

bayside small neighbourhood activity centres

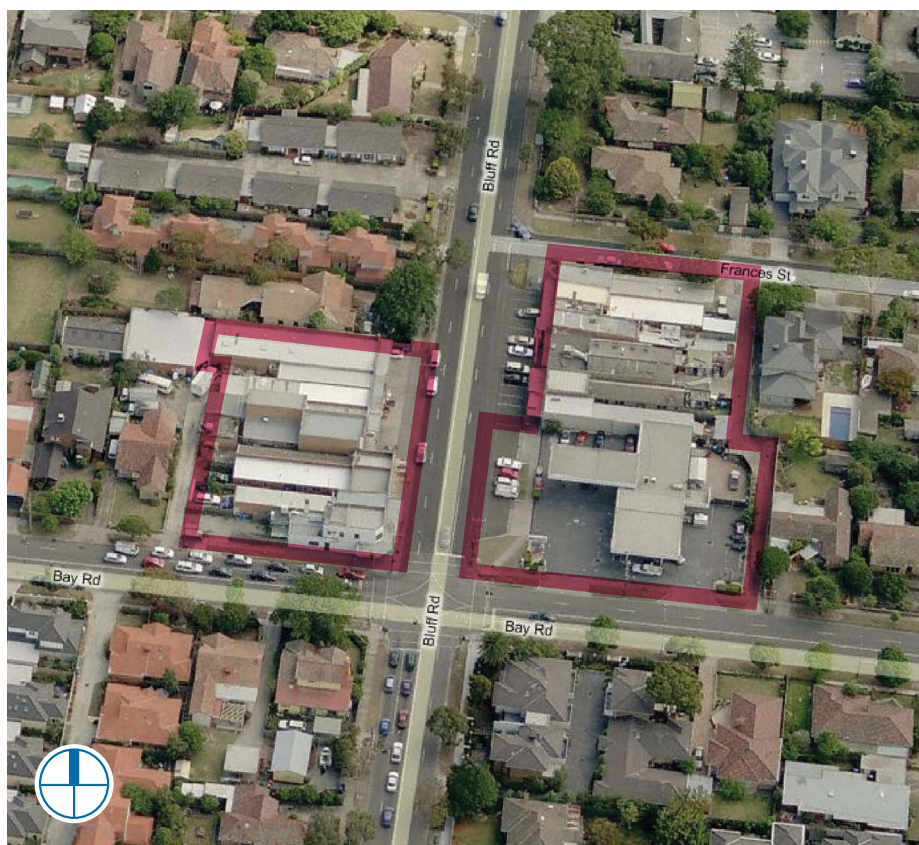
urban design profiles & guidelines



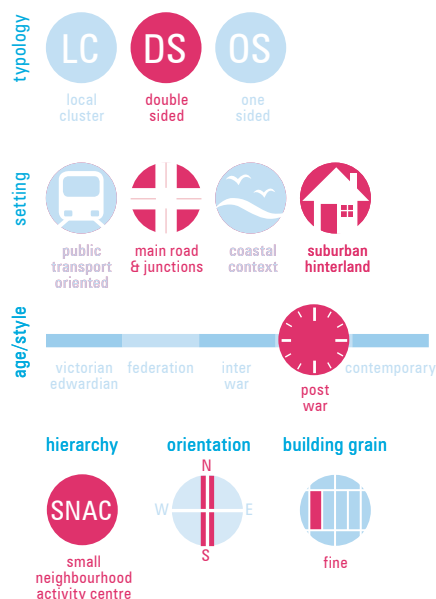
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DRAFT

bluff road & bay road,
sandringham / highett



existing conditions



primary activities

retail (convenience stores, dry cleaning, bottle shop, physio, petrol station etc)

general building height

1-2 storeys

area

5,692sqm

interface treatments/features

rear laneways for car park access to the east and west

percentage of active frontage

60-70%

discussion

A petrol station, with expanses of surface car parking/bowser areas anchors the southern part of this centre. The mostly single storey centre has consistent retail shopfronts to the street edge. A notable area of indented perpendicular car parking characterises the eastern side of Bluff Road with a correlating inseting of buildings and the public footpath from the road edge. There is a slightly undulating topography in the locality and a number of medium density housing developments in the immediate residential surrounds.



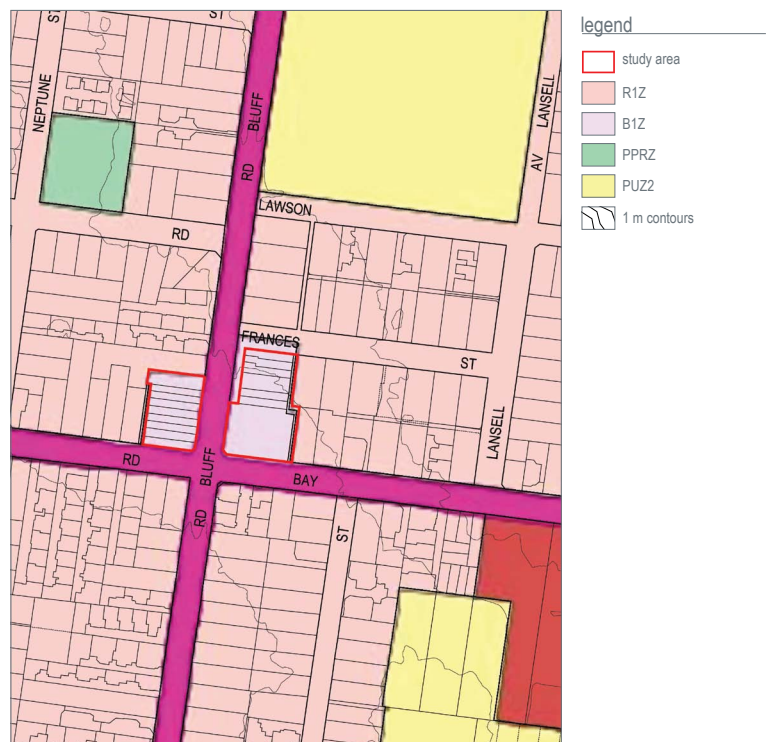
development capacity ★★

opportunities and constraints



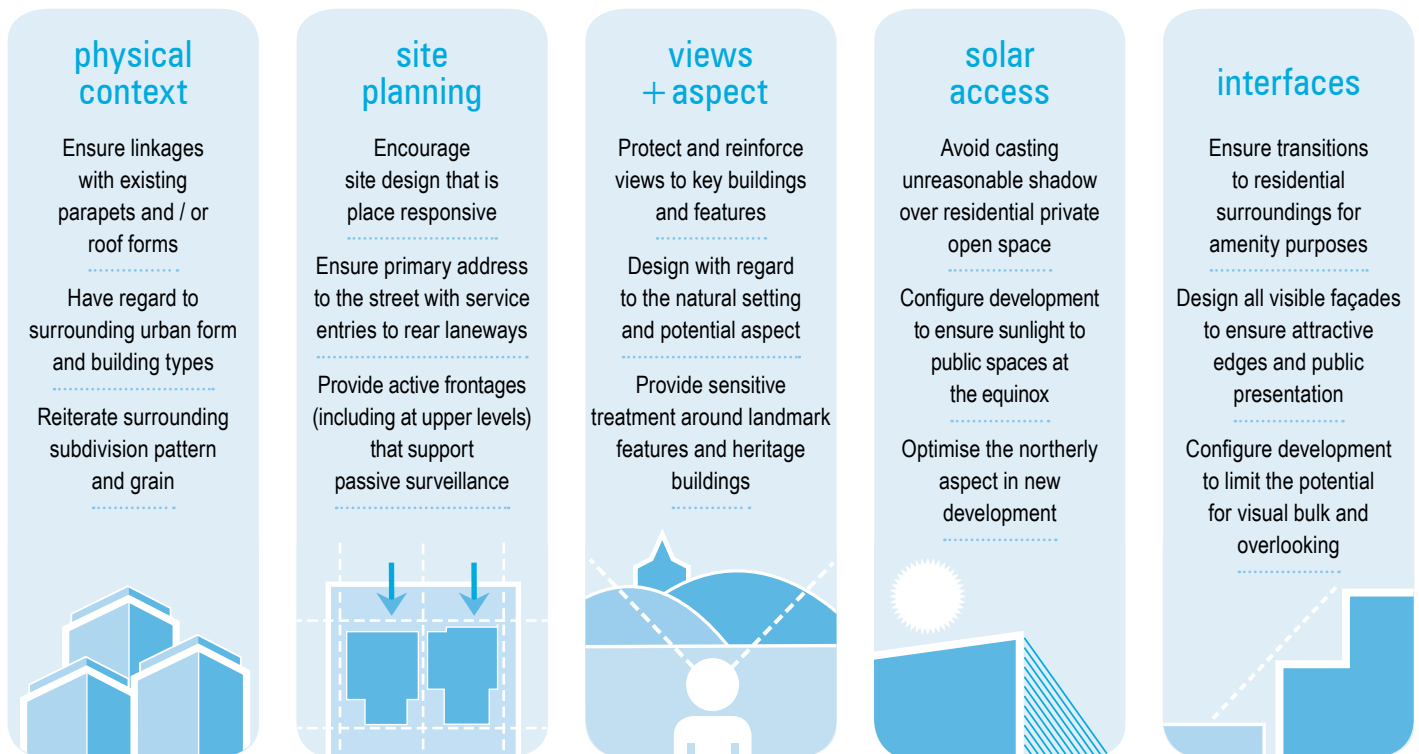
implications

- State planning policy promotes consolidation within activity centres which are well serviced by public transport. Sites fronting Road Zone 1 land typically have a greater capacity to accommodate a more robust built form. DDO2 seeks to maintain the prevailing streetscape rhythm, building scale and height of the neighbourhood, requiring a permit to be sought for development of more than 2 storeys.
- Laneways provide rear vehicle and service access, as well as acting as a buffer to residential interfaces.
- An irregular street wall alignment along the western side of Bluff Rd creates a disjointed pedestrian view line and redevelopment opportunities should seek to infill the setback. Furthermore the centre typically is fine grain with the exception of the large corner site on the east side of Bluff Rd. Redevelopment should reflect a fine grain character.
- Corner sites can incorporate massing and detailing to announce the corners, as key orientation marks. Capacity for change exists in rear setbacks abutting laneways and on the large corner site (petrol station). Appropriate management of residential edges should consider overlooking, overshadowing and visual bulk effects.



key urban design criteria

Small Neighbourhood Activity Centres & Strategic Redevelopment Sites are places for residential consolidation and change. Redevelopment of these precincts is actively supported and should be influenced by the following factors:



design guidelines

building height

The overall building height should not exceed 3 storeys (up to 11m).

street wall

Buildings should present a street wall of up to 3 storeys (up to 11m) with a zero street setback to maintain consistent commercial frontage at ground level.

rear/side setback

Buildings abutting business zoned land should not be setback from abutting business zoned land except above the street wall.

Buildings should be setback from a residential title boundary as follows:

- 3m at ground level*
- 5m at 2nd storey level
- 10m at 3rd storey level

* Where a through laneway separates new development from a residential title boundary, the laneway width can form part of the setback measurement at ground level.

Setbacks may be reduced if a building abuts a residential title to the side boundary, provided that development can maintain adequate sunlight access to the dwelling's private open space in accordance with Clause 55.04-5.

Development with direct abuttal to a no-through access laneway will need to consider the provision of appropriate access as part of any development proposal.

public realm

Encourage active uses at ground floor oriented towards and engaging with the street.

Incorporate human activity and passive surveillance opportunities (e.g. windows, balconies) to all public frontages including use of perforated screens and visually permeable wall surface treatments to laneways.

access

Prioritise pedestrian access and ensure a good sense of building address.

Encourage concealment of car parking at basement or the rear of buildings.

Encourage use of existing laneways for vehicle access from the side and rear of buildings.

Provision of bicycle parking and access should be legible and convenient.

design detail

Retain fine grain frontages and street rhythm with regular vertical divisions.

Building massing and detail should demarcate key street corners and key street viewlines through the following techniques:

- variations in parapet details.
- incorporating more intricate detail and visual interest (e.g. colour, material variations)
- maintaining human scale proportions
- incorporating focal points of activity and building entries
- wrapping design treatments around building corners or alterations in building alignment

Ensure all elevations visible to the public realm are fully designed.

Architectural detailing and building form should provide for a balance of horizontal and vertical elements.

esd

Encourage buildings to maximise natural light access and ventilation including orientation of offices, habitable room windows and balconies to the northerly aspect.

