

# bayside small neighbourhood activity centres

## urban design profiles & guidelines

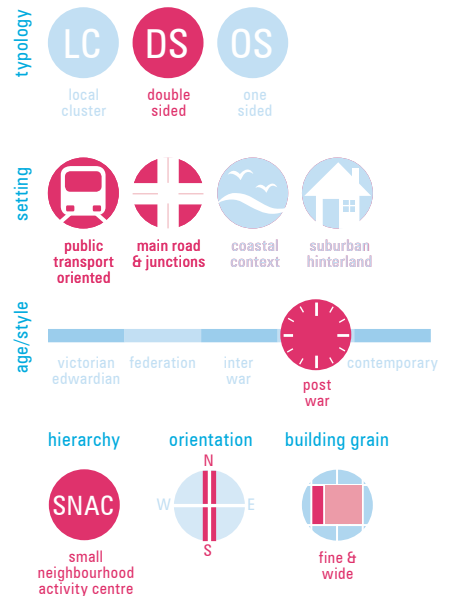


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### hawthorn road shopping centre, brighton east



#### existing conditions



#### primary activities

retail and office

#### general building height

1-3 storey (fine grain retail 1-2 storeys, offices mostly 2-3 storeys)

#### area

6,180sqm

#### interface treatments/features

rear laneways for car park access

#### percentage of active frontage

50%

#### discussion

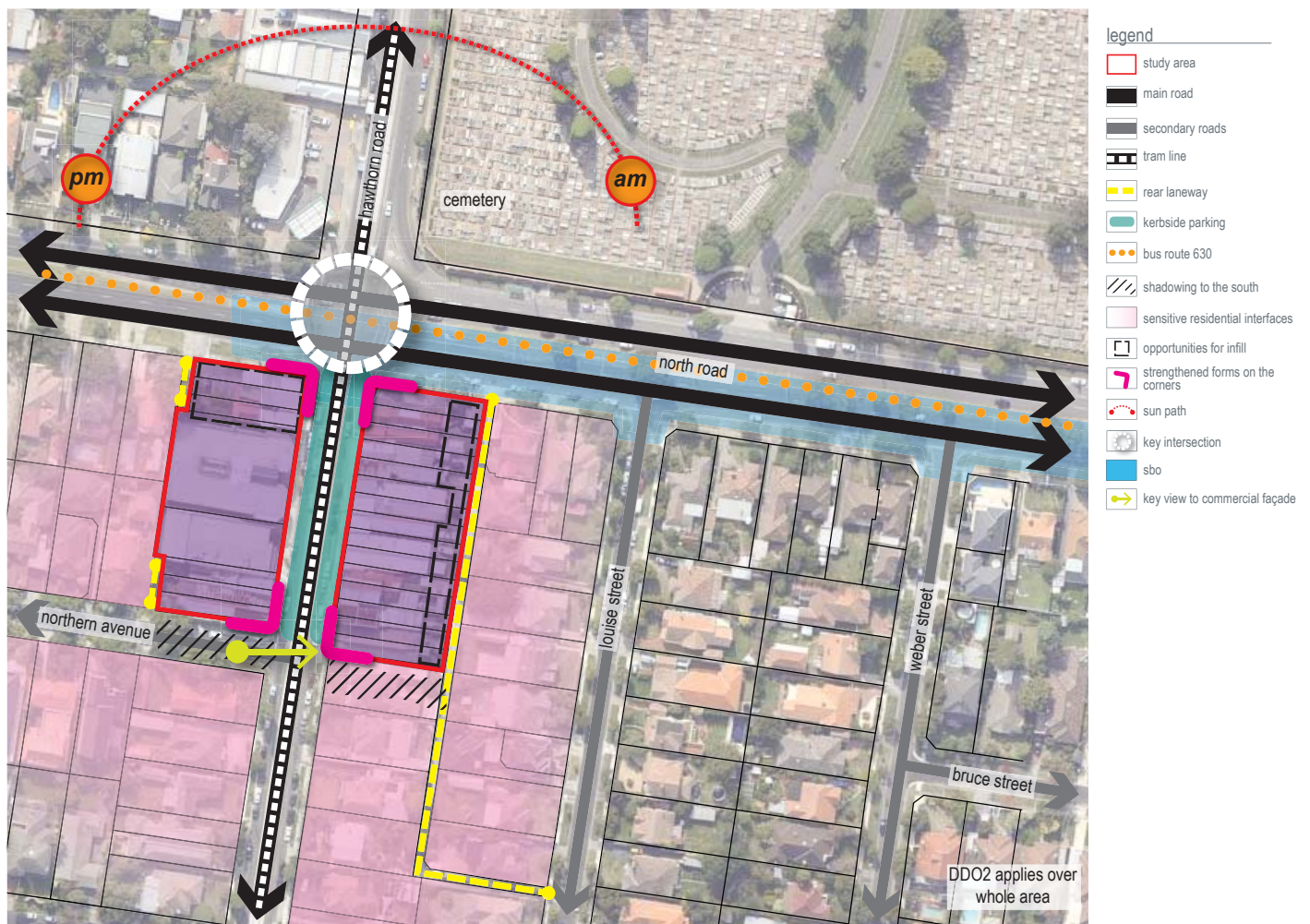
The centre features a mix of retail and offices which accounts for the comparatively low degree of active frontages in the centre, noting a lesser degree of activity is on the western side of Hawthorn Road. Fine grain shopfronts line the east side whilst the west side is more varied. Generally canopies cover footpaths on both sides of the street. The residential surrounds are older interwar dwelling stock. To the north of the centre is a service station and cemetery which are in the City of Glen Eira.



development capacity ★★

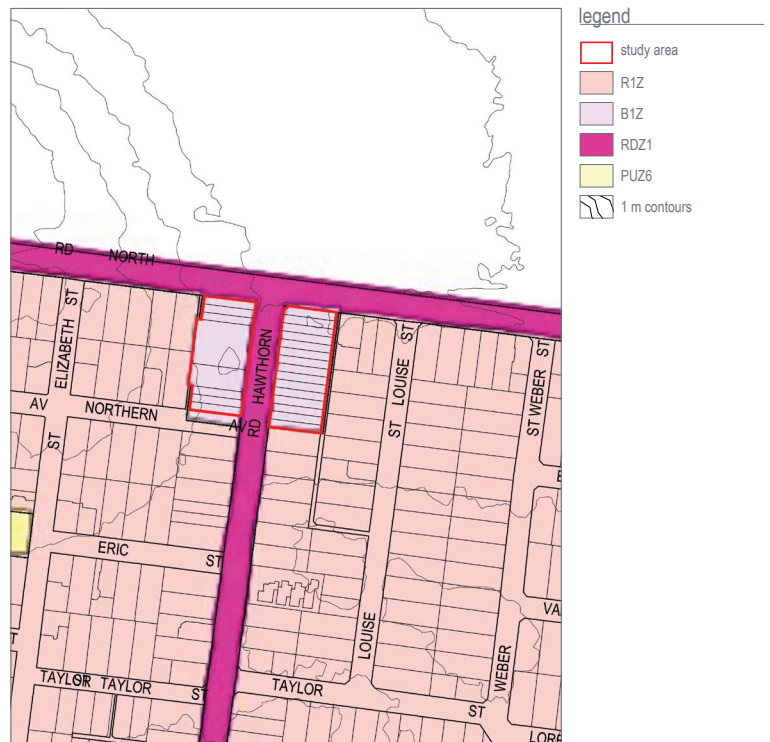


# opportunities and constraints



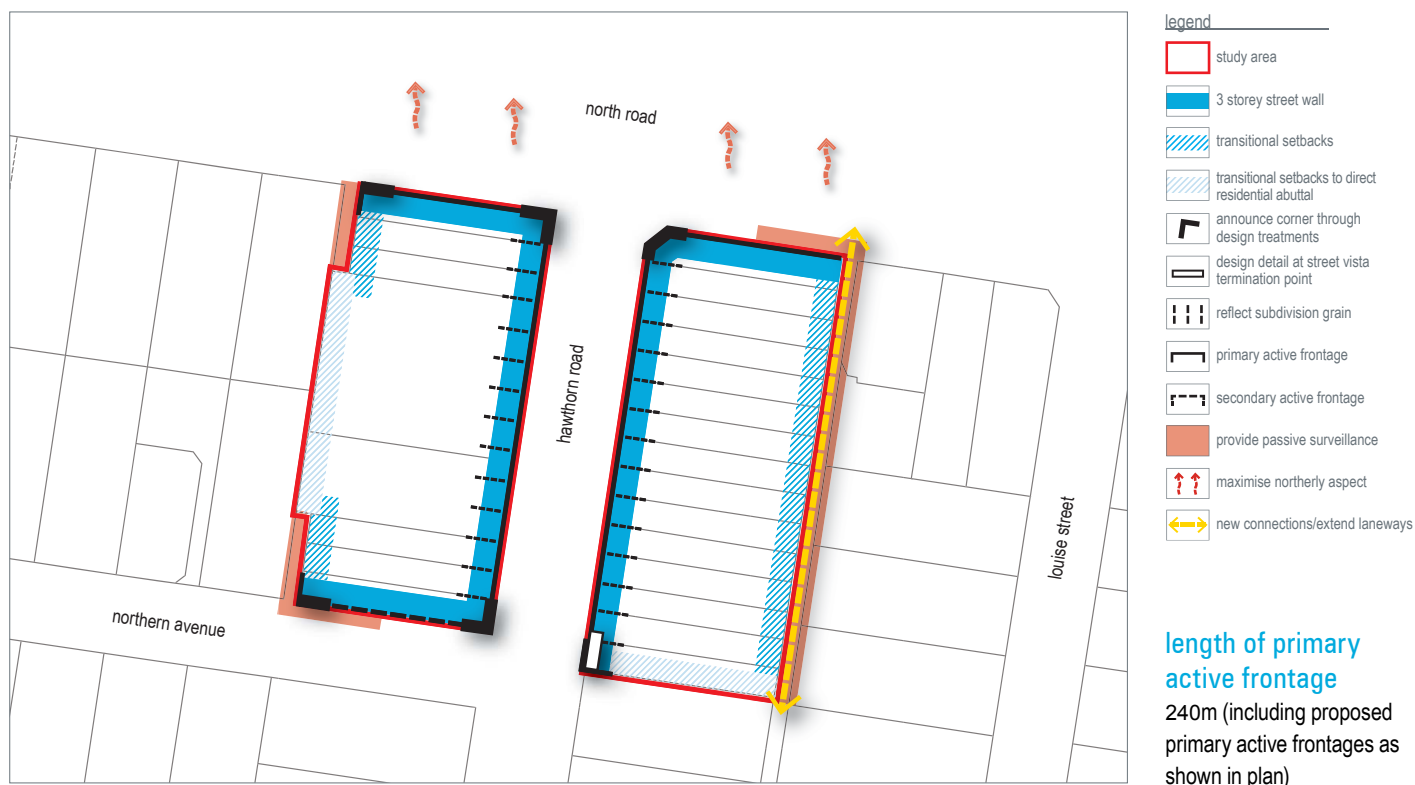
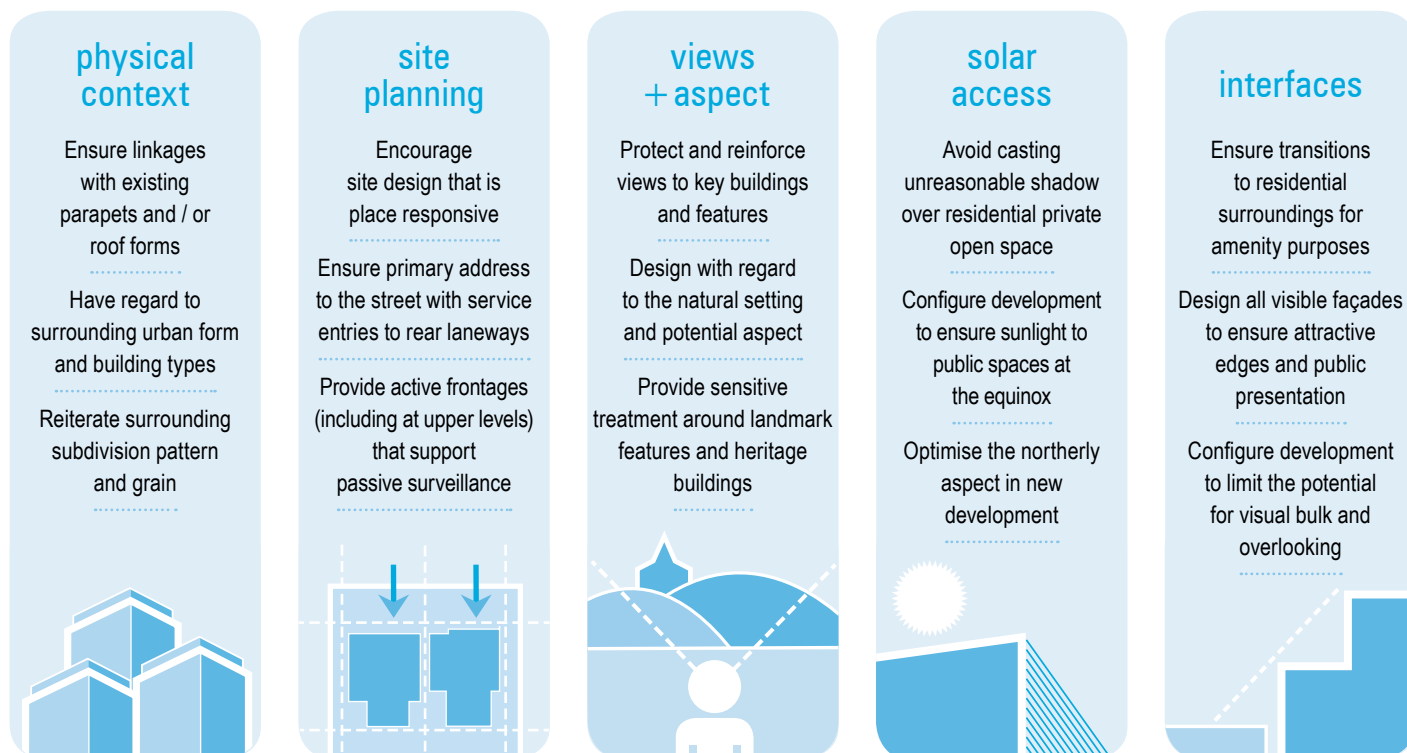
## implications

- 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. Rear access to the large sites on the west side of the Hawthorn Rd is limited due to an impermeable street network.
- Prominent corners are an opportunity to distinguish the centre's identity and are key local orientation marks.
- There are large sites fronting the west side of Hawthorn Rd which present a much wider street frontage. Redevelopment should ensure a human scale and fine grain streetscape treatment.
- There is capacity for change in rear setbacks abutting laneways as well as parking abutting North Rd. 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.

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.

