

bayside small neighbourhood activity centres

urban design profiles & guidelines



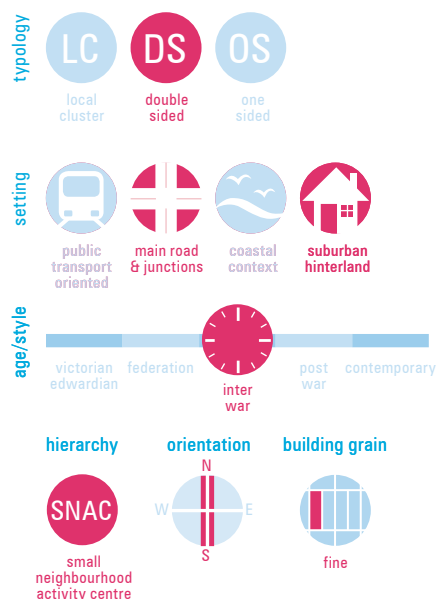
DRAFT

dendy village, hampton street,
brighton east



development capacity ★★

existing conditions



primary activities

retail (cafes, restaurants, pharmacy etc)

general building height

1-2 storey

area

6,000sqm

interface treatments/features

rear laneways for car park access

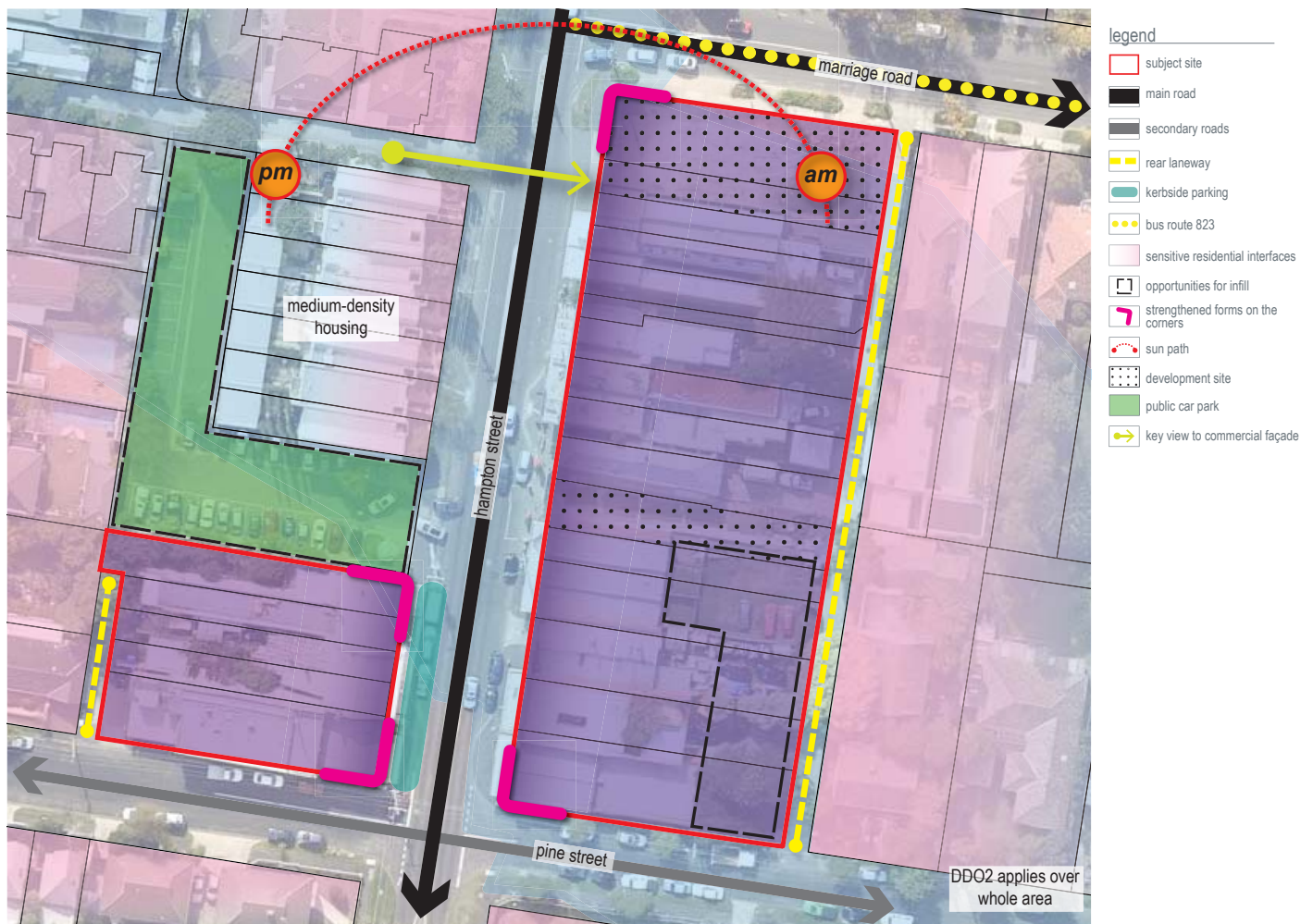
percentage of active frontage

east side 20%, west side 100%

discussion

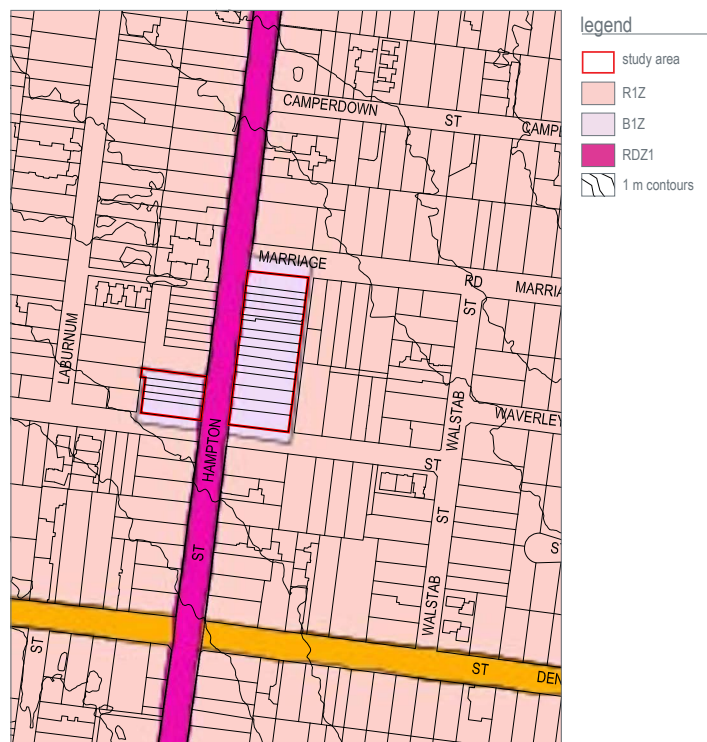
Dendy Village is a vibrant local convenience centre positioned at a dip in Hampton Street. It sits amongst a mostly low scale residential precinct with well established tree canopy backdrop. Dense built form within the centre results from narrow allotments maximising retail opportunities. Street tree planting forms an avenue leading into the centre with central median planting in the retail strip where weather protection canopies overhang the footpath forming an intimate feel to the centre. Parallel kerbside parking line Hampton Street with rear laneway servicing the east side of the strip.

opportunities and constraints



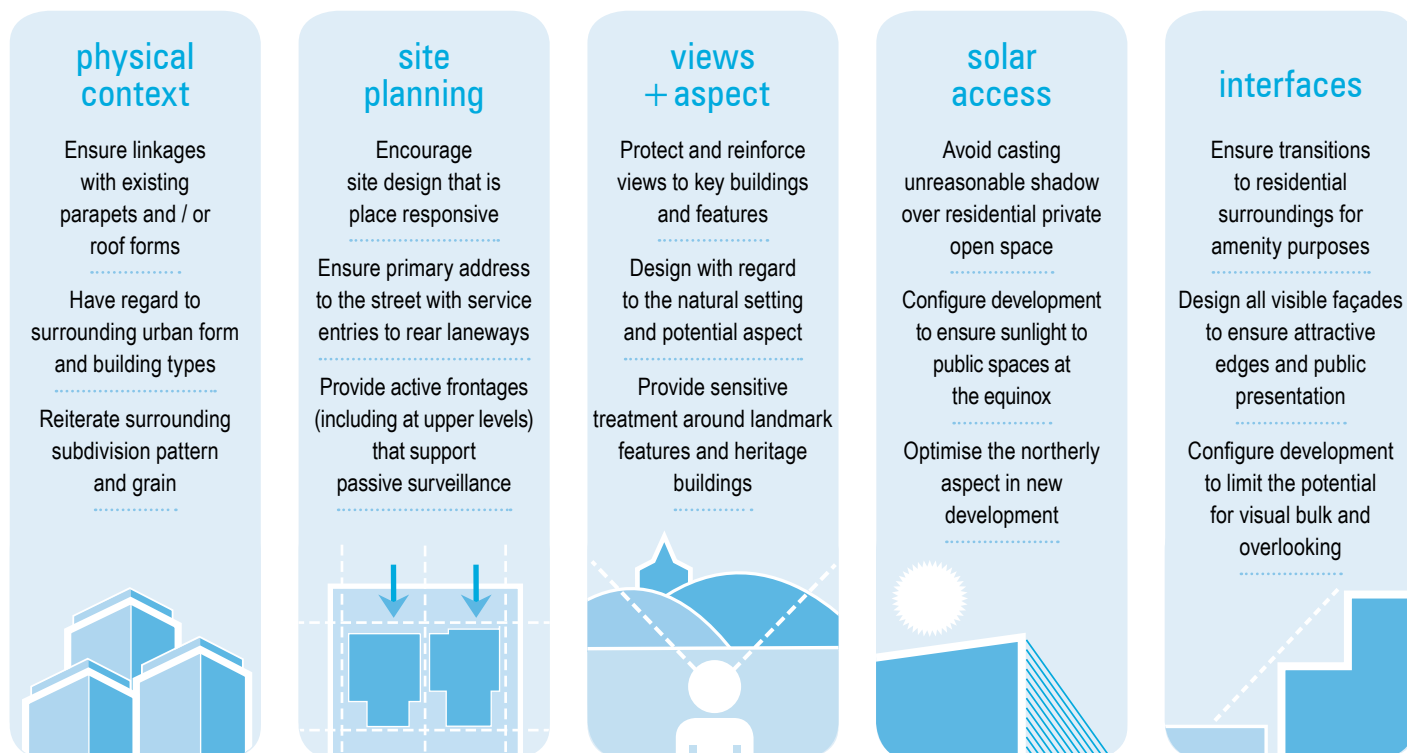
implications

- 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. The public car park provides an additional buffer to residential private open space, as well as offering further parking opportunities.
- Prominent corners are an opportunity to distinguish the centre's identity and are key local orientation marks.
- Changes in grain through consolidation can negatively affect the fine grain character of this centre.
- Several sites on the east side of Hampton St are currently under construction so are unlikely to be redeveloped in the near future. However there is capacity for change in rear setbacks abutting laneways. 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

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.

Buildings interfacing parkland or open space 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.

