

**BRIGHTON LOCAL SECTION**

**OUTLINE DEVELOPMENT PLAN  
FOR THE  
MARTIN STREET COMMERCIAL  
AND  
COMMUNITY ACTIVITY CENTRE**

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# **BRIGHTON LOCAL SECTION**

## **OUTLINE DEVELOPMENT PLAN FOR THE MARTIN STREET CENTRE**

### **THE MOST DOMINANT CHARACTER COMPONENTS OF THE MARTIN STREET CENTRE ARE:**

1. The Centre is surrounded by well landscaped residential areas with each street containing mature street trees.
2. The role of the Centre is strongly that of a local shopping centre.
3. The railway station and bus stop are important components.
4. Parking is generally provided on-street.
5. The centre is a mix of single and double storey buildings of varying eras and architectural merit, but principally of the Edwardian era.
6. The centre has been significantly upgraded with the development of a consistent and Edwardian design theme for the centre.
7. Pedestrian movement activity is concentrated along the Martin Street frontage.
8. The rail-line overpass.

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## RECOMMENDATIONS

1. The implementation of the actions in accordance with the Outline Development Plan for the Martin Street Commercial and Community Activity Centre.
2. Maintenance of Edwardian design theme for centre including paving, exotic street trees, seating tree guards, grates and street lights.
3. Implementation of Council's Advertising Policy to restrict signs to the shop facade awning edges and below awnings, (not projecting from upper floor facades or fixed at an angle above awnings) to minimise clutter and avoid potential visual conflict with the lighting theme.

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## ACTIONS

### General

1. Provide more continuous weather protection with the encouragement of shop verandah/awning construction throughout the Centre.
2. Maintenance of uniform asphalt paving throughout the Centre.
3. Retain existing bluestone kerbing throughout the Centre as it provides an historical link, as do the significant number of older buildings in the Centre.
4. The eastern vista to the Nepean Highway is pleasant with the promise of activity beyond the interesting distant corner buildings, and mature landscaping. This vista is to be retained.
5. The western vista to the mature street tree plantings in the residential area is also attractive and should be retained.
6. Ensure that the parking areas throughout the Centre are clearly signposted for shopper use.

## **BRIGHTON LOCAL SECTION**

### **SPECIFIC Refer to Outline Development Plan for the Martin Street Centre**

1. Define the edge of the centre by maintaining contrasting street tree planting in the residential area to the west of the centre.
2. Attractive two storey office redevelopment would be suitable in these areas.
3. The private car parking area should be landscaped more attractively along the street edges with suitable planting to help screen the parking area and provide greater visual continuity between the adjacent streetscape components.
4. Retain attractive buildings and well landscaped front garden areas as focal image elements.
5. Retain existing buildings as an important focal built-form element for the Centre.
6. The rail line overpass across Martin Street requires visual upgrading. Removal of the higher level barrier/fence or its replacement with a more substantial and attractive barrier/fence is desirable. The bridge itself should be painted in suitable Edwardian colour to minimise its visual significance. Additional items should not be added to the bridge. The height control rail adjacent to each side of the bridge should also be painted a similar colour.
7. Upgrade seating areas within the existing footpath area adjacent to the red brick retaining walls. These areas serve as Bus Stop waiting spaces utilising the shelter of the awning above.
8. Retain and paint in suitable "Edwardian" colours, the existing awnings beneath the railway bridge crossing Martin Street as they reinforce the character of the Railway Station buildings.
9. Develop more identifiable Railway Station entrance points based on the existing entrances using appropriate signage.
10. The large billboards should be removed as they detract from the landscape quality of the embankment and the prominence of the red brick embankment walk. In addition, the billboard's large size detracts from the intimate character of the Centre and the scale of adjacent buildings.
11. Continue the proposed street lights to the Station ramps and to the station buildings to clearly integrate the built form with the pedestrian movement network for the Centre.

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### **SPECIFIC Refer to Outline Development Plan for the Martin Street Centre (Cont'd)**

12. Replace platform fences adjacent to the rail lines with suitable fencing complementing the Edwardian theme of the Centre.
13. Retain right angle parking provision in Spink Street as this provides a valuable source of parking for the Centre.
14. Vegetation on the northern Spink Street embankment to be managed to retain views to the Station buildings as they are visually interesting and contribute to the character of the Centre.
15. Retain longer term parking in this area.
16. Provide a clear pedestrian link northward along Spink Street to the underpass adjacent to the existing landscaped area.
17. Encourage establishment of office, peripheral sales (ground floor only) and other showroom (ground floor only) uses in this area. Maximum building height is 12 metres to establish a stronger streetscape presence for the area with maximum facade height at approximately the parapet heights of the existing two storey Victorian and Edwardian era buildings within the streetscape. Outdoor car yard areas are discouraged whilst indoor car showrooms allowed to encourage streetscape built form continuity and establish a stronger, more attractive area character/image.
18. Retain and upgrade visual appearance of existing public toilets and clearly signpost for easy identification.
19. Plant additional extensive low vegetation to the southern Spink Street railway embankment to enhance the attractive landscape character.
20. The attractive seating areas established on each of these opposite corners, with large nodal tree planting to define an attractive "gateway" to the Centre, should be maintained.
21. Encourage establishment of first floor offices in this area. Maximum building height should be 8.0 metres.
22. Resurface footpath area with asphalt to unify shops facing the Nepean Highway with the Centre.
23. The street lighting theme could be extended along this frontage to expose this important image element of the Centre to view from the Highway.

