
Table of Contents

E15 PART A ST MARYS TOWN CENTRE	2
15.1. LAND USE CONTROLS	7
15.1.1. RESIDENTIAL DEVELOPMENT CONTROLS	7
15.1.2. MIXED USE DEVELOPMENT CONTROLS	8
15.2. BUILT FORM CONTROLS	10
15.2.1. BUILDING TO STREET ALIGNMENT AND STREET SETBACKS	14
15.2.2. STREET FRONTAGE HEIGHTS	16
15.2.3. MAXIMUM BUILDING HEIGHTS AND LOT LAYOUT REQUIREMENTS	22
15.2.4. BUILDING DEPTH AND BULK	22
15.2.5. BOUNDARY SETBACKS AND BUILDING SEPARATION	23
15.2.6. SITE COVERAGE AND DEEP SOIL ZONES	24
15.2.7. LANDSCAPE DESIGN	25
15.2.8. PLANTING ON STRUCTURES	28
15.3 OTHER CONTROLS	28
15.3.1. PEDESTRIAN AMENITY	28
15.3.2. ACCESS, PARKING AND SERVICING	37
15.3.3. PRECINCT CONTROLS	43

E15 Part A St Marys Town Centre

A. Background

This section applies to development on land covered by the St Marys Town Centre as shown in Figure E15.2. This section provides specific controls for the St Marys Town Centre in addition to the general controls elsewhere in this DCP.

The aim of the controls in this section of the DCP is to provide more detailed provisions for development in the St Marys Town Centre that will:

- a) Contribute to the growth and character of St Marys;
- b) Deliver a balanced social, economic and environmental outcome; and
- c) Protect and enhance the public domain.

B. General Objectives

- a) To facilitate the revitalisation of St Marys Town Centre by promoting redevelopment and urban sustainability;
- b) To promote high quality urban design, architectural excellence and environmental sustainability in the planning, development and management of the Town Centre;
- c) To provide for mixed use, commercial and residential development within the Town Centre which provides high levels of amenity for occupants;
- d) To provide high levels of accessibility within the Town Centre, connecting significant activity nodes, public open space and surrounding residential areas;
- e) To encourage development within St Marys Town Centre that gives primacy to the public domain and creates an attractive and vibrant centre;
- f) To encourage integration of the residential and non-residential land uses and improved access to transport facilities;
- g) To achieve an attractive and sustainable St Marys Town Centre; and
- h) To ensure that development in the St Marys Town Centre is consistent with the desired future character of each precinct as described in the following section.

C. Town Centre character areas

St Marys Town Centre is the vibrant heart of the St Marys area, providing diverse experiences and services within a friendly atmosphere. St Marys Town Centre is the second highest order centre (retail/commercial districts) within the Penrith Local Government Area after the Penrith City Centre.

St Marys Town Centre is built on the existing street patterns established in the 19th century. Queen Street links the Great Western Highway with the railway line and remains the focus of the Town Centre.

The plan for the St Marys Town Centre includes the establishment of two distinct gateways, which, coupled with the creation of a central town square, aims to revitalise the heart of the town. To further assist the continuing redevelopment of the area, the existing commercial centres have been expanded towards Queen Street to further animate the street. The inclusion of the shopping centres into the fabric of the Town Centre strikes a balance between the benefits of street retail life and the convenience of shopping centres.

A large part of St Marys Town Centre is zoned B4 Mixed Use which provides for greater diversity and an integration of land uses appropriate to the success of a sustainable and prosperous town centre.

Figure E15.2: Map of St Marys Town Centre



 Area covered by St Marys Town Centre

There are seven precincts identified in the St Marys Town Centre (see Figure E15.3), all with their own distinct characteristics. Generally, the identified activity precincts acknowledge and reinforce existing patterns of use in the Town Centre. The intention is to allow for a clearly legible series of precincts that define the retail and commercial centre whilst promoting mixed use to be implemented appropriately. The intended character of these precincts is identified below and will be used to inform and guide future development.

1. Northern: East + West (Mixed use)

The Northern Mixed Use precinct adjacent to the Railway station is the northern gateway to St Marys Town Centre. This precinct provides a key focus for the revitalisation of St Marys Town Centre. This precinct is divided by Queen Street into two discrete portions; namely Northeast and Northwest. Each portion has its own particular precinct controls.

Building heights of up to 32m, demonstrating adequate solar access to the public domain, and street frontage heights are permissible in this precinct to emphasise the arrival to St Marys Town Centre from the railway.

This precinct will be well lit and heavily used by pedestrians. Pedestrian connections will be provided to encourage human activity and interaction (foot traffic). Public art within the streetscape will be encouraged. Traffic flows will be limited.

Improvements to accessing the north western section for both vehicles as well as pedestrians/cyclists will be encouraged. New development will incorporate residential uses that overlook the street. The shopping centre will increase its active frontages and provide better connectivity to Queen Street.

The existing commercial centre is expanded westwards to create a more direct connection to Queen Street activities. The western portion of the precinct will incorporate a substantial amount of public/commuter parking.

2. Queen Street: East + West (Mixed use)

Queen Street is the focus of the town's activities. Most of the shops, together with cafes, restaurants and community activities will locate here to add vibrancy to the street life. It is the town's 'spine' linking the Great Western Highway in the south to the Railway Station in the north.

Variations in site depths on either side of Queen Street, namely the west and eastern sections, determine different development opportunities. This section of the DCP acknowledges these differences; hence variations in controls will apply.

The strong avenue of street trees, low scale fronts, awnings and wide footpaths make Queen Street an ideal environment for al-fresco dining.

The street's role, as the main spine of the town centre, will be reinforced. A maximum podium height is maintained at street frontage.

Residential opportunities will be provided at a setback above the podium fronting onto Queen Street. Queen Street's cross section will allow sufficient daylight into the street, providing ideal tree growth and sunny sidewalk dining conditions. Access to residential development will be via rear lanes.

The taller built form in behind Queen Street will be orientated east-west to provide northern exposure to the buildings and to maintain views to the mountains. Views to the Blue Mountains are found along each of the side streets primarily to the west and should be maintained at street level.

Improved pedestrian permeability will create better connections between the town and adjacent residential areas. An extension of Chapel Street is proposed which will form a main east-west crossing approximately half way along Queen Street. This street will act as the northern boundary of the Town Square and connect to a green corridor along the north of the Western Commercial Centre, linking west to the Leisure Centre and creek open space.

It is envisaged, however, that in a longer term, a more centrally located compact urban park should be located in proximity to the central square and address Queen Street.

3. Town Square

Every town needs a place to gather, to celebrate and to come together as a community. A new Town Square precinct will be created at the intersection of Chapel and Queen Streets and will focus on community uses. Active frontages will face the square. A pedestrian entrance will be located on the western side of the square to an extended shopping centre (Western Commercial Centre) in order to better connect the commercial centre to the town centre.

The maximum height of buildings surrounding the square is defined in Figure E15.12.

Figure E15.3: Town Centre Character Areas



-  Area covered by St Marys Town Centre
-  Northern Mixed Use
-  Queen Street Mixed Use
-  Town Square
-  Western Commercial Centre
-  School
-  Southern Mixed Use
-  Recreation/Park

4. Western (Commercial Centre)

The commercial centre to the west of the Town Square is to be extended eastward up to the new square. It is envisaged that a natural pedestrian desire line will be created along Queen Street from the Western Commercial Centre to the Northern Mixed use zone, which also contains a commercial centre. A major pedestrian access is to be provided onto Carinya Avenue in the vicinity of Crana Street adjacent to the Town Square.

5. Southern (Mixed use)

The Southern Mixed Use area along the Great Western Highway includes the southern gateway to the Town Centre. Development within this precinct provides a gateway statement improving the sense of arrival to the St Marys Town Centre as well as providing a link to the Cultural Centre and surrounding precincts. High quality architectural buildings will be created to provide prominent statements.

While this area is zoned mixed use, its proximity to the noise and traffic of the highway lends this area to larger footprint commercial or retail uses. A 16m height limit applies across the zone. A lower street edge height of 6m applies along Sainsbury Street in order to acknowledge the existing residential area to the south. Any development in the vicinity of the historic houses on the south western corner of the block should provide a curtilage to the satisfaction of Council.

The south western corner of Queen Street and the Great Western Highway is the Council's Arts and Community centre. Enhanced landscaping and the angled facades of the buildings on the other corners will give this intersection a unique character.

6. School

St Marys Public School is located on the southern end of the Western Commercial Centre. A pedestrian link is proposed at the northern end of the school connecting Carinya Avenue and Charles Hackett Drive. This will replace an existing pathway and connect Queen Street and the school through the new Square and central Queen Street's urban spine.

7. Recreation/Park

To the north of the Western Commercial Centre is the Recreation Park separated by the extension of Chapel Street west which links the Leisure Centre and creek area to the west. Chapel Street's extended boulevard treatment together with the northern adjacent green east-west corridor, allows the landscape elements to filter through the Town Centre. This combination of park and boulevard will replace the current car park to the north west of the Commercial Centre along Charles Hackett Drive. The park will represent historic watercourses and will be planted with local species. Active uses and pedestrian entrances will be encouraged along the northern side of the Commercial Centre.

D. Town Centre structure

Towns and cities are dependent upon their urban structure, i.e. their patterns of roadways and open spaces, to create a distinctive urban identity. This pattern not only distinguishes the urban centre from other centres but enables an urban centre to grow and incorporate a range of diverse activities and functions.

This DCP is primarily focused on the built form controls and providing appropriate controls to ensure the protection of pedestrian amenity within the Town Centre. However, it is worthwhile to highlight the broader civic objectives which underpin the workings of the DCP. These are:

- a) Reinforcing the role of Queen Street as the primary north/south axis and retaining the human scaled character of this boulevard;

- b) Introducing Chapel Street as the secondary east/west axis linking open green space to lower west (Wianamatta Creek);
- c) Creating both a centrally located Square and Park celebrating the junction of the above two main urban axes;
- d) Ensuring the distinctive panoramas and vistas to the western escarpment of the Blue Mountains are enhanced;
- e) Strengthening the Gateway Entrances; i.e. southern gateway entrance at the junction of Queen Street with the Great Western Highway as well as the northern public transport gateway entrance adjacent to the Railway Station;
- f) Improving permeability through the south western precincts of Western Commercial Centre, School and Southern Mixed Use as well as the Northern Mixed Use Precincts;
- g) Allowing greater access to the Town Centre at all levels by utilising peripheral routes, such as Charles Hackett Drive/Carinya Avenue to the west and Gidley Street and possible northern extensions to the east;
- h) Re-connecting the Duration Cottage Precinct to the Town Centre through more direct paths and roadways; and
- i) Positioning future public car parking facilities adjacent to major retail destinations and public transport interchanges.

All of the above urban design objectives assist in producing a focused urban image of St Marys Town Centre and the detail design issues of the DCP work in concert with achieving that end.

15.1. Land use controls

15.1.1 Residential development controls

A. Objectives

- a) To ensure that residential development provides a mix of dwelling types and sizes to cater for a range of household types;
- b) To ensure that dwelling layout is sufficiently flexible for the changing needs of residents over time;
- c) To ensure a sufficient proportion of dwellings include accessible layouts and features to accommodate the changing requirements of residents; and
- d) To ensure the provision of housing that will, in its adaptable features, meet the access and mobility needs of any occupant.

B. Controls

In addition to controls for apartment mix in Part 3 of the Residential Flat Design Code, the following controls apply:

- 1) Where residential units are proposed at ground level, a report must be provided with the development application demonstrating how future non-residential uses can be accommodated within the ground level design. The report must address:
 - a) Access requirements including access for people with a disability;
 - b) Any upgrading works necessary for compliance with the Building Code of Australia; and
 - c) Appropriate floor to ceiling heights.

- 2) For smaller developments of up to six dwellings, the proposal must demonstrate how the dwelling mix is appropriate to the locality.
- 3) For developments containing more than six dwellings, a mix of living styles, sizes and layouts is to be achieved by providing:
 - a) A mix of bed-sitter/studio, one bedroom, two bedroom and three bedroom apartments;
 - b) Bed-sitter apartments and one bedroom apartments must not be greater than 25% and not less than 10% of the total mix of apartments within each development; and
 - c) Two bedroom apartments are not to be more than 65% of the total mix of apartments within each development.
- 4) 10% of all dwellings or a minimum one dwelling, whichever is the greater, must be designed in accordance with the Australian Adaptable Housing Standard (AS 4299-1995), to be capable of adaptation for people with a disability or elderly residents.
- 5) Where possible, the mandatory adaptable dwellings shall be located on the ground floor. Adaptable dwellings located above the ground level of a building may only be counted towards the minimum required where lift access from the basement is available within the building.
- 6) The development application must be accompanied by certification from an accredited Access Consultant confirming that the adaptable dwellings are capable of being modified, when required by the occupant, to comply with the Australian Adaptable Housing Standard (AS 4299-1995).
- 7) Car parking and garages allocated to adaptable dwellings must comply with the requirements of the relevant Australian Standard regarding parking for people with a disability.

15.1.2 Mixed use development controls

A. Objectives

- a) To encourage a variety of mixed use developments in the Town Centre;
- b) To create lively streets and public spaces in the Town Centre;
- c) To increase the diversity and range of shopping and recreational activities for workers, residents and visitors;
- d) To enhance public safety by increasing activity in the public domain on week nights and on weekends;
- e) To minimise potential conflicts and achieve compatibility between different uses;
- f) To ensure that the design of mixed use developments addresses residential amenity;
- g) To create legible safe access and circulation in mixed use developments; and
- h) To ensure that mixed use developments address the public domain and the street.

B. Controls

- 1) Mixed use developments must provide flexible building layouts which allow greater adaptability of the floor area of, or tenancies on, the first floor of a building above the ground floor.
- 2) The ground floor of all mixed use developments is to have a minimum floor to ceiling height of 3.5m in order to provide for flexibility of future use. Above ground level,

minimum floor to ceiling heights are 3.3m for commercial office, 3.5m for active public uses, such as retail and restaurants, and 2.7m for residential uses.

- 3) The commercial and residential activities of the building are to have separate service provision, such as loading docks and residential access, servicing needs.
- 4) Mixed use developments are to provide commercial frontage (retail/business/office premises) as a part of the development as shown in Figure E15.4 for ground floor and Figure E15.5 for first floor. Variation may be considered to this control if it can be demonstrated that the proposed commercial use will not interfere with the amenity of the surrounding area. Variation may also be considered for residential at ground floor in order to provide adaptable housing.
- 5) Residential entries shall be clearly marked and provide direct access to the street. Vehicular access is to be from rear lanes, where practicable and possible. Pedestrian entrances are to address the main streets.
- 6) Commercial and residential uses should have clearly separate entries and vertical circulation.
- 7) Security access controls must be provided to all entrances into private areas, including car parks and internal courtyards.
- 8) Buildings are to front onto major streets with active uses.
- 9) Blank building walls at ground level are to be avoided.

15.2 Built form controls

Figure E15.4: Ground Floor Commercial




-  Area covered by St Marys Town Centre
-  Ground Floor Commercial

* Setbacks & building heights control apply.

Figure E15.5: First Floor Commercial



-  Area covered by St Marys Town Centre
-  First Floor Commercial

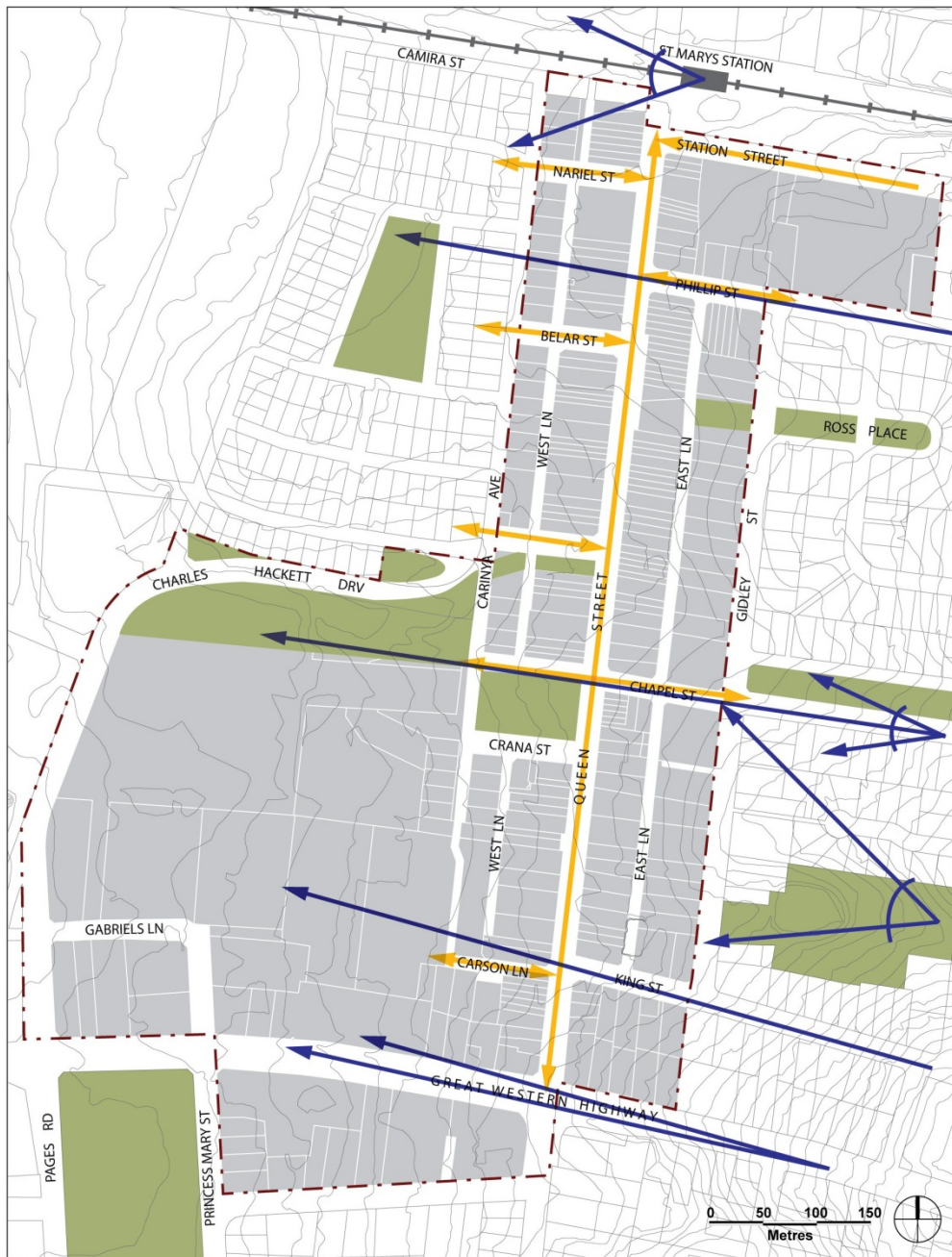
* Setbacks & building heights control apply.




A. Objectives

In addition to the general objectives of this Section, the objectives of this section are to:

- a) Establish an appropriate scale, dimension, form and separation of buildings;
- b) Provide a strong definition of the public domain;
- c) Achieve active street frontages with good physical and visual connections between buildings and the street;
- d) Ensure there is consistency in the main street frontages of buildings by having a common alignment to improve accessibility;
- e) Provide for pedestrian comfort and protection from weather conditions;
- f) Define the public street to provide spaces that are clear in terms of public accessibility and safety, and are easy to maintain;
- g) Ensure building depth and bulk is appropriate to the environmental setting and landform by providing for view sharing and good internal building amenity;
- h) Ensure building separation is adequate to protect amenity, daylight penetration and privacy between adjoining developments;
- i) Encourage mixed use development with residential components that achieve active street fronts and maintain good residential amenity;
- j) Achieve an articulation and finish of building exteriors that contribute to a high quality of design excellence;
- k) Provide for high quality landscape to contribute to the amenity of the Town Centre and a sustainable urban environment;
- l) Maintain and enhance important views from the Town Centre and railway concourse to surrounding natural landscape features as depicted in Figure E15.6: Views;
- m) Contribute to the legibility of the City; and
- n) Ensure that buildings are responsive to the character and heritage values of the St Marys Town Centre.

Figure E15.6: Views



-  Area covered by St Marys Town Centre
-  Regional - Views to mountains
-  Local Views within Town Centre

15.2.1 Building to street alignment and street setbacks

A. Objectives

In addition to the objectives for Built Form, the objectives of this section are to:





- a) Establish consistent building alignments to the street;
- b) Provide street setbacks appropriate to building function and character;
- c) Establish the desired spatial proportions of the street and define the street edge;
- d) Create a transition between public and private space;
- e) Locate active uses, such as shopfronts, closer to pedestrian activity areas;
- f) Allow for street landscape character, where appropriate;
- g) Maintain sun access to the public domain; and
- h) Protect important views to the Blue Mountains.

B. Controls

- 1) Street building alignments are to be provided as specified in Figure E15.7.
- 2) Balconies may project up to 600mm into front building setbacks, provided the cumulative width of all balconies at that particular level totals no more than 50% of the horizontal width of the building façade, measured at that level.
- 3) Minor projections into front building lines and setbacks for sun shading devices, entry awnings and cornices are permissible.
- 4) Buildings along Queen Street must demonstrate that views to the Blue Mountains escarpment are maintained through the provision of technically accurate perspectives to the satisfaction of Council officers.

Figure E15.7: Specific Street Alignment and Street Setbacks



-  Area covered by St Marys Town Centre
-  3.0m average
-  4.0m average
-  Built to property boundary line

Where unspecified: Subject to prevailing conditions and merit assessment

15.2.2 Street frontage heights

A. Objectives

In addition to the objectives for Built Form, the objectives of this section are to:

- a) Provide consistent streetscapes through control of the built form visible from the public domain;
- b) Achieve comfortable street environments for pedestrians in terms of daylight, scale, sense of enclosure and wind mitigation as well as healthy environments for street trees;
- c) Allow sunlight access to new and existing significant public spaces in the Town Centre;
- d) Provide for an appropriate transition in building heights from key public spaces; and
- e) Maintain views to the Blue Mountains.

B. Controls

- 1) Buildings must comply with the relevant street frontage heights and setbacks for development above street frontage height as shown in Figure E15.8 and illustrated in Figures E15.9 to E15.14.
- 2) For development abutting/adjoining the Town Square and the railway precinct, applicants must undertake modelling as part of the development application to demonstrate that the development does not adversely overshadow the adjoining public places (Town Square etc.).
- 3) Development on or extending to Carinya Avenue must step down in height and demonstrate that the development does not adversely impact the abutting/adjoining residential area.

Figure E15.8: Street Frontage Heights

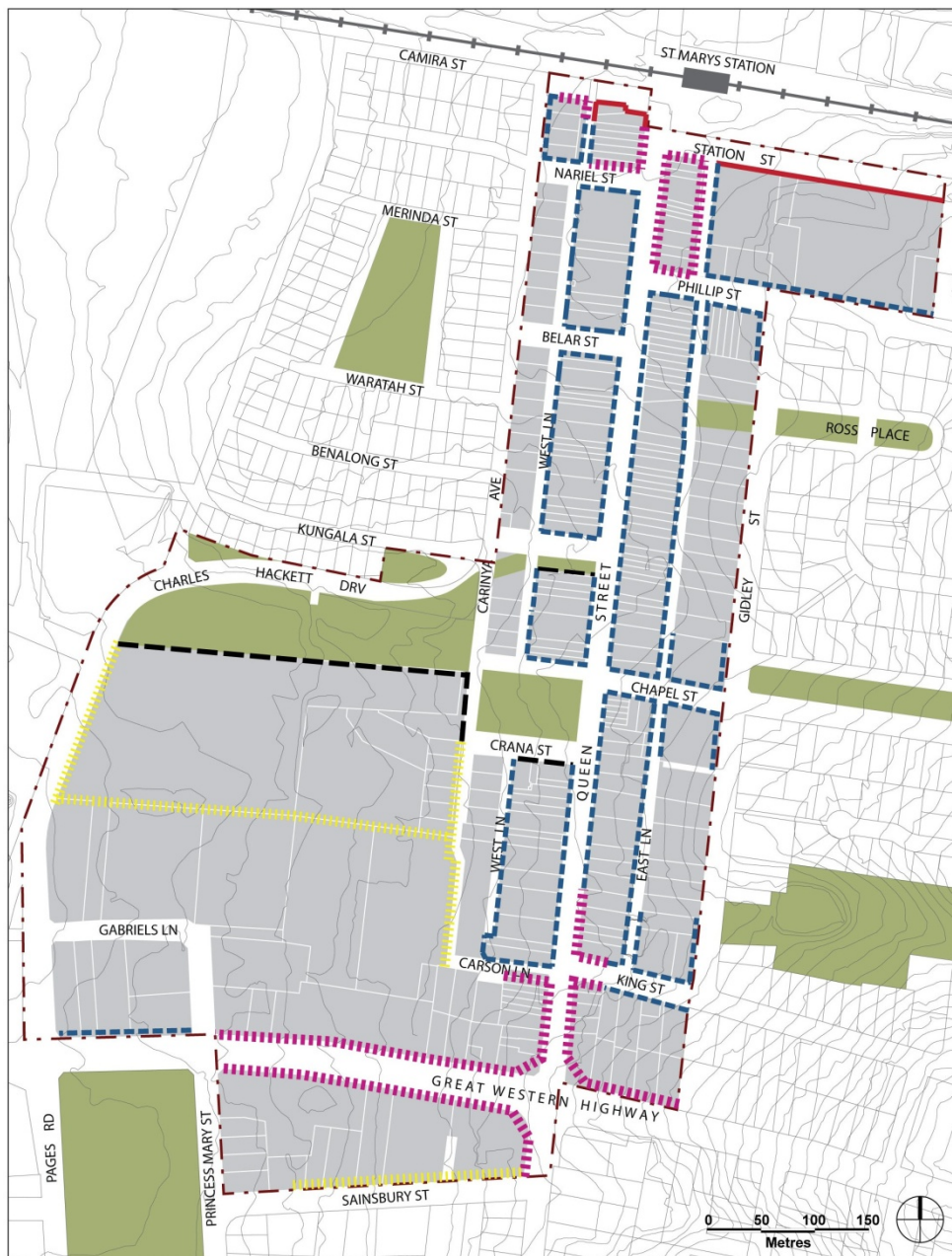








FIGURE 2.1: STREET FRONTAGE HEIGHTS

-  Area covered by St Marys Town Centre
-  Street frontage maximum height 6m applies
-  Street frontage maximum height 9-12m applies
-  Street frontage maximum height 16m applies
-  Street frontage maximum height 24m applies
-  Street frontage maximum height 32m applies

Where unspecified: Subject to prevailing conditions and merit assessment

Figure E15.9: Typical Sections







-  Area covered by St Marys Town Centre
-  Common areas
-  Extent of common areas
-  Typical Sections

Figure E15.10: Typical Section for Area A

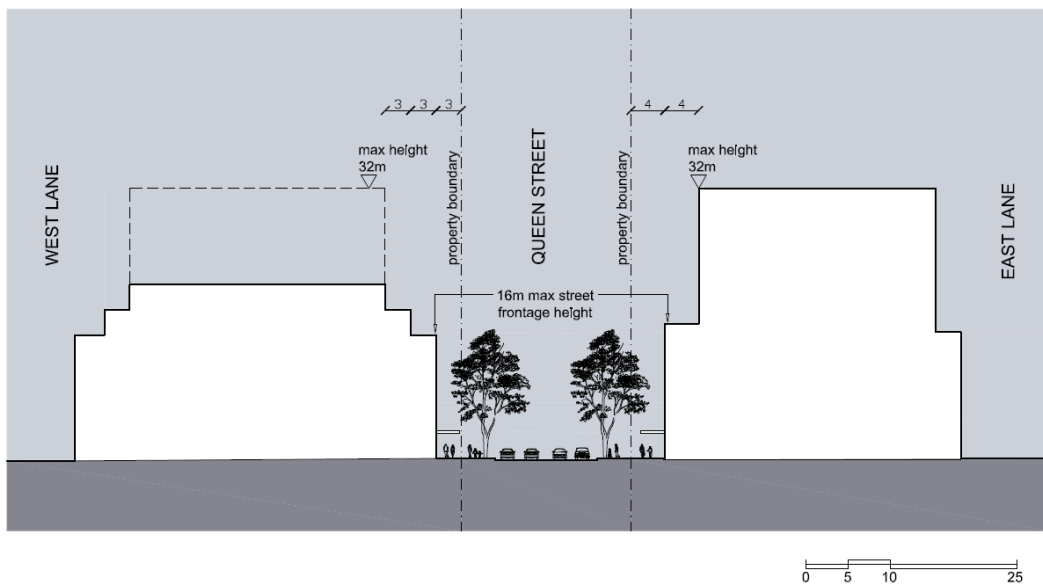
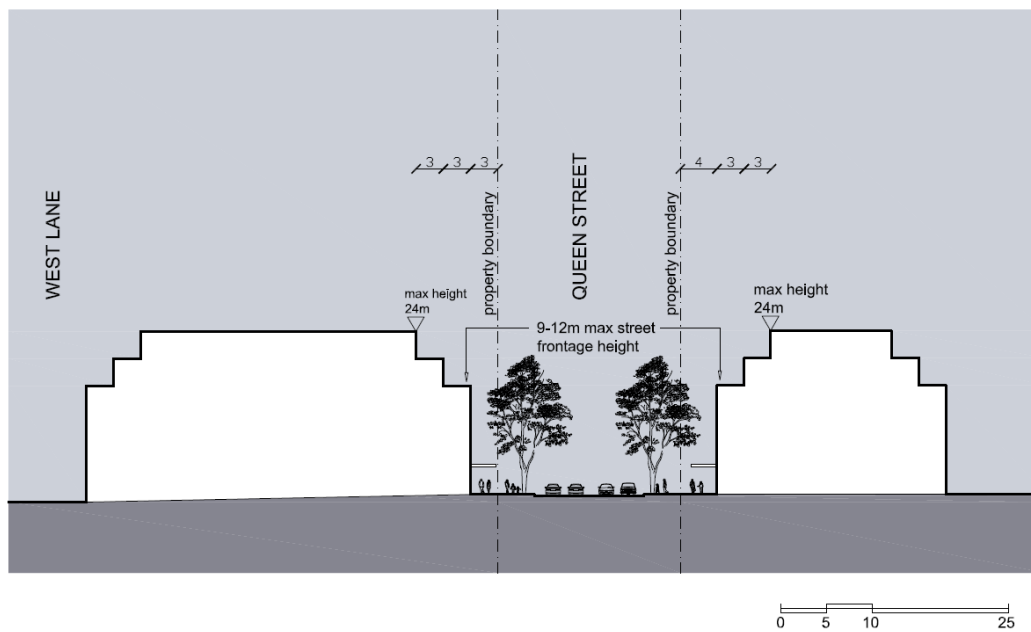


Figure E15.11: Typical Section for Area B



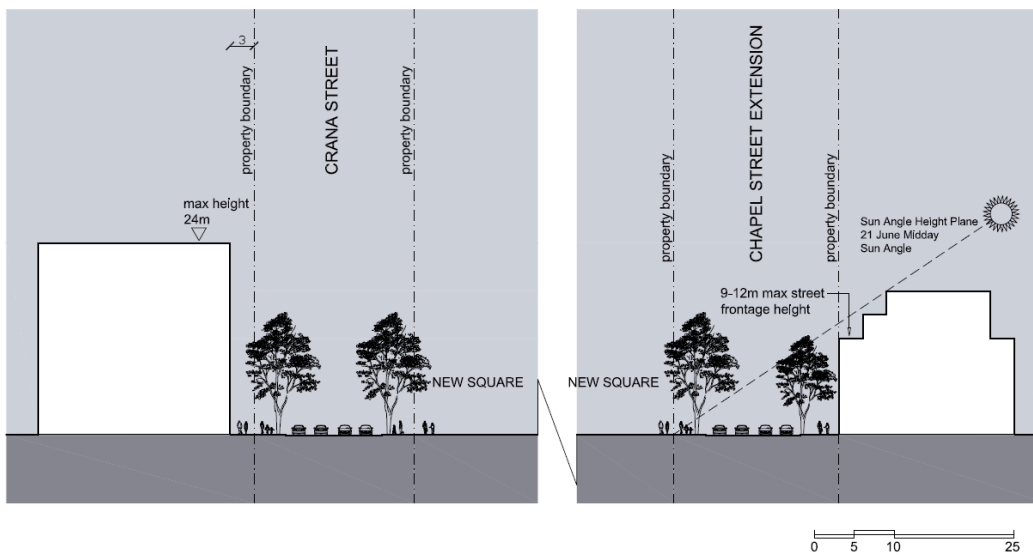
Note: Maximum height is subject to provision of adequate solar access to public domain and neighbouring properties.

Figure E15.12: Typical Section for Area C

East-West section



North-South section



Note: Maximum height is subject to provision of adequate solar access to public domain and neighbouring properties.

Figure E15.13: Typical Section for Area D

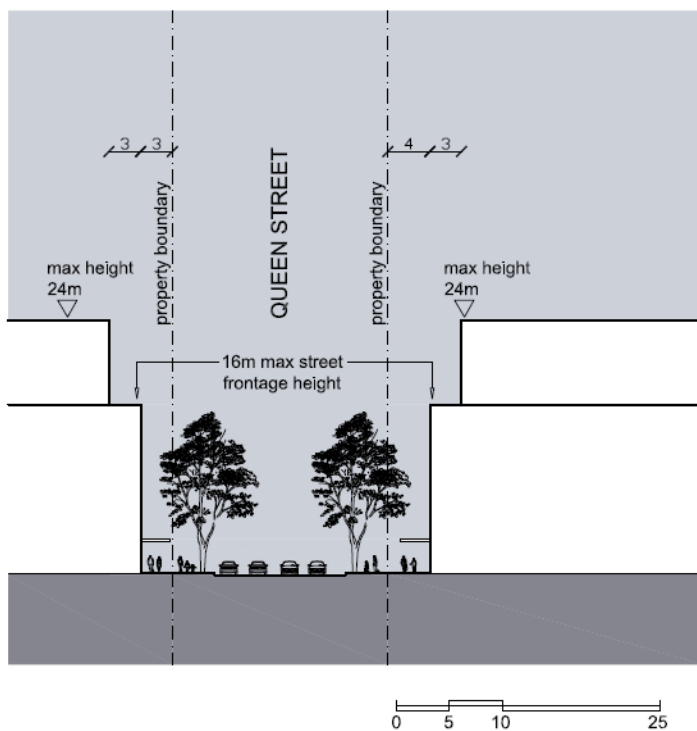
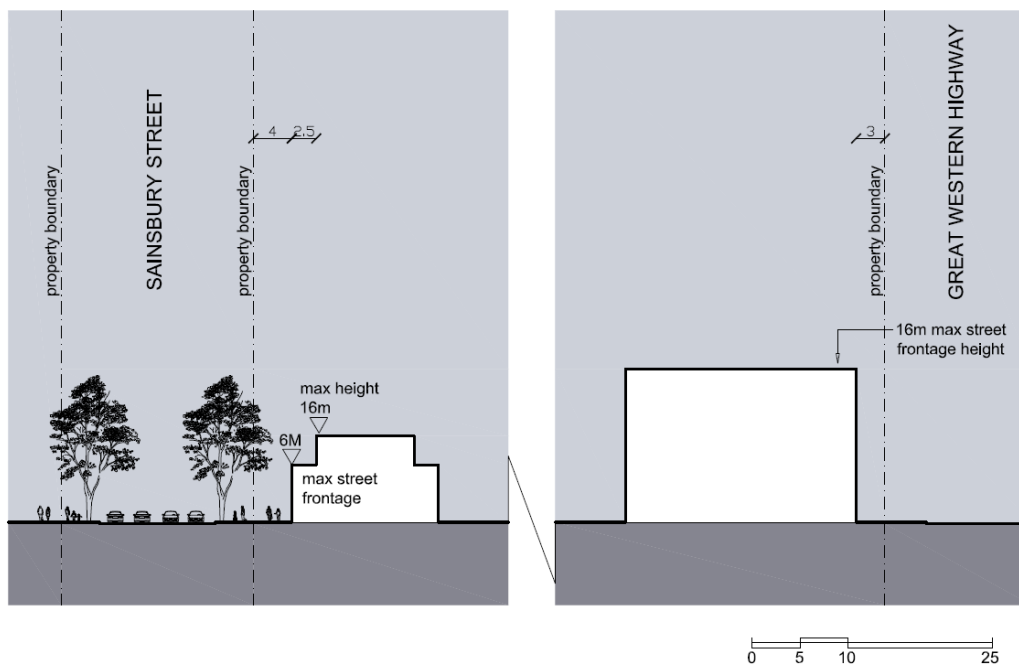


Figure E15.14: Typical Section for Area E



Note: Maximum height is subject to provision of adequate solar access to public domain and neighbouring properties.

15.2.3. Maximum building heights and lot layout requirements

A. Objectives

In addition to the objectives for Built Form, the objectives of this section are to:

- a) Ensure an appropriate scale between new development and street width, local context, adjacent buildings and public domain; and
- b) Ensure appropriate management of overshadowing, access to sunlight and privacy.

B. Controls

- 1) Building height will generally be restricted to a maximum podium height addressing the main streets (see Figures E15.09 to E15.14), with additional set backed residential development (with exception to buildings within the North West and North East Mixed Use Precincts which are considered as special precinct areas).

Note: The applicant should demonstrate that the prospective design does not adversely affect the solar access of neighbouring existing buildings particularly during winter solstice noon.

- 2) A minimum site width of 24m is required for any mixed use development.
- 3) Buildings will not extend or bridge over laneways (with the exception of the North West Mixed Use Precinct).
- 4) An access driveway of 3m is to be provided at the boundaries of an amalgamated block, when developed. This will result in the formation of a laneway of 6m on development of the adjacent amalgamated block. This laneway will be shared by both developments.

15.2.4. Building Depth and Bulk

A. Objectives

In addition to the objectives for Built Form, the objectives of this section are to:

- a) Provide viable and useable commercial floor space;
- b) Allow for view sharing and view corridors; and
- c) Reduce the apparent bulk and scale of buildings by breaking up expanses of building wall with modulation of form.

B. Controls

- 1) The maximum gross floor area and depth of buildings are specified in Table E15.1.
- 2) Notwithstanding the above, no building above 24m in height is to have a building length in excess of 50m.
- 3) All points of an office floor should be no more than 10m from a source of daylight (e.g. window, atria or light wells).
- 4) Atria, light wells and courtyards are to be used to improve internal building amenity and achieve cross ventilation and/or stack effect ventilation.

Table E15.1: Maximum gross floor area and depth of buildings

Area	Building Use	Condition	Maximum gross floor area	Maximum building depth (includes balconies)
Northern Mixed use	Residential	Above 12m height	710m ²	18 m
	Non-residential	Above 12m height	900m ²	25 m
Southern Mixed Use	Residential	Above 12m height	600m ²	18 m
	Non-residential	Above 12m height	900m ²	25 m
Queen Street Mixed Use	Residential	Above 12m height	-	18m
	Non-residential	Above 12m height	-	20m
All Other	All	Above 12m height	750m ²	18m

15.2.5 Boundary setbacks and building separation

A. Objectives

In addition to the objectives for Built Form, the objectives of this section are to:

- a) Ensure an appropriate level of amenity for building occupants in terms of daylight access, outlook, view sharing, ventilation, wind mitigation and privacy; and
- b) Achieve usable and pleasant streets and public domain areas in terms of wind mitigation and daylight access.

B. Controls

- 1) The minimum side and rear building setbacks are specified in Table E15.2.
- 2) Side and rear setbacks are required to be built to the property boundary. Where this cannot be achieved, the minimum setback shall be 6m to ensure that the setback area is sufficient to provide daylight access, useable outdoor space and landscaping.
- 3) If the specified setback distances cannot be achieved when an existing building is being refurbished or converted to another use, appropriate visual privacy levels are to be achieved through other means.

Table E15.2: Minimum side and rear building setbacks

Building height and use	Minimum Side and Rear Setback
Non-residential uses:	
– up to 12m	0m
– 12m to 24m	6m
– above 24m	9m
Residential uses up to 12m height:	
– non-habitable rooms	3m
– habitable rooms	6m
Residential uses 12m to 24m height:	
– non-habitable rooms	4.5m
– habitable rooms	9m
Residential uses above 24m height:	
– non-habitable rooms	6m
– habitable rooms	12m

15.2.6 Site coverage and deep soil zones

A. Objectives

In addition to the objectives for Built Form, the objectives of this section are to:

- a) Provide an area on sites that enables soft landscaping and deep soil planting, permitting the retention and/or planting of trees that will grow to a large or medium size;
- b) Limit building bulk on a site and improve the amenity of developments, allowing for good daylight access, ventilation and improved visual privacy; and
- c) Provide passive and active recreational opportunities.

B. Controls

- 1) The maximum site cover and minimum deep soil zone for development is specified in Table E15.3.

Table E15.3: Maximum site cover and minimum deep soil zone

Area	Maximum Site Cover	Minimum Deep Soil Zone (% of Site Area)
Northern Mixed Use	100%	0%
Mixed Use east of Queen street	100%	0%
Mixed Use west of Queen Street	50%	25%
Residential All other areas	70%	10%

- 2) The deep soil zone is to be provided in one continuous block. If multiple deep soil zones are provided, they must have a minimum dimension (in any direction) of 6m.
- 3) Where non-residential developments result in full site coverage and there is no capacity for water infiltration, the deep soil component must be provided on the structure, in accordance with the provisions of Sections 15.2.7 and 15.2.8 below. In such cases, compensatory stormwater management measures must be integrated within the development to minimise stormwater runoff.
- 4) Planting on roof tops or over carport structures can be provided as a component of the mixed use development.
- 5) Green spaces as community gardens/private open space between buildings and car park entrances can be provided at the rear of buildings.
- 6) Where deep soil zones are provided, they must accommodate existing mature trees as well as allowing for the planting of additional vegetation that will grow to be mature trees.
- 7) No structures, works or excavations that may restrict vegetation growth are permitted in deep soil zones (including, but not limited to, car parking, hard paving, patios, decks and drying areas).

15.2.7. Landscape design

A. Background

Landscape design includes the planning, design, construction and maintenance of all utility, open space and garden areas. Water sensitive urban design principles are encouraged and should be applied as much as possible. Good landscaping provides breathing space, passive and active recreational opportunities and enhances air quality. It is fundamental to the amenity and quality of outside space for residential flats.

The topography of St Marys Town Centre slopes from east to west towards the creek. The natural drainage patterns have been reflected in the east west landscape elements existing in the Town Centre. This existing pattern should be reinforced by allowing deep planting zones between the proposed east-west building forms on either side of Queen Street creating green corridors. Figure E15.15 shows how existing green links, such as Charles

Hackett Drive, will be extended to Queen Street via the existing Kungala Street open space. Ross Place will also be extended to East Lane.

Where streets vary in scale and character, trees and plantings should be used to enhance the character of each street and place, and create diversity through the Town Centre. Many of the existing local parks should be upgraded to improve circulation, recreation opportunities and ecological value. The design of each park and open space area should reflect the function of the place, its existing or potential character, and its place in the overall structure and hierarchy of the public domain. The design of these spaces should also contribute to providing a good amount of public amenity within the Town Centre.

B. Objectives

In addition to the objectives for Built Form, the objectives of this section are to:

- a) Ensure that the use of potable water for landscaping irrigation is minimised;
- b) Ensure landscaping is integrated into the design of development;
- c) Add value and quality of life for residents and occupants within a development in terms of privacy, outlook, views and recreational opportunities;
- d) Give the Town Centre a strong landscape character and contribute to the reduction of surface stormwater runoff;
- e) Introduce small deciduous trees on east-west streets in the commercial core, and retain sunlight penetration to the south side of streets;
- f) Create an opportunity of visual and symbolic interpretation with the landscape of regional parklands, the mountains and historic watercourses;
- g) Create an ongoing City ecology by using appropriate species for the area; and
- h) Select predominantly evergreen trees to reduce the impact of concentrated seasonal leaf drop.

C. Controls

- 1) Recycled water should be used to irrigate landscaped areas.
- 2) Commercial and retail developments are to incorporate planting into accessible outdoor spaces.
- 3) Remnant vegetation must be maintained throughout the site, wherever practicable.
- 4) A long term landscape concept plan must be provided for all landscaped areas, including the deep soil zone, in accordance with Landscape Design Section. The plan must outline how landscaped areas are to be maintained for the life of the development.
- 5) Landscaping concepts should be guided by Figure E15.15.

Figure E15.15: Green Links and Landscaping Framework



-  Area covered by St Marys Town Centre
-  Existing avenue trees
-  Small deciduous trees
-  East-west overland flow corridors (framework of evergreen trees)
-  Enhanced park planting
-  Opportunity for enhanced carpark planting
-  Enhanced/new pedestrian plaza or square
-  Enhanced streetscape as entry statement & 'gateway' precinct
-  Opportunity for green roof
-  Existing Parks

15.2.8 Planting on structures

A. Objectives

In addition to the objectives for Built Form, the objectives of this section are to:

- a) Contribute to the quality and amenity of open space on roof tops and internal courtyards;
- b) Encourage the establishment and healthy growth of greening in urban areas; and
- c) Minimise the use of potable water for irrigating planting on structures.

B. Controls

- 1) Planting should be designed for optimum conditions for plant growth by:
 - a) Providing soil depth, soil volume and soil area appropriate to the size of the plants to be established;
 - b) Providing appropriate soil conditions and irrigation methods; and
 - c) Providing appropriate drainage.
- 2) Planters should be designed to support the appropriate soil depth and plant selection by:
 - a) Ensuring planter proportions accommodate the largest volume of soil possible and soil depths to ensure tree growth; and
 - b) Providing square or rectangular planting areas rather than narrow linear areas.
- 3) Minimum soil depths should be increased in accordance with:
 - a) The mix of plants in a planter, for example, where trees are planted in association with shrubs, groundcovers and grass;
 - b) The level of landscape management, particularly the frequency of irrigation;
 - c) Anchorage requirements of large and medium trees; and
 - d) Soil type and quality.

15.3 Other controls

15.3.1 Pedestrian amenity

The pedestrian environment provides people with their primary experience of and interface with the Town Centre. This environment needs to be safe, functional and accessible to all. It should provide a wide variety of opportunities for social and cultural activities.

Pedestrian amenity incorporates all those elements of individual developments that directly affect the quality and character of the public domain. The pedestrian amenity provisions are intended to achieve a high quality of urban design and pedestrian comfort in the public spaces of the Town Centre.

The Town Centre's lanes, arcades and through site links should form an integrated pedestrian network providing choice of routes at ground level for pedestrians. The controls in this section aim to increase the vitality, safety, security and amenity of the public domain by:

- a) Encouraging future through site links at ground level;
- b) Ensuring active street frontages and positive building address to the street;
- c) Ensuring provision of awnings as shown in Figure E15.18; and
- d) Protecting significant views and vistas along streets.

1. Permeability

A. Objectives




- a) To improve access in the Town Centre by providing through site links as redevelopment occurs;
- b) To retain and enhance existing through site links as redevelopment occurs;
- c) To encourage active street fronts along the length of through site links where possible;
- d) To provide for pedestrian amenity and safety;
- e) To retain and develop lanes as useful and interesting pedestrian connections as well as for service access; and
- f) To improve the permeability of large sites when they are redeveloped for more intensive uses.

B. Controls

- 1) Through site links are to be provided as shown in E15.16 with accessible paths of travel that are:
 - a) A minimum width of 4m for its full length and clear of all obstructions including columns, stairs, etc;
 - b) Direct and publicly accessible thoroughfares for pedestrians; and
 - c) Open-air for its full length and have active frontages or a street address.
- 2) Existing dead end lanes are to be extended through to the next street as redevelopment occurs.
- 3) New through site links should be connected with existing and proposed through block lanes, shared zones, arcades and pedestrian ways and opposite other through site links.
- 4) Existing publicly and privately owned links are to be retained.
- 5) Signage is to be located at street entries indicating public access through the site as well as the street to which the link connects.
- 6) Arcades are to:
 - a) Have a minimum width of 4m for the full length which is clear of all obstructions including columns, stairs, etc;
 - b) Be direct and publicly accessible for pedestrians during business trading hours;
 - c) Be designed as an accessible path of travel for persons with a disability and incorporate the 'safer by design' principles;
 - d) Have active frontages on either side for the full length;
 - e) Where practical, have access to natural light for at least 30% of the length; and
 - f) Where enclosed, have clear glazed entry doors to at least 50% of the entrance.
- 7) Lanes are to be designated pedestrian routes that are:
 - a) Accessible paths of travel, with a minimum width of 6m for the full length, which is clear of all obstructions;
 - b) Designed, paved and well lit; and
 - c) Appropriately signposted indicating the street(s) to which the lane connects.

Figure E15.16: Existing and Desired Links



-  Area covered by St Marys Town Centre
-  Existing pedestrian links to be retained
-  Desired new pedestrian links
-  Desired roadway
-  Desired secondary pedestrian links

2. Active street frontages and address

A. Objectives

- a) To promote pedestrian activity and safety in the public domain;
- b) To maximise active street fronts in St Marys Town Centre;
- c) To define areas where active streets are required or outdoor dining is encouraged; and

- d) To encourage an address to the street outside of areas where active street frontages are required.

B. Controls

- 1) Active street fronts must be provided in locations as shown in the LEP maps.
- 2) Outdoor dining areas are encouraged in areas shown in Figure E15.17.
- 3) Active frontage uses are defined as one or a combination of the following, at street level:
 - a) An entrance to retail premises;
 - b) A shop front;
 - c) Glazed entries to commercial and residential lobbies occupying less than 50% of the street frontage, to a maximum of 12m frontage;
 - d) A café or restaurant if accompanied by an entry from the street;
 - e) Active office uses, such as a reception, if visible from the street; and
 - f) A public building, if accompanied by an entry.
- 4) Ground floor active street frontage uses are to be at the same level as the adjoining footpath and must be directly accessible from the street.
- 5) Restaurants, cafes and the like are to consider providing openable shop fronts. A separate approval from Council is required under the Roads Act and Local Government Act for outdoor street dining.
- 6) Only open grill or transparent security shutters are permitted to retail frontages.
- 7) Street address is defined as entries, lobbies, and habitable rooms with clear glazing to the street. It is required on the ground level of buildings and should not be more than 1.2m above the street level.
- 8) Residential developments are to provide a clear street address and direct pedestrian access off the primary street front, and allow for residents to overlook all surrounding streets.
- 9) Large developments should provide multiple entrances including an entrance on each street frontage.
- 10) Residential buildings are to provide not less than 65% of the lot width as street address.

Figure E15.17: Outdoor dining encouraged



- Area covered by St Marys Town Centre
- Outdoor dining encouraged

3. Safety and security

A. Objectives

- a) To minimise opportunities for crime by incorporating environmental design in the development;
- b) To ensure developments are safe and secure for pedestrians;
- c) To contribute to the safety of the public domain; and
- d) To encourage a sense of ownership over public and communal open spaces.

B. Controls

- 1) Developments are to address the provisions of the Site Planning and Design Principles Section of this DCP as it relates to Crime Prevention through Environmental Design (CPTED) principles.
- 2) Building design, particularly for higher density residential buildings, are to allow for passive surveillance of public and communal spaces, accessways, entries and driveways.
- 3) For large scale retail and commercial development with a gross floor area of over 5,000m², a 'safety by design' assessment by a qualified consultant, is to be provided in accordance with the CPTED principles.
- 4) Certain types of development will be referred to Council's Community Safety Officer and, where appropriate, NSW Police in accordance with the CPTED protocol between Penrith City Council and NSW Police.

4. Awnings

A separate approval to erect an awning over the road reserve including a footpath will be required under the Roads Act and the Local Government Act.

A. Objectives

- a) To provide shelter from wind and rain for public streets where most pedestrian activity occurs;
- b) To address the streetscape by providing a consistent street frontage in the Town Centre; and
- c) To provide a visually integrated streetscape.




B. Controls

- 1) Continuous street frontage awnings are to be provided for all new developments as indicated in Figure E15.18.
- 2) Awnings should generally:
 - a) Be a minimum 2.8m deep where street trees are not required, otherwise a minimum 2.4m deep;
 - b) Have a minimum soffit height of 3.2m and a maximum of 4m;
 - c) Be stepped for design articulation or to accommodate sloping streets, integral with the building design and not exceed 700mm;
 - d) Be low profile, with slim vertical fascias or eaves (generally not to exceed 300mm height); and

- e) Be setback from the kerb to allow for clearance of street furniture, trees, etc (minimum 600mm).
- 3) Awning design must match building facades and be complementary to those of adjoining buildings.
- 4) Awnings must wrap around corners for a minimum of 6m.
- 5) Under-awning lighting, recessed into the soffit of the awning or wall mounted onto the building is to be provided to facilitate night use and to improve public safety.
- 6) One under-awning sign may be attached to the awning and must be 6m away from the sign of the adjoining property.

Figure 15.18: Awnings



-  Area covered by St Marys Town Centre
-  Continuous awnings required
-  Awnings permitted

5. Vehicle footpath crossings

A. Objectives

- a) To make vehicle access to buildings more compatible with pedestrian movements;
- b) To reduce the impact of vehicular access on the public domain; and
- c) To ensure vehicle entry points are integrated into building design and contribute to the building design.

B. Controls

- 1) No additional vehicle entry points will be permitted into the parking or service areas of development along streets with significant pedestrian circulation. (See Figure E15.19).
- 2) In all other areas, one vehicle access point only (including the access for service vehicles and parking for non-residential uses within mixed use developments) will be permitted.
- 3) Where practicable, vehicle access is to be from lanes and minor streets rather than primary street fronts or streets with major pedestrian activity.
- 4) Where practicable, adjoining buildings are to share or amalgamate vehicle access points. Internal on-site signal equipment is to be used to allow shared access. Where appropriate, new buildings should provide vehicle access points so that they are capable of shared access at a later date.
- 5) Vehicle access widths and grades are to comply with the Australian Standard.
- 6) Vehicle access ramps parallel to the street frontage will not be permitted.
- 7) Vehicle entry points are to be integrated into building design.
- 8) Doors to vehicle access points are to be roller shutters or tilting doors fitted behind the building facade.
- 9) Vehicle entries are to have high quality finishes to walls and ceilings as well as high standard detailing. No service ducts or pipes are to be visible from the street.
- 10) Porte cocheres disrupt pedestrian movement and do not contribute to active street frontage. They may only be permitted for hotels and major tourist venues subject to urban design, streetscape, heritage and pedestrian amenity considerations.
- 11) If justified, porte cocheres are to be internal to the building with one combined vehicle entry and exit point, or one entry and one exit point on two different street fronts of the development.
- 12) In exceptional circumstances for buildings with one street frontage only, an indented porte cochere with separate entry and exit points across the footpath may be permitted, as long as it is constructed entirely at the footpath level, provides an active frontage at its perimeter and provides for safe and clear pedestrian movement along the street.

6. Building exteriors

A. Objectives

The objectives of this section are to ensure that buildings in St Marys Town Centre:

- a) Contribute positively to the streetscape and public domain by means of high quality architecture and robust selection of materials and finishes;
- b) Provide richness of detail and architectural interest especially at visually prominent parts of buildings, such as lower levels and roof tops;

- c) Present appropriate design responses to nearby development that complement the streetscape;
- d) Clearly define the adjoining streets, street corners and public spaces and avoid ambiguous external spaces with poor pedestrian amenity and security;
- e) Maintain a pedestrian scale in the articulation and detailing of the lower levels of the building; and
- f) Contribute to a visually interesting skyline.

B. Controls

- 1) Adjoining buildings are to be considered when designing new buildings and extensions to existing buildings in terms of:
 - a) Appropriate alignment and street frontage heights;
 - b) Setbacks above street frontage heights;
 - c) Selection of appropriate materials and finishes;
 - d) Facade proportions including horizontal or vertical emphasis; and
 - e) Provision of enclosed corners at street intersections.
- 2) Balconies and terraces should be provided, particularly where buildings overlook parks and on low rise parts of buildings. Gardens on the top of setback areas of buildings and on roofs are encouraged.
- 3) Façades are to be articulated so they address the street and add visual interest.
- 4) External walls should be constructed of high quality and durable materials and finishes with 'self-cleaning' attributes, such as face brickwork, rendered brickwork, stone, concrete and glass.
- 5) To assist articulation and visual interest, large expanses of any single material are to be avoided.
- 6) Glazing for retail uses is to be maximised, but broken into sections to avoid large expanses of glass.
- 7) Highly reflective finishes and curtain wall glazing are not permitted above ground floor level.
- 8) A materials sample board and schedule are required to be submitted with applications for development over \$1 million or for that part of any development built to the street edge.
- 9) The design of roof plant rooms and lift overruns is to be integrated into the overall architecture of the building, and in residential buildings, may be screened by roof pergolas.

15.3.2 Access, parking and servicing

This section contains detailed objectives and controls on pedestrian access, vehicular access and site facilities, including refuse collection and removal. The Transport, Access and Parking Section of this DCP provides more information in this regard. However, the following controls apply specifically to the St Marys Town Centre:

1. Pedestrian access and mobility

A. Objectives

The objective of this section is to provide safe and easy access to buildings to enable better use and enjoyment by people regardless of age and physical condition, whilst also contributing to the vitality and vibrancy of the public domain.

B. Controls

- 1) The design and provision of facilities for persons with a disability, including car parking, must comply with Australian Standard AS 1428 Pt 1 and 2 (as amended) and the Commonwealth Disability Discrimination Act 1992 (as amended).
- 2) Barrier free access is to be provided to not less than 20% of dwellings in each development and associated common areas.
- 3) The development must provide at least one main pedestrian entrance with convenient barrier free access to the ground floor, and have a direct link to an identified accessible path of travel in the adjoining public domain.
- 4) The development must provide accessible internal access, linking to public streets and building entry points.
- 5) Pedestrian access ways, entry paths and lobbies must use durable materials commensurate with the standard of the adjoining public domain (street) with appropriate slip resistant materials, tactile surfaces and contrasting colours.
- 6) A report from an accredited access consultant is to be submitted with the development application, indicating the proposal's compliance with AS1428. If approved, Council may impose a condition on the development consent requiring the submission of a compliance certificate (or other such document) from an accredited access consultant attesting to the development's compliance with AS1428, and that a person with a disability can access the development.

2. Vehicular driveways and manoeuvring areas

A. Objectives

- a) To minimise the impact of vehicle access points on the quality of the public domain;
- b) To minimise the impact of driveway crossovers on pedestrian safety and streetscape amenity; and
- c) To minimise stormwater runoff from uncovered driveways and parking areas.

B. Controls

- 1) Driveways should be:
 - a) Provided from lanes and secondary streets rather than the primary street, wherever practical;
 - b) Located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees;
 - c) Setback a minimum 6m from the tangent point in the kerb; and
 - d) Located to minimise noise and amenity impacts on adjacent residential development.
- 2) Vehicle access is to be integrated into the building design so as to be visually recessive.

- 3) All vehicles must be able to enter and leave the site in a forward direction without the need to make more than a three point turn.
- 4) Design of driveway crossings must be in accordance with Council's specifications for vehicle crossovers, with any works within the footpath and road reserve subject to a Section 138 Roads Act approval.
- 5) The car park and all its components including, but not limited to, driveways, aisle and ramp widths, ramp grades, air space dimensions are to comply with AS 2890. Note that private car spaces are to be designed for full door opening in accordance with AS 2890.1. (AS 2890.1-2004 requires 2.6m).
- 6) Access ways to underground parking should be sited to minimise noise impacts on adjacent habitable rooms, particularly bedrooms.
- 7) The driveway threshold shall be designed to prevent ingress of stormwater and/or flooding from local catchments.
- 8) No vehicle entry will be permitted via Queen Street (See Figure E15.19).

Figure E5.19: Restrictions on Vehicular Entries



- Area covered by St Marys Town Centre
- Additional vehicular entries not permitted

3. Site Facilities and Services

A. Objectives

- a) To ensure that the design and location of site facilities (such as clothes drying areas, mail boxes, etc.) are integrated within the development and are unobtrusive;
- b) To ensure that site services and facilities are adequate for the nature and quantum of development; and
- c) To establish appropriate access and location requirements for servicing.

B. Controls

- 1) Letterboxes should be integrated into a wall immediately adjacent to the building entrance(s). Where there are a number of entrances into the building, the letterboxes located at each entrance should service the tenancies that will utilise that building entrance.
- 2) Letterboxes shall be secure and large enough to accommodate articles such as newspapers.
- 3) Telecommunication infrastructure should be built into the development and predominantly below ground, incorporating the following services fundamental in the effective operation of businesses, home businesses and dwellings:
 - a) Multiple telecom services including high speed internet (including broadband), voice and data systems; and
 - b) Cabling from all telephone lines and cable TV.
- 4) Where a master antenna is provided, the antenna must be sited in a location that is least visible from surrounding public spaces/ open areas.
- 5) Air conditioning units, service vents and other associated structures should be:
 - a) Located away from street frontages and lanes;
 - b) Located in a position where the likely impact is minimised; and
 - c) Adequately setback from the perimeter wall or roof edge of buildings.
- 6) Where they are to be located on the roof, they should be integrated into the roofscape design and in a position where such facilities do not become a feature in the skyline at the top of building(s).
- 7) Council's policy on rainwater tanks for new dwellings provides locational and connection requirements for dwellings in residential areas.
- 8) Separate waste storage and collection areas are to be provided for domestic and commercial waste.
- 9) For developments comprising residential uses, a separate storage and collection area for bulky waste (such as cardboard boxes) and old or discarded furniture/appliances shall be provided.
- 10) Vehicular access to the waste collection areas should be from rear lanes, side streets and right of ways.
- 11) The responsibility for the ongoing management of waste facilities must be determined prior to work commencing on the development. Details of the management of waste by future tenants are to form part of the Waste Management Plan for the development. (See Appendix F3 for details on waste management plans).
- 12) Loading/unloading areas are to be:

- a) Integrated into the design of developments;
 - b) Separated from car parking and waste storage and collection areas;
 - c) Located away from the circulation path of other vehicles;
 - d) Designed for commercial vehicle circulation and access complying with AS2890.2; and
 - e) Vehicles are to enter and exit the site in a forward direction.
- 13) Separate loading/unloading areas are to be provided for commercial/retail and residential uses.
- 14) Generally, provision must be made for all emergency vehicles to enter and leave the site in a forward direction, particularly NSW Fire Brigade vehicles where:
- a) NSW Fire Brigade cannot park their vehicles within the road reserve due to the distance of hydrants from the building or restricted vehicular access to hydrants; or
 - b) Otherwise required by the NSW Fire Brigade's Code of Practice – Building Construction – NSWFB Vehicle Requirements.
- 15) For developments where NSW Fire Brigade vehicle(s) are required to enter the site, the circulation path and access/egress provision is to comply with the NSW Fire Brigade's Code of Practice – Building Construction – NSWFB Vehicle Requirements.

4. On-site parking options

A. Background

On-site parking includes underground (basement), surface (at-grade) and above ground parking, including parking stations. Most controls that relate to on-site car parking are included in the Transport, Access and Parking Section of this DCP. The following section provides some on-site car parking options for St Marys Town Centre.

B. Objectives

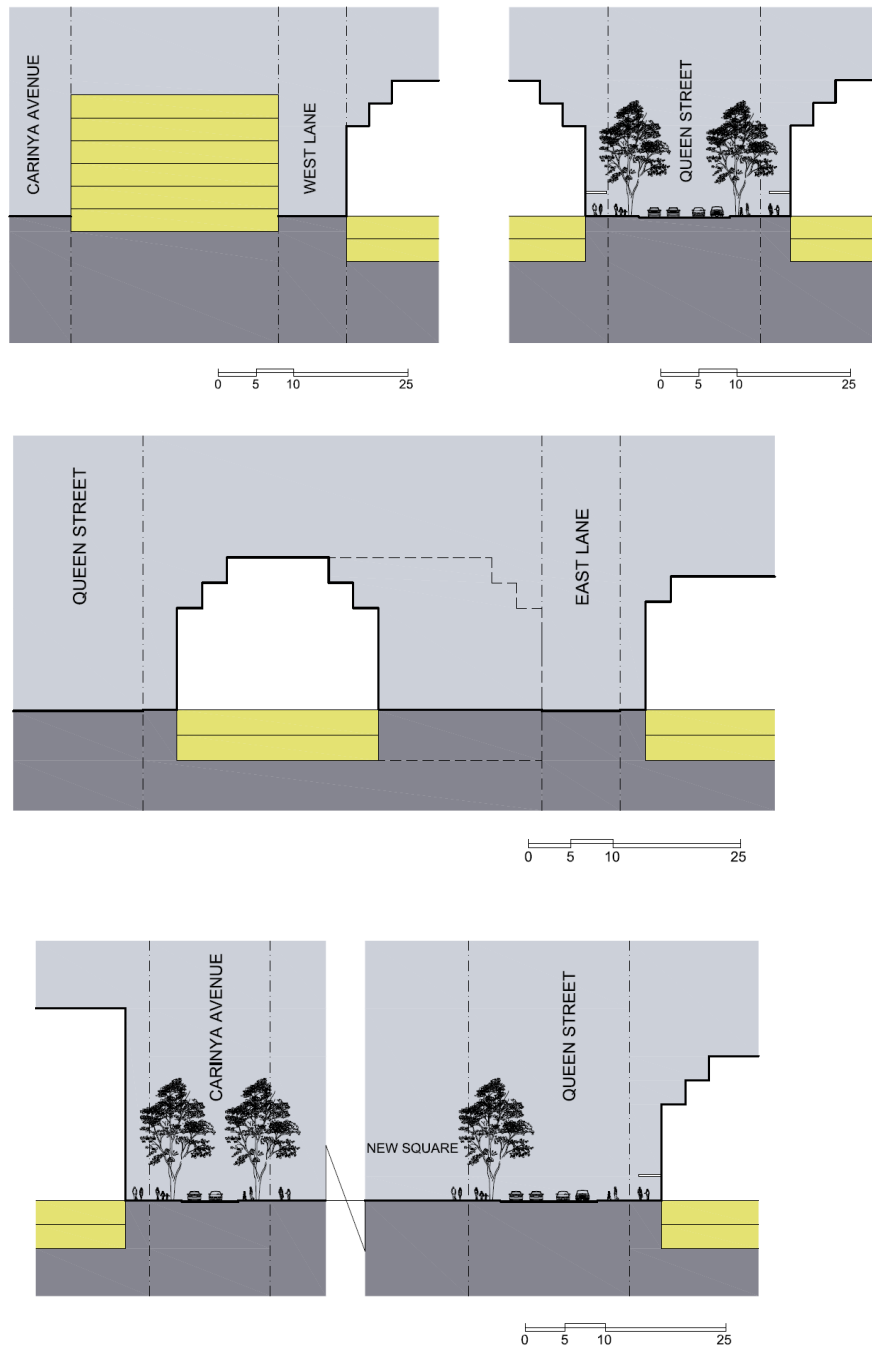
- a) To facilitate an appropriate level of on-site parking provision in the Town Centre to cater for a mix of development types;
- b) To minimise the visual impact of on-site parking; and
- c) To provide adequate space for parking and manoeuvring of vehicles.

C. Controls

- 1) Car parking above ground level is to have a minimum floor to ceiling height of 2.8m so it may be adapted to another use in the future.
- 2) Where possible, natural ventilation is to be provided to underground parking areas with ventilation grilles and structures that are:
 - a) Integrated into the overall façade and landscape design of the development;
 - b) Located away from the primary street façade; and
 - c) Oriented away from windows of habitable rooms and private open space areas.
- 3) Proposals for basement parking areas are to be accompanied with a geotechnical report, prepared by an appropriately qualified professional, and any other supporting information.
- 4) Figure E15.20 contains options for car parking at St Marys Town Centre.

5) Car parking layouts are to comply with the relevant Australian Standards.

Figure E15.20: Underground and Multi Deck Parking Examples





15.3.3 Precinct controls

Due to their size and/or strategic importance in the Town Centre, specific design principles and development outcomes have been identified for the sites identified in Figure E15.21.

Redevelopment of these sites should implement design principles and outcomes expressed in the clauses and diagrams that follow.

Figure E15.21: Areas Where Precinct Controls Apply



-  Area covered by St Marys Town Centre
-  Precinct areas

1. Precinct 1

Precinct 1 is the area generally bounded by Station Street to the north, Queen Street to the west, Phillip Street to the south and the property boundary between the commercial centre and the adjacent residences to the east as shown in Figure E15.22.

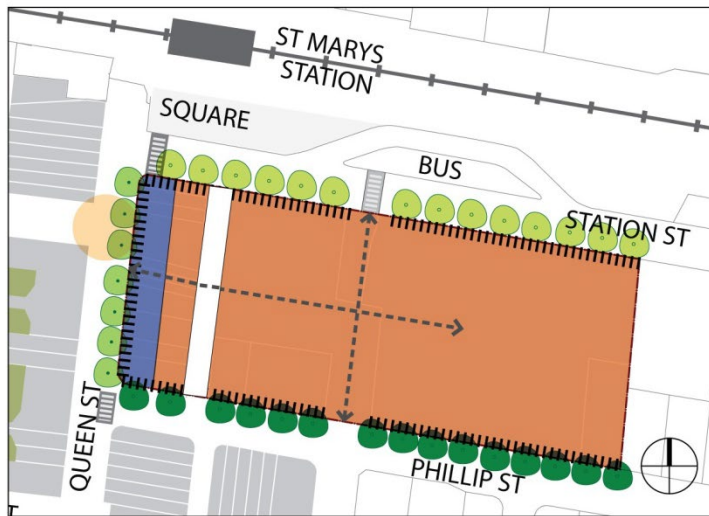
Development of the site must adhere to the following design principles:











- 1) Relocate the redundant public lane (East Lane) to provide north-south pedestrian connectivity through the site from Phillip Street to Station Street in the prolongation of Gidley Street;
- 2) Provide pedestrian connectivity in the form of an east/west arcade from Queen Street to the north south pedestrian connection through from Phillip to Station Streets;
- 3) Provide high quality and active public domain interface with new and existing public streets;
- 4) Investigate opportunities for expansion of the shopping centre to the west toward Queen Street; and
- 5) Provide roof top gardens for communal use.

Development of the site should provide the following outcomes:

- 1) Streets and pedestrian connections:
 - a) Improve and upgrade pedestrian amenity of East Lane from Phillip Street northwards;
 - b) Provide a new pedestrian access from Phillip to Station Streets in the alignment of Gidley Street;
 - c) Create active shop fronts to Station, Queen and Phillip Streets in the section from Queen to Gidley Streets; and
 - d) Provide a high quality architectural outcome for the Station Street façade emphasising residential entrances to buildings.
- 2) Land ownership:
 - a) Consolidate existing land ownership patterns to allow orderly development of land.
- 3) Public domain interface:
 - a) Provide active frontage/land uses along Station, Queen and Phillip Streets.
- 4) Built form:
 - a) Construct buildings to the street alignment of Station Street and up to a maximum of 32m. Buildings are to be setback on Queen Street by 4m and to a maximum height of 16m for a further depth of 15m. The 'sun angle height plane' should be considered for residential buildings within the site and to the footpath on the southern side of Phillip Street.

Figure E15.22: Precinct 1



-  Precinct boundary
-  Commercial/Business
-  Mixed use
-  Active frontage
-  Existing pedestrian crossing
-  New pedestrian crossing
-  New pedestrian connection
-  New signalised intersection
-  Existing trees to remain on Queen St
-  New trees on side street - refer to figure xx. landscape framework

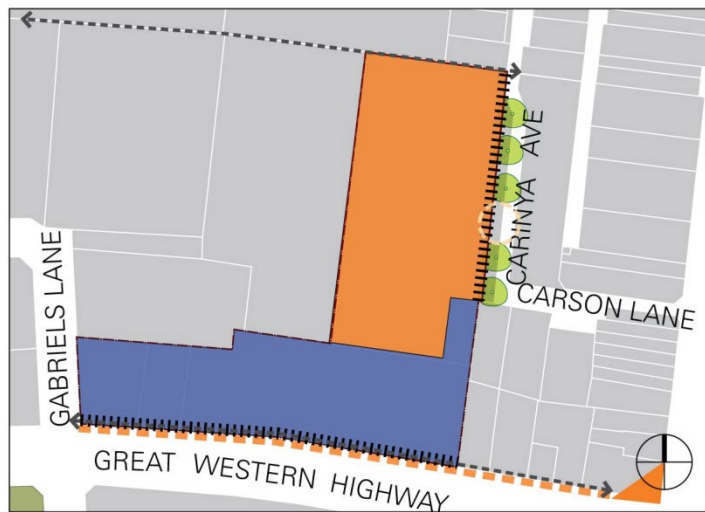
2. Precinct 2









Precinct 2 is the area bounded by Carinya Avenue to the east, Council owned land to the north, the school to the west and the band club to the south as shown in Figure E15.23.

Development of the site must adhere to the following design principles:

- 1) Provide good east-west and north-south connectivity with widened public street and pedestrian connections from the streets to St Marys Primary School that are clearly integrated with the existing street network and are safe;

Figure E15.23: Precinct 2



-  Precinct boundary
-  Commercial/Business
-  Club/Recreational
-  Active frontage
-  Indicative entry to the band club area
-  New pedestrian connection
-  New trees on side street - refer to figure xx. landscape framework
-  Enhanced street scape to tie with 'Gateway'

- 2) Locate non-residential uses towards the southern end of the site where they will be in closer proximity to the Band Club but still connected to the Town Square Precinct;
- 3) Provide a high quality public domain interface with existing public streets; and
- 4) Consider the interface with St Marys Primary School.

Development of the site should provide the following outcomes:

- 1) Streets and pedestrian connections:
 - a) Provide a widened section of Carinya Avenue from Crana Street to Carson Lane;
 - b) Provide a new pedestrian connection, at the northern boundary of the precinct from Carinya Avenue to Charles Hackett Drive; and
 - c) Provide an active frontage to Carinya Avenue.
- 2) Open space:
 - a) Provide public open space (passive recreation) in the form of a landscaped car park in the area in front of the precinct along Carinya Avenue.
- 3) Land uses:
 - a) Locate a mix of tourist and visitor accommodation and entertainment facilities.
- 4) Public domain interface:
 - a) Front building setbacks as indicated to achieve alignment on Carinya Avenue; and
 - b) Plant street trees along Carinya Avenue.

3. Precinct 3

Precinct 3 is the area bounded by Carinya Avenue to the east, Charles Hackett Drive to the west, the park on the southern side of Charles Hackett Drive to the north and the St Marys Primary School to the south as shown in Figure E15.24.

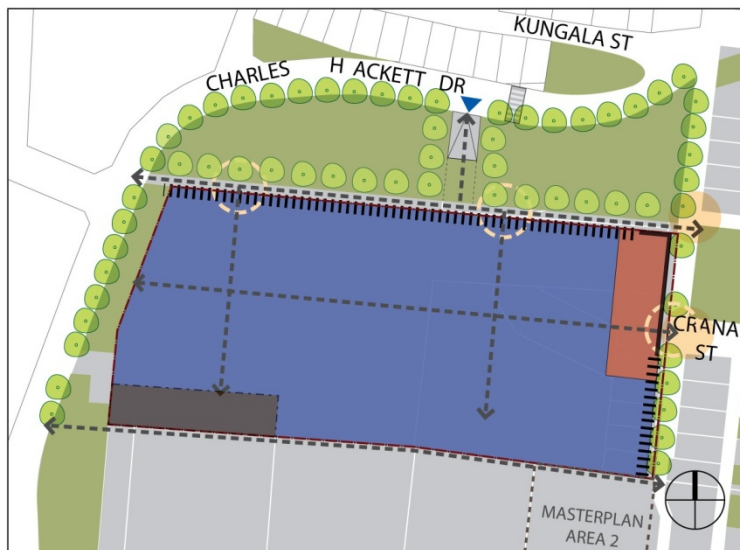
Development of the site must adhere to the following design principles:













- 1) Provide clearly visible entry points to the east at Carinya Avenue in line with Crana Street and adjacent to the Town Square;
- 2) Provide opportunities for residential or commercial uses at the eastern end of the precinct overlooking the Town Square to a maximum height of 24m ensuring that the residences have a Carinya Avenue address;
- 3) Consolidate retail uses on the remainder of the site;
- 4) Provide car parking under the new retail with access via Charles Hackett Drive (north);
- 5) Consolidate loading and service access to retail development on Charles Hackett Drive (west);
- 6) Provide a high quality and active public domain interface to Carinya Street and to the park on the northern side of the precinct;
- 7) Provide pedestrian connections through the centre; and
- 8) Provide roof top gardens for communal use.

Development of the site should provide the following outcomes:

- 1) Streets and pedestrian connections:
 - a) Provide a high quality new public park to the north of the precinct to replace the existing car park;
 - b) Provide a new pedestrian connection and entrance to the Centre at the Town Square in line with Crana Street as illustrated;
 - c) Provide access to an underground car park from Charles Hackett Drive (north) that does not interrupt pedestrian flow of the park from east to west; and
 - d) Provide service and delivery access from Charles Hackett Drive (west) at the southern edge of the precinct.
- 2) Land uses:
 - a) Locate commercial land uses as indicated in Figure E15.24; and
 - b) Locate mixed land uses as indicated in Figure E15.24.
- 3) Public domain interface:
 - a) Provide active frontage and land uses to the Town Square along Carinya Street and along the park edge to the north;
 - b) Front building setbacks as indicated; and
 - c) Provide a landscaped corridor of mature trees on the northern side of the precinct.

Figure E15.24: Precinct 3

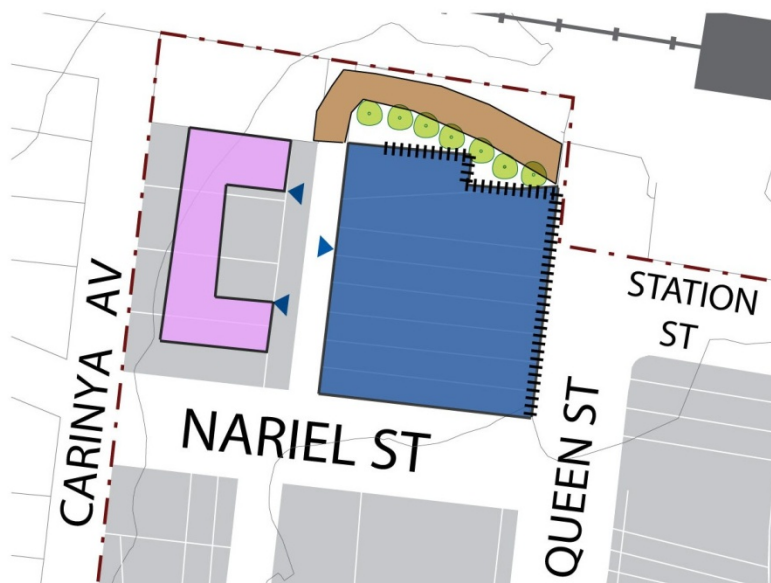










-  Precinct boundary
-  Commercial/Business
-  Mixed use
-  Service area & access
-  Active frontage
-  Special architectural treatment for building frontage
-  Indicative location of entry plaza
-  New pedestrian crossing
-  New pedestrian connection
-  New signalised intersection
-  New trees on side street - refer to figure xx. landscape framework
-  Access ramp to underground carpark

4. Precinct 4

Precinct 4 is the area bounded by Queen Street to the east, Nariel Street to the south, Carinya Avenue to the west and the railway land to the north as shown in Figure E15.25. This parcel of land is significant as it assists in forming the entry gateway for public transport commuters as well as marking the northern most urban edge of the Town Centre itself.

Figure E15.25: Precinct 4



-  Precinct boundary
-  Commercial/Business
-  Residential
-  Traffic calmed roadway
-  Active frontage
-  New pedestrian connection
-  New trees on side street
-  Access ramp to underground carpark

Development of the site must adhere to the following design principles:

- 1) Provide a vehicular and pedestrian connection from the existing West Lane through to Queen Street adjacent to the northern most boundary;
- 2) Utilise the above laneway to access the basement car parking facilities;
- 3) Provide a distinctive commercial/mixed use multi-level development on the northern section fronting onto Queen Street; and
- 4) Step the development down to Carinya Avenue in order to maintain a modest medium density residential scale.

Development of the site should provide the following outcomes:

- 1) Street and pedestrian connections:
 - a) Provide a safe and useable laneway connection from the northern most section of West Lane around to Queen Street as well as a pedestrian path returning to the northerly section of Carinya Avenue;

- b) Provide a landscaped section at the base on the north eastern section of the development as well as landscaping along the railway's northern boundary;
 - c) Provide vehicular access to basement car parking via the laneway and minimise in order to achieve a safe pedestrian amenity within the laneway; and
 - d) Accommodate a generous landscape setback in Carinya Avenue to achieve a stepped terrace style residential edge to the existing lower scaled cottages.
- 2) Land uses:
- a) Provide mixed use and strong commercial land uses to north eastern and Queen Street addresses; and
 - b) Provide a residential tower to medium domestic scale fronting Carinya Avenue.
- 3) Public domain:
- a) Provide active frontage and land uses out to Queen Street and the northern section fronting the extension of the laneway connecting to Queen Street;
 - b) Provide a landscaped plaza at the base of the north eastern multi-storied development; and
 - c) Provide a landscaped edge to the northern boundary with the railway corridor.