

bayside small neighbourhood activity centres

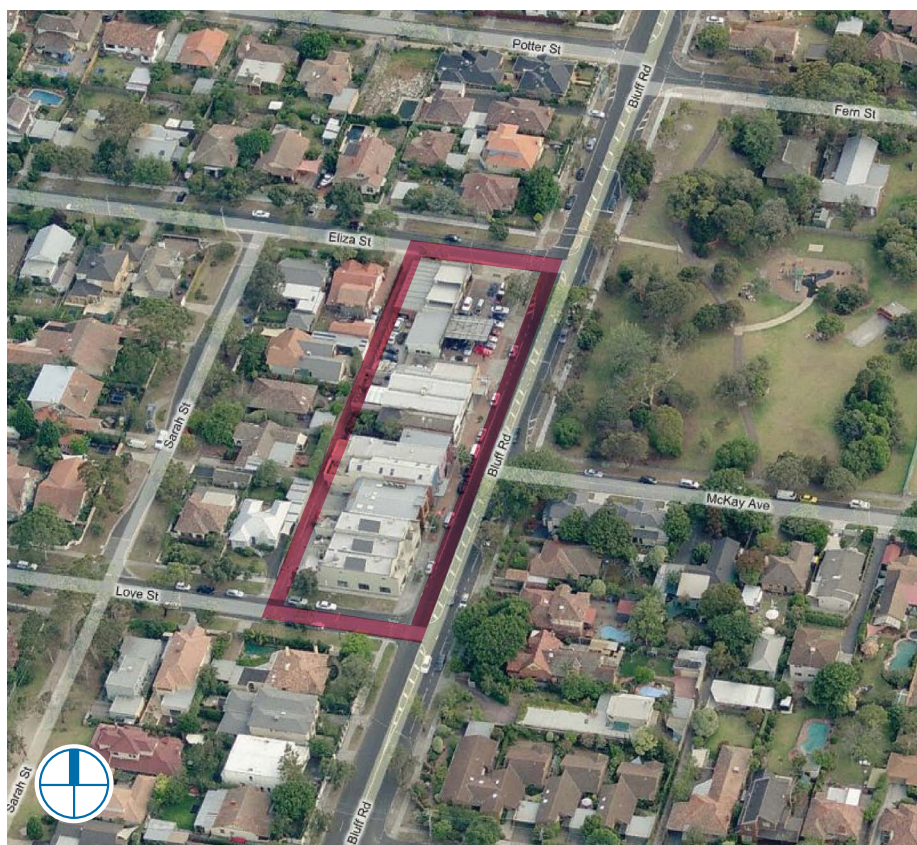
urban design profiles & guidelines



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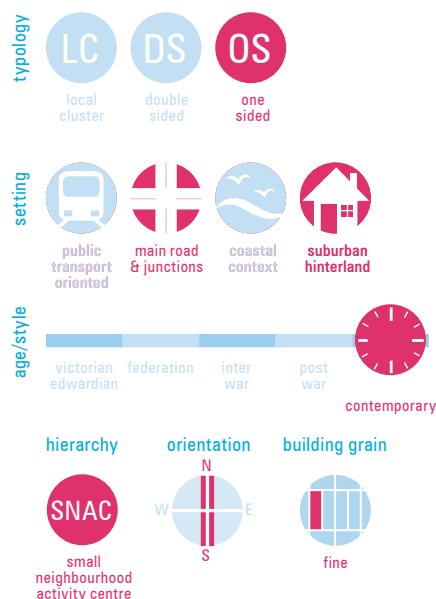
DRAFT

bluff road & love street,
black rock



development capacity ★★

existing conditions



primary activities

service business

general building height

2 storeys

area

3,016sqm

interface treatments/features

rear laneways servicing to basement car park entrance to the rear

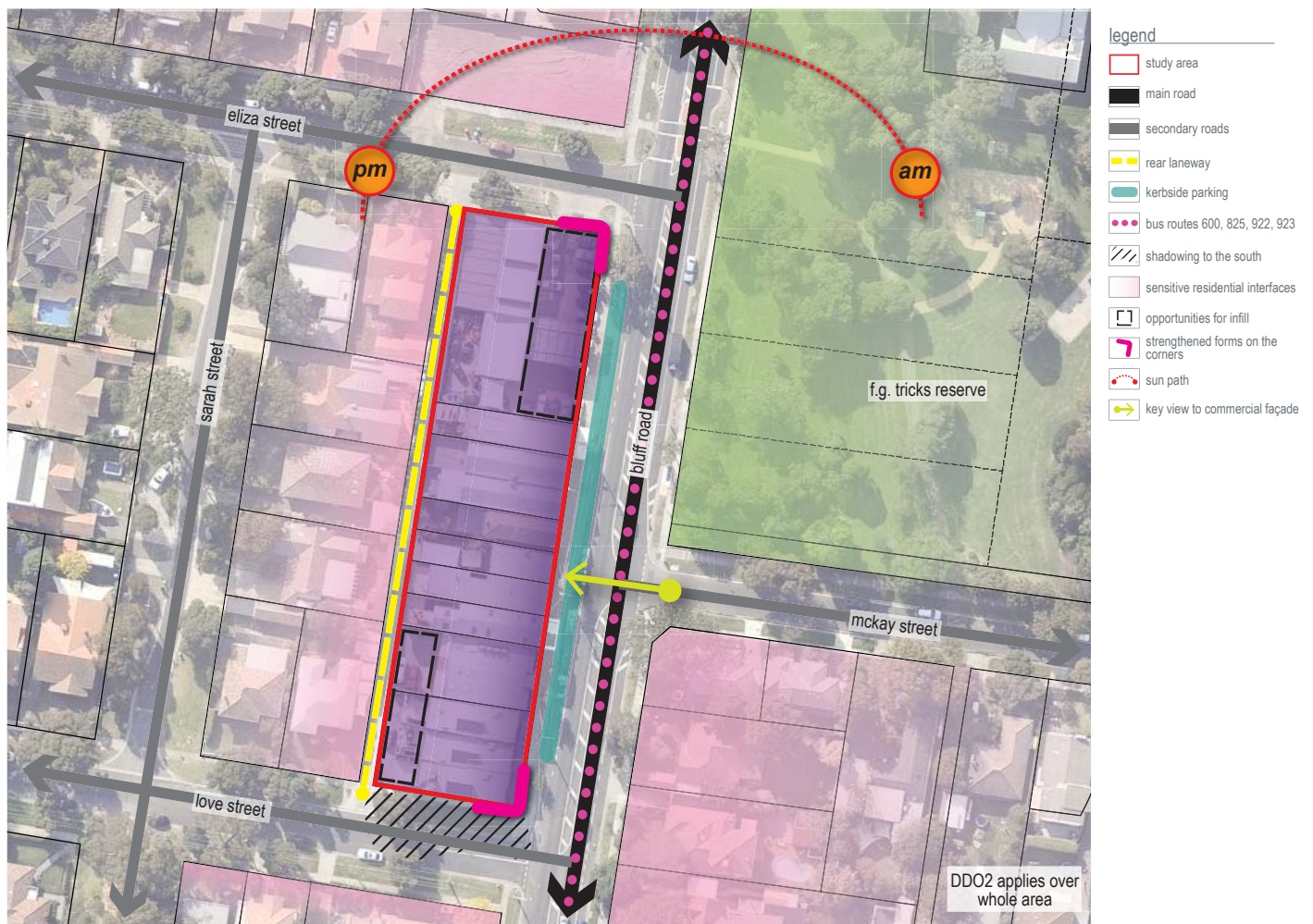
percentage of active frontage

50%

discussion

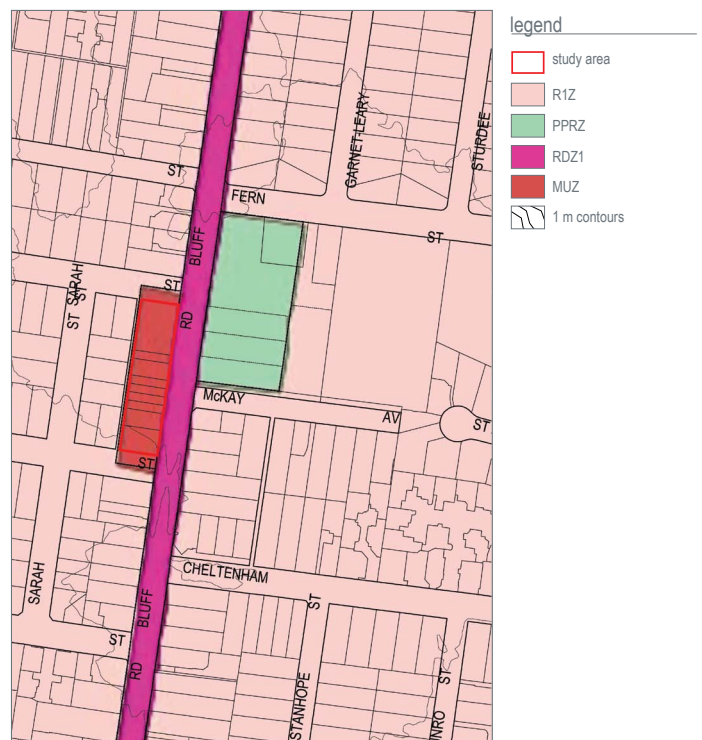
The centre is well located opposite F.G. Tricks Reserve. It has a number of new two storey terraced shop buildings and inconsistent provision of footpath canopies. A laneway provides access to the rear of lots, whilst parallel kerbside parking lines Bluff Road. A car service/workshops on the corner lot of Eliza Street and Bluff Road occupies an old petrol station site and is an anomaly in built form terms with the remainder of the centre.

opportunities and constraints



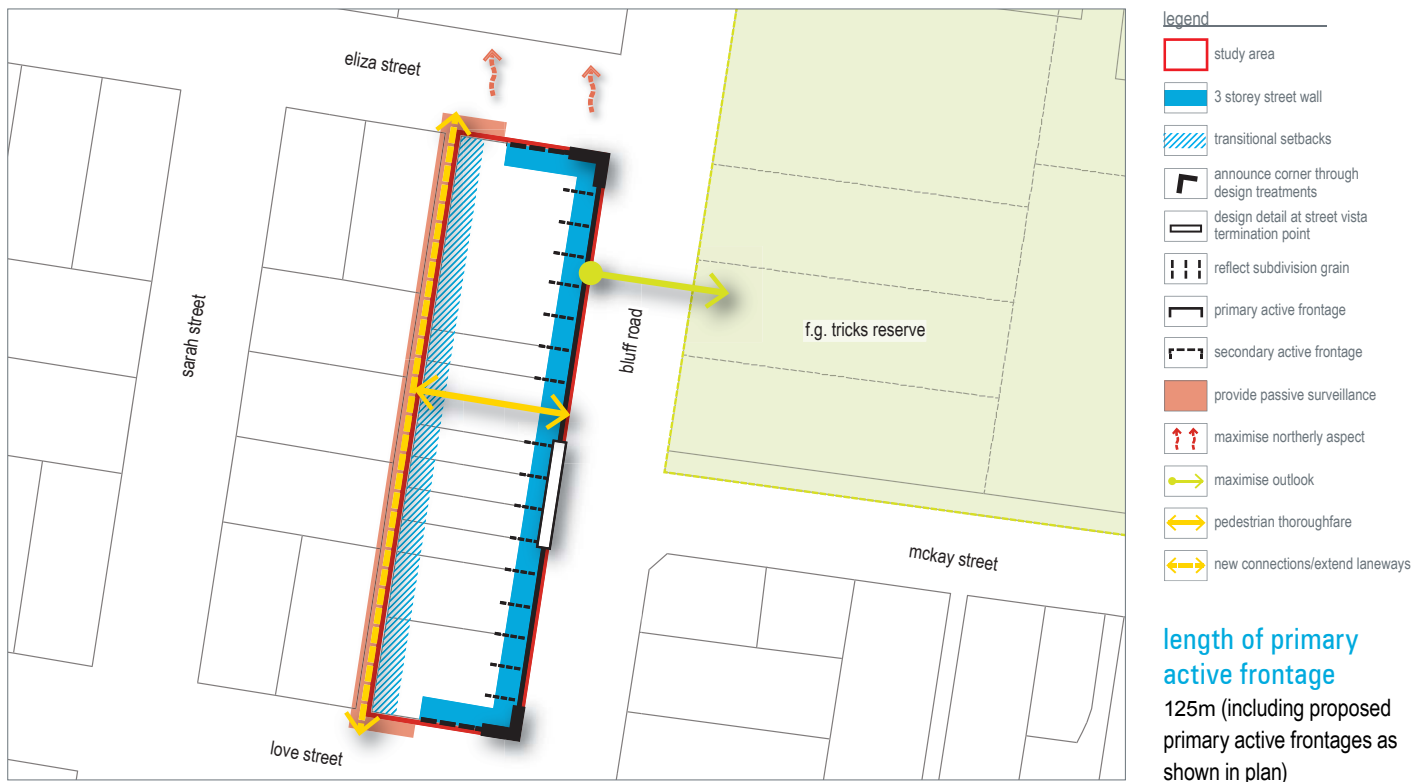
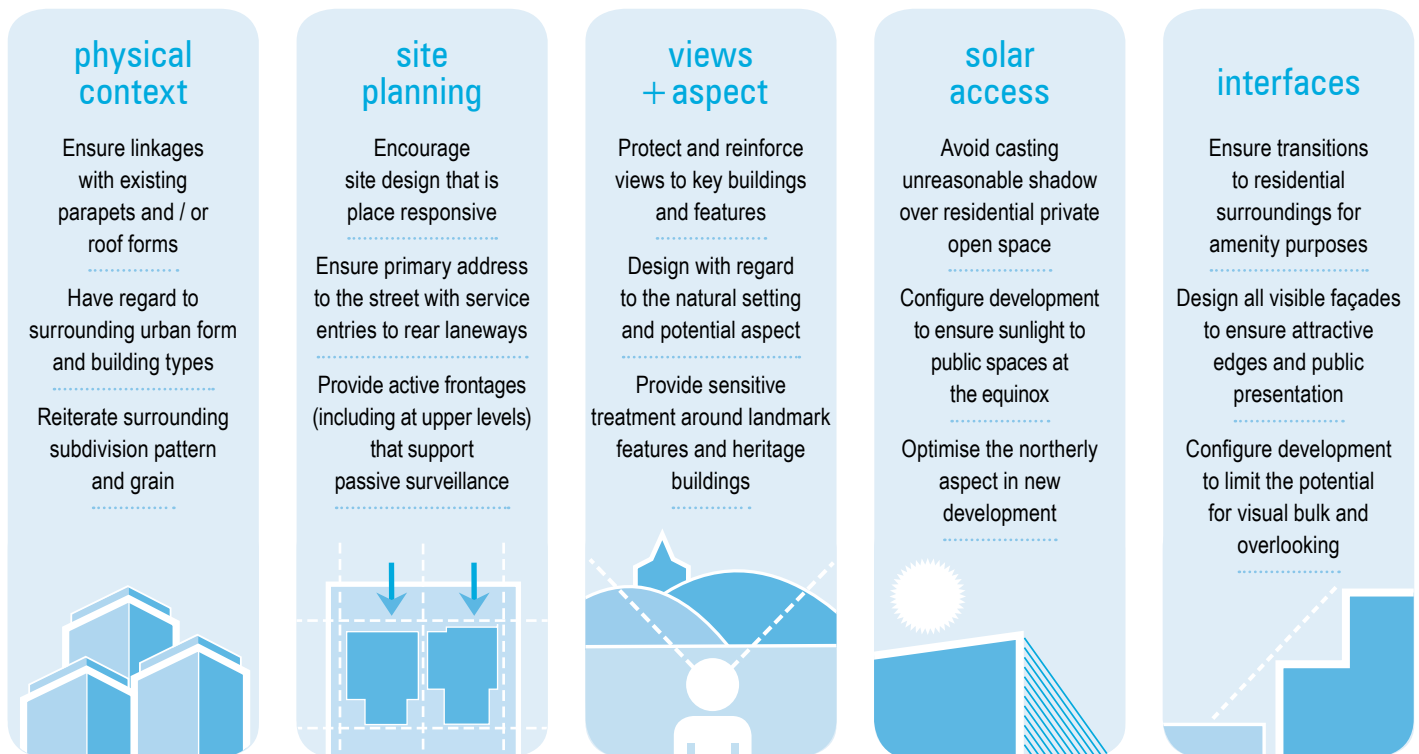
implications

- 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. 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. Prominent corners are an opportunity to distinguish the centre's identity and are key local orientation marks.
- An irregular street edge treatment creates a disjointed pedestrian view line and should be redeveloped to present a continuous street edge. There is an inconsistent subdivision grain within the centre with opportunity to create a human scale through redevelopment which reflects the finer subdivision grain.
- Several sites within the centre have been recently developed so are unlikely to be redeveloped substantially in the near future. There is a key redevelopment opportunity on the Eliza Street / Bluff Road corner, which has generous street setbacks, which has the added advantage of parkland outlooks.



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 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.

