

Design Framework

Public Housing Renewal Program

New Street, Brighton

August 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.

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. The Department of Health and Human Services 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 New Street Public Housing Site is one of nine 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 renewal program 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 program 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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1.0 Introduction

The New Street Brighton site is located in the municipality of Bayside, approximately 8.5 kilometres from the Central CBD. It is a site currently zoned GRZ1 (General Residential Schedule 1), with a Design and Development Overlay Schedule 2 (DDO2) and a Special Building Overlay (SBO).

The project will involve the demolition of the existing residential structures across the site, which are comprised of 127 dwellings in a walk-up configuration. They will be replaced with a mix of public and private dwellings in new buildings, and there will be an increase of at least 10% of social housing on the site.

The site is trapezoidal/rectangular in shape and has an area of approximately 1.4 hectares. The land accommodates post-war walk-up flats, ancillary buildings and communal open space incorporating a playground. The land contains numerous mature native trees and an internal street and car parking to the rear. Vehicular access to the site is gained via Airlie Street, Salisbury Street and Brickwood Street. A utilities building is sited at the north boundary containing an existing substation, outside the site boundary.

The site is within walking distance to Elsternwick High Street (Glen Huntly Road), tram services, Metro rail and bus routes. Brighton Beach is less than 1.5 kilometres to the west. Elsternwick Primary School is located less than 70 metres to the south of the site accessed via a crossing over the Elster Canal.

With a frontage of some 300 metres to a canal, and a high amenity outlook to open space; with a shared boundary to a conventional density development, the site presents a unique opportunity for a development that increases yield whilst improving the interface with adjoining streetscapes and dwellings.



2.0 Design Principles

Design Principles for the Public Housing Renewal Program were established by the Department of Health & Human Services 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 liveability.	12 - Integrated Landscape Provide landscaping and communal open space that is resilient and enhances the sense of place, sustainability and liveability 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 Brighton site is located in Melbourne’s inner-middle southern suburbs and is approximately eight kilometres from central Melbourne within the City of Bayside.

Vehicular access is currently taken from Brickwood Street, Airlie Street and Salisbury Street and the land has a frontage to the corner of New Street and Rusden Road.

The site is within walking distance of Elsternwick High Street (Glen Huntly Road), tram services, Metro rail and bus routes. Brighton Beach is less than 1.5 kilometres to the west and Elsternwick Primary School is around 70 metres to the south, accessed via pedestrian bridge crossing over Elster Canal.

The site’s western boundary is formed by the concrete channelled Elster Canal and has an aspect to Elsternwick Park, Golf Course and Primary School along this boundary, along with established residential development. The eastern and southern boundaries are adjoined by single and double storey residential development. The site provides an interface between low-rise residential development and land used for public recreation use.

Recent development in the locality generally comprises two storey townhouse and dual occupancy development, with some recently completed apartments along Elsternwick High Street.

- Legend:
- Community Infrastructure
 - Site Boundary
 - Public Transportation Routes & Stations



Site Context

The existing three and four storey walk-up flats on the site are to be demolished.

The canal side boundary in particular is lined with a number of mature indigenous and exotic trees, several of which have high retention value.

The site currently presents 'back-of-house' functions to the Airlie and Salisbury Street frontages, including bin storage, parking, electricity poles and the accessway.

A bus stop is currently located on the sites northern boundary, which also accommodates a sub-station building on separate title and is excluded from the subject site.

The pedestrian network within the site is primarily functional, providing access from car parks to the building entrances, and does little to encourage permeability.



Site Context - Elements

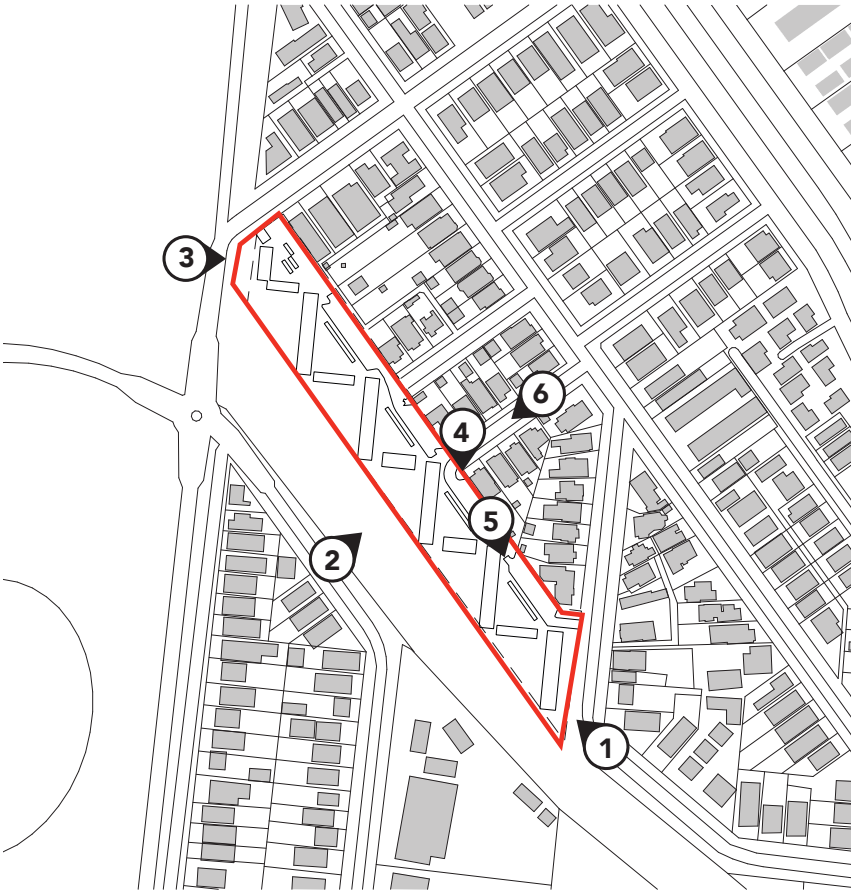
Interfaces

There are two major interfaces with the subject site (north and south boundaries), and two comparably minor interfaces (east and west boundaries) due to its elongated and narrow shape.

The major north, and minor east interfaces are shared with low density residential allotments of mostly detached dwellings on block sizes of 400m²-500m².

The major southern boundary interfaces with the Elster Creek canal, which provides a visual and built form buffer of approximately 80 metres to the nearest dwellings on the opposite side of the canal.

The minor west boundary interface is with Elsternwick Park and the Elster Creek canal.



View 1



View 4



View 2



View 5



View 3



View 6

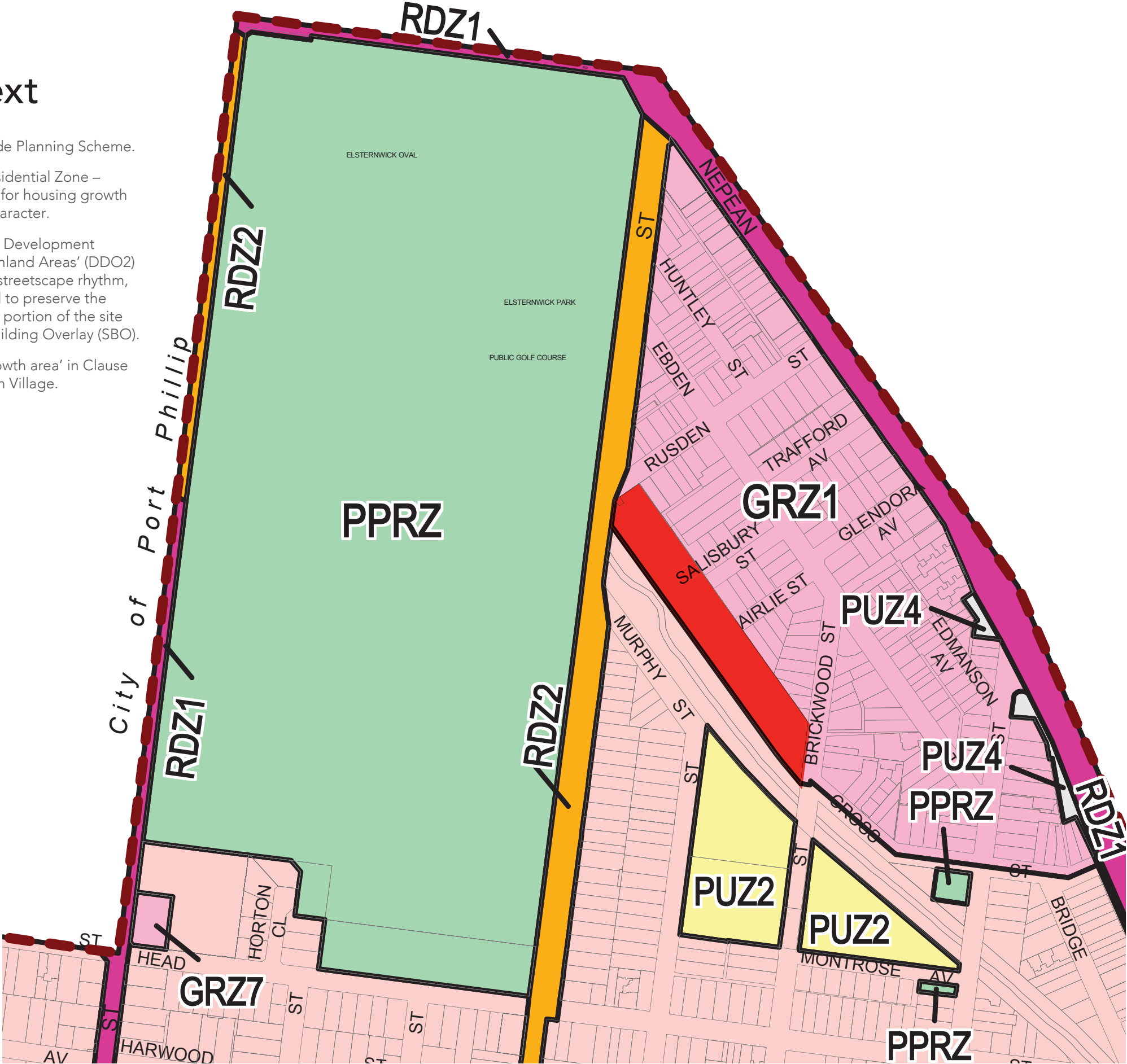
4.0 Planning Context

The site is affected by the provisions of the Bayside Planning Scheme.

The site is currently included within a General Residential Zone – Schedule 1 (GRZ1), where the purpose is to allow for housing growth and diversity whilst respecting neighbourhood character.

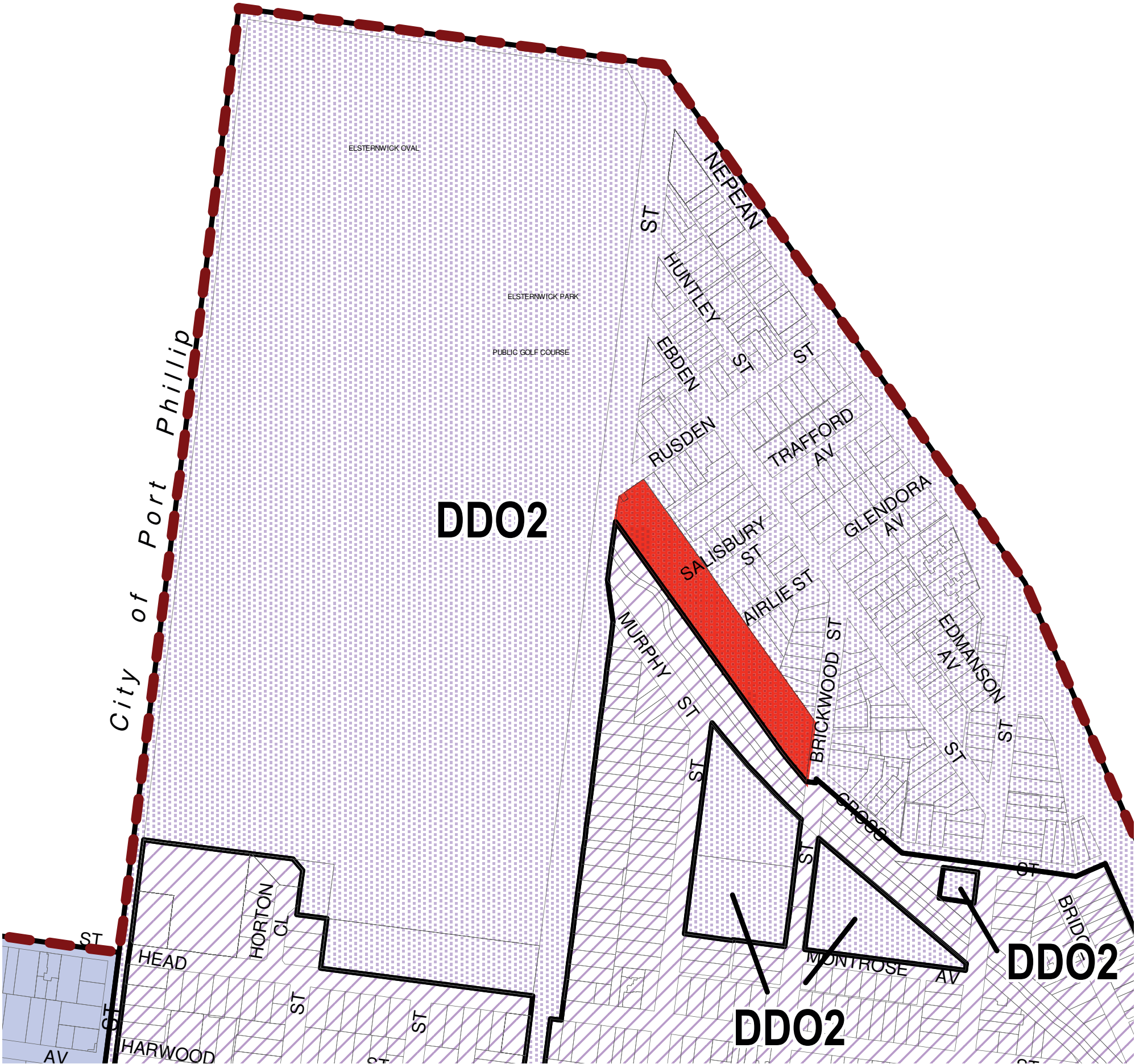
The site is affected by 2 overlays. The Design and Development Overlay – Schedule 2 ‘Building Height Control – Inland Areas’ (DDO2) requires development to maintain the prevailing streetscape rhythm, building scale and height of neighbourhoods and to preserve the existing character of the areas as low rise. A small portion of the site fronting Elster Creek is affected by the Special Building Overlay (SBO).

The site is designated a ‘moderate residential growth area’ in Clause 21.02 due to its proximity to the Elsternwick Urban Village.



Planning Context

Design development overlay schedule 02 (DD02)



Planning Context

Special building overlay (Inundation - SB0)

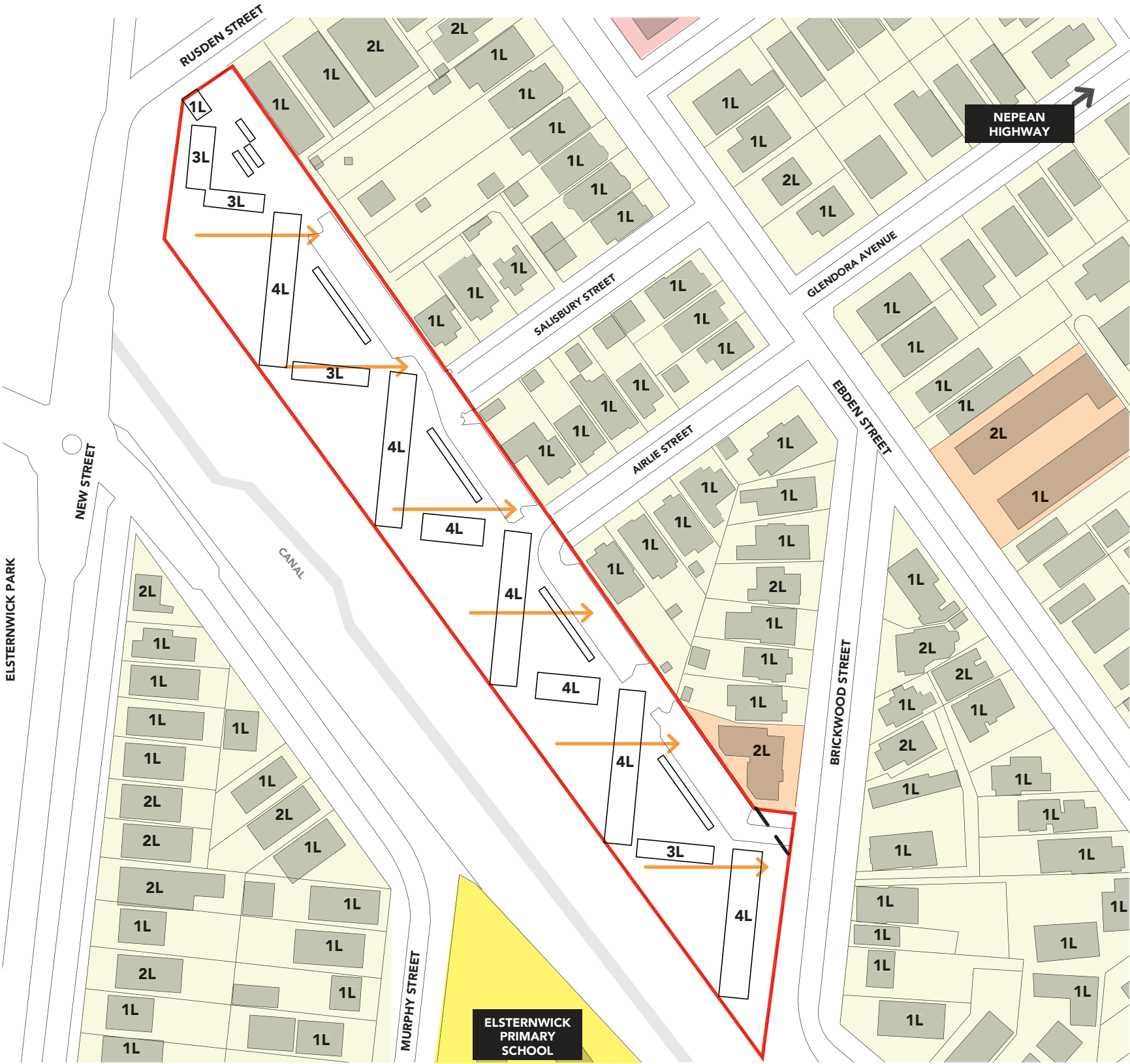


5.0 Opportunities and Constraints Plan



6.0 Site Analysis

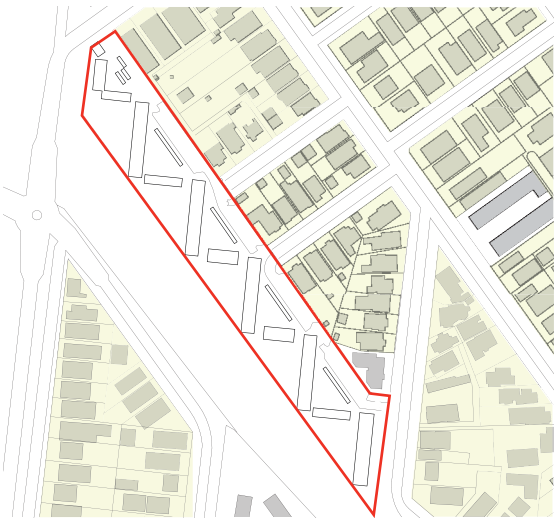
Analysis - Built Form



Building Heights (Storeys) & Established Residential Zones

The existing residential block buildings are 3 and 4 levels, scattered diagonally across the site, taking the form of walkup blocks.

The site is surrounded by Elster Creek canal on one long side, and a general residential neighbourhood on the other long side, characterised by single and some double storey detached and semi-detached dwellings.



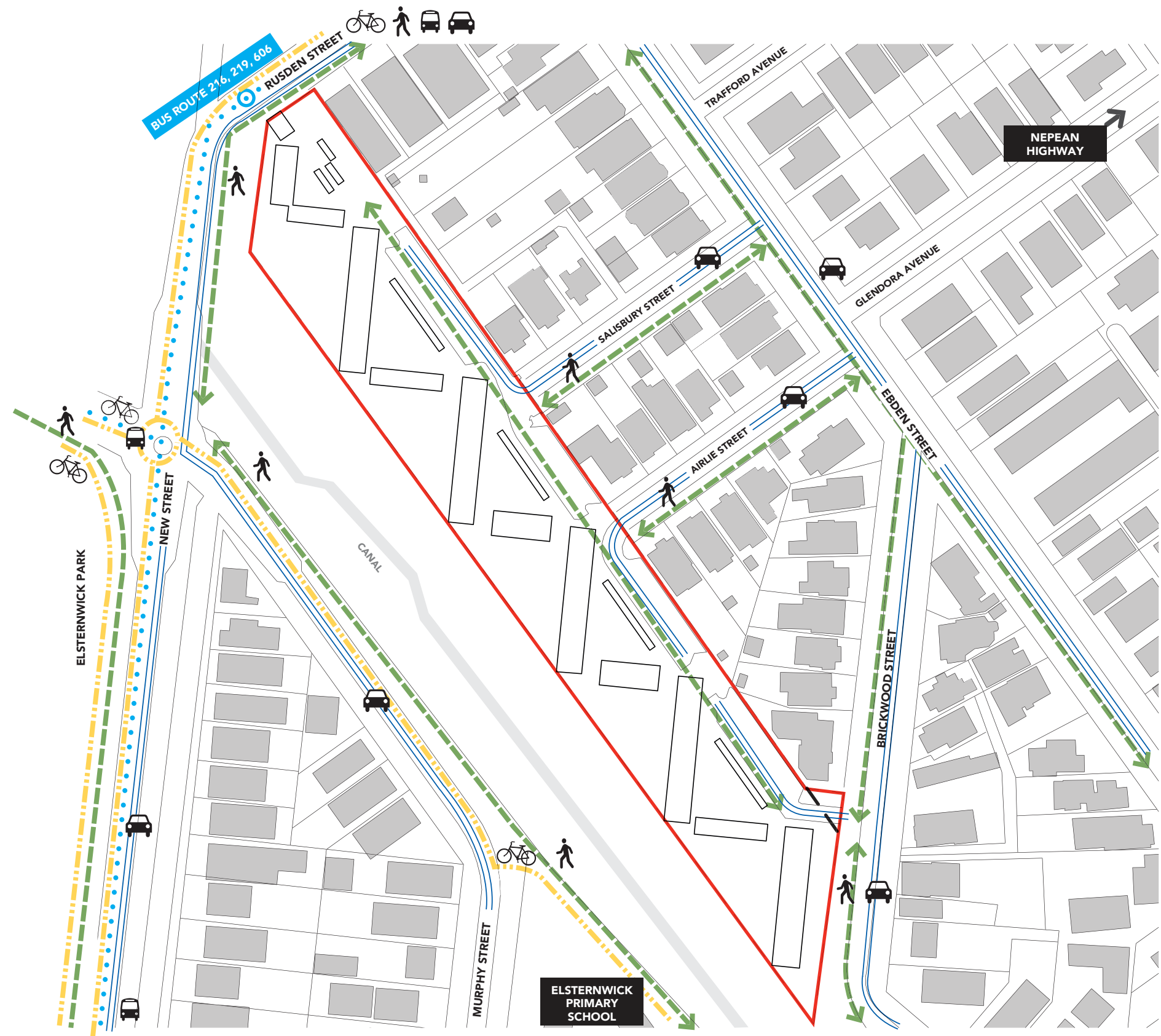
Topography

The site can be considered flat.

Legend:

- Low - medium density site
- Established residential area
- School site
- L Number of storeys/levels
- Direction of fall

Analysis - Movement Networks



Pedestrians ■■■■ ■

The pedestrian network provides access to the site via local streets Brickwood, Airlie, Salisbury, and Rusden. Thoroughfares within the site are limited generally to the car parking areas on the north boundary.

Elster Canal Path on the the south side of the canal provides an off road route shared with bicycles, and beyond this, an exercise circuit track in Elsternwick Park follows New Street.



Bicycles ■■■■ ■

On road bicycles lanes exist on New Street, Rusden Street and Bent Avenue, while the Elster Canal Path off road route shared with pedestrians commences opposite the site on Murphy Street, and continues in a south east direction following the canal.



Public Transport ● ● ● (Bus route, stop) ■

There are two bus routes, 216 and 219, which operate on New and Rusden Streets in a north-south direction. They are joined at Bent Avenue by the 606 bus route, where all three routes connect to Elsternwick Station.

Elsternwick Station and Glenhuntly Road tram route 67 are approximately 500 metres north of the site.



Vehicle ——— ■

Vehicular access to the site is currently via residential streets Brickwood, Airlie and Salisbury.

Car parking areas on site are specifically accessed by one of these streets, and there are no thoroughfares available to vehicular traffic.

Analysis - Landscape



High Retention Value Trees

High retention value trees are generally dispersed evenly across the site, with the exception of a grouping of four trees near the south boundary.



Medium Retention Value Trees

Many of the medium retention value trees on site are positioned in close proximity to the site boundaries, particularly the north and south edges.



Low Retention Value Trees

Low retention value trees are scattered in low numbers across the site.



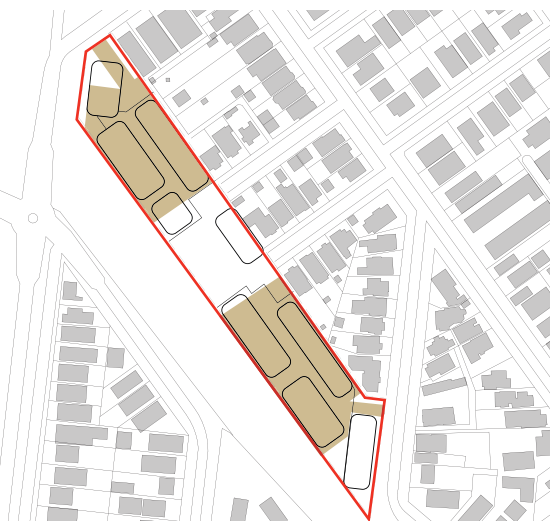
Low Retention Value Trees Identified for Removal

Many existing trees on the site have been identified as having 'low retention value'. To be removed.

Existing trees outside site boundary

7.0 Design Response

Response - Indicative Built Form



- Legend:**
- Parking at grade
 - Indicative proposed build form
 - Existing trees outside site boundary
 - L** Number of storeys/levels

Building footprints and heights

The design response seeks to maximise built form and open space efficiency by orienting buildings in the same direction as the narrow site.

On the north boundary shared with adjoining properties, buildings are kept to three levels to minimise impacts of overshadowing and overlooking, while on the south boundary, buildings are taller to achieve suitable yield requirements.

A new large open space between Salisbury and Airlie Streets helps to increase the permeability, accessibility and amenity of the site for residents.

Parking at grade

Parking on site is formed by two large ground level car parks underneath two respective podiums. All parking is therefore undercover, and there is no parking at grade in the form as it currently exists on site.

Site access points are from Rusden Street, Salisbury Street, Airlie Street, and Brickwood Street.

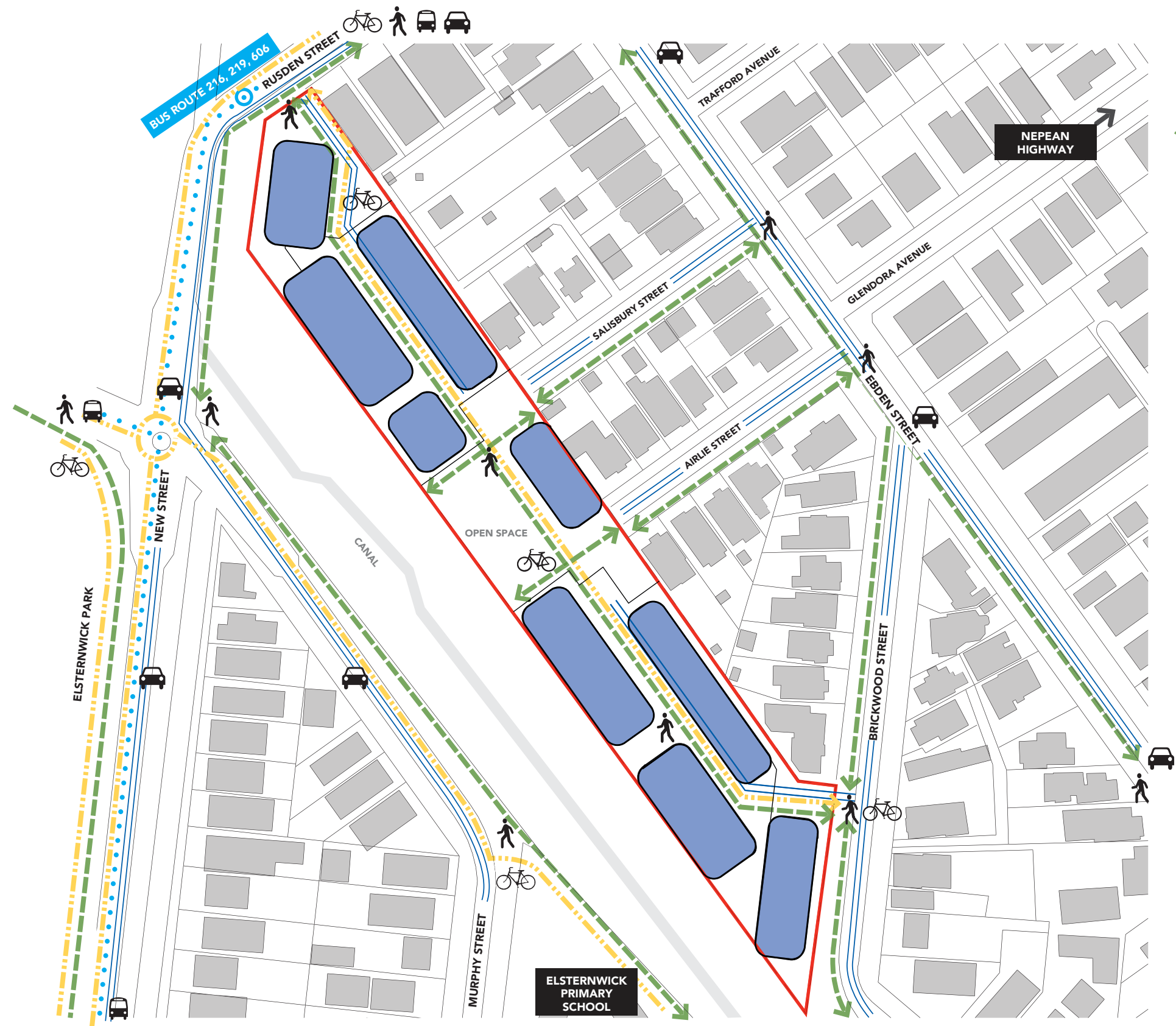
Parcel Areas

The site layout responds in a similar manner to the built form as it currently exists, with buildings dispersed throughout the site.

The two podiums rationalise the site into five parcels, with three buildings on each podium, one building on either end of the site on ground level, and one building occupying the open space at ground level in the centre of the site.

Based on this indicative built form diagram, the analysis of the previous pages and modelling, this site could accommodate up to 310 dwellings.

Response - Movement Networks



- Pedestrians** ■■■■ ■

The proposal seeks to prioritise site accessibility and pedestrian amenity adjacent the key access points to the site.

Clear space is opened near Salisbury and Airlie Streets, giving views over Elster Creek and to Elsternwick Park beyond.

Connection between Rusden Street and Brickwood Street is strengthened by a defined pedestrian and cycling path.
- Bicycles** ■■■■ ■

Bicycling access to the site is designed to complement the existing surrounding public cycling path network.

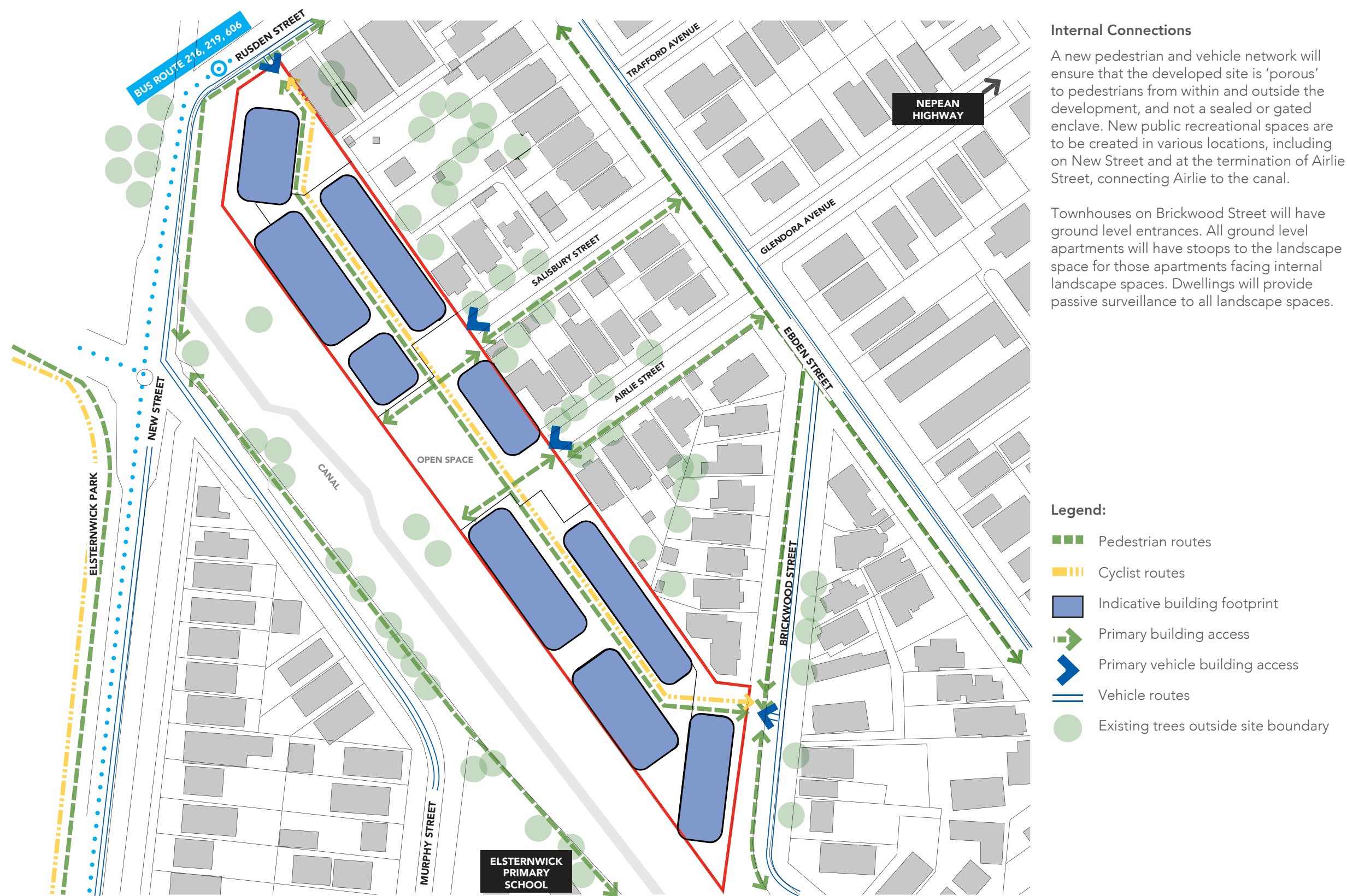
A new north-south route through the site provides a connection on the north side of Elster Creek between existing on road route of Rusden Street, and the pedestrian/cycle bridge over the creek south of the site (not shown).
- Public Transport** ● ● ● (Bus route, stop) ■

There are two bus routes, 216 and 219, which operate on New and Rusden Streets in a north-south direction. They are joined at Bent Avenue by the 606 bus route, where all three routes connect to Elsternwick Station.

Elsternwick Station and Glenhuntly Road tram route 67 are approximately 500 metres north of the site.
- Vehicle** ——— ■

Site access points are from Rusden Street, Salisbury Street, Airlie Street, and Brickwood Street.

Response - Internal Connections



Response - Amenity



Open Space

Open space is maximised by clearing the full width of the site, rather than providing open space along the length of the site, or as interstitial spaces.

By removing vehicular access to the middle of the site, and holding built form back from the centre, a generous open space can be created, which at the same time offers permeability to the site though the position of Salisbury and Airlie Streets.



Views

The proposal generally orients views toward the south and west, away from the eastern boundary shared with the neighbouring residential area.

The west site boundary offers the benefits of good solar access with unimpeded views, while having minimal overlooking impacts.



Passive Surveillance

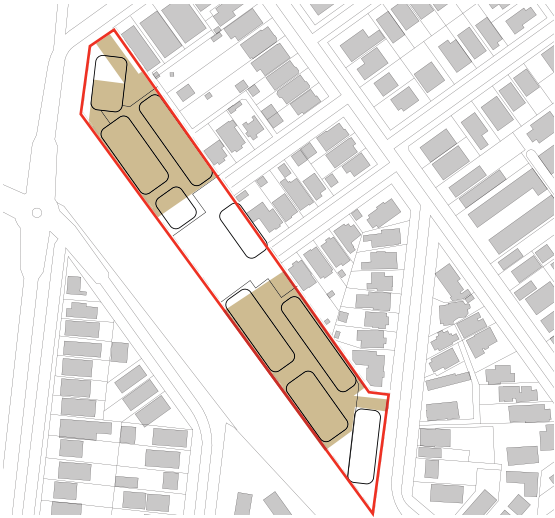
Passive surveillance opportunities are enhanced through a number of methods:

- Providing separated and varied built forms
- A selection of ground level dwellings
- Good site permeability
- Dwellings facing both inwards and outwards within the site

Indicative building footprint

Existing trees outside site boundary

Response - Parking



Parking beneath podium

The proposal locates all on site parking on ground level underneath two separate building podiums. All parking is located on ground level, and is separated into a north carpark and a south carpark.

The north carpark is accessed from Rusden Street and Salisbury Street, and the south carpark is accessed from Brickwood Street and Airlie Street.



Surface parking

There is no proposed surface parking on site. All parking is to be underneath building podiums.

- Legend:
- Parking beneath podium
 - Number of parking spaces
 - Vehicles
 - Existing trees outside site boundary

Response - Landscape

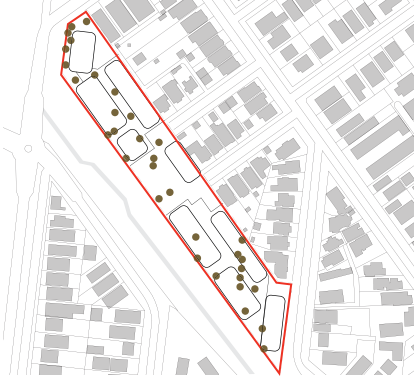
Tree Retention and New Trees



- High Retention Value Trees**
There are four trees of high retention value proposed to be retained. Two are located in the central open space between the podiums, and a further two are located at the northern boundary of the site.
- Medium Retention Value Trees**
Many of the medium retention value trees on site are positioned in close proximity to the site boundaries, particularly the north and south edges.
- Low Retention/No Retention Value Trees**
Trees of low retention and no retention value are scattered throughout the site, with a concentration on the north boundary.
For clarity purposes, these trees are not shown on the large diagram opposite.
- New Trees**
Areas on site which will be the focus of new tree planting include the central open space, areas adjacent to the carpark entry points, and some planting around the site boundaries.

Response - Landscape

Trees Removed



- High Retention Value Trees**
Nine trees of high retention value are positioned over carpark podia, and are proposed to be removed.
- Medium Retention Value Trees**
A number of medium retention value trees are positioned over carpark podia, and are proposed to be removed.
- Low Retention Value Trees**
All trees on site of low retention value are proposed to be removed.
Refer to arborist's report.
- No Retention Value Trees Identified for Removal**
All trees on site of no retention value are proposed to be removed.
Refer to arborist's report.

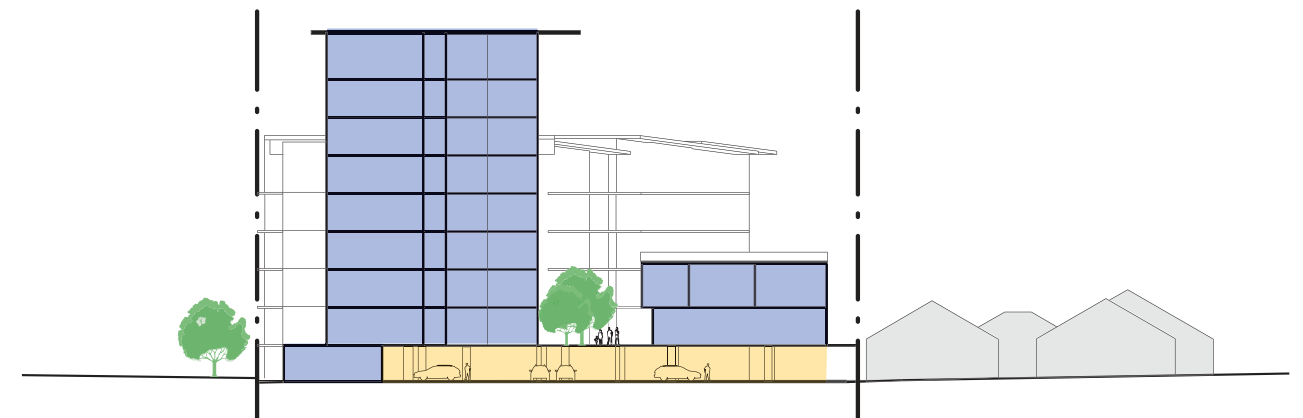
Response - Section

Section A: Northeast interface with adjoining property.

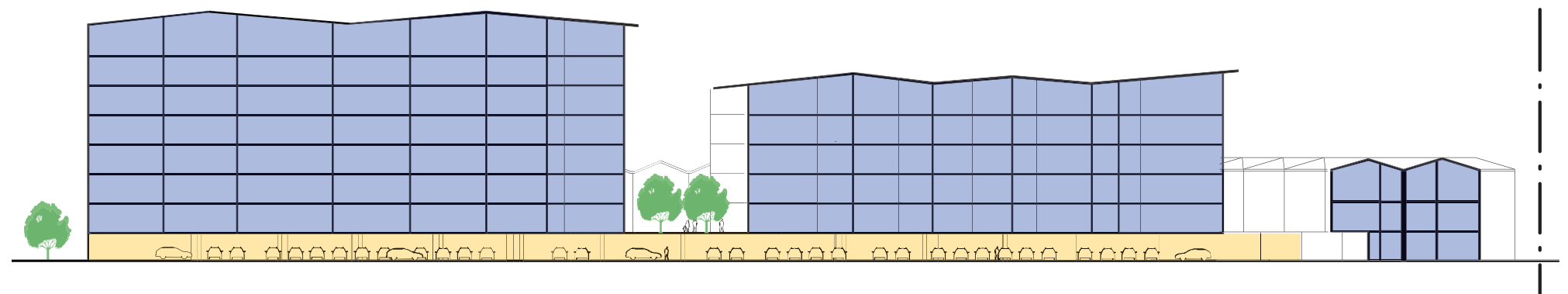
Reduced building mass to the north east side of the site transitioning between the proposed building mass to the existing residents which are predominantly single storey houses. The majority of the proposed building mass is to the south west portion of the site maximising apartment yield and views towards Elsternwick Park.

Section B: Pedestrian & vehicle traffic separation.

Providing a podium level above an on grade carpark allows residents to move freely throughout the site unimpeded by vehicle traffic while satisfying residential car parking requirements.



Section A



Section B



1. Shadow September 22



2. Shadow September 22



3. Shadow September 22



4. Shadow September 22



5. Shadow September 22



6. Shadow September 22

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