

bayside small neighbourhood activity centres

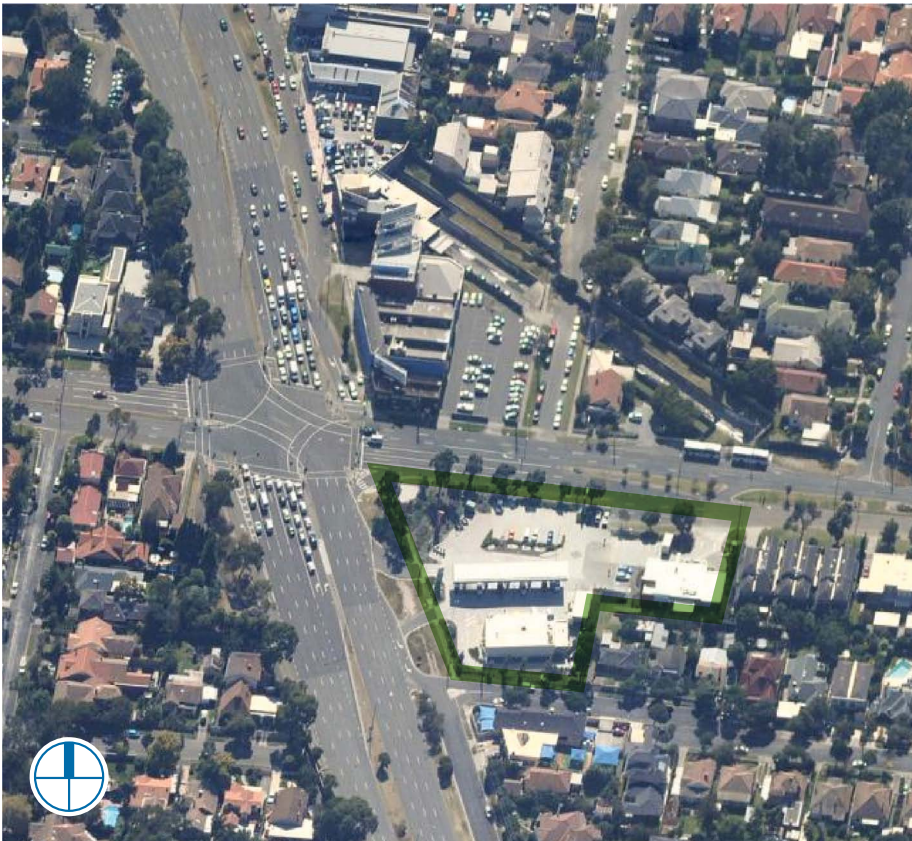
urban design profiles & guidelines



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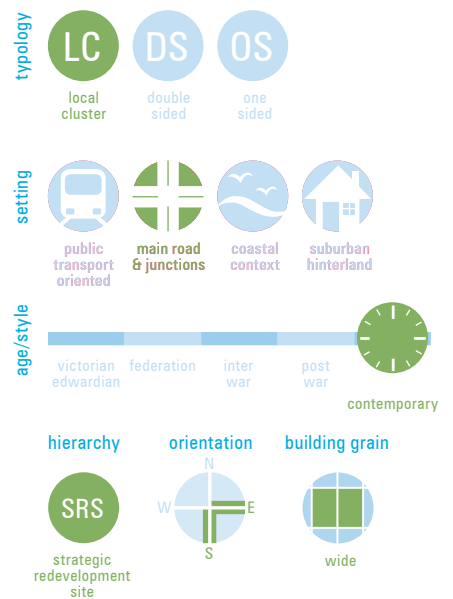
DRAFT

nepean highway & north road, brighton



development capacity ★★★★★

existing conditions



primary activities

car based retail precinct
(fast food, service station)

general building height

1 storey

area

4,564sqm

interface treatments/features

rear laneways for car park access

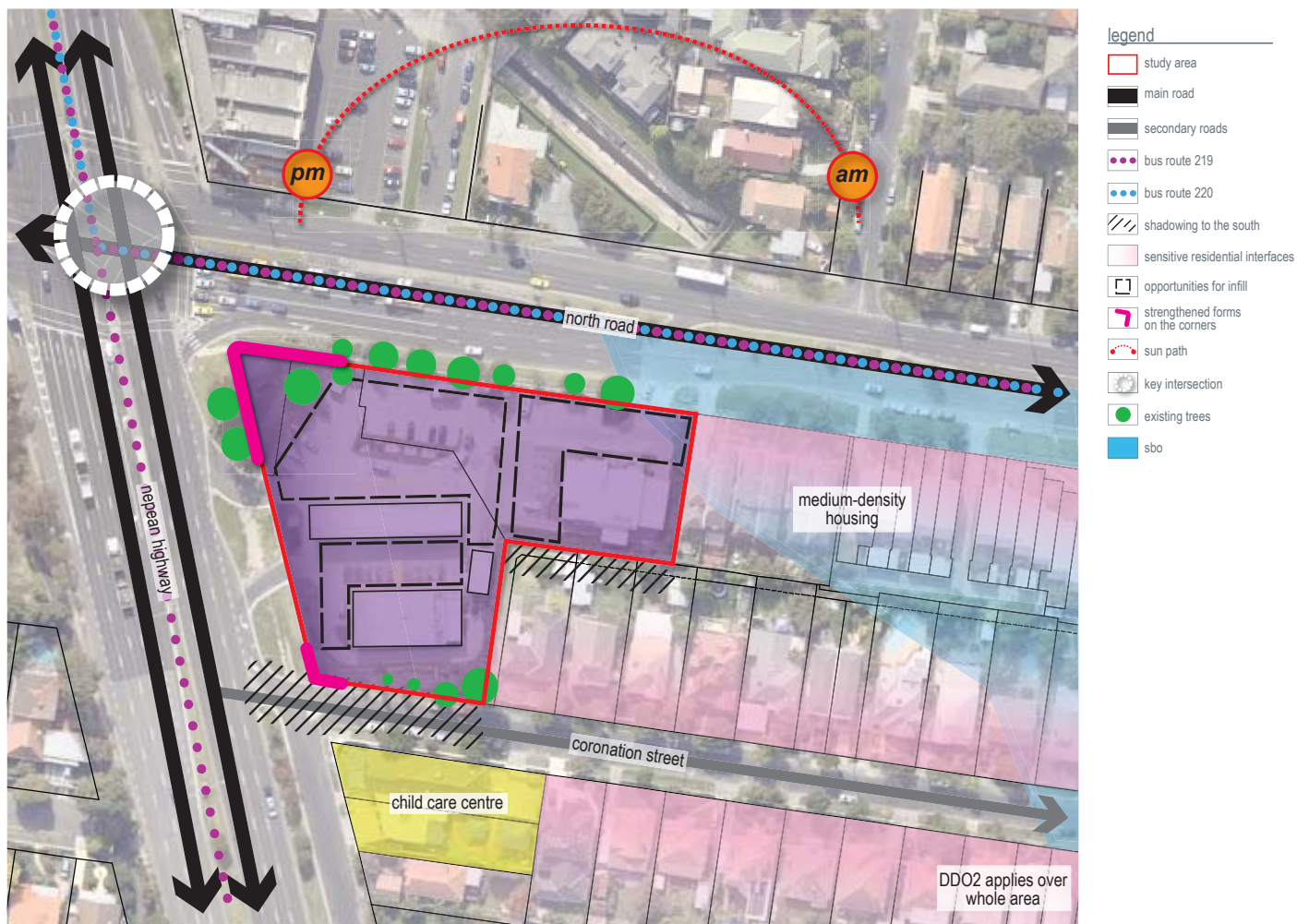
percentage of active frontage

activated but setback from the streets

discussion

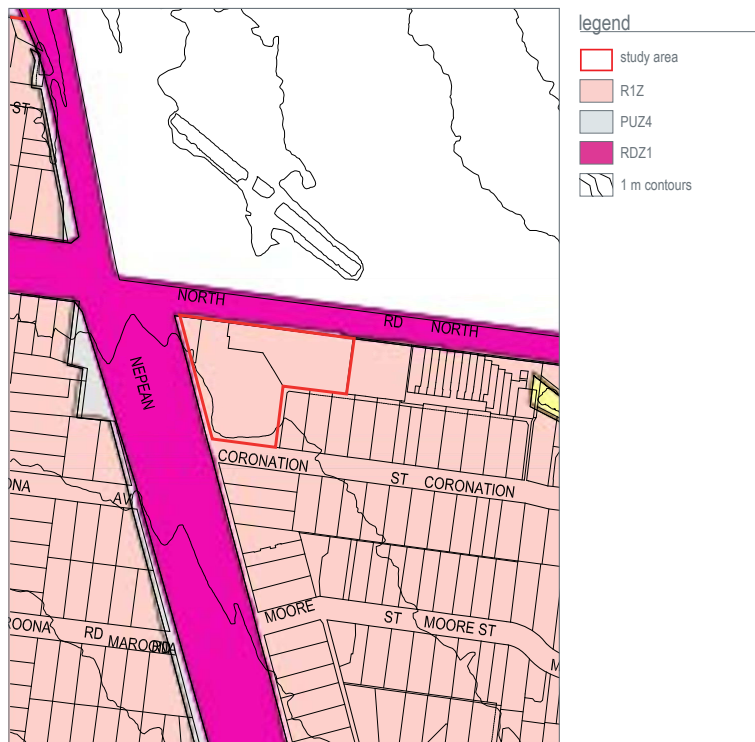
This centre is predominantly car based with a petrol station with surface car park/browsers to the street and buildings well setback from North Road / Nepean Highway. Coronation Street and a child care centre are opposite to the south whilst residential dwellings are immediately adjacent to the east. Activity is quite removed from the main pedestrian interfaces of North Road / Nepean Highway.

opportunities and constraints



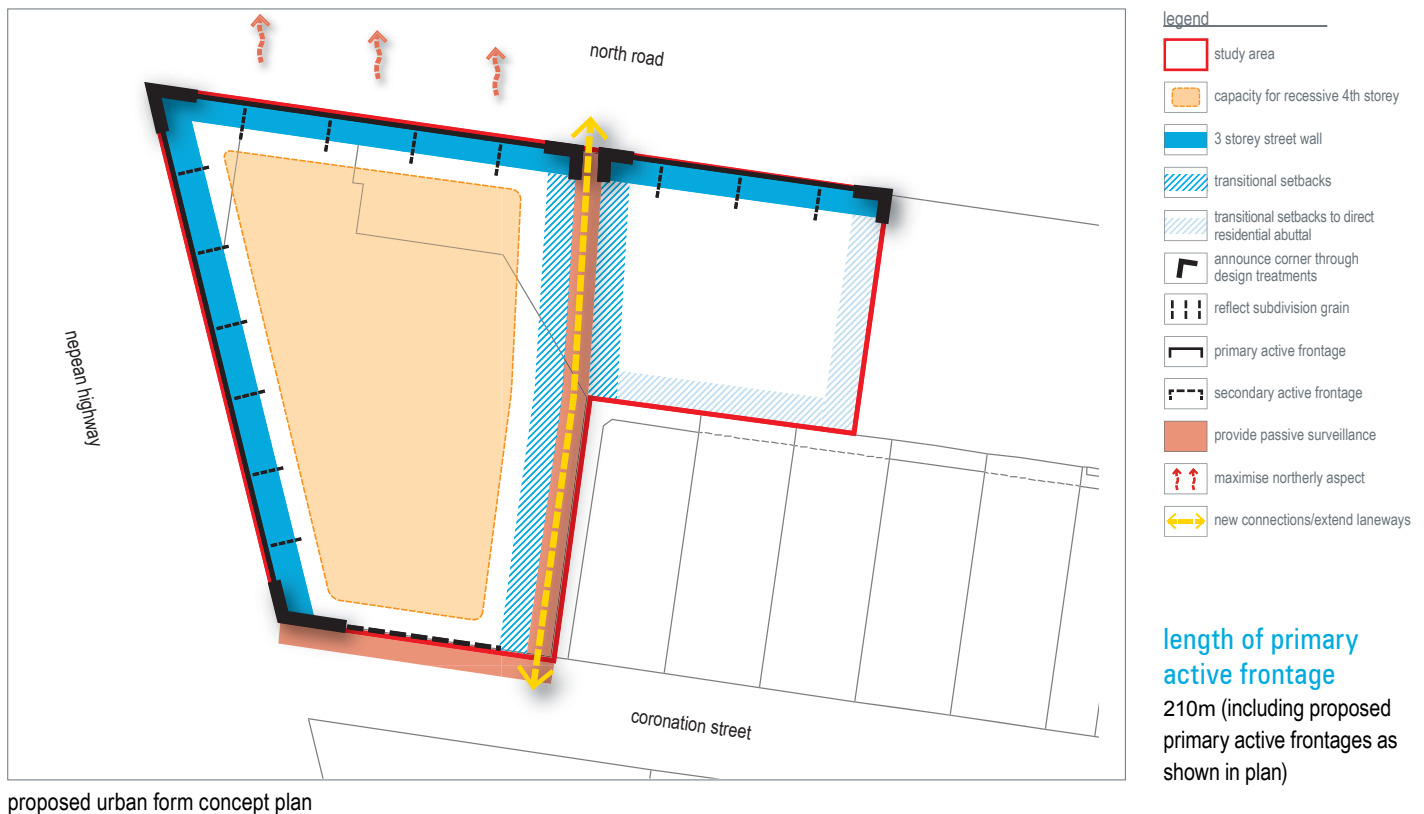
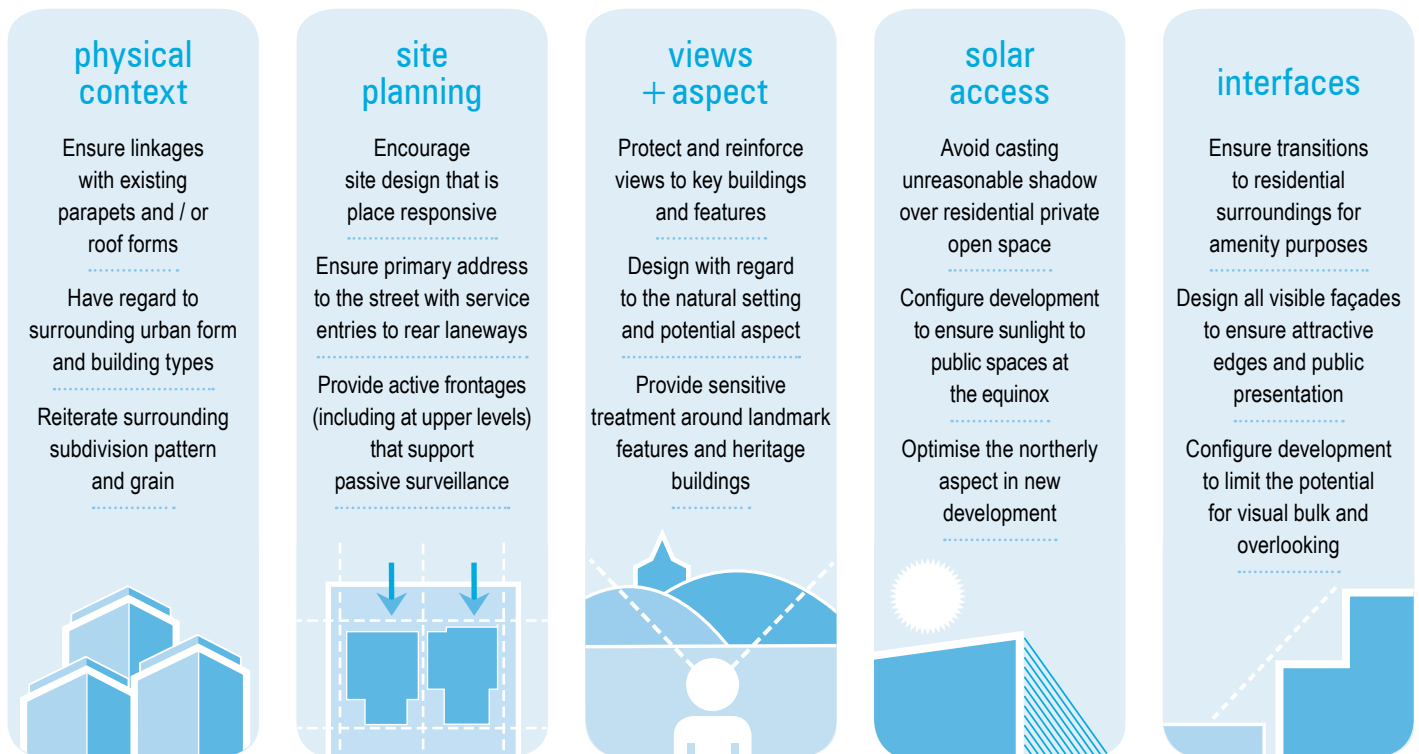
implications

- State planning policy promotes consolidation within activity centres that 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.
- The centre comprises one large corner site with three road frontages (two being major roads), providing the opportunity for several configurations of built form massing and access to be realised across the site, as well as a more intense built form to be absorbed towards the corner. Prominent corners are an opportunity to distinguish the centre's identity and are key local orientation marks. Prioritisation of pedestrian street interfaces should be incorporated into any redevelopment.
- Appropriate management of the residential private open space to the east is necessary having regard to overlooking, overshadowing and visual bulk effects.
- The size and proportions of the site may enable higher forms than proposed given the ability for generous setbacks and landscaped edges to be incorporated in any redevelopment.



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 4 storeys (up to 13.5m).

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. Floor levels above the street wall should be setback 5m from the street wall.

rear/side setback

Buildings abutting business zoned land should not be setback from abutting business zoned land except at the fourth storey.

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
- 15m at 4th 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.

