nepean highway & milroy street, brighton east

existing conditions

**typology**
- **LC**: local cluster
- **DS**: double sided
- **OS**: one sided

**setting**
- **main road & junctions**
- **coastal context**
- **suburban hinterland**

**age/style**
- **victorian edwardian**
- **federation inter war**
- **post war**
- **contemporary**

**hierarchy**
- **SRS**: strategic redevelopment site

**orientation**
- **N, E, S, W**

**building grain**
- **fine & wide**

**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

- 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.
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:

### Physical Context
- Ensure linkages with existing parapets and/or roof forms.
- Have regard to surrounding urban form and building types.
- Reiterate surrounding subdivision pattern and grain.

### Site Planning
- Encourage site design that is place responsive.
- Ensure primary address to the street with service entries to rear laneways.
- Provide active frontages (including at upper levels) that support passive surveillance.

### Views + Aspect
- Protect and reinforce views to key buildings and features.
- Design with regard to the natural setting and potential aspect.
- Provide sensitive treatment around landmark features and heritage buildings.

### Solar Access
- Avoid casting unreasonable shadow over residential private open space.
- Configure development to ensure sunlight to public spaces at the equinox.
- Optimise the northerly aspect in new development.

### Interfaces
- Ensure transitions to residential surroundings for amenity purposes.
- Design all visible façades to ensure attractive edges and public presentation.
- Configure development to limit the potential for visual bulk and overlooking.

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**Legend**
- Study area
- 3-storey street wall
- Capacity for 4th recessive storey
- Transitional setbacks
- Announce corner through design treatments
- Reflect subdivision grain
- Primary active frontage
- Secondary active frontage
- Provide passive surveillance
- Maximise northerly aspect
- New connections/extend laneways
- Pedestrian thoroughfare

**Length of Primary Active Frontage**
- 170m (including proposed primary active frontages as shown in plan).

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**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.