

SJB Urban



FMAC Illustrative Guidelines

Neighbourhood Character & Urban Design Outcomes for Precincts 1A & 1B

Prepared for
Frankston City Council

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We create amazing places

At SJB we believe that the future of the city is in generating a rich urban experience through the delivery of density and activity, facilitated by land uses, at various scales, designed for everyone.

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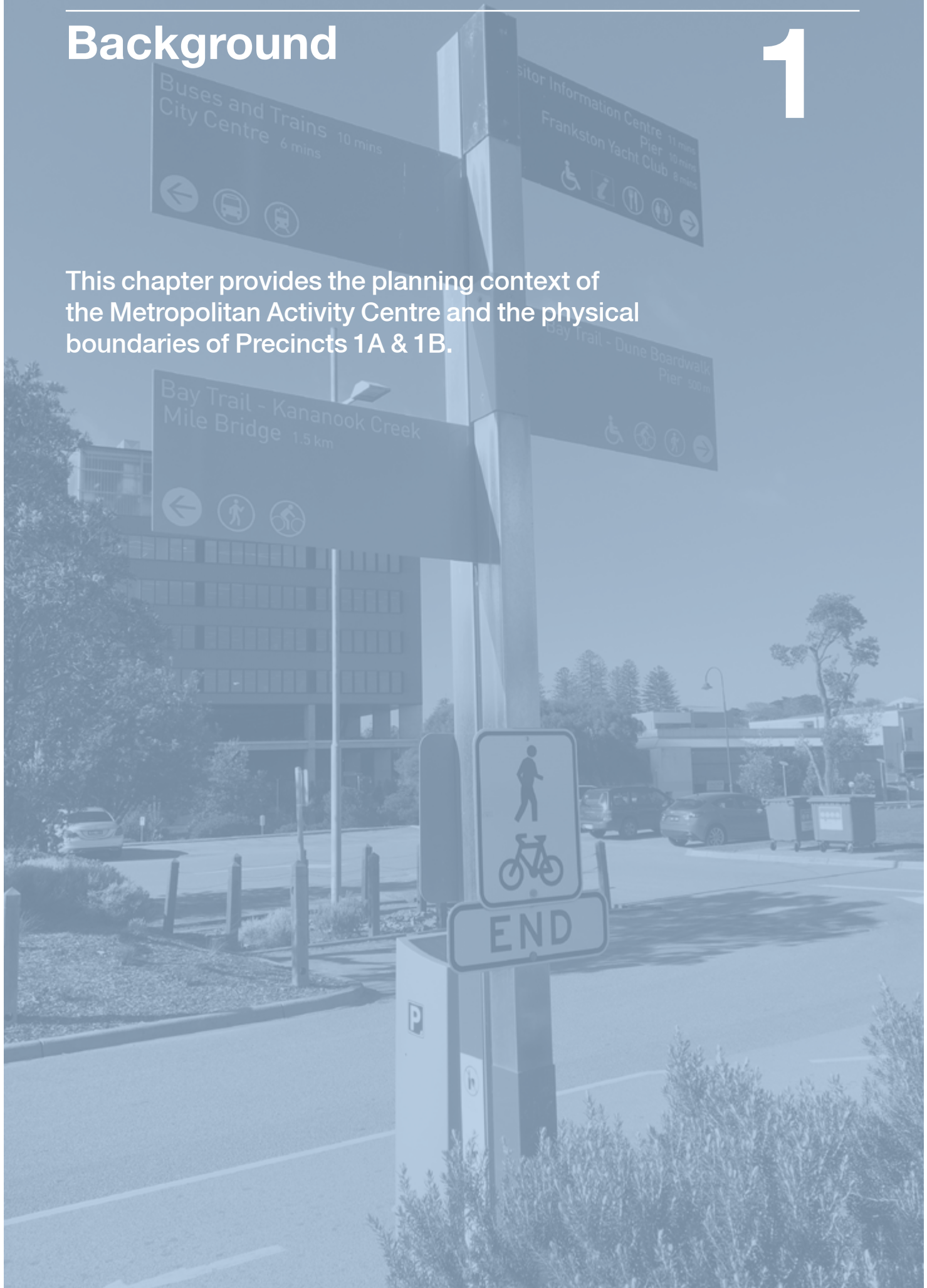


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Background

1

This chapter provides the planning context of the Metropolitan Activity Centre and the physical boundaries of Precincts 1A & 1B.



1.1 Introduction

Frankston City Council adopted the Frankston Metropolitan Activity Centre Structure Plan (FMAC Structure Plan) in May 2015. Planning Scheme Amendment C123 was adopted at the recommendation by a planning panel held in November 2016. Schedule 1 of the Activity Centre Zone (ACZ1) was applied along with Amendment C123 over the Frankston City Centre. The ACZ1 includes details for land use, development and built form objectives, and precinct guidelines for preferred building heights and street setbacks.

The purpose of these Illustrative Guidelines is to provide graphic-focused guidelines addressing the future neighbourhood character and best practice urban design outcomes for Precincts 1A and 1B within the Frankston City Centre. This illustrative document will aid in the achievement of a vibrant and sustainable future for Frankston by communicating with all stakeholders effectively through explanatory diagrams.

This document is divided into four sections: Background, Built Form, Precinct Guidelines and Material Palette.

The Background provides information on the planning context of Frankston Metropolitan Activity Centre and the physical boundaries of Precincts 1A & 1B.

Built Form provides graphic explanations of the major Built Form Principles that are included in Schedule 1 to the ACZ1 in the Frankston Planning Scheme.

In Precinct Guidelines, precinct-specific principles are demonstrated through scenario testing and illustrations and are in accordance with ACZ1.

The Material Palette suggests appropriate materials for the coastal environment ensuring buildings and landscapes can withstand the specific climate conditions Frankston faces.



Background

1.2 Metropolitan Context

The Metropolitan Planning Strategy has identified Frankston as one of 11 Metropolitan Activity Centre (MACs). MACs will support their subregional catchments by providing communities with a wide range of services including retail, entertainment, government, community, cultural and transport services. New opportunities for jobs, activities and housing are expected to be provided by these MACs.

Frankston is located approximately 40km south east of Melbourne CBD at the northern end of Mornington Peninsula adjacent to Port Phillip Bay. It has good connections including rail, Nepean Highway, Eastlink and Mornington Peninsula Freeway. It is a major transport hub providing rail and bus access to Melbourne CBD, south to the Peninsular and to surrounding employment and residential areas.

Frankston is a major health and education hub for the south east metropolitan region and Morning Peninsula with the Frankston Hospital, Monash University and Chisholm Institute located in the MAC. It also provides the south-east regions and Mornington Peninsula with a wide range of retail and entertainment services.



Existing major transport infrastructure, educational and medical facility in Frankston.



Port Phillip Bay

- LEGEND**
- City of Frankston
 - Urban Area
 - Urban Growth Boundary
 - Major Highway
 - Major Freeway
 - Rail Network
 - Major Railway Station
 - Metropolitan Activity Centre
 - Central City











Metropolitan Context (NOT TO SCALE)

Background

1.3 Frankston Metropolitan Activity Centre

Frankston Metropolitan Activity Centre has been defined by three Precincts. This document will focus on Sub-Precincts 1A & 1B to illustrate neighbourhood character and urban design outcomes for FMAC.

LEGEND

-  Study Area Boundary
-  FMAC Boundary
-  Kananook Creek
-  Frankston Railway Station
-  Sub-Precinct 1A
-  Sub-Precinct 1B
-  Sub-Precinct 2
-  Sub-Precinct 3A
-  Sub-Precinct 3B
-  Sub-Precinct 3C












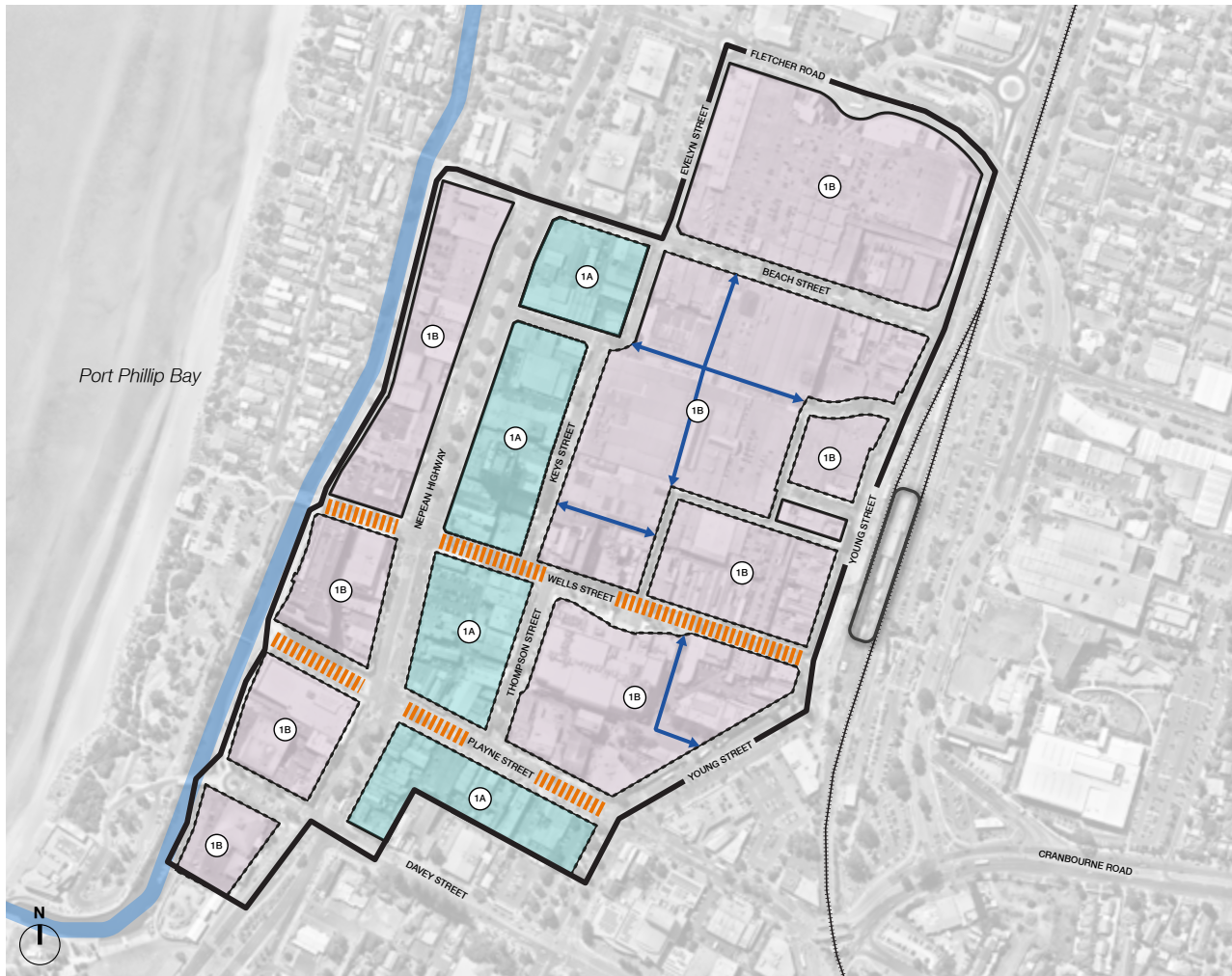
Frankston Metropolitan Activity Centre (NOT TO SCALE)

1.4 Precincts 1A & 1B

Precincts 1A & 1B are located in the centre of FMAC. These precincts aim to provide major opportunities for mixed use development with housing, serviced apartments, hotels, community uses, education providers, health services and offices located above retail ground floor uses. Outdoor dining is also encouraged throughout Precincts 1A & 1B. The integration of the Bayside Shopping Centre with the existing street network and surrounding retail areas will potentially be improved by facilitating solar access to key retail streets and pedestrian links, increasing pedestrian amenity. The development along the western and southern boundaries of Sub-precinct 1B must be responsive to the sensitive interfaces with Kananook Creek, the foreshore and established residential areas.

LEGEND

-  Study Area Boundary
-  Precinct Boundary
-  Precinct 1A
-  Precinct 1B
-  Kananook Creek
-  Frankston Railway Station
-  Frankston Railway Line
-  Preferred locations for mid-block pedestrian links
-  Solar access - Key retail streets

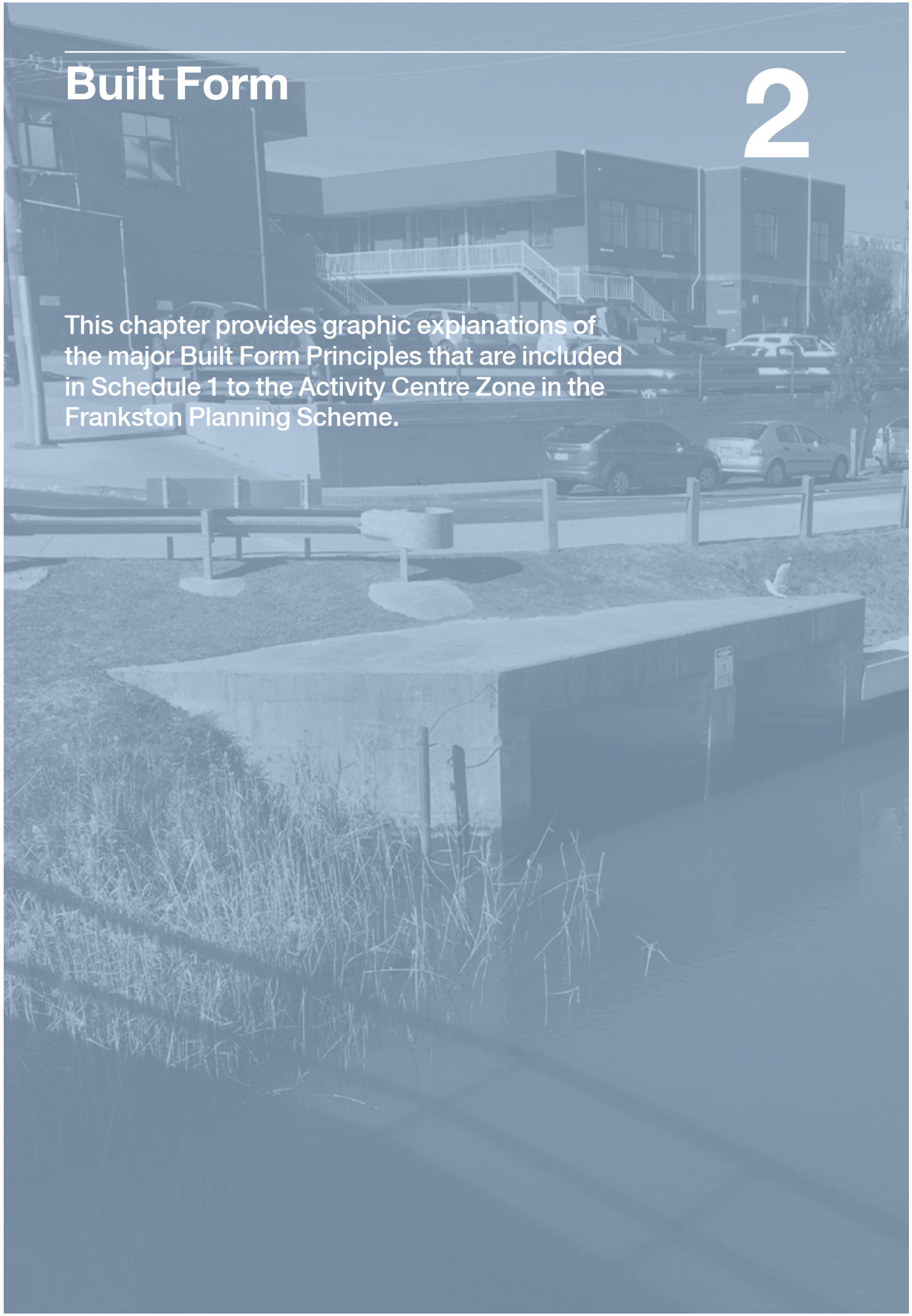


Study Area (NOT TO SCALE)

Built Form

2

This chapter provides graphic explanations of the major Built Form Principles that are included in Schedule 1 to the Activity Centre Zone in the Frankston Planning Scheme.



2.1 Active Frontages

Built Form within the Activity Centre should:

Integrate with and contribute positively to the streetscape through the provision of active frontages that promote movement between the private and public realm.

Locate pedestrian entries to buildings on the pedestrian network and emphasise entries with prominent design features, signage or landscape treatments.

The integration of the street with building frontages is essential in encouraging activation and promoting safe, welcoming and engaging streetscapes. Integrating elements such as signage, weather protection, doors, windows and indoor/outdoor uses into the built form encourages pedestrians to engage with the street and surrounding uses.

Using diverse, high quality and textural materials at the ground and first floor contributes to an engaging and interesting streetscape that encourages human interaction.



Mary Street, Brisbane



City Creek Centre, U.S.A.

Integrated Street Environments for Active Frontages

Built Form

The public footpath should also offer a variety of uses including public seating, shade and shelter in the form of trees and canopies, lighting, outdoor dining opportunities and mobile vendors. Providing good streetscape amenity will encourage people to use the street contributing to increased activity and safety in the public realm.



Lygon Street, Melbourne

1. Right angled sign
2. Low level planting
3. Infrastructure for all pedestrians
4. Street amenity
5. Hanging basket
6. Street trees
7. Awnings
8. Outdoor dining



Street Design Features for Active Frontages

2.2 Solar Access

Built Form within the Activity Centre should:

Maintain sunlight to footpaths on the opposite side of the street and adjacent public spaces.

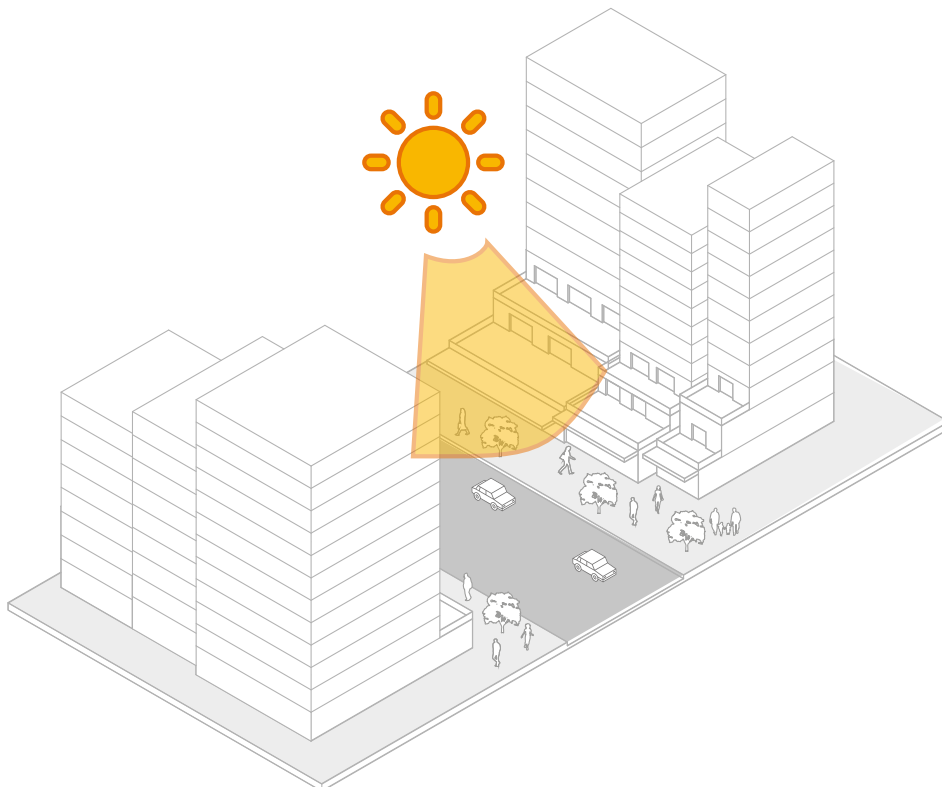
Providing good solar access to streets is essential in encouraging on-street activity. Built form should minimise the overshadowing of footpaths on the opposite side of the street. This includes built form on the northern side of streets and the impact these have on access to direct sunlight on the southern footpath as well as the access to direct sunlight in the morning and afternoon on east and west facing footpaths. Semi-transparent materials included in canopies can also provide additional light to footpaths.



Acland Street, Melbourne



Bourke Street, Melbourne



Maintain sunlight to footpaths and public spaces.

Built Form

2.3 Sensitive Interfaces

Built Form within the Activity Centre should:

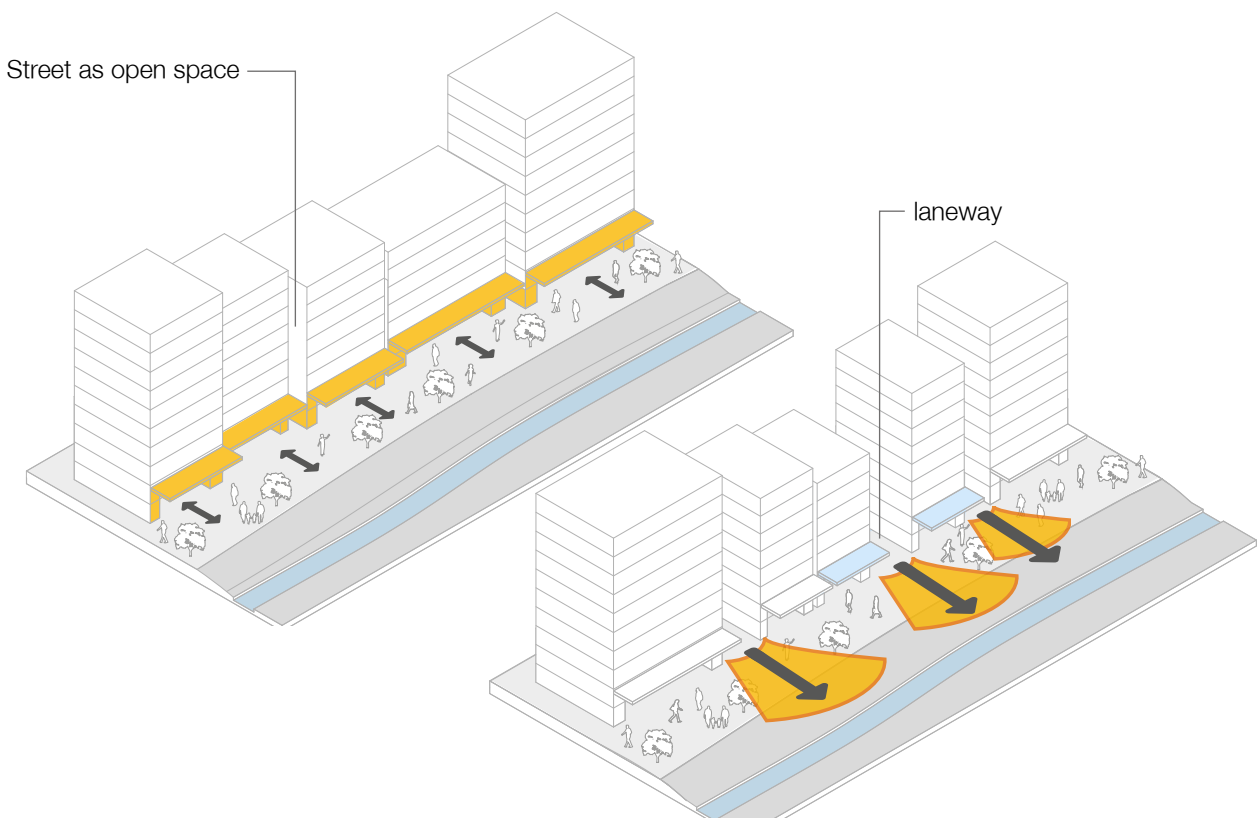
Respond appropriately to sensitive residential, open space and creek interfaces.

The Frankston Metropolitan Activity Centre has a number of sensitive interfaces that contribute to the unique character and amenity of the Centre including open spaces such as the beach, Kananook Creek and existing low scale residential areas.

The response to these interfaces should minimise adverse impacts as well as encourage appropriate use. The interface of buildings with Kananook Creek should encourage pedestrian movement by minimising back-of-house uses along the creek, restricting vehicle access and speeds along the creek interface, ensuring active uses facing onto the creek such as a variety of retail, commercial and community uses and provide high quality pedestrian environments.

The impact of development on the environmental qualities of the adjacent land should be considered. Buildings and landscapes should respond by ensuring elements such as storm water quality, plant species and materials are appropriate for the existing and preferred landscape and do not negatively impact on the ecological value.

Public connections to and along the creek and the coast should be encouraged including providing a network of streets, lanes and pedestrian paths from the city centre and along the creek and coast interface.



Appropriate Response to Sensitive Interfaces



Southbank, Brisbane



San Diego Embarcadero. U.S.A.



North Wharf Promenade and Silo Park, New Zealand



Elizabeth Quay, Perth

Built Form









2.4 Railway Interface

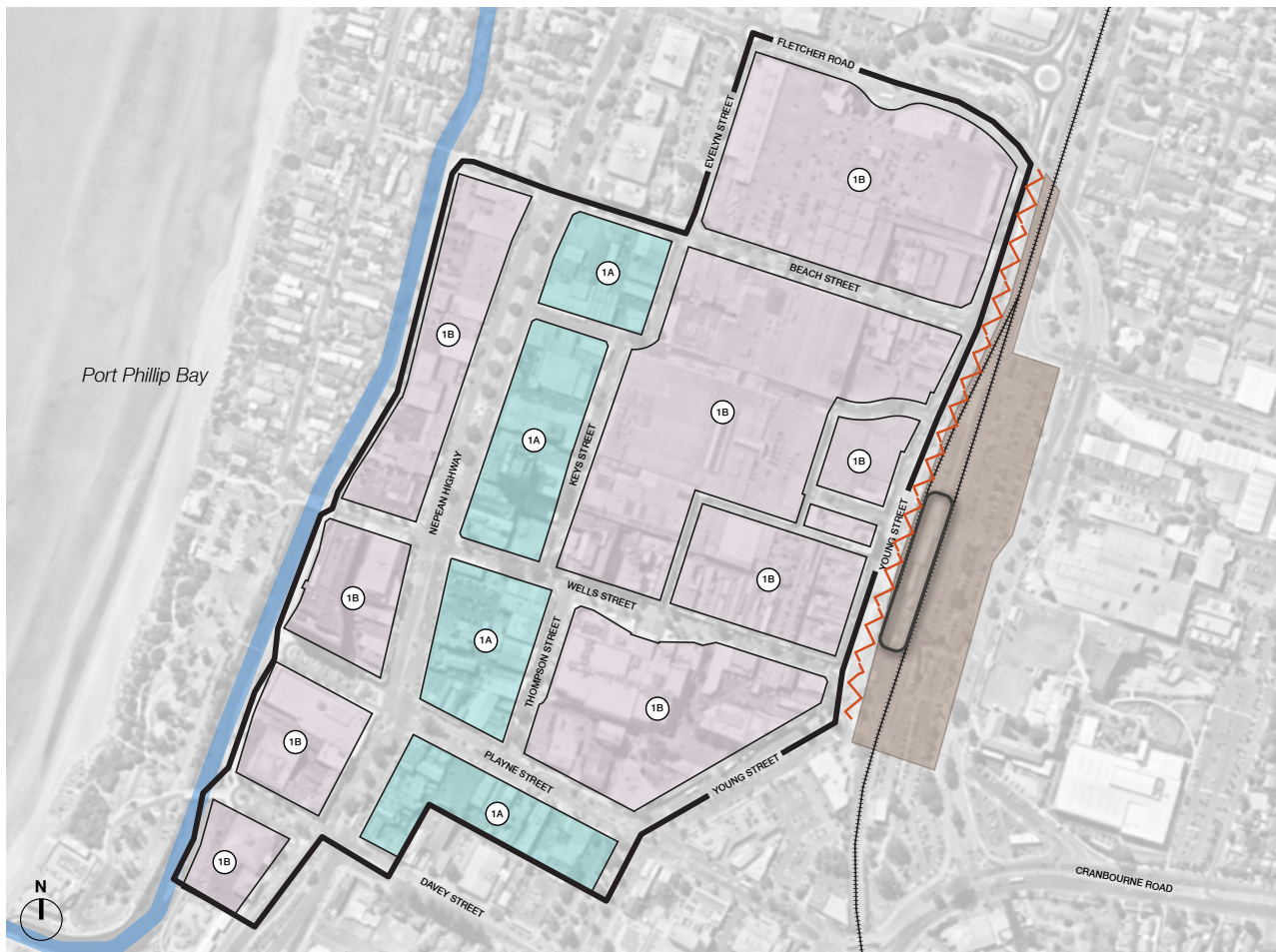
Built Form within the Activity Centre should:

Where relevant consider the impact of new development on railway land and have regard for the primacy of the transport purpose of this land.

The railway is an important asset to the FMAC providing essential connections to the greater Melbourne area. New development must respond appropriately to the railway land and Railway Station by ensuring amenity impacts of the rail use are appropriately addressed in the built form and landscape.

LEGEND

-  Study Area Boundary
-  Precinct 1A
-  Precinct 1B
-  Kananook Creek
-  Frankston Railway Station
-  Frankston Railway Line
-  Railway Land
-  Sensitive Railway Land Interface



Railway Land Sensitive Interface (NOT TO SCALE)

2.5 Visual Dominance

***Built Form within the Activity Centre should:
Avoid visually dominant building forms
adjacent to city centre streets and public
spaces.***

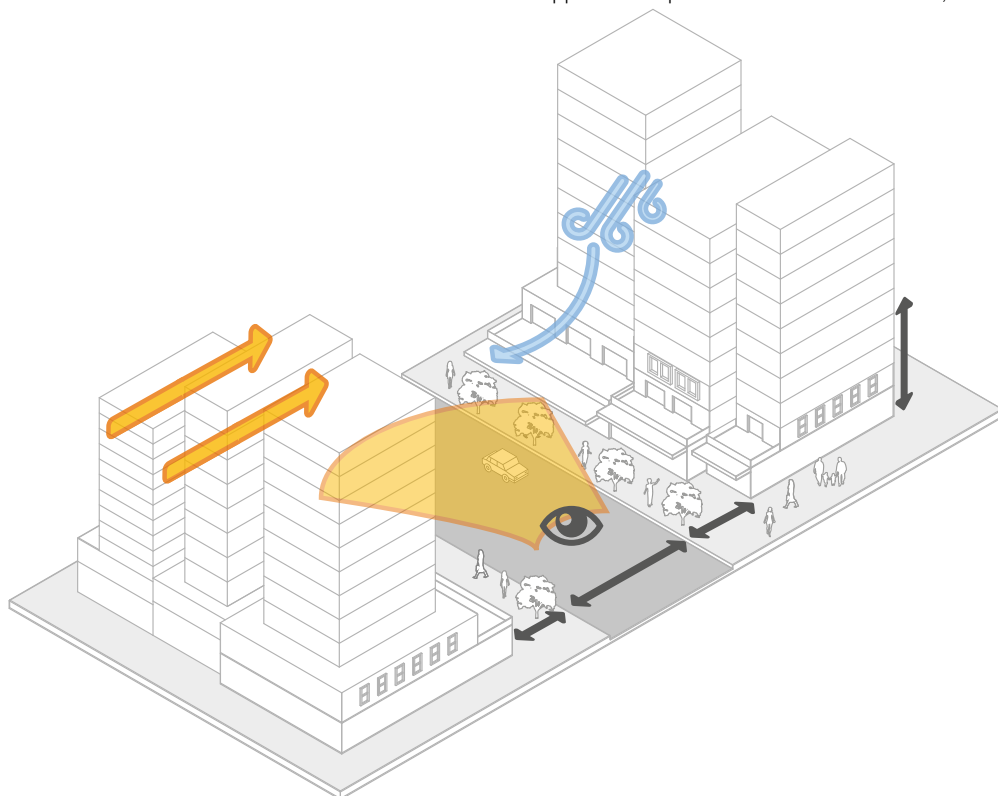
In order to create a welcoming, people-focused city centre, buildings should make a positive contribution to the streetscape and the city skyline. Dominant forms should be avoided by ensuring building envelopes provide variety and allow access to light, sky-views and enhance key pedestrian pathways. Streetscapes can also be defined by a podium form providing a human-scaled street wall with taller form behind.



Dominant Built Form at Docklands, Melbourne



Upper level separation at Melbourne Central, Melbourne



'Human-Scaled' Streetscapes

Built Form

2.6 Weather Protection

Built Form within the Activity Centre should:

Provide weather protection that reduces the impacts of wind and rain and ensures adequate shade.

Good city streets allow people to use them in all kinds of weather conditions. Incorporating canopies along pedestrian streets provides shade and shelter and can help define a 'human-scaled' street by breaking up large expanses of facade. Utilising upper level setbacks, podiums and textural architecture that includes balconies can also help mitigate the impact of wind on the pedestrian environment.

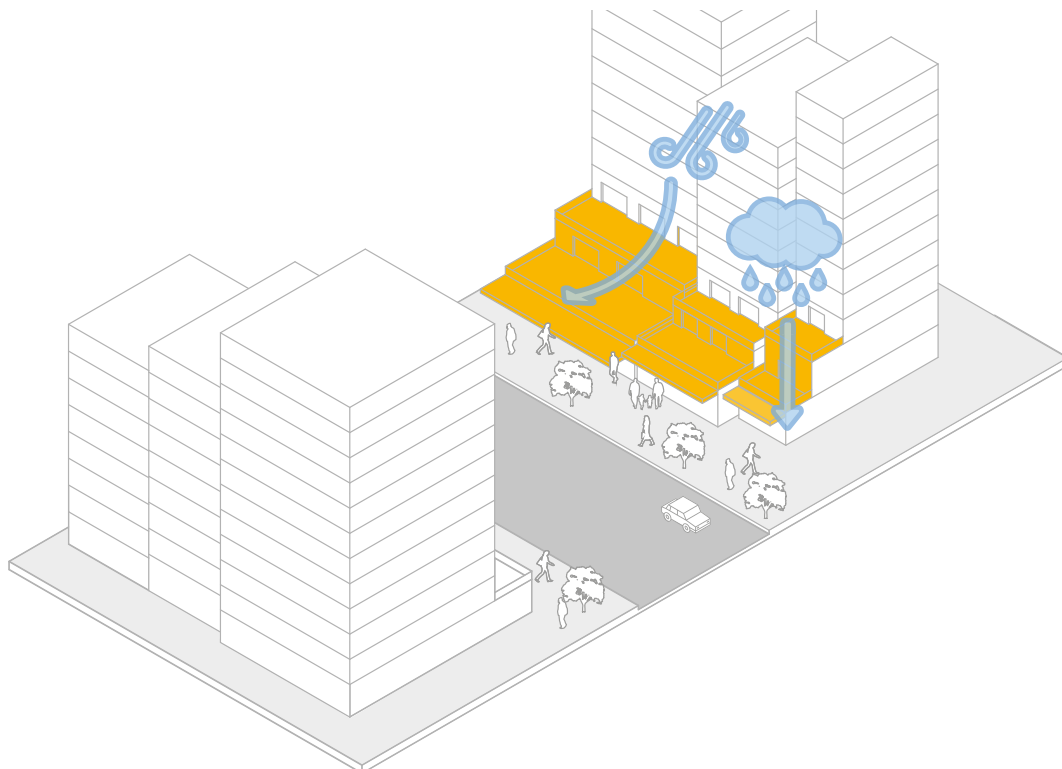
Providing a variety of movement pathways through the City also allows people to choose an appropriate route depending on the weather.



Acland Street, Melbourne



Hardware Lane, Melbourne



Create a weather-proof pedestrian environment.

2.7 Pedestrian Priority

Built Form within the Activity Centre should:

Provide access to pedestrians, regardless of their level of mobility.

Separate pedestrian entries from vehicle entries.

Provide access and servicing from existing roads, with minimal impact on public spaces, and minimise the number of vehicle crossovers on pedestrian paths.

Good cities provide equitable access for all and prioritise safe and engaging pedestrian environments. This can be assisted by ensuring pedestrian pathways and vehicle access points are carefully considered and that these conflict points are minimised, especially along key pedestrian routes.

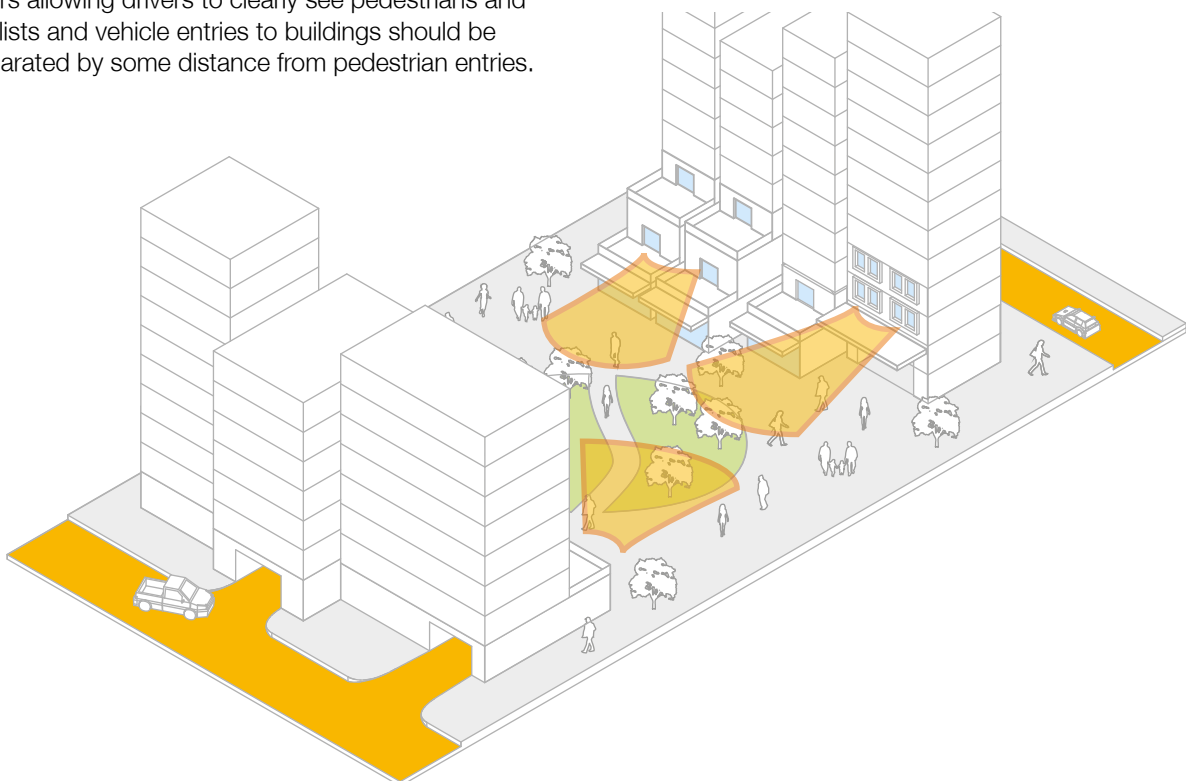
Good site lines should be established at vehicle cross overs allowing drivers to clearly see pedestrians and cyclists and vehicle entries to buildings should be separated by some distance from pedestrian entries.



Superkilen, Denmark



Ballarat Street, Melbourne



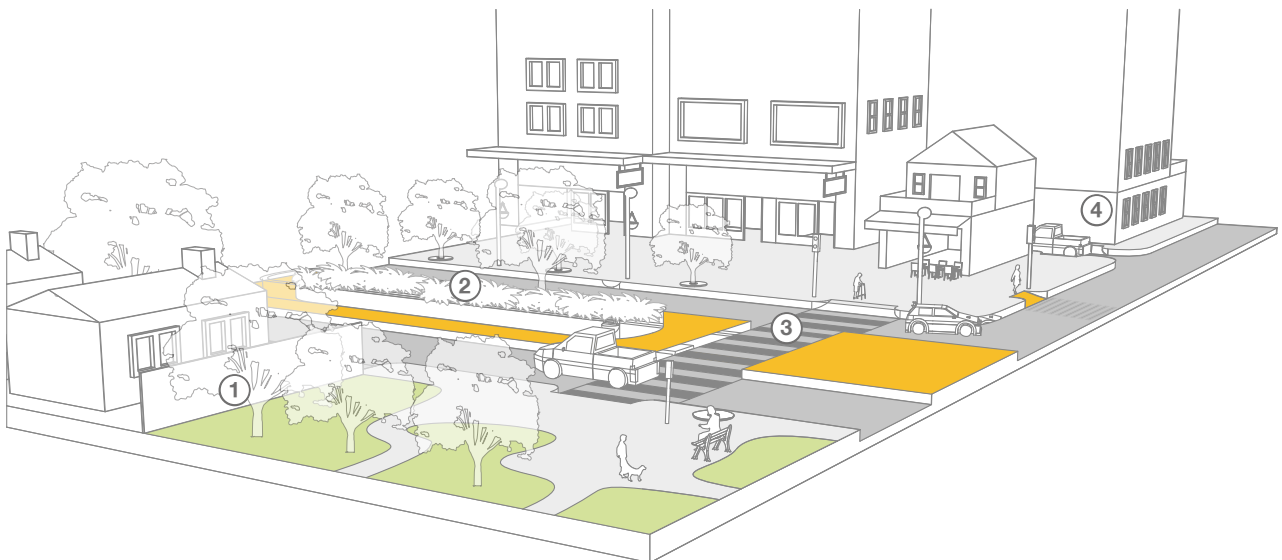
Create safer public spaces.

Built Form

1. Public Space
2. Delineation by Landscape Features
3. Infrastructure for Safe Traffic Environment
4. Vehicular Access from Side Street



Pedestrian Crossing Transformation in New York



Create safer pedestrian environments.

2.8 Equitable Development

Built Form within the Activity Centre should:

Ensure that development is respectful of possible future development of adjoining sites and the sharing of amenity with adjacent properties.

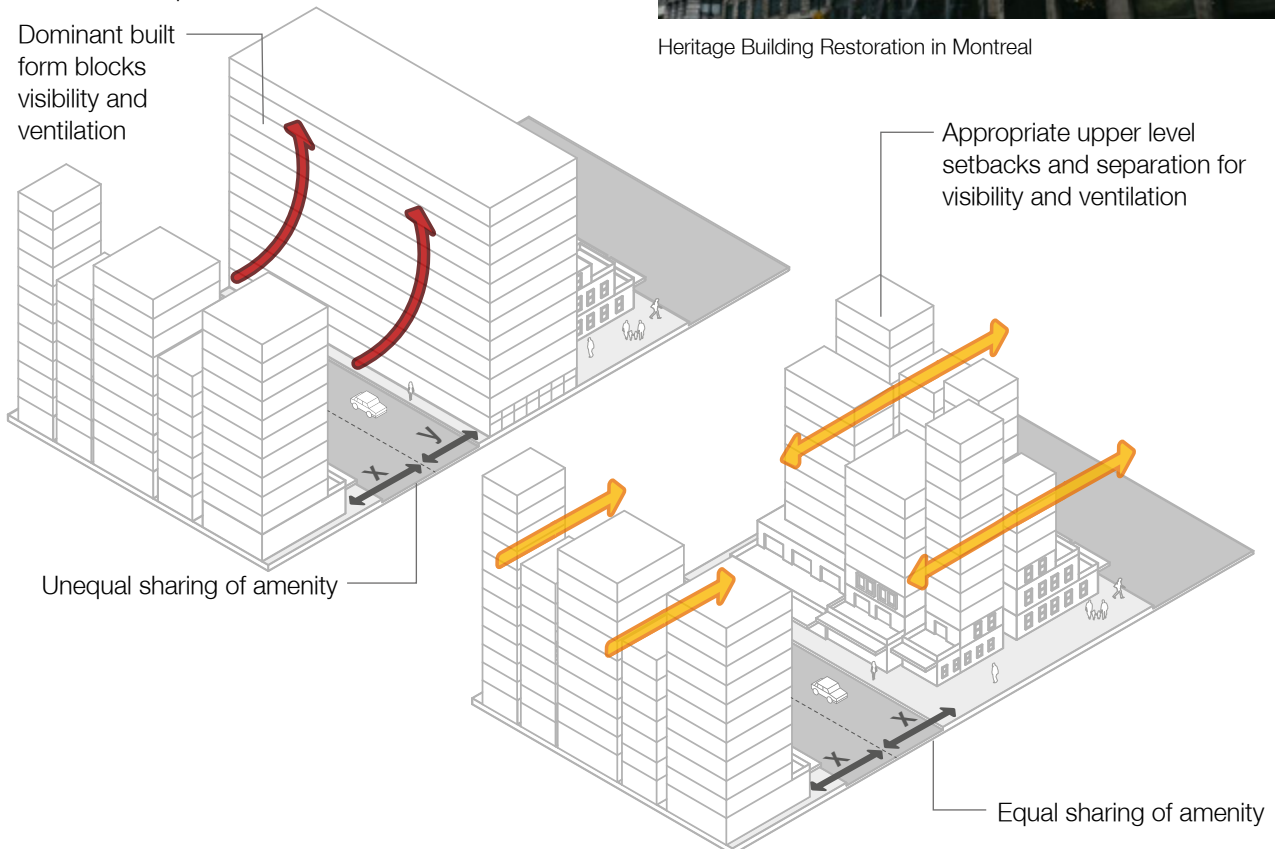
New built form should allow for equitable development of neighbouring sites. This includes providing equitable access to sunlight, air flow and streetscape amenity for future tenants of both sites. It is particularly important that while the Activity Centre is developing, the presentation of large blank side walls should be avoided. This can be addressed by utilising textured materials such as precast patterned concrete, artworks and other techniques to provide visual interest until neighbouring sites are developed.



Artwork of Construction Site in New York



Heritage Building Restoration in Montreal



Built form that is respectful of adjoining sites and the sharing of amenity.

Built Form

2.9 Responsive to Frankston's Role as a Metropolitan Activity Centre

Built Form within the Activity Centre should:

Reflect the status of Frankston as a Metropolitan Activity Centre on key landmark sites.

Consider the impact of new development on the city centre skyline from surrounding viewpoints.

Provide a clear delineation between development in the city centre and development in surrounding areas.

To reflect the status of Frankston as a Metropolitan Activity Centre the arrangement of new developments should consider their influence on the city centre skyline.



Sydney CBD, NSW



Melbourne CBD, VIC



Skyline with considered arrangement



Skyline without considered arrangement

Reflect Frankston's Metropolitan Activity Centre status.

2.10 Sustainable Frankston

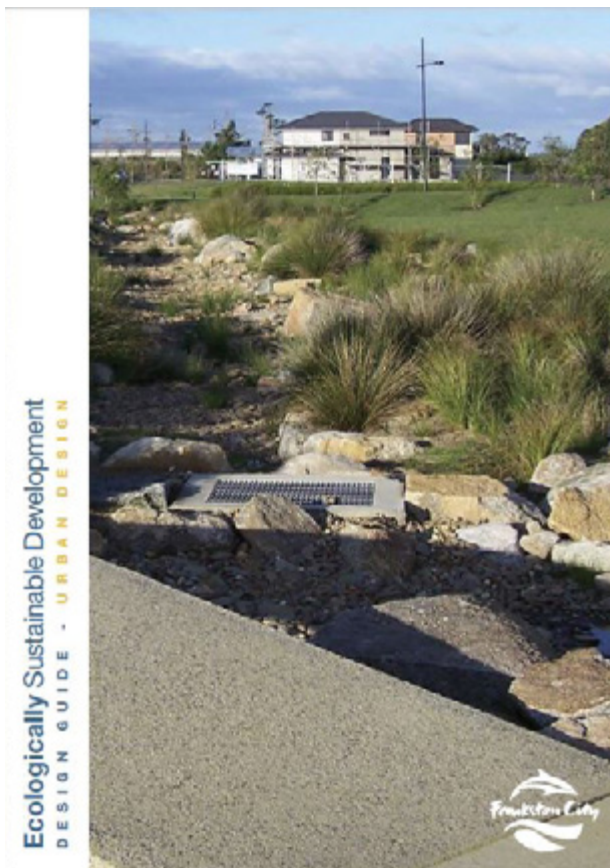
Built Form within the Activity Centre should:

Integrate Ecologically Sustainable Design (ESD) and Water Sensitive Urban Design (WSUD) principles.

New development should make a positive contribution to the sustainability of Frankston. The following guidelines provide information on how to achieve good outcomes.

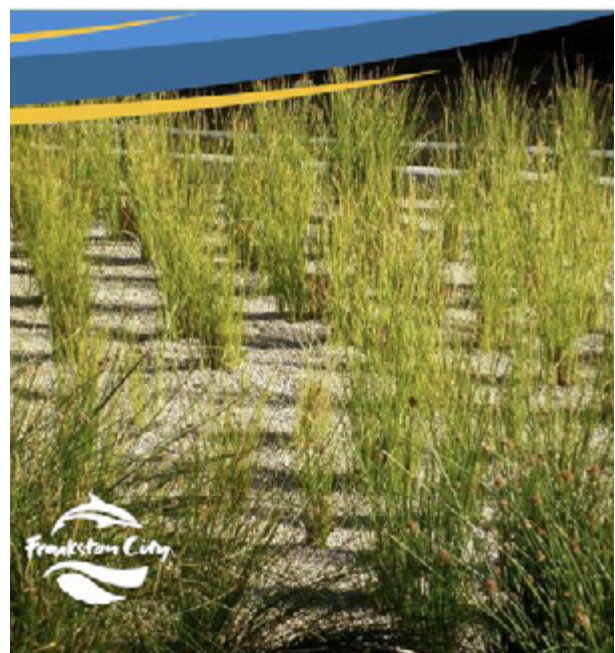
For Ecologically Sustainable Design, refer to The ESD Design Guide – Urban Design by Frankston City Council, which was published on 6 July 2009.

For Water Sensitive Urban Design, refer to Frankston WSUD Guidelines by Frankston City Council, which was endorsed in January 2012.



Existing Frankston ESD and WSUD guidelines.

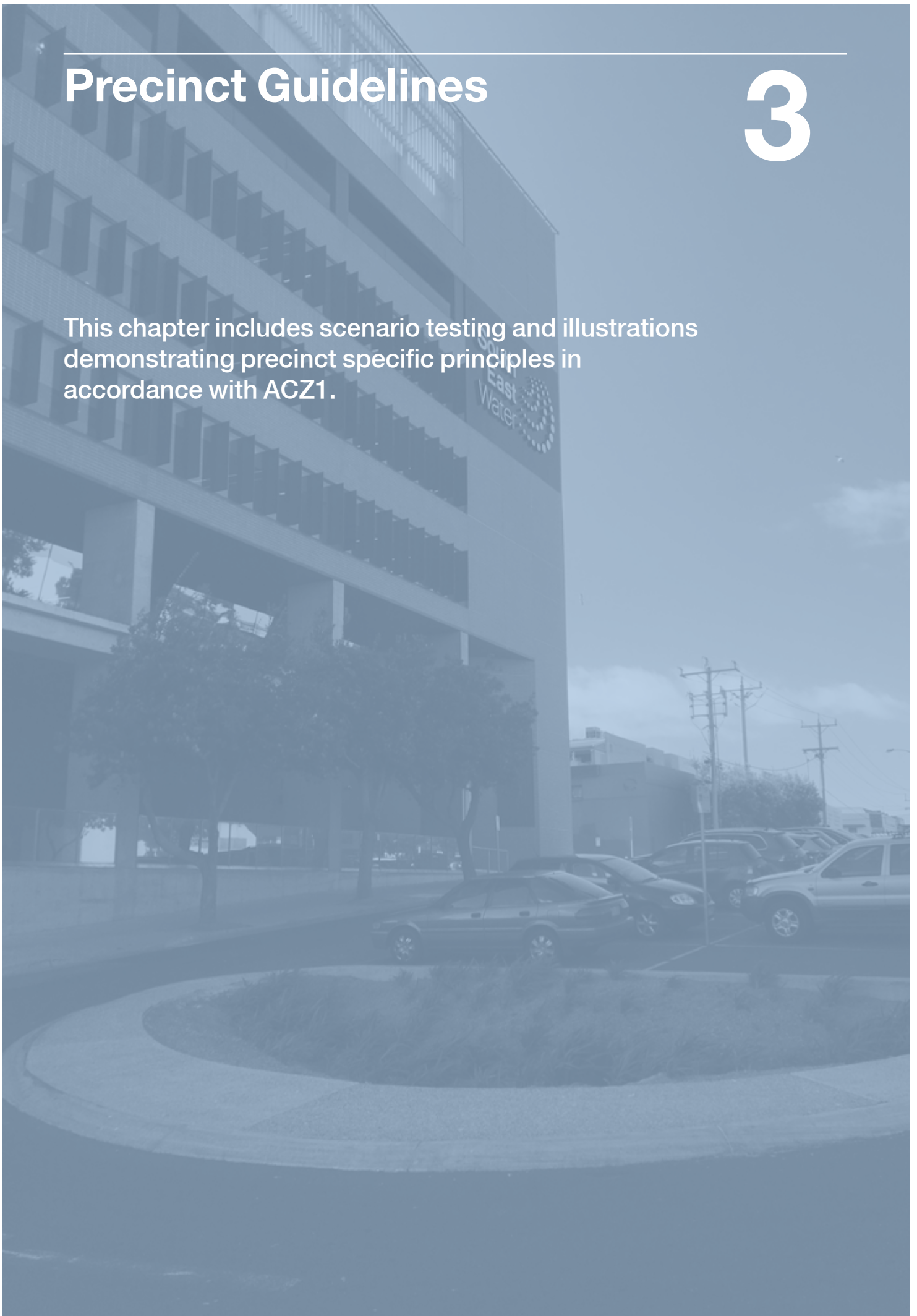
FRANKSTON WSUD GUIDELINES



Precinct Guidelines

3

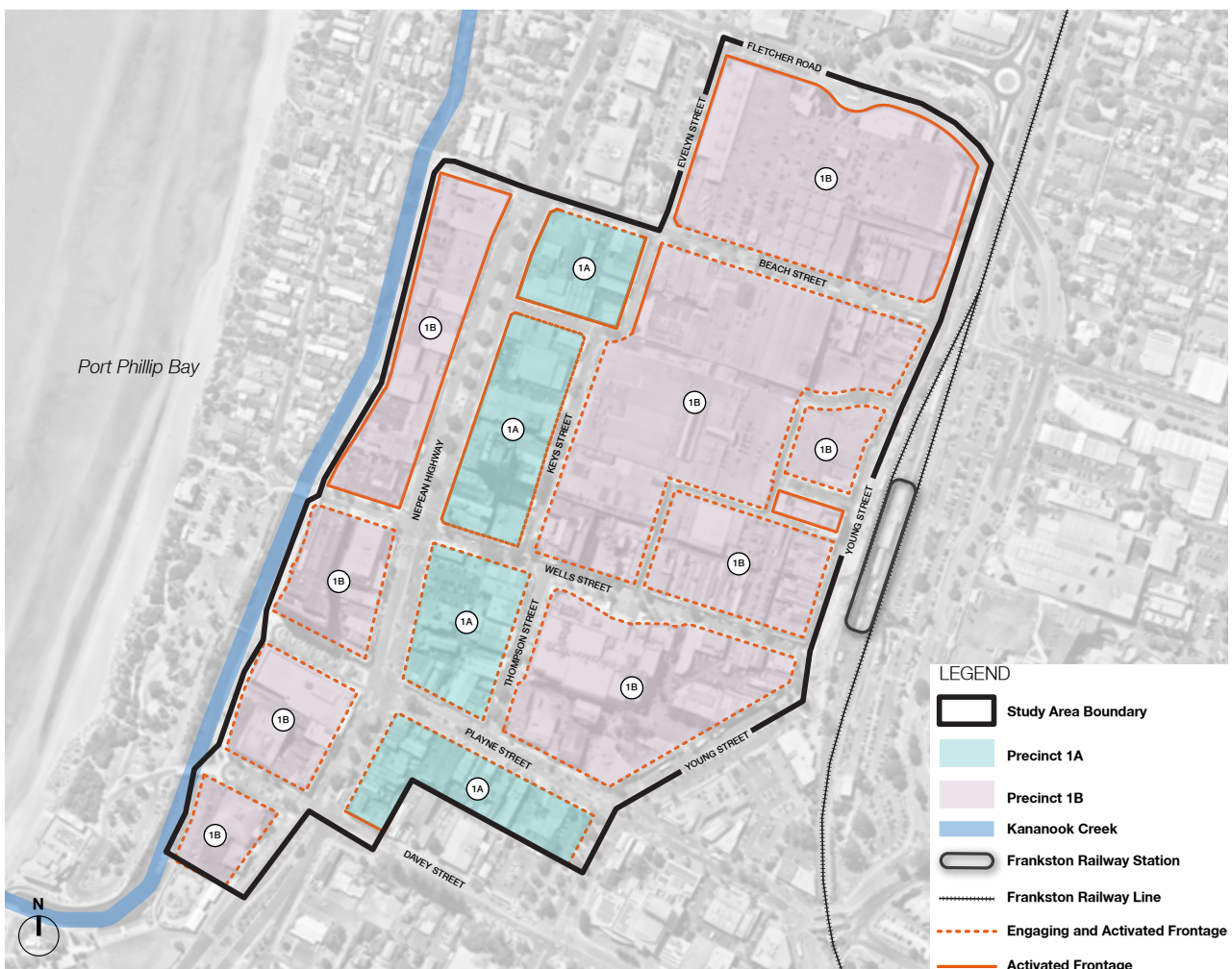
This chapter includes scenario testing and illustrations demonstrating precinct specific principles in accordance with ACZ1.



3.1 Active and/or Engaging Frontages

New development should provide active and/or engaging frontages in locations specified on the Precinct 1 – City Centre Precinct Map.

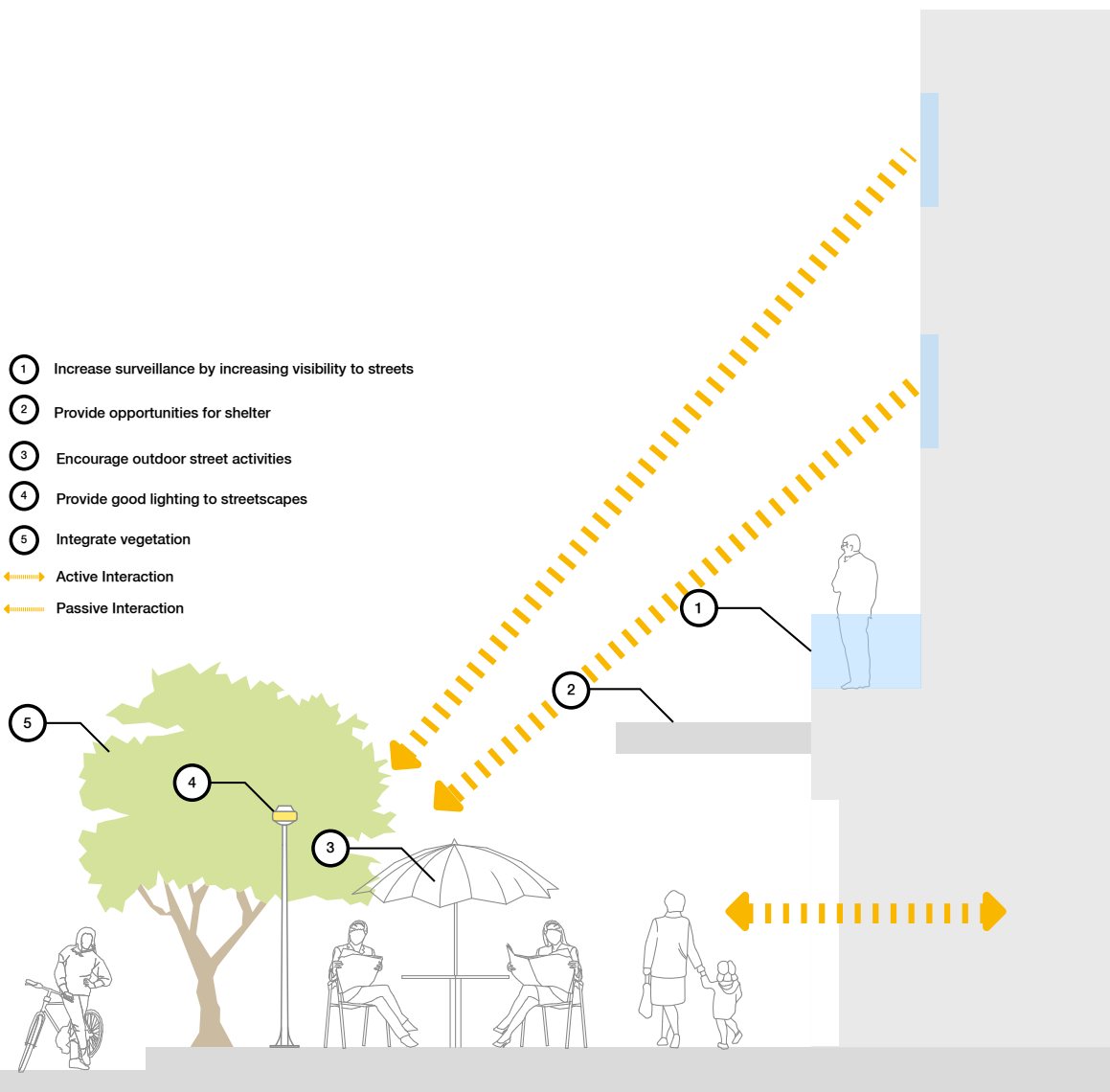
Priority areas have been identified for active and engaging frontages to ensure streetscapes are pedestrian focused and provide a variety of activities and opportunities to engage with city life.



Active and/or Engaging Frontages in Study Area (NOT TO SCALE)

Precinct Guidelines

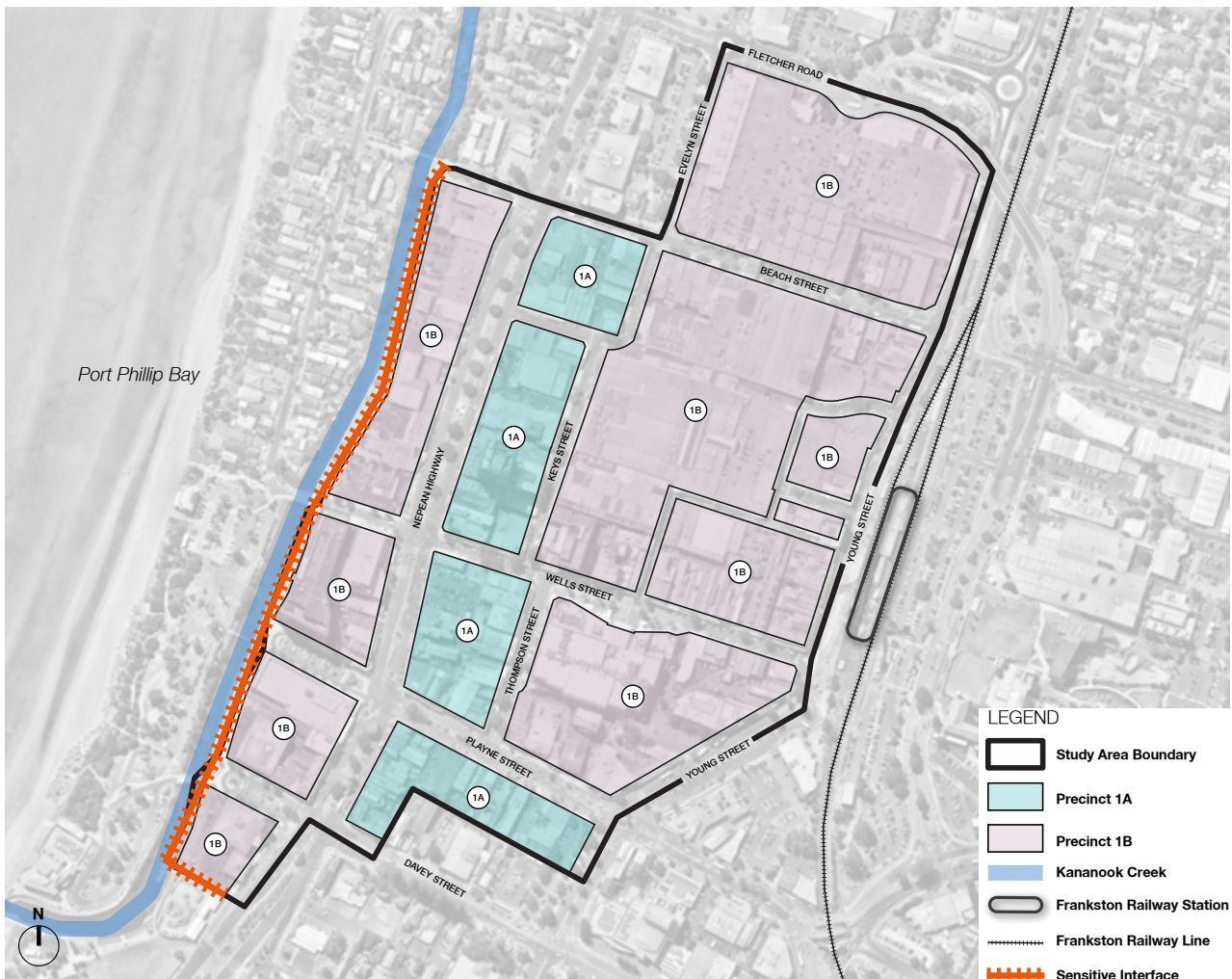
- ① Increase surveillance by increasing visibility to streets
- ② Provide opportunities for shelter
- ③ Encourage outdoor street activities
- ④ Provide good lighting to streetscapes
- ⑤ Integrate vegetation
- ↔ Active Interaction
- ↔ Passive Interaction



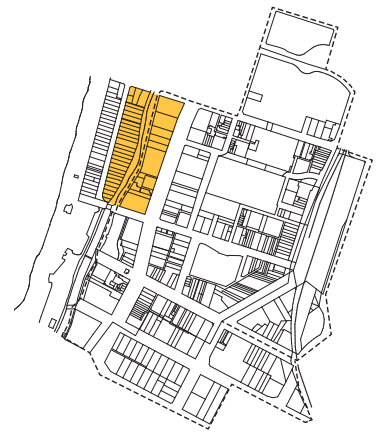
Suggestion for Active and/or Engaging Frontages

3.2 Sensitive Interface Areas

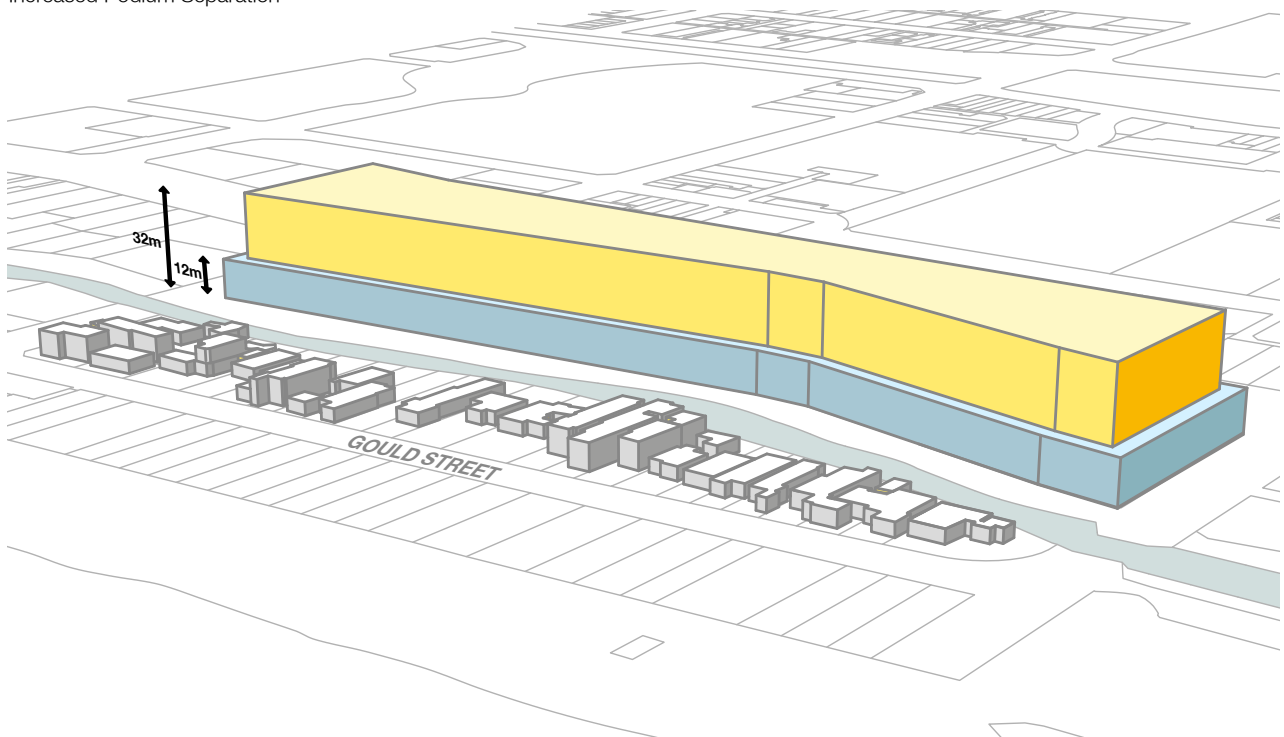
In locations identified as ‘Sensitive Interface Areas’ on the Precinct 1 – City Centre Precinct Map, new development should avoid visually dominant building forms, respond appropriately to adjacent residential, foreshore and creek interfaces, consider the impact of overshadowing, sun glare and nightlight on adjacent viewpoints, and ensure that development is respectful of the sharing of amenity with adjacent residential areas and foreshore.



Sensitive Interface in Study Area (NOT TO SCALE)



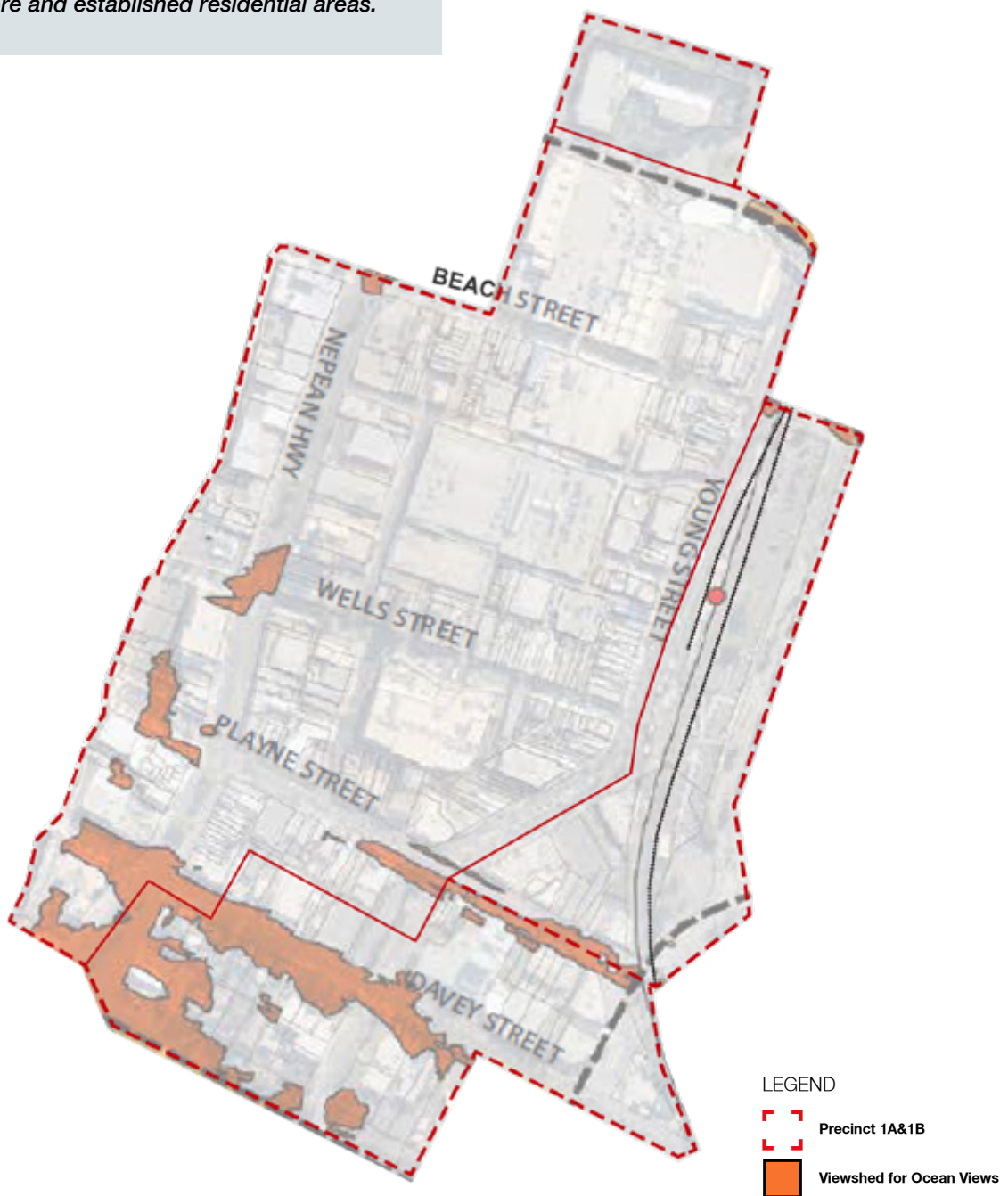
Increased Podium Separation



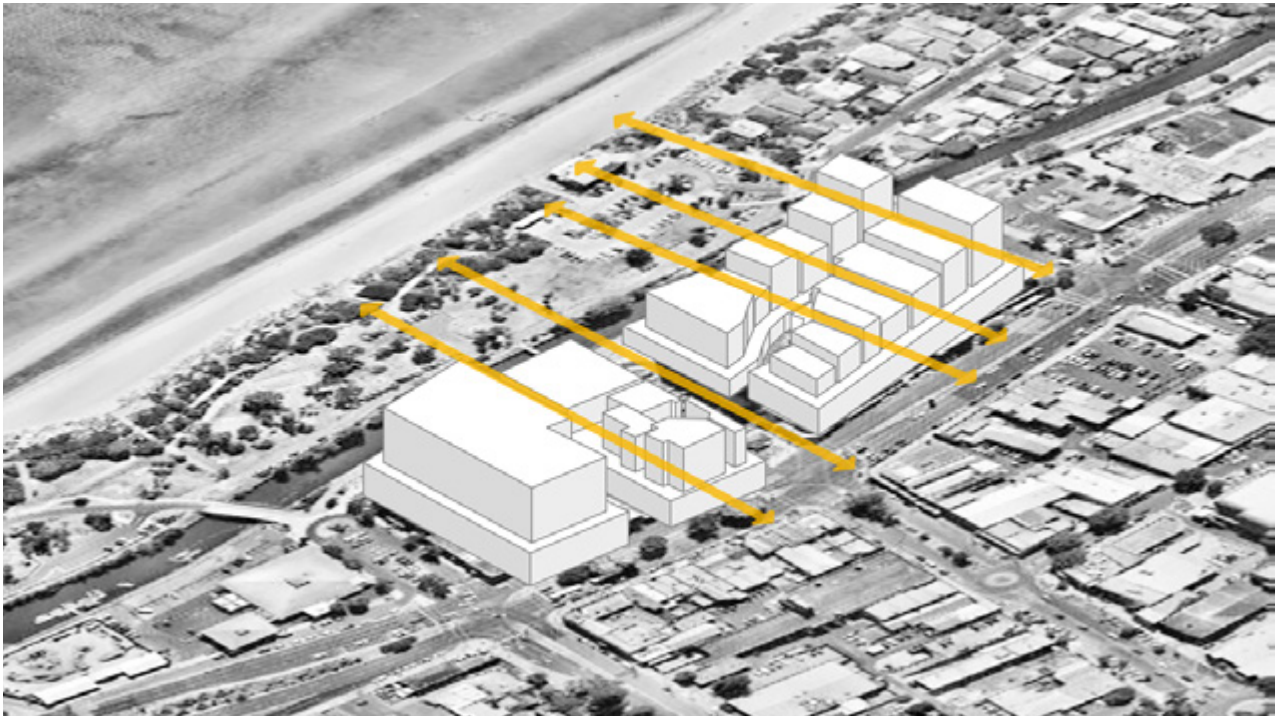
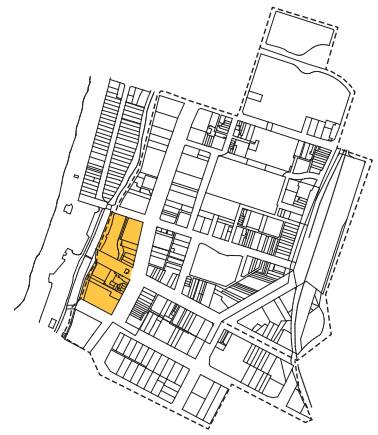
Visually Dominant Building Form

3.3 Connection to Foreshore and Creek Interfaces

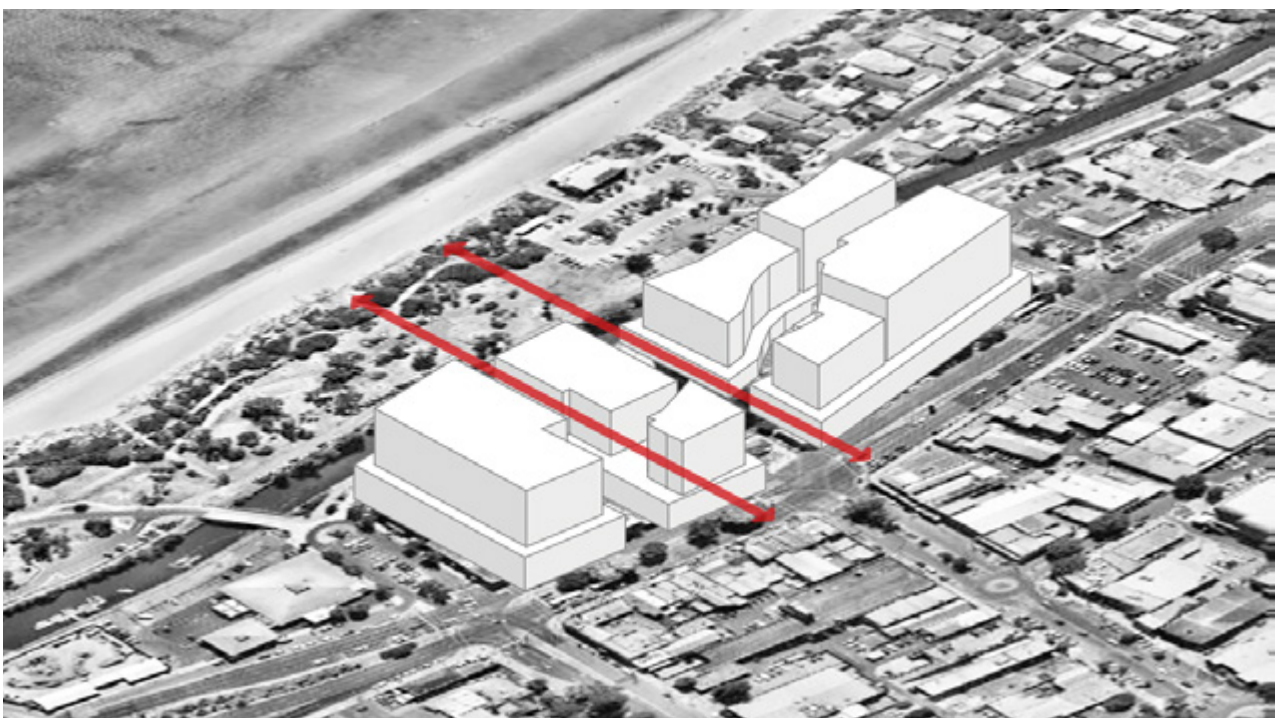
To ensure that development along the western and southern boundaries of Sub-precinct 1B responds to the sensitive interfaces with Kananook Creek and the surrounding foreshore and established residential areas.



Viewshed Analysis showing where ocean views are potentially available (Building Heights and Setbacks Study Draft Report)



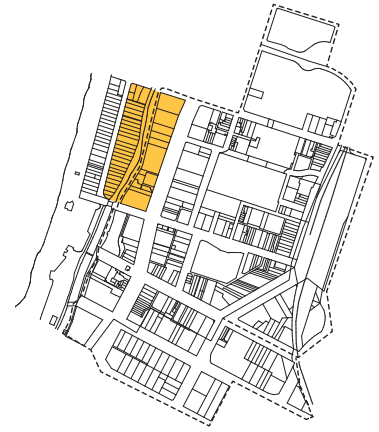
Increase ocean views by upper podium separation.



Limited Ocean Views

3.4 Maintain Neighbourhood Character

New development must be respectful of the preferred neighbourhood character and the valued public amenity of the creek and foreshore. Buildings along the sensitive interfaces should address both their location in a Metropolitan Activity Centre as well as their adjacencies to lower scale development and natural environments.



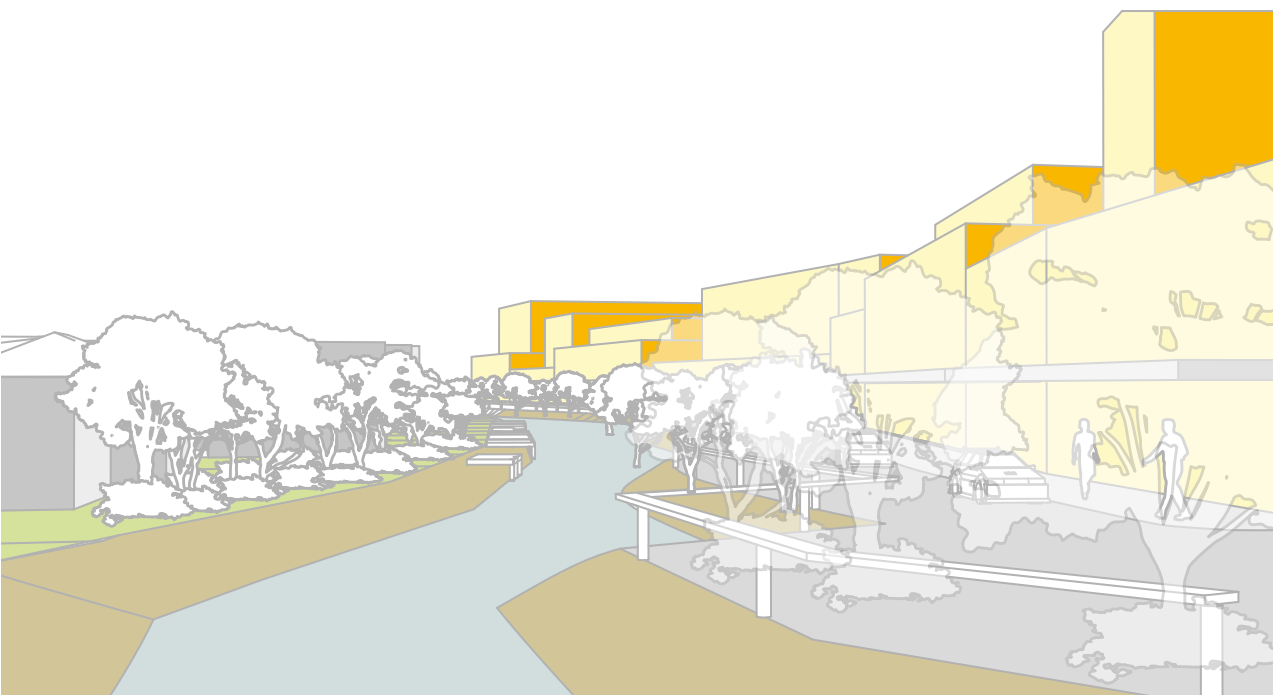
9am



12noon



3pm

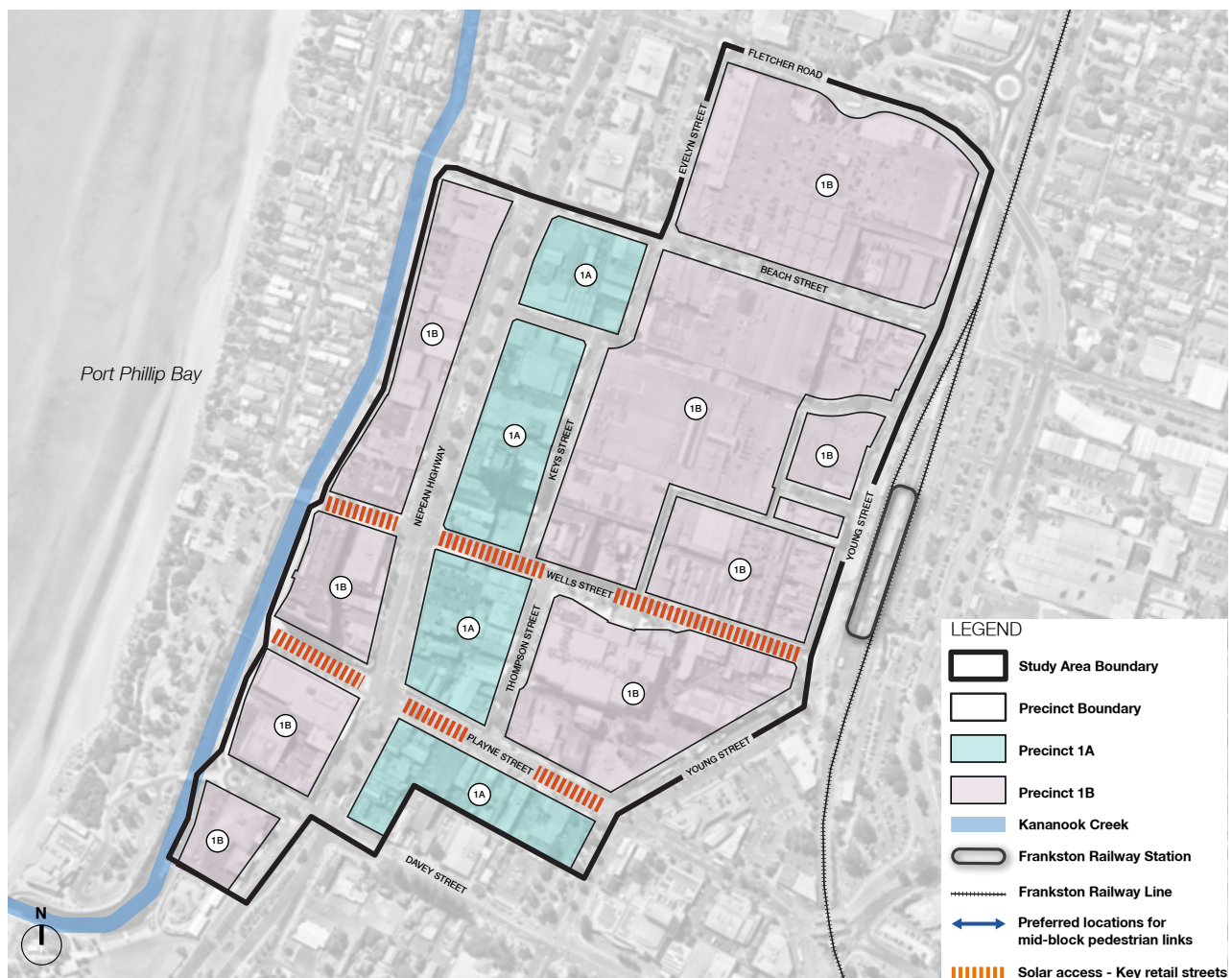


Building Height Maximum 20m

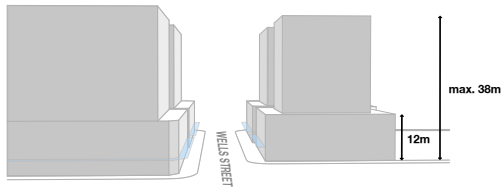
3.5 Avoid Overshadowing

In locations identified as ‘Solar Access – Key Retail Streets Interface’ on the Precinct 1 – City Centre Precinct Map, new development should provide upper level setbacks that retain sunlight to the open space from 9:00am to 3:00pm on September 22.

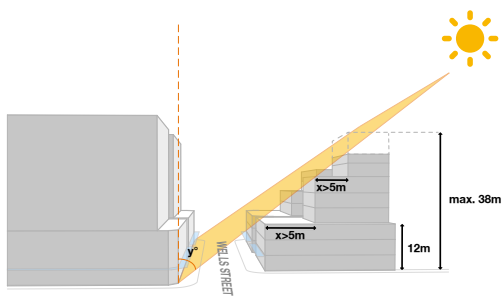
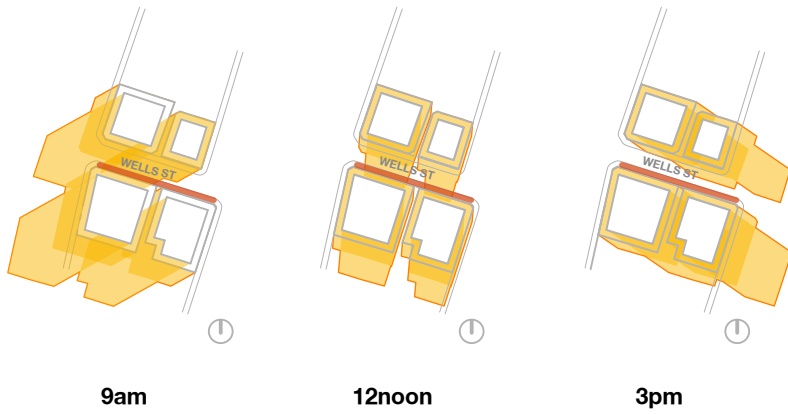
To avoid overshadowing, new development may introduce upper level setbacks to allow sunlight through key retail streets.



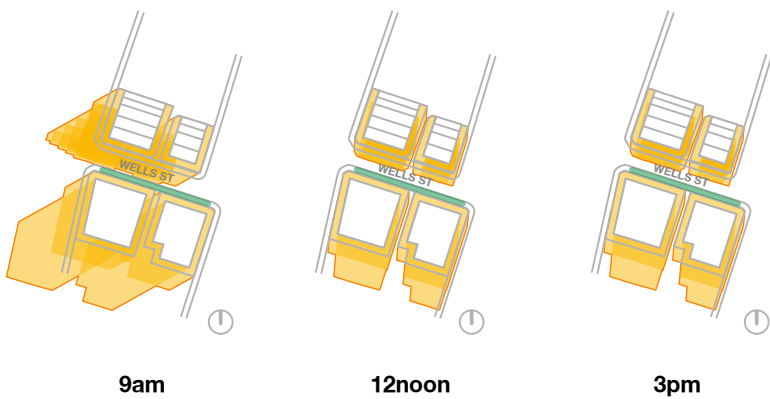
Solar Access in Study Area (NOT TO SCALE)



Limited upper level setback



Sufficient upper level setback



Comparison between Limited and Sufficient Upper Level Setback

3.6 Sense of Enclosure

“Sense of enclosure: when buildings physically define public spaces particularly through proportions between height and width in an area to create places that are comfortable to pedestrians.” City of Ottawa (2017)

In addition to frontage activation, a comfortable pedestrian environment can be enhanced by introducing appropriate street ratios between street width and building height.



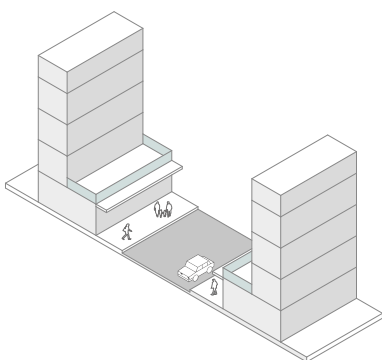
Bourke Street Mall, Melbourne (1:1 Street Example)



Glenferrie Road, Melbourne (1:3 Street Example)

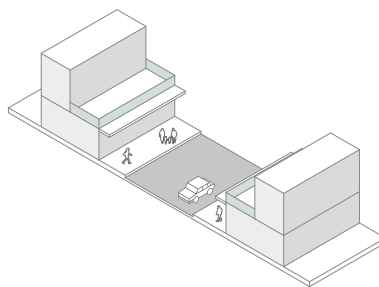


Sydney Road, Melbourne (1:2 Street Example)

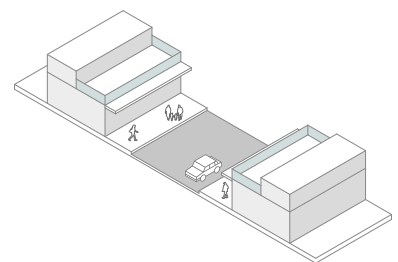


1:1

suitable for high density development



1:2



1:3

ideal for traditional main streets

Ratio between Street Width and Building Height

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Material Palette

4

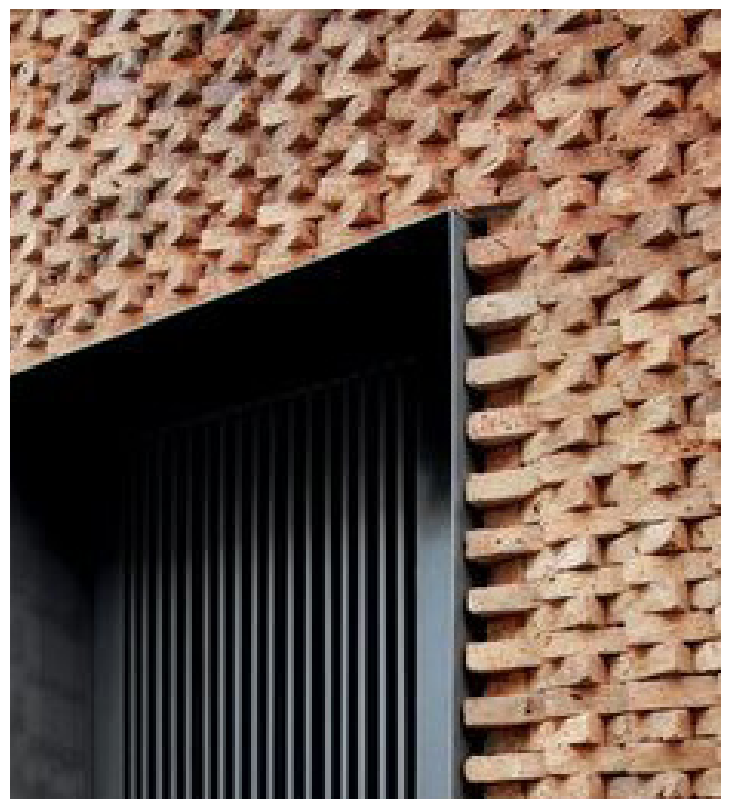
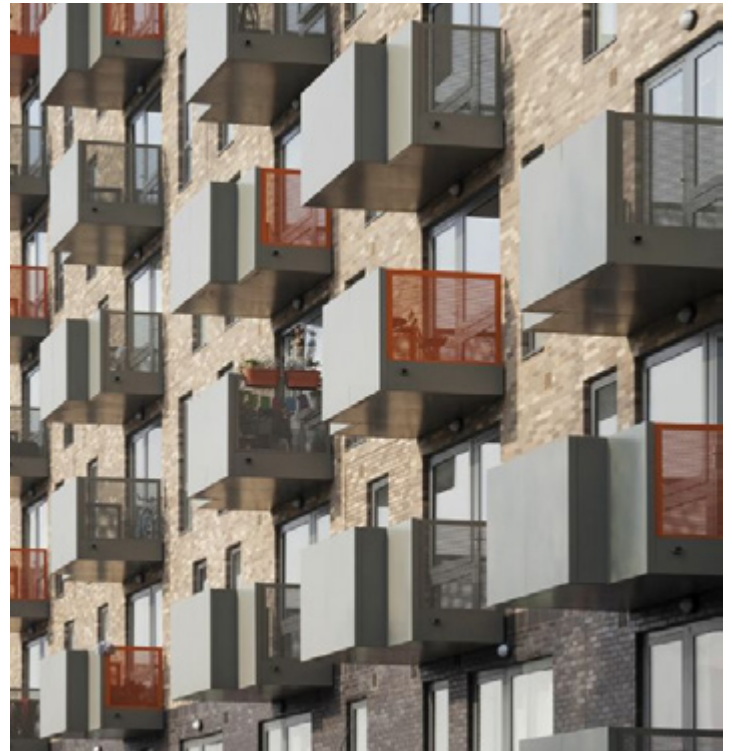
This chapter includes material suggestions for the coastal environment ensuring buildings and landscapes can withstand the specific climate conditions Frankston faces.

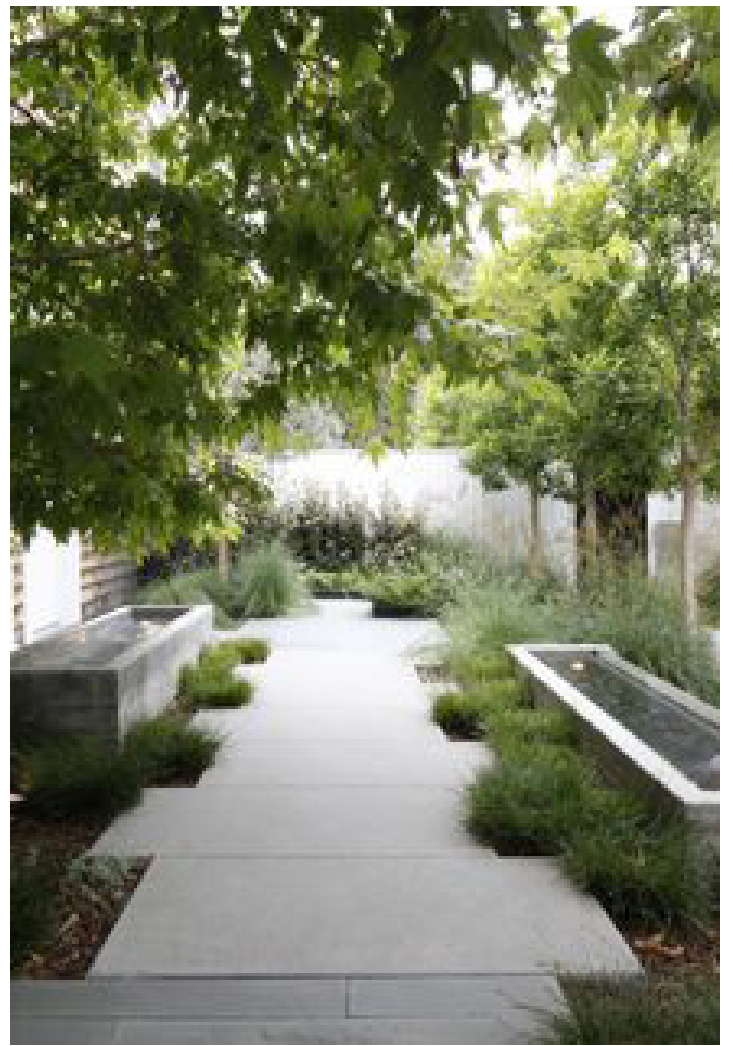


Using materials that are of high quality, robust, sustainable and appropriate for their location will help ensure that the built form in the Activity Centre can withstand the demands of the coastal setting of Frankston. The maintenance and longevity of materials should also be carefully considered to ensure that the built environment ages well.

Materials should also contribute to the visual interest of streetscapes and include a variety of textures, colours and scales, some examples include:

- Timber is considered a warm, human-scaled material that can be used on the facades and interiors of buildings as well as in the landscape. Maintenance should be carefully considered and the design should allow for the change in colour over time of timber.
- Stone, tiles, textured concrete and brick can be used as cladding as well as paving and can provide subtle texture and colour to the streetscape.







SJB Urban

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We create spaces people love.
SJB is passionate about the
possibilities of architecture,
interiors, urban design
and planning.
Let's collaborate.

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