

# bayside small neighbourhood activity centres

## urban design profiles & guidelines



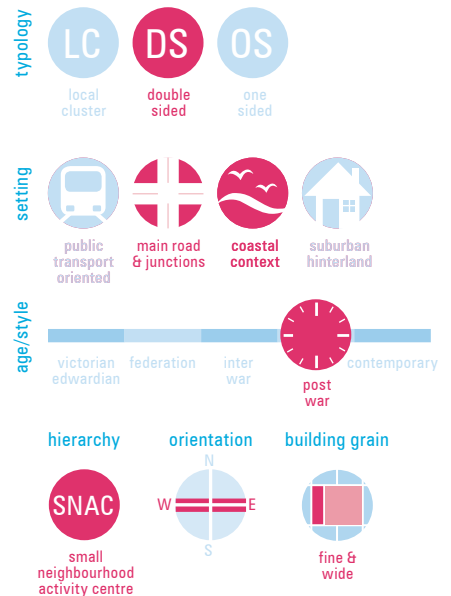
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### keys street shopping centre, beaumaris



#### existing conditions



#### primary activities

mix of retail (restaurants, milk bar etc), service business (offices, accountants, studios, advertisement offices etc) and residential frontages.

#### general building height

1-2 storeys

#### area

1.7 hectares

#### interface treatments/features

large surface car parks at the rear

#### percentage of active frontage

20%

#### discussion

This centre comprises a few parts including Keys Street which is the main retail focus while Bodley Street and Beach Road are mixed in their format and uses. Beaumaris Hotel is a key anchor in this centre with large surface car parks. Surrounding residential area features 1-2 storey large residential buildings and recreational facilities.

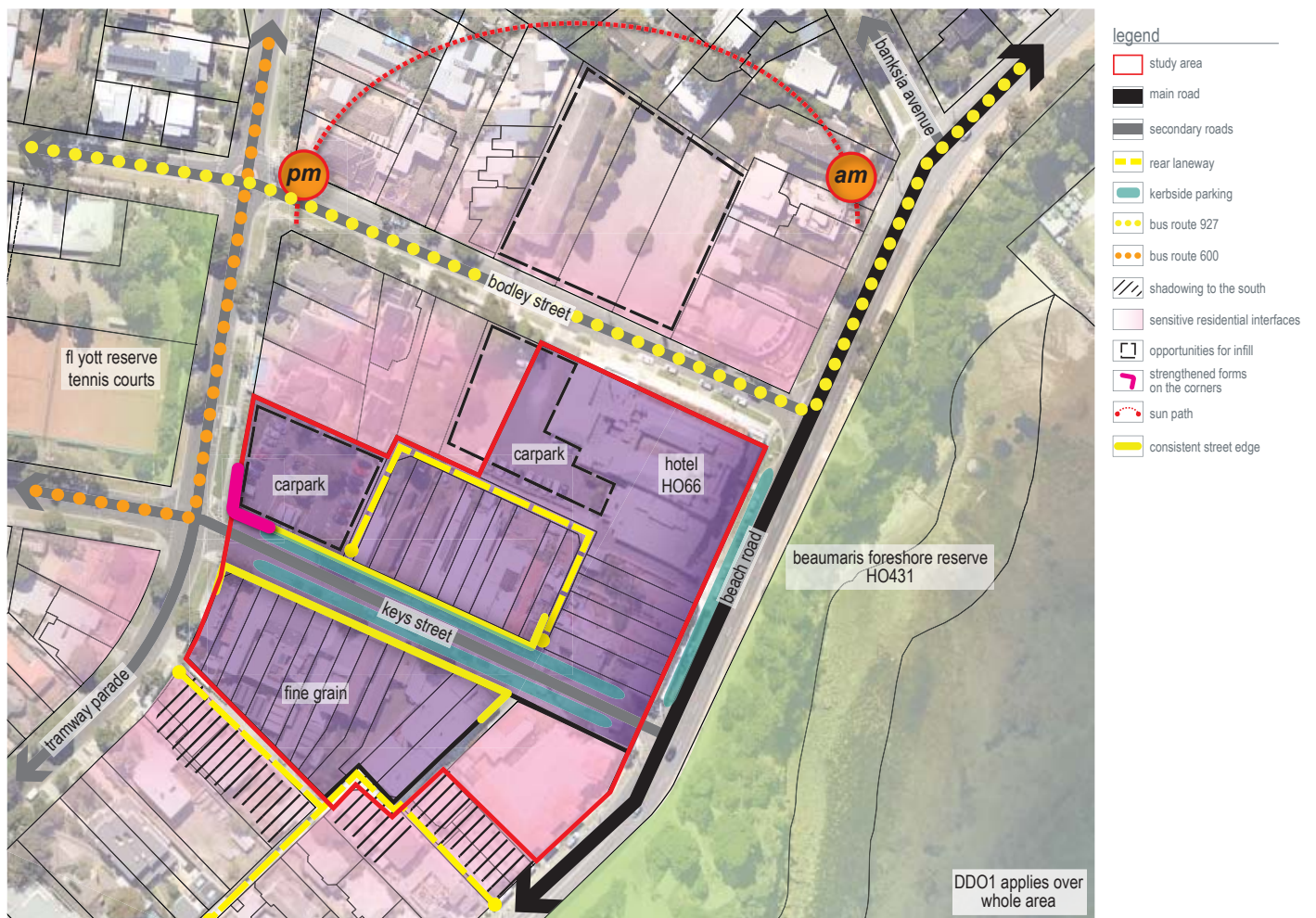


#### development capacity ★<sup>+</sup>

<sup>+</sup> This centre is located within the coastal DDO1 and therefore mandatory height limits apply.

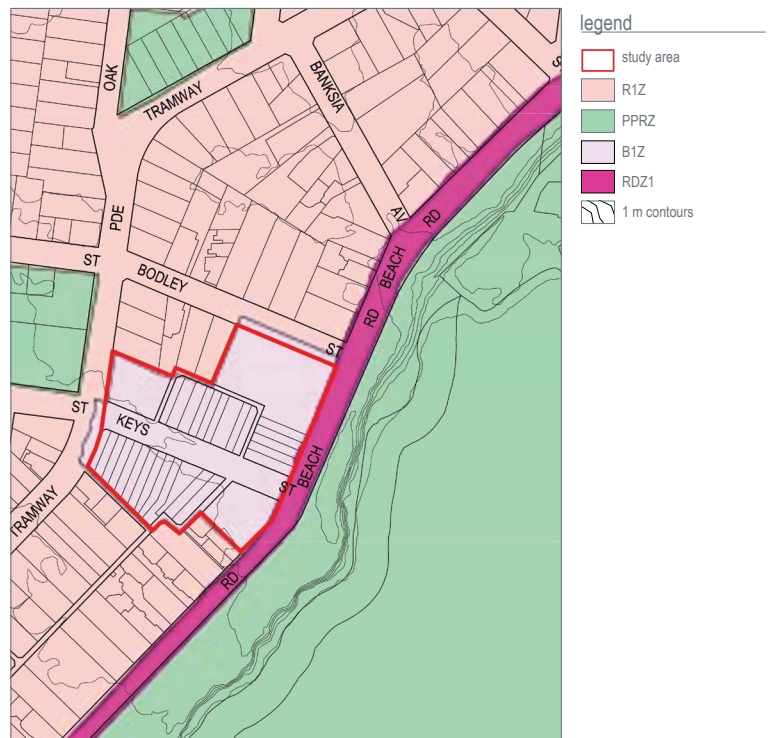


# opportunities and constraints



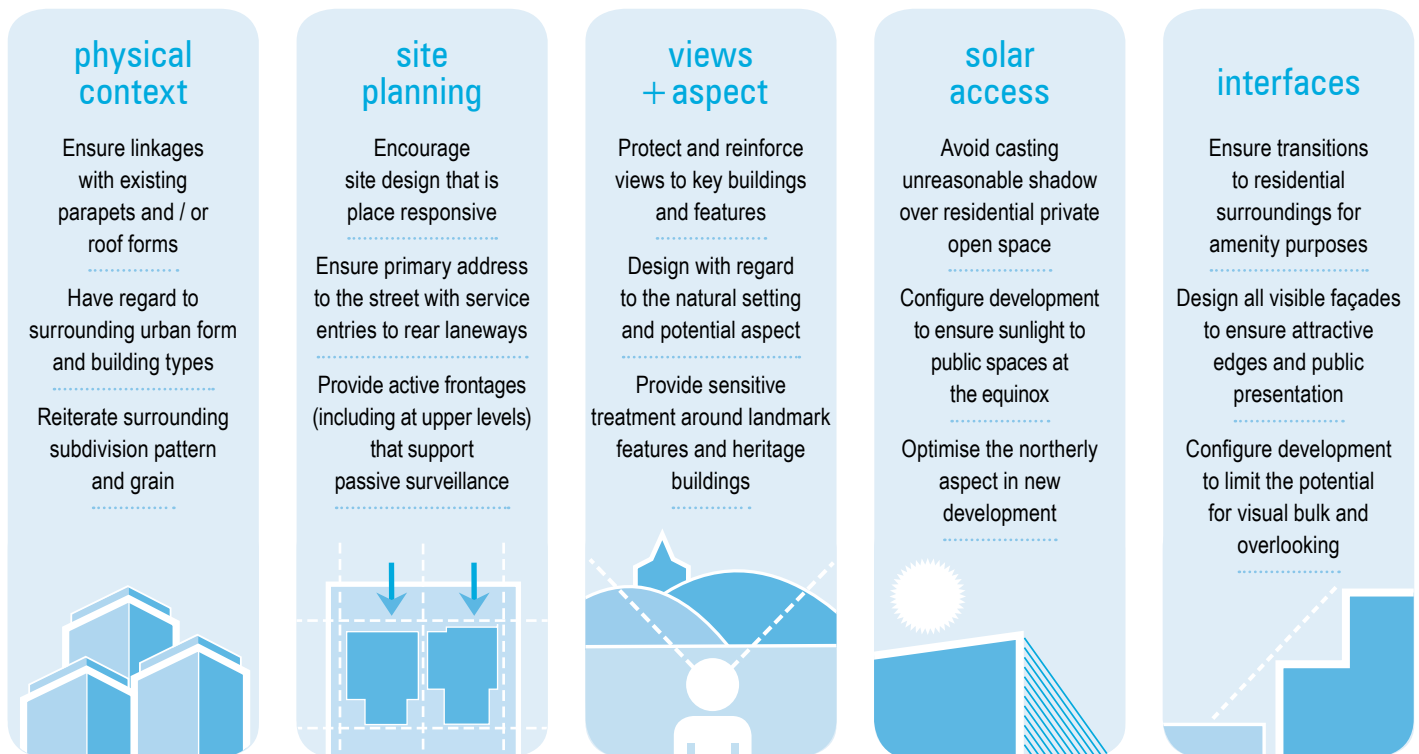
## implications

- State planning policy promotes consolidation within activity centres which are well serviced by public transport and open space. Sites fronting Road Zone 1 land typically have a greater capacity to accommodate a more robust built form. DDO1 seeks to protect and enhance the foreshore environs of Port Phillip Bay, limiting development along the coastline to a maximum of 2 storeys.
- Laneways provide rear vehicle and service access, as well as acting as a buffer to residential interfaces. Surface car parks buffer residential interfaces.
- Prominent corners are an opportunity to distinguish the centre's identity and are key local orientation marks.
- There is a fairly consistent subdivision grain within the centre, with the exception of some larger sites at key corner positions. Reinforcing a fine grain streetscape and human scale forms in redevelopment is important.
- There is considerable capacity for change to rear setbacks and surface car parks such as at Beaumaris Hotel. Appropriate management of the residential interface is necessary having regard to 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:



proposed urban form concept plan

- legend
- study area
  - 2 storey street wall
  - transitional setbacks
  - transitional setbacks to direct residential abuttal
  - announce corner through design treatments
  - design detail at street vista termination point
  - reflect subdivision grain
  - primary active frontage
  - secondary active frontage
  - provide passive surveillance
  - maximise northerly aspect
  - maximise outlook
  - new connections/extend laneways

**length of primary active frontage**  
429m (including proposed primary active frontages as shown in plan)

# design guidelines

This centre is located within the coastal DDO1 and therefore mandatory height limits apply.

## building height

The overall building height should not exceed 2 storeys in accordance with DDO1.

## street wall

Buildings should present a street wall of up to 2 storeys 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

\* 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.

Buildings interfacing parkland should maximise outlook from balconies and windows.

## 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.

