

# bayside small neighbourhood activity centres

## urban design profiles & guidelines



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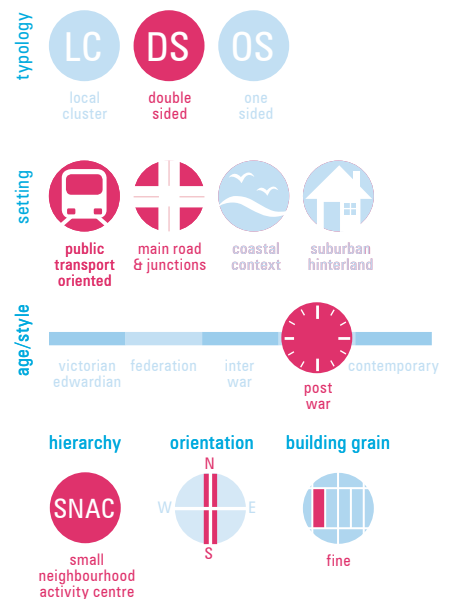
**DRAFT**

### east brighton shopping centre, brighton east



development capacity ★★

### existing conditions



### primary activities

retail

### general building height

1-2 storeys

### area

4,020sqm

### interface treatments/features

rear laneway for car park access

### percentage of active frontage

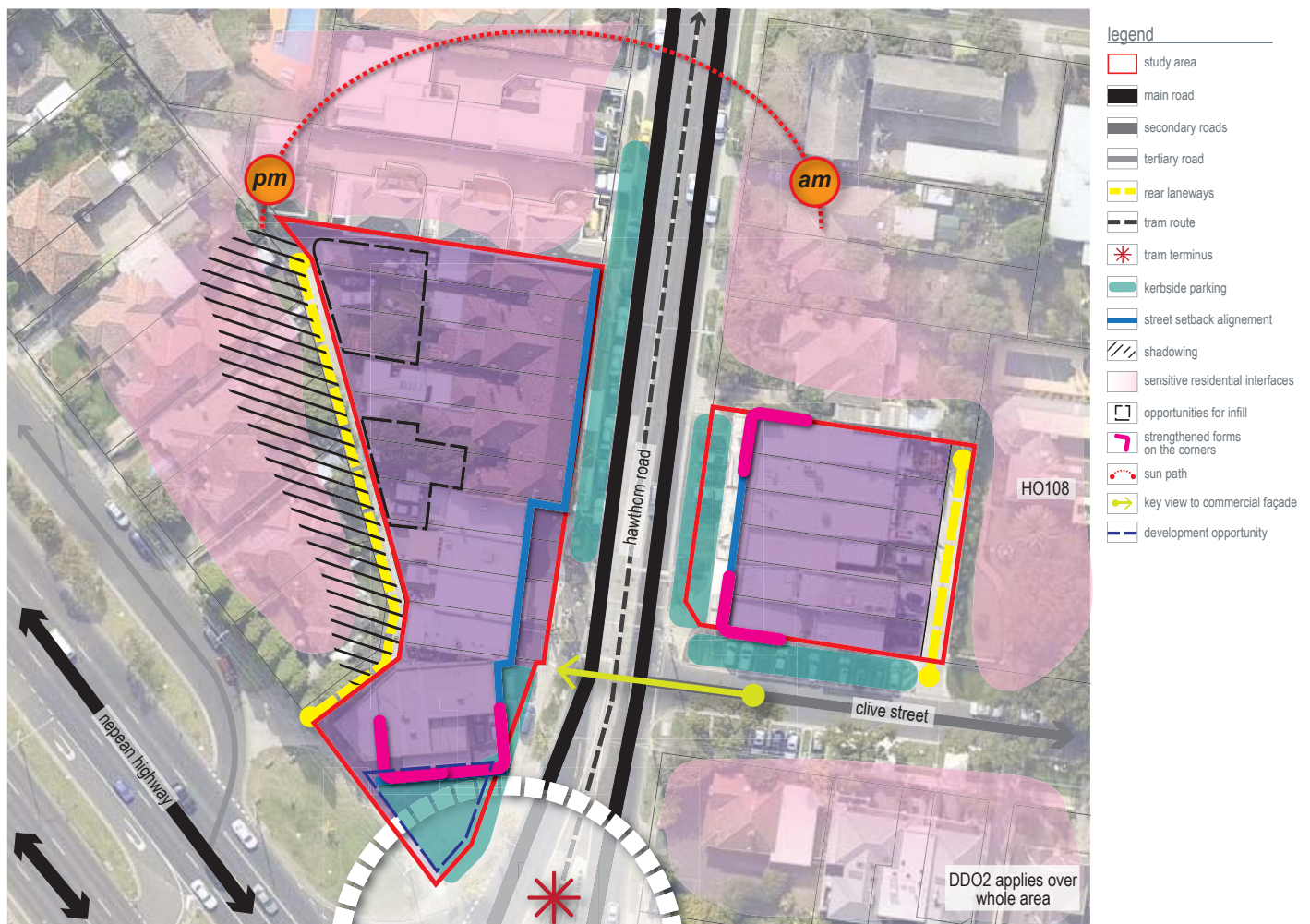
east 20%, west 100%

### discussion

Brighton East is adjacent to tram route 64 terminus. It is a mixed retail precinct servicing local needs including a small supermarket (east side Hawthorn Road) which has a largely inactive edge. A low scale mostly detached dwelling form in garden setting is typical of areas to the north. Street trees are limited, however consistent weather protection canopies are provided. A mix of parallel and perpendicular car parking is available on Hawthorn Road. Nepean Highway is less convenient for car parking.

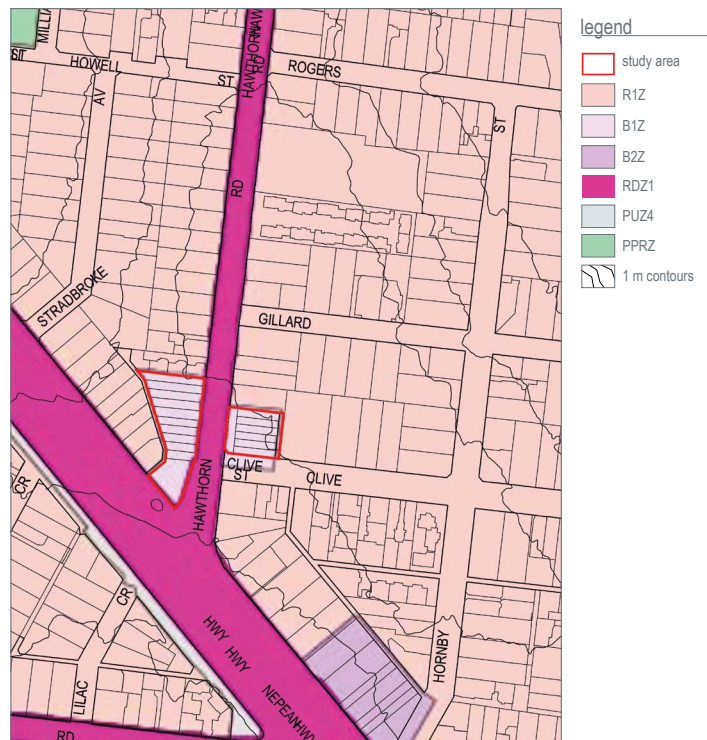


# opportunities and constraints



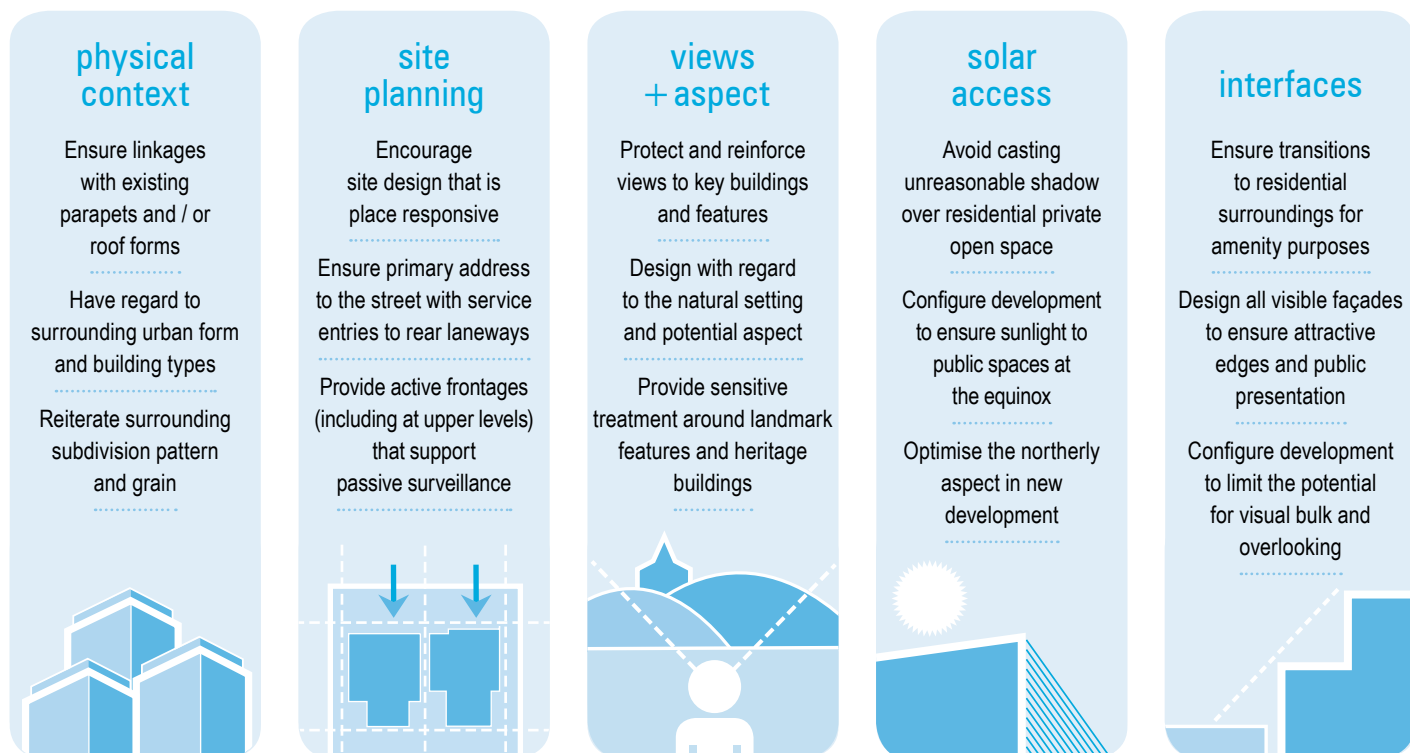
## implications

- 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.
- The angular alignment of Hawthorn Rd and Nepean Hwy creates an atypical street network with limited permeability. Laneways provide rear vehicle and service access, as well as acting as a buffer to residential interfaces.
- A misalignment in the street wall along the western side of Hawthorn Rd creates a disjointed pedestrian view line.
- 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.
- 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:



# 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.

