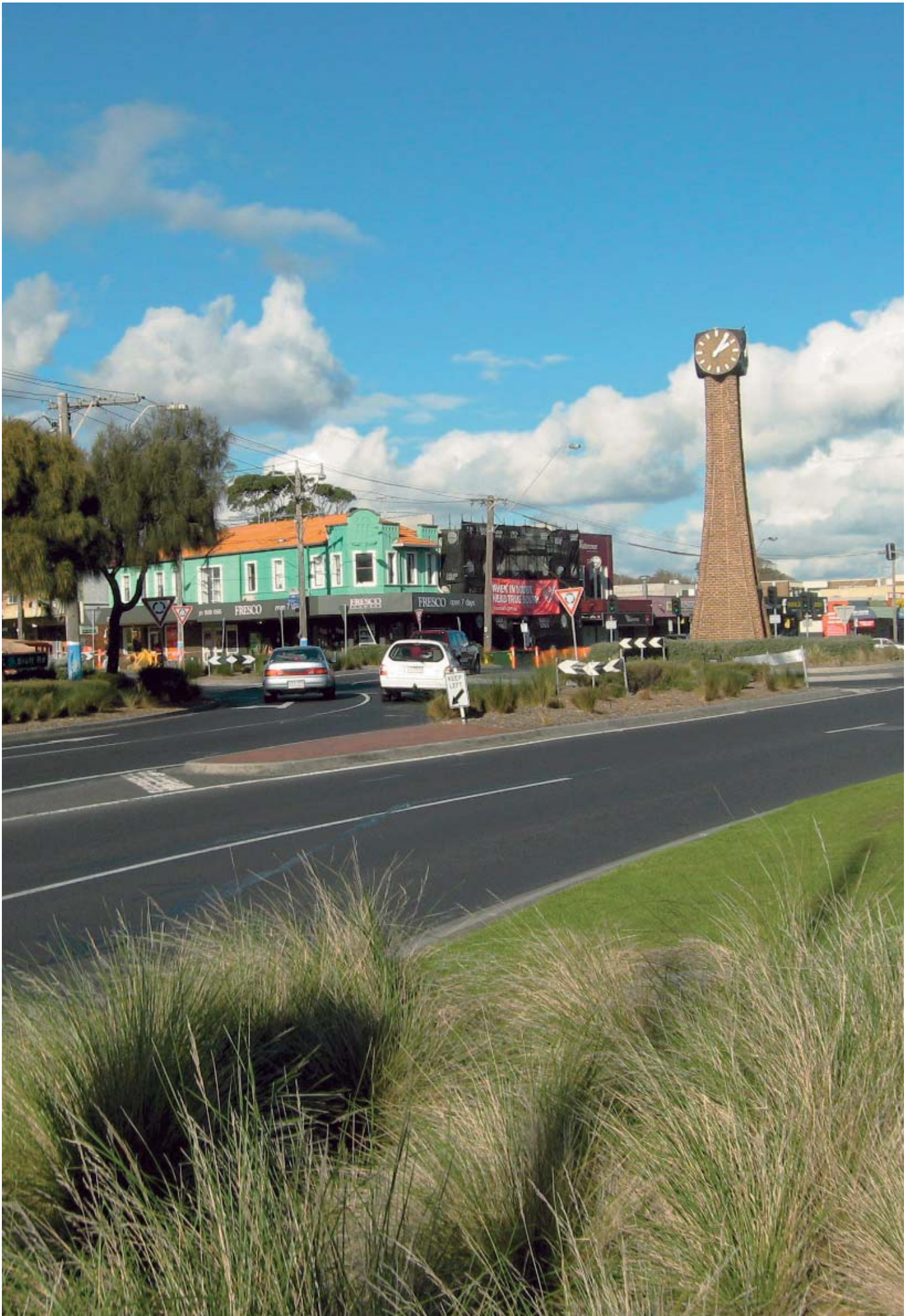


Black Rock Village Neighbourhood Activity Centre Strategic Framework Plan

with Addendum
- July 2012

October 2009

Prepared by CPG Australia on
behalf of Bayside City Council



Addendum to Black Rock Neighbourhood Activity Centre Strategic Framework Plan – July 2012

On 22 February 2012, Bayside City Council determined not to proceed with those parts of the Black Rock Village Neighbourhood Activity Centre Amendment comprising:

- an increase in allowable building heights;
- reduced parking provision for certain land uses within the Black Rock Village Shopping Centre; and
- the rezoning of residential land in Beach Road and Sylvia Crescent to Mixed Use.

These changes were abandoned as part of Amendment C90 Part 2. As a result, the following sections of this plan are obsolete:

- **4. Key Strategic Directions - Design and Built Form (page 9)**

In the Design Built Form section; disregard the word “height” in the second hyphen point.

- **6. Built From Outcomes- (page 17)**

In the fifth paragraph; disregard third hyphen point.

- **6.1 Centre wide objectives - (page 18)**

Disregard second hyphen point.

Disregard **Building Height** section in Drawing Key of Figure 5.

- **6.2 Heights and Setbacks - (page 20)**

Disregard all of section 6.2 - (page 20).

Disregard Table 1 – (page 21).

Disregard all Figure 6 – (pages 22& 23).

Disregard Figures 7a, 7b, 7c, 7d, 7e, 7f.

- **Transport and Access- (page 35)**

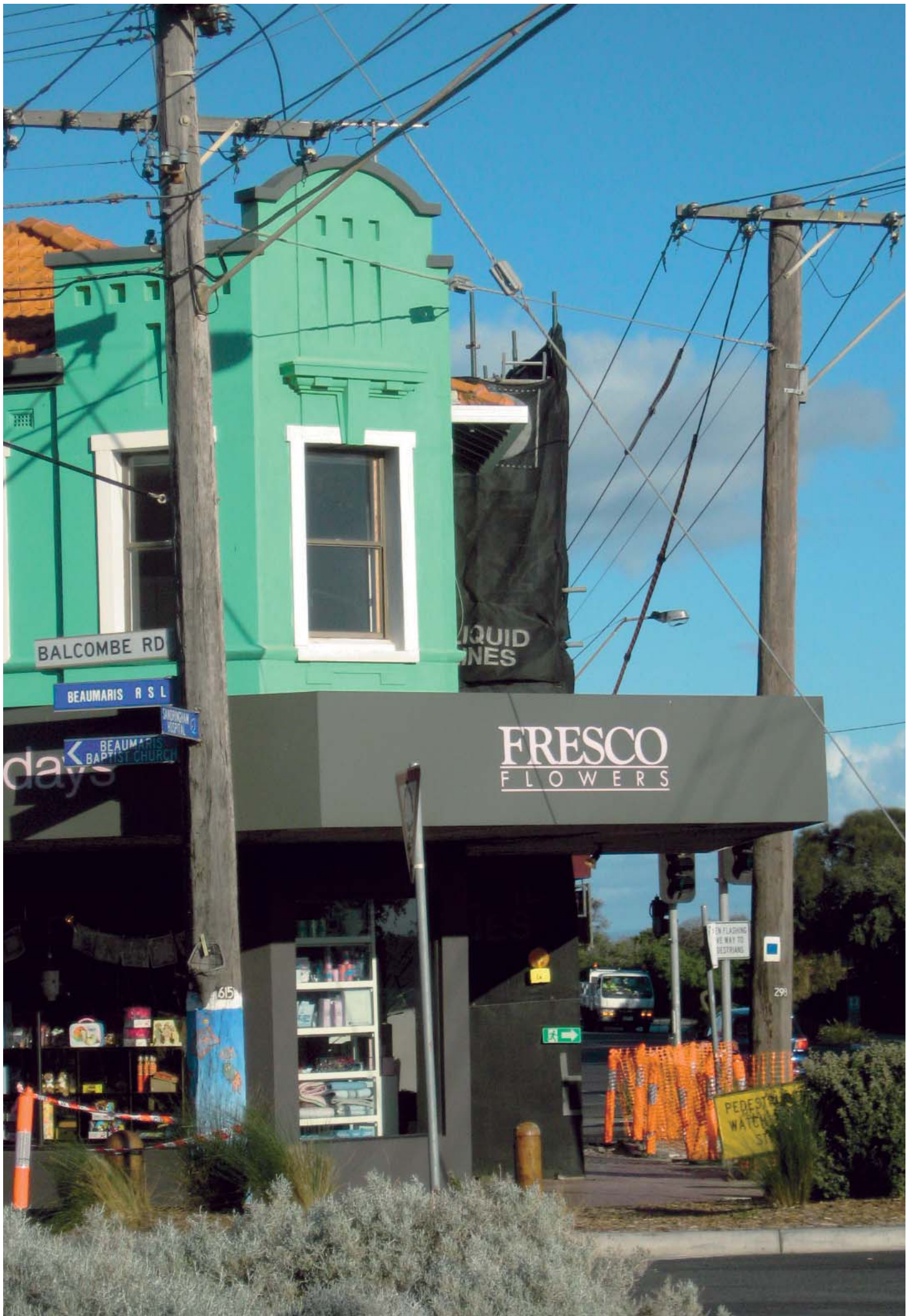
- **7.3 Car parking requirements - (page 35)**

Disregard second paragraph of section 7.3 - (page 35).

Disregard Table 2 – (page 35).

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BALCOMBE RD

BEAUMARIS R S L

BEAUMARIS BAPTIST CHURCH

LIQUID LINES

FRESCO
FLOWERS

615

298

IN FLASHING
VEHICLE WAY TO
BEDFORD

PEDESTRIAN
WATCH

1

Introduction

This is a 'Strategic Framework Plan' for the Black Rock Village Neighbourhood Activity Centre.

The purpose of this Plan is to provide clear and concise strategic direction for the City of Bayside ('Council') and the local community in relation to the future use and development of land within the Centre over the next 5-10 years, in accordance with an agreed community vision.

The Framework Plan specifically provides:

- An overview of the strategic role and function of Black Rock Village;
- A 'vision' for the Village, supported by key strategic directions; and
- A physical Strategic Framework Plan identifying the overall boundary of the Centre, as well as the location and form of preferred land use and development outcomes.

The Framework Plan sets the strategic direction for the preferred land use mix, built form outcomes, key redevelopment opportunities and transport and access. It has been developed in conjunction with the City of Bayside, and is derived from, and builds upon a number of key strategic documents as listed in Section 9 of this report.

Significantly, this Framework Plan has been designed to ensure that Black Rock Village continues to develop in line with Melbourne 2030's principles for 'Neighbourhood Activity Centres', as well as Melbourne @ 5 Million and Bayside's local planning policy framework. Collectively, these policies seek to ensure that such a NAC:

- Provides a limited mix of uses meeting local convenience needs;
- Is accessible via walking, cycling and public transport routes; and
- Remains an important community focal point with appropriate services and facilities.

The Framework Plan should be read in conjunction with the provisions of the Bayside Planning Scheme as they relate to Black Rock Village, including the Black Rock Village Local Planning Policy (Clause 22.12) and accompanying Design and Development Overlay – Schedule 8 at Clause 43.02.





Role and Function of Black Rock Village

Located 20 kilometres south of Melbourne's CBD, Black Rock Village is situated at the junction of Beach, Bluff and Balcombe Roads, marked by a historic clock tower on a rise overlooking Port Phillip Bay (refer Figures 1 and 2).

Figure 1 > Black Rock Village Activity Centre



SOURCE: Google Maps, <http://maps.google.com.au>, accessed 30 July 2009

Alongside Beaumaris, Highett and Martin Street (Gardenvale), Black Rock Village is one of four designated 'Neighbourhood Activity Centres' (NACs) within Bayside, as defined by Melbourne 2030 and the Bayside Planning Scheme. As the lowest order type of activity centre, the Village primarily serves the local convenience needs of surrounding residents in terms of speciality shops, cafés, restaurants and beauty services.

The Village's retail role is largely well-established with very few gaps in services. As such, there is little potential for further retail expansion, not only due to competition from neighbouring local centres such as Beaumaris and Sandringham, but an identified lack of available developable land and associated parking constraints.

In addition to the Village's retail function, Black Rock Village also boasts a strong leisure, recreation and local tourism focus, being located adjacent to the Port Phillip Bay foreshore. Residents and visitors to the Village have access to a range of facilities including Black Rock Beach and the neighbouring Black Rock Yacht Club and Life Saving Club at Half Moon Bay further to the north. The Village's strategic location ensures that Black Rock Village enjoys the benefit of passing visitor trade, especially from the local and regional cycling community that frequent Beach Road throughout the year. The Village's tourism role is further strengthened in the summertime with the seasonal influx of visitors to the foreshore.

The Village's tourism role can be further bolstered by strengthening the relationship of the Village to the adjoining foreshore. As will be discussed later in this report, the Village does not fully exploit its fortuitous location 'by the Bay'. Considerable potential exists for the Village to better integrate with, and capitalise on the Bay and foreshore area, further bolstering its strategic strengths. This can be achieved in terms of ensuring new development and streetscape improvements not only address the foreshore, but emphasise a "coastal" theme. Such improvements will help engender a stronger sense of place and local character within the Village to further enhance Black Rock Village's overall image and attractiveness.

With regard to Village's residential catchment, the local community of Black Rock is characterised by an aging population with relatively few families with children. Whilst the average household size is expected to continue to decline, the overall population is projected to steadily increase. As such, the locality will experience an increased demand for alternative household types, other than traditional detached dwellings.

Figure 2 > Snapshots of Black Rock







The Community Vision for Black Rock Village

This Strategic Framework Plan is premised on the following vision statement developed by the Black Rock community:

Black Rock Activity Centre will be a safe, attractive, pedestrian orientated environment within a vibrant shopping centre that offers a wide range of retail and service uses to serve the needs of both the local community and the broader community.

The centre will be active and support a wide range of uses including convenience shops, cafes and restaurants, commercial, entertainment and residential uses (including 'shop-top' housing) and other uses which contributes to the functioning of the centre as a community focal point.

The centre will strengthen its association with the foreshore area and will 'announce' itself to the pedestrian and vehicle traffic using Beach Road.

Visitors to the centre will have the opportunity to walk, drive, cycle or use public transport to access the centre. People using the nearby beach and cyclists riding along Beach Road and the foreshore will be encouraged to use the centre as a meeting place.

The physical form of the Black Rock Activity centre will emphasise the importance of pedestrian priority to the centre, with broad footpaths and clear crossing points designed to maximise the flexibility and comfort of pedestrian movement throughout the centre.

The iconic views towards the clock tower and Port Phillip Bay from within the Bluff and Balcombe Road corridors will be protected and improved through the removal of existing infrastructure. The strong emphasis placed on pedestrian priority in physical streetscape improvements will signal to motorists that this is an environment in which they must consider the safety, comfort and mobility of pedestrians first and foremost.

[Hansen Partnership, et al. (2003), p.36].





Key Strategic Directions

Black Rock's vision statement leads to the following broad strategic objectives:

Social / cultural:

- To maintain and enhance a strong sense of place and local character unique to Black Rock;
- To improve the relationship of the Village with the Black Rock foreshore environs;
- To ensure the Village remains vital, attractive and safe, providing a focal point and meeting place for the local community;

Economic:

- To improve the economic diversity, prosperity and sustainability of the Village;
- To ensure the Village meets the ongoing local convenience needs of surrounding residents and visitor population;
- To consolidate the trade potential of the Village, enhancing the available range and level of goods and services on offer;
- To build upon the Village's strengths as a location for recreation, leisure and tourism.

Design and built form:

- To enhance and upgrade the overall quality of built form within the Village based on a coastal theme;
- To create a stronger sense of enclosure and intimacy within the Village through appropriate height, massing and articulation of built form;
- To maintain views to the iconic clock tower and Port Phillip Bay;

Environmental:

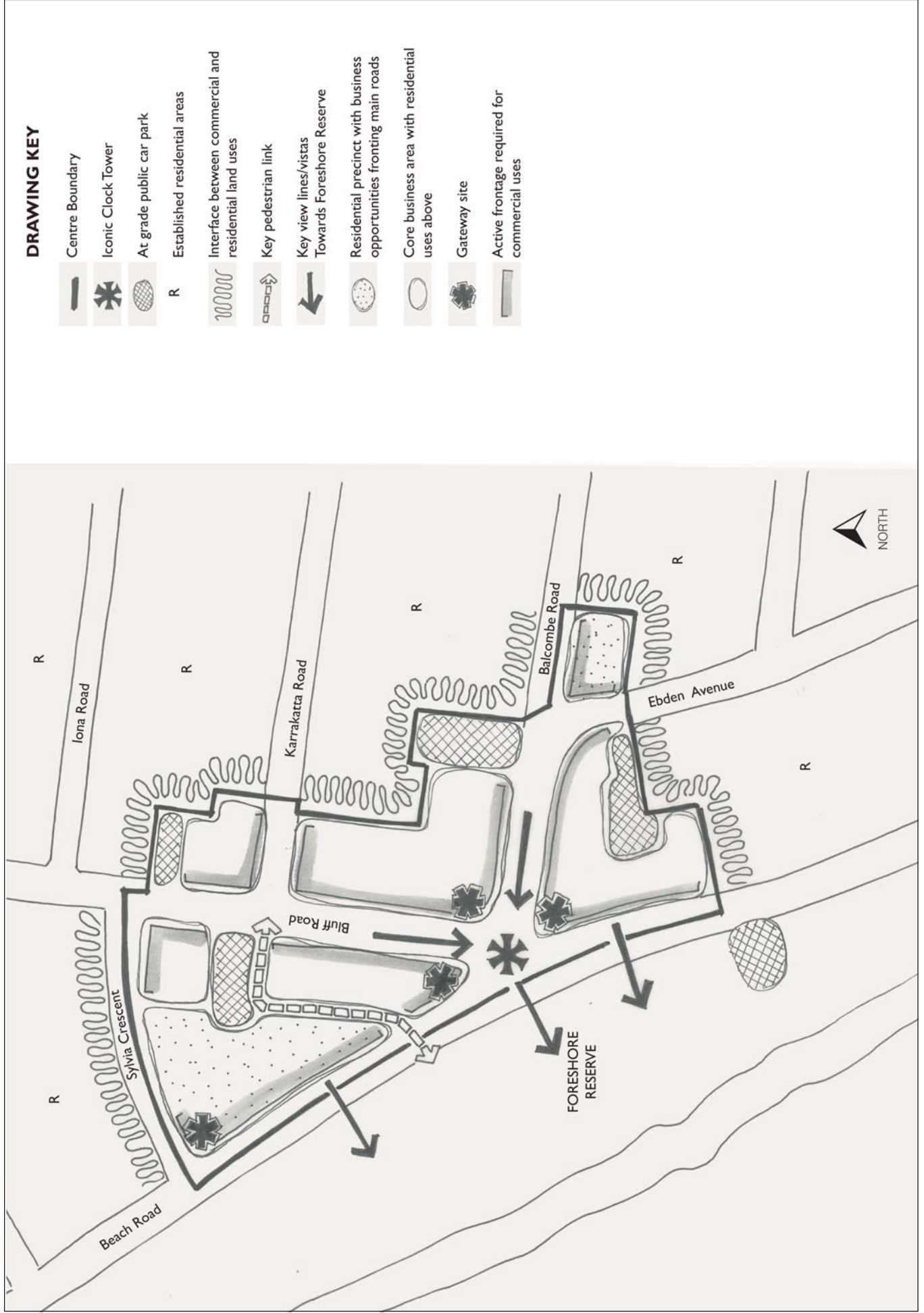
- To incorporate water sensitive urban design (WSUD) within new development and provide for the overall "greening" of the Village;

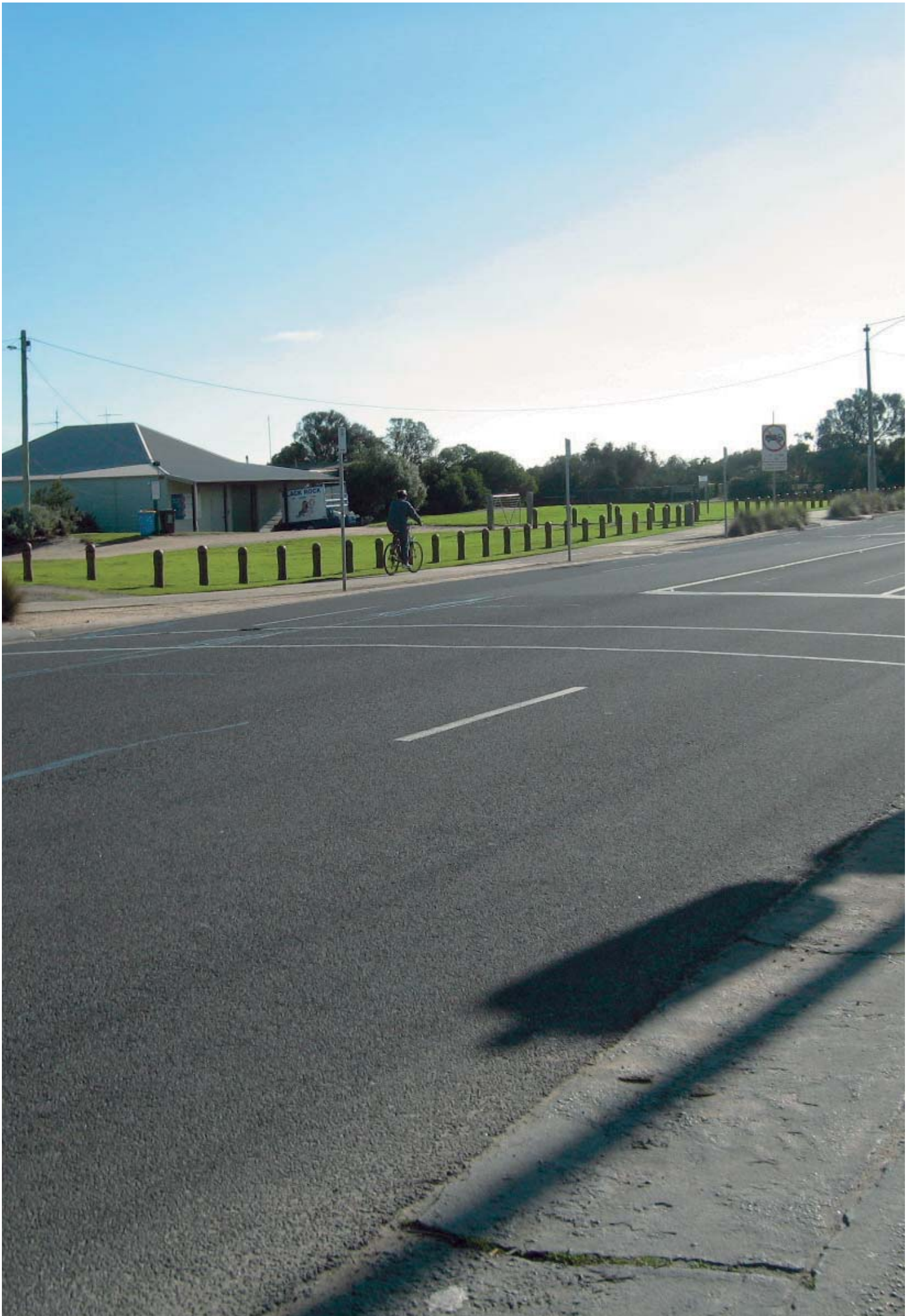
Transport and access:

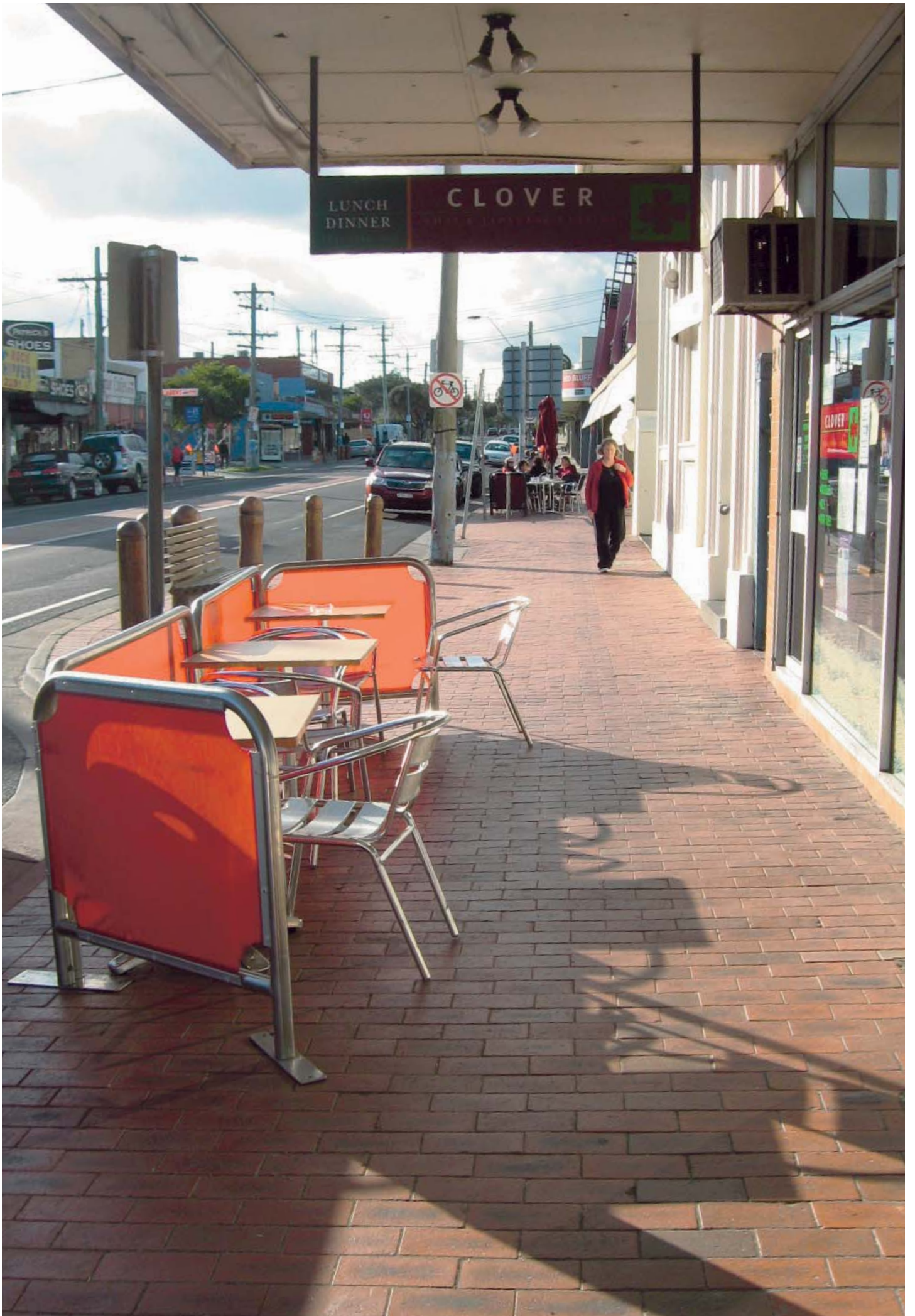
- To ensure the Village remains walkable with pedestrian safety, access and amenity as the main priority.
- To improve pedestrian connectivity between the Village and foreshore.
- To ensure the Village maintains an adequate supply of appropriately designed and managed on- and off-street multi-purpose car parking.
- To ensure traffic flows along Beach, Balcombe and Bluff Roads do not detrimentally impact upon the functioning of the Village.

The Strategic Framework Plan shown in Figure 3 provides a physical representation of these key directives. The practical specificities of the above objectives are expanded upon in the balance of this Framework Plan in relation to land use, built form and transport and access.

Figure 3 > Strategic Framework Plan









Land Use Mix

Black Rock Village comprises a mix of land uses that complement its function as a local convenience centre. The Village boasts a well-established retail base with two key anchor supermarkets, and a range of cafes, restaurants, bars and beauty services. The various specialty shops, including those that are geared towards the local cycling community, provide added variety and appeal. Indeed, there are no significant service gaps, and the vacancy rate of retail services within the Village is relatively low.

There is little potential for further retail expansion, not only due to competition from neighbouring local centres such as Beaumaris and Sandringham, but an identified lack of available developable land and associated parking constraints. The need to maintain and enhance the current land use profile is critical to ensuring that the Village continues to serve local needs.

Whilst the Village is a relatively active pedestrian environment with engagement between the public and private realms, there is a need to ensure that the Village remains vibrant and safe through the appropriate integration of uses. To this end, further shop-top housing and/or office development is encouraged above existing retail premises. In addition, all uses at ground floor should continue to provide for active frontages to the street.

Finally, two areas within the Village have been identified as having a residential focus and may be suitable for future higher density residential development with active commercial uses at ground floor. These are located along Beach Road, in the Sylvia Crescent South Precinct bounded by Beach Road, Bluff Road and Sylvia Crescent, as well as on the corner of Balcombe Road and Ebden Avenue.

The following are a series of objectives and guidelines for future land use and development within the Village to address the above issues. The preferred land use outcomes for the Village are illustrated in the Strategic Land Use Framework Plan provided at Figure 4.

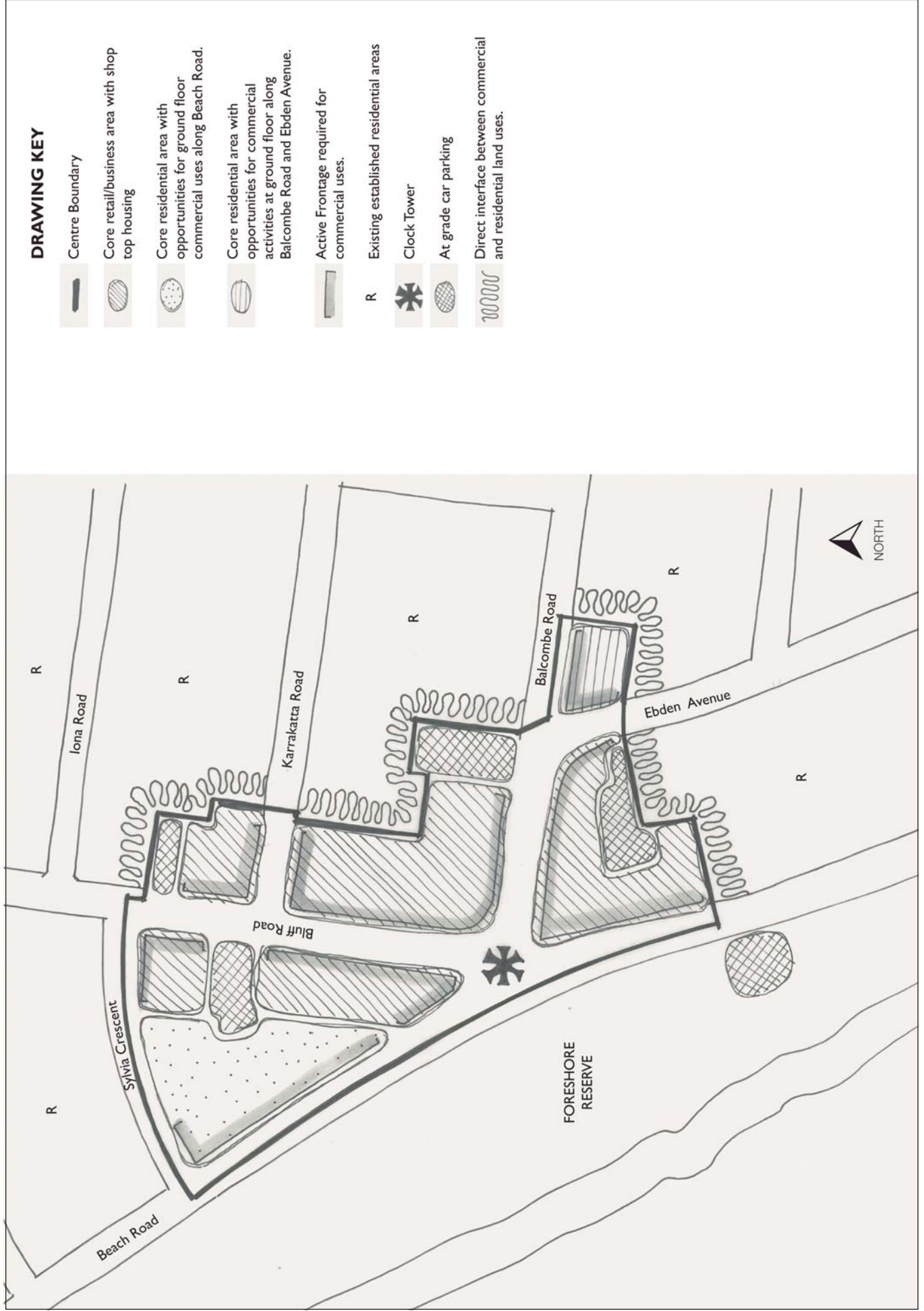
5.1 Centre-wide objectives

- To protect and reinforce the Village's local convenience function by maintaining a core retail role;
- To encourage a mix of active retail and commercial uses at ground floor level, with residential and office uses above;
- To ensure uses locating at ground floor level within the Village do not undermine the vibrancy of the public realm; and
- In appropriate locations, to provide for higher density residential developments with active commercial uses at ground floor level.

5.2 Guidelines

New retail and commercial uses within Black Rock Village should complement the local convenience function of the Village. New development must be designed with active frontages that contribute positively to the public realm. The conversion of ground floor shopfronts to non-retail uses should be discouraged, unless it can be demonstrated that these uses make a positive contribution to street life within the Village. New residential uses should be located above ground floor level.

Figure 4 > Strategic Land Use Framework Plan









Built Form Outcomes

Flanking the foreshore and enveloped by an established residential neighbourhood, the Black Rock Village Activity Village is characterised by a relatively compact, low-scale and fine-grain built form, interspersed with elements of heritage and architectural significance.

With a distinctly “village feel”, the Village typifies an older type of strip shopping Village that is highly pedestrianised, comprising active commercial frontages along Bluff and Balcombe Roads, separated from the foreshore by Beach Road.

The Village’s shops are typically of one or two storeys and red brick construction. However, the trend towards residential living in the village has seen a gradual transition to more contemporary forms of development, including pressure for increased densities.

Marked by an iconic clock tower at the convergence of Bluff, Balcombe and Beach Roads, the Village also boasts a number of key views and vistas towards Port Phillip Bay and the foreshore environs. Despite these long views to the Bay, there is little evidence that the prized natural setting of the adjacent coastline has had any real influence on the Centre’s form and design.

Given the above, there are a number of opportunities to enhance the Centre’s amenity and appearance to engender a stronger sense of place and local identity. Key issues in this regard include the need to:

- Address the relatively poor relationship between the Centre’s built form and the Black Rock foreshore reserve;
- Create a stronger sense of arrival to the Centre, especially at key gateway locations;
- Provide a stronger sense of “enclosure” within the Centre, with marginally higher, yet sensitively designed built form and appropriate setbacks;
- Provide an appropriate transition between the commercial built form of the Centre and surrounding sensitive established residential areas;
- Foster a more walkable, safer and attractive pedestrian environment, including through upgrades to streetscape amenities; and
- Ensure that elements of the urban environment that are valued by the community are not compromised or threatened by the process of change.

The following are a series of objectives, design requirements and guidelines to address the above issues and achieve the preferred built form outcomes within the Village, consistent with the overall vision outlined in Section 3.

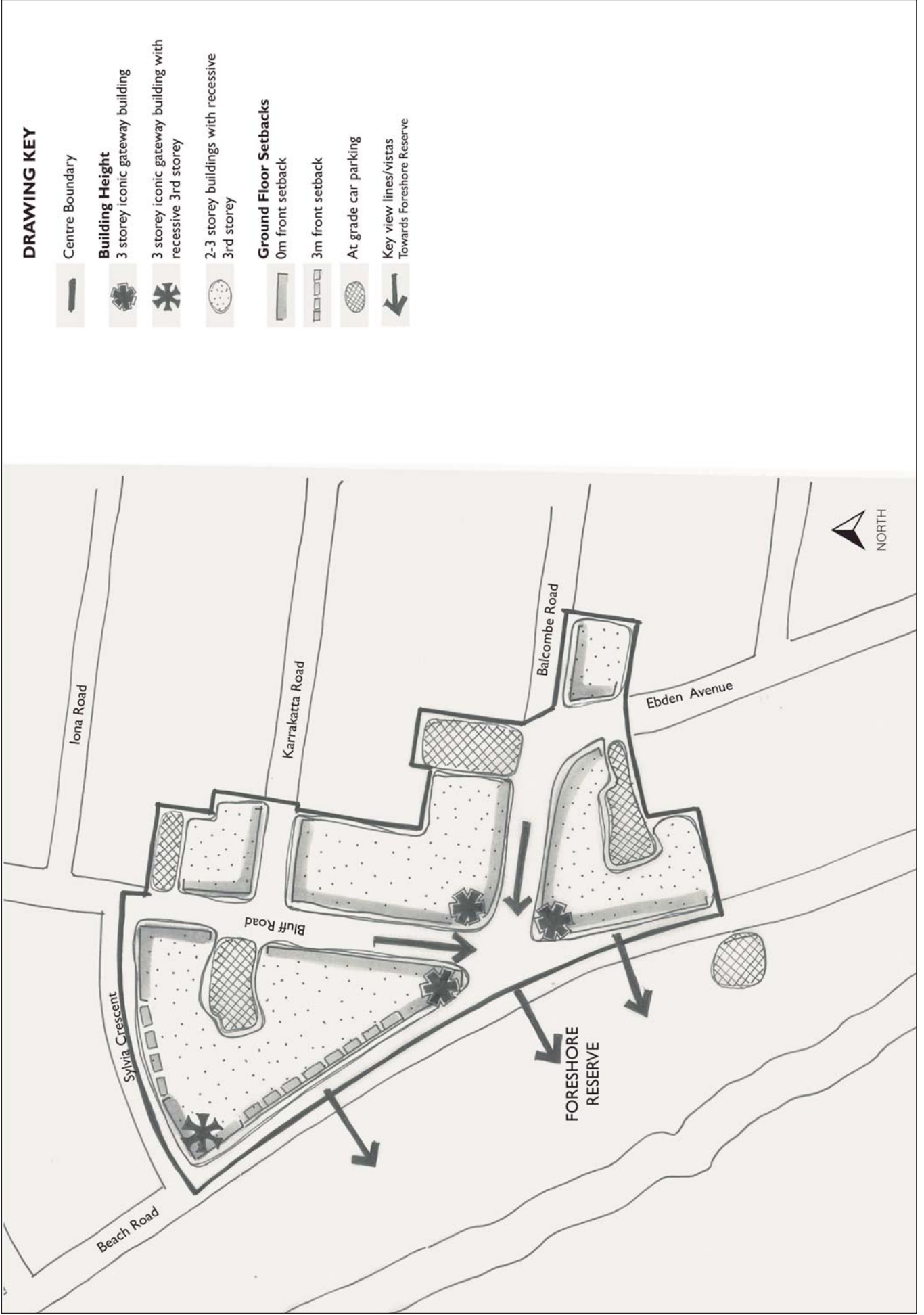
It is noted that these directives should be read in conjunction with the relevant aspects of Clause 19.03 (Design and built form) of the Bayside Planning Scheme, as well as the State Government’s Activity Centre Design Guidelines.

6.1 Centre-wide objectives

The above objectives are reflected in the Strategic Built Form Framework Plan at Figure 5.

- To consolidate and reinforce the Village's relatively compact and fine-grain form;
- To encourage sensitively designed, relatively higher built form in appropriate locations that respects local character and amenity;
- To ensure new developments provide articulated built form, at both ground and upper levels, that is of a human scale;
- To ensure new development is contemporary and innovative, yet responsive to the local character of the Village (including heritage elements) and adjoining residential areas;
- To ensure new developments provide appropriate solar access to new and existing dwellings;
- To ensure the interface between commercial development and surrounding established residential areas is appropriately separated and articulated to minimise off-site amenity impacts;
- To ensure new development does not unreasonably impact upon the amenity of adjoining buildings by way of visual bulk, overlooking or overshadowing;
- To ensure that the rear of properties abutting a laneway make a positive contribution to the visual appearance of the laneway and provide access and surveillance, where appropriate, to enhance the safety of the accessway;
- To encourage built form that provides a visual connection with, passive surveillance of, and views towards Port Phillip Bay and foreshore environs;
- To maintain and enhance views towards the Bay and foreshore environs, particularly from Bluff, Balcombe and Beach Roads;
- To encourage the development of architecturally distinct built form at identified gateways sites to create a strong sense of place and arrival to the Village;
- To promote a pleasant and safe streetscape environment with high levels of pedestrian activity and engagement along ground floor street frontages;
- To encourage built form and streetscape improvements to utilise materials and colour-schemes that reflect the coastal character of the locality; and
- To encourage improvements to the public realm that enhance the visual interest of the Village, reinforce its unique local character and incorporate the principles of water sensitive urban design (WSUD).

Figure 5 > Strategic Built Form Framework Plan



6.2 Heights and setbacks

New development must not exceed the Maximum Building Height specified in Table I below. The Maximum Building Height does not apply to service equipment including plant rooms, lift overruns, solar collectors and other such equipment provided the following criteria are met:

- No more than 50% of the roof area is occupied by the equipment;
- The equipment is located in a position on the roof so as to minimise additional overshadowing of neighbouring properties and public spaces; and
- The equipment is designed and screened from view to the satisfaction of the Responsible Authority.

New development must comply with the front setbacks specified in Table I. The minimum side and rear setbacks, however, may be varied provided the proposal demonstrates compliance with the overall design and built form objectives of this Strategic Plan.

Applications for development at landmark sites (marked with a *) must demonstrate high quality design that justifies the reduction in setbacks at these locations.

Minor buildings and works such as verandas, architectural features, balconies, sunshades, screens, artworks and street furniture may be constructed within the setbacks provided they are designed and located to comply with the overall objectives of the Plan.

Setbacks must also meet the following additional requirements:

- Any setback area at the rear of a property must be screened to prevent the overlooking of the secluded open space of nearby residential properties; and
- Weather protection must be provided over the footpath in the form of verandahs.

Note: Minimum setbacks of 3 metres are required for land on the south side of Sylvia Crescent. To ensure consistency, applications for developments, on the north side of Sylvia Crescent that provide for a minimum setback of 3 metres (as opposed to the 9 metres required for residential development by ResCode) will be considered.

Roof decks and balconies

Balconies and roof top courtyards that permit views of the streetscape and foreshore are encouraged to provide vibrancy within the streets and passive surveillance opportunities. However, roof decks proposed above the third storey of a building must:

- Be designed and constructed of materials that integrate with the architectural style and form of the building;
- Be set back at least two metres from the wall of the storey below which faces the front or the rear of the site to minimise the visual impact on the street, coastal environs and adjoining properties;
- Be designed to limit views into secluded private open space and habitable room windows of adjacent dwellings;
- Not include any structures or elements that exceed a height of 1.7 metres, apart from an access structure; and
- Be accessed by a structure that is designed and located to have minimal impact on the street and adjoining properties, does not enclose any useable floor space and does not exceed 2.4 metres in height (measured from floor level at the point of access onto the roof deck).

A balcony must:

- Be set back at least two metres from the wall of the storey below which faces the front or the rear of the site to minimise the visual impact on the street, coastal environs and adjoining properties.

Balconies projecting into public airspace (beyond the title boundary) must be designed and located in accordance with Council's Projecting Balconies Policy to ensure they do not compromise community safety, efficient vehicular movement, amenity or the character of the streetscape.

Balconies must not project beyond the street alignment (title boundary):

- More than 1 metre; and
- In any street less than 10 metres in Width; and
- At a height less than 3.0 metres above the level of the footpath; and
- Within 1.2 metres of the side boundary of an adjoining allotment.

Table I > Height and setback requirements

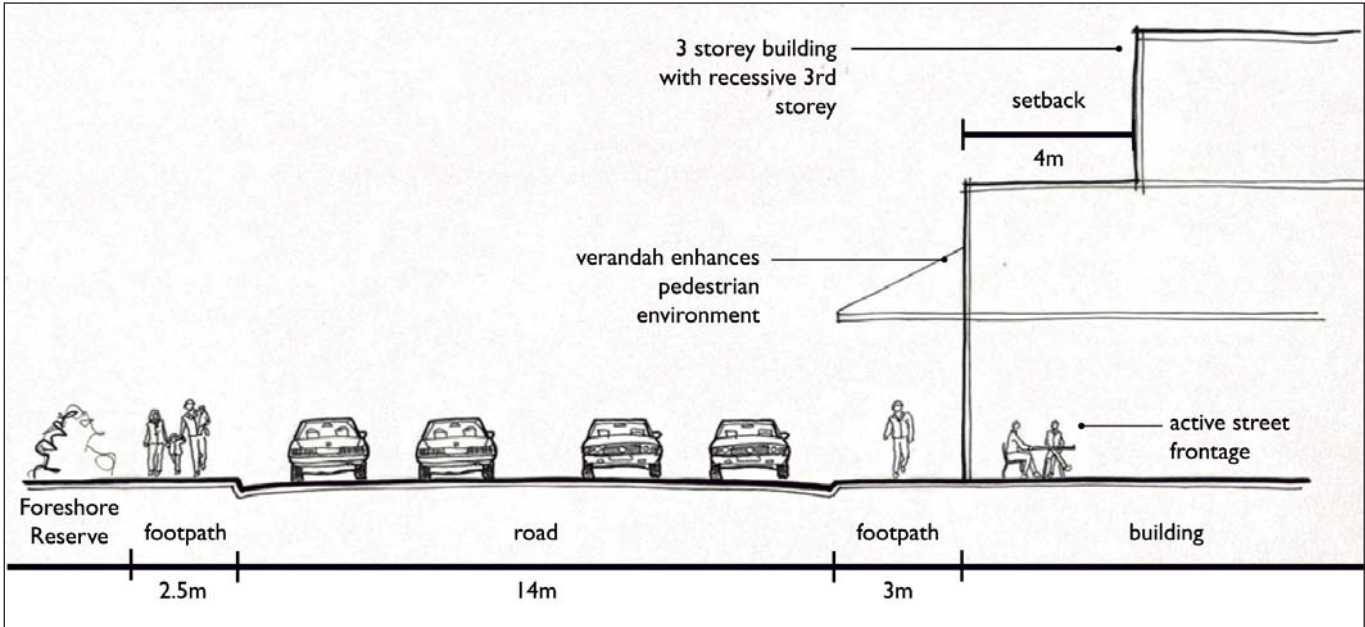
Land	Maximum Building Height	Maximum Number of Storeys	Minimum Setbacks
All land except land specified below.	Building height should seek to achieve an overall building height of 9 metres. Building height must not exceed 11 metres unless the slope of natural ground level at any cross section wider than eight metres of the building is 2.5 degrees or more, in which case the maximum building height must not exceed 12 metres.	3	<i>Rear:</i> Third Storey: 4m from title boundary. <i>Front:</i> Third Storey: 4m from title frontage.
Land fronting Sylvia Crescent and Beach Road (except landmark sites specified below)	Building height should seek to achieve an overall building height of 9 metres. Building height must not exceed 11 metres unless the slope of natural ground level at any cross section wider than eight metres of the building is 2.5 degrees or more, in which case the maximum building height must not exceed 12 metres.	3	<i>Rear:</i> Third Storey: 4m from title boundary. <i>Front:</i> Ground floor: 3m from title frontage. Third Storey: 4m from title frontage.
Landmark sites* at the intersection of Bluff, Balcombe and Beach Roads (1 Bluff Road, 2-4 Bluff Road and 613 Balcombe Road - refer Strategic Built Form Framework Plan).	10.5 metres	3	<i>Rear:</i> None specified. <i>Front:</i> None specified
Landmark site* at the south-eastern corner of Beach Road and Sylvia Crescent (284 Beach Road - refer Strategic Built Form Framework Plan).	10.5 metres	3	<i>Rear:</i> None specified. <i>Front:</i> Third Storey: 4m from title frontage.

* Building height and setback requirements for landmark sites apply only to the addresses listed. Applications for development at landmark sites must demonstrate high quality design that justifies the reduction in setbacks at these locations.

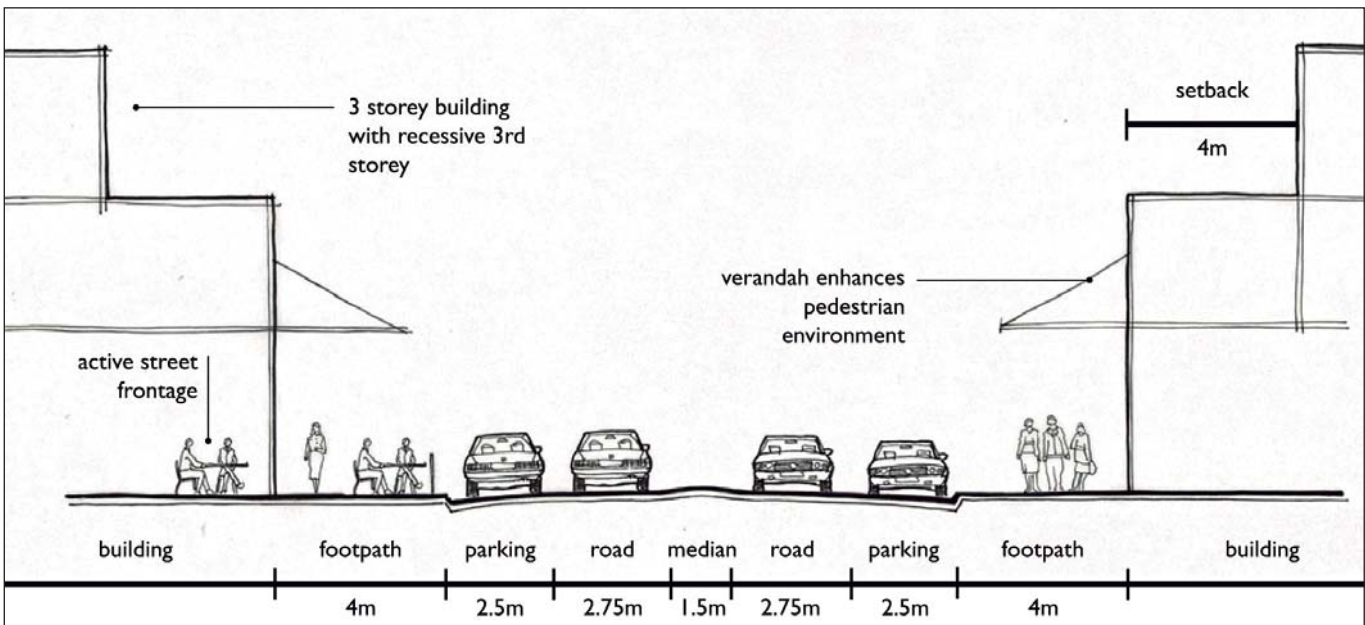
The above height and setback requirements are illustrated in typical cross sections of key areas of the Village, as shown in Figure 6.

The images at Figure 7 provide conceptual artist impressions of how the Centre might look over time with the above built form parameters in place.

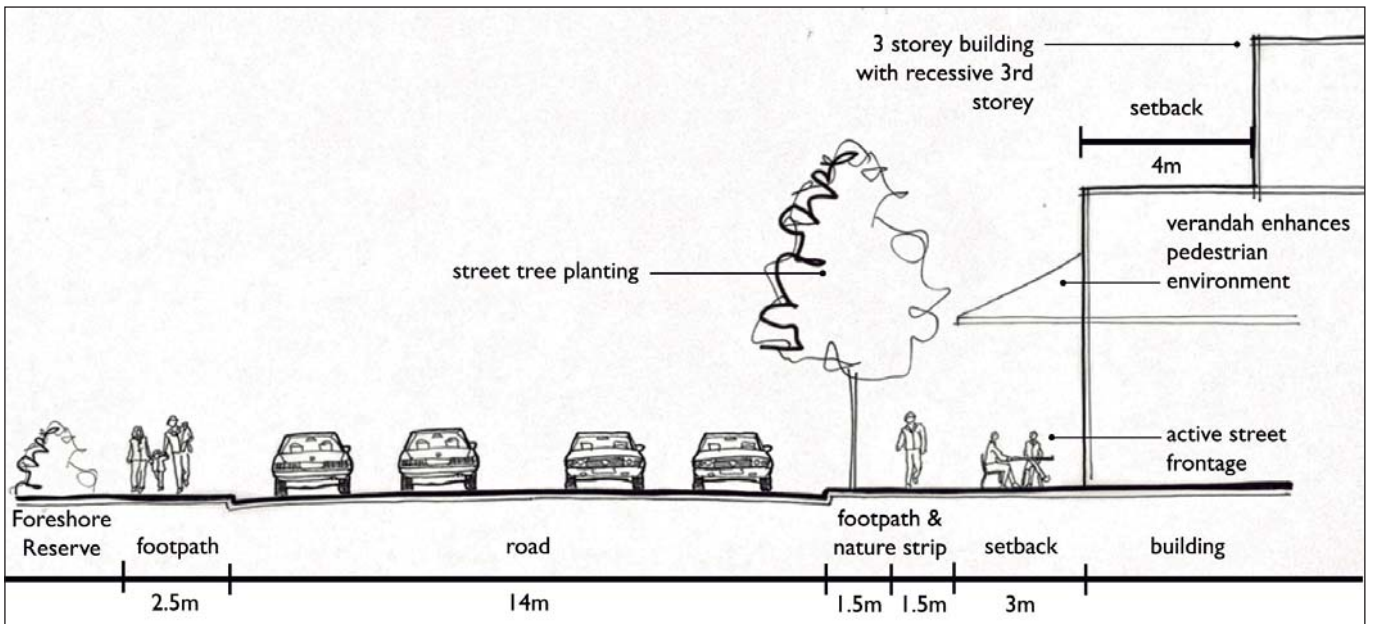
Figure 6 > Typical cross sections



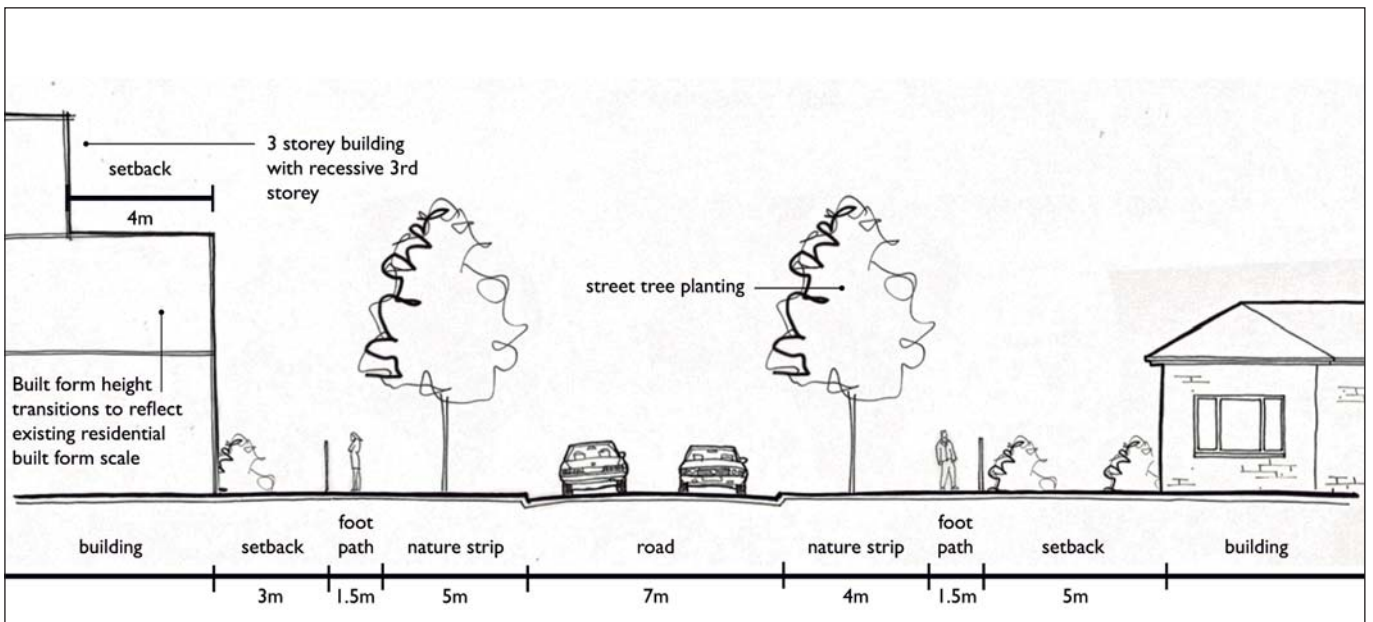
Cross Section - Beach Road - 0m Ground Floor Setback



Cross Section - Beach Road - 3m Ground Floor Setback



Typical Cross Section – Bluff Road and Balcombe Road



Cross Section – Slyvia Crescent

Figure 7a > Artist Impressions of Black Rock Village



Figure 7b > Artist Impressions of Black Rock Village

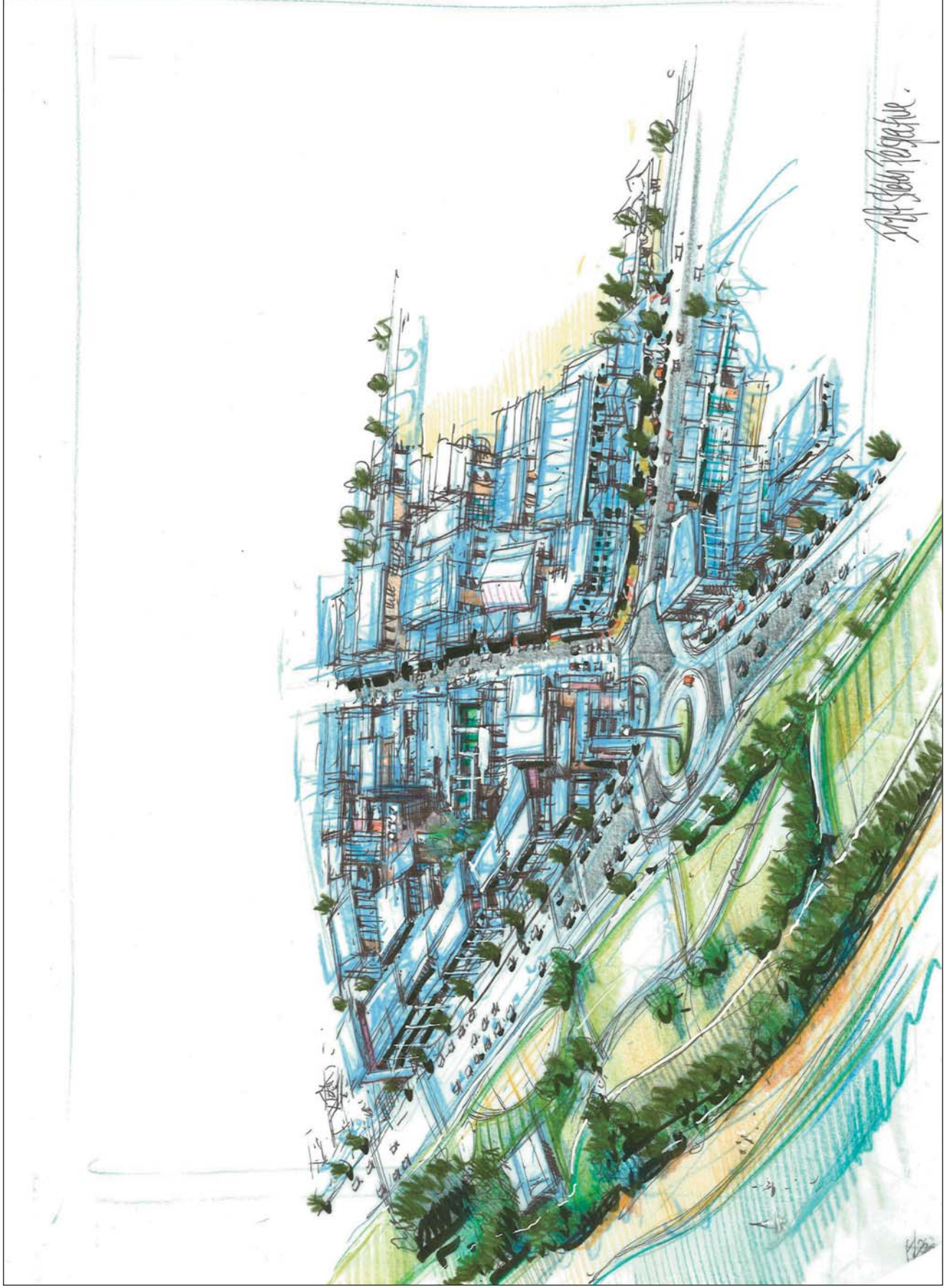


Figure 7c > Artist Impressions of Black Rock Village

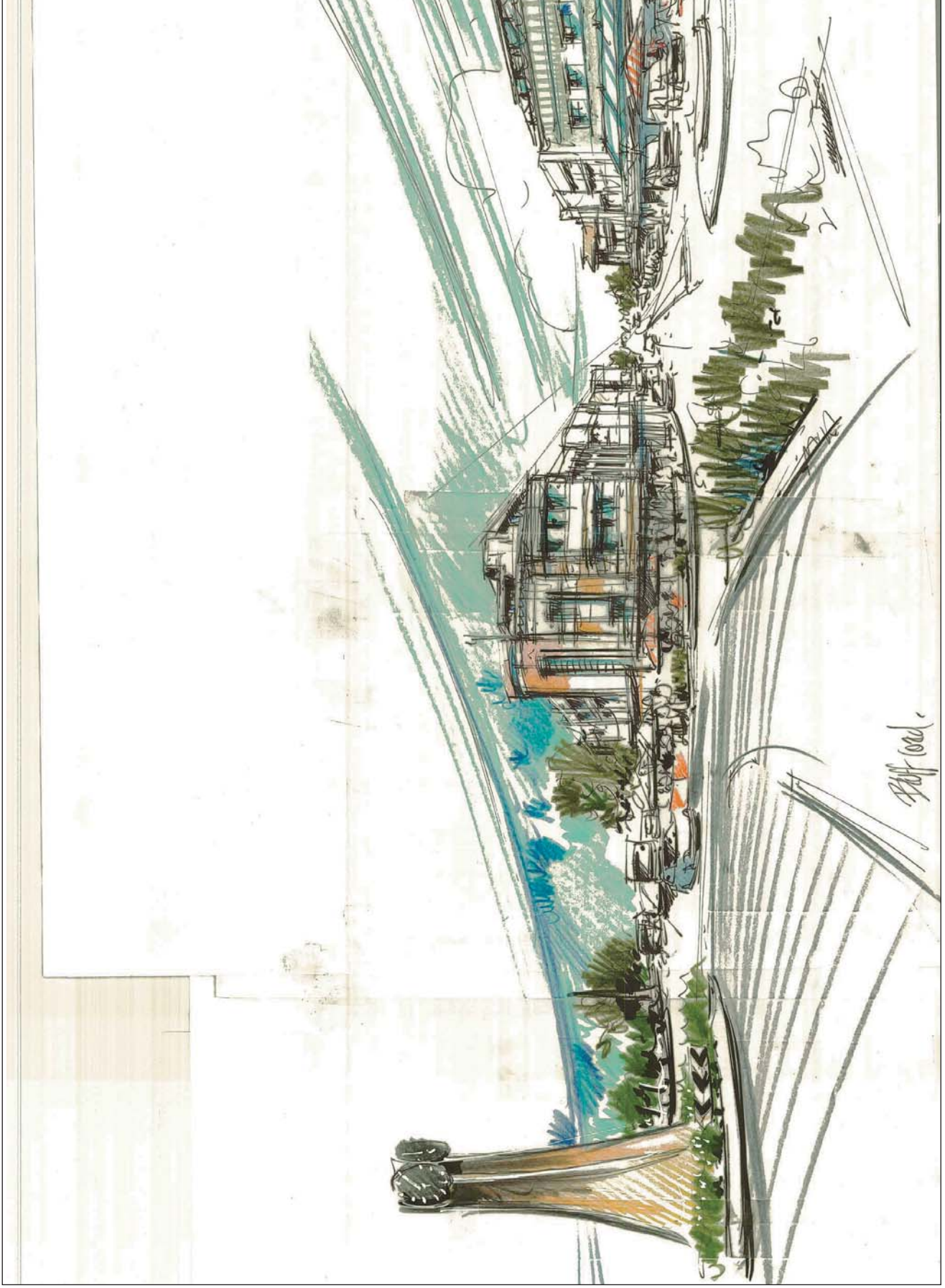


Figure 7d > Artist Impressions of Black Rock Village

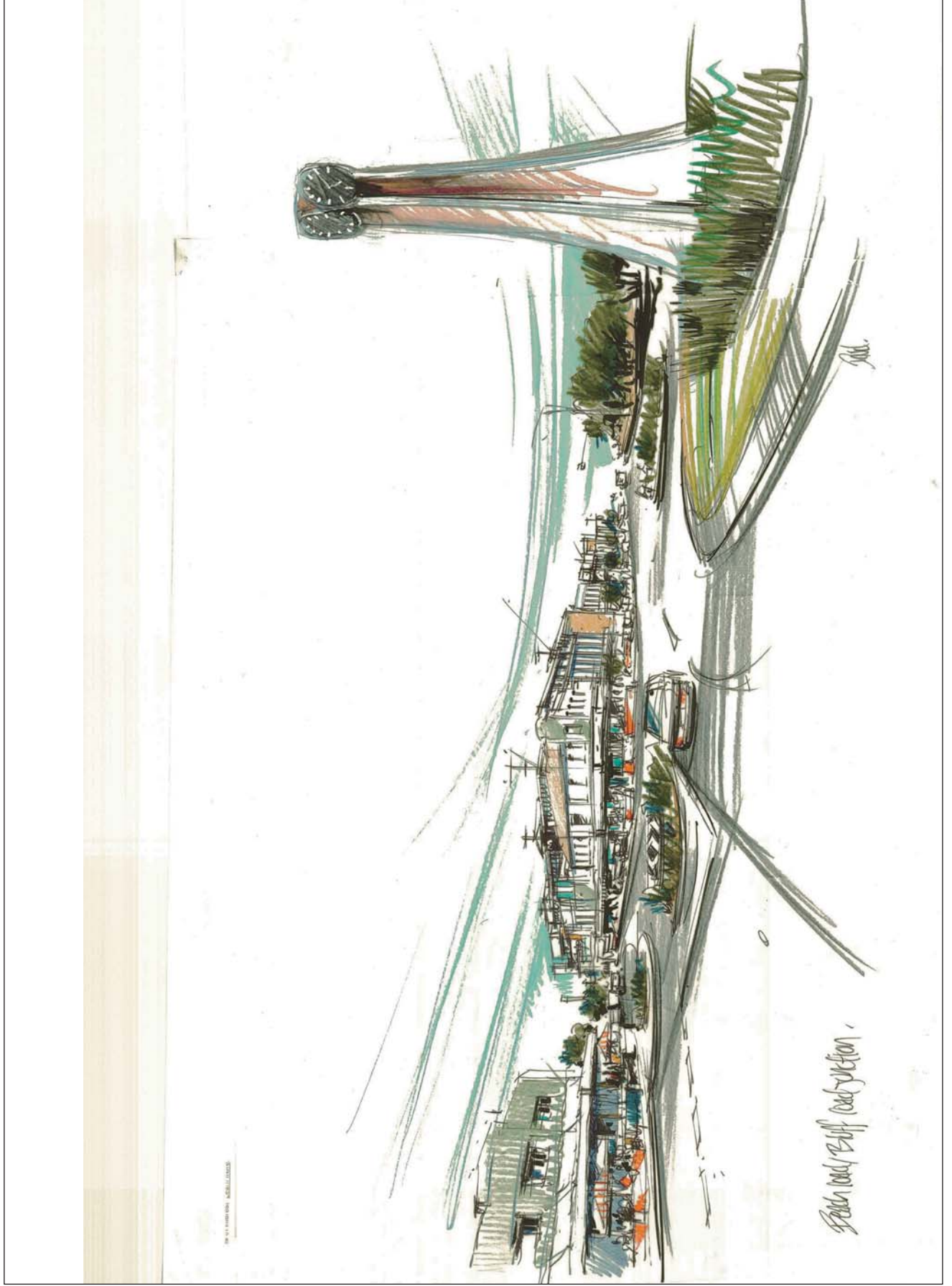


Figure 7e > Artist Impressions of Black Rock Village

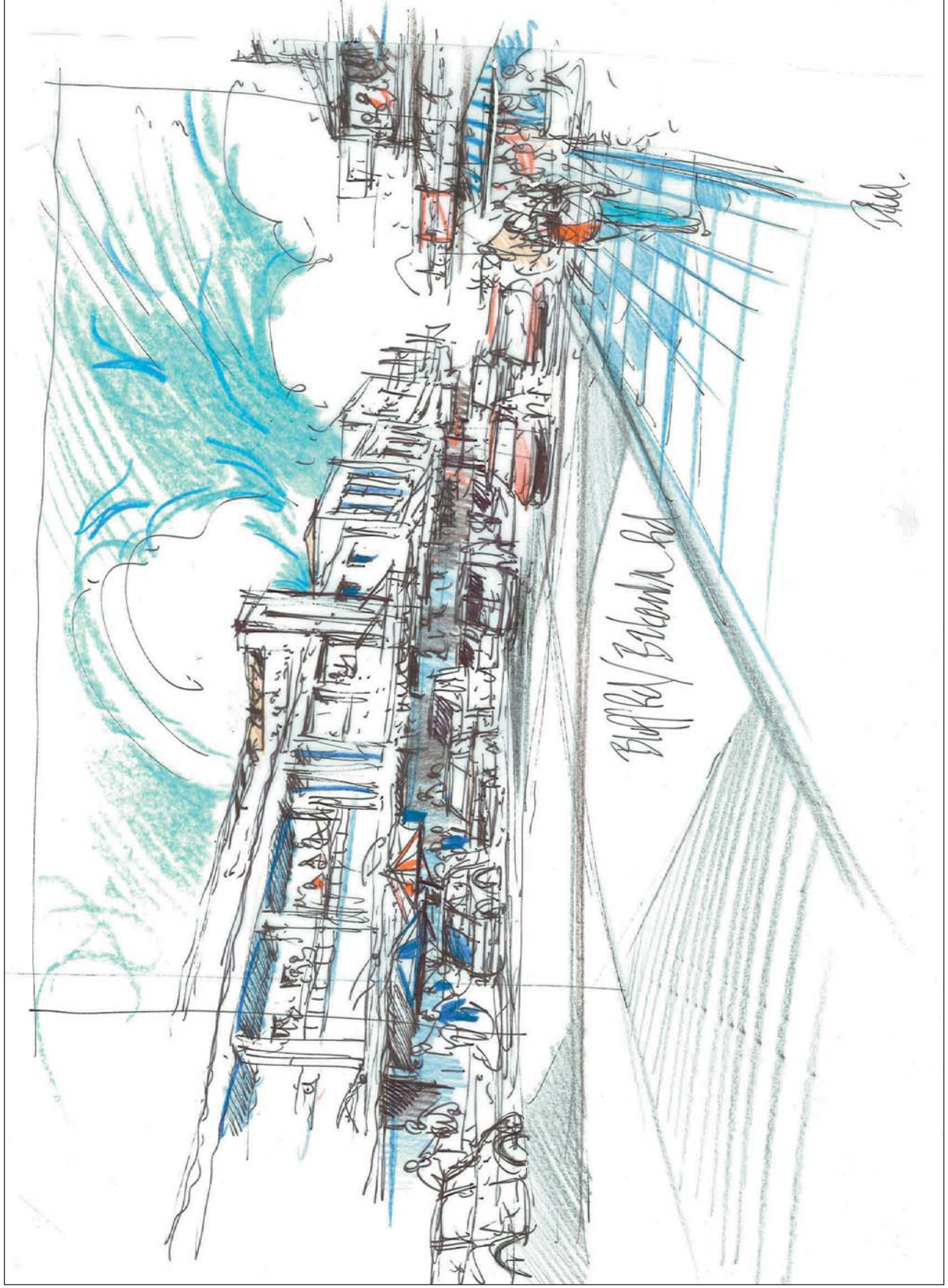
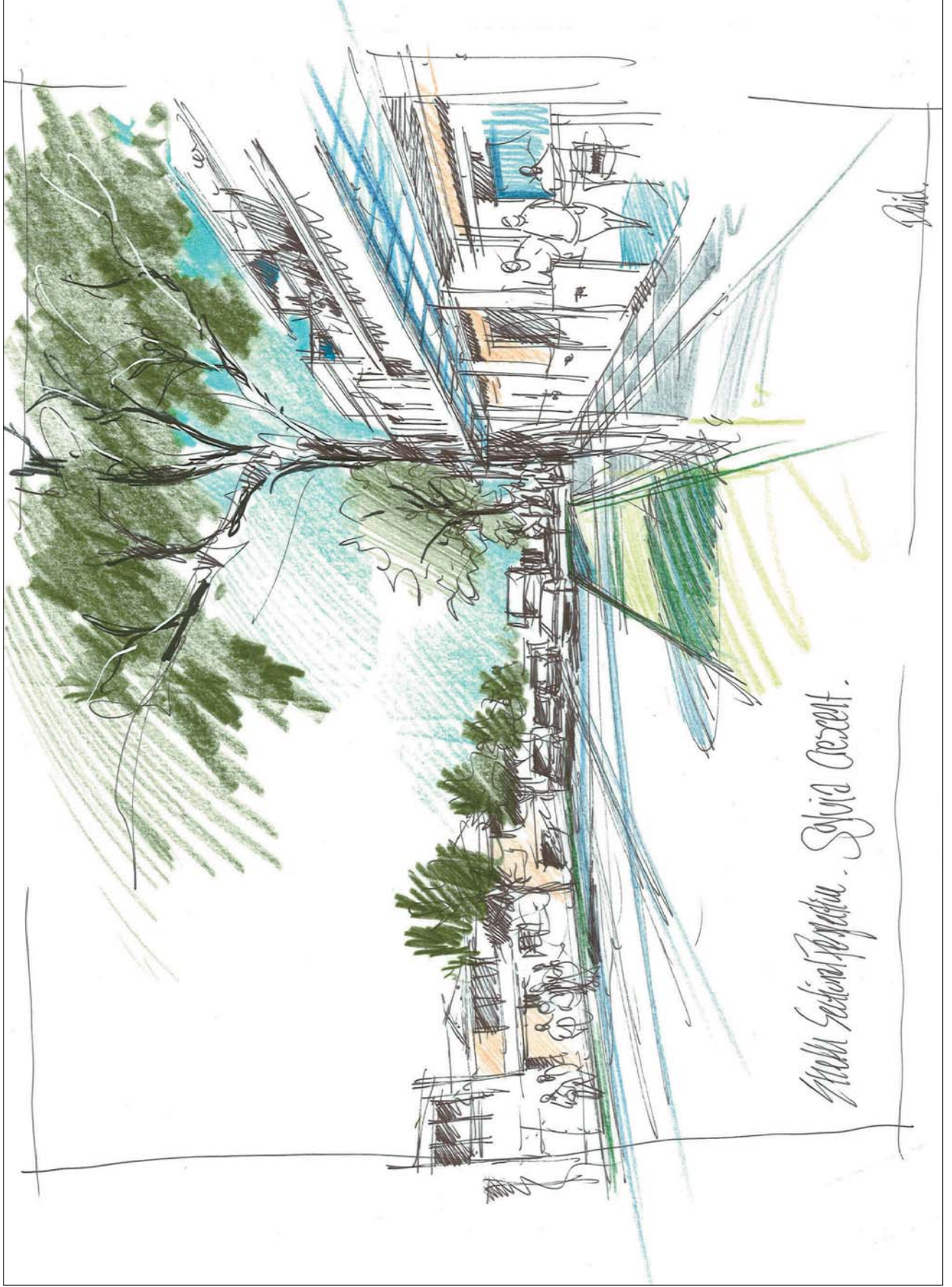


Figure 7f > Artist Impressions of Black Rock Village



6.3 Building materials and colours

New buildings should utilise a cohesive and co-ordinated range of materials and colours that are contemporary in style, yet reflect and reinforce the “bayside” character of Black Rock. Bright color schemes, reflective surfaces and red brick should be avoided.

6.4 Advertising signage

Advertising signage must not dominate the streetscape.

With the exception of corner lots, only one advertising sign (including business identification sign) is permitted per lot. V-board signs, banners, flags and inflatable signs are discouraged.

6.5 Street frontages

Ground level street frontages must contribute to the overall appearance, function, vibrancy and safety of the Village. Whilst active street frontages can be found along Bluff and Balcombe Roads, Beach Road lacks adequate pedestrian engagement at ground level.

All commercial frontages must address the street and incorporate various design elements to create visual interest and interaction. Street frontages should:

- Provide a built scale that is appropriate to the street and pedestrian activity;
- Incorporate window and door openings, displays, artwork or architectural detailing;
- Provide at least 5 metres, or 80 percent (whichever is the greater) as an entry, display window or customer service area;
- Minimise the extent of blank walls, vehicle entrances and service utilities such as air conditioning vents; and
- Provide transparent glazing, window coverings and security grilles that do not obscure views into premises.

Any fences at a ground level street frontage should be less than 1.5 metres high.

6.6 Solar access

New development must not cast additional shadows on residential properties outside the Centre between 11:00am and 3:00pm on 22 September.

6.7 Views, gateways and landmarks

New development must protect and enhance the following key views:

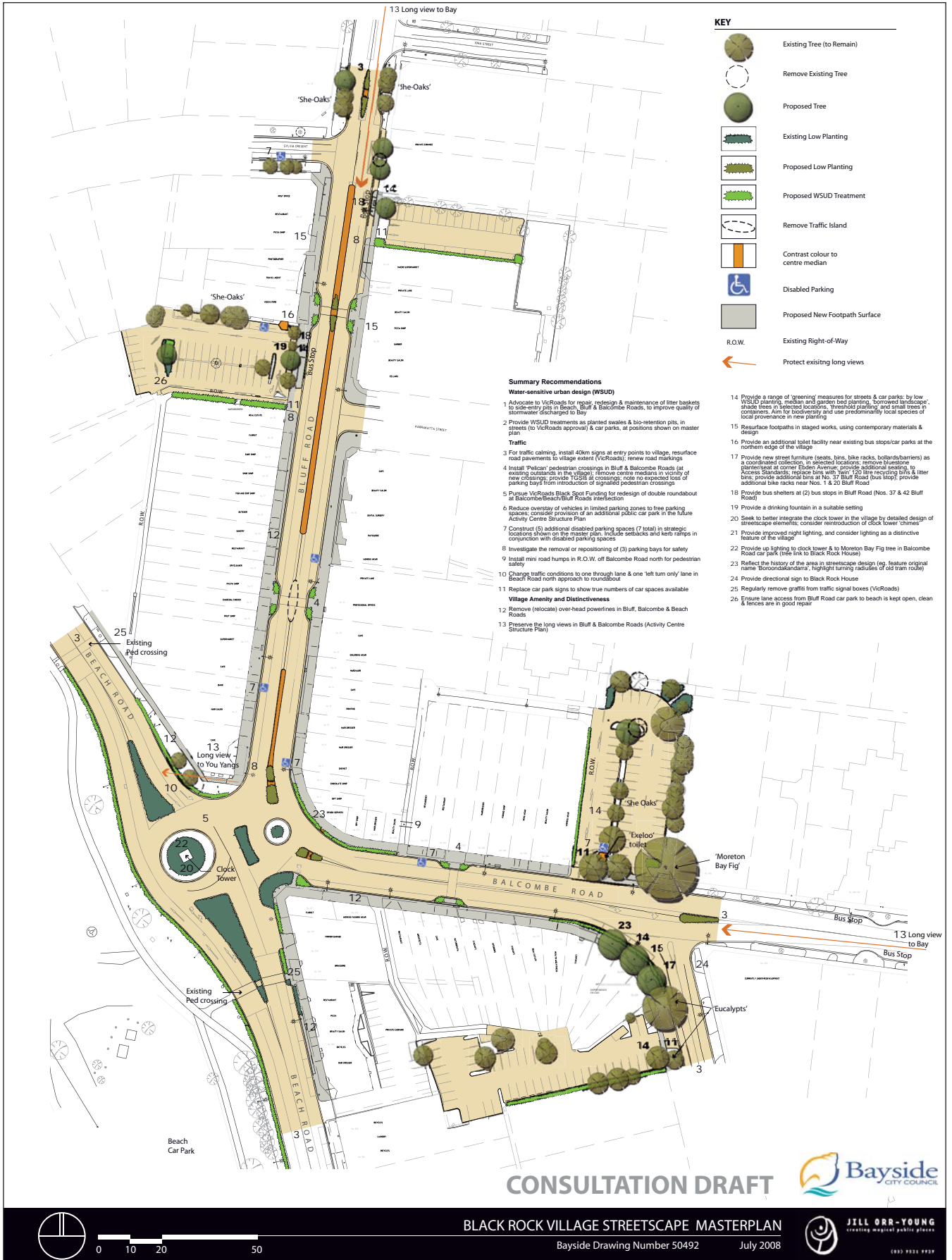
- The foreshore Reserve as viewed from Bluff Road;
- The foreshore Reserve as viewed from Balcombe Road; and
- The foreshore Reserve as viewed along Beach Road.

6.8 Public realm improvements

New development should contribute to the ongoing upgrade of the public realm by implementing (where practicable and appropriate) the following key initiatives, as outlined in the Black Rock Streetscape Masterplan (Bayside City Council, 2008), shown in Figure 8:

- Provide a range of Water Sensitive Urban Design (WSUD) treatments to improve the quality of stormwater discharged into the Bay, such as planted swales and bio-retention pits in streets (to VicRoads' approval) and car parks;
- Provide a range of 'greening' measures for streets and car parks, including low WSUD planting, median and garden bed planting, 'borrowed landscape', shade trees in selected locations, 'threshold planting' and small trees in containers. Aim for biodiversity and use predominantly local species of local provenance in new planting;
- Remove (relocate) over-head powerlines in Bluff, Balcombe & Beach Roads;
- Upgrade streets with contemporary and themed lighting and footpaths, including illuminating key features of the Centre such as the clock tower and prominent street trees;
- Provide a range of new public amenities in selected locations, including street furniture (seats, bins, bike racks, bollards/ barriers), an additional toilet facility, bus shelters, drinking fountains and the like;
- Seek to better integrate the clock tower into the Centre by detailed design of streetscape elements and consider reintroduction of clock tower 'chimes';
- Reflect the history of the area in streetscape design (eg. feature original name 'Boroondakandarra', highlight turning radiuses of old tram route);
- Provide directional signage to key elements of heritage significance, including Black Rock House;
- Ensure lane access from Bluff Road car park to the foreshore is kept open, clean & fences are in good repair.

Figure 8 > Streetscape Masterplan (Jill Orr-Young, 2008)







Transport and Access

Three arterial roads meet in the Village. The management of Bluff, Balcombe and Beach Roads, including the provision of pedestrian facilities, is the responsibility of VicRoads. High traffic volumes, high traffic speeds and pedestrian safety are major concerns for the community.

7.1 Centre-wide objectives

- To ensure the Village remains walkable with pedestrian safety, access and amenity as the main priority and to improve pedestrian connectivity between the Village and foreshore.
- To ensure traffic flows along Beach, Balcombe and Bluff Roads do not detrimentally impact upon the functioning of the Village.
- To encourage public transport as a means of access to the Village.
- To ensure the Village maintains an adequate supply of appropriately designed and managed on and off-street multi-purpose car parking.

7.2 Guidelines

The desired outcomes in relation to traffic and access are illustrated at Figure 9: Traffic and Access Plan. These are:

- Provide entry signage to key gateways to alert motorists as they approach the Village;
- Provide formal pedestrian crossings along Bluff and Balcombe Roads;
- Maintain and improve pedestrian linkages between the Village and the foreshore;
- Maintain existing car parking and enforce the relevant time limits;
- Provide additional disabled car parking spaces within the off-street car parks;
- Investigate options to lower the speed limit along Bluff and Balcombe Roads;
- Investigate options for improved safety of the intersection of Beach, Bluff and Balcombe Roads; and
- Investigate options to relocate the south-bound bust stop on Bluff Road into the heart of the Village.

7.3 Car parking requirements

The supply of publicly available car parking spaces is to be maintained. New residential development should provide for its parking needs on site to the satisfaction of the Responsible Authority.

Where new retail or commercial development occurs, consideration will be given to waiving or reducing the requirements of Clause 52.06 to the Bayside Planning Scheme, provided the overall increase in floor-space is minor, relative to the total supply of floor-space in the Centre.

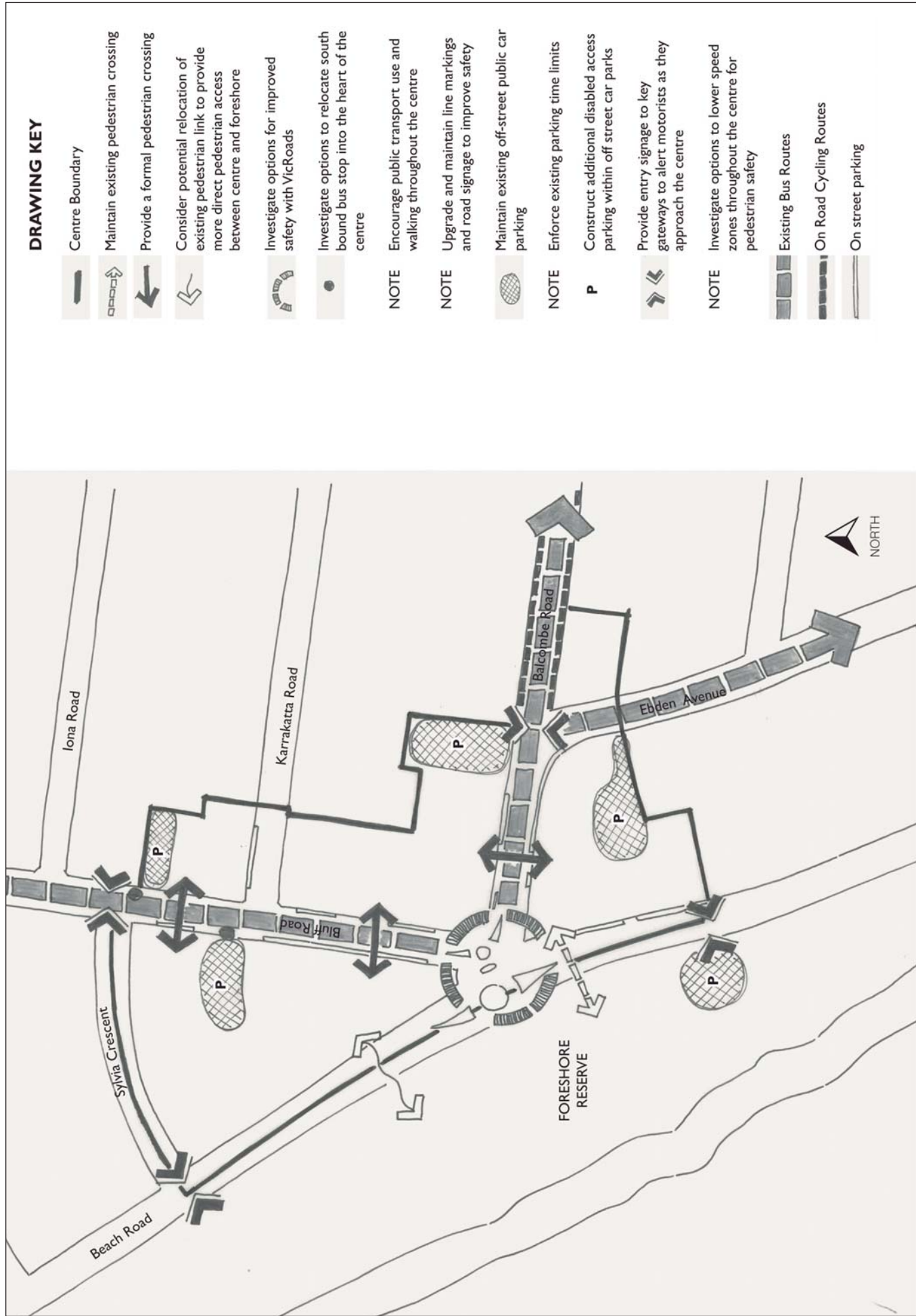
The following car parking rates will generally apply:

Table 2 > Car parking rates

Use	Car parking measure	Rate
Commercial / office	The maximum of either: Car spaces per premises; or Car spaces to each 100 sq m of net floor area	2 3.5
Retail / Shop other than Supermarket	Car spaces to each 100 sq m of leasable floor area	3
Restaurant	Car spaces to each seat available to the public	0.2

Car parking rates for all other uses are to be provided in accordance with Clause 52.06-5 of the Bayside Planning Scheme.

Figure 9 > Strategic Traffic and Access Framework Plan

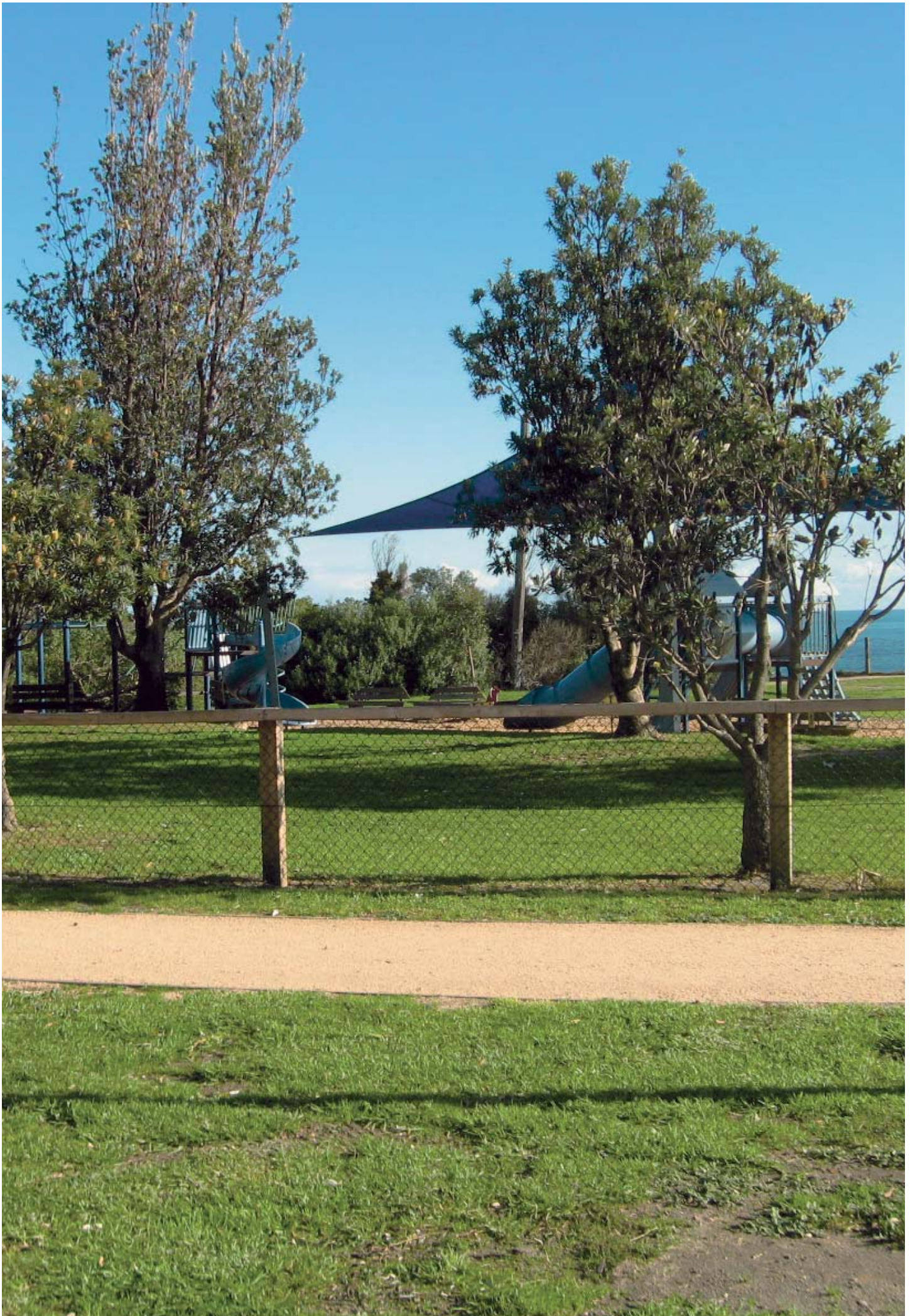


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PATRICK'S SHOES

Prague Cakes







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