ELSTERNWICK CULTURAL PRECINCT
FUNCTIONAL DESIGN ARRANGEMENT

For 21 April 2021
Prepared by rush\wright associates

WHAT WE HEARD

Progress the design with the following feedback & requests:

- Proposed bus drop offs to Sinclair Street may require negotiation with residents, consider relocating;
- Ensure carriageway width provides an adequate level of service;
- Ensure single lane exit to Glenhuntly Road provides an adequate level of service;
- Ensure footpath widths are appropriate for programme and use;
- Consider a regulated exit strategy, in lieu of a managed bollard system;
- Consider functionality during event mode street closure;
- Maximise planting in the street, particularly outside No. 19 to screen views;
- Potential adjustment of Sinclair Street crossing location; and
- Potential activation of Telstra Exchange frontage;

DESIGN STRATEGY

THE KEY MOVES

1. Introduce a new slow speed street with lane closures where pedestrians and cyclists are prioritised
2. Improve links to Elsternwick Railway Station and the Railway Reserve
3. Create a sequence of spaces with different qualities that respond to the adjacent uses including:

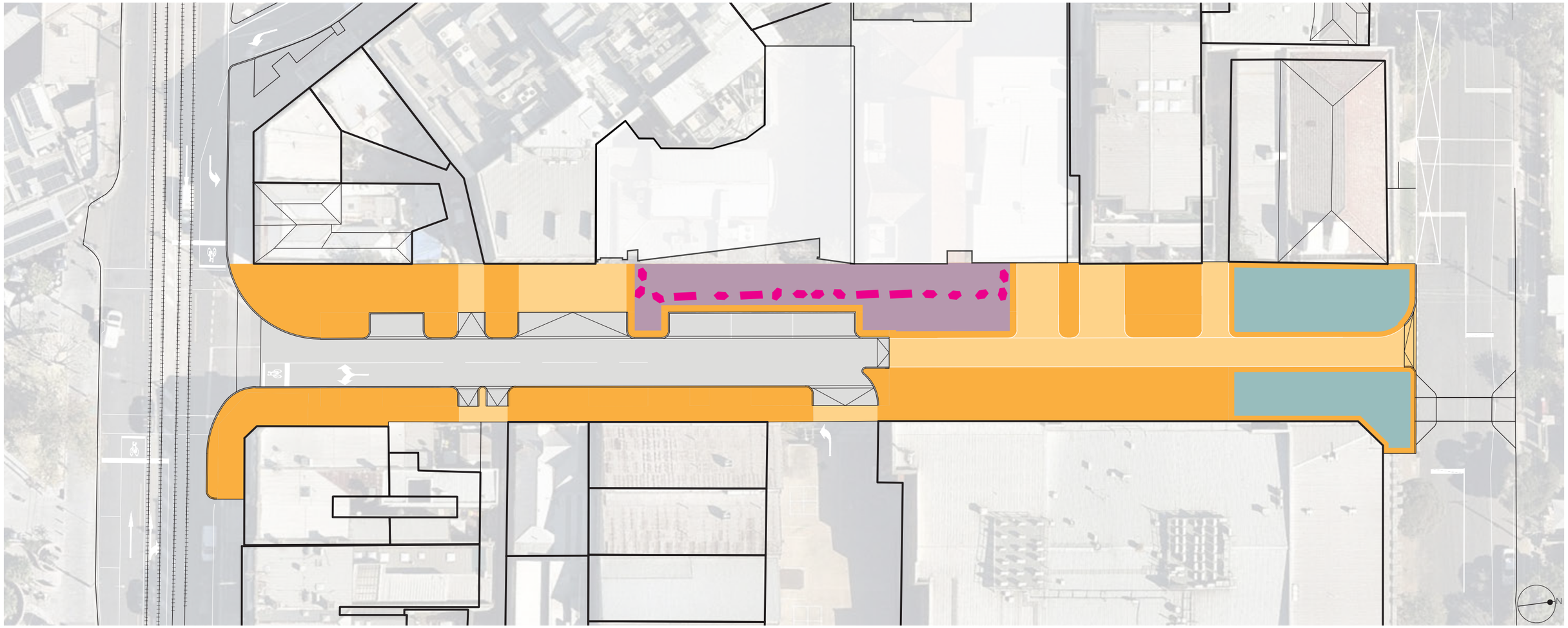
- *New welcoming street orientated spaces at the precinct entries on Glenhuntly Road at both Selwyn and Gordon Street*
- *A generous street edge to the retail focussed eastern side of Selwyn Street with space for on street dining, bicycle parking planting and seating*
- *Smaller reflective gardens for quiet reflection which define entries to the central civic space*
- *A significant central civic focussed space which foregrounds the JCQ and JCC which provides new seating and gathering spaces everyday gathering, promenading and assembly. It will be flexible and open enough to function for both day to day use and events, performances, markets and other happenings.*
- *An active youth and family focussed space at the intersection of Sinclair Street which also functions as an orientation and gathering zone for visitors, and school children in particular, arriving to the Precinct by bus*

4. Substantially increase local biodiversity and create a planting design ‘narrative’ which speaks to the Jewish and Australian cultures
5. Build-in water-sensitive urban design features
6. Respond to the existing and projected microclimates
7. Demarcate the precinct with a new high quality pavement to both road and pedestrian areas which is rich in detail and texture
8. Develop new lighting strategies to build on and encourage night time activity
9. Integrate the new commemorative artwork
10. Incorporate all required safety features into considered and integrated design elements

DESIGN STRATEGY

FUNCTIONAL DIAGRAM

- New forecourt to cultural institution = Approx. **475 Sq.m**
- New Public Space at Sinclair Street = Approx. **400 Sq.m**
- New extended footpaths
- Crossovers and Pedestrianised zones
- Bollards - Planters - Street Furniture



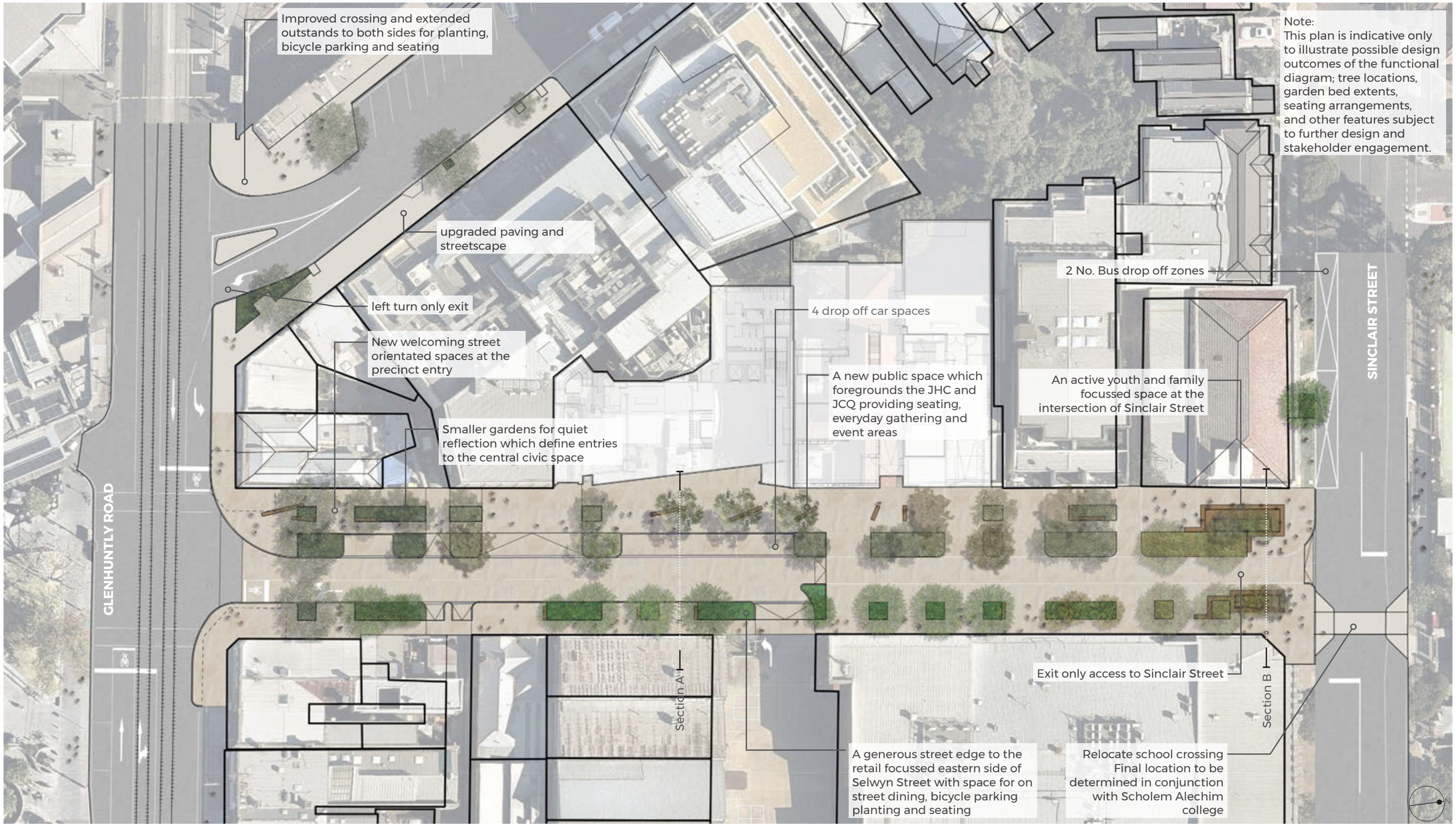
ECPAC FUNCTIONAL DESIGN ARRANGEMENT

CHANGES WE HAVE MADE

- 2 No. bus drop off zones in Sinclair Street, located east of Selwyn Street away from residential properties;
- 4 No. car drop off spaces with 3 No. DDA compliant spaces immediately adjacent to JHC and Kadimah and an additional space 30m walking distance from forecourt;
- Shared left and right turn from Selwyn to Glenhuntly (50m queue length at 95th percentile);
- Restricted exit only egress to Sinclair Street with left and right turn out;
- Raised road pavement section to the north end of Selwyn to facilitate a pedestrianised space;
- Increased footpath widths for outdoor cafe dining, planting and public seating;
- Maximised tree planting and garden bed opportunities throughout;
- Identified space adjacent to JHC and potentially Sinclair end of Selwyn Street as possible site for artworks;
- Relocated school pedestrian crossing with outstands to reduce crossing length;
- Improved pedestrian crossing at Gordon Street which includes an extension of the western outstand to provide space for more bicycle parking, street furniture and outdoor activation;
- Removed right turn out from Gordon Street; and
- Maintained all existing legal rights of access.

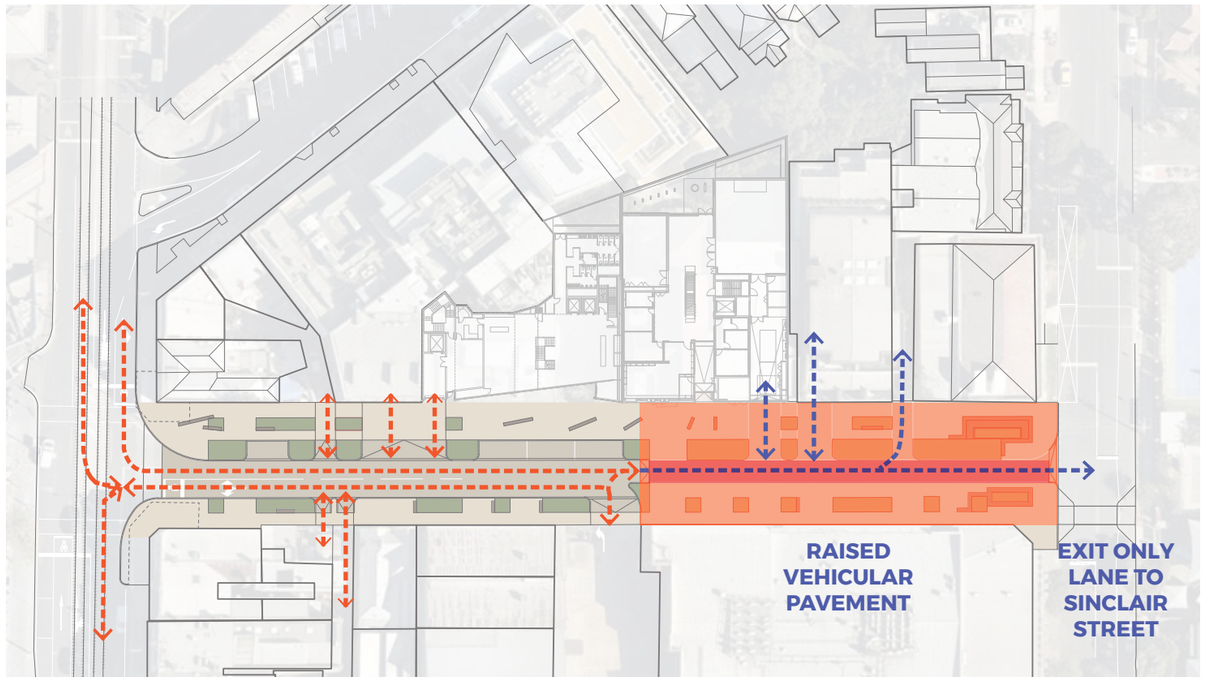
DESIGN STRATEGY

THE KEY MOVES

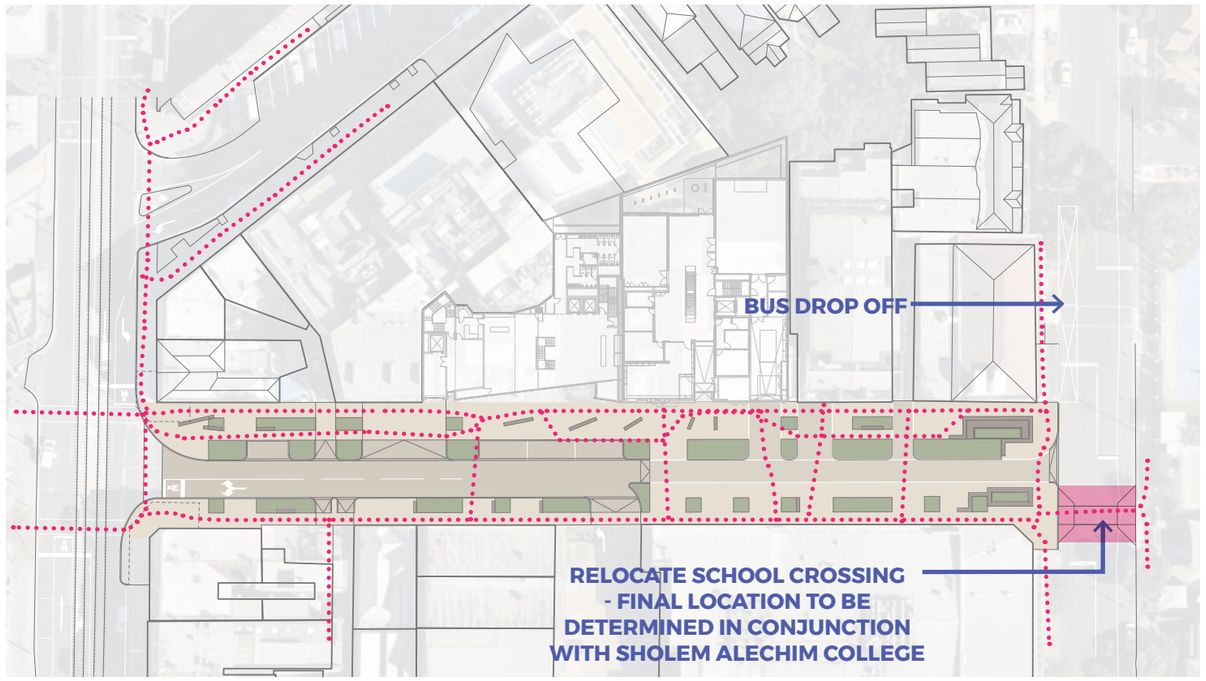


DESIGN STRATEGY

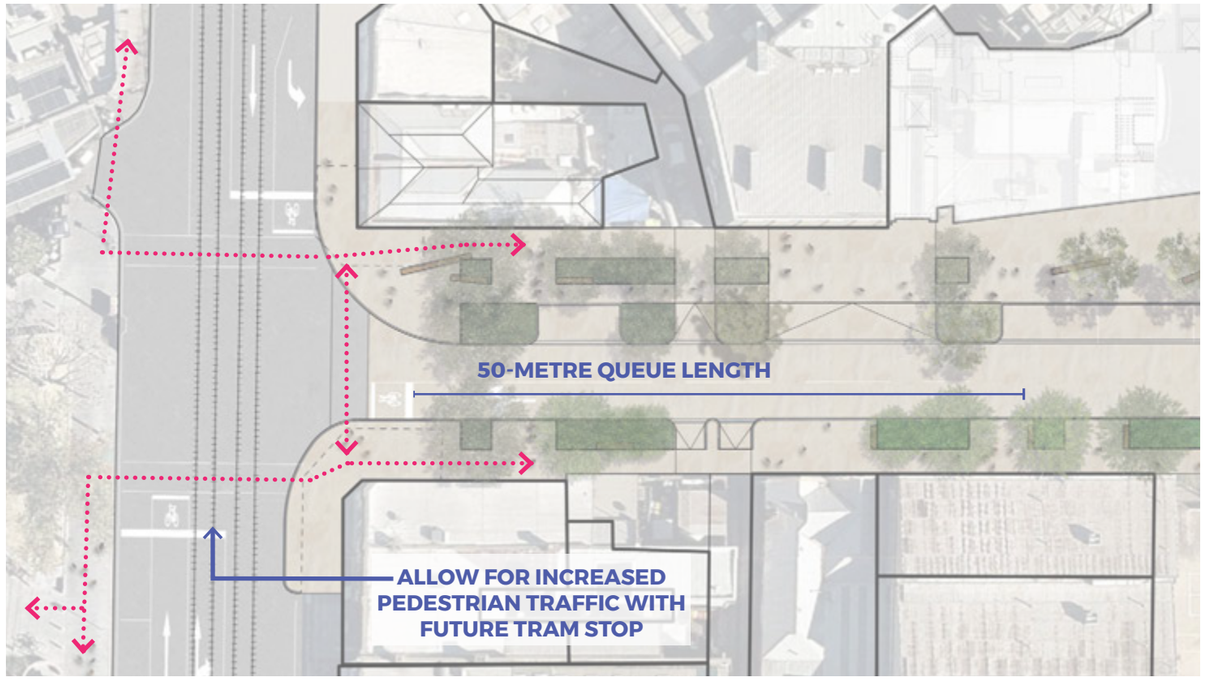
VEHICULAR CIRCULATION



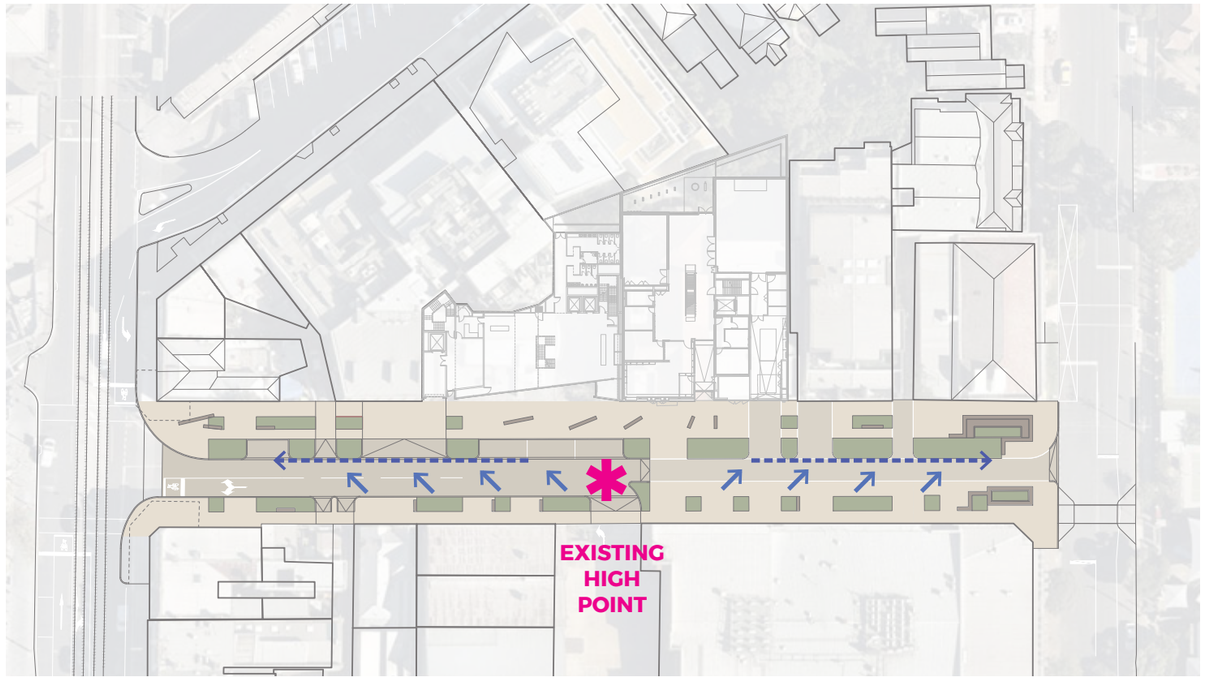
PEDESTRIAN CIRCULATION



PEDESTRIAN PRIORITY AND LOW TRAFFIC VOLUMES DO NOT SUPPORT DEDICATED LEFT & RIGHT TURN OUT



WATER SENSITIVE URBAN DESIGN



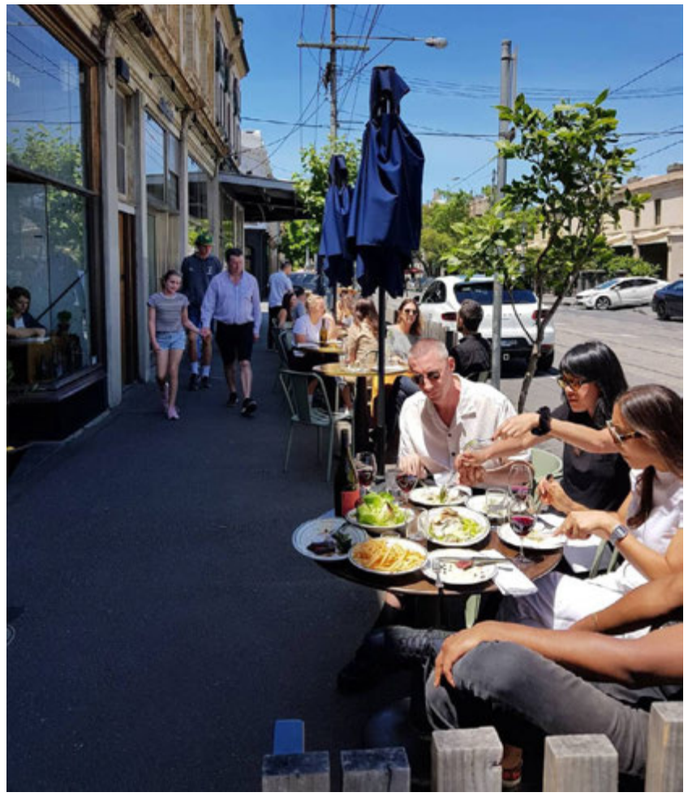
CASE STUDIES : CAFE & RETAIL FOOTPATH TRADING
THE PROPOSED WIDTH OF A MINIMUM WIDTH OF 2.5M FOR THE WESTERN SIDE OF SELWYN STREET TO SUPPORT A LIVELY RETAIL AND CAFE EDGE IS BASED ON SUCCESSFUL LOCAL EXAMPLES

ON STREET DINING EXAMPLES IN MELBOURNE

CENTRE PLACE MELBOURNE CBD 1.5M OUTDOOR DINING ZONE

SPRING STREET, MELBOURNE CBD 4.5M APPROX. STREET WIDTH

GERTRUDE STREET FITZROY 3.5M APPROX. STREET WIDTH



LYGON STREET 5.0M APPROX. STREET WIDTH

CASE STUDIES: CIVIC FORECOURT AND CULTURAL PRECINCTS

THE PROPOSITION TO HAVE A GENEROUS PUBLIC SPACE ADJACENT TO THE JEWISH ARTS QUARTER, CLASSIC CINEMA AND THE JEWISH HOLOCAUST CENTRE IS BASED ON LOCAL AND INTERNATIONAL EXAMPLES THAT ILLUSTRATE THE MANY WAYS IN WHICH HIGH QUALITY, PEDESTRIAN/ CYCLE PRIORITISED CIVIC FORECOURTS CREATE OPPORTUNITIES FOR SOCIAL GATHERING, ART, EVENTS AND CULTURAL PROGRAMS.

JEWISH CULTURAL QUARTER, AMSTERDAM

JEWISH COMMUNITY CENTRE, MUNICH, GERMANY
(WANDEL HOEFER LORCH + HIRSCH)

JEWISH COMMUNITY CENTRE, MAINZ, GERMANY
(MANUEL HERZ ARCHITECTS)

JEWISH MUSEUM, SAN FRANCISCO, USA
(DANIEL LIEBESKIND ARCHITECTS)

WORLD CLASS PRECINCTS SHOW TIME AND TIME AGAIN THE SUCCESSFUL OUTCOMES OF PLACING PEOPLE, NOT CARS, AT THE CENTRE OF THE ACTION.

DESIGN STRATEGY

SECTION A

Access Street

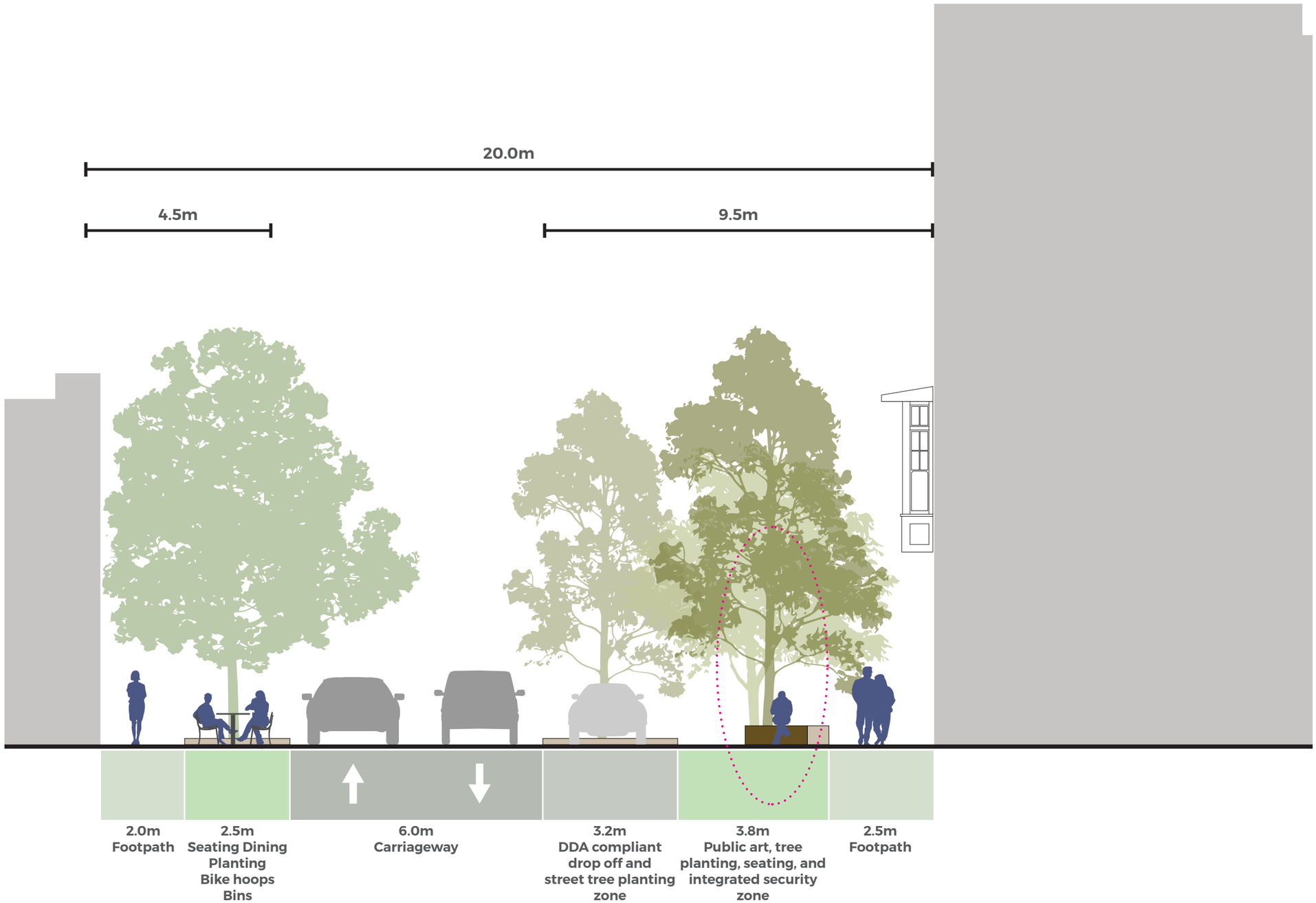
Selwyn Street is classified as an Access Street, intended to provide direct property access and minimal indirect access (connections through to access places for example).

The Glen Eira Planning Scheme Clause 56.08 provides for a width of 2.75m per lane for a Level 1 Access Street and 2.6m for a Level 2 Access Street.

The Victoria Planning Authority Engineering Design and Construction Manual (April 2011) provides for an effective carriageway width for an access street of anywhere between 2.5m and 3.0m per lane.

The Infrastructure Design Manual prepared by numerous Victorian rural and regional Councils provides effective carriageway widths of 2.5m per lane.

The standards guiding the design of an access street outline that the effective traffic lane width if between 2.5m and 3.0m is deemed acceptable. Whilst it is recognised that Selwyn Street, with proposed development at No. 10-16 is expected to carry more daily traffic than typically observed for an access street, the width of 3.0m per lane is consistent with design standards.

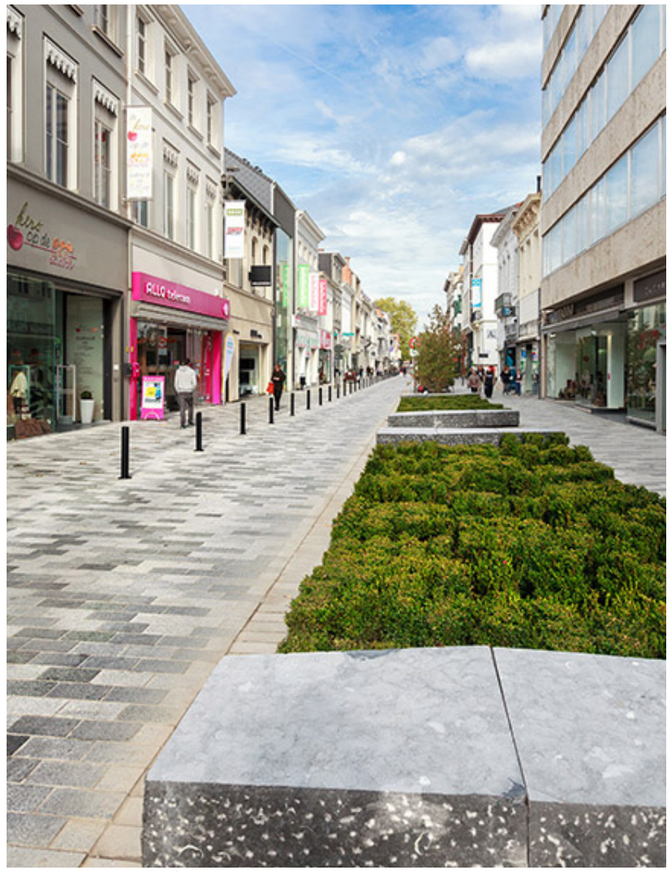


DESIGN STRATEGY

SECTION B

PROJECT EXAMPLES

Hamilton Road, Felixstowe



Stationstraat, Belgium

Fishergate, London

PAVEMENT MATERIALS

As a movement space for people, bicycles and cars, the issue of ‘what’s on the floor’ is a fairly critical matter to consider. The pavement needs to feel comfortable and secure for pedestrians, and not feel like a road or race track. The design intention is to treat all surfaces with the same quality material- asphalt is not appropriate.

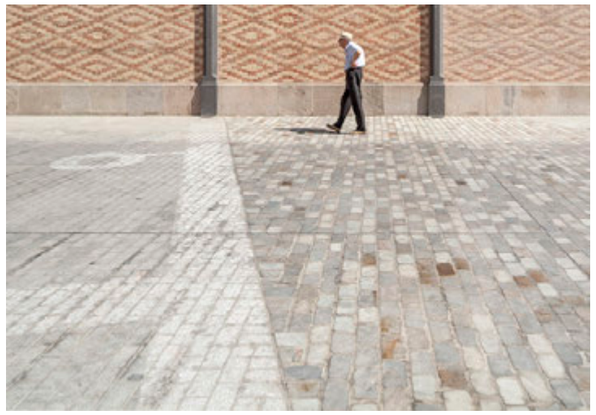
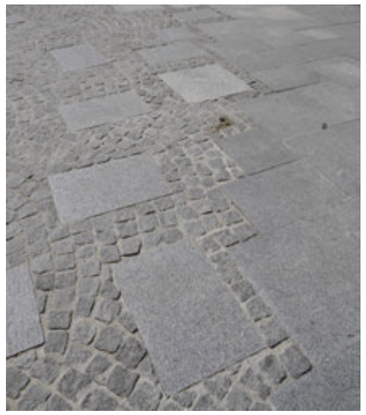
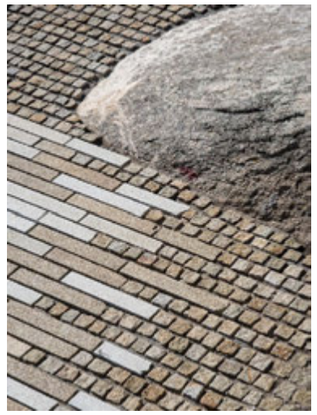
The colour, pattern and texture of the pavement design all play a part in imbuing civic qualities, ambience and identity.

Roadway pavements will require a robust surface suitable for vehicular loading and turning including the ability to be to able periodically clean greases, oils, and rubber tyrescrub, which will show up on the four primary corners and entries, as well as any property turn ins.

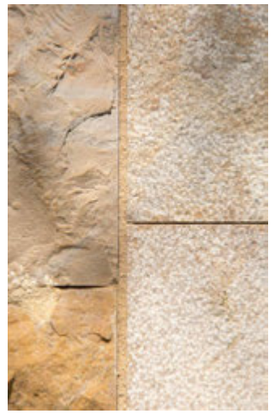
The most suitable material for vehicular areas is stone and the pavement foundation to support natural stone pavers will need to be a rigid concrete slab. Small format stone setts (cubes) are a proven material along with 2 to 1 format pavers at the relevant engineered thickness.

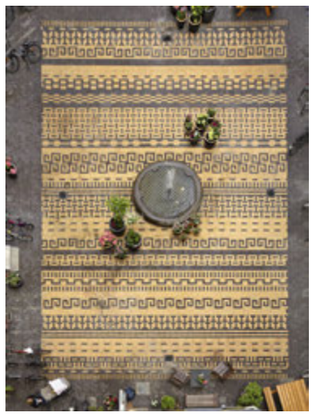
The design intention is to remove kerbs wherever possible in the street to allow easy pedestrian flow from side to side. Safety requirements include the provision of a colour/luminance contrast between vehicular lanes and footpaths. The images adjacent show examples of how this delineation can be handled through the uses of contrasting edge strips and tree grates, as well as a change in size of the paver unit.

Footpaths are freed from the need for a small format paver and therefore have a wider ranges of sizes and materials that are suitable including natural stone and brick, or a combination of both.

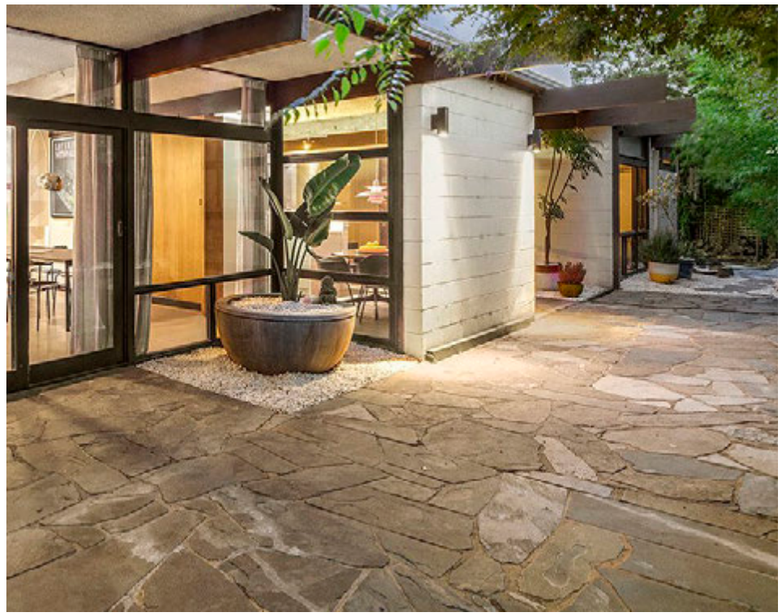


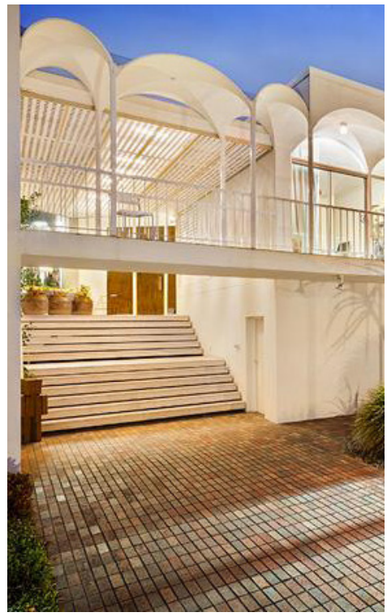



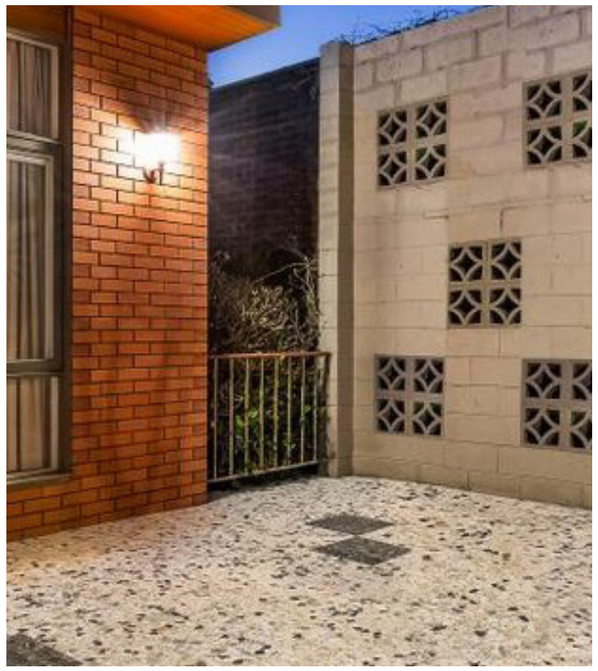


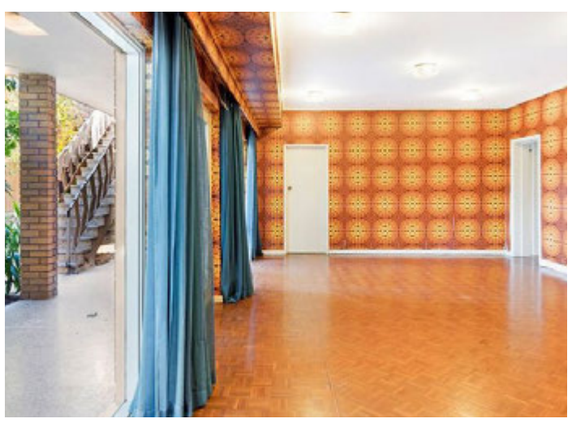
PAVING STRATEGY

Variation in size, pattern, colour and texture will be used to further detail the sequence of spaces described in The Key Moves. We have been looking closely at some local examples of domestic floors and textiles and see the opportunity to draw from these and translate into a contemporary urban response.









SEATING AND GATHERING

The redefinition of 'road' and 'footpath' a sequence of variously sized spaces which provide opportunities to create new seating places and green spaces that provide a distinctive identity for the precinct.

The best public spaces provide seating that gives the user maximum choice- shade or sun, formal or informal, upright or reclining, views in or out, enclosure or openness, social or solitude.

Other considerations will promote the:

- Use of robust high quality materials which could include precast concrete, brick, timber and steel.
- Provision of a variety of configurations for seating to maximise flexibility including seat walls, individual seats, plinths and the provision of seats with backs and armrests. Fixed tables at key locations should be considered.
- Support multiple uses/function/roles
- Configure elements to define circulation routes and assist in wayfinding
- Conceal and integrate infrastructure (lighting, services, hostile vehicle mitigation, power for events)

Concrete and Timber

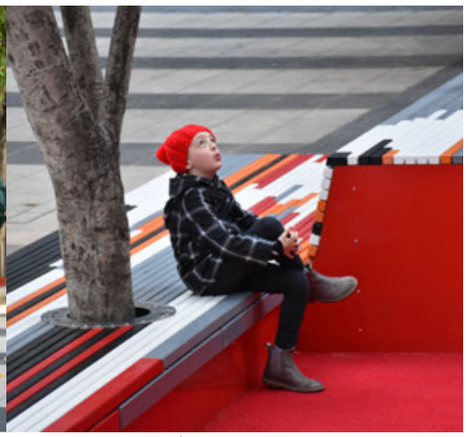
Natural stone masonry

Glazed brick with steel backs and armrests

Steel

Furniture is for play too!

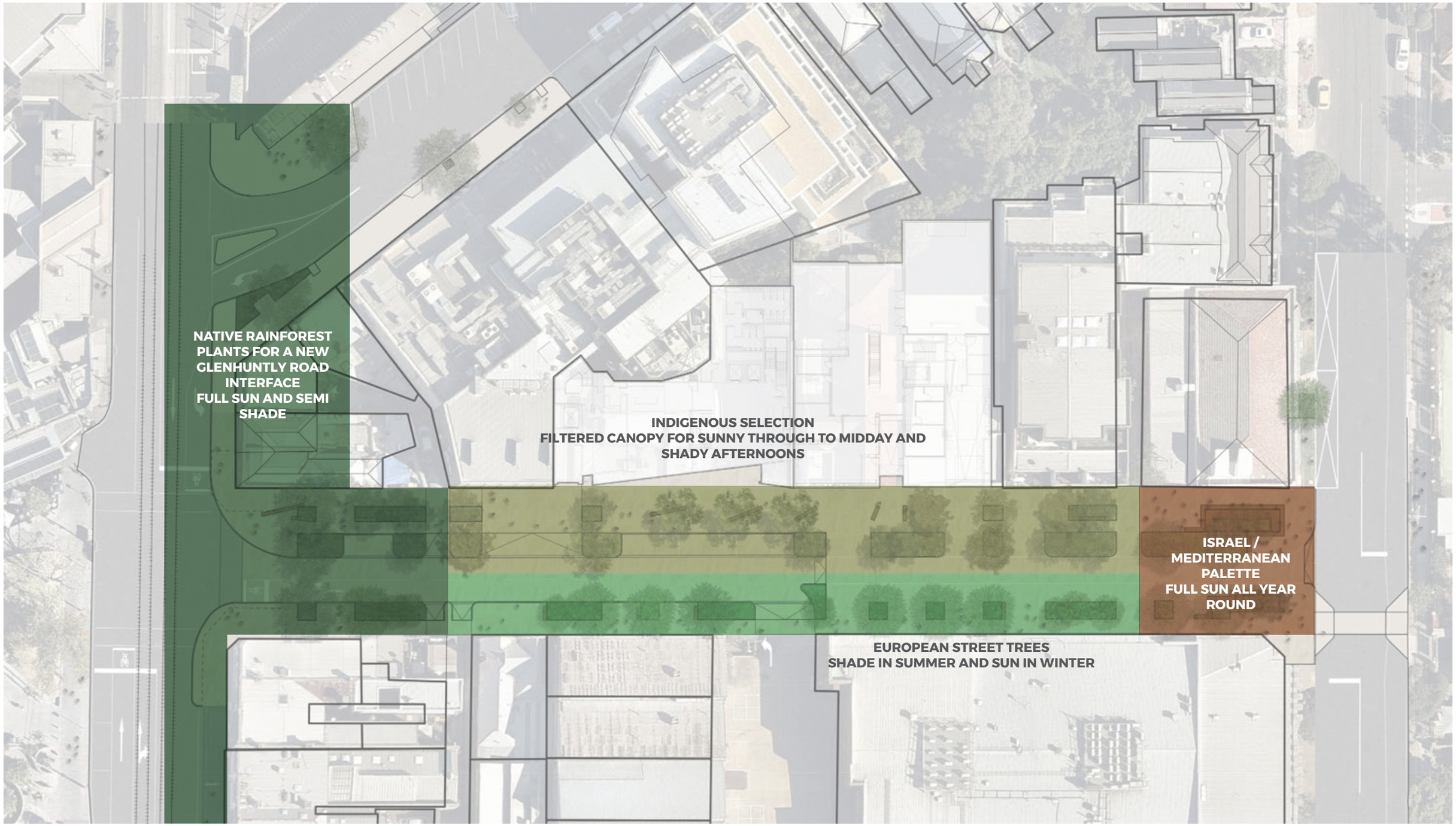
Tiered seating



Recycled plastic/ painted steel

PLANTING DESIGN STRATEGY

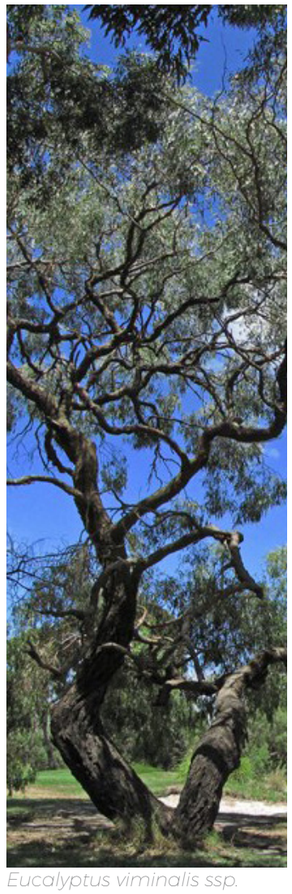
PLANTING DESIGN ZONES



INDIGENOUS PLANTS OF GLEN EIRA

Elsternwick belongs to Melbourne's Sandbelt region, the eastern portion of Port Phillip Bay that sits on sandstone geology. Prior to colonisation, Elsternwick existed as a mosaic of Grassy Woodland and Heathy Woodland EVCs. River Red Gums, *Eucalyptus camaldulensis*, dominated the former group, whereas the Coast Manna Gum, *Eucalyptus viminalis ssp. pryoriana*, dominated the latter. The landscapes of Glen Eira have since been cleared and modified. Nevertheless, sites like the adjacent railway verge in Elsternwick are defined by extensive native vegetation.

Indigofera australis, Australian Indigo



Eucalyptus viminalis ssp. pryoriana, Manna-Gum

Eucalyptus cephalocarpa, Silver Leafed Stringybark

Leptospermum continentale, Prickly Tea-tree

Allocasuarina littoralis Black Sheoak

Austrostipa stipoides Coastal Spear grass

Dichondra repens, Kidney Weed

Dianella laevis, Pale Flax-lily

Einadia nutans, Climbing Saltbush

Epacris impressa, Common Heath

Lomandra filiformis, Wattle Mat-rush

EXAMPLES OF EUCALYPTS AND NATIVE PLANTING IN PUBLIC SETTINGS

ISRAEL / MEDITERRANEAN PALETTE

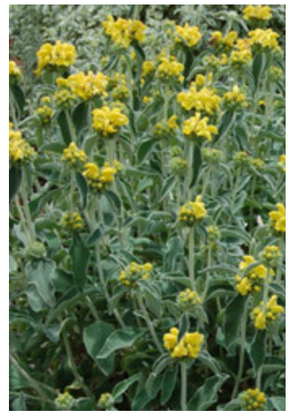
Olea europaea Olive Tree

Ceratonia siliqua Carob Tree

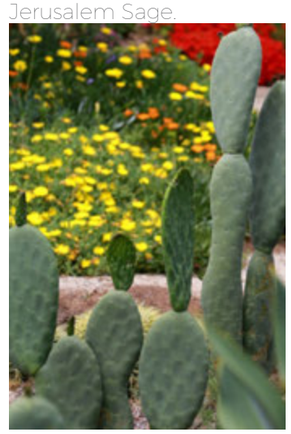
Punica granatum Pomegranate

Prunus amygdalus Flowering Almond

Pinus halepensis
Aleppo Pine



Phlomis fruticosa
Jerusalem Sage.



Opuntia Burbank

Vad Vashem Jerusalem Israel Shlomo Aronsen

Square of Culture (Habima Square), 2005-2013 Tel-Aviv, Israel Dani Karavan.

EUROPEAN STREET TREES

Acer platanoides 'Deborah' Norway Maple

Aesculus x carnea 'Red' Horse Chestnut

NATIVE RAINFOREST SELECTION FOR THE GLENHUNTLY ROAD INTERFACE

Brachychiton discolor Lacebark

Flindersia australis Crows Ash

Argyrodendron actinophyllum Black Booyong