

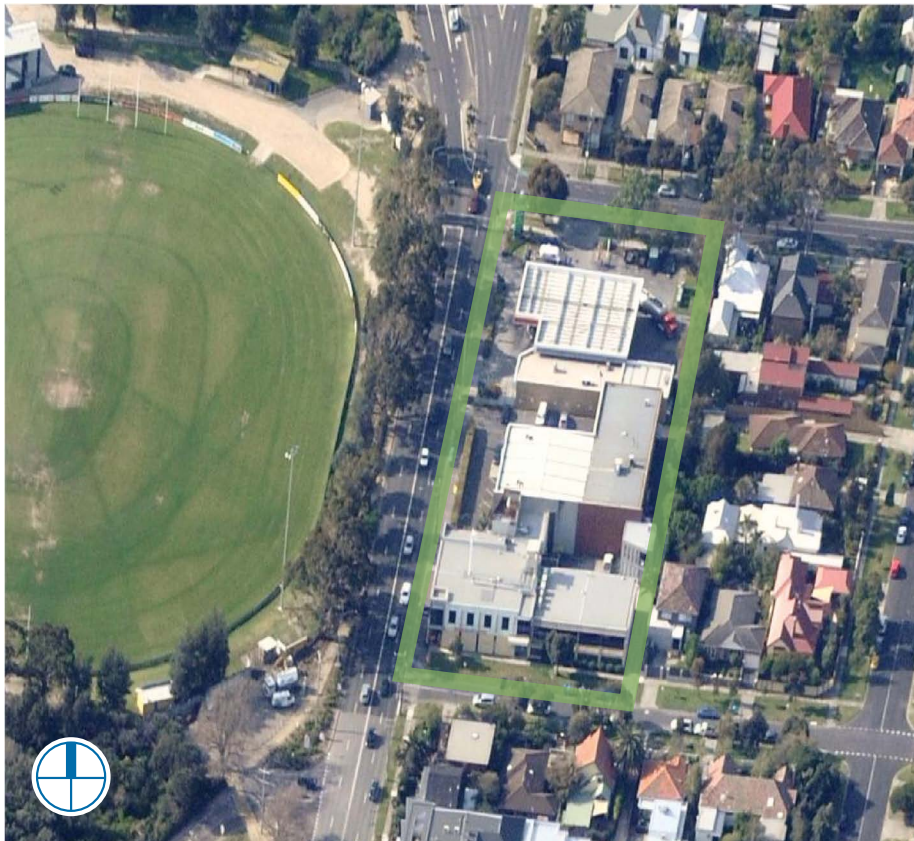
# bayside small neighbourhood activity centres

## urban design profiles & guidelines



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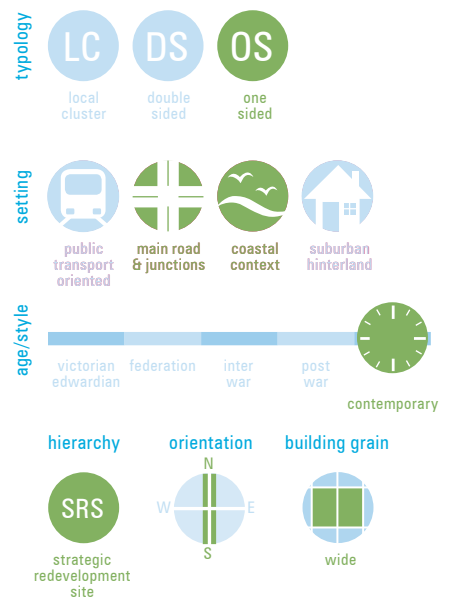
### beach road & georgiana street, sandringham



development capacity ★<sup>+</sup>

<sup>+</sup> This centre is located within the coastal DDO1 and therefore mandatory height limits apply.

### existing conditions



### primary activities

retail

### general building height

2 storeys

### area

5,004sqm

### interface treatments/features

rear laneways for car park access

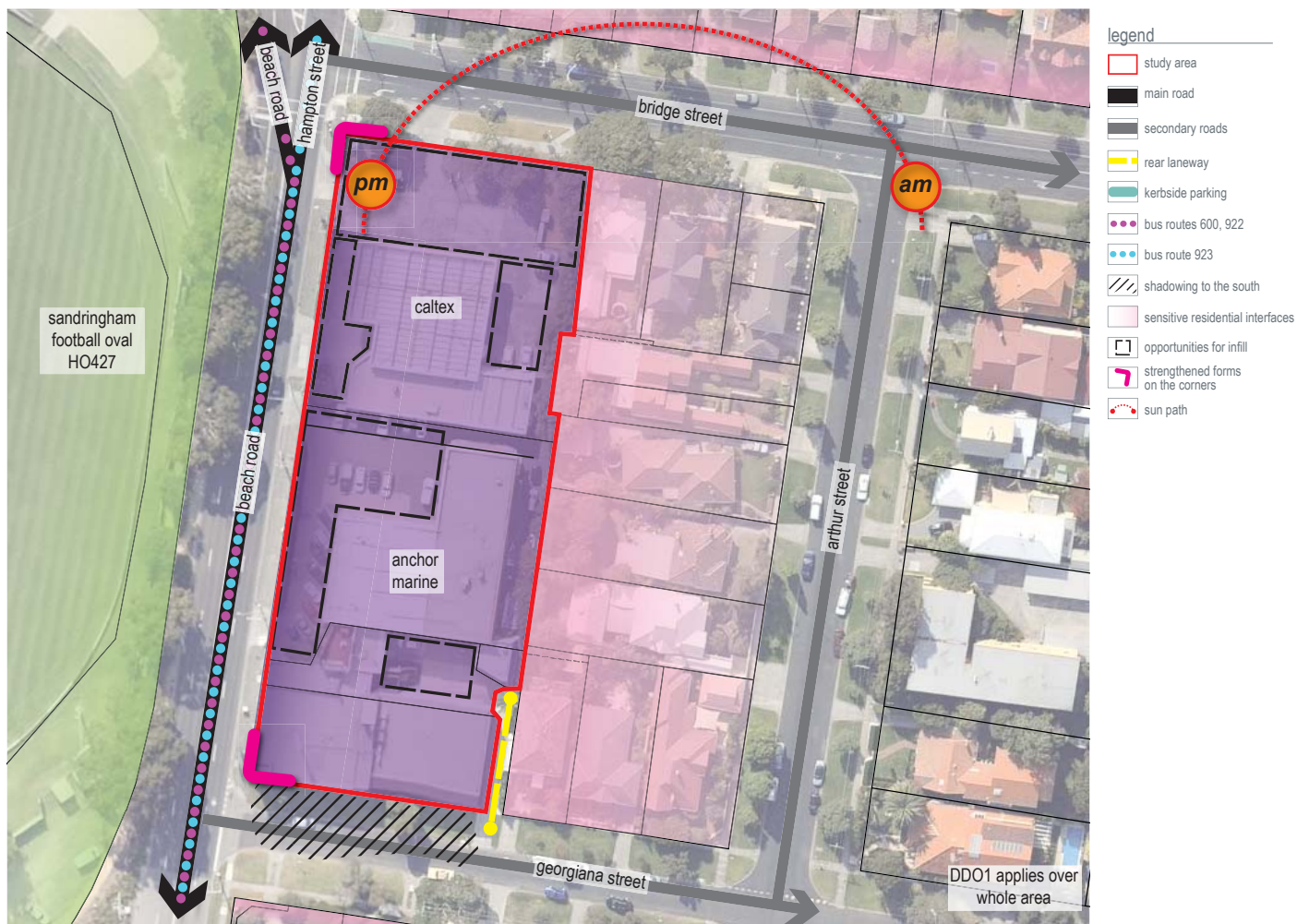
### percentage of active frontage

10%

### discussion

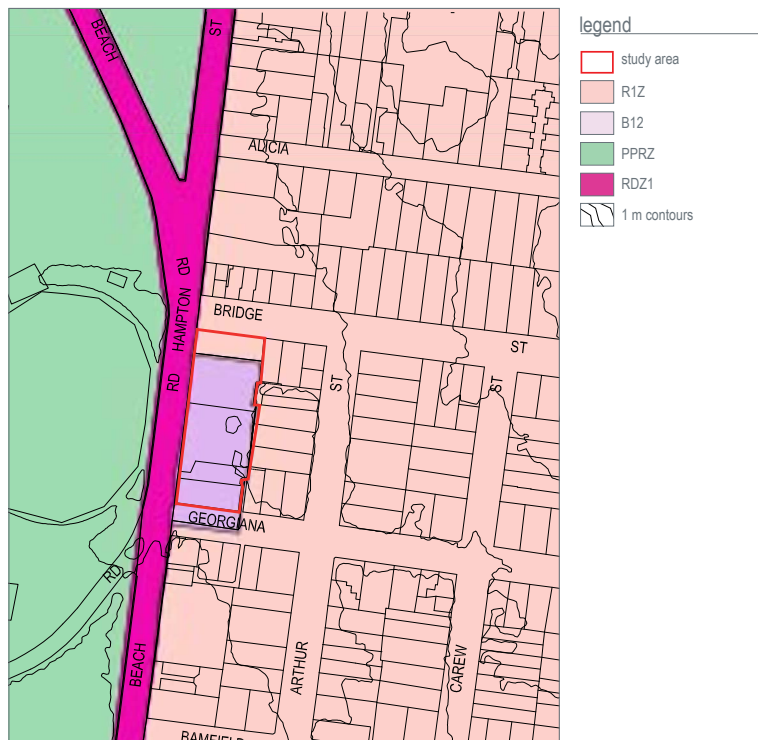
The two storey forms in this centre include some built to the street edge and others which are setback with car parking to the front. A petrol station abuts Bridge Street to the north. Beach Road is a major arterial road and given the proximity to the Hampton Street intersection, there is minimal street based parking on Beach Road. Established substantial canopy trees align the west side of Beach Road. Sandringham Football Oval opposite to the west is surrounded by high solid fencing.

# opportunities and constraints



## implications

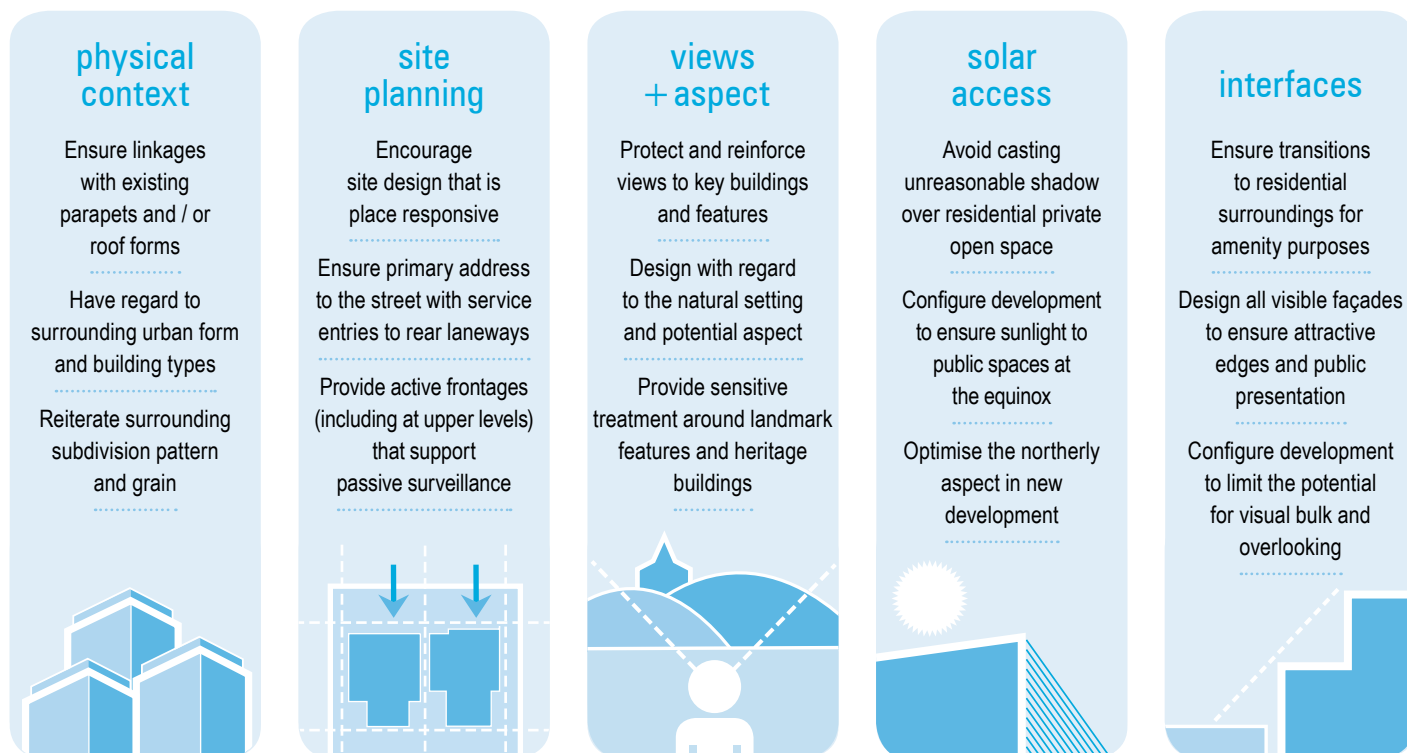
- State planning policy promotes consolidation within activity centres which are well serviced by public transport and open space. Sites fronting Road Zone 1 land typically have a greater capacity to accommodate a more robust built form. DDO1 seeks to protect and enhance the foreshore environs of Port Phillip Bay, limiting development along the coastline to a maximum of 2 storeys.
- The rear laneway has limited permeability, however provides some vehicle and service access to the southern sites, as well as acting as a buffer the residential interface.
- This centre has several large sites of varying width. Buildings are positioned irregularly across lots, creating a disjointed pedestrian view line and future redevelopment should establish a continuous street edge and reflect fine grain, human scale proportions. Prominent corners are an opportunity to distinguish the centre's identity and are key local orientation marks.
- There is capacity for change on sites with street setbacks. 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

This centre is located within the coastal DDO1 and therefore mandatory height limits apply.

## building height

The overall building height should not exceed 2 storeys in accordance with DDO1.

## street wall

Buildings should present a street wall of up to 2 storeys 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

\* 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.

