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Black Rock Centre Streetscape Master Plan Draft Report

Prepared for
Bayside City Council

Issued
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Executive Summary

Project Vision

Black Rock Activity Centre will be a unique coastal centre celebrated for its small local village atmosphere. Streetscapes will emphasise local history, the connection with the sea and the importance of community life within the Centre. Improved footpaths, clear crossing points and high-quality paving materials will make Black Rock a safe and thriving environment for traders, residents and visitors. Enhanced vegetation, public art and street furniture will provide public amenity for the community to enjoy Black Rock all year around.

Project Purpose

The Black Rock Centre Streetscape Master Plan (the Master Plan) is a place making strategy that provides a vision, principles, strategies, and a detailed concept plan for future streetscape improvements in the Black Rock Neighbourhood Activity Centre (the Activity Centre).

Bayside City Council has identified a need to ensure that the appropriate regeneration of Black Rock’s streetscape reflects and responds to activities and associated values of the community, and is consistent with existing and future uses in the area.

Council has already undertaken an extensive body of work to inform the future development of Black Rock Centre, including a strategic framework plan, a retail and commercial strategy and an open space strategy.

The Master Plan will guide the ongoing management and future decision-making for upgrades in the area. Works identified in the Master Plan will be considered during the preparation of future capital works budgets, providing actions and implementation projects that are to be carried out in the short and medium term of 2 to 5 years.

Project Objectives

The following are key project objectives derived from community consultation and site investigations, grouped under three themes.

Theme 01. Access and Movement

- **Objective 1.1** Ensure pedestrian safety, access and amenity are the main local priorities, making the Activity Centre a walkable and vibrant destination.
- **Objective 1.2** Improve pedestrian connectivity between the Activity Centre and the foreshore.
- **Objective 1.3** Improve bicycle infrastructure, ensuring safe and easy access for cyclists.
- **Objective 1.4** Enhance and make purposeful use of laneways to improve walkability within the Centre.
- **Objective 1.5** Manage the impact of buses on streetscapes ensuring safe and easy access for public transport users.
- **Objective 1.6** Ensure the Centre maintains an adequate supply of appropriately designed and managed on and off-street multi-purpose car parking.
- **Objective 1.7** Ensure traffic flows along Beach, Balcombe and Bluff Roads do not detrimentally impact upon the functioning of the Centre including reducing traffic speeds to 40km/h.

Theme 02. Public Realm

- **Objective 2.1** Improve existing streetscapes and public realm spaces to enhance the Activity Centre's street life.
- **Objective 2.2** Provide a range of new public amenities, including street furniture (seats, bins, bike racks, bollards/ barriers), bus shelters and drinking fountains.
- **Objective 2.3** Introduce a landscape of trees and plants that provide shade and amenity for the Centre.
- **Objective 2.4** Promote indigenous vegetation.
- **Objective 2.5** Create and implement a cohesive wayfinding strategy including directional signage to key elements of heritage significance.
- **Objective 2.6** Establish continuity in the streetscape condition throughout the Activity Centre.

Theme 03. Urban Character

- **Objective 3.1** Develop streetscapes that respond to local history and contribute to the Black Rock character.
- **Objective 3.2** Reintroduce and reinterpret the coastline of Black Rock into the Activity Centre.
- **Objective 3.3** Enhance visual links through the Centre and to the foreshore.
- **Objective 3.4** Create cohesive landscape and materiality narratives that are unique to Black Rock.
- **Objective 3.5** Upgrade streetscape with safe and robust materials appropriate to the coastal character.
- **Objective 3.6** Encourage temporary and permanent public art.

We create amazing places

At SJB we believe that the future of the city is in generating a rich urban experience through the delivery of density and activity, facilitated by land uses, at various scales, designed for everyone.

Version: 03

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Introduction

1.1 Municipal Context

Located 20km south of Melbourne’s CBD, Black Rock Neighbourhood Activity Centre is a local retail precinct providing cafes, restaurants, fashion, flowers, gift shops, supermarkets, bike shops and professional services to the Bayside community. Different from major activity centres like Sandringham and Southland, Black Rock is not serviced by rail, which poses limitations to the centre’s growth but also helps retain its local village atmosphere.



Figure 01: Black Rock Activity Centre context map

Introduction

1.2 Local Context

Black Rock Activity Centre sits at the junction of three main arterial roads - Beach Road, Bluff Road and Balcombe Road – which are linked by two adjoining roundabouts. The Activity Centre has direct connection to the Port Phillip Bay foreshore and is marked by the historic Clock Tower, which is set in the centre of the main roundabout on Beach Road.

Alongside Beaumaris Concourse, Highett and Martin Street (Gardenvale), Black Rock is one of four designated 'Neighbourhood Activity Centres' (NACs) within Bayside, as defined by the Bayside Planning Scheme. Its commercial area sits along the three main streets radiating out from the central node. As the lowest order type of activity centre, Black Rock primarily serves the local convenience needs of surrounding residents in terms of speciality shops, cafés, restaurants and beauty services.

In addition to the Activity Centre's retail function, Black Rock also retains a strong leisure, recreation and local tourism focus, being located adjacent to the Port Phillip Bay foreshore and beach. Black Rock's strategic location ensures that the Activity Centre enjoys the benefit of passing visitor trade, especially from the local and regional cycling community, which are a significant user group for the Centre. The Activity Centre's tourism role is further strengthened in the summertime with the seasonal influx of visitors to the foreshore and beach.

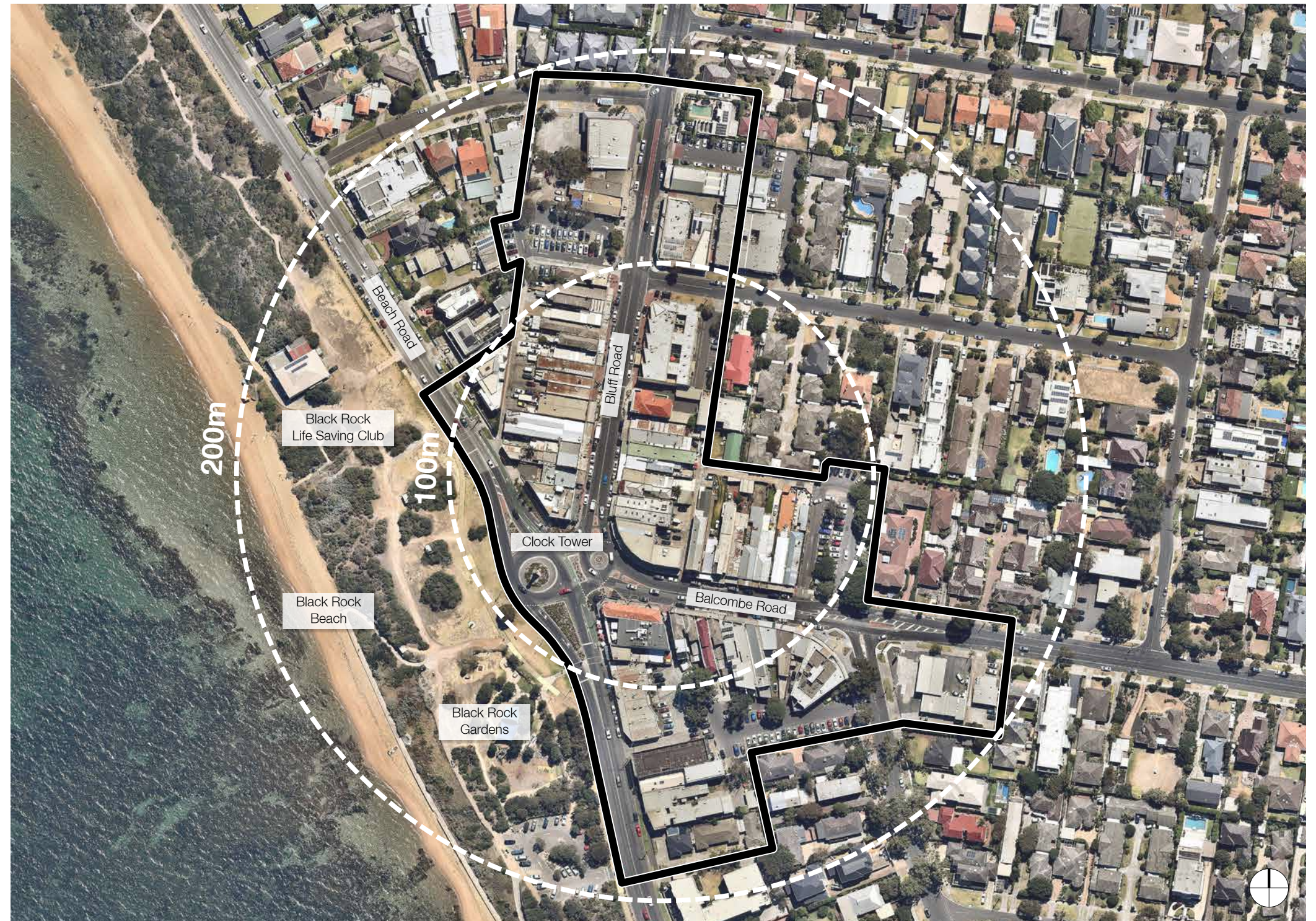


Figure 02: Black Rock Activity Centre local context map

Introduction

1.3 Community Consultation

Community consultation has been a critical component of the development of the Master Plan, providing the project team with an understanding of the community and stakeholders opinions and aspirations for the Activity Centre.

The project team in conjunction with Council Officers, coordinated and facilitated engagement sessions with the local community and traders. The aim of the sessions included:

- to **determine the key issues** from the community regarding the existing use of the Activity Centre;
- to **understand the preferred character** of the Activity Centre;
- to connect and collaborate with the community through the engagement process in order to **aid community capacity building**; and
- to **feed the ideas and opportunities into the development** of the Master Plan.

A total of 200 survey responses were received during the consultation period. The respondents provided a statement about what they perceive as unique about Black Rock Activity Centre. The Word Cloud at Figure 3 visualises these responses into commonly mentioned words. In summary:

- Black Rock Activity Centre has a ‘small local village’ atmosphere with a friendly community
- The proximity to the beach and foreshore is highly valued and is central to the ambience and activity of the Activity Centre
- The Clock Tower is a distinctive feature of the Activity Centre
- The Activity Centre has a diversity of shops and cafes in a walkable distance

Respondents were asked to select phrases (up to five) that best describe their vision for the Activity Centre. A summary of the responses is provided in Figure 4. With the top five phrases being ‘friendly and welcoming’, ‘easy to walk around’, ‘beach feel’, ‘safe at night’ and ‘natural/green’.



Figure 03: Frequently mentioned words about what makes Black Rock Centre unique

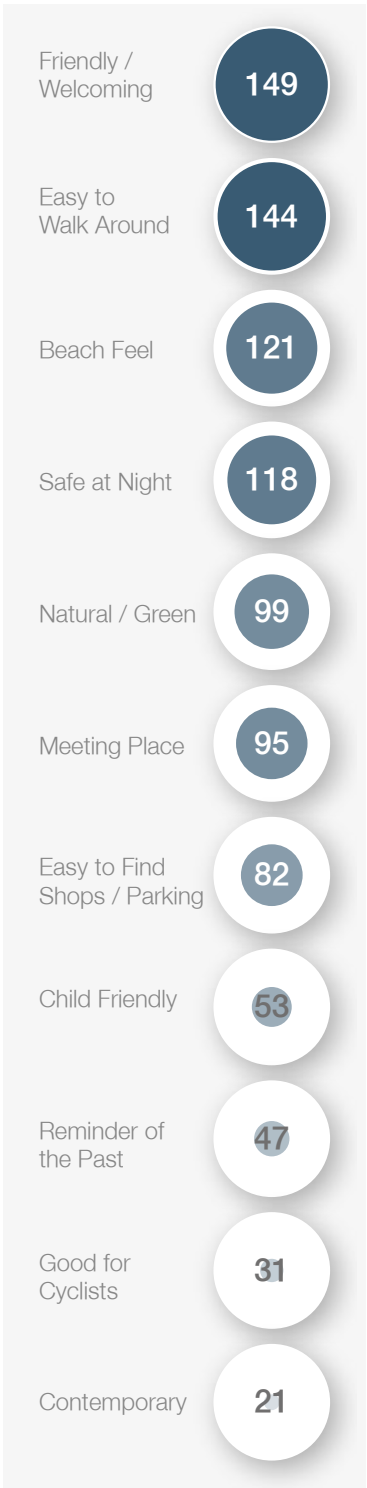


Figure 04: Which phrases best describe your vision for Black Rock?

Introduction

Throughout the consultation a breadth of ideas and opportunities were raised. The following provides a summary of these ideas and opportunities however is not an exhaustive list.

The summary is organised into key themes that became evident and underpin what we heard; movement, amenities & activities, and character. Each theme is broken into a series of subcategories.

Not all ideas for improvement fall within the scope of the Streetscape Master Plan project however have been included and annotated accordingly (*). Where there was more than one mention of a topic or item, the number of mentions has been specified in brackets and italics.

Movement

Car Parking*	<ul style="list-style-type: none">· Increase car parking (30).· Increase availability for elderly (2)· Underground car parking (1).
Vehicles*	<ul style="list-style-type: none">· Reduce traffic speeds to 40km/ph (24).· Improved traffic management (4).· Divert through traffic (1).· Keep clear road marking at Ebden Ave & Balcombe Road (1).· No trucks (1).
Cycling	<ul style="list-style-type: none">· Additional bicycle parking (20)..· Improved cycle access (2)*.· Get rid of cyclists (2)*.
Footpaths	<ul style="list-style-type: none">· Improve footpath paving (27).
Crossings	<ul style="list-style-type: none">· New & improved pedestrian crossings (9).· Crossing signage / flashing lights (4).
Public Transport*	<ul style="list-style-type: none">· Community bus (2).· Train and bus service integration (1).· Relocation of bus stop outside Woolworths Metro (1).

Amenities & Activity

Street Furniture	<ul style="list-style-type: none">· Increased seating (16).· Seating with scenic / foreshore views (3).
Safety	<ul style="list-style-type: none">· Streetscape lighting (3).· Car parking lighting (2).· CCTV (7).
Amenities	<ul style="list-style-type: none">· Drinking fountains (3).· Dog friendly fountains (2).· Places to tie up dogs (7).· Dog poo bags (3).
Public Toilets*	<ul style="list-style-type: none">· Additional public toilets (7).
Land Use Mix	<ul style="list-style-type: none">· Opportunities for outdoor dining (5).· Diversity of restaurants / night activity (5)*.
Public Space	<ul style="list-style-type: none">· Spaces for gathering (6).
Events & Festivals*	<ul style="list-style-type: none">· Streetscape / foreshore festivals and events (5).

Character

Clock Tower	<ul style="list-style-type: none">· Light up/illuminate the clock tower (11).· Fix the clock (1).
Public Art	<ul style="list-style-type: none">· Street art (4).· Murals on blank walls (2).· Use local artists (2).
Sense of Place	<ul style="list-style-type: none">· Keep village feel (2).· Coastal connection/theme (3).· Connection to Black Rock History (3).· Place specific street furniture (1).
Land-scaping	<ul style="list-style-type: none">· More street trees and landscaping (43).· Species selection (8).· No more street trees if loss of car parking (2).· Consider safety and visibility with street trees (2).
Powerlines	<ul style="list-style-type: none">· Move powerlines underground (2).

Introduction

Respondents were also asked to rank in order of importance a list of public realm features that are important to them. These features should be considered in the development of the Master Plan. Figure 05 summaries the features in order of priority.

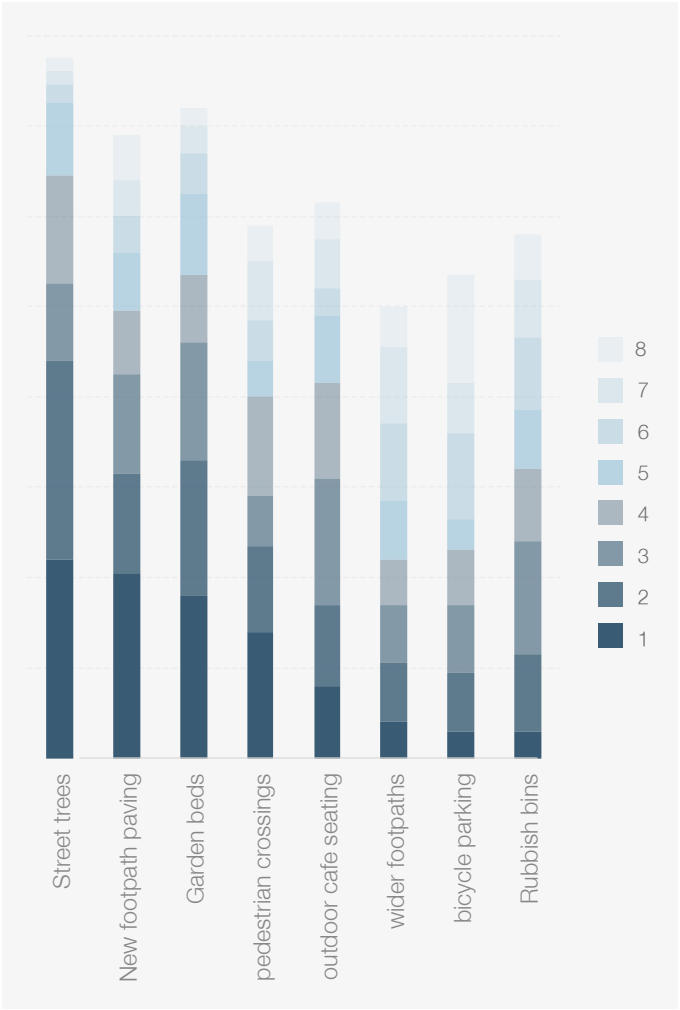


Figure 05: Which public realm features are most important to you?

In conclusion, the key topics that emerged from the consultation and should be addressed in the Master Plan, as per the three identified themes are summarised as follows:

Movement

- Provide additional bicycle parking
- Upgrade footpath paving
- Improve pedestrian crossings
- Reduce traffic speeds (40km/ph)

Amenities & Activities

- Provide additional seating in the Activity Centre
- Improve streetscape and car park lighting
- Provide CCTV
- Dog friendly amenities (i.e. fountains, furniture)
- Provide more spaces for meeting/gathering

Character

- Provide more street trees and landscaping
- Light up the Clock Tower
- Provide street art and murals
- Reference coast and local history
- Keep the village atmosphere

Key topics raised outside of the scope of the project, include:

- Increase car parking
- Improve the maintenance and presentation of buildings (private realm) in the Centre;
- Limit development (Woolworths in particular);
- Underground powerlines
- Foreshore facilities (BBQ, playground, shelter, dog-off leash);
- More Activity Centre and foreshore festivals & events.

“The traffic flow allowed to come through the village needs to be improved. Often vehicles approach from either end at speed which is dangerous for the many pedestrians crossing the roads. 40kph speed limit please”!

“As a Black Rock resident and keen cyclist myself, I would like to see more bicycle racks outside popular cafés. Similar to the rack outside O’mara’s cycle shop to make the area enjoyable for all”.

“I would like to see a structure that provided some shade like a contemporary pergola with a native creeper. More trees and Aboriginal beach art or sculpture”.

“Black Rock needs a central focus point - a “Town Square” - where public activities can take place like music, speakers, poetry and children activities”.

“Improve footpaths using interesting materials like mosaics, painted tiles and others. More seating and gathering spaces”.

“Better bike parking options as they currently block footpaths. The cycling scene is iconic to Black Rock and supports local shop owners we should embrace this. More green on footpaths and trees for shading”.

“I would like to see Karrakatta Street closed to traffic at Bluff Road and a public plaza created! More communal areas”.

“Make it more dog friendly. Keep same feel, just needs a little updating”.

Site Analysis

2.1 Access and Movement - Analysis

Black Rock Activity Centre consists of three arterial roads, which are under VicRoads control and are classified as bus, bicycle and pedestrian priority. However, rather than pedestrian movement, vehicular traffic in the Centre is dominant. High-speed traffic movement, bus routes and several on and off-street car parking areas have a negative impact on pedestrian amenity.

The width of the road and busy traffic along Beach Road and the two interconnected roundabouts create a physical and visual separation between the Centre and the foreshore. Although, according to community consultation most people access the Centre on foot, pedestrian infrastructure is currently secondary to vehicle infrastructure.

Bicycle movement is prominent on Beach Road, where dedicated on and off-road bicycle paths are provided. Within internal streets, cyclists gather at local cafes and restaurants with street bike racks used at maximum capacity during peak times.

Most of the shops and businesses in the core retail area have rear service access, which provides a great opportunity to reconfigure the streetscape into a pedestrian priority environment (noting that roads are owned by VicRoads and Council does not have authority to change them).

BICYCLE NETWORK

- Bay Trail (shared path)
- Major on road bicycle route
- Secondary on road bicycle route
- Bicycle hoop/rail
- Bicycle shop

VICROADS ROAD USE PRIORITY

- Bus priority
- Bicycle priority
- Pedestrian priority
- Bus stop

BICYCLE NETWORK

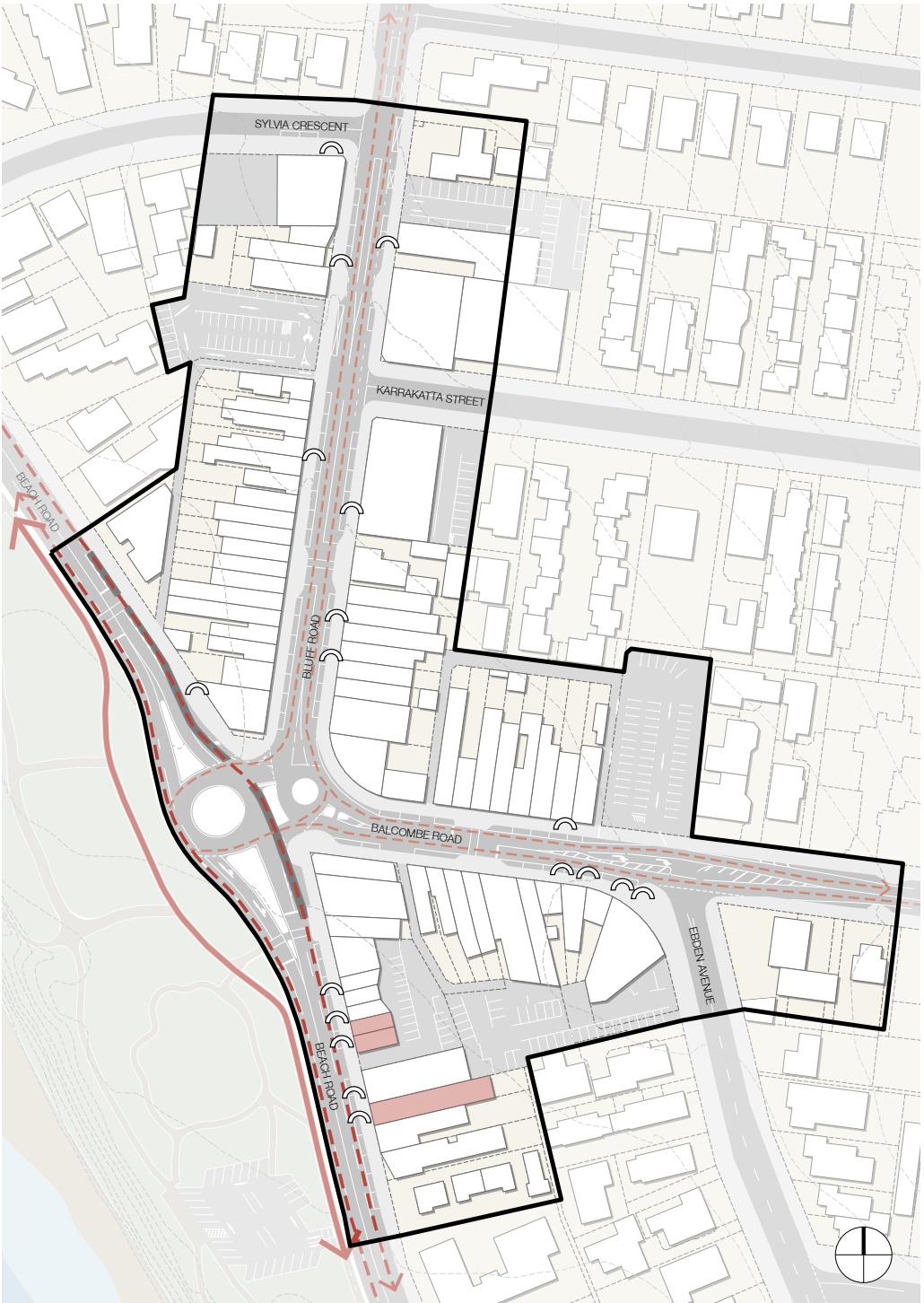


Figure 06: Bicycle network map

VICROADS ROAD USE PRIORITY

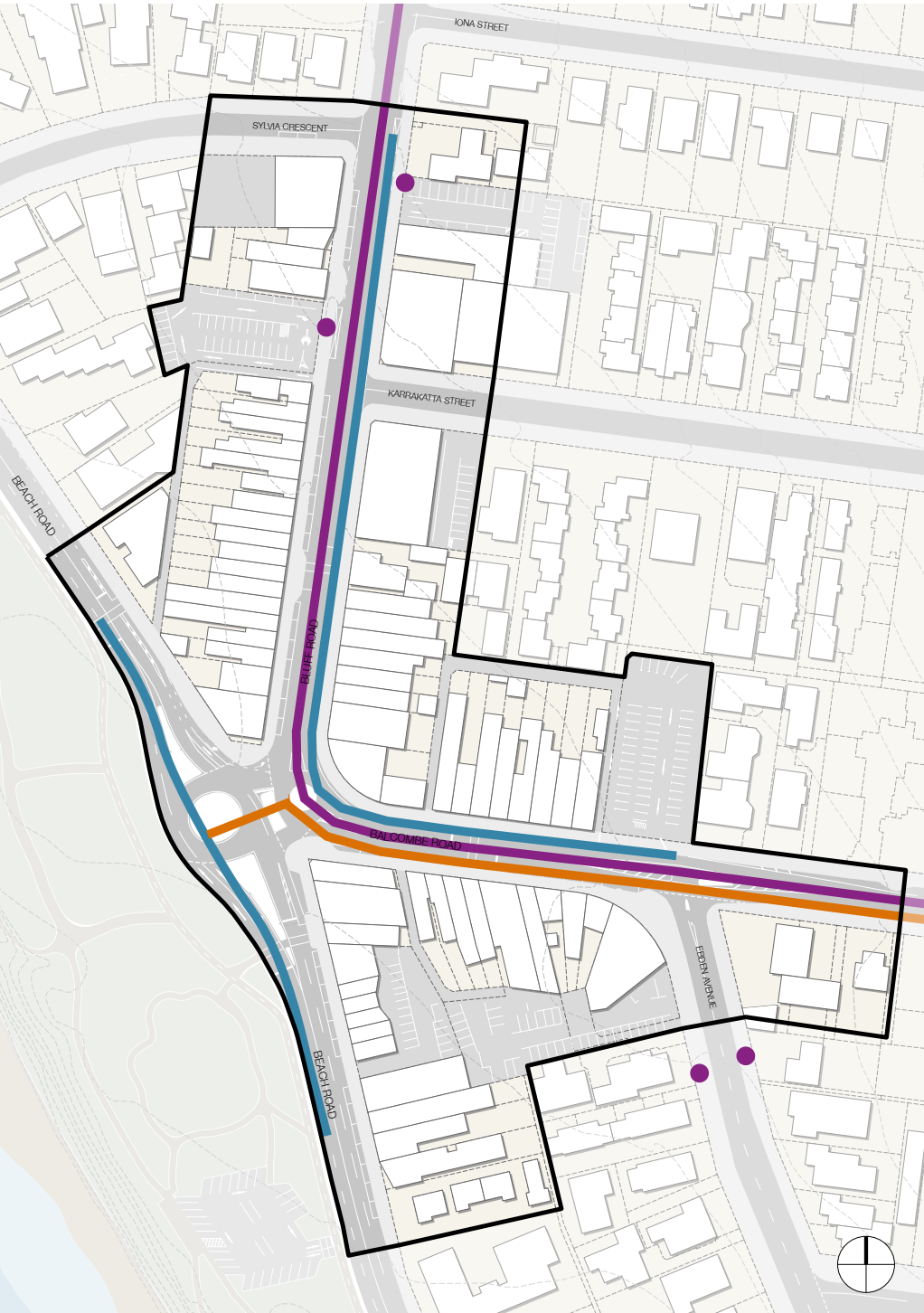


Figure 07: VicRoads road use priority map

VEHICLE INFRASTRUCTURE

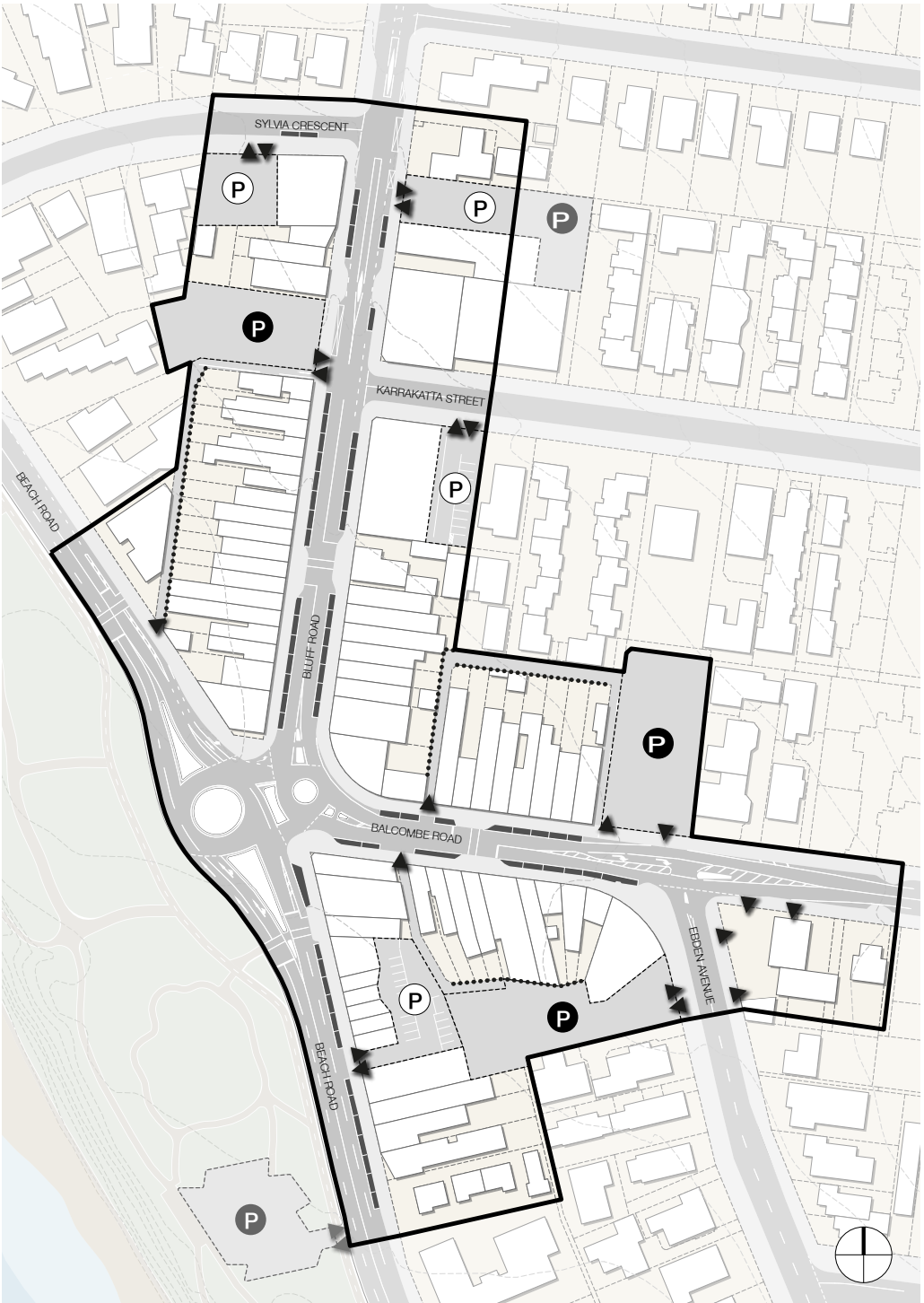


Figure 08: Vehicle infrastructure map

PEDESTRIAN INFRASTRUCTURE

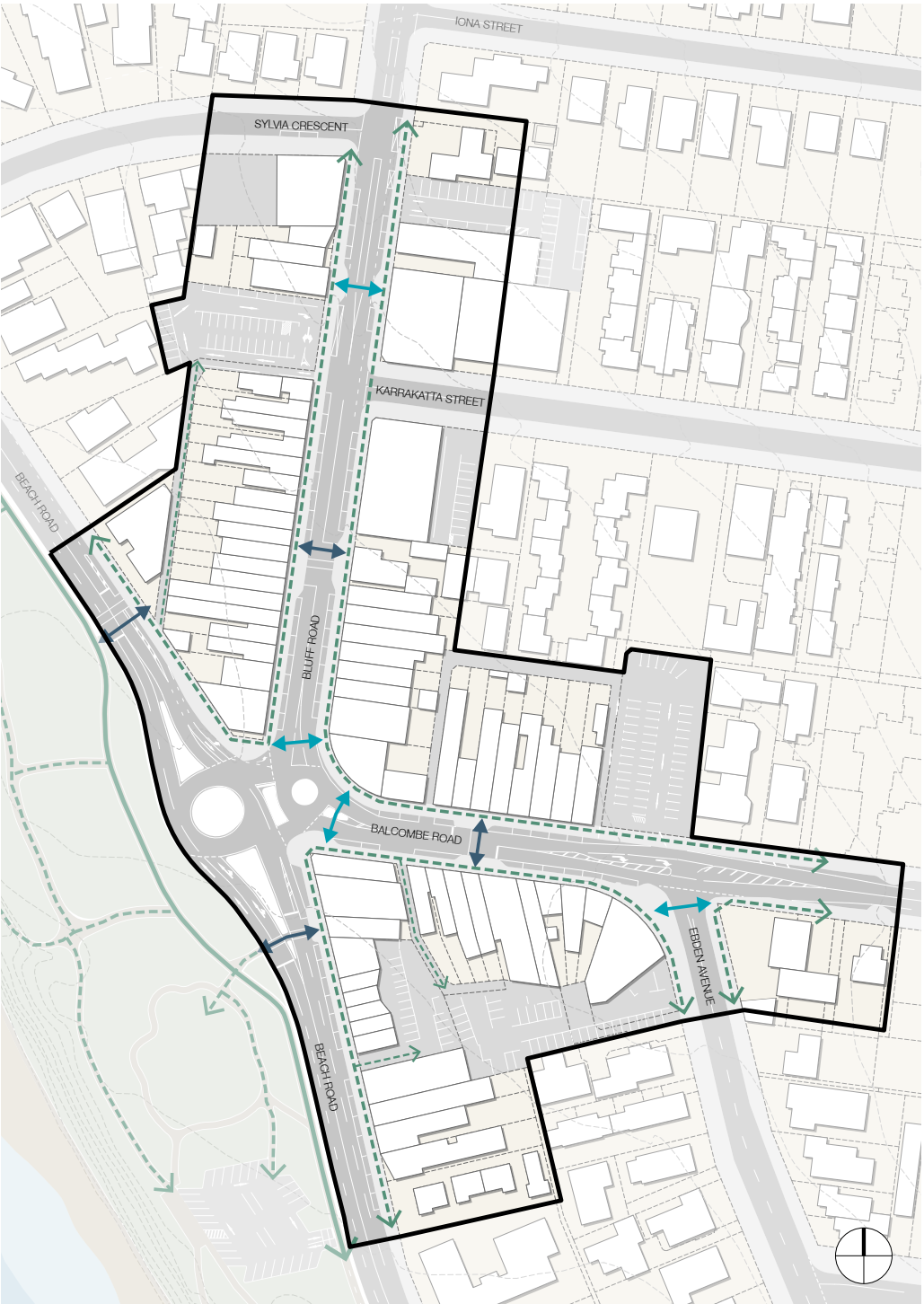


Figure 09: Pedestrian infrastructure map

VEHICLE INFRASTRUCTURE

- Public car park
- Private car park
- Car park access
- On-street car park
- Rear laneway access

PEDESTRIAN INFRASTRUCTURE

- Pedestrian refuge
- Signalised crossing
- Bay Trail (shared path)
- Major pedestrian route
- Secondary pedestrian route

Site Analysis

2.2 Access and Movement - Existing Conditions



Laneway exit onto Balcombe Road



Pedestrian activity at Bluff Rd and Karrakatta St intersection



Poor pedestrian environment within public car parking



Despite traffic lights, Beach Road is hard to cross



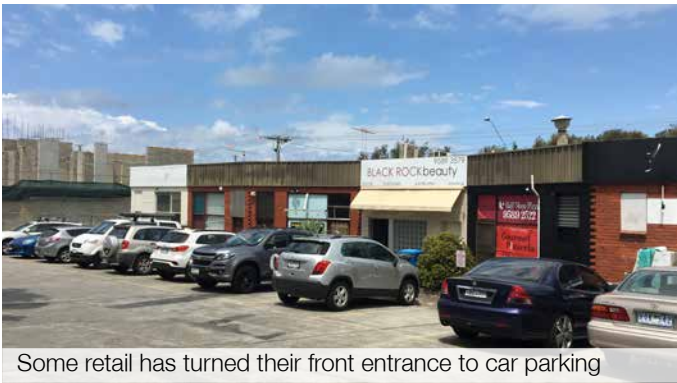
Beach Road pedestrian crossing



Beach Road environment is not pedestrian-friendly



Beach Road bicycle lane is primarily used for recreation



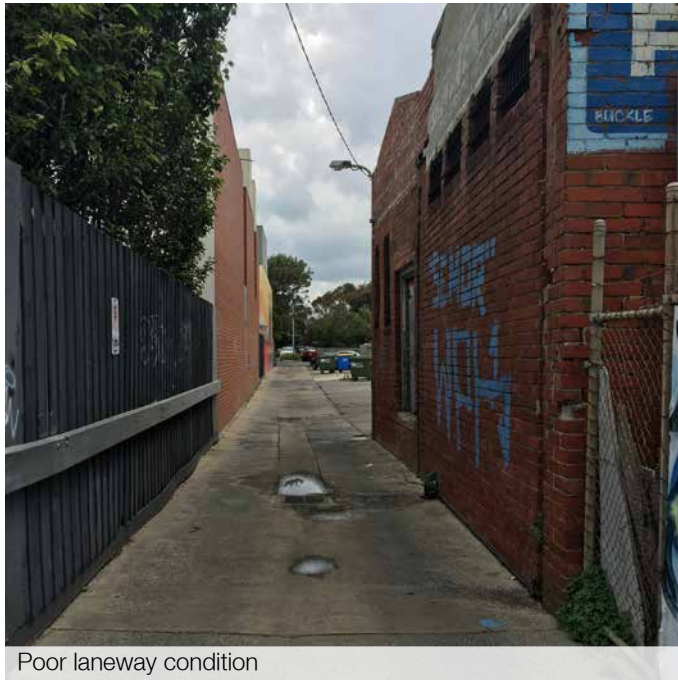
Some retail has turned their front entrance to car parking



Bicycle parking at capacity on weekends



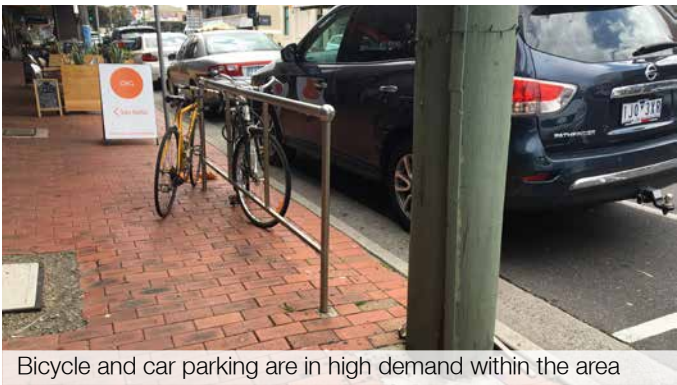
Bluff Road pedestrian crossing arrives at blank walls



Poor laneway condition



Public realm has several barriers for cyclists



Bicycle and car parking are in high demand within the area

Figure 10: Access and movement existing condition photos

Site Analysis

2.3 Urban Character - Analysis

The Activity Centre comprises three traditional retail shopping strips of mainly two storey brick buildings of fine grain 8 to 10 metre frontages with some newer glass fronted shops and offices.

The strongest single element in the Centre is the significant modernist brick Clock Tower. It is visually prominent from both directions along Beach Road and from Balcombe Road. Bluff Road and Balcombe Road have a long view of the coastal fringe and the bay beyond.

While the coastal location of Beach Road is quite significant, the main retail activity occurs on the two roads leading away from the coast, thereby lessening the Centre's connection with the foreshore.

There has been an attempt to bring the coastal feel into the village with the nautical themed timber bollards, and the use of coastal street planting. However, this is not well established enough to be a strong identifying element.

Overall there is a lack of consistency in paving material. Along Balcombe and Bluff Roads, the paving material is predominately red brick with ivory colour concrete pavers at crossing points. There are also areas of poor quality coloured and non-coloured concrete and asphalt.

The landscape character within the Centre is varied and inconsistent. Significant mature trees are found in car parking areas, however there is a noticeable lack of street trees contributing to an exposed and unpleasant street environment for pedestrian activity. The lack of trees is partially due to existing car parking configurations, overhead power lines and canopy weather protection.

LANDMARKS AND PUBLIC ART

- Mural
- Clock Tower
- Bollard
- Light pole mural

MATERIALITY

- Red brick
- Asphalt
- Concrete
- Concrete paving
- Paving

LANDMARKS AND PUBLIC ART

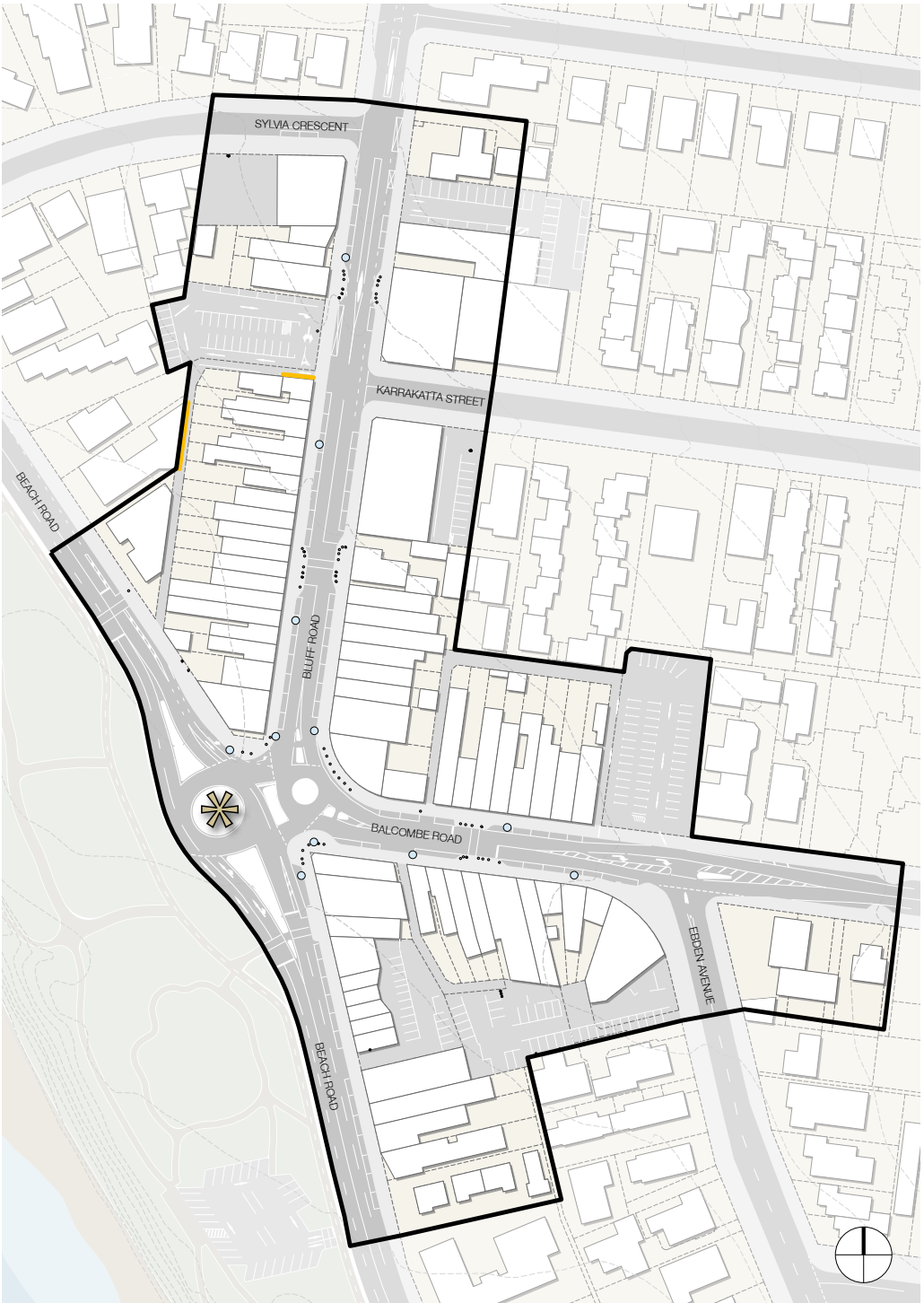


Figure 11: Landmarks and public art map

MATERIALITY

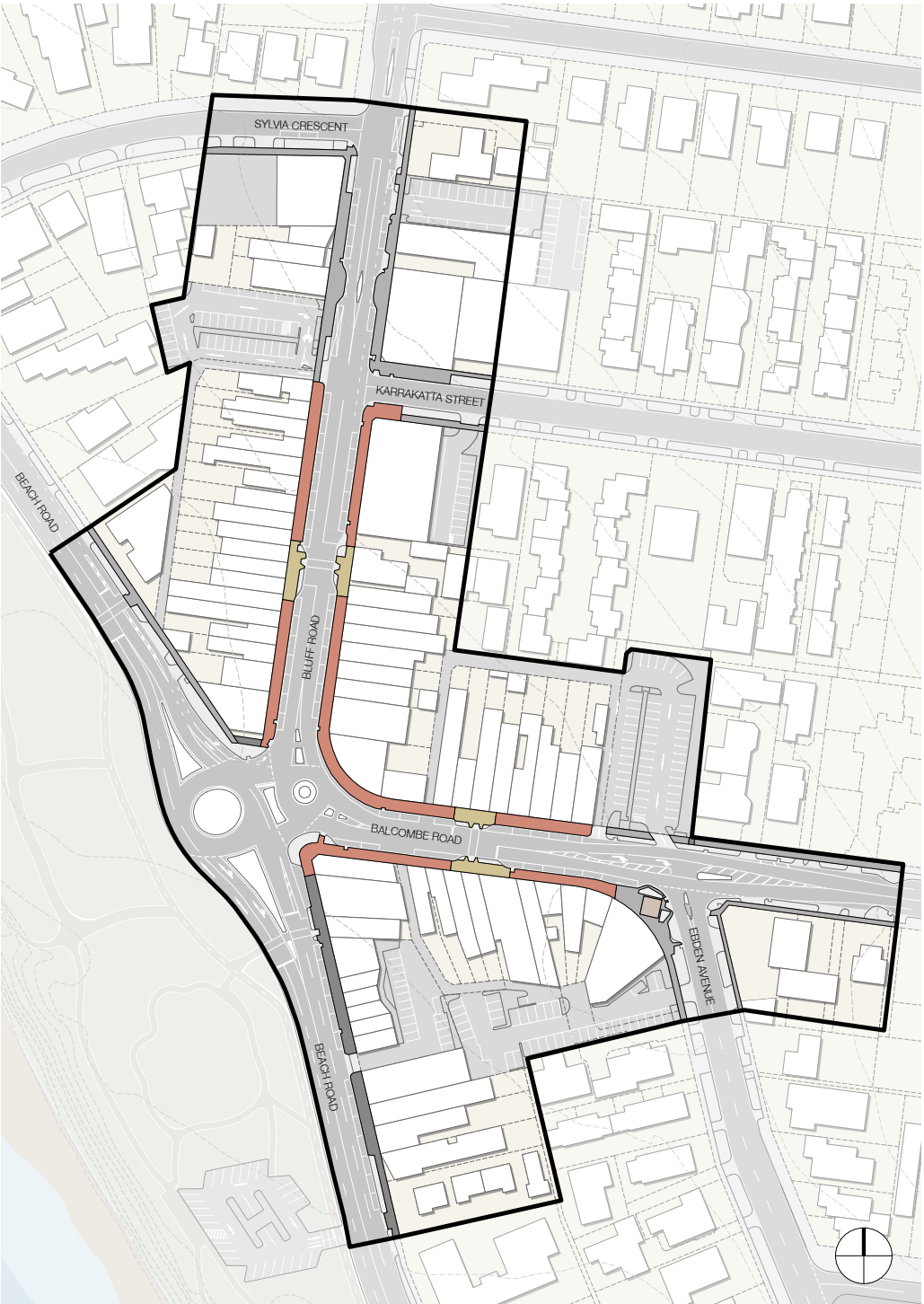


Figure 12: Materiality map

LANDSCAPE AND VEGETATION



Figure 13: Landscape and vegetation map

VIEWS



Figure 14: Views map

LANDSCAPE AND VEGETATION

- Garden bed
- Nature strip
- Street tree

VIEWS

- Clock Tower
- Foreshore Reserve

Site Analysis

2.4 Urban Character - Existing Conditions



Figure 15: Urban character existing condition photos

Site Analysis

2.5 Public Realm - Analysis

The arrangement of urban amenities within the Centre reflects the addition of separate elements over time. Despite the use of some cohesive furniture, such as seats and bins; bike racks, pavements and more recent urban upgrades, including signalised crossings and Ebdon Street Avenue, are inconsistent and do not contribute to a cohesive streetscape environment.

The Activity Centre offers a range of outdoor dining and trading. These activities are encouraged by the provision of consistent canopy weather protection, contributing to year round public use of the streetscape.

Current signage within the Centre reflects its traffic-priority character with only three signs dedicated to pedestrians, tourists, history and wayfinding.

- ACTIVITIES
- Outdoor dining
- Outdoor trading
- AMENITIES
- Public toilet
- Bin
- Seat
- Light pole
- Post box
- Traffic signal

ACTIVITIES



Figure 16: Activities map

AMENITIES

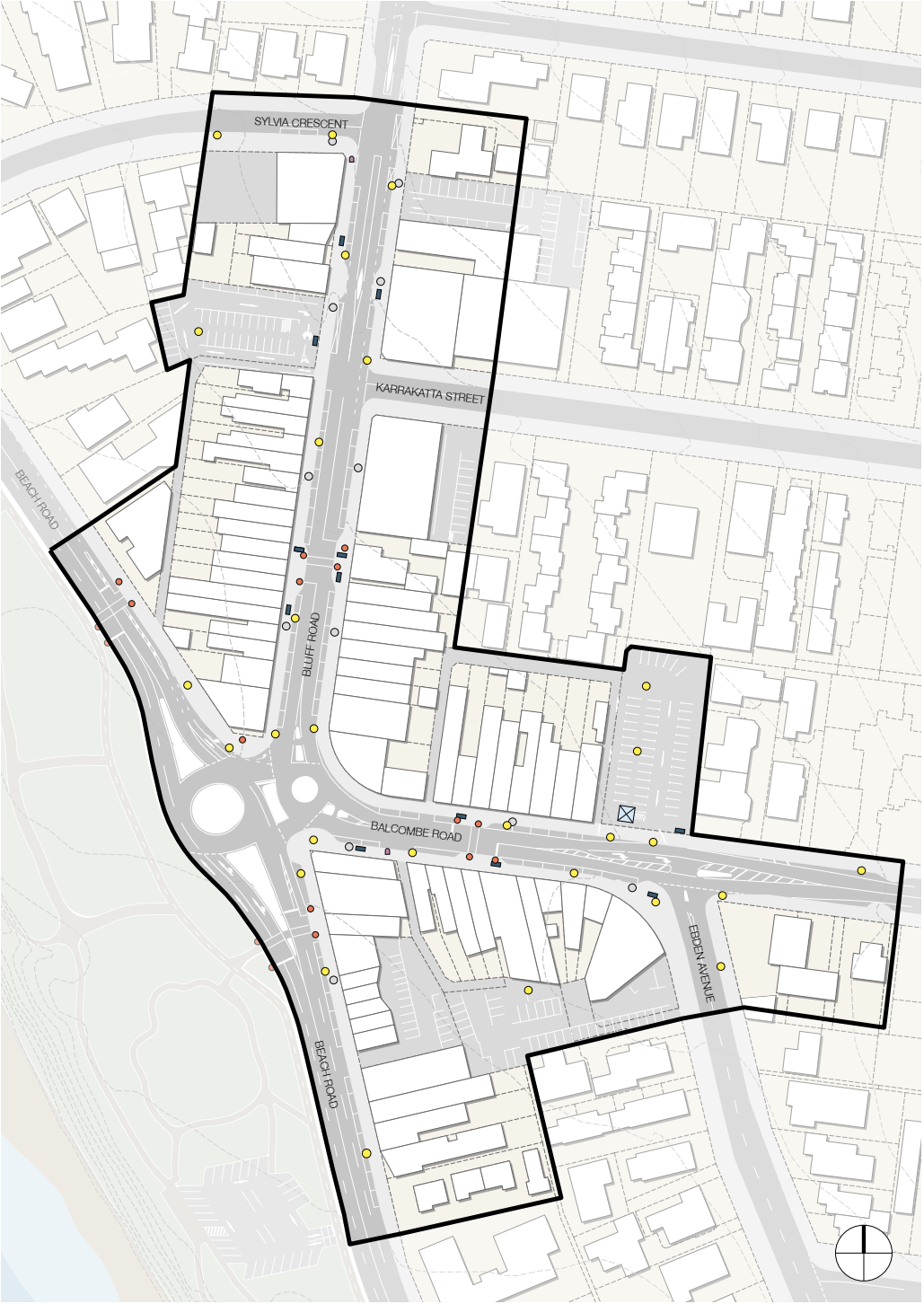


Figure 17: Amenities map

SIGNAGE

Traffic sign

Parking sign

Cycling sign

Bus sign

Bayside parking sign

Bayside BRV welcome sign

Civic guide

WEATHER PROTECTION

Awning

SIGNAGE

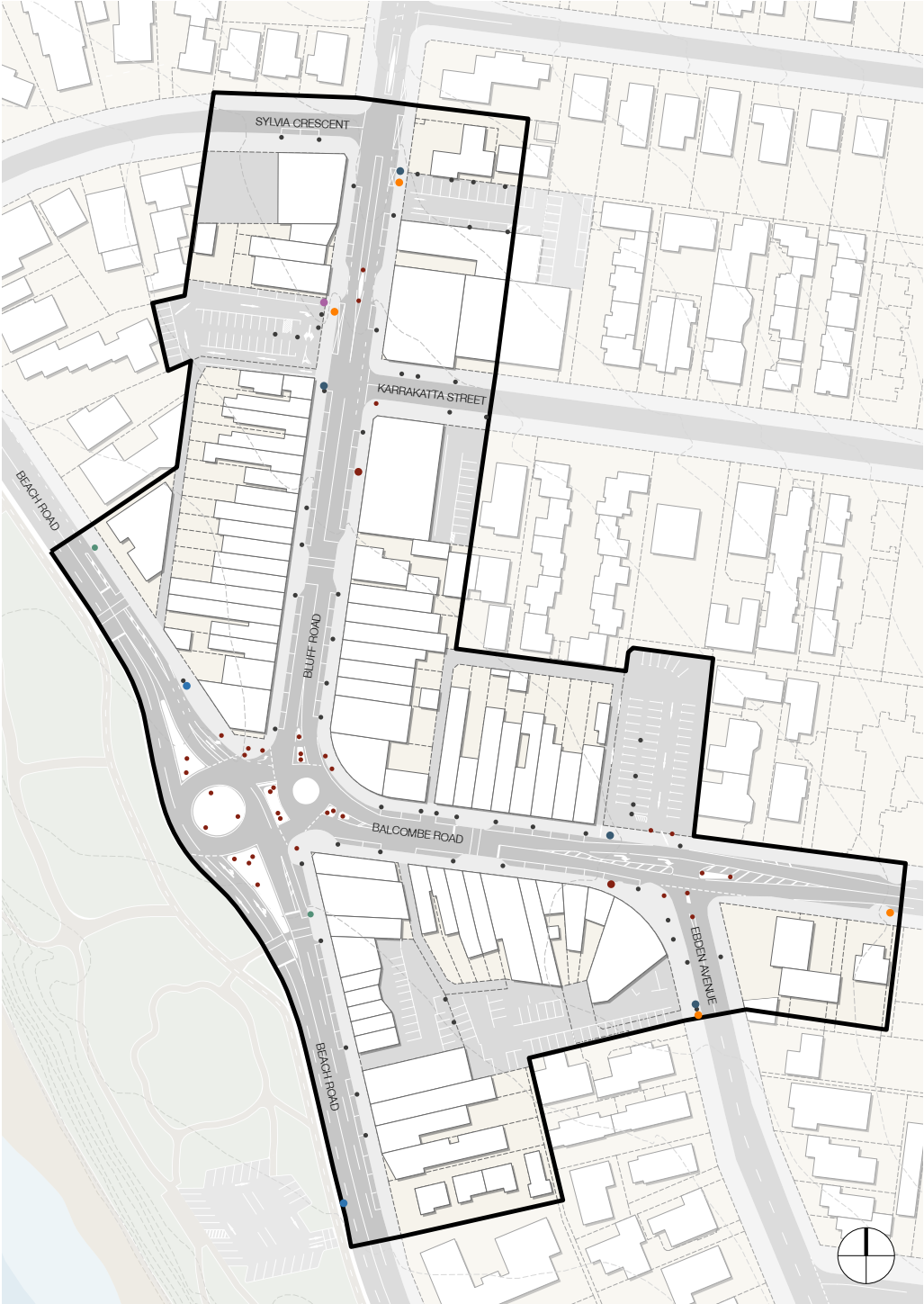


Figure 18: Signage map

WEATHER PROTECTION

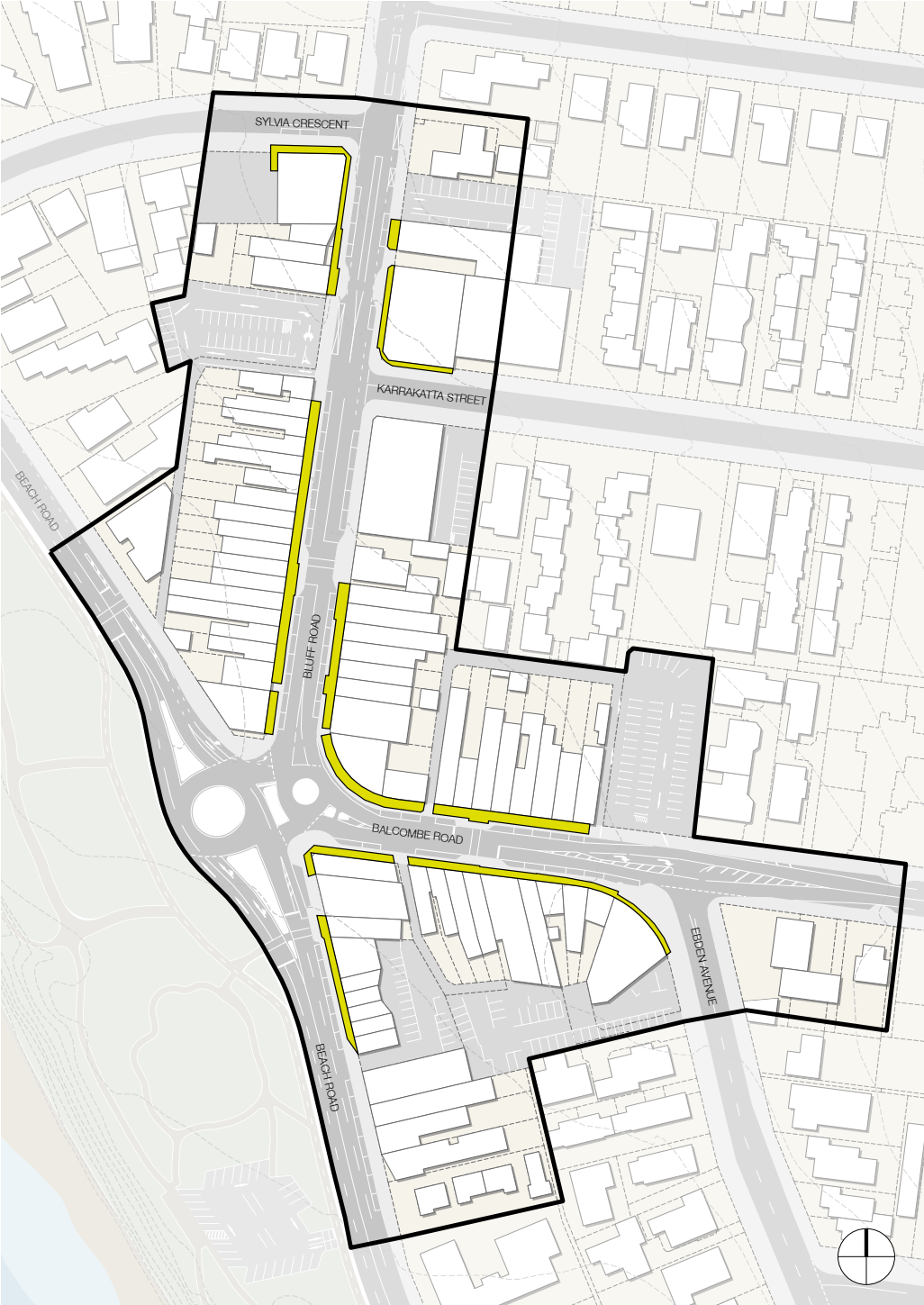


Figure 19: Weather protection map

Site Analysis

2.6 Public Realm - Existing Condition



Outdoor trading brings life to the streetscape



Outdoor dining is common within the streetscape



Public toilets are located within public car parks



Existing consolidated street furniture suite



Existing thematic street furniture



Existing alternative outdoor dining solution



Weather protection canopy encourages outdoor trading



Improved public realm is celebrated by the community



Wayfinding signage is not visually prominent



Existing pavement is in poor condition



Laneways are primarily used for services and waste collection



Vehicles and car parking dominate the streetscape



Overhead power lines are dominant features of the streetscape

Figure 20: Public realm existing condition photos

Site Analysis

2.7 Site Constraints

- Beach Road, Balcombe Road and Bluff Road are owned by VicRoads and Council has no authority to change them.
- Minimum road widths required by VicRoads do not allow for footpath widening (see Figure 22).
- The width, layout and busy traffic of Beach Road and the two interconnected roundabouts create a physical and visual separation between the Centre and the foreshore.
- Car-priority environment at the interconnected roundabouts interrupts pedestrian flow within the Centre.
- Major Council-owned land is currently occupied by car parking.
- The significant number of car parks and associated access points disrupt footpaths, decreasing public realm amenity.
- On-street car parking along most street interfaces obstructs visual connection and pedestrian movement, and precludes new street tree planting opportunities.
- Existing weather protection canopies and overhead powerlines precludes new street tree planting opportunities (see figure 23).
- Although beneficial to encourage pedestrian activity, existing bus routes contribute to a traffic-dominated urban environment.

- VicRoads-managed road
- Car-priority environment
- Council-owned car park
- Ⓟ Public car park
- Ⓟ Private car park
- ➡ Car park access
- On-street car park
- ➡ Bus route
- Bus stop
- ➡ Signalised crossing
- ⚡ Pedestrian movement barrier

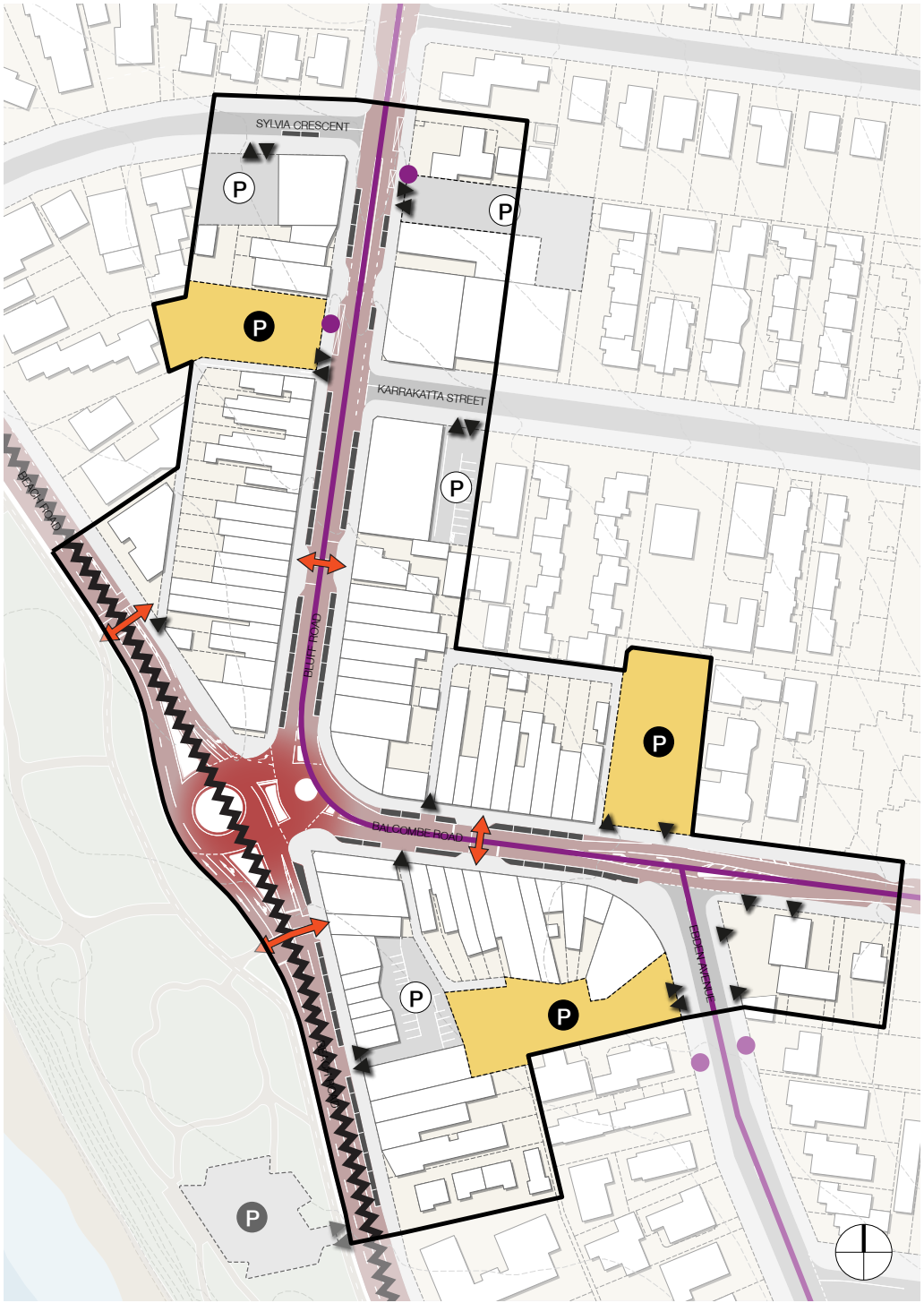
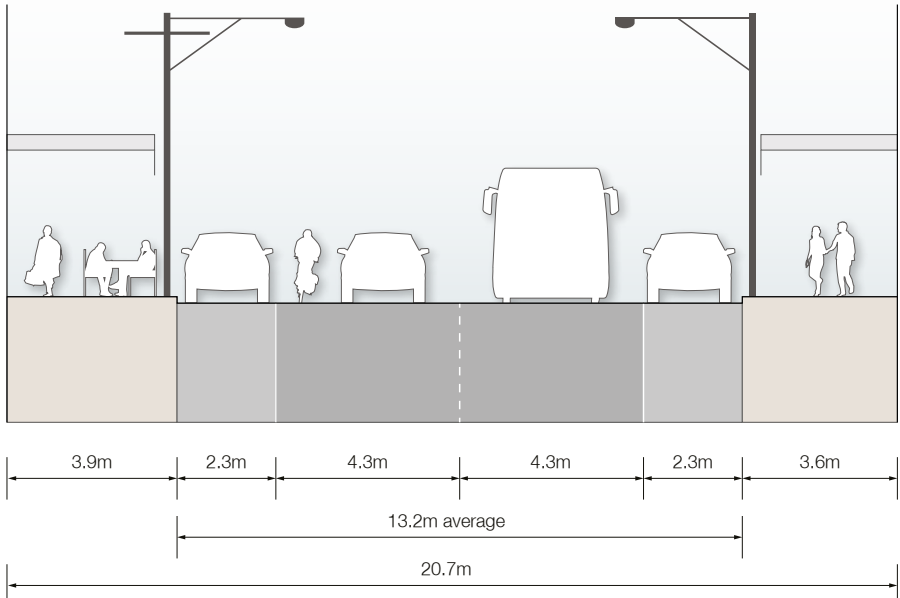


Figure 21: Site constraints map

EXISTING TYPICAL ROAD WIDTH



VICROADS MINIMUM ROAD WIDTH REQUIRED

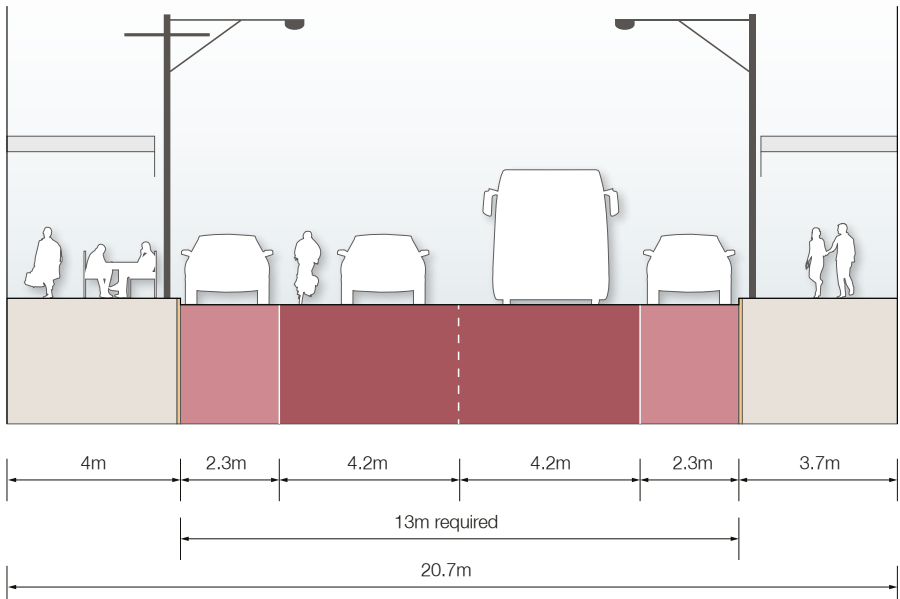


Figure 22: Existing and required road widths

Site Analysis

EXISTING TYPICAL CANOPIES AND POWERLINES

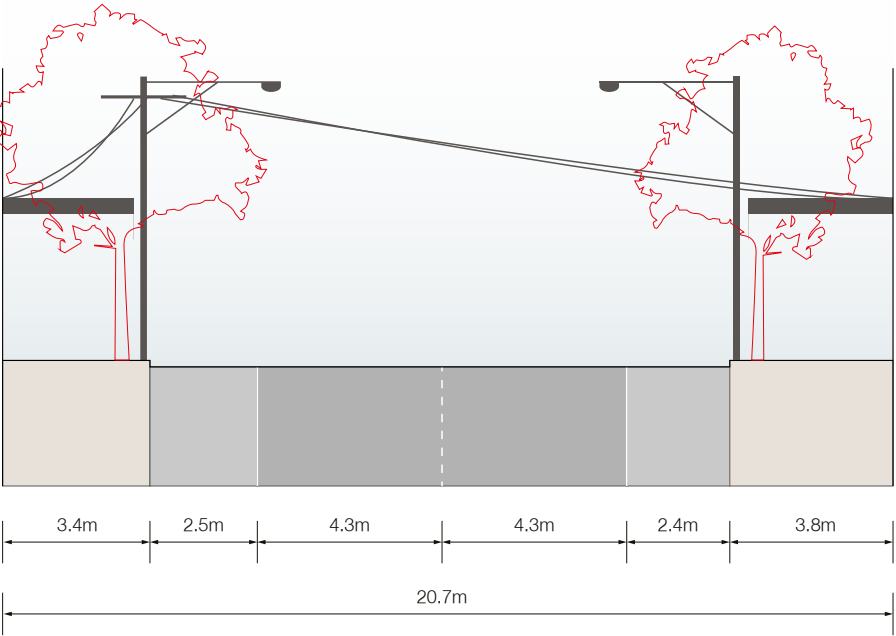


Figure 24: Existing typical canopies and powerlines

2.8 Site Opportunities

- Improve Council-maintained land, including footpaths and laneways, to provide better paving, public amenity and consistent landscaping.
- Reduce traffic speed on Bluff Road and Balcombe Road from 60km/h to 40km/h.
- Improve pedestrian space around pedestrian crossings.
- Provide new street trees on footpath in areas clear of weather protection canopies.
- Enhance urban environment of laneways to improve pedestrian links and permeability across the Centre.
- Potential for increased pedestrian space at Bluff Road and Karrakatta Street intersection.

- Council-maintained land
- Reduced traffic speed - 40km/h
- Existing outdoor dining
- Existing trees
- Potential tree planting
- Improved pedestrian space
- Increased pedestrian space
- Potential improved links
- Signalised crossing



Figure 23: Site opportunities map

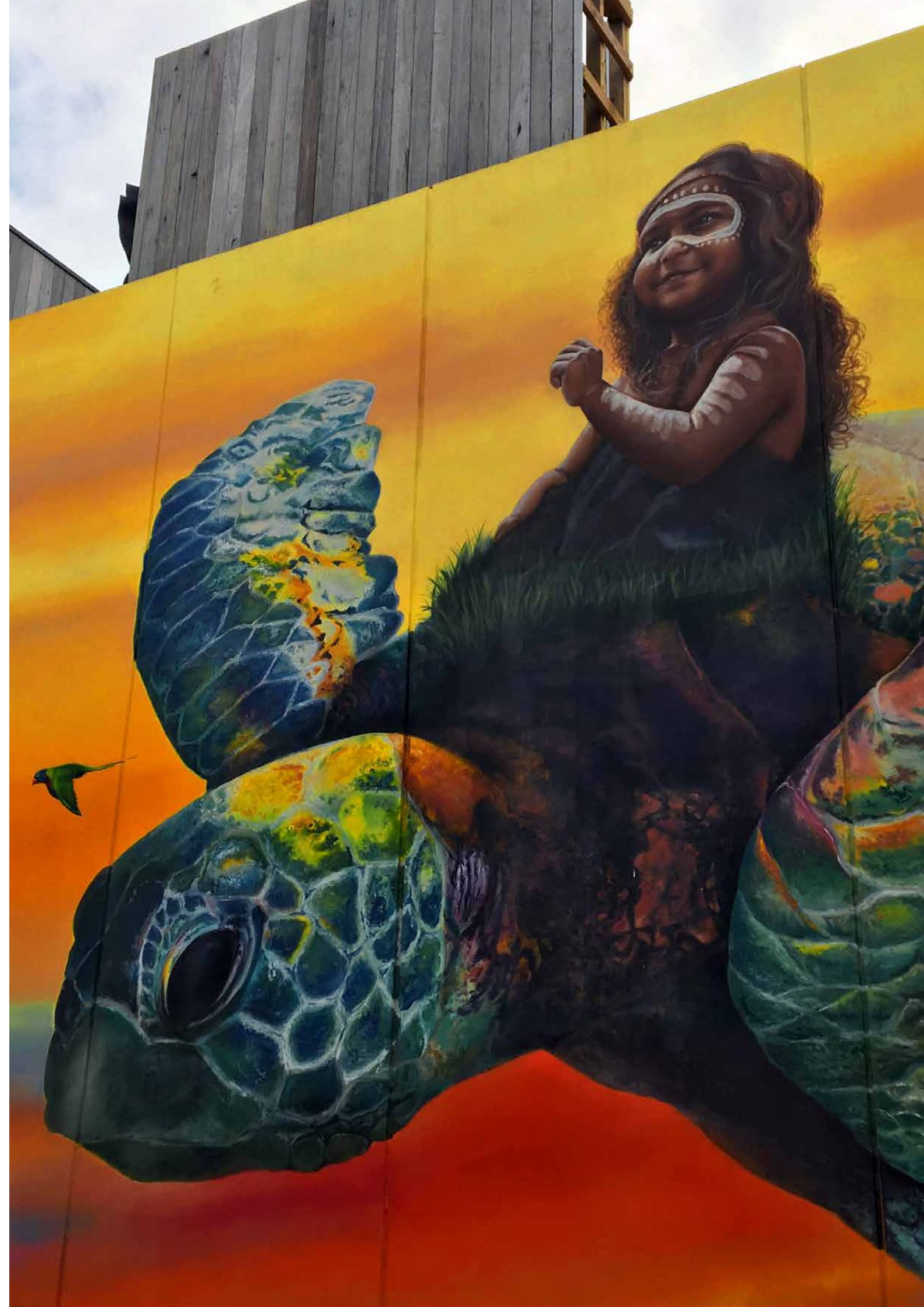
Master Plan

3.1 Vision

The project vision defines the desired outcomes for the Black Rock Activity Centre after successful completion of the Streetscape Master Plan.

The vision for the Black Rock Activity Centre is taken from the Black Rock Village Neighbourhood Activity Centre Strategic Framework Plan (Bayside City Council, 2009) and incorporates community's current aspirations into a vivid description of what the Activity Centre should be like in the future.

“Black Rock Activity Centre will be a unique coastal centre celebrated for its small local village atmosphere. Streetscapes will emphasise local history, the connection with the sea and the importance of community life within the Centre. Improved footpaths, clear crossing points and high-quality paving materials will make Black Rock a safe and thriving environment for traders, residents and visitors. Enhanced vegetation, public art and street furniture will provide public amenity for the community to enjoy Black Rock all year around.”



3.2 Theme 01: Access and Movement

The project objectives incorporate and expand on strategies extracted from the Black Rock Streetscape Masterplan (Bayside City Council, 2008) and the Black Rock Village Neighbourhood Activity Centre Strategic Framework Plan (Bayside City Council, 2009).

Access and Movement Objectives

- **Objective 1.1** Ensure pedestrian safety, access and amenity are the main local priorities, making the Activity Centre a walkable and vibrant destination.
- **Objective 1.2** Improve pedestrian connectivity between the Activity Centre and the foreshore.
- **Objective 1.3** Improve bicycle infrastructure, ensuring safe and easy access for cyclists.
- **Objective 1.4** Enhance and make purposeful use of laneways to improve walkability within the Centre.
- **Objective 1.5** Manage the impact of buses on streetscapes ensuring safe and easy access for public transport users.
- **Objective 1.6** Ensure the Centre maintains an adequate supply of appropriately designed and managed on and off-street multi-purpose car parking.
- **Objective 1.7** Ensure traffic flows along Beach, Balcombe and Bluff Roads do not detrimentally impact upon the functioning of the Centre.

- Improved footpath
- Reduced traffic speed - 40km/h
- Improved pedestrian space
- Potential improved links
- Existing signalised crossing
- Existing pedestrian crossing

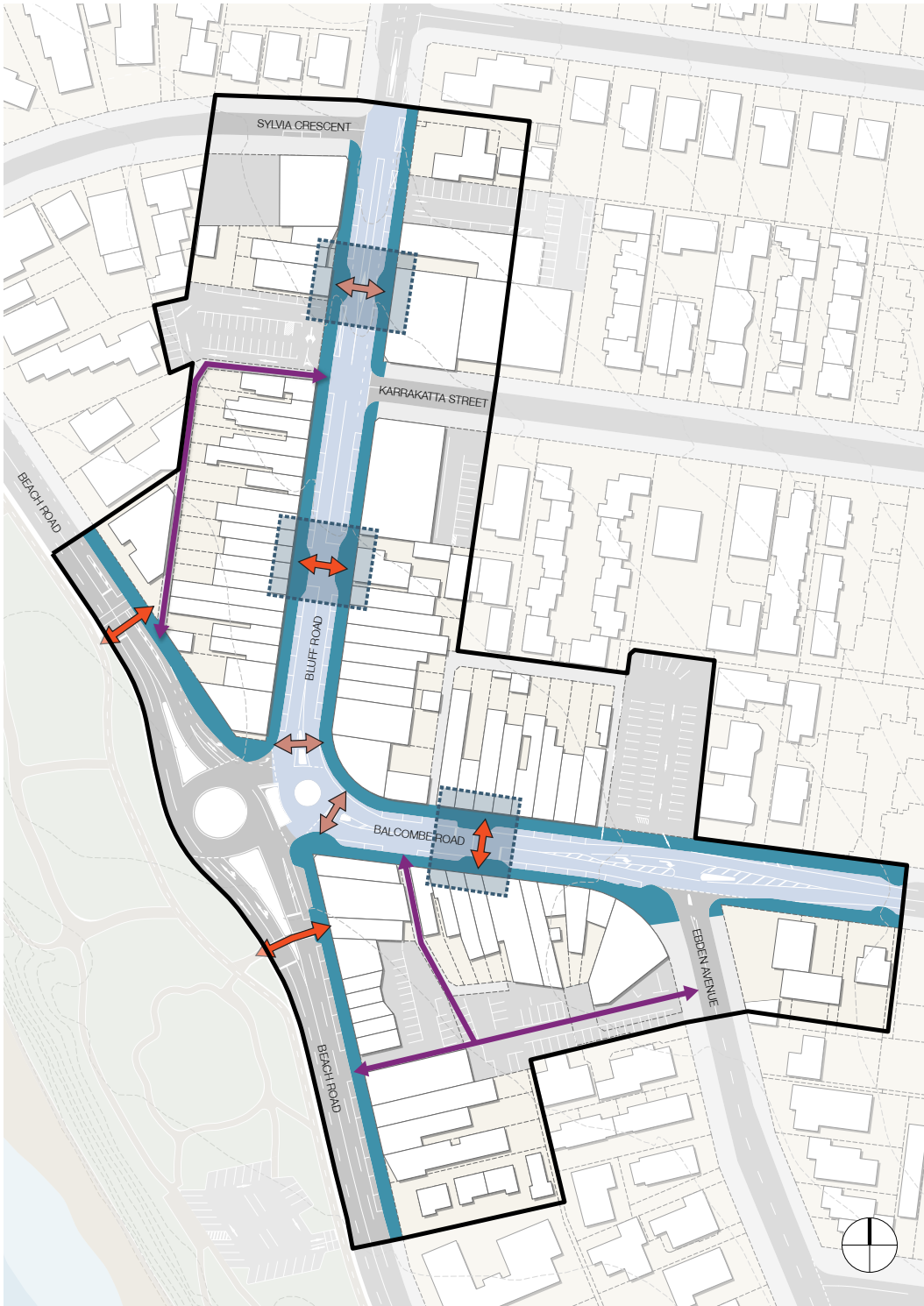


Figure 25: Theme 01: Access and movement objectives map

PRECEDENT - CHURCH STREET, BRIGHTON



Figure 26: Theme 01: Access and movement precedent images

3.3 Road Cross Section Review

The project team has undertaken a review of the existing road cross-sections on both Bluff Road and Balcombe Road, with a view to narrowing the existing carriageway width, and increasing the available spaces for other users and uses, such as pedestrians and landscaping.

Currently, a pavement width of between approximately 13.1 and 13.3 metres is provided from the face-of-kerb to face-of-kerb on both Bluff Road and Balcombe Road, inclusive of two traffic lanes, and two kerbside parking lanes. It is noted that both Bluff Road and Balcombe Road accommodate bus services in both directions through the centre (see Figure 27).

‘Public Transport: Guidelines for Land Use and Development’ provides guidance on the required lane widths for public transport routes, and indicates that where separate bicycle facilities are not provided (as is the case on Bluff Road and Balcombe Road), “traffic lanes for shared motor traffic and bicycle use of 4.2 metres (minimum) should be provided”. Furthermore, the relevant cross-sections also identify kerbside parking lanes with a width of 2.3 metres, as demonstrated in Figure 28.

The total required pavement width is therefore 13 metres, assuming a single traffic lane and kerbside parking in both directions. The retention of kerbside parking on both sides is a requirement for this project.

In comparison to the existing conditions, it is shown that at most, up to 0.3 metres on one side of the road (but down to almost no increase) may be gained by modifying the kerbs and narrowing the carriageway width.

Considering the significant costs of kerb modification, and the limited benefit, the reduction in pavement width is not considered to be viable.

EXISTING TYPICAL ROAD WIDTH

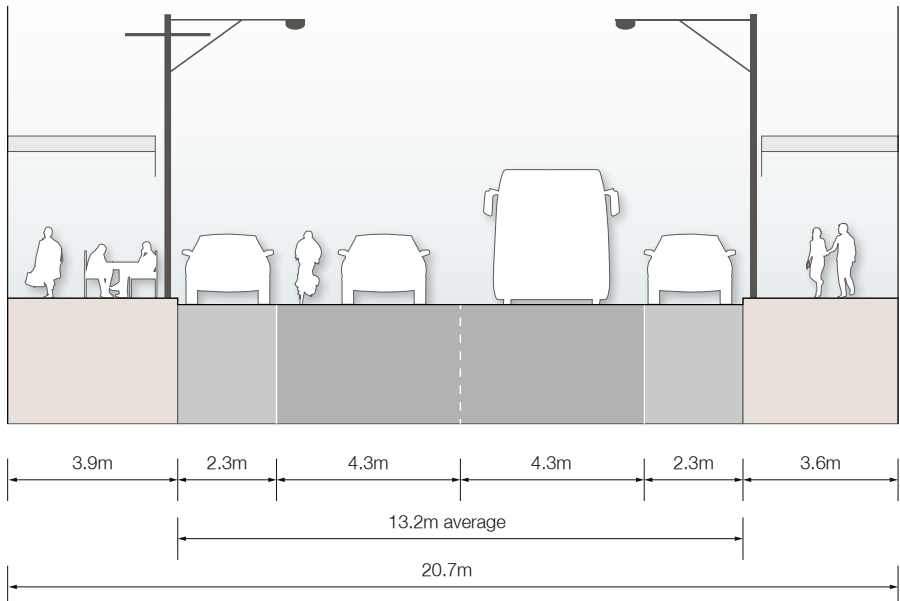


Figure 27: Existing road width

VICROADS MINIMUM ROAD WIDTH REQUIRED

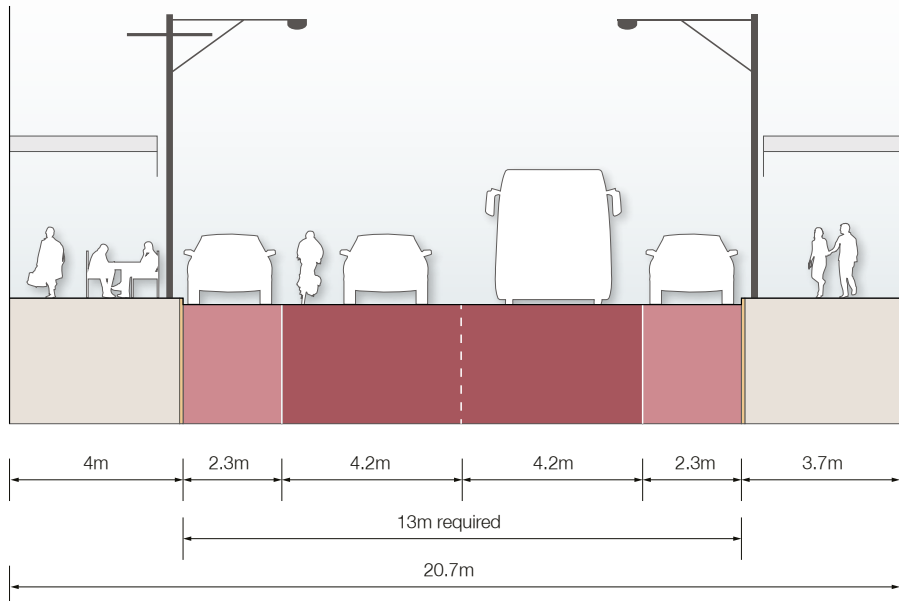


Figure 28: Required road width

3.4 Speed Reduction Opportunity

The existing speed limits in the study area and surrounding locality is shown in Figure 29.

To ensure pedestrian safety, access and amenity are the main local priorities, making the Activity Centre a walkable and vibrant destination, a speed reduction from 60 km/h to 40km/h is proposed to Bluff and Balcombe Roads.

It is understood that previous attempts to reduce the speed limit through the Centre have not been successful, due to VicRoads' requirements for a minimum 400 metre length for the reduced speed limit. A review of the requirements and the subject site suggests that the extent of the subject site results in a 400 metre length, and reference to other similar examples may allow for the proposed speed reduction to be justified.

- Maximum Speed 40 km/h
- Maximum Speed 50 km/h
- Maximum Speed 60 km/h

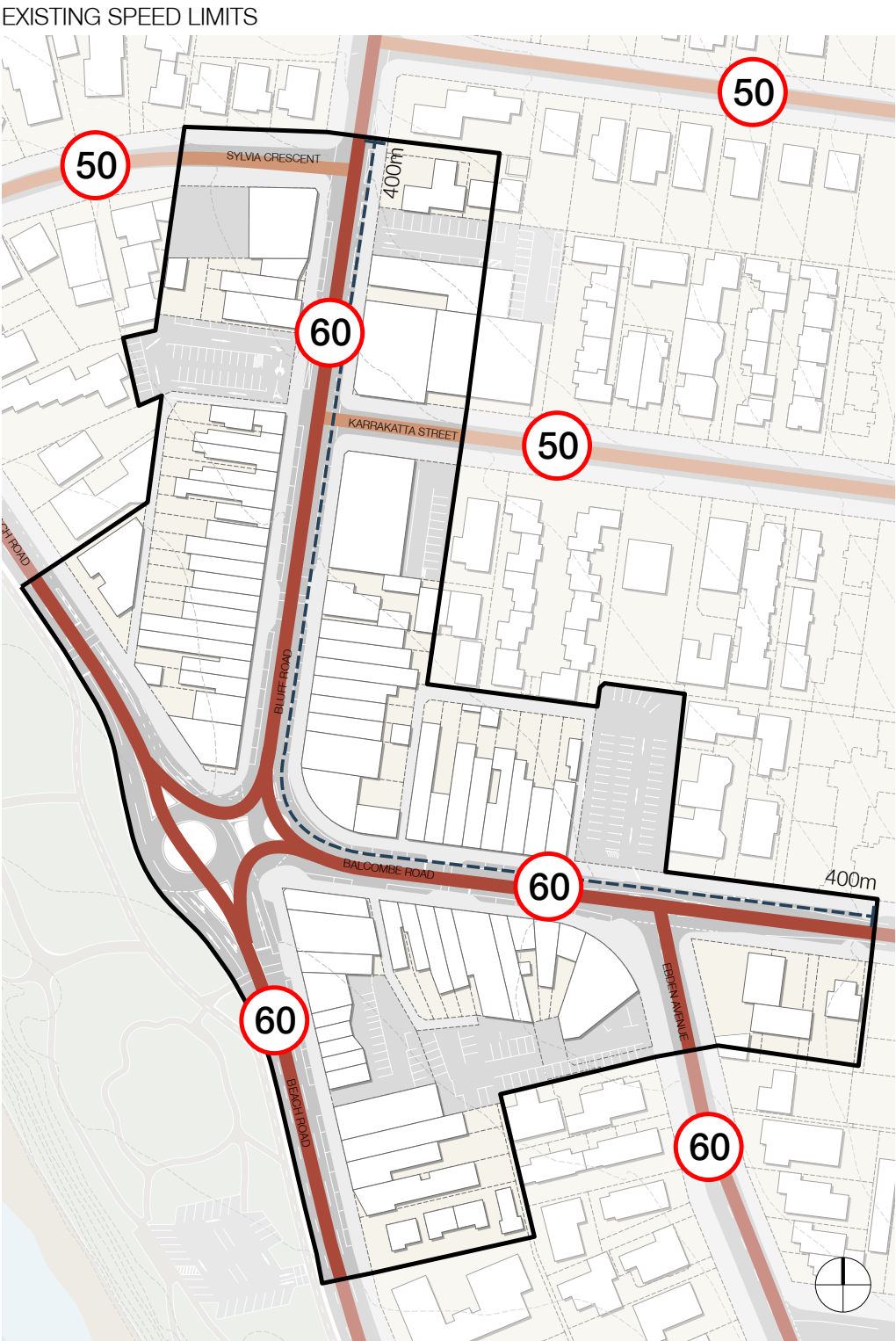


Figure 29: Existing speed limits map

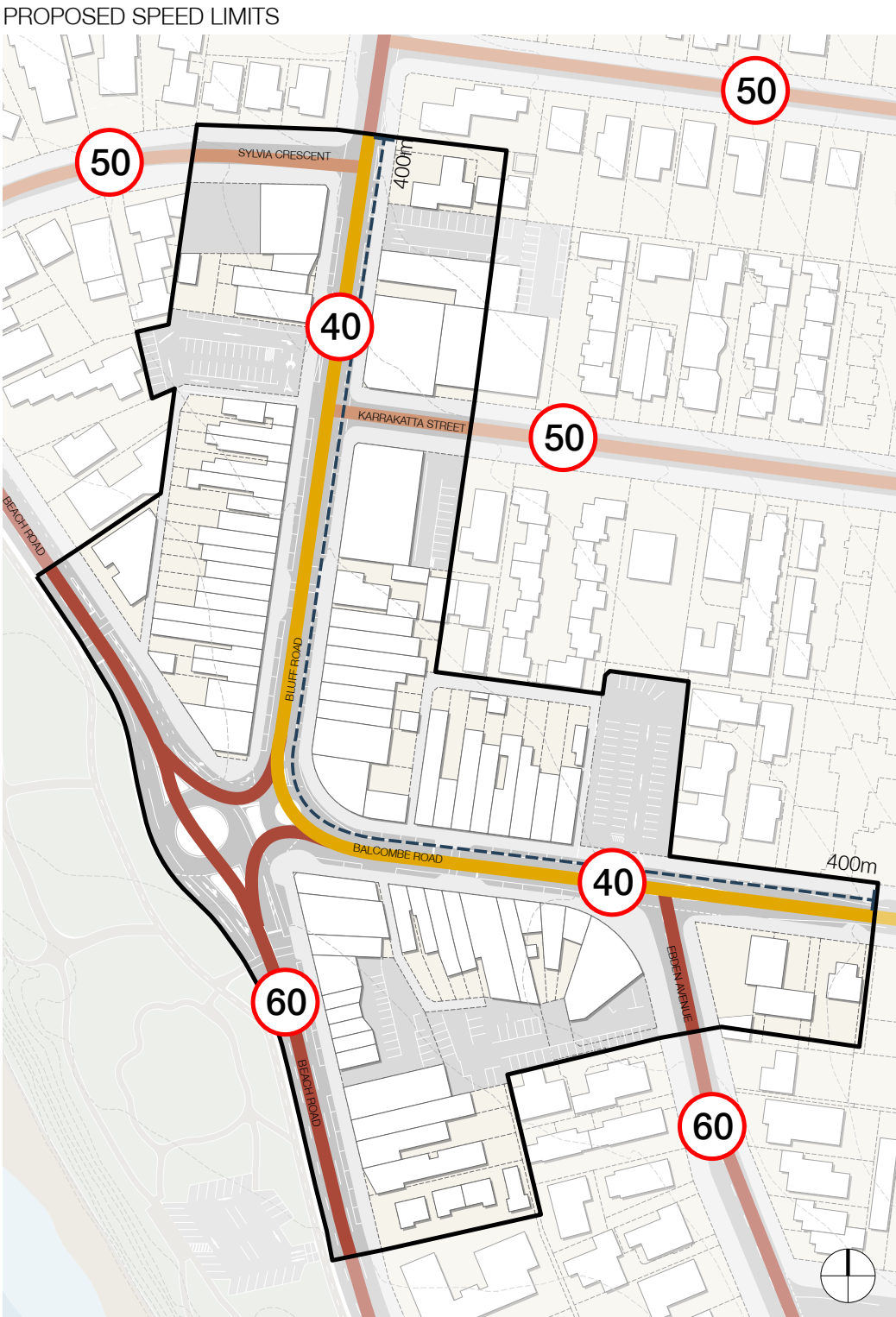


Figure 30: Proposed speed limits map

3.5 Road Change Opportunities

**Laneway – Car Park Access Between 611 and 613
Balcombe Road**

With regard to the laneway access points, it is noted that most laneways generally provide important access points, due to either being the sole access point to the laneway, providing for through connection for larger (waste and loading) vehicles, or providing for direct site access. The full permanent closure of laneways for increased pedestrian space is therefore unlikely to be possible.

The exception, with further traffic study, may be the laneway exit onto Balcombe Road between 611 and 613. If this access was closed to vehicular traffic through the placement of bollards, the pedestrian environment on Balcombe Road would be improved through: The removal of a vehicle cross over on the main pedestrian path reducing conflicts between vehicles and pedestrians; an additional space on the road that could be used for car parking, increased bike parking or temporary 'parklet' style intervention including streetscape furniture and planting; It would also provide additional room on the footpath at the entry to the lane for streetscape furniture including a seat and drinking fountain.



Figure 31: Existing laneway condition

Dual Roundabout Intersection

The intersections of Bluff Road, Balcombe Road and Beach Road is controlled by a dual roundabout, as demonstrated in Figure 32, which provides a complex solution to the various road approach angles, and constrained land area.

Observations and discussions with residents and traders identify that whilst the intersection typically operates appropriately, confusion can occur, and queueing within the peak periods, particularly along Balcombe Road, is also common. Observations indicate that speeds through the intersection are generally well controlled as a result of the existing geometry.

The project team has reviewed the potential for modification and improvement to the current arrangement, with regard to the potential for signalisation. Whilst it is expected that signalisation of the intersection is possible from a geometric design perspective, it is expected that the operation of the complex intersection will actually deteriorate as a result (from a traffic perspective). In particular, due to the time required to service all legs of the intersection, and the limited available road width to provide multiple approach lanes on the Bluff Road and Balcombe Road approaches, it is expected that considerable queueing will occur on all approaches. Due to the priority likely to be afforded to Beach Road, additional queuing is anticipated predominantly on Bluff and Balcombe Roads.

It is noted that pedestrian safety can be improved with the provision of controlled (signalised) crossings at Bluff Road and Balcombe Road intersection, in place of the existing uncontrolled crossings, although delays and service times for pedestrians would be impacted negatively (increased).

It is expected that signalisation of the complex intersection will therefore provide little benefit to the operation of the Black Rock Activity Centre.

EXISTING DUAL ROUNDABOUT INTERSECTION

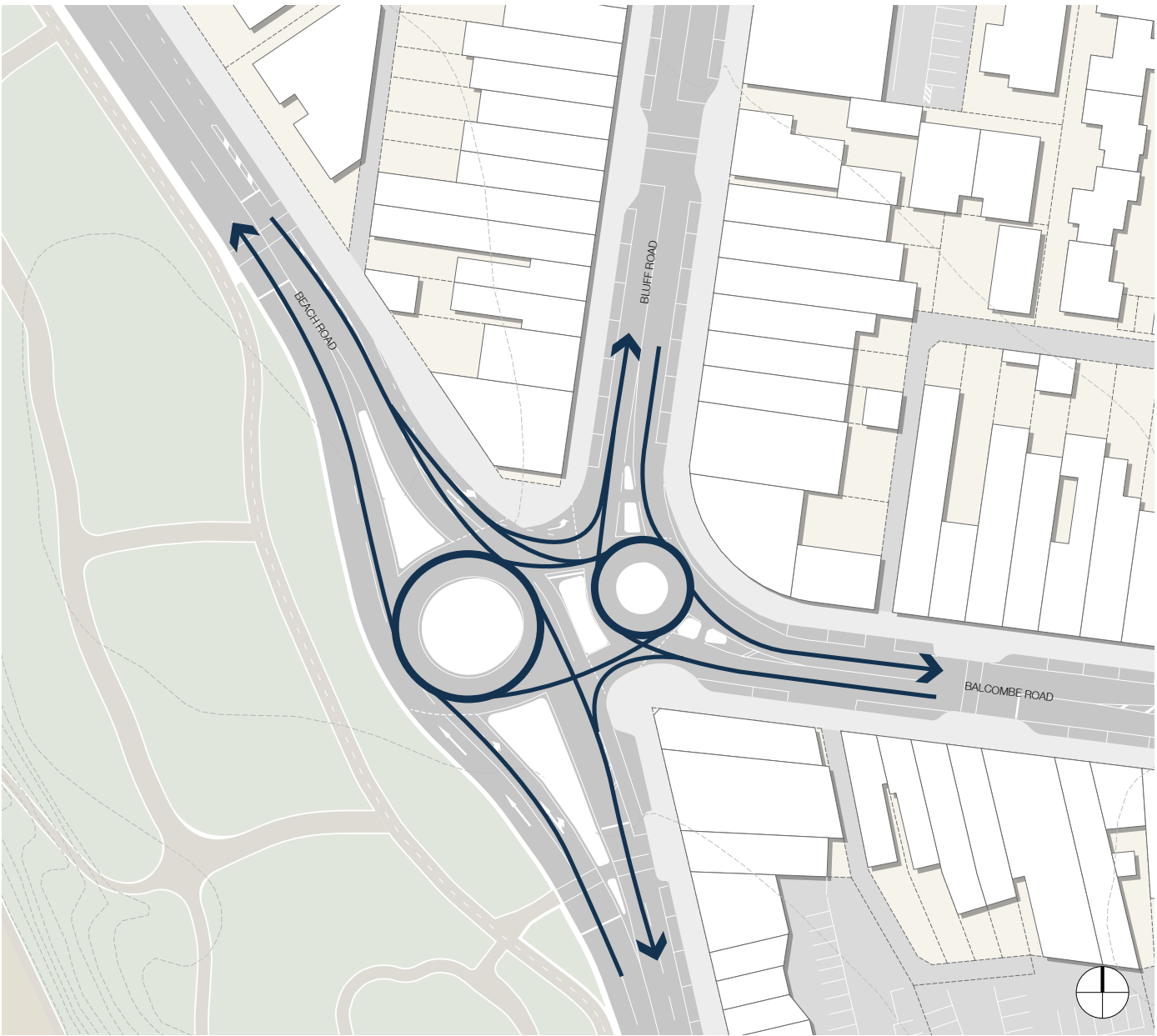


Figure 32: Existing dual roundabout intersection

3.6 Theme 02: Public Realm

Public Realm Objectives

- **Objective 2.1** Improve existing streetscapes and public realm spaces to enhance the Activity Centre's street life.
- **Objective 2.2** Provide a range of new public amenities, including street furniture (seats, bins, bike racks, bollards/ barriers), bus shelters and drinking fountains.
- **Objective 2.3** Introduce a landscape of trees and plants that provide shade and amenity for the Centre.
- **Objective 2.4** Promote indigenous vegetation.
- **Objective 2.5** Create and implement a cohesive wayfinding strategy including directional signage to key elements of heritage significance.
- **Objective 2.6** Establish continuity in the streetscape condition throughout the Activity Centre.

- Potential road pavement change
- New paving
- Existing trees
- Potential tree planting

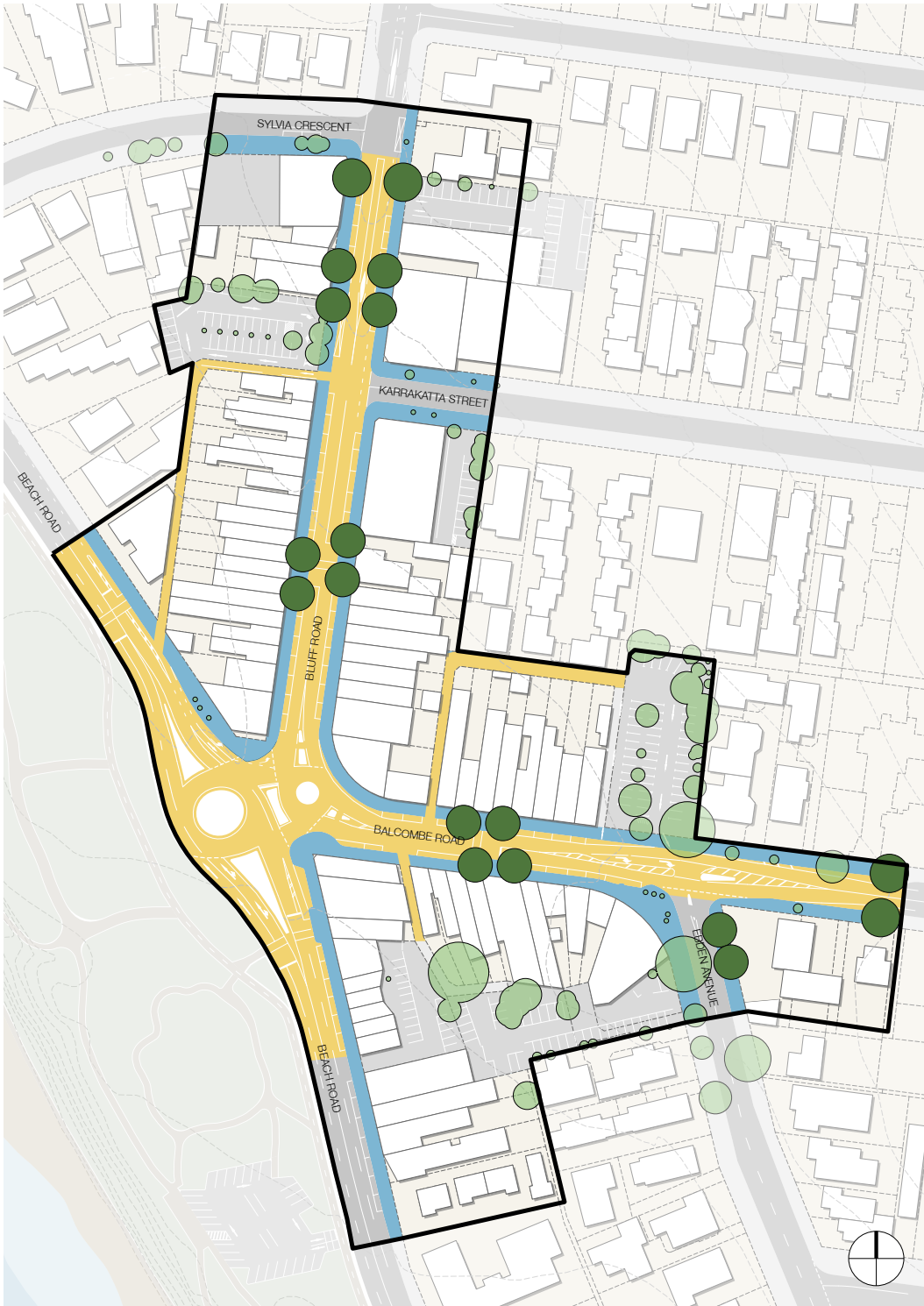


Figure 33: Theme 02: Public realm objectives map

PRECEDENT - THE LEVEE, MAITLAND



Figure 34: Theme 02: Public realm precedent images

3.7 Location of Public Amenities

In conjunction with a cohesive palette of paving materials and street trees, a suite of street furniture and signage will contribute to the upgrade of the streetscape. Figures 35 and 36 indicate the potential location of these amenities, which are detailed in the following chapter.

SIGNAGE, SEATS AND BINS

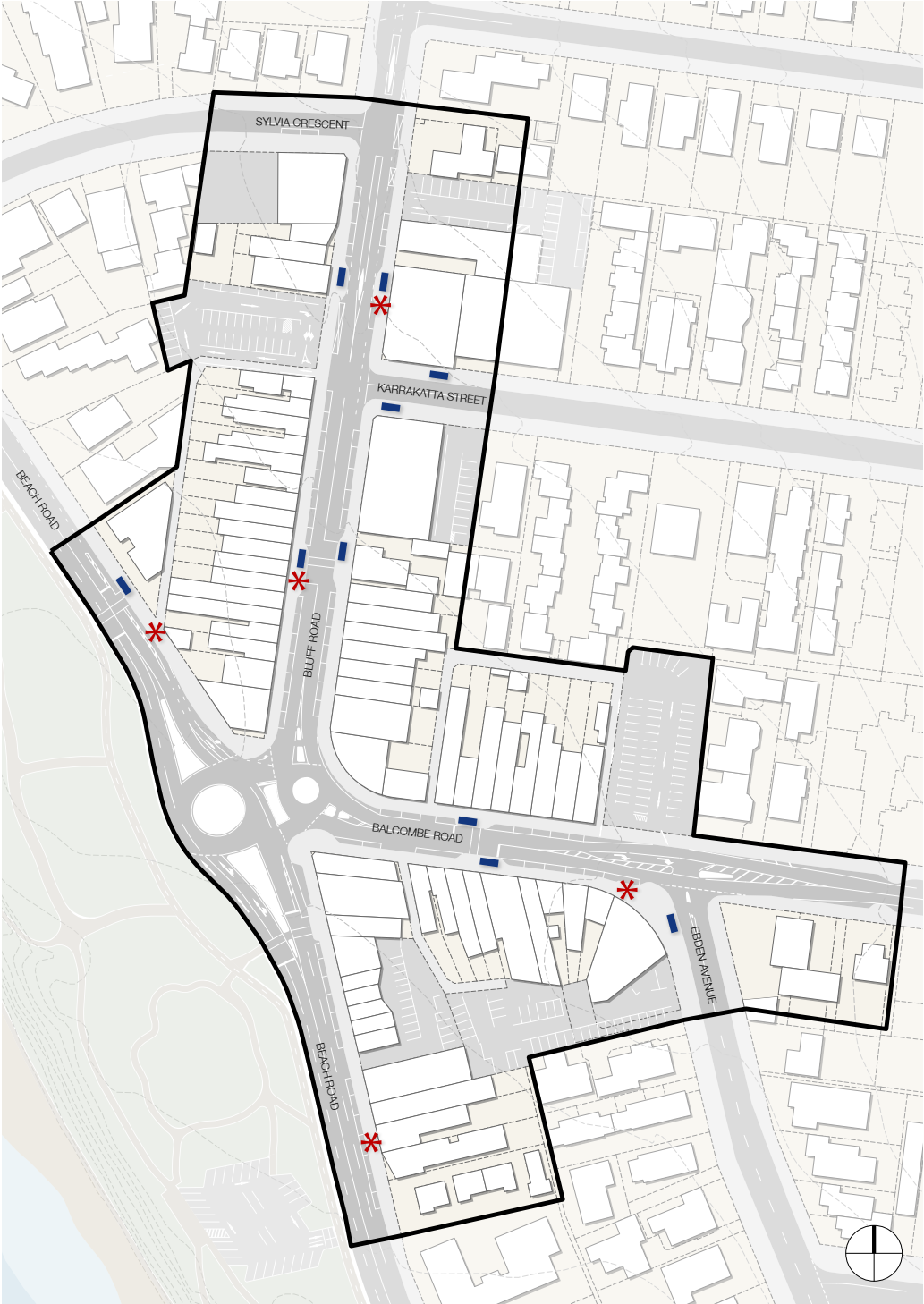


Figure 35: Signage, seating and bins map

WAYFINDING, PUBLIC ART AND INTEGRATED LIGHTING

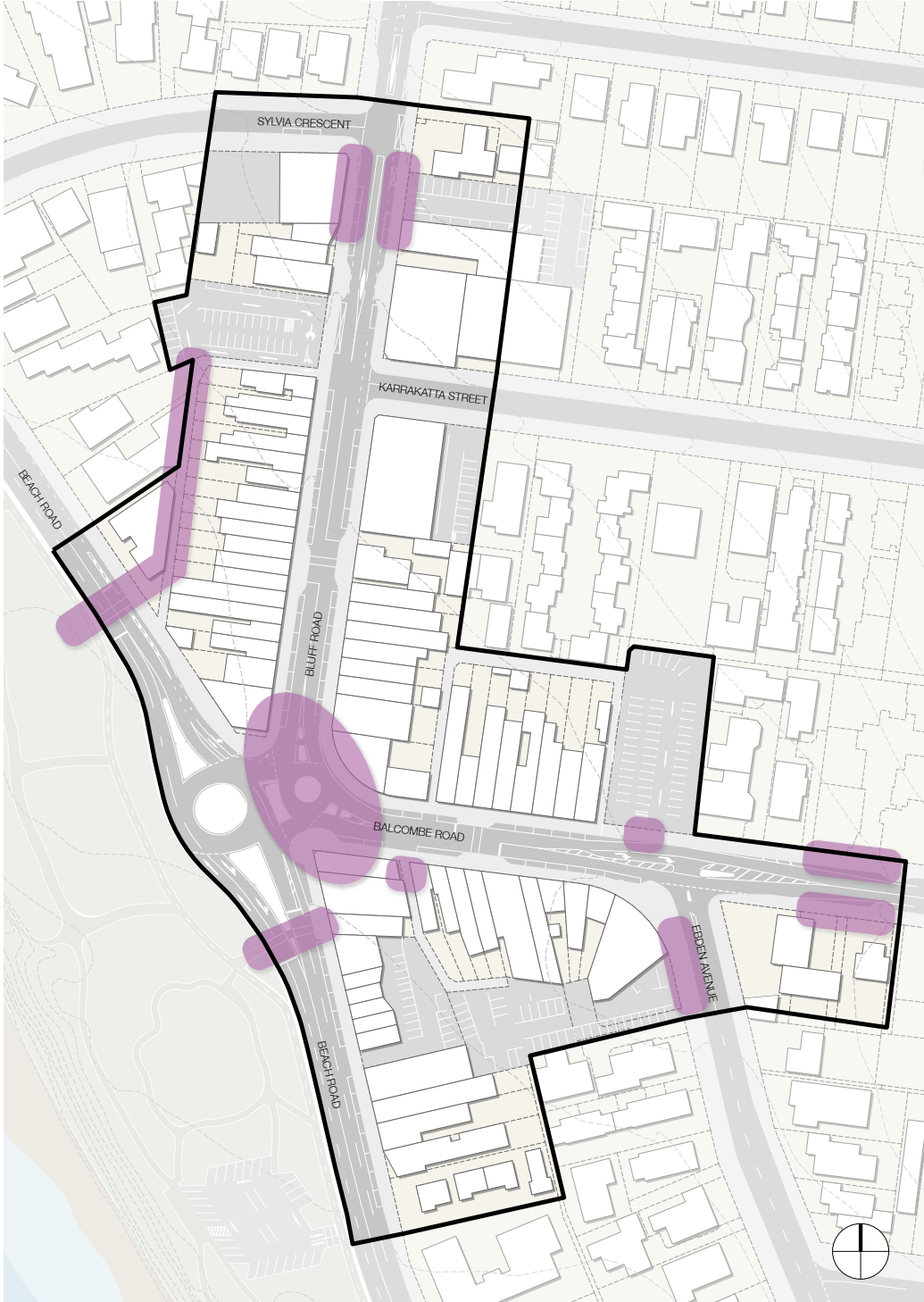


Figure 36: Wayfinding, public art and integrated lighting opportunity

- * Location of orientation maps
- Location of seats and bins
- Potential location of wayfinding, public art and integrated lighting

3.8 Theme 03: Urban Character

Urban Character Objectives

- **Objective 3.1** Develop streetscapes that respond to local history and contribute to the Black Rock character.
- **Objective 3.2** Reintroduce and reinterpret the coastline of Black Rock into the Activity Centre.
- **Objective 3.3** Enhance visual links through the Centre and to the foreshore.
- **Objective 3.4** Create cohesive landscape and materiality narratives that are unique to Black Rock.
- **Objective 3.5** Upgrade streetscape with contemporary and themed lighting and footpaths, including illuminating key features of the Centre.
- **Objective 3.6** Encourage temporary and permanent public art.

- ➡ Improved connection with coast
- Prominent space | improved visual and pedestrian amenity
- Potential tree planting



Figure 37: Theme 03: Urban character map

PRECEDENT - HASTINGS STREET NOOSA



Figure 38: Theme 03: Urban character precedent images

Material Palette

4.1 Overview

A new material palette of paving and street furniture is proposed to bring a cohesive sense of place to the centre of Black Rock.

It is envisaged that the ground plane offers the strongest opportunity to capture the qualities of the area in an enduring and meaningful way. Existing non-cohesive and deteriorating paving will be replaced by a consistent paving approach. The dimensions and type of new paving will be of a consistent paver size and type across the precinct and in keeping with Councils standards. Local character is introduced through a strategy of differing aggregates referencing the transitions of colours in the Black Rock foreshore geology. This aggregate paving is to be used in key pedestrian crossing points and key corners to emphasise the importance of pedestrians within the Centre. The remainder of the pavement will be Councils standard neighbourhood activity centre asphalt treatment with a 600mm saw cut detail providing a robust and effective neutral palette.

The street furniture approach is to replace the inconsistent quality and type of assets with a robust and recessive suite of furniture. Simple forms and the introduction of marine tones, convenient placement, maintenance and cleanliness are prioritised as the key attributes of the new furniture suite. New items include bench seats, bollards, drinking fountains and an increased number of bicycle hoops to mitigate current bike parking issues.



Material Palette

4.2 Paving: Aggregate: Foreshore > Village

An aggregate treatment is proposed that references the colours and nature of the windblasted foreshore rocks and bay. A variety of aggregate densities is used to describe the differing locations. Type 1, a sandblasted finish with larger aggregate size is proposed to be used where designated at Beach Road and on the western side of Bluff Road near the pedestrian crossing. Type 2, a medium sized aggregate with a honed finish, is proposed adjacent the pedestrian crossings along the western side of Bluff Road and both sides of Balcombe Road pedestrian crossings and Type 3 is utilised on key pedestrian crossings and key corners.

SET UP A CONSISTENT PATTERN ACROSS THE SITE
600mm Saw Cut to Ashphalt and Aggregate

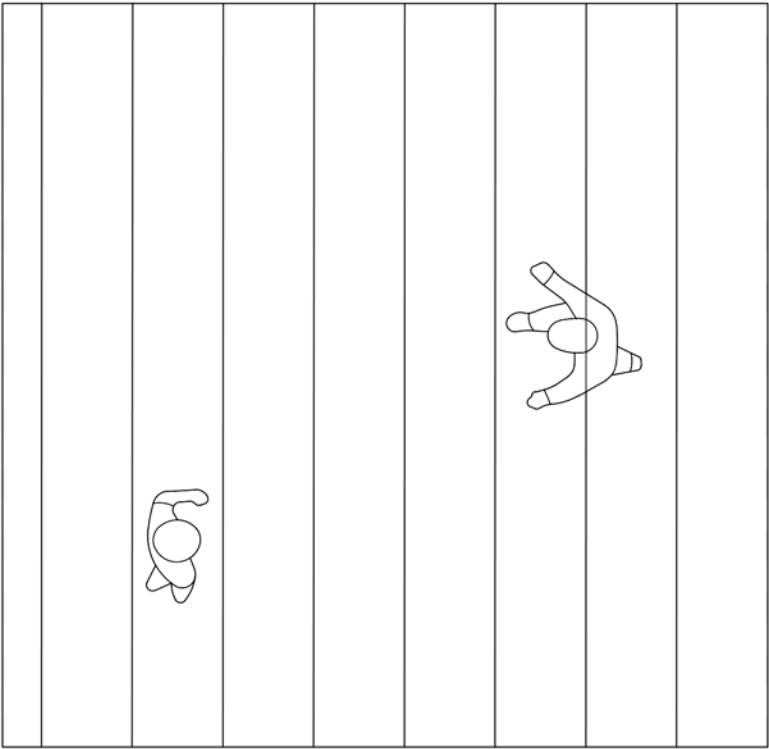


Figure 39: Consistent footpath treatment- scale 1:50 @ A3

AGGREGATE MIX
Foreshore > Village - colours to unite

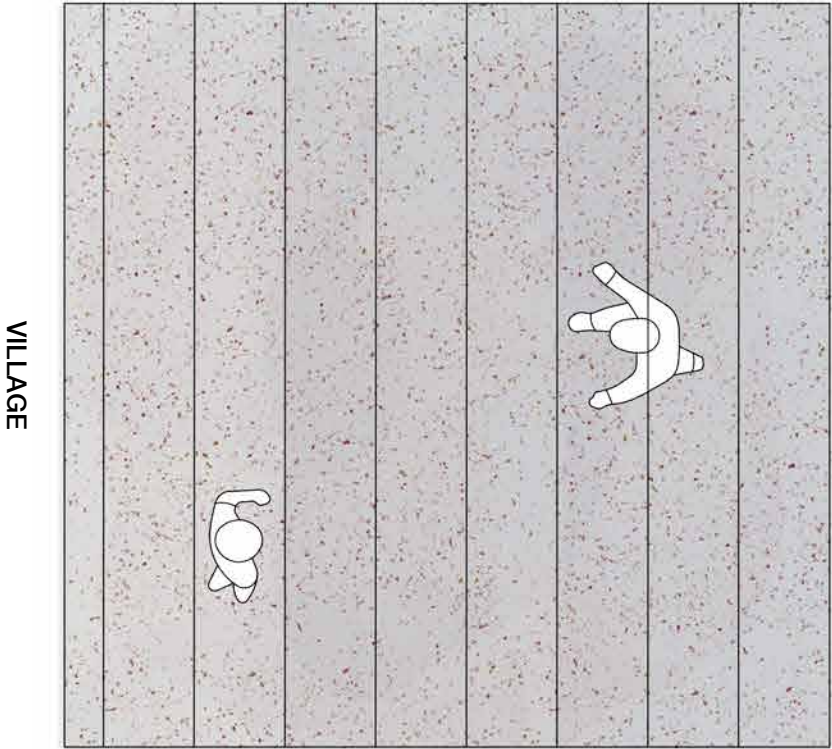
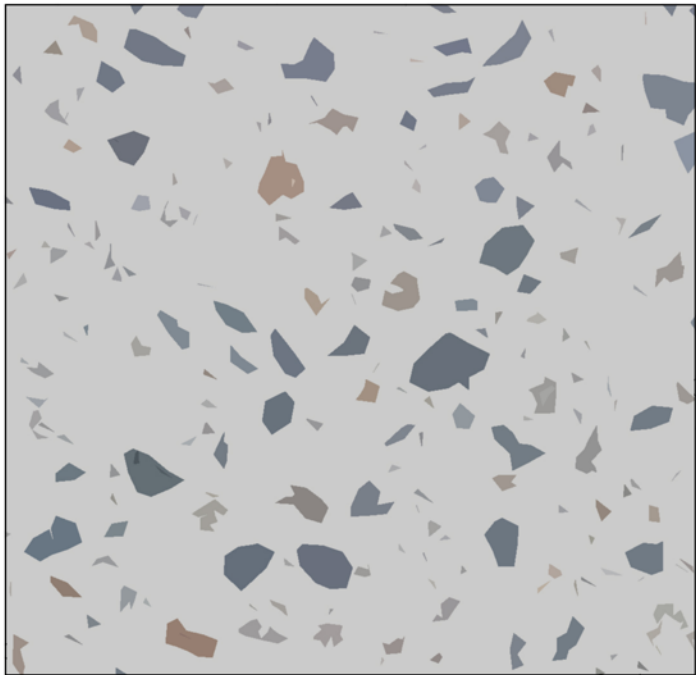


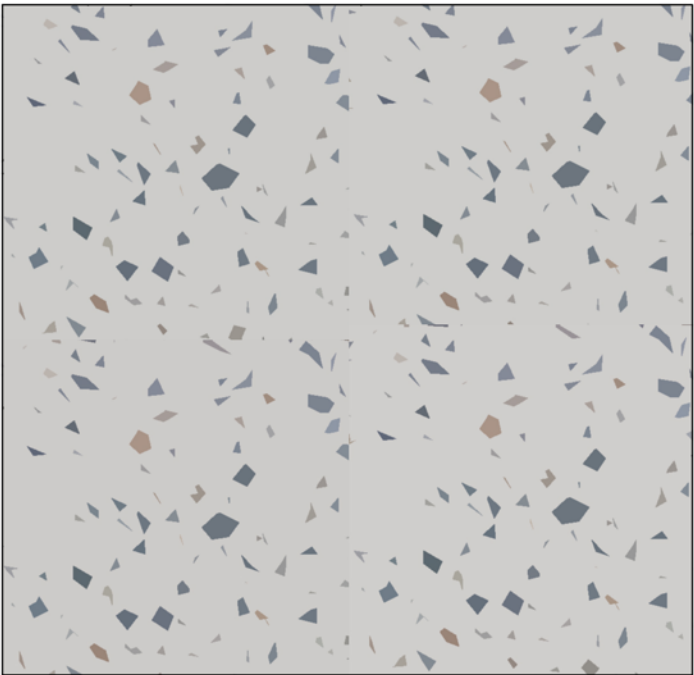
Figure 40: Black Rock Aggregate for feature crossings and corners - scale 1:50 @ A3

Material Palette



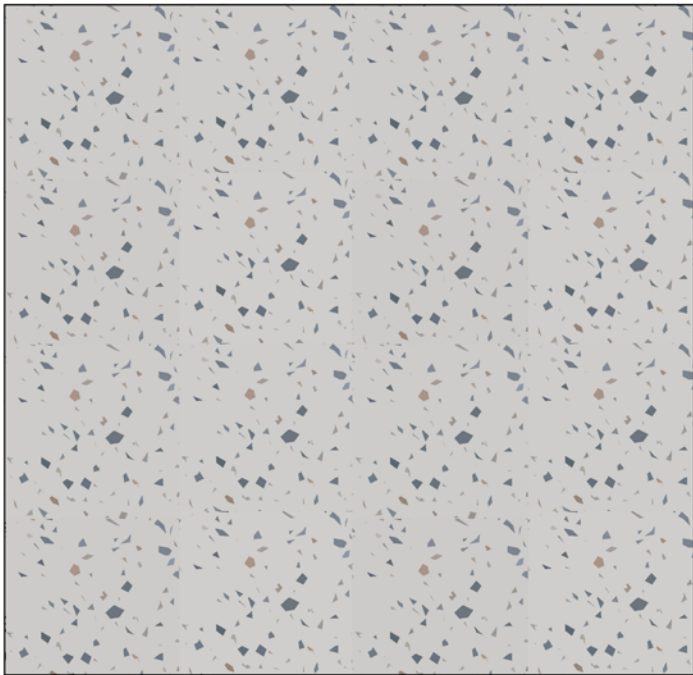
FORESHORE
PAVING TYPE 01
LARGE SIZE
SAND BLASTED
Portland (grey) cement, or equivalent

40% | Basalt | 30mm - 40mm
30% | Brownstone | 30mm - 40mm
30% | Brownstone | 30mm - 40mm
10% | White Quartz | 20mm - 30mm



VILLAGE
PAVING TYPE 02
MEDIUM SIZE
HONED
Portland (grey) cement, or equivalent

40% | Basalt | 20mm - 30mm
30% | Brownstone | 20mm - 30mm
30% | Brownstone | 10mm - 20mm
10% | White Quartz | 10mm - 20mm



CARRIAGEWAY & PROMINENT SPACES
PAVING TYPE 03
SMALL SIZE
SAND BLASTED
Portland (grey) cement, or equivalent

20% | Basalt | 10mm - 20mm
50% | Brownstone | 20mm - 30mm
20% | Brownstone | 10mm - 20mm
10% | White Quartz | 10mm - 20mm

Figure 41: Aggregate mix density

Material Palette

4.3 Reference Black Rock Colour Palette

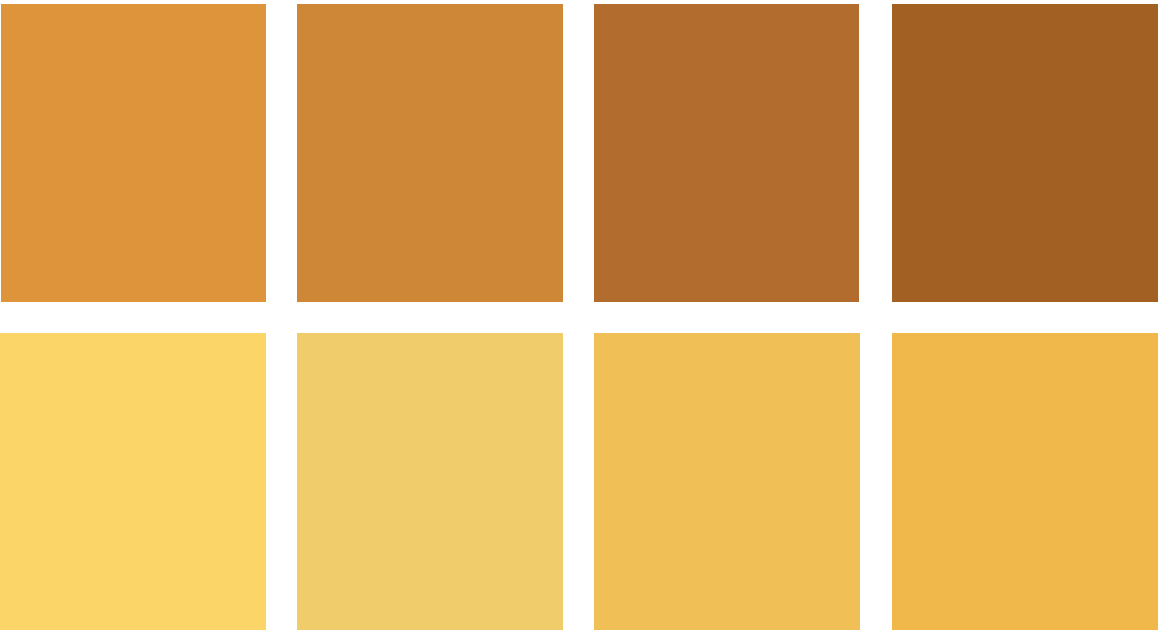


Figure 42: Colour palette



Material Palette

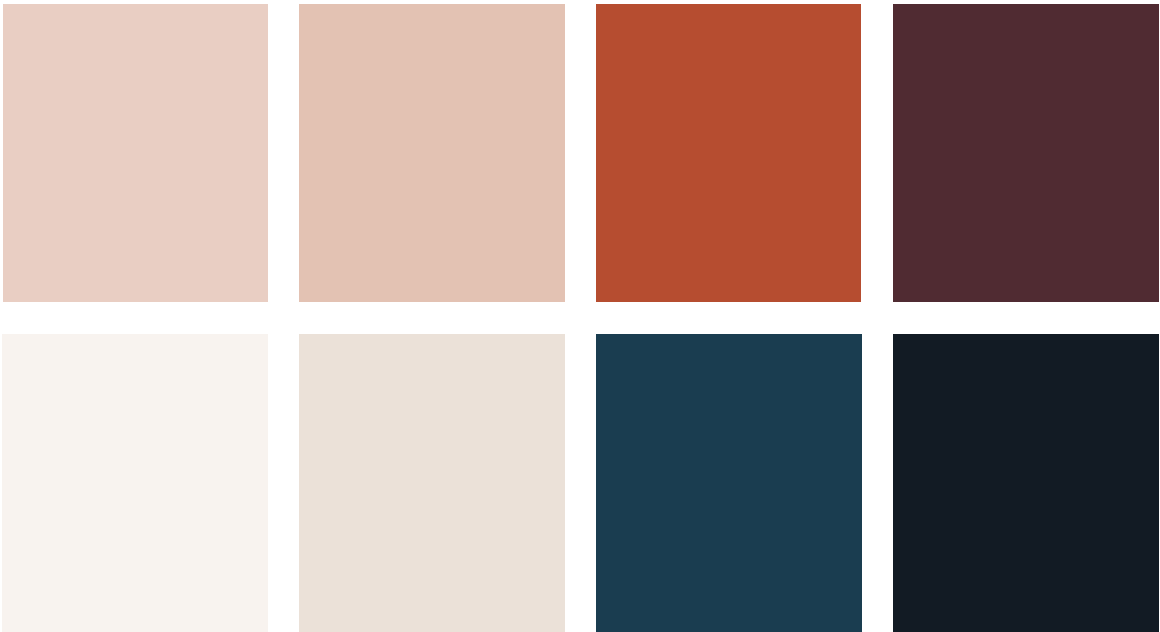


Figure 43: Colour palette



Material Palette

1.1 Heading numbered



Key marker points can be inserted into the saw cut concrete to identify places of interest, aid in wayfinding and create a sense of place.

Figure 44: Paving materials precedent images

Material Palette

4.4 Raised carriageway: Kerbside > Kerbside

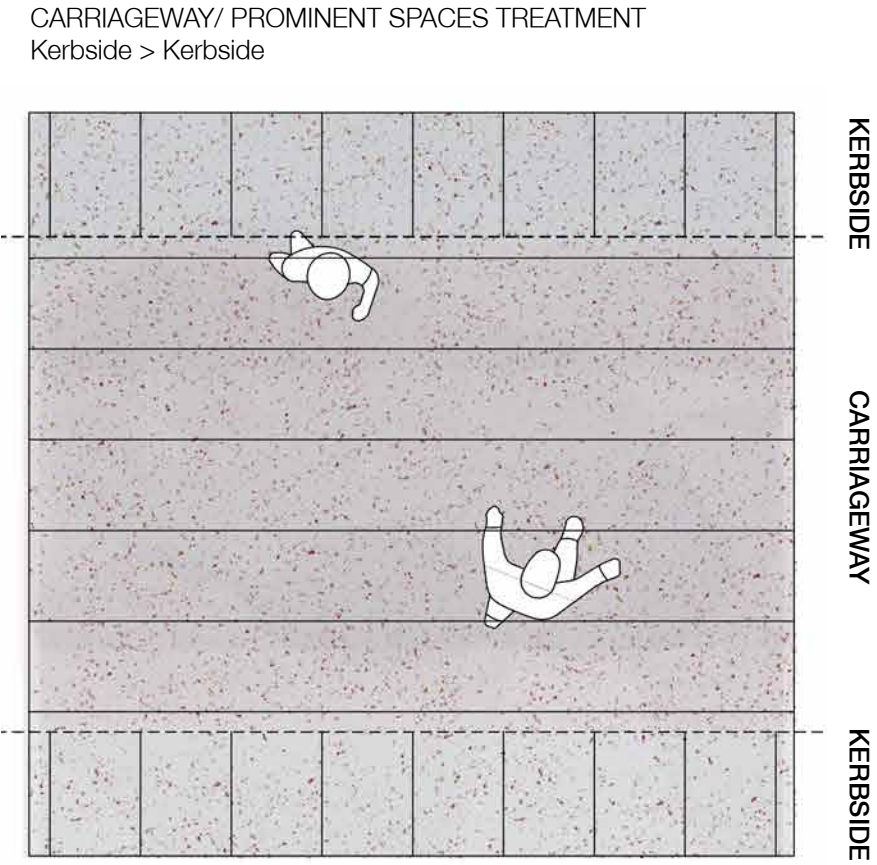


Figure 45: Carriageway/ Prominent spaces treatment diagram - scale 1:50 @ A3

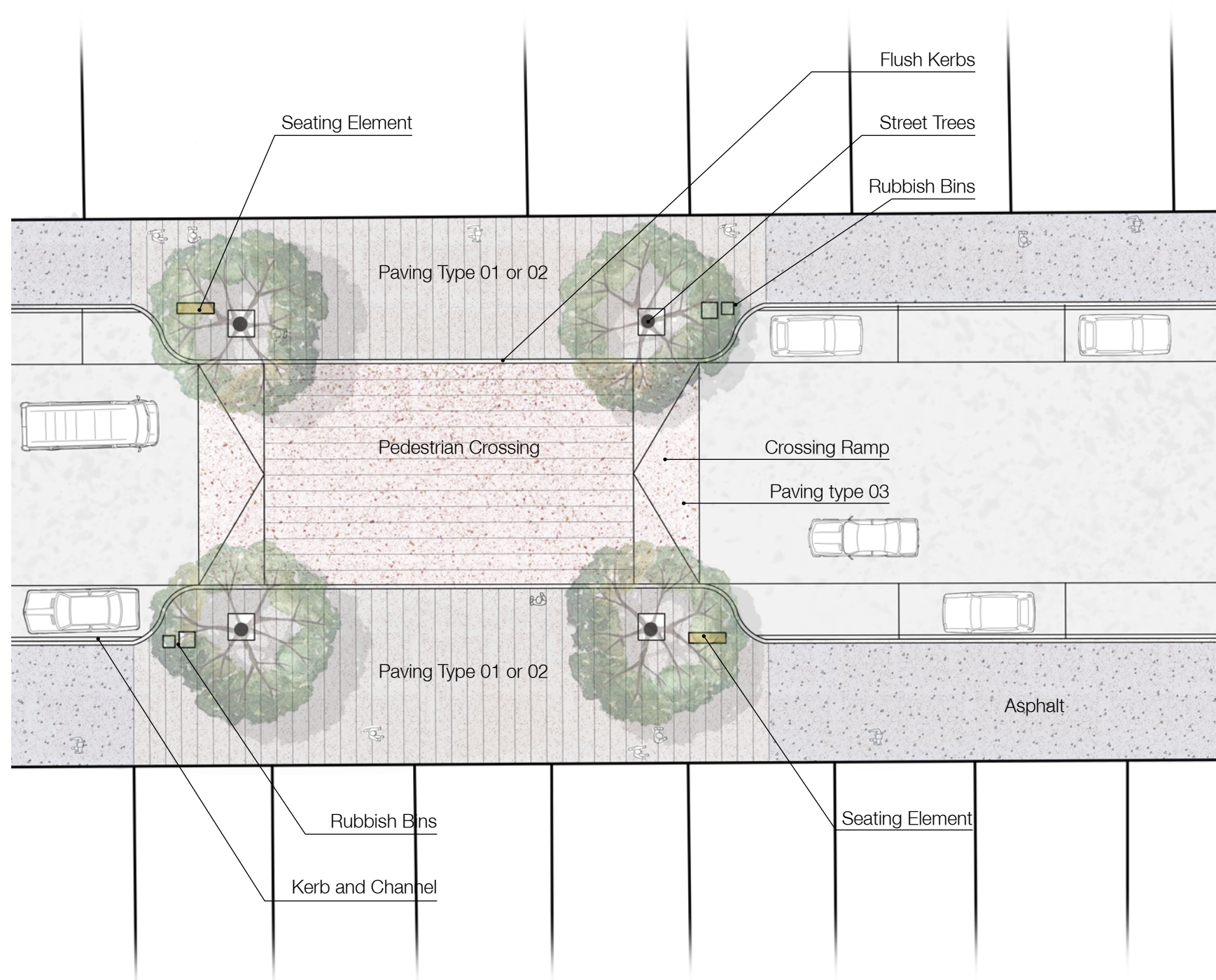


Figure 46: Pedestrian crossing plan- scale 1:200 @ A3

Material Palette

4.5 Prominent spaces treatment

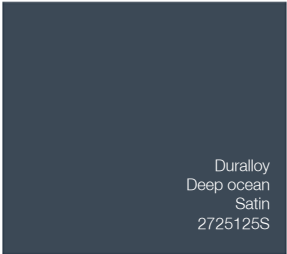


Figure 47: Corner of Bluff and Balcombe Road - scale 1:200 @ A3

Material Palette

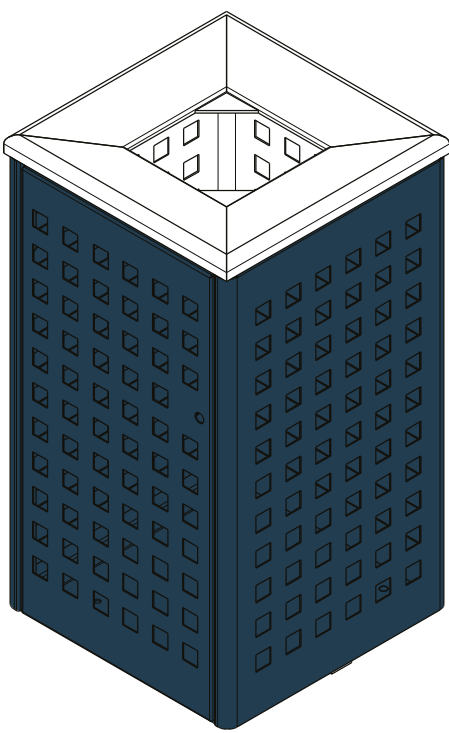
4.6 Rubbish Bins

Litter and Recycle Bins similar to Furphy	
Material	<ul style="list-style-type: none">• Body: Mild steel• Lid: Grade 304 stainless steel• Adjustable feet: Brass guides
Dimensions	<ul style="list-style-type: none">• 1185mm x 570mm
Finish	<ul style="list-style-type: none">• Body: Power coated colours (as shown)• Lid: Polished stainless steel

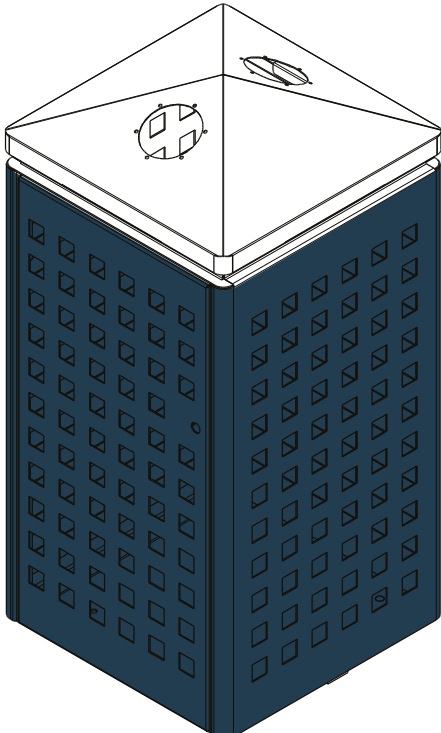


To be finished in above colour

A bin encasement like the Furphy is a recessive enclosure for waste and co-mingle recycling bins. Simple in form and powder coated a deep navy blue, the bins are designed to be easily identifiable while complementing the quality of other street furniture.



LITTER BIN



RECYCLE BIN



Figure 48: Rubbish bins precedent image

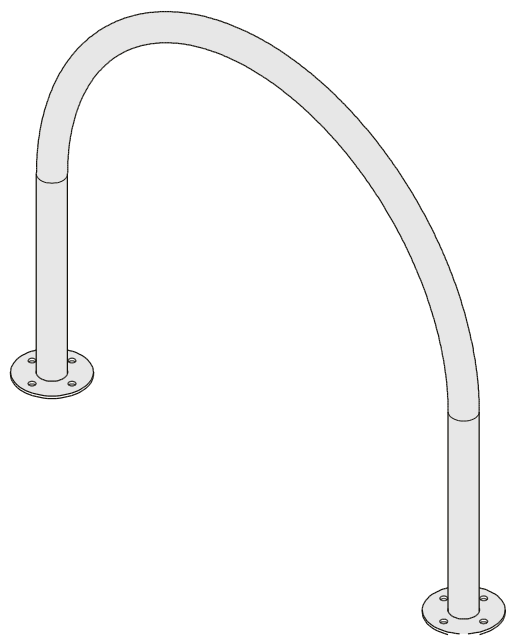
Material Palette

4.7 Bicycle Rack

Bicycle Rack similar to Furphy (or similar)

Material	<div><div></div><div>• Rolled tube: Stainless steel 50.8OD 304 grade</div><div>• Base plates: 5mm stainless steel 304 grade</div></div>
Dimensions	<div><div></div><div>• 1000mm x 900mm</div></div>
Finish	<div><div></div><div>• Stainless steel components - Polished</div></div>
Ground Attachment	<div><div></div><div>• Bolt down or core drilled</div></div>

Black Rock experiences considerable bicycle congestion. The addition of single bike hoops allows the flexibility to expand or contract allowances of bike parking with a form that is familiar and trusted to cyclists.



BICYCLE RACK



Figure 49: Bicycle rack precedent images

Material Palette

4.8 Seats

Bayside Council Urban Seating

Frame	<ul style="list-style-type: none">• Powder coated steel, or• Blasted 304 grade stainless steel
Armrests	<ul style="list-style-type: none">• Powder coated, or• Blasted 304 grade stainless steel (can be customised to navy blue)
Slats	<ul style="list-style-type: none">• Select grade hardwood, or• Timber composite

The Council Urban Seat can be powdercoated to provide a site specific response. We recommend powdercoating in the navy matching the bins.



BENCH WITH ARMS



BENCH WITHOUT ARMS

4.9 Bollards

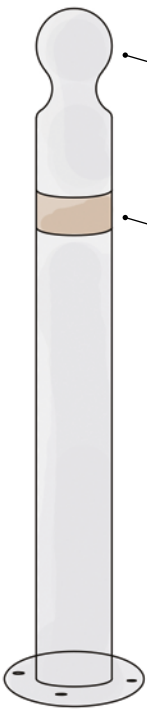
Slim Bollard – B5 Dome

Dimensions	<ul style="list-style-type: none">• H:875mm x D:115mm approx
Frame	<ul style="list-style-type: none">• Stainless 316 No.4 Finish (brushed) with anti-graffiti coating
Mounting	<ul style="list-style-type: none">• Sub surface fixed or core drilled

A feature bollard responding to the design of existing timber bollards can be introduced to provide a site specific streetscape element. In this example the timber and steel details have been inverted allowing for a robust and easily maintained steel bollard with a timber ring detail..



Figure 50: Bollards reference image



BOLLARD

Top bollard detail is referencing the capstand on the hmas cerebus. Further exploration and refinement is needed beyond the masterplan stage.

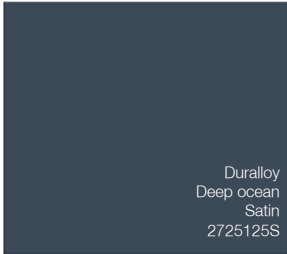
Wooden insert referencing black rocks nautical history and the cerebus shipwreck.

Material Palette

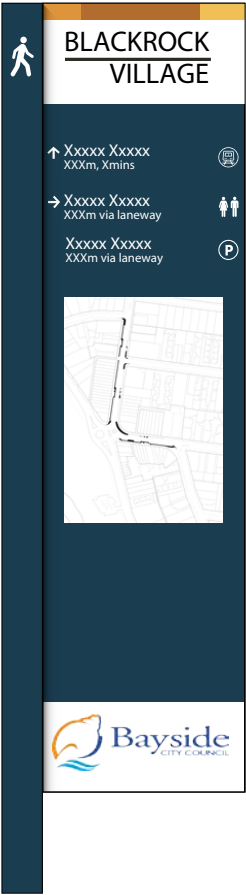
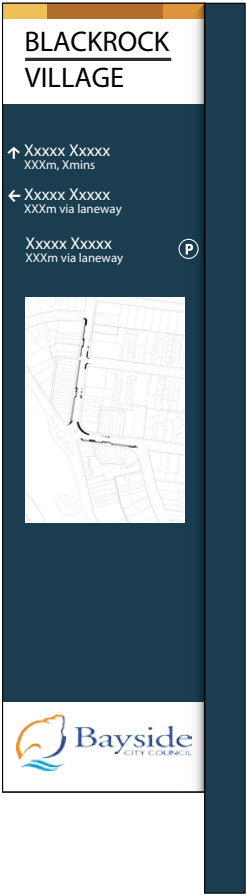
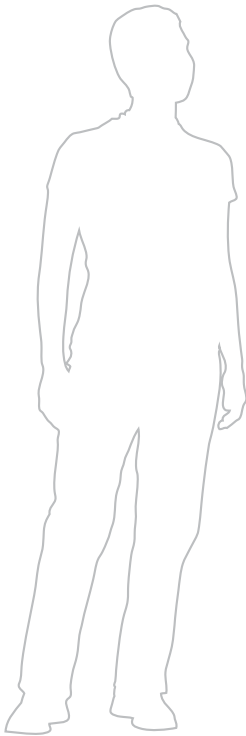
4.10 Signage

Location Signage (custom fabricated)	
Material	· Mild Steel/ Marine grade deluxe protective coating paint
Dimensions	· As shown
Customised Colour	· As shown (indicative only)

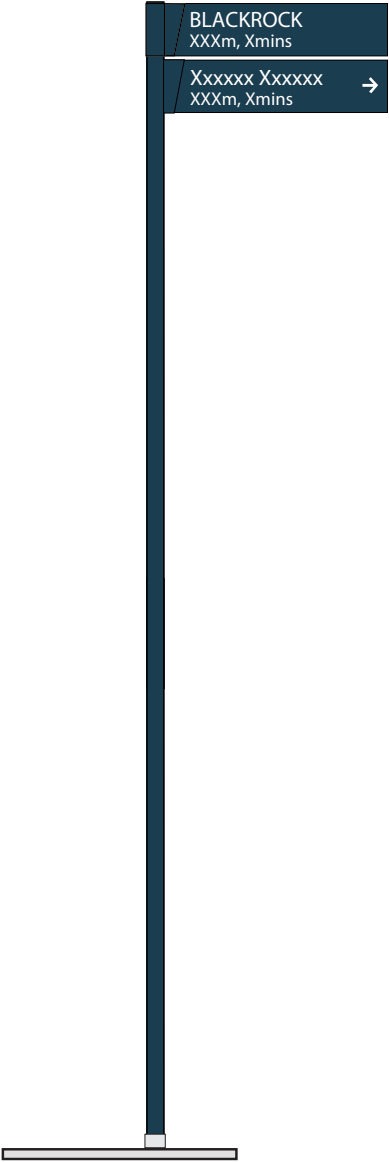
Painted steel signage creates information, placemaking and wayfinding opportunities throughout the precinct. Fixing systems are simple and concealed, working in conjunction with the paving strategy.



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SIGNAGE WITH MAP



DIRECTIONAL SIGNAGE

Figure 51: Indicative location signage design

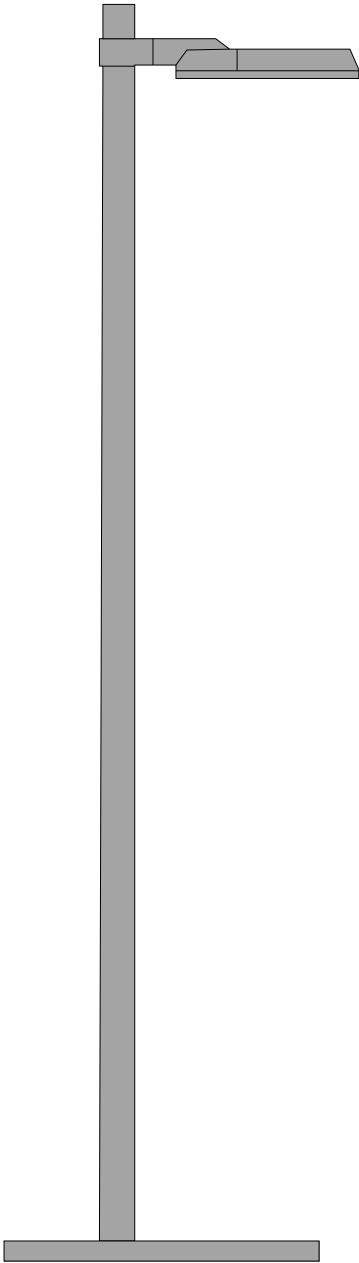
Material Palette

4.11 Lighting

Street Lights (by We-ef)

Model	· RFL540-SE LED or similar
Colour	· Signal black
Mounting	· Recommended mounting height 3.0-6.0m, subject to wattage and light distribution

Subject to services relocation and luminosity testing, suggested future street lighting poles create a vertical civic element to the Centre, differentiating it from the surrounding timber electrical poles and bracket-mounted streetlights of residential areas. Softer light creates a more inviting Activity Centre at night, encouraging retail activity



LIGHT POLE



Figure 52: Lighting precedent image

Material Palette

4.12 Drinking Fountain

Council approved drinking fountain	
Dimensions	· L:770mm x W:450mm x H:1125mm
Body	· Stainless 316 electropolished
Spout and Button	· Stainless 316 bright polished

The Council drinking fountain allows for bottle filling, a dog bowl and drinking in a simple, elegant form.



Figure 53: Drinking fountain precedent images



DRINKING FOUNTAIN

Material Palette

4.13 Tree Species

Banksia integrifolia	
Common Name	· Coast Banksia
Maturity Size	· H10-20m x W5-10m

Banksia integrifolia is the tree species selected to create a cohesive feel and look for the Activity Centre. Banksia integrifolia is a hardy tree up to 25 metres, suitable to both street and foreshore planting. Its leaves have dark green upper surfaces, contrasted by bright white undersides, giving it a striking appearance on the many windy days that Bayside suburbs experience. Its trunk is roughly textured with a soft grey-brown appearance, working neatly with the colours of the new proposed paving to the main streets.



Figure 54: Tree species precedent images

Material Palette

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Implementation

5.1 Implementation

Due to the material, landscape and amenity-focused nature of the proposed streetscape improvements, the Black Rock Streetscape Master Plan has the potential to be implemented in a single stage, reducing the cost and length of the potential disruption required for construction.

Nevertheless, temporary urban interventions and events may be utilised to test new ideas and engage the community in the delivery of public realm improvements. The Bayside City Council can make use of flexible and short-term projects to advance long-term goals related to street safety, public space amenity and efficiency.

Urban interventions such as temporary use of parking spaces, temporary street closures and street painting can allow Council to test ideas and catalyse long-term change.



Figure 55: Temporary use of car parking space for pedestrian amenity - Perth, WA



Figure 56: Temporary use of car parking space for bicycle parking - London, UK



Figure 57: Temporary use of car parking space for pedestrian amenity - Adelaide, SA



Figure 58: Temporary partial road closure - New Jersey, US

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