

# Zillmere Centre Master Plan Planning Scheme Policy

## 1 Introduction

The purpose of this Centre Master Plan is to provide assistance to applicants in applying some of the provisions of the **City Plan Centre Design Code** to the Zillmere Centre. To that end, the Zillmere Centre Master Plan has been adopted as a Planning Scheme Policy and provides greater clarity on how to achieve the intent of particular Acceptable Solutions or Performance Criteria contained within the **Centre Design Code**.

This Master Plan has been developed in consultation with landowners, business operators and local residents.

The Zillmere Centre was identified as an area requiring detailed planning within the Mid-North District. The extent of the Centre is shown in *Map A—Zillmere Centre Master Plan* and includes all sites in the Multi-purpose Centre—Suburban Centre Area classification. An economic analysis demonstrated that centre activities should not expand beyond this defined Centre.

## 2 Design guidelines

The detailed urban design solutions of the Zillmere Centre Master Plan that assist in implementing the intent and principles of the **Centre Design Code**, via guidance on how to achieve particular Acceptable Solutions or Performance Criteria, are indicated on the attached *Map A*, and discussed in detail below.

### 2.1 Street spaces

The street spaces are the active frontages of the Centre. They consist of shop fronts and major pedestrian paths and comprise:

- focal points
- pedestrian places
- pedestrian places opposite residential areas.

#### 2.1.1 Focal points

The focal point at the end of Zillmere Road, near the railway station is an important meeting place for people using the railway station. It also has the potential to be closed off and used for special events. This focal point should be supported by shade landscaping, seating and lighting. Any development should be designed to complement the use of the area for special events.

The intersection of Zillmere and Handford Roads is an important focal point for vehicular and pedestrian movement. The building design, orientation and landscaping of these corner sites should contribute to the visual significance of this intersection.

#### 2.1.2 Pedestrian places

The ground levels of buildings in these locations are to maintain active frontages with visual connections between the building interior and outdoor spaces. Any existing traditional building facades are to be maintained along these frontages. New infill development west of Handford Road should incorporate 'timber and tin' materials and be designed to complement the established traditional character.

The built-to-boundary setback should be maintained with awnings extending over the footpath and appropriate street tree planting incorporated to provide a pedestrian friendly environment.

#### 2.1.3 Pedestrian places opposite residential areas

Development along these strips is to provide a minimum 3m landscaped setback to soften the transition between the Centre and surrounding residential development.

### 2.2 Shared spaces

Shared spaces are combined pedestrian and vehicular spaces located off the public street network. They include car parking areas, driveways and Centre development adjacent to these spaces.

Shared spaces must be pedestrian friendly environments with access and parking designed to improve functionality and safety of movement throughout the centre.

Easements are to be provided in favour of all properties adjoining shared spaces to facilitate access and circulation within the Centre. Safe and convenient paths are to be located within the access easements.

Directional signage to these spaces should be provided for easy identification from the public street network.

Service areas adjacent to or near shared spaces should be attractive and measures incorporated to minimise any potential impacts such as odour and noise.

#### 2.2.1 Specific additional provisions applying to the north-eastern shared space

To assist in the creation of a pedestrian friendly environment for the Centre, any development adjacent to the north-eastern shared space is to:

- provide active frontages with visual connections between the interior and outdoor spaces (e.g. shop entrances, display windows)
- incorporate attractive landscaping, lighting and pedestrian shelter such as awnings.

Car parking for sites abutting this shared space is to be designed to contribute to a central shared car park as indicated on *Map A* and is to be supported by shade landscaping, seating areas and lighting.

Provision for a pedestrian link is also to be made from this shared space to any future development to the east of the Centre.

### 2.2.3 Pedestrian links

Pedestrian links are to be provided to connect the shared spaces to Zillmere and Handford Roads. These links must be pedestrian friendly environments and could take the form of laneways or arcades. All links must be well integrated with the Centre and clearly legible.

# Map A: Zillmere Centre Master Plan



-  Master Plan boundary
-  Pedestrian link
-  Pedestrian place
-  Pedestrian place opposite residential area
-  Shared space
-  Focal point

