

Active Street Frontage

The interaction between commercial buildings and the street is an important factor when considering the viability and amenity of commercial centres.

Well-designed frontages facilitate interactions between pedestrians and places, which in turn provides for a vibrant pedestrian environment.

Objectives of Active Street Frontage

- to facilitate transactions between buildings and the street;
- to encourage passive surveillance at street level; and
- ensure that commercial buildings contribute positively to the public domain.

Scheme Requirements

Clause 5.5.16 of the Scheme specifies that 60% of the street frontage in developments are to contain 'active street frontage', which is defined as ground level frontage of a commercial building that simulates interest or activity on the adjacent street, or to a public space.

Components that contribute to activated frontage in clause 5.5.16 are:

- Windows that maintain clear views to and from the street;
- Operable and legible entrances that are directly accessible from a public space;
- Areas within the site that allow for alfresco dining; and
- Well-designed spaces that allow for pedestrian movement and/or seating.

Developments are encouraged to incorporate a mix of the above components to create a varied and interactive streetscape.

Interpreting the Requirement

The requirement of 60% applies to all commercial frontages that face a primary or secondary street, or a public place, unless an alternative requirement is specified elsewhere in the Scheme or an Area Plan.

The length of frontage that counts towards the requirement is calculated by measuring the cumulative distance of the active components and dividing that number by the total length of the frontage.

The maximum distance that active components can be spaced to remain within active frontage requirements is 1.5m. Where there is a greater spacing, that distance does not count towards the requirement. Window openings must meet a minimum dimension of 1.2m high x 0.9m wide to be considered as active frontage.

Note: Frosted glass, signage or glass covered with excessive imaging is considered non-active frontage.

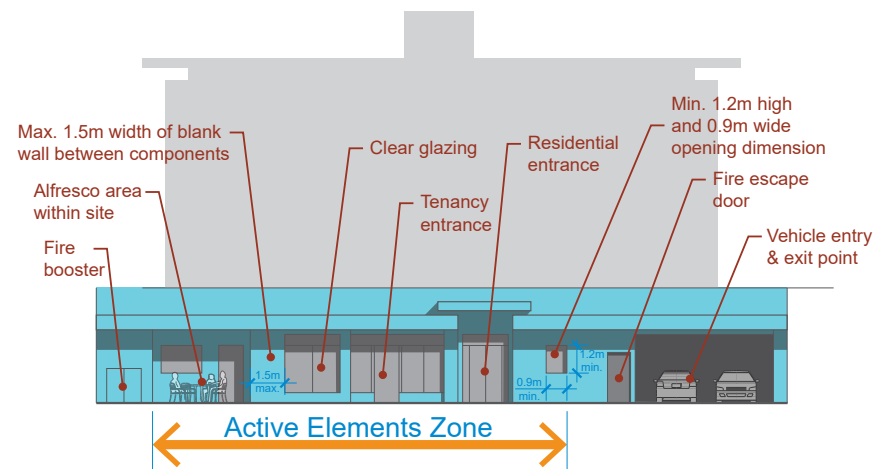


Fig 1: demonstrates how the minimum percentage of active frontage is calculated

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Design Suggestions

- Fire boosters and other services are encouraged to be strategically located, concealed and integrated into façade design to minimize their visual impact on the streetscape.
- Incorporating regular vertical elements (such as pilasters or columns) into the building façade at ground level helps to create a vertical rhythm to the streetscape, which in turn reduces the perception of long distances.
- Regular entrances and openings in a façade help facilitate interactions between the building and the public domain.
- Blank areas of facades such as columns or areas for servicing make ideal places for public art, poster boards, displays etc. that add an extra layer of interest to the streetscape.
- Non-active areas of façade are encouraged to include additional architectural embellishments and/or landscaping etc. to minimise the impacts of blank walls on the streetscape.

Servicing Requirements

While it is recognised that servicing requirements are essential and often are required to be contained within building frontages, applicants are encouraged to consult with service providers prior to lodging an development application, with a view to limit their impact on the streetscape.

More information on servicing requirements can be found in 'Design Guidance to Provide for Services' which is referenced within Schedule 5 of the Planning Scheme.

Note: AI-fresco areas within the road reserve or footpath are subject to approval from the relevant local authority. Building frontage must still comply with the requirements of this clause.

Note: Street furniture and/or signage is subject to approval from the relevant local authority.



Fig 2: varied façade detailing creates interest at street level



Fig 3: Example of an al-fresco area within the site



Fig 4: Example of an al-fresco area in the road reserve