of the building and resolve the building in three dimensions when viewed from street level.
- projecting roof plant has been incorporated into these tectonic elements to present the building form as a unified composition in the skyline



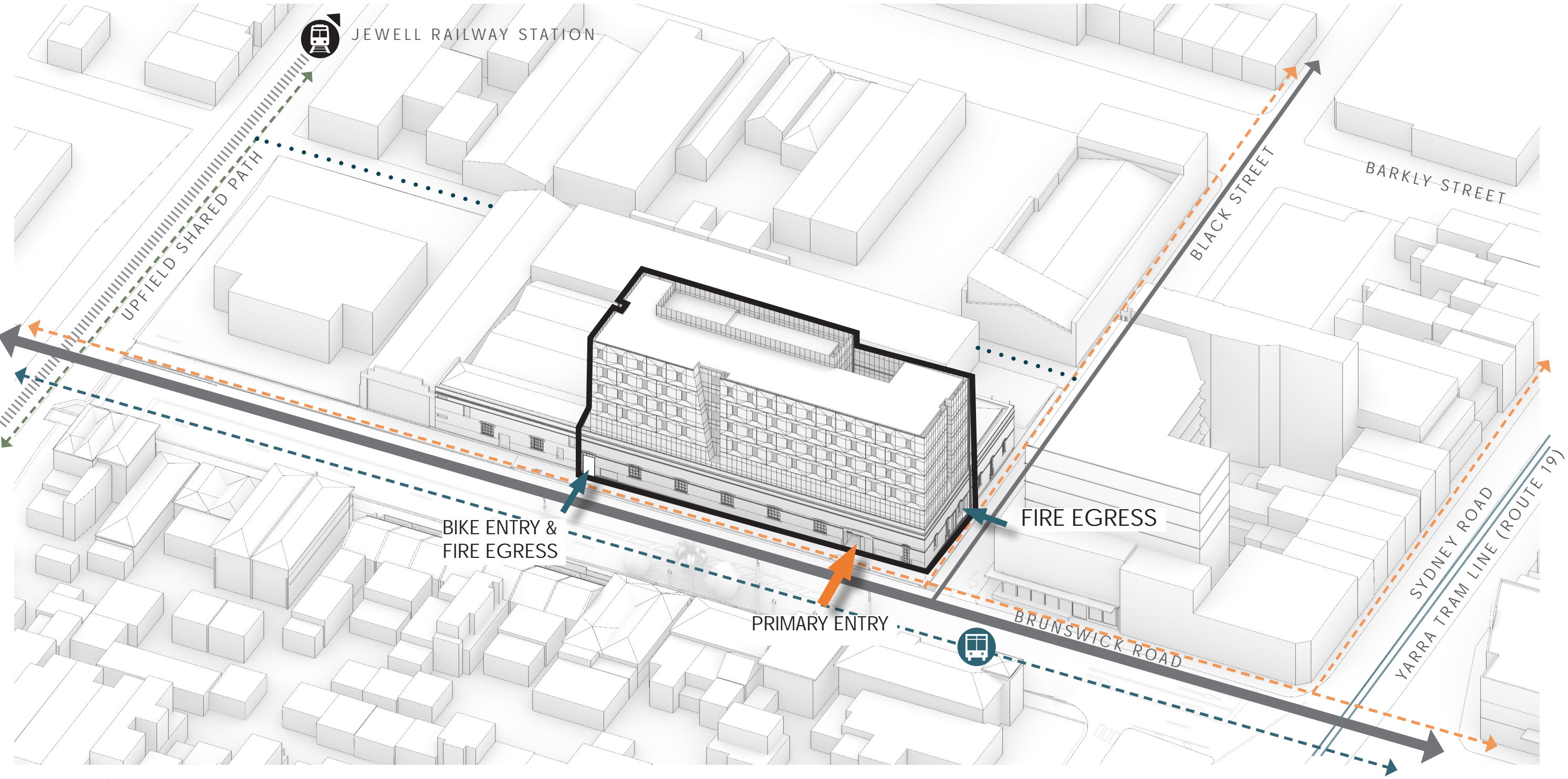
06 Design Rationale

07 Building Components



06 Design Rationale

08 Ground Plane Activation: Circulation & Access



The proposed development is well-connected to multiple cycling paths and public transport options and is within walking distance of the high-amenity precinct along Sydney Road, including Barkly Square, as well as recreational facilities and Princes Park. To support sustainable transport, the development includes a generous allocation of bike parking and an on-site bike workshop for residents. Given the excellent surrounding transport infrastructure, no on-site car parking is provided

- BIKE PATH

PEDESTRIAN CIRCULATION

TRAM LINE - ROUTE 19
- TRAIN LINE

BUS ROUTE

BUS STOP
- PRIMARY VEHICLE CIRCULATION

SECONDARY VEHICLE CIRCULATION

PRIMARY ENTRY AND EXIT
- FIRE EGRESS

SERVICE LANE

RAILWAY STATION

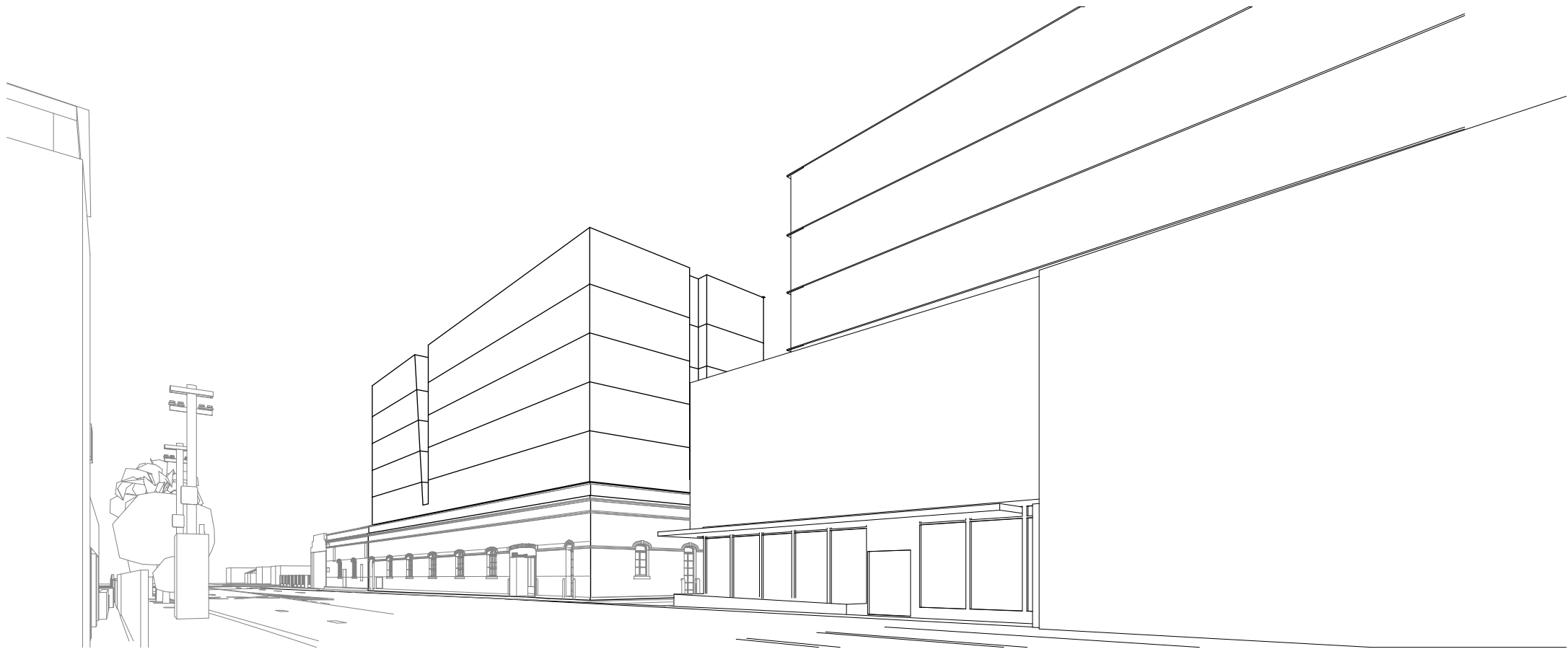
06 Design Rationale

09 Built Form

The residential form above the Engine House has been proportionally aligned with the existing facades along Brunswick Road and Black Street.

In effect this strategy maintains the prominence of the existing building, and its heritage qualities, while integrating a contemporary facade above.

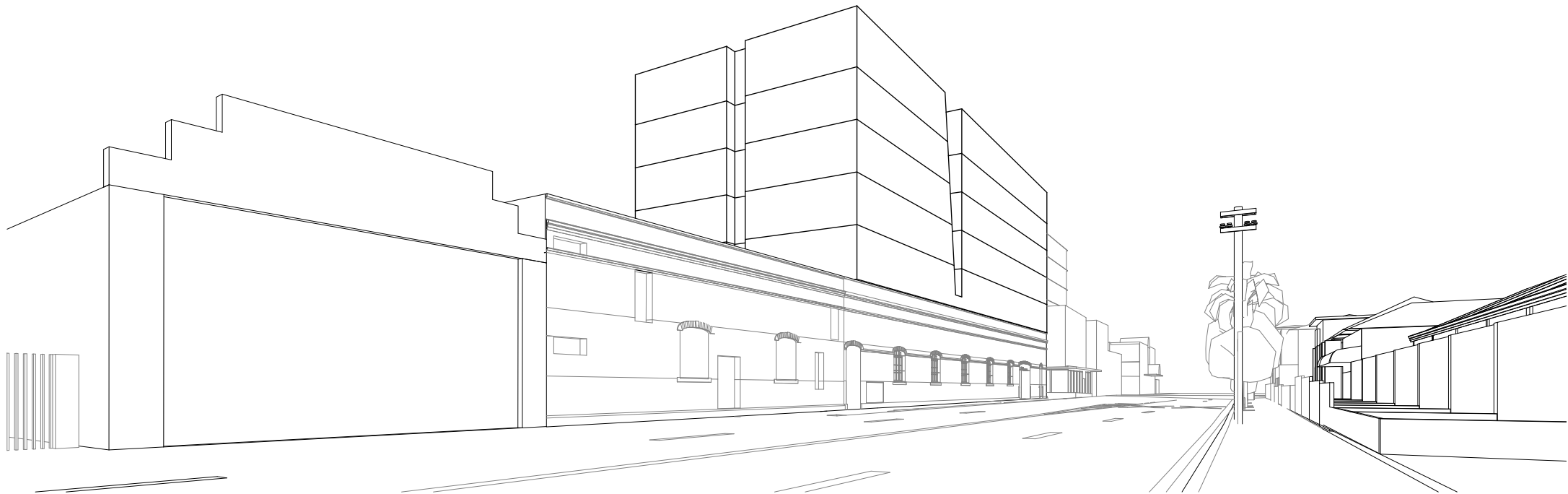
The address to Black Street reinforces the Brunswick Road corner with a proportionally scaled response to the heritage structure and the surrounding built environment.



VIEW FROM THE SOUTH EAST - BRUNSWICK ROAD

The new built form above the Cable Tram Engine House will maintain a linear facade treatment, ensuring alignment with the proportion and scale of the adjacent Sarah Sands Hotel.

To introduce variation and articulation, the facade is 'carved' with recessed vertical apertures on its prominent elevations. These recesses dynamically modulate the scale of the street wall, diluting its mass and enhancing visual interest while maintaining a cohesive streetscape.



VIEW FROM THE SOUTH WEST - BRUNSWICK ROAD

