

bayside small neighbourhood activity centres

urban design profiles & guidelines



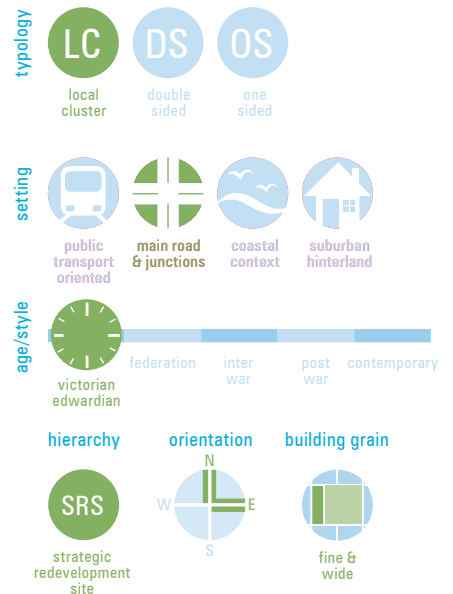
21

DRAFT

nepean highway & milroy street, brighton east



existing conditions



primary activities

retail and office (pet shop, car sales showroom)

general building height

1-2 storeys

area

4,768sqm

interface treatments/features

rear laneways for car park access

percentage of active frontage

10% (large glazed gallery fronts, blank walls, obscured shop frontages)

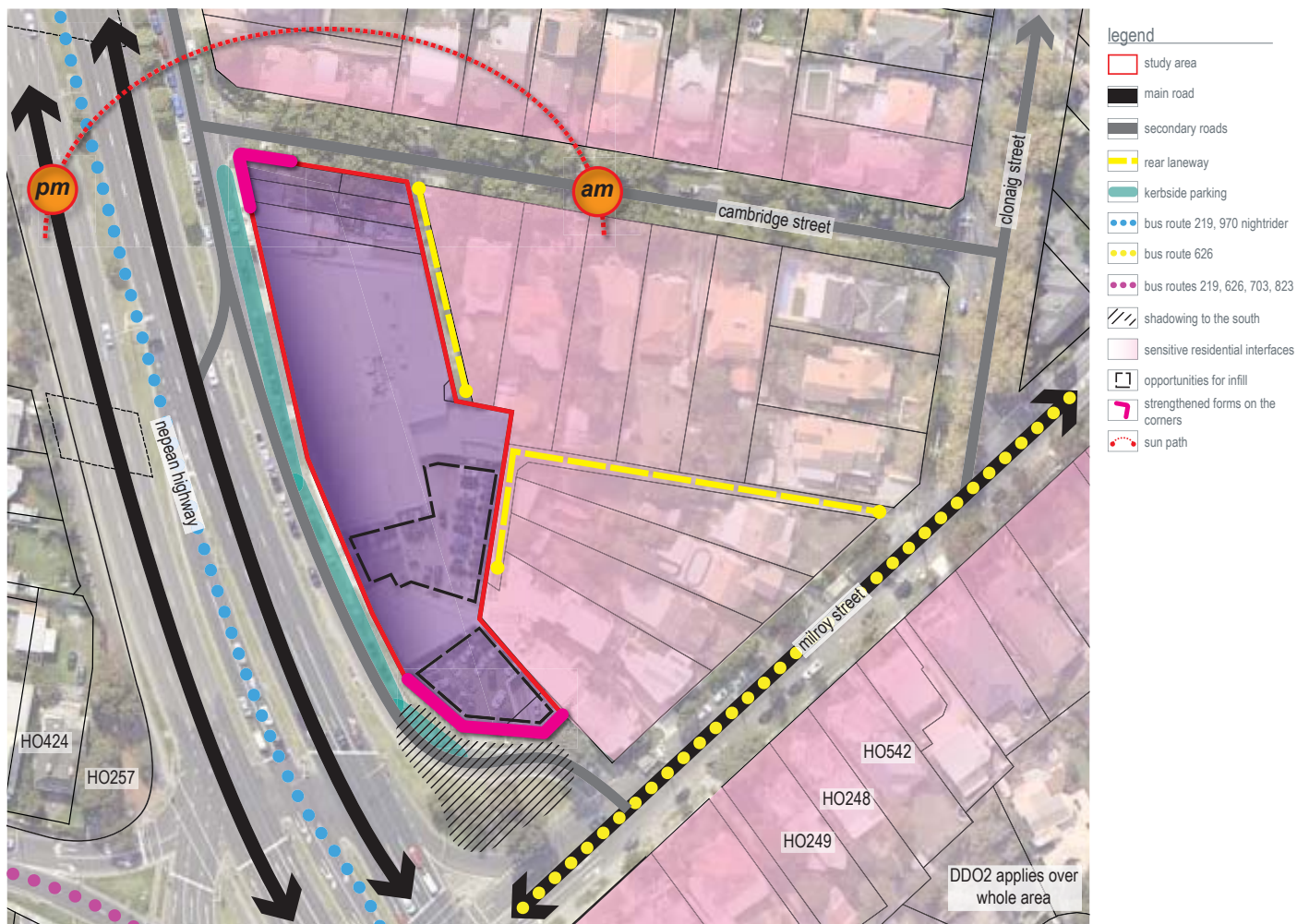
discussion

With highway frontage this centre is a mix of old two storey shopfronts (north end) and a contemporary car showroom (south end). Retail and commercial uses continue to the south of the Nepean Highway / Milroy Street intersection. Direct residential interfaces to the east and land fall to the east result in the centre being elevated in comparison to its surrounds. Service road access enables kerbside car parking.



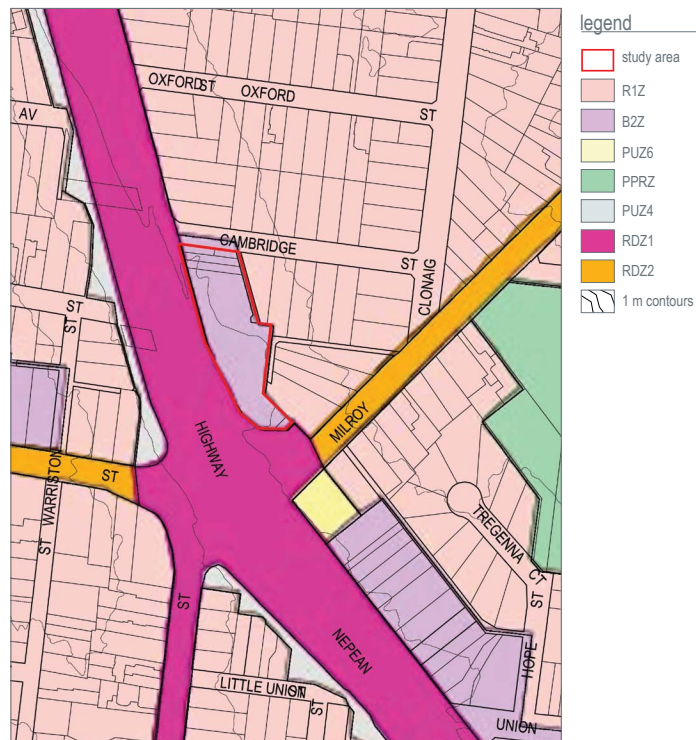
development capacity ★★★★★

opportunities and constraints



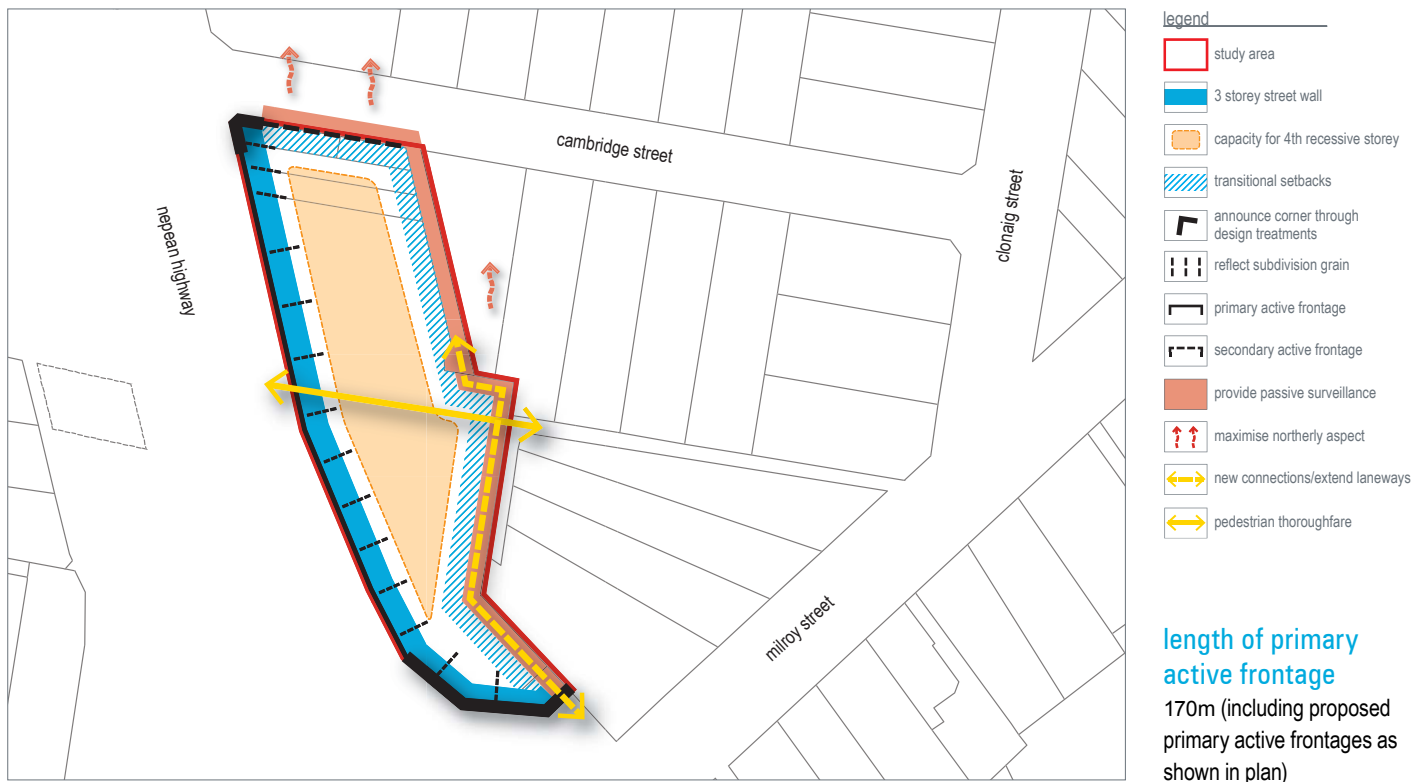
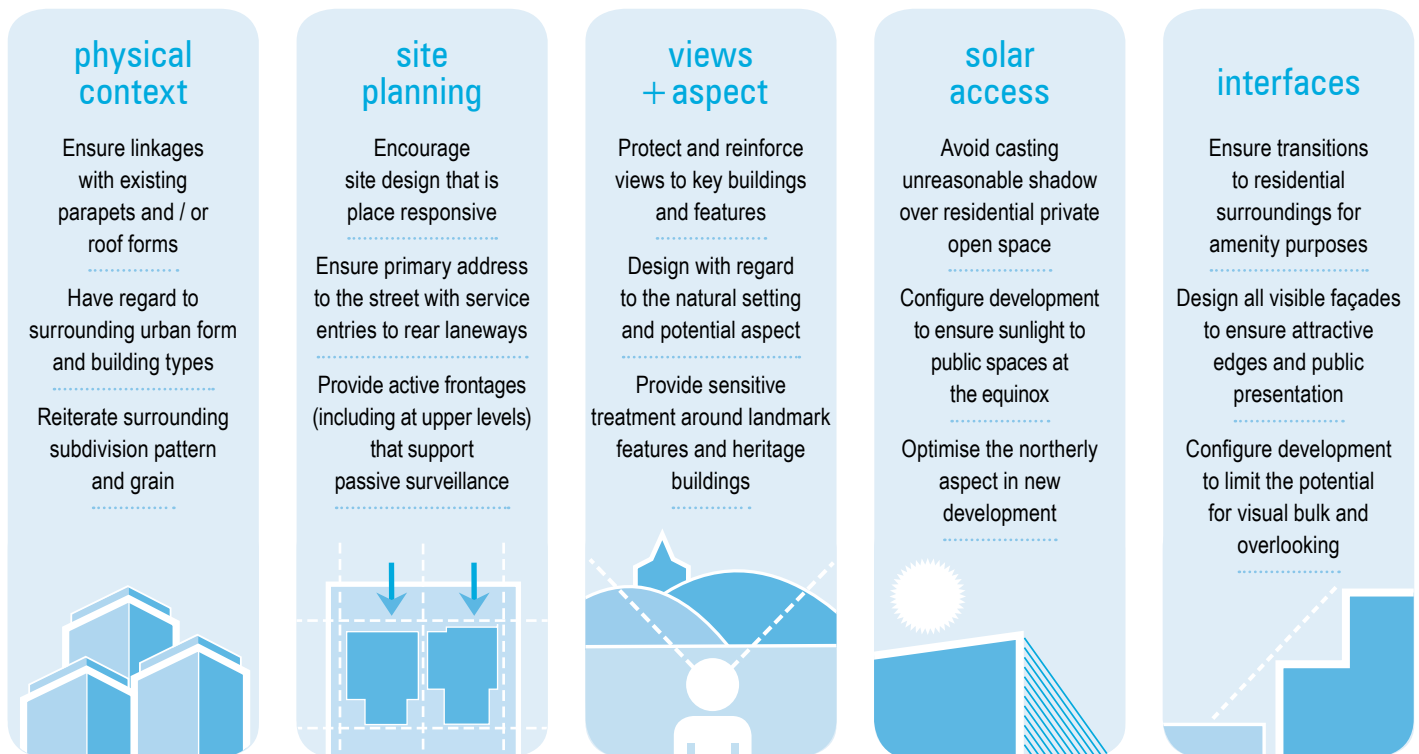
implications

- State planning policy promotes consolidation in activity centres which are along key arterial roads 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. Some rear laneway access exists providing buffers to adjacent residential. A scattering of other business land (south and west) forms a disconnected commercial/retail node.
- 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.
- Atypical road alignments of Milroy St and Nepean Hwy result in irregular shaped lots with prominent corners and highly visible frontages offering opportunity to distinguish the centre's identity and represent key local orientation marker.
- With a mix of traditional fine grain and broad grain showroom buildings, future redevelopment should seek to establish a street rhythm, grain and human scale reflecting the traditional form.
- Several configurations of higher built forms may be realised on the showroom site. However, 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 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.

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.

