

bayside small neighbourhood activity centres

urban design profiles & guidelines



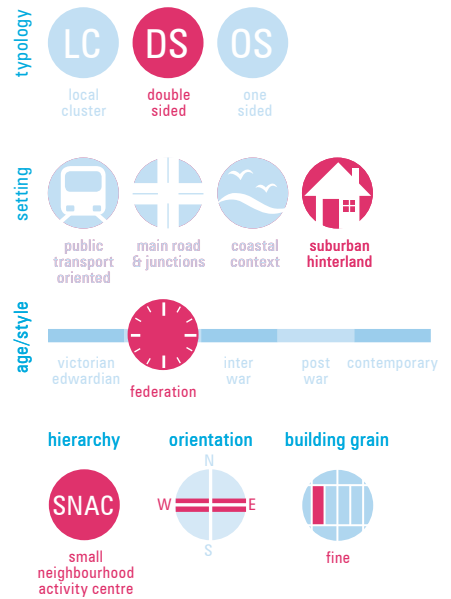
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DRAFT

**brighton beach
were street, brighton**



existing conditions



primary activities

retail (mostly convenience)

general building height

1-2 storey with high parapets

area

3,356sqm

interface treatments/features

rear laneways for car park access

percentage of active frontage

90%

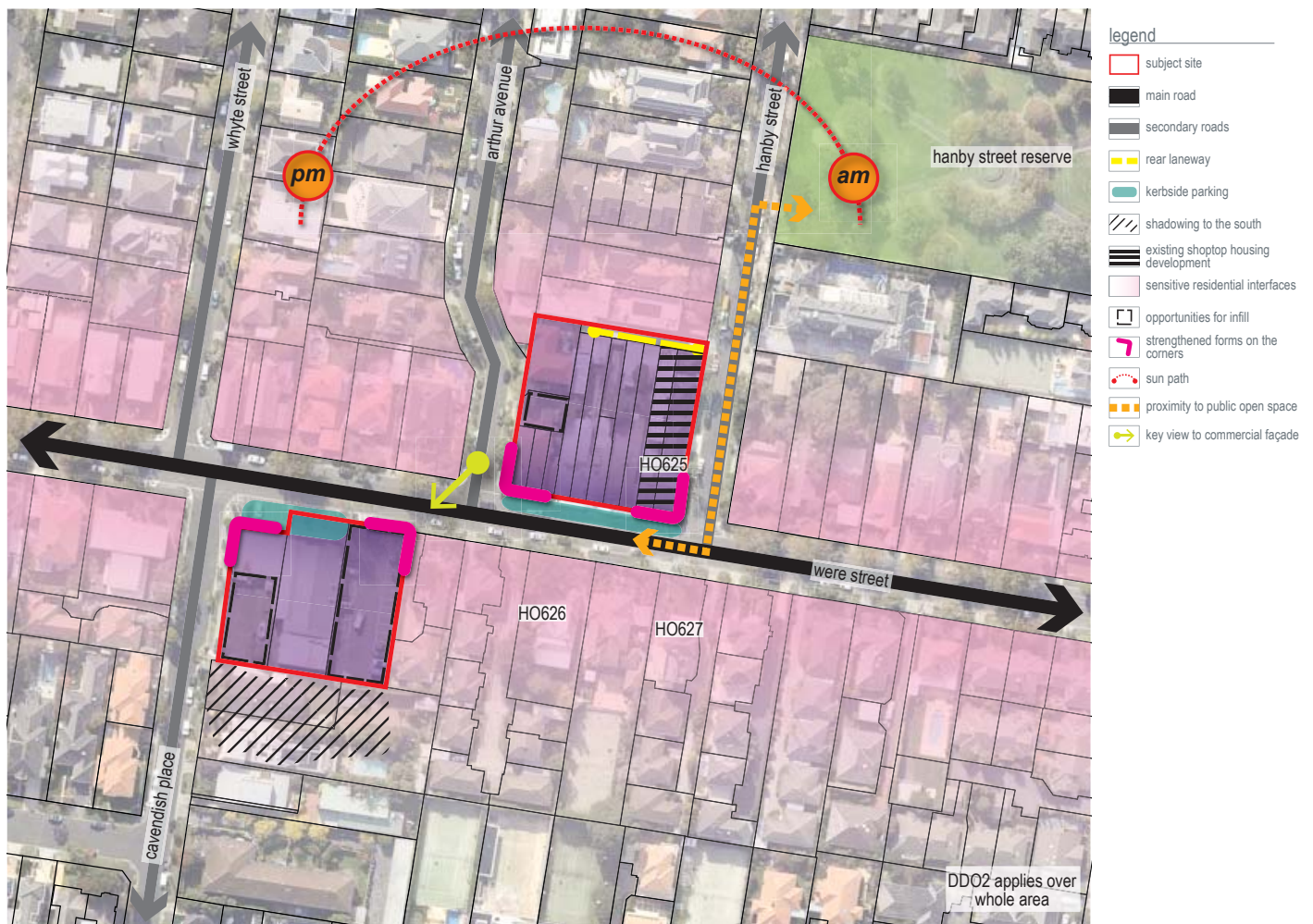
discussion

Were Street centre is physically fragmented with housing clusters separating the two key retail clusters. The Federation building stock and canopy street trees provide a consistent image and identity for the centre. Street trees within the retail strips are typically compact and low in height sitting below the continuous canopy overhanging the footpath. Parallel kerbside car parking lines Were Street with a surface car park adjoining the IGA, noting there is also some outdoor dining activity.



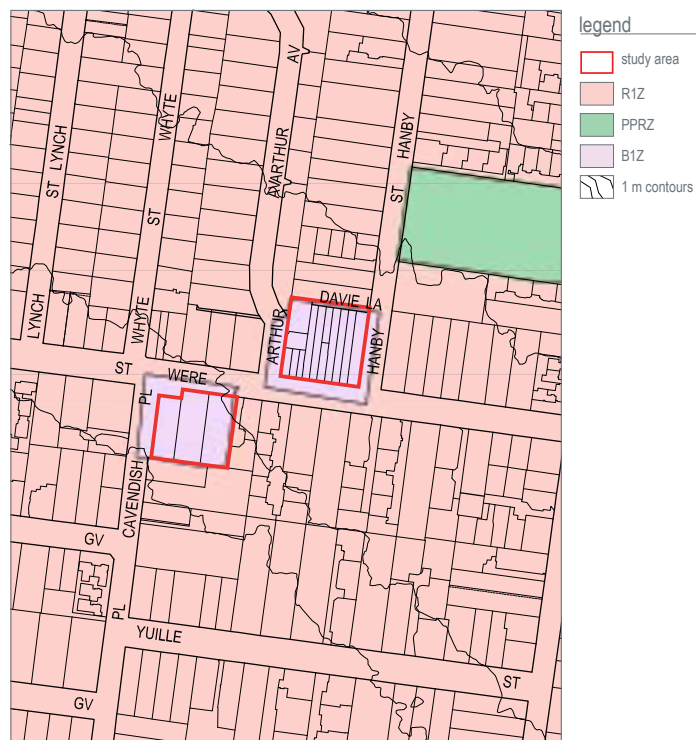
development capacity ★

opportunities and constraints



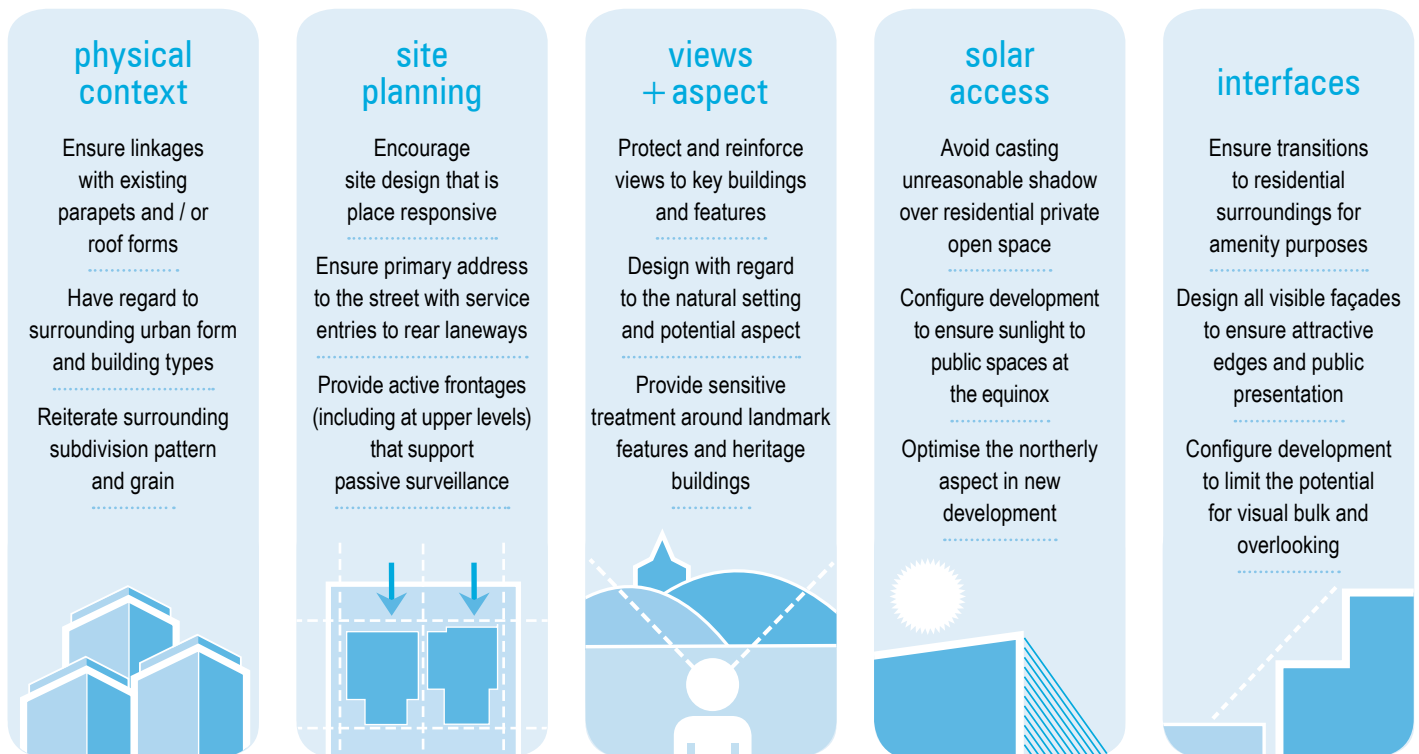
implications

- State planning policy promotes consolidation within activity centres which have good access to open space. 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.
- Alignment of Arthur Ave produces irregular lot frontages however redevelopment of these lots has the opportunity to connect to the rear laneway to increase permeability.
- Irregular street wall alignment (for inset kerb parking) to southern side of Were St interrupts pedestrian view line. Redevelopment should seek to correct the misalignment if possible. Prominent corners are an opportunity to distinguish the centre's identity and are key local orientation marks.
- Lots along the north of Were St are very narrow and long, meaning redevelopment may be difficult without lot consolidation. Changes in grain through consolidation can negatively affect the fine grain character of this centre.
- There is capacity for change to the south of Were St where lot sizes are much wider. 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 2 storeys (up to 9m).

street wall

Buildings should present a street wall of up to 2 storeys (up to 9m) 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.

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.

