

E15 St Marys Town Centre

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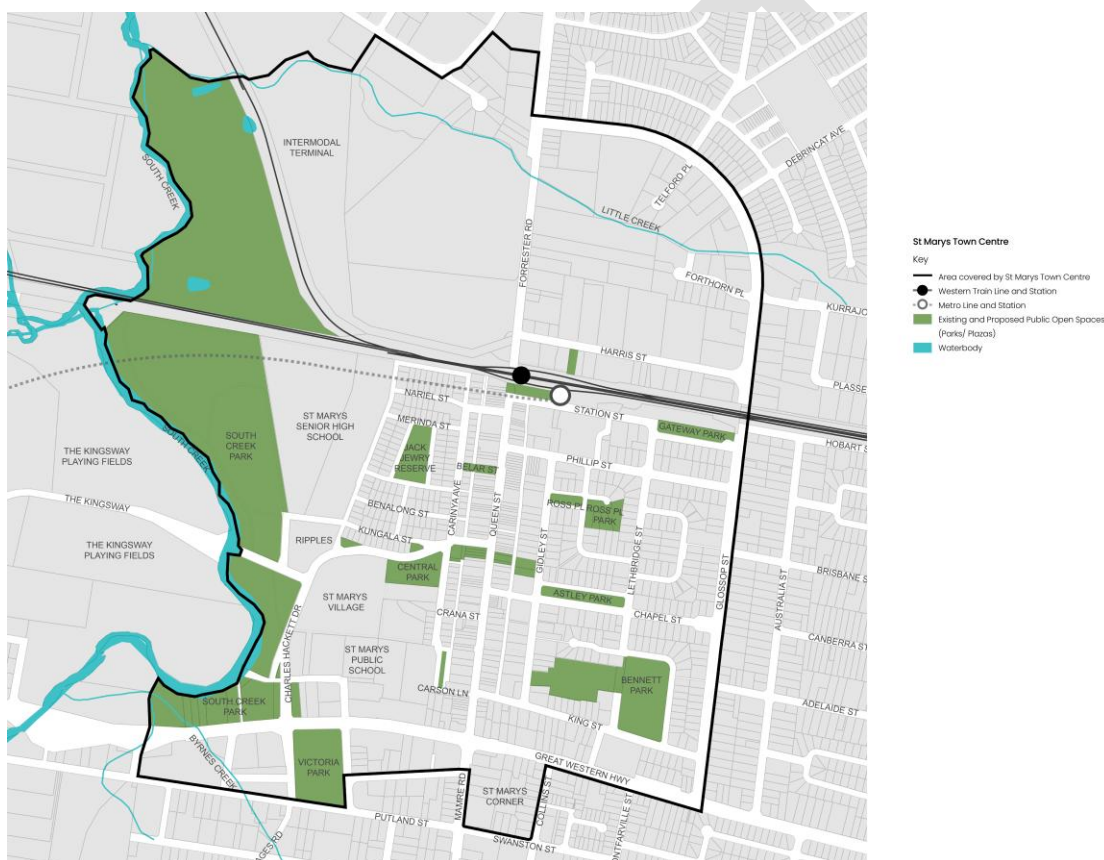
E15 St Marys Town Centre

15.1 Preliminary

15.1.1 Land to Which This Chapter Applies

This Chapter applies to the land covered by the St Marys Town Centre as shown in Figure E15.1: *Map of St Marys Town Centre*.

E15. 1: Map of St Marys Town Centre



15.1.2 Aim of This Chapter

The aim of this Chapter is to provide detailed provisions for development within the St Marys Town Centre that will:

- Facilitate the growth of St Marys as a strategic centre in Western Sydney;
- Deliver the vision and desired place outcomes for the St Marys Town Centre as established by the St Marys Town Centre Master Plan;
- Deliver a balanced social, economic and environmental outcome; and
- Celebrate and protect St Marys' natural environment and rich history.

15.1.3 General Objectives

The objectives of this Chapter are to:

- a) Facilitate the revitalisation of the Town Centre by promoting a sustainable approach to growth;
- b) Promote urban design and architectural excellence with diversity in built form and architectural styles;
- c) Promote environmental sustainability in the planning, development and management of the Town Centre, to achieve improved environmental outcomes;
- d) Provide for a mix of land uses that support employment and housing choice with a diversity of dwelling typologies, and which afford a high level of amenity for workers, residents and visitors;
- e) Encourage integration of residential and non-residential land uses, and to minimise conflicts between land uses;
- f) Encourage development within the Town Centre that gives primacy to the public domain and creates an attractive and vibrant centre;
- g) Provide high levels of accessibility, permeability and connectivity within the Town Centre, linking activity nodes, public open space, and residential areas, and encourage travel by foot, cycling, and public transport;
- h) Ensure that development in the St Marys Town Centre is consistent with the desired future character of each precinct as described in Appendix A of this Section.

15.1.4 Relationship with Other Plans

The other city-wide chapters of Penrith Development Control Plan 2014 or as amended (Penrith DCP) continue to apply to all land covered by this Chapter. Where there are any inconsistencies between the controls contained within this Chapter and other city-wide controls in Penrith DCP, this Chapter prevails to the extent of the inconsistency for development in the St Marys Town Centre. Where this Chapter is silent on a specific matter or land use, the other city-wide controls in Penrith DCP apply.

15.1.5 Supporting Studies

The following supporting studies and documents that accompany the St Marys Town Centre Master Plan have been used in the preparation of this Section, as well as current Council strategies and policies:

- a) St Marys Integrated Water Management Plan, prepared by Civile, Revision C, dated 30 August 2024;
- b) St Marys Town Centre Urban Ecology Action Plan, prepared by Eco Logical Australia Pty Ltd, Project No. 23SYD4740, Version 3, dated September 2023;
- c) St Marys Town Centre Environmental Sustainability Study Phase 1-3, prepared by Flux, dated 28 September 2023 (Phase 1), 28 September 2023 (Phase 2) and 25 October 2024 (Phase 3);
- d) St Marys First Nations Heritage Study, prepared by Artefact Heritage Services Pty Ltd, Revision 5, dated 15 January 2024;
- e) Duration Cottages Heritage Investigation Report, prepared by City Plan, Revision 02, dated 28 July 2022;
- f) Heritage Assessment 54,56 & 60 Queen Street St Marys NSW 2760, prepared by City Plan, Revision 02, dated 26 May 2023;
- g) St Marys Town Centre Draft Master Plan Transport Assessment, prepared by Bitzios Consulting, Version 003, dated 17 October 2024;
- h) St Marys Town Centre Masterplan Parking Study, prepared by Bitzios Consulting, Version 003, dated 25 June 2024;
- i) St Marys Town Centre Master Plan Report on Preliminary Site Investigation (Contamination), prepared by Douglas Partners, dated November 2023.

15.2 Spatial Framework

St Marys Town Centre is one of two major centres within the Penrith Local Government Area, alongside Penrith City Centre.

St Marys is also identified as a strategic centre within the Greater Sydney Region Plan 'A Metropolis of Three Cities' and the Western City District Plan, playing an important role in the future of the Western Parkland City and

supporting the growth of Greater Penrith and the Western Sydney Aerotropolis. Its importance is elevated with the arrival of the Western Sydney International (Nancy Bird Walton) Airport and its direct link to St Marys via a station on the Sydney Metro – Western Sydney Airport metro line.

15.2.1 Master Plan

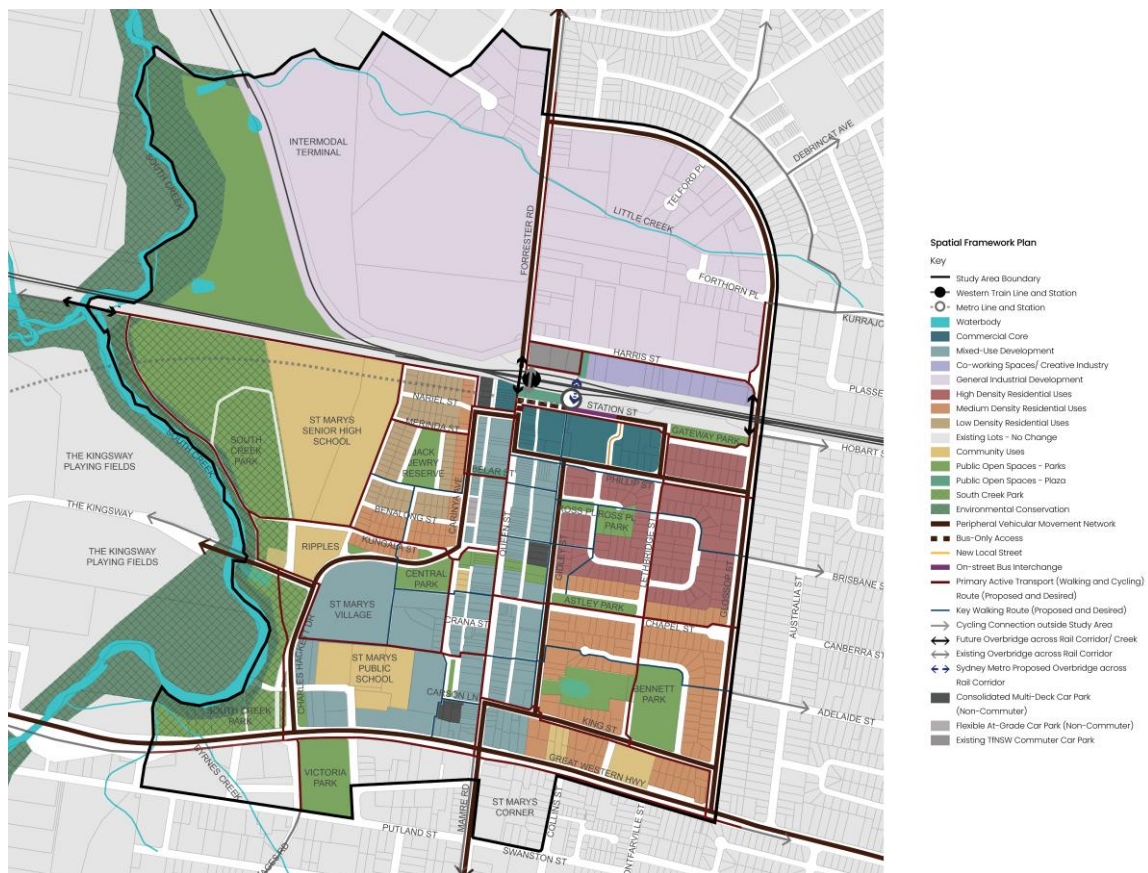
The Master Plan approaches and desired outcomes are:

- a) A mix of land uses that support housing choice, job creation and a liveable town centre;
- b) A network of high-quality, complementary and multi-functional open spaces;
- c) Facilitating redevelopment opportunities by consolidating public at-grade car parking into multi-deck facilities;
- d) A sustainable approach to growth aligned with the principles of transport-oriented centres;
- e) A cool, connected and authentic urban experience that enhances the overall quality of life for residents and visitors;
- f) A healthy and resilient environment that contributes to the wellbeing of the community;
- g) An exemplar urban experience with diversity of high-quality buildings and architectural styles;
- h) A place-sensitive, people oriented movement network that is permeable and prioritises sustainable transport options;
- i) An innovative approach to water management that balances infrastructure, urban design and environmental outcomes;
- j) Development that delivers a sustainable and diverse economic offering;
- k) A network of high quality, convenient, safe and accessible walking and cycling connections; and
- l) A place that respects and celebrates its unique heritage and cultural values.

The Master Plan key spatial moves for the St Marys Town Centre area:

- a) Rejuvenation of Queen Street as a mixed-use 'high street' entertainment and dining precinct complemented by residential and commercial uses, and priority/dedicated infrastructure for pedestrians and bike riders;
- b) An enlivened Civic Heart Precinct, including a new 'Central Park' and future Library and Community Hub;
- c) A consolidated Commercial Core complemented by a new co-working and creative hub of activity on the northern approach to the Town Centre;
- d) Retention of the productive and diverse industrial precinct north of Harris Street;
- e) Retention of the low-scale Historic Living Precinct with a strong connection to St Marys' rich past, sensitively intensified to support housing growth in a transit oriented centre;
- f) Greater housing choice with diversity of dwelling typologies close to transport, jobs, services and amenity;
- g) A peripheral vehicular movement corridor around the Town Centre Core streamlining through-traffic and bus movement, protecting Queen Street's 'place' function;
- h) Consolidation of public car parking spaces into multi-deck structures accessible via the peripheral movement corridor, enabling redevelopment opportunities within the Town Centre;
- i) An enhanced public domain and active transport network with improved pedestrian permeability, including legible and efficient connections to St Marys train/metro stations and the Civic Heart for pedestrians and bike riders;
- j) New and improved public open spaces;
- k) Multifunctional infrastructure to improve waterway health and management as well as biodiversity, open space and sustainability outcomes; and
- l) Enhanced connections to Wianamatta South Creek and restoration of the creek corridor.

Figure E15.2: Spatial Framework Plan

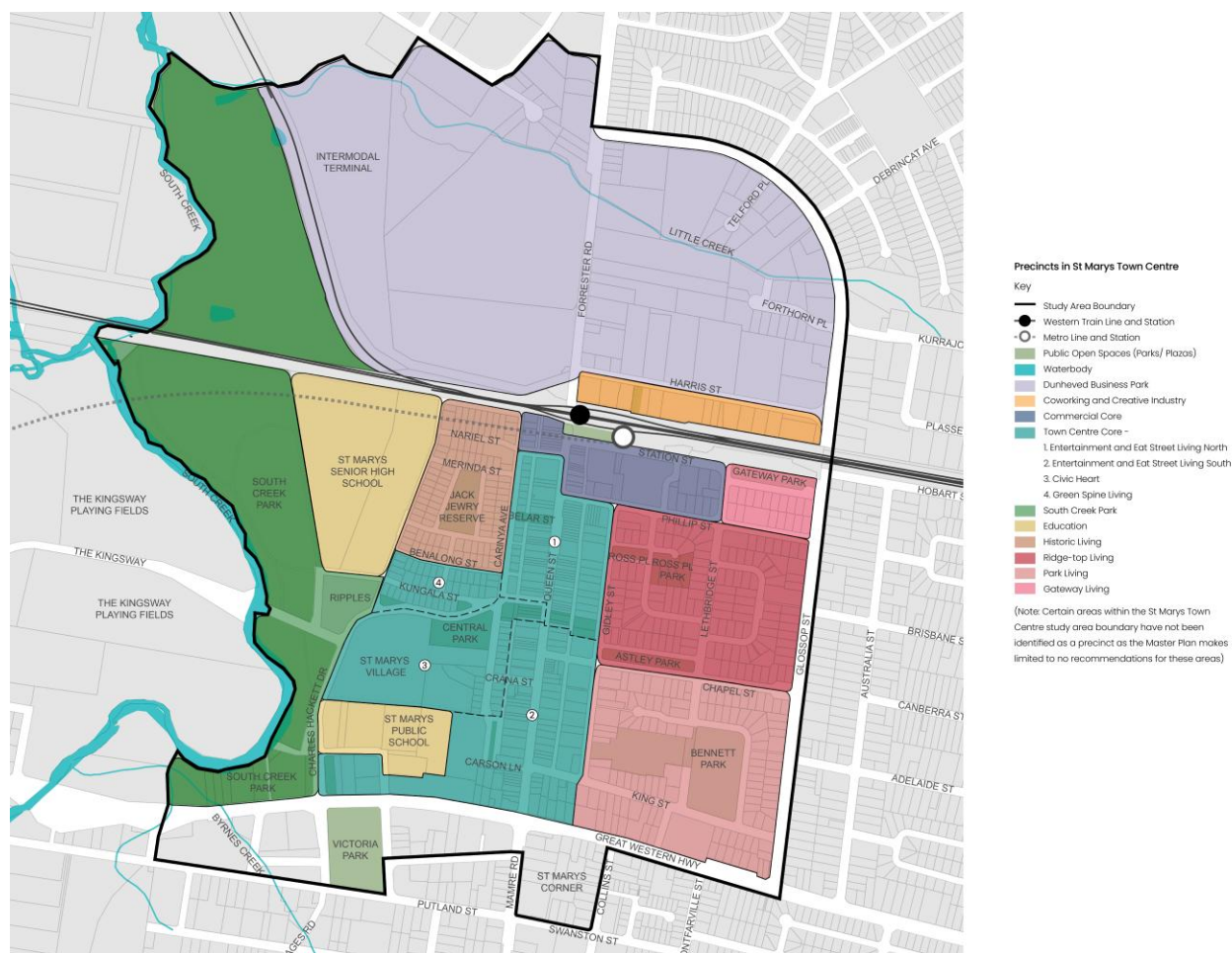


15.2.2 Key Precincts and Planned Future Character

There are twelve precincts identified in the St Marys Town Centre, each with its own distinct role, function and character. The location of each precinct is identified in Figure E15.3: *Precincts in St Marys Town Centre* below. The precincts acknowledge and reinforce existing patterns of use in the Town Centre.

The aim is to create a clearly legible series of precincts which define the retail and commercial centres while also promoting the appropriate implementation of mixed use. The planned future character of key precincts is described in Appendix A of this Chapter and is to be used to inform and guide future development.

Figure E15.3. Precincts in St Marys Town Centre



15.3 Public Open Space

Application

This section applies to all development in the St Marys Town Centre.

A. Objectives

- Provide a network of high-quality open space that activates the Town Centre and provides areas of high amenity for residents, workers and visitors.
- Retain existing open space and create additional open space of a range of sizes and types to accommodate a variety of recreational activities, including passive, informal, and active uses.

- c) Promote increased canopy tree planting within public open space to provide shade, reduce urban heat, and support the delivery of spaces that connect and contribute to Penrith's Green Grid Strategy (2021).
- d) Maintain adequate levels of solar access to existing and planned public open space throughout the year to enhance the useability and amenity to these places.
- e) Encourage active street frontages to create lively and attractive public spaces and promote passive surveillance of open space.
- f) Integrate the management of stormwater and floodwater into the design of public open spaces.
- g) Maintain regional views to the Blue Mountains.

B. Controls

1. The location of existing open space to be retained and future open space to be delivered within the St Marys Town Centre is identified in Figure E15.4: *Open Space*.
2. Development applications are to consider the location of existing and future public open space as shown in Figure E15.4: *Open Space* in addressing site suitability and site context.
3. Development in the vicinity of existing or planned public open space that is identified in Figure E15.5: *Solar Access to Open Space* shall be accompanied by overshadowing diagrams to demonstrate that the development will not adversely overshadow the public open space. If a development application seeks to vary built form controls contained within this Chapter, the application must demonstrate in relation to solar access that:
 - i. Public open space as identified in Figure E15.5 will receive a minimum 4-hours of continuous sunlight to 50% of the open space between 9am and 3pm on 21 June; and

- ii. For development in the vicinity of Central Precinct, Ross Place and Astley Park, development is not permitted to overshadow areas of the public open space that are shaded in yellow in Figures E15.5.1 to E15.5.3.
4. Active street frontage requirements under Penrith LEP 2010 apply to land with an interface to the following open space, and are to be addressed:
 - i. **Parks:** Central Park, Gateway Park, Blue-Green Link between Gidley and Queen Street
 - ii. **Plazas:** Belar Street, Station Street, Harris Street
 5. Notwithstanding the above control (15.3.B.4), all development adjacent to existing or future open space is to provide passive surveillance of the open space.
 6. Rear fences of development are not permitted to face public open space.
 7. Belar Street between Carinya Avenue and Queen Street shall be a pedestrianised plaza, closed to east-west vehicular movement.

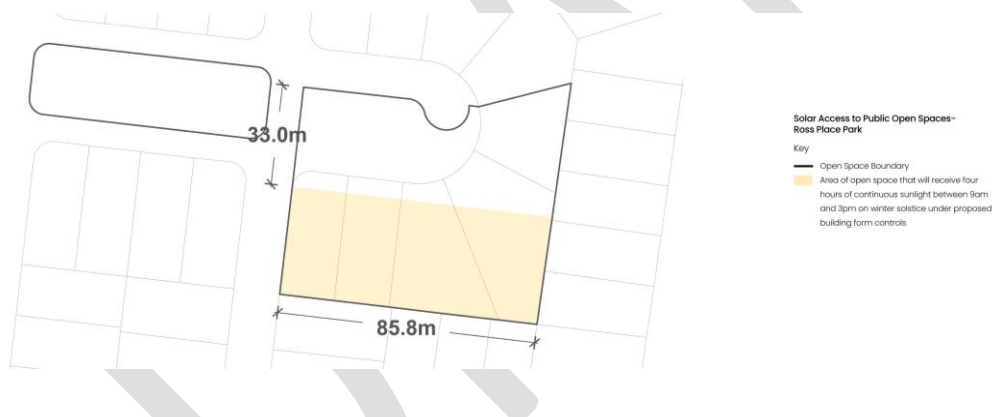
Figure E15.4: Open Space



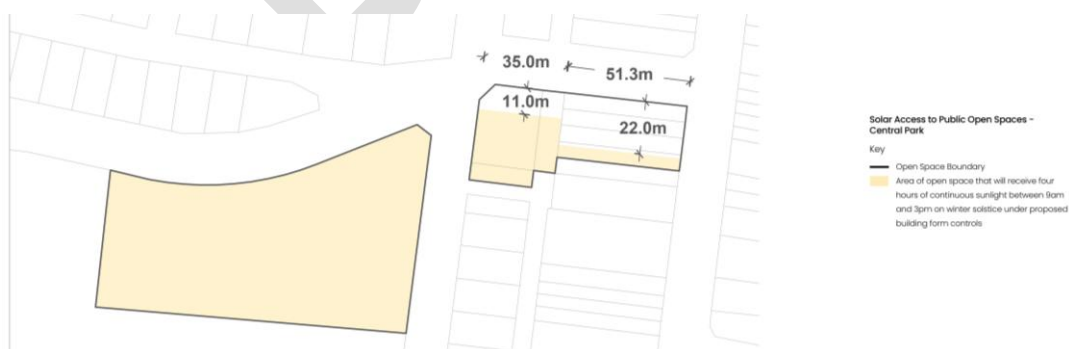
E15.5: Solar Access to Open Space



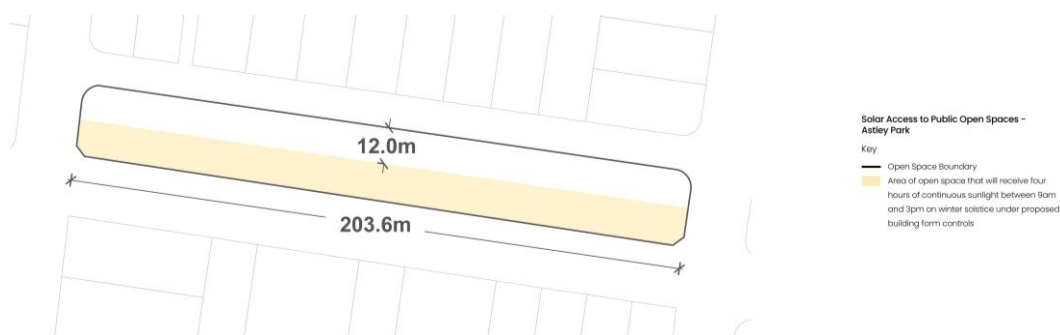
E15.5.1: Solar Access to Ross Place Park



E15.5.2: Solar Access to Central Park



E15.5.3: Solar Access to Astley Park



15.4 Landscape and Environment

Application

This section applies to all development within St Marys Town Centre.

This section must be read in conjunction with other sections within this Chapter, as well as requirements within Chapter C2 Vegetation Management, Chapter C6 Landscape Design and Chapter C14 Urban Heat Management of Penrith DCP.

A. Objectives

- Protect and conserve Wianamatta South Creek;
- Protect, maintain and enhance natural biodiversity value for a cool and green St Marys Town Centre;
- Improve the naturalisation of Little Creek and Byrnes Creek riparian corridors;
- Ensure development incorporates landscape design elements to reduce urban heat impacts and provide cooling for the existing and emerging community;
- Achieve tree canopy targets on private land;
- Encourage the planting of small trees on podiums and rooftops;
- Preserve and enhance tree canopy and support the growth and health of trees with adequate connected deep soil zones;
- Promote opportunities to connect urban and built forms to the natural environment;

- i) Ensure protection of native vegetation, plant community types and high value trees;
- j) Encourage planting on urban structures that will contribute to the quality and amenity of open space on roof tops and internal courtyards;
- k) Strengthen connections between the built form and natural environment and promote urban ecology corridors;
- l) Encourage the planting of native, locally indigenous and climate-resilient trees to create an ongoing city ecology;
- m) Ensure the St Marys Town Centre has a strong landscape character that contributes to the reduction of surface stormwater runoff;
- n) Ensure development is undertaken in a sustainable manner;
- o) Ensure development incorporates Circular Economy design principles to maximise recycling and reuse of materials; and
- p) Protect regional views to the Blue Mountains.

B. Controls

- 1) A long-term landscape maintenance plan must be provided for all landscaped areas, including deep soil zones. The plan must outline how landscaped areas are to be maintained for the life of the development, including details of any proposed irrigation system.
- 2) In areas where landscaping is proposed adjacent to sensitive areas or aims to achieve landscape in line with locally indigenous vegetation, a Biodiversity Management Plan (BMP) is to be provided. The BMP is to include adaptive landscape and biodiversity considerations under climate change.
- 3) All new development adjacent to the Little Creek riparian corridor must be located, designed and constructed to prevent or minimise, as far as possible, adverse impacts on native vegetation, fauna and habitat. In accordance with Section 15.5 Water Management, a 10m

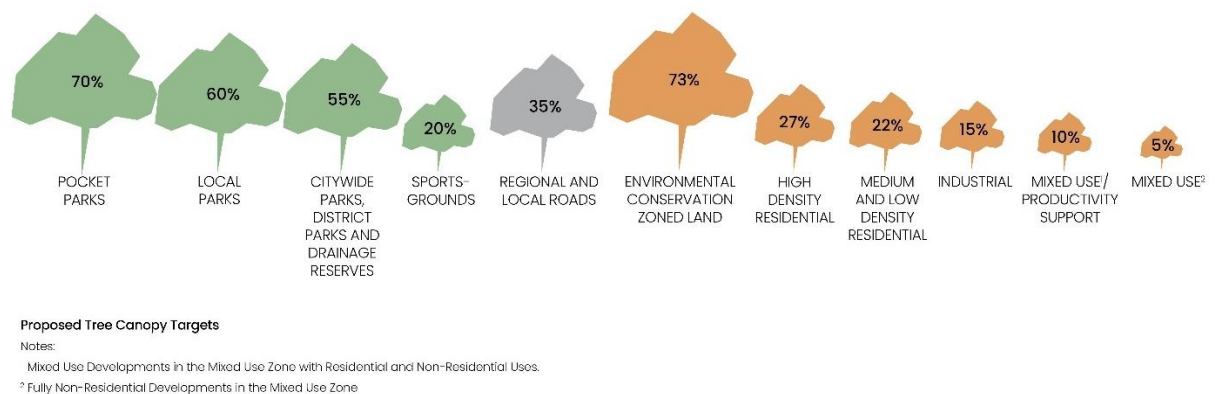
wide channel for Little Creek is to be reinstated with a 10m wide riparian corridor at the top of bank on both sides of Little Creek to provide for a minimum 30m wide riparian zone, expanding to wider than this where vegetation exists along Little Creek. Refer to Section 15.5 for further requirements.

- 4) All new development adjacent to South Creek must be located, designed and constructed to prevent or minimise, as far as possible, adverse impacts on native vegetation, fauna and habitat. In accordance with Section 15.5 Water Management, a 40m wide riparian corridor within industrial lots along South Creek is to be restored. Refer to Section 15.5 for further requirements.
- 5) Existing vegetation is to be maintained throughout the site, wherever practical.
- 6) Development sites are to achieve minimum tree canopy targets in accordance with Table E15.1: *Tree Canopy Targets*.

Table E15.1 Tree Canopy Targets

Land Use Zone / Development	Tree Canopy Target (%)
C2 – Environmental Conservation Zone	73%
R4 – High Density Residential Zone	27%
R2 – Low Density Residential Zone R3 – Medium Density Residential Zone	22%
E4 – General Industrial Zone	15%
Mixed use developments in the below zones: E3 – Productivity Support Zone and MUI – Mixed Use Zone	10%
Commercial developments within the Commercial Core Precinct of the MUI – Mixed Use Zone	5%

Figure E15.6: Tree Canopy Targets



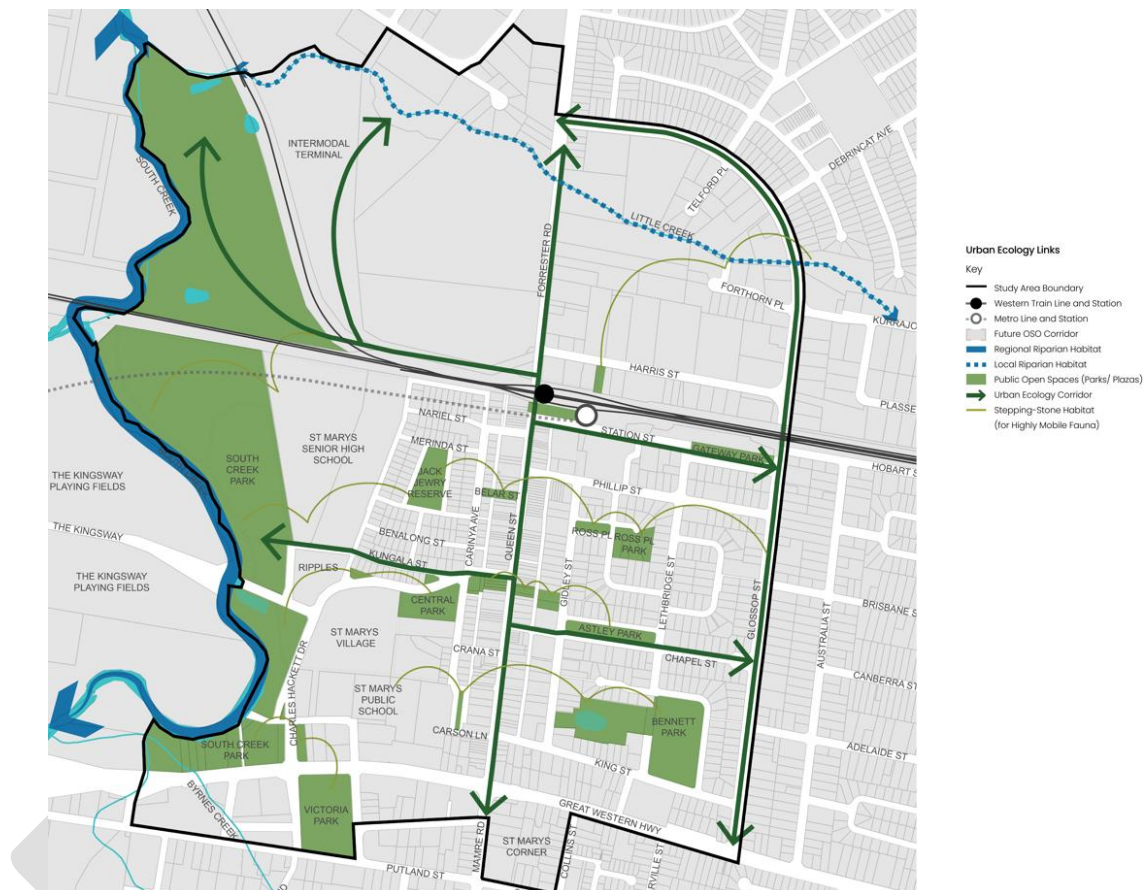
7) In measuring tree canopy targets for sites:

- I. Minimum canopy spread and soil volumes shall be as follows:
 - Small Trees (less than 8 metres tall or under 4 metres wide):
4 metres spread, and minimum soil volume of 15m³ per tree
 - Medium Trees (9-12 metres tall or under 4-8 metres wide):
6-8 metres spread, and minimum soil volume of 35m³ per tree.
 - Large Trees (taller than 13 metres or wider than 8 metres):
16m spread, and minimum soil volume of 80m³ per tree.
- II. Where trees are planted in proximity to site boundaries and canopy cover extends beyond the site's boundaries, the full canopy cover of trees planted on the site may be counted towards the tree canopy target for the site.
- III. Tree canopy targets are based on a minimum target and must not be used to reduce or support the reduction of existing canopy cover.

8) Tree species selection and planting must demonstrate consideration of native, locally indigenous and climate-resilient tree and plant species. Tree selections and planting are to meet the requirements of C14.2 Cooling with Landscaping.

- 9) Key urban ecology links within the St Marys Town Centre are identified in Figure E15.7: *Urban Ecology Links*. Landscape concepts are to have regard to and support these urban ecology links.

Figure E15.7: Urban Ecology Links



- 10) Mixed use and commercial developments are to incorporate planting into accessible outdoor spaces.
- 11) Green roofs and vertical landscaping (green walls) are encouraged. Council's requirements for green roofs and walls are provided within Chapter C14 Urban Heat Management.
- 12) The integration of rooftop solar and green roofs is encouraged to maximise the utility of the roof. Where possible, flat mounting of solar

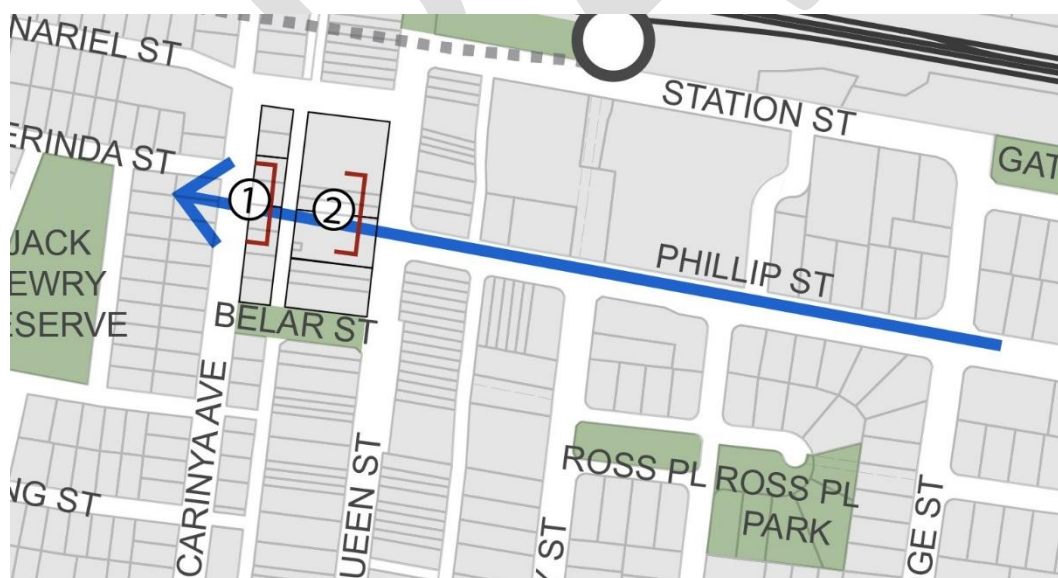
panels is to be avoided, and framing that provides adequate air behind the panels to prevent heat build-up is to be provided.

- 13) Non-residential developments including mixed use developments with a construction cost of \$1 million or more are to demonstrate a commitment to achieving no less than 4-stars under Green Star or 4.5 stars under the Australian Built Environment Rating Systems (NABERS).
- 14) All new development is to incorporate urban heat mitigation measures in line with Chapter C14 – Urban Heat Management of this DCP.
- 15) The design of developments should incorporate principles on how waste can be minimised by:
 - i. Incorporating the use of modular components.
 - ii. Incorporating materials from any buildings to be demolished on the site.
 - iii. Minimising excavation and fill (See C4 Land Management Chapter of this Plan).
 - iv. Using prefabricated frames, trusses and cladding.
 - v. Using standard material sizes or negotiating with manufacturers for the supply of non-standard material sizes.
 - vi. Selecting materials that do not require finishes.
 - vii. Grouping wet areas together to minimise the amount of pipe work required.
- 16) Development along Regional View Corridors as identified in Figure E15.8 must be designed and sited to protect regional views to the Blue Mountains escarpment. Views shown in Figures E15.8 to E15.11 must be preserved and protected and not obstructed by development.

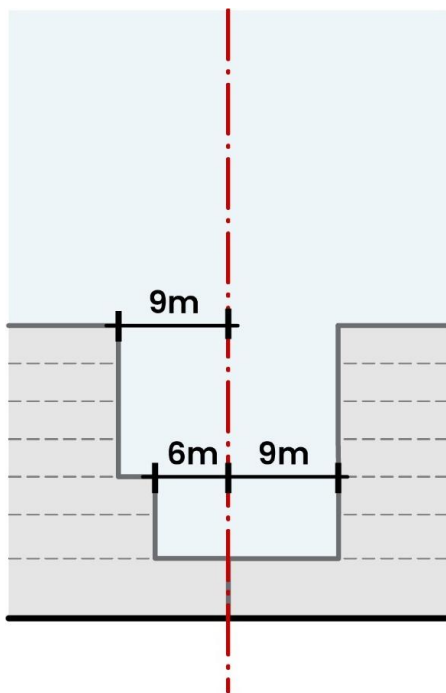
Figure E15.8: Regional View Corridors



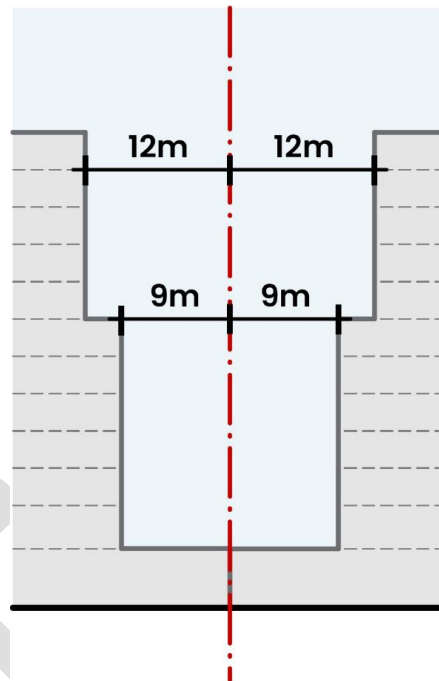
Figure E15.9: Cross-sections through lots impacted by regional view corridors on Phillip Street



**Figure E15.10: Phillip Street View
Corridor Section 1**



**Figure E15.11: Phillip Street View
Corridor Section 2**



15.5 Water Management

Application

This section applies to all development in the St Marys Town Centre. This section must be read in conjunction with Chapter C3 Water Management of Penrith DCP, and relevant Council engineering specifications and technical guidelines.

A. Objectives

- a) Implement an integrated approach to water management that enables provision of infrastructure as well as positive urban design and environmental outcomes;
- b) Retain stormwater in the catchment by integrating Water Sensitive Urban Design into the public domain and utilising passive irrigation for street trees, open space and sports fields;
- c) Implement a porous paver street tree passive irrigation system for streetscapes in the St Marys Town Centre to maximise tree canopy

- health, and promote urban cooling, biodiversity and streetscape amenity outcomes;
- d) Manage overland flow through the provision of an open space link from East Lane through to Queen Street;
 - e) Upgrade the existing detention basin in Bennett Park into a feature wetland treatment system to achieve additional treatment for the existing catchment area and enhance the overall amenity of the park;
 - f) Deliver an additional district treatment system in South Creek Parklands to meet stormwater targets for the redevelopment of the Town Centre;
 - g) Protect Wianamatta South Creek and restore the creek corridor; and
 - h) Minimise water consumption and increase the reuse of grey water, stormwater and rainwater collection on development sites.

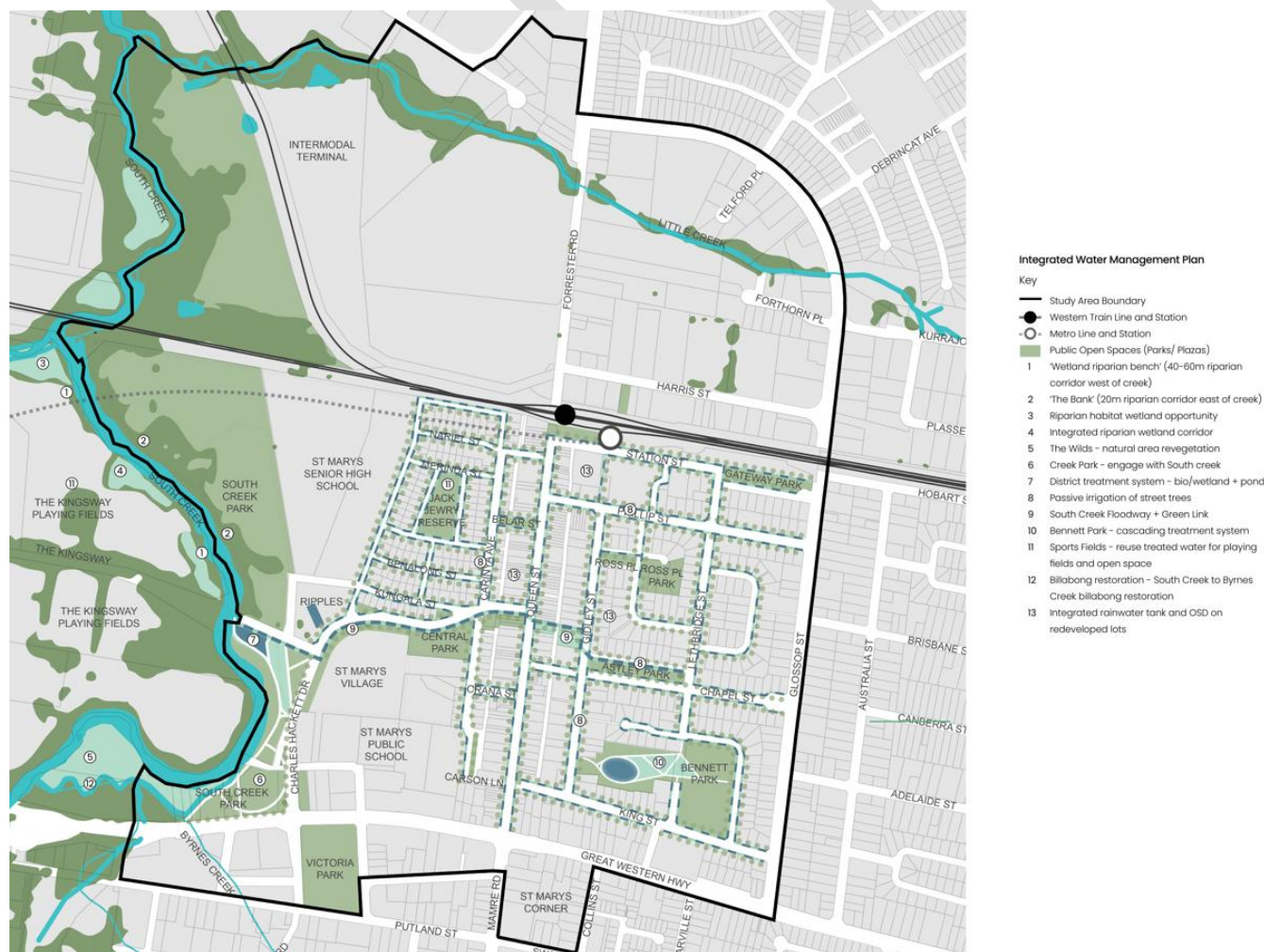
B. Controls

- 1) A site-specific Integrated Water Management Plan has been developed for the St Marys Town Centre, as shown in Figure E15.12.
- 2) Development is to be designed in accordance with Council's Stormwater Drainage Specification for Building Developments.
- 3) On-site stormwater detention (OSD) is required to be provided on developments in the St Marys Town Centre consistent with Council's Stormwater Drainage Specification for Building Developments.
- 4) On-site stormwater detention mechanisms are to be placed on the title of the relevant allotment/property to ensure their retention and maintenance.
- 5) Residential development is to address relevant requirements under State Environmental Planning Policy (Sustainable Buildings) 2022 or as amended.

- 6) Non-residential development is to address relevant requirements under State Environmental Planning Policy (Sustainable Buildings) 2022 or as amended.
- 7) Development sites that are greater than 500m² must achieve a post-development Mean Annual Runoff Volume of no more than 2.3ML/Ha/yr for the development site. Development sites are deemed to have met this requirement by incorporating the following:
- i. Draining a minimum of 95% of all roof area to a rainwater tank.
 - ii. Supplying rainwater back to all non-potables uses within the development, including as a minimum, irrigation systems, outdoor taps, swimming pools, toilets, laundry and cooling tower make up water.
 - iii. Providing a minimum rainwater tank of:
 - 1,500L per residential dwelling;
 - 1,500L per 100m² of retail/commercial net leasable area; and
 - 1,500L per hotel room/serviced apartment or equivalent.Note: the above requirements are additive for mixed use developments.
 - iv. Providing passively irrigated street trees along development street frontages at a rate of a minimum 1 tree per 10 linear metres along the street frontage of the development.
- 8) Installation of rainwater tanks is to comply with relevant standards established by Sydney Water.
- 9) Passive irrigation of street trees shall be provided in locations identified in Figure E15.12: *Integrated Water Management Plan*.
- 10) On large format industrial lots, stormwater treatment is to occur onsite using bio-retention systems or wetlands located in private open space. Where large format industrial lots extend to or include Little Creek within the lot, treatment systems are to be incorporated into riparian zones.

- 11) Little Creek channel is to be restored to include more geomorphic complexity to the channel and diversity in the in-stream habitat. A 10 metre wide channel for Little Creek is to be reinstated, with a 10 metre wide riparian corridor to the top of bank on both sides of Little Creek, providing for a minimum 30 metre wide riparian zone, expanding to wider than this where existing vegetation is present along Little Creek.
- 12) A riparian corridor of 40 metres on average on both sides of South Creek is to be reinstated, which extends into large format industrial lots long South Creek.

Figure E15.12 Integrated Water Management Plan



15.6 Access and Movement

Application

This section applies to all development in the St Marys Town Centre.

This section identifies the location and alignment of the future planned street network. The majority of local infrastructure and amendments to the street network identified in this section are to be delivered under the Section 7.12 Contribution Plan for the St Marys Town Centre, and are likely to be staged, as redevelopment occurs.

All new development is to consider the future planned street network as set out in this section with regard to access and design, to ensure that the public domain is prioritised and respected as part of the design of development.

15.6.1 Active Transport

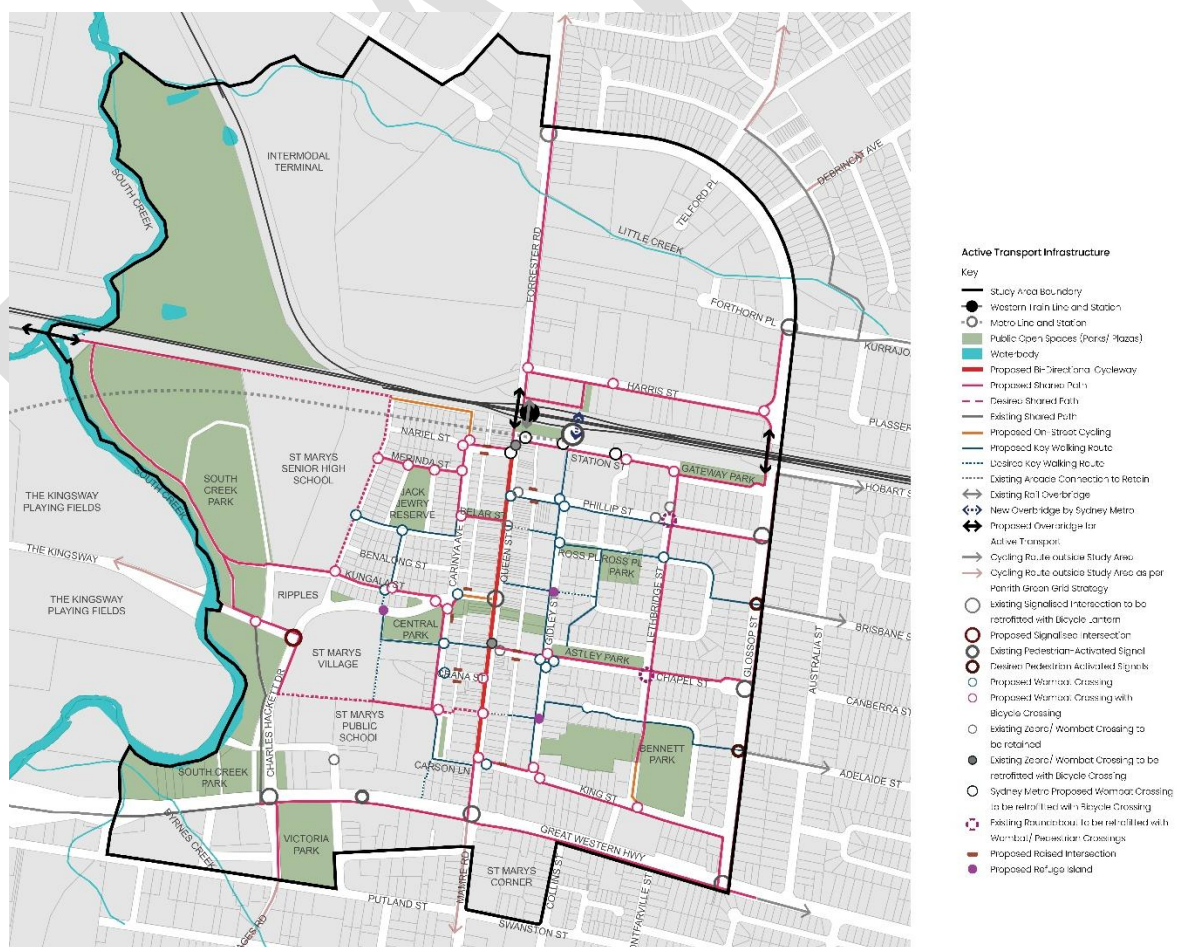
A. Objectives

- a) To promote walking, cycling and public transport as the preferred modes of travel.
- b) To identify the location and alignment of key cycleways, share paths and pedestrian walking routes, connecting key activity nodes, public open space and residential areas.
- c) To identify the location of desired share paths and walking routes as redevelopment occurs.
- d) To create a safe, accessible and convenient active transport network.
- e) To increase walking and cycling connections to the St Marys Transport Interchange from the Town Centre and surrounding residential areas.
- f) To prioritise an east-west walking and cycling network that connects existing and proposed public open space and public plazas within the Town Centre.

B. Controls

- 1) The location and alignment of cycleways and share paths is to be generally in accordance with Figure E15.13: *Active Transport Infrastructure*.
- 2) The design and width of cycleways and share paths vary depending on location and are to be consistent with the relevant road cross-section and widths identified in Section 15.7.3: Street Network and Design.
- 3) The location of pedestrian and bicycle crossings is to be generally in accordance with Figure E15.13.

Figure E15.13 Active Transport Infrastructure



15.6.2 Pedestrian Connections and Through-Site Links

A. Objectives

- a) Improve pedestrian access and permeability within the Town Centre.
- b) Retain existing through-site links and pedestrian connections including lanes and arcades.
- c) Identify the location of new pedestrian connections and through-site links.
- d) Identify opportunities for desired through-site links as redevelopment occurs.
- e) Encourage active street fronts along the length of pedestrian through-site links.
- f) Ensure that pedestrian connections and through-site links are designed to be accessible to all, safe, and provide a high level of amenity.
- g) Retain and develop lanes as useful and interesting pedestrian connections as well as for service access.

B. Controls

- 1) Pedestrian connections and through-site links are to be provided as shown in Figure E15.13: *Active Transport Infrastructure*.
- 2) Existing publicly and privately-owned pedestrian connections and through-site links are to be retained.
- 3) Pedestrian through-site links are to:
 - i. Provide an accessible path of travel which is a minimum 6m wide for its full length (new through-site links).
 - ii. Be clear of all obstructions, including columns, stairs, etc.
 - iii. Be open to the sky for the length of the through-site link.

- iv. Be publicly accessible 24-hours a day 7-days a week and direct, allowing visibility along the full length of the through-site link to the public domain.
 - v. Have active frontages or a street address and promote opportunities for natural surveillance.
 - vi. Include signage at street entries to advise that the through-site link is publicly accessible and identify the street or place to which it connects.
- 4) Existing publicly and privately owned pedestrian connections and through-site links are to be retained.
- 5) Pedestrian arcades are to:
- i. Provide an accessible path of travel which is a minimum 4m wide for its full length and clear of all obstructions, including columns, stairs, etc.
 - ii. Be direct and publicly accessible for pedestrians during business trading hours.
 - iii. Have active frontages on either side for the full length.
 - iv. Incorporate design principles of Crime Prevention Through Environmental Design (CPTED).
 - v. Where practical, have access to natural light for at least 30% of the length.
 - vi. Where enclosed, have clear glazed entry doors to at least 50% of the entrance.
- 6) Residential development (or a residential component of a development) that adjoins a site-through link is to ensure that habitable rooms face the through-site link to promote passive surveillance of through-site link.

15.6.3 Street Network and Design

A. Objectives

- a) To create a 'place-based' street network aligned with the NSW Movement and Place Framework.
- b) To prioritise walking, cycling and public transport, and promote health and environmental outcomes.
- c) To provide a high level of amenity and safety for all users.
- d) To ensure that street design provides sufficient space for street trees for shade, cooling and visual amenity within the public domain.
- e) To implement a peripheral vehicular movement network for through traffic and buses to protect and enhance the civic function of Queen Street as a destination high street.
- f) To retain the service function of East Lane and West Lane.
- g) To identify minimum widths of footpath and share paths.

B. Controls

- 1) Streets are to be designed generally in accordance with indicative cross-sections contained within Section 15.6.4 and 15.6.5.
- 2) Design and width of streets vary, having regard for existing conditions, location, and desired movement and place function of streets. The desired movement and place function of streets is identified in Table E15.2 below:

Table E15.2. Street Typologies

Street Environment	Type (Refer to Figure E15.12 for location)	Typical movement and function
Main Street	Destination High Street	Vibrant with an intense sense of place, supported by multi-modal movement at low speeds and volume. Attractive and popular places for gathering and retail, civic and cultural activity.

		Community, business and tourism destinations.
	Arterial High Street	Lively street that supports high place intensity and a high level of multi-modal movement. Both the movement spine through and the heart of urban communities.
	Connector Avenue	Moderate place intensity and movement function that connects neighbourhoods, urban centres or enterprise areas.
	Transit Street	Prioritises active and public transport mobility, restricts private vehicle use in lively and high amenity place.
Main Road	Principal Arterial	Major movement corridor for travel within metropolitan areas at lower speed than motorways.
	Secondary Arterial (Regional Road)	Major movement functions that connect principal arterial roads, urban centres or enterprise areas.
Local Street	Urban Centre Street	Streets in the centre of towns and cities with destinations of local or regional significance but are not the high street.
	Connector Street	Connects neighbourhoods, linking residential areas with local destinations, such as centres, schools, and transport hubs.
	Enterprise Street	Serving industrial and commercial areas, catering to people who work in the area as well as those who deliver freight and servicing.
	Yield Street	Very quiet residential street for living activities and movement at low speeds and volumes, with a carriageway that requires people driving vehicles to yield to one another to pass.

Civic Space	Residential Way	Very quiet residential street inviting for people to spend time in, often with informal layout and a sharing of space. Low speed and volume of movement.
	Transit Mall	Vibrant high amenity street, shared with on-street transit where people can easily interchange between modes and enjoy civic activities.
	Service Lane	Aligned to the rear of mixed-use properties to provide service access and facilitate continuous active frontages on parallel streets.
	Civic High Street	Vibrant street maximising space for civic enjoyment at the heart of a community's social and cultural life. High quality public domain for walking, shopping, playing and cultural activities.

- 3) As redevelopment occurs and street upgrade works, as identified in this section and the Section 7.12 Contribution Plan for St Marys are carried out, vehicular and bus traffic shall be redirected to circulate around the Town Centre, as indicated in Figure E15.15: Vehicular Movement Network. *Note:* this will require further consultation with Transport for NSW and relevant local bus operators.
- 4) In consultation with Transport for NSW and relevant local bus operators, bus stops on Queen Street (between Phillip Street and King Street) shall be relocated to Carinya Avenue and Gidley Street to support peripheral bus and vehicle movement.
- 5) Minimum width of footpaths and share paths are identified in Figure E15.16. Minimum widths are not inclusive of street tree/landscaping area. For Queen Street, Station Street, Carinya Avenue South and Chapel Street West, the width includes private front setback space.

- 6) All cycleways required by this Chapter and as shown in Figure E15.13: *Active Transport Infrastructure* are to be a minimum of 1.5 metres wide and are to be provided on street. Refer to indicative road cross-sections in Section 15.6.4 and 15.6.5 of this Chapter.
- 7) All landscaping as required within the verge shall be in accordance with Figures E15.17 to E15.44.
- 8) Notwithstanding the indicative cross-sections within Table E15.3, all travel lanes are to be a minimum of 3 metres.

Figure E15.14 Movement and Place Functions Of Streets

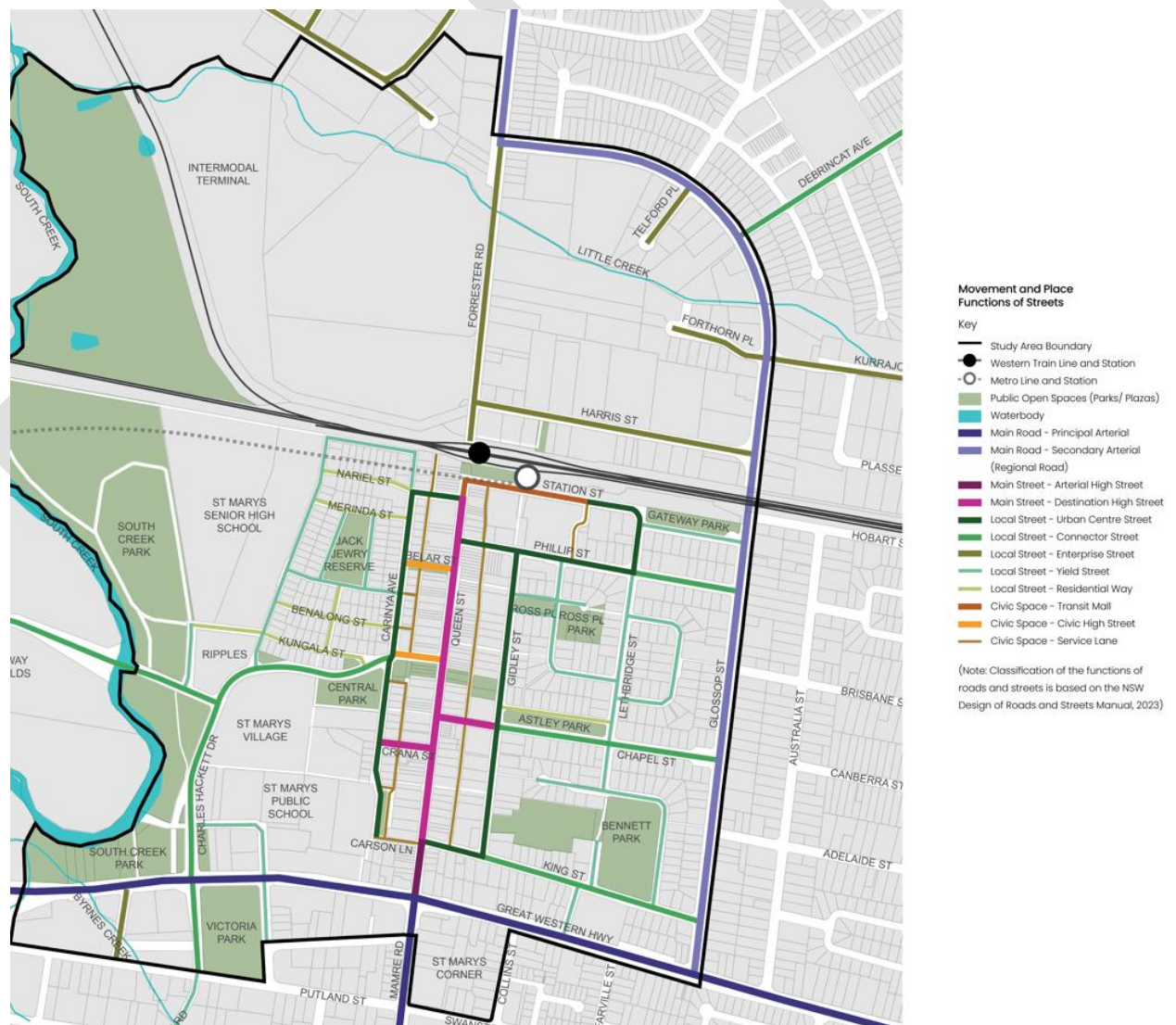


Figure E15.15 Vehicular Movement Network

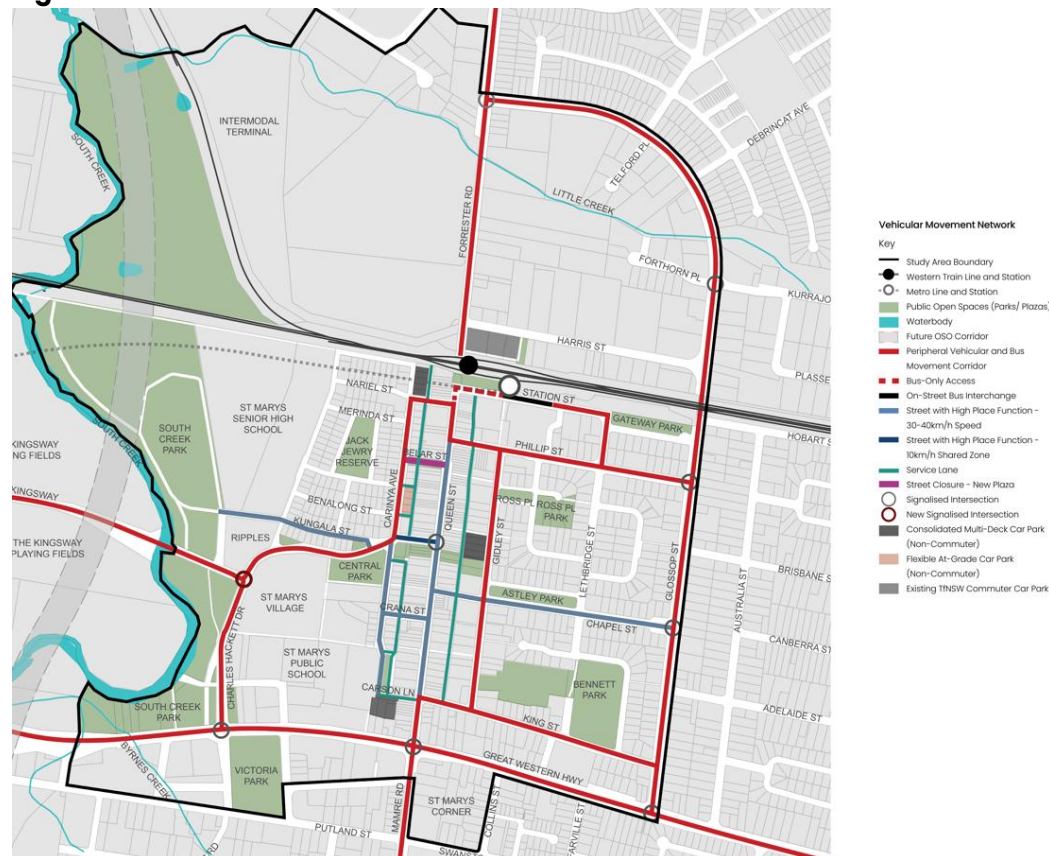
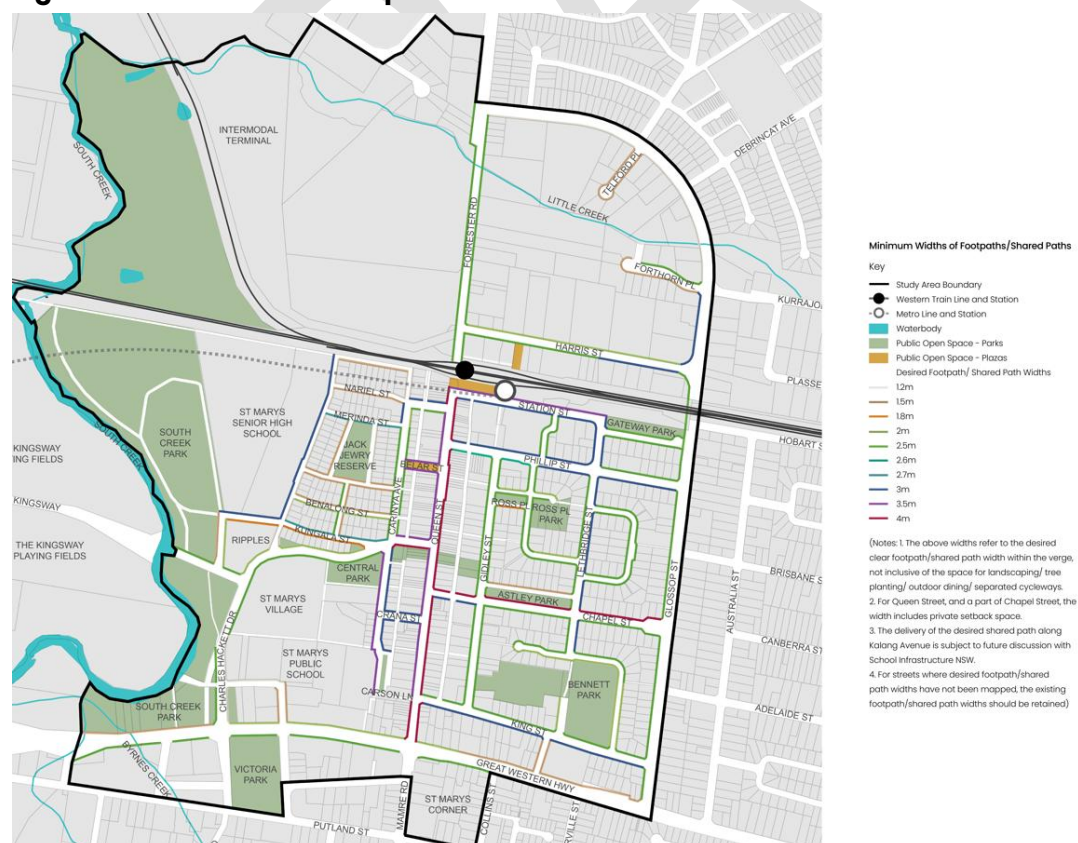


Figure E15.16 Minimum Footpath and Shared Path Widths



15.6.4 Indicative Street Cross-Sections

Table E15.3 Indicative Street Cross-Sections

Street type	Road reserve	Verge	Minimum Travel lane	Pedestrian/ share path	Parking
Major amendments (Kerb and /or Road works)					
Queen Street (Between Nariel and Station Streets)	20.1*	6.7 (west), 7.8 (east)**	As existing	2.5 (west)	-
Queen Street (Between Phillip and Nariel Streets)	20.1*	6.7 (west), 7.7 (east)**	3.2 and 3.5	3.5 (west), 4 (east)***	1 x 3.2
Queen Street (Between King and Phillip Streets)	20.1*	6.7 (west), 7.7 (east)**	2 x 3	3.5 (west) 4 (east)***	2 x 2.2
Queen Street (Between Great Western Highway and King Street)	20.4*	7.2 (west), 7.5 (east)**	As existing	3 (west), 4 (east)***	As existing
Charles Hackett Drive (Between Carinya Avenue and Queen Street)	20.3	5.1 (west), 8.5 (east)	1 x 3.5	3.5 (west), 4 (east)	1 x 3.2
Kungala Street (Between Kalang Avenue and Charles Hackett Drive)	14.6	5.5 (north), 3.1 (south)	1 x 3.5	3 (north), 1.8 (south)	1 x 2.5
Kungala Street	14.6	5.5 (north), 3.1 (south)	1 x 3.5	3 (north), 1.8 (south)	1 x 2.5

Street type	Road reserve	Verge	Minimum Travel lane	Pedestrian/ share path	Parking
(Between Creek Road and Kalang Avenue)					
Belar Street (Between Carinya Avenue and Queen Street)	20	2 x 5	-	2 x 3.5	-
Chapel Street (Between Queen Street and Gidley Street)	17*	7.5 (north), 6.5-6.9 (south)	2 x 3	4 (north) 3 (south)***	-
Carinya Avenue (Between Carson Lane and Charles Hackett Drive)	18*	8 (west), 4.5 (east)**	2 x 3	3.5 (west), 3 (east)	1 x 2.5
Carinya Avenue (Between Charles Hackett Drive and Nariel Street)	20	3.6 and 4 (west) 4 and 3.5 (east)	2 x 3.2	2.5 and 3 (west) 2.5 and 2 (east)	2 x 3
Benalong Street (Between Kalang and Carinya Avenue)	12.2	2.7 (north), 3.5 (south)	1 x 3.5	1.5 (north), 2 (south)	1 x 2.5
Blair Avenue (Between Phillip and Station Streets)	15	2 x 4.3	2 x 3.2	2 x 2.5	-

Street type	Road reserve	Verge	Minimum Travel lane	Pedestrian/ share path	Parking
Station Street (Between Queen Street and Gidley Street through-site link)	As existing	As existing	2 x 4	6, 3	-
Station Street (Between Gidley Street through site link and Blair Avenue extension)	As existing	6.7	2 x 4	6, 3	2 x 3.5
Station Street (Between Blair Avenue extension and Lethbridge Street)	As existing	7.4 (north), 3.5 (south)	3.2, 3.5, 2.5 (taxi bay)	3.5, 3	-
Merinda Street (Between Kalang and Carinya Avenues)	11.9	2.2 (north), 3.7 (south)	1 x 3.5	1.2 (north), 2.7 (south)	1 x 2.5
Taroona Avenue (Between Kungala and Waratah)	12.3	3.7 (north), 2.6 (south)	1 x 3.5	2.5 (north), 1.5 (south)	1 x 2.5

Notes:

All measurements in Table E15.3 Indicative Cross-Sections are in metres.

* Indicates road reserve does not include private setbacks.

** Indicates both verges include private setbacks.

*** Indicates one or both areas are partly or fully within private setbacks.

15.6.5 Indicative Street Cross-Sections – Figures

15.6.5.1 Major amendments (kerb and/or roadworks)

Figure E15.17 – Queen Street (between Nariel and Station Streets)

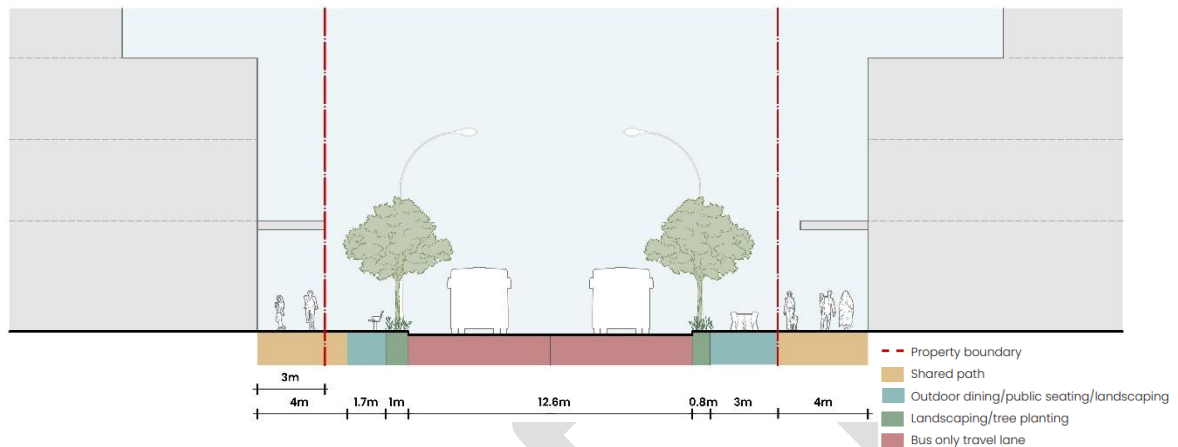


Figure E15.18 – Queen Street (between Phillip and Nariel Streets)



Figure E15.19 – Queen Street (between King and Phillip Streets)



Figure E15.20 – Queen Street (between Great Western Highway and King Street)



Figure E15.21 – Charles Hackett Drive (between Carinya Avenue and Queen Streets)

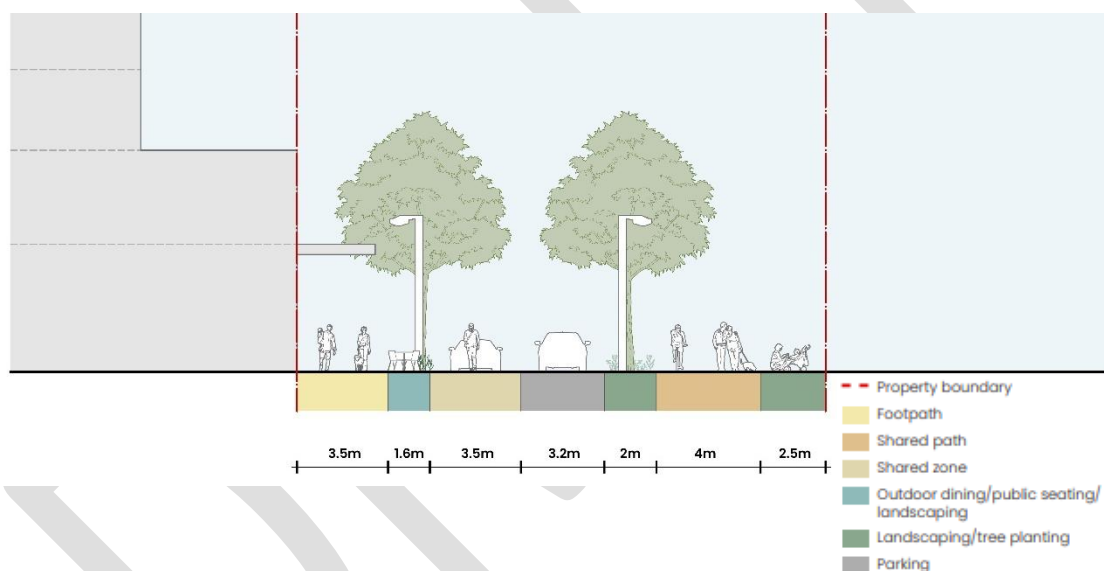


Figure E15.22 – Station Street (between Queen Street and Gidley Street Through-Site Link)

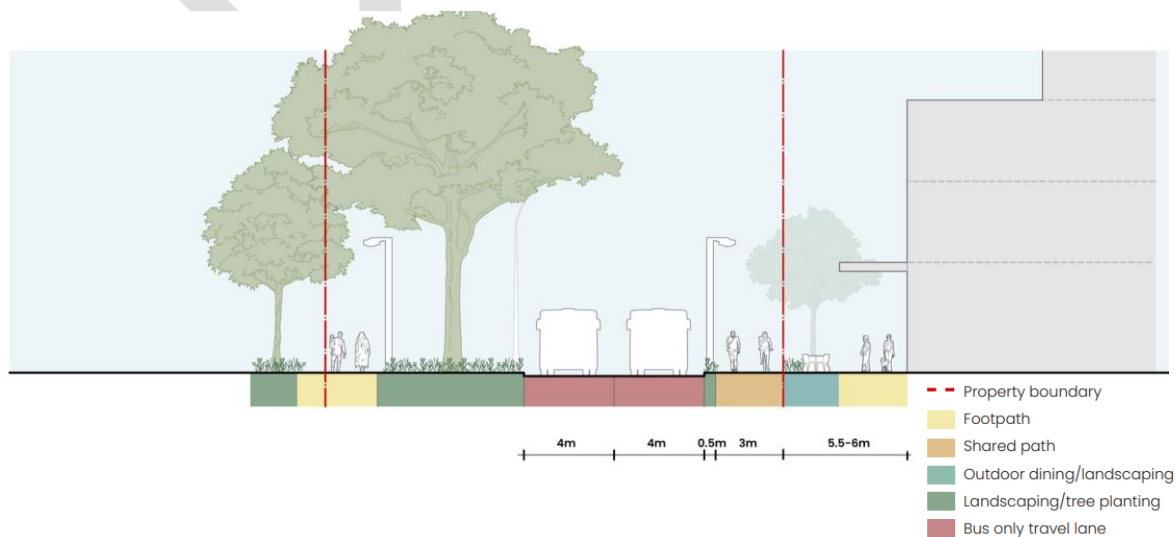


Figure E15.23 – Station Street (between Gidley Street Through-Site Link and Blair Avenue)

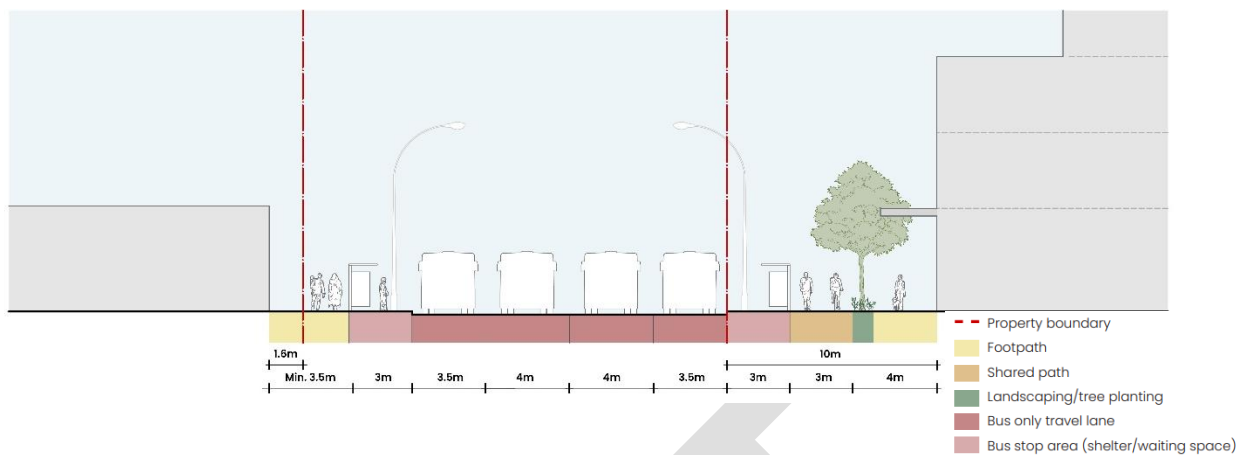


Figure E15.24 – Station Street (between Blair Avenue and Lethbridge Street)

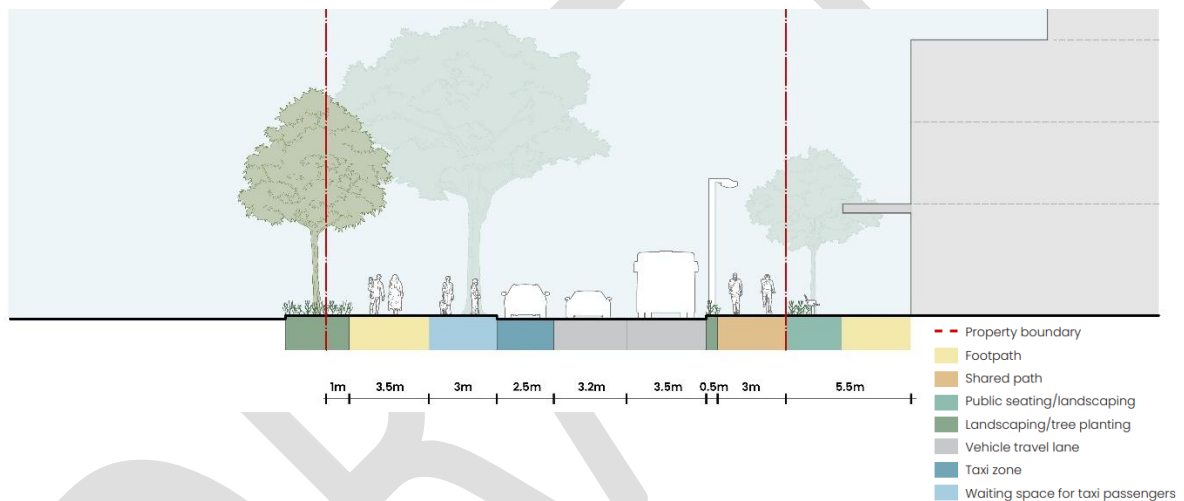


Figure E15.25 – Chapel Street (between Queen and Gidley Streets)

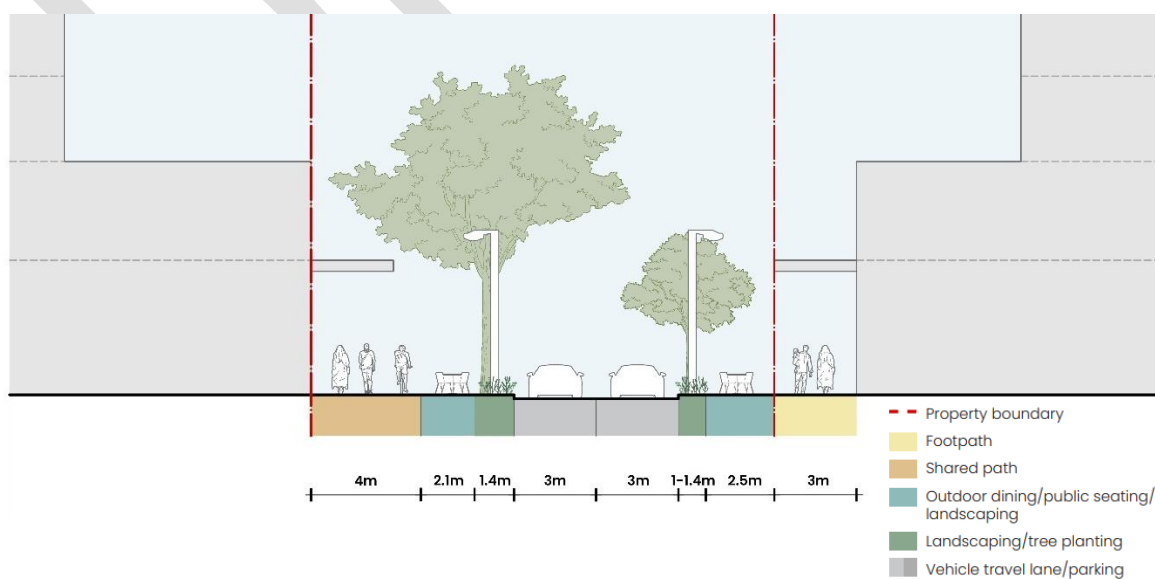


Figure E15.26 – Kungala Street (between Creek Road and Kalang Avenue)

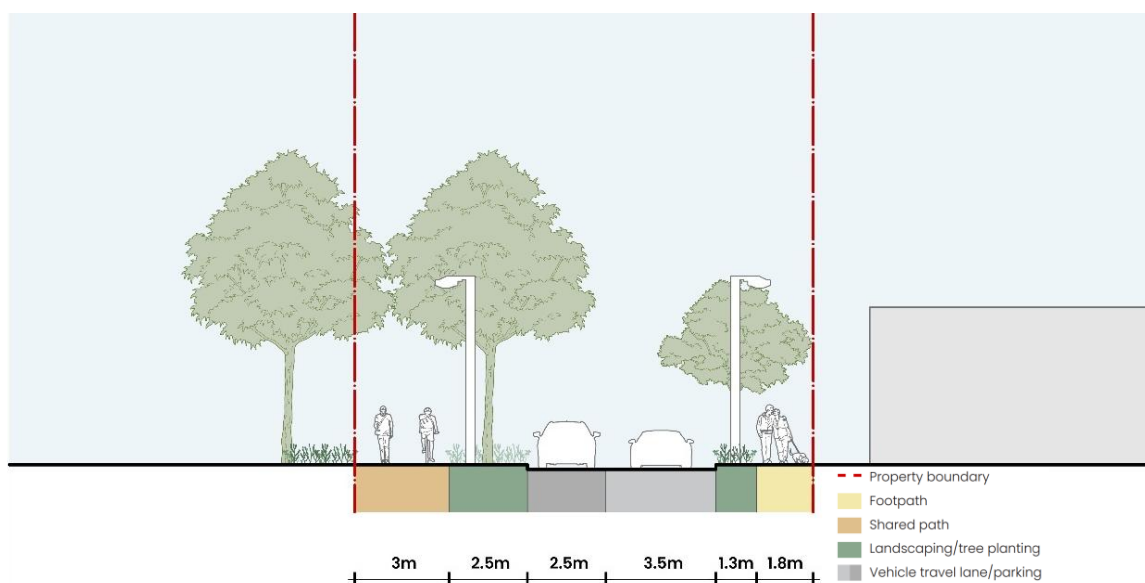


Figure E15.27 – Kungala Street (between Kalang Avenue and Charles Hackett Drive)



Figure E15.28 – Belar Street (between Carinya and Queen Streets)

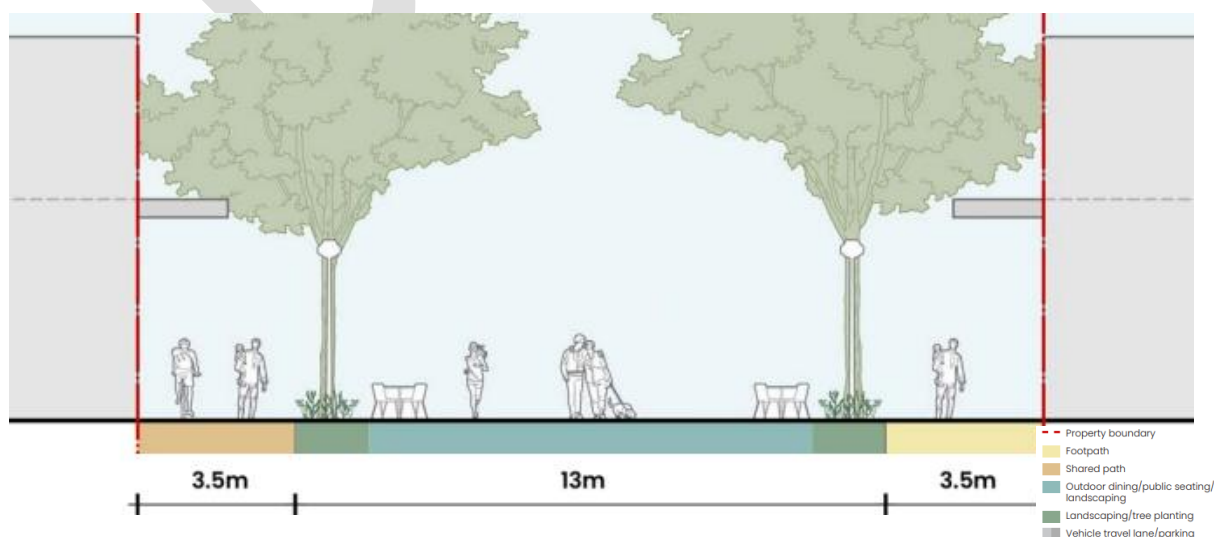


Figure E15.29 – Carinya Avenue (between Charles Hackett Drive and Nariel Street)

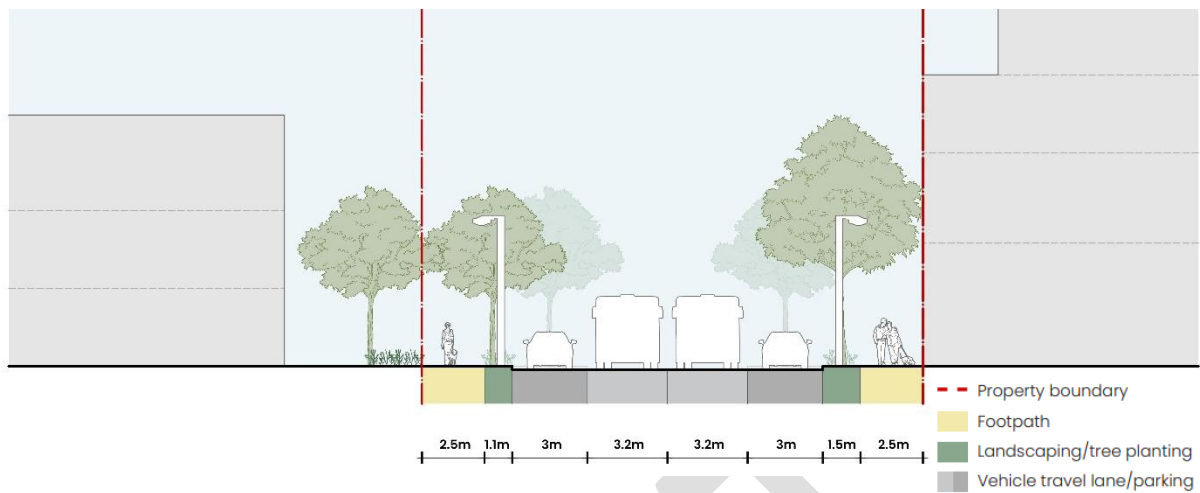


Figure E15.30 – Carinya Avenue (between Carson Lane and Charles Hackett Drive)

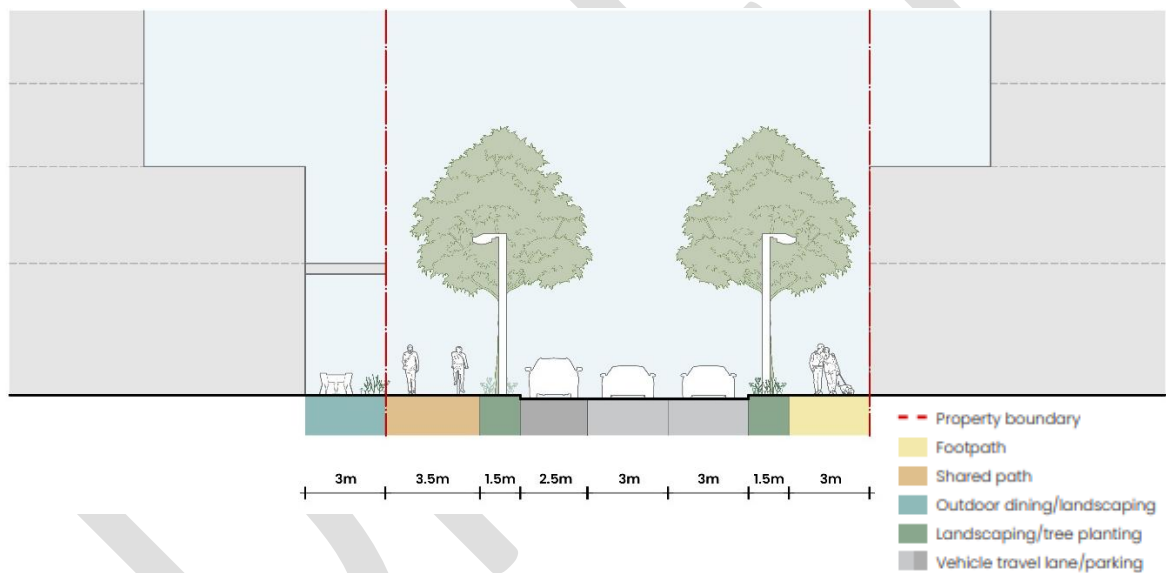


Figure E15.31 – Benalong Street (between Kalang and Carinya Avenue)



Figure E15.32 – Blair Avenue (between Phillip and Station Street)

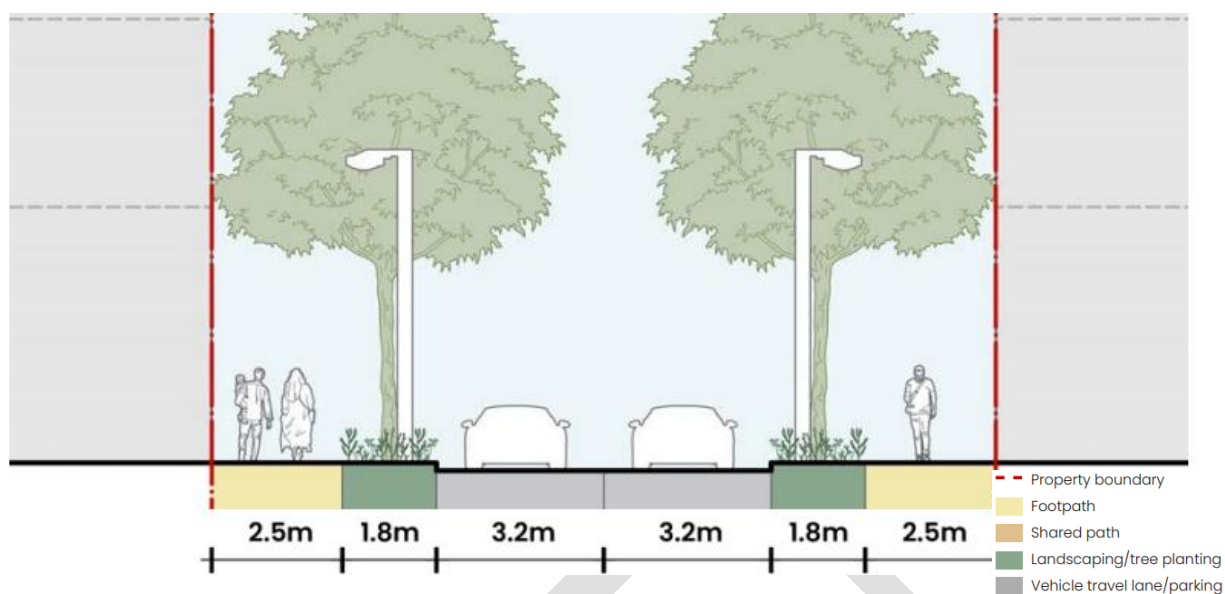


Figure E15.33 – Merinda Street (between Kalang and Carinya Avenue)

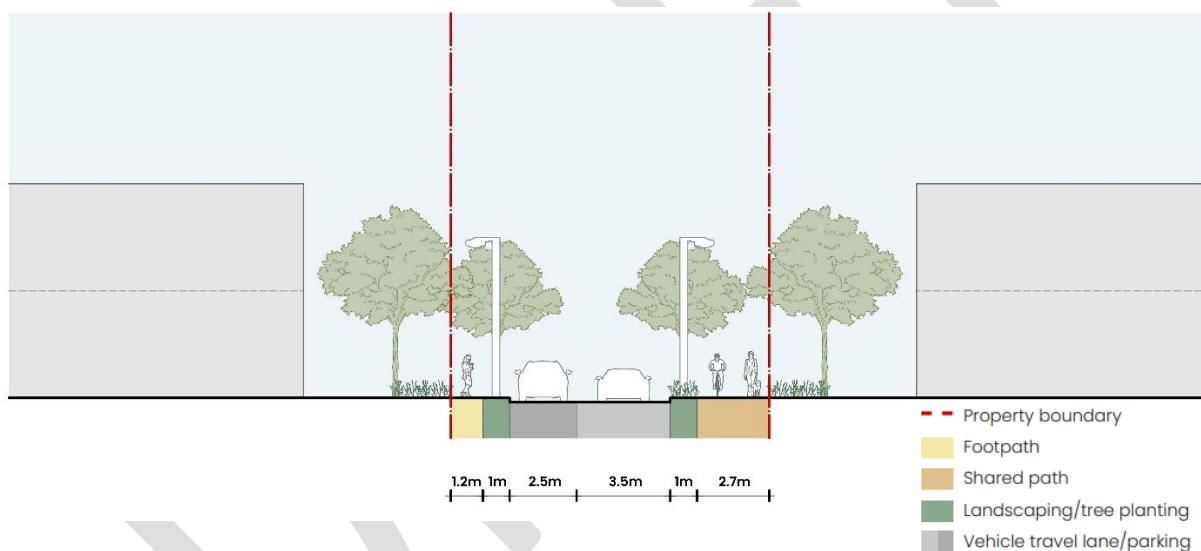


Figure E15.34 – Taroona Avenue (between Kungala and Waratah Streets)



15.6.5.2 Minor amendments (verges)

Figure E15.35 – Lethbridge Street (Between Phillip and Station Streets)



Figure E15.36 – Chapel Street (Between Lethbridge and Glossop Streets)



Figure E15.37 – Chapel Street (Between Gidley and Lethbridge Streets)

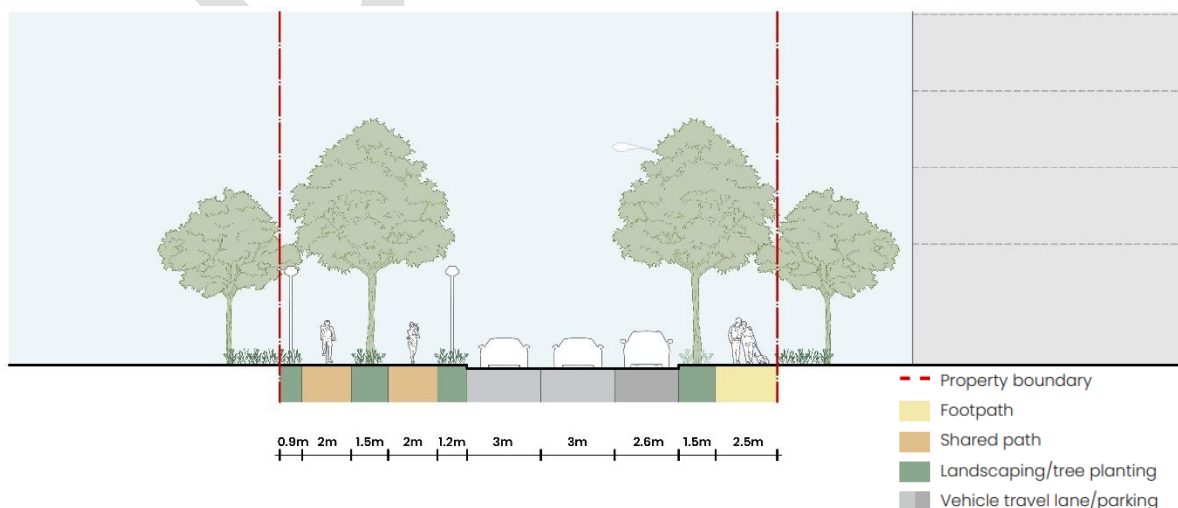


Figure E15.38 – Gidley Street (Between King and Phillip Streets)

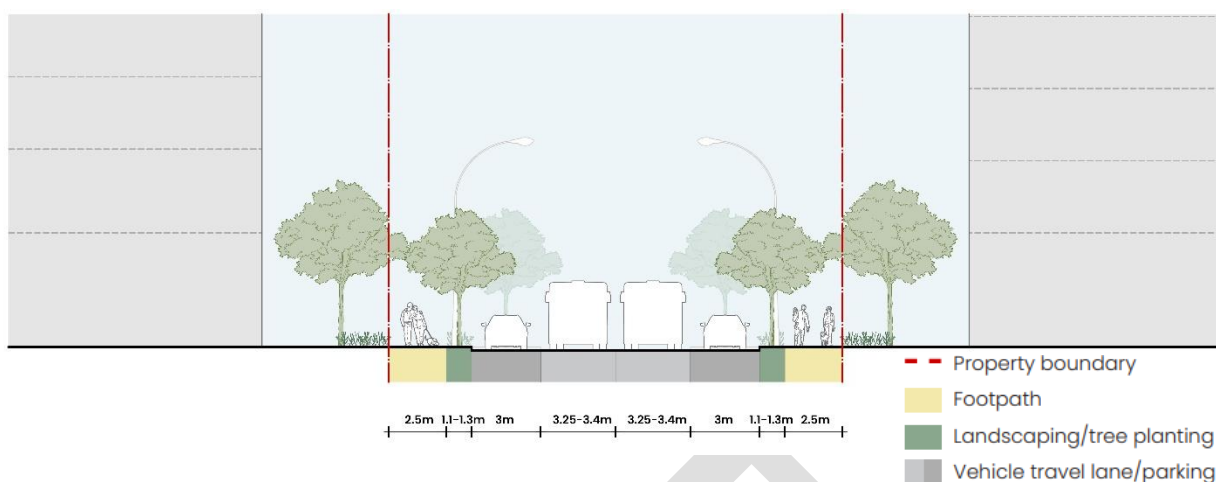


Figure E15.39 – King Street (Between Gidley and Glossop Streets)

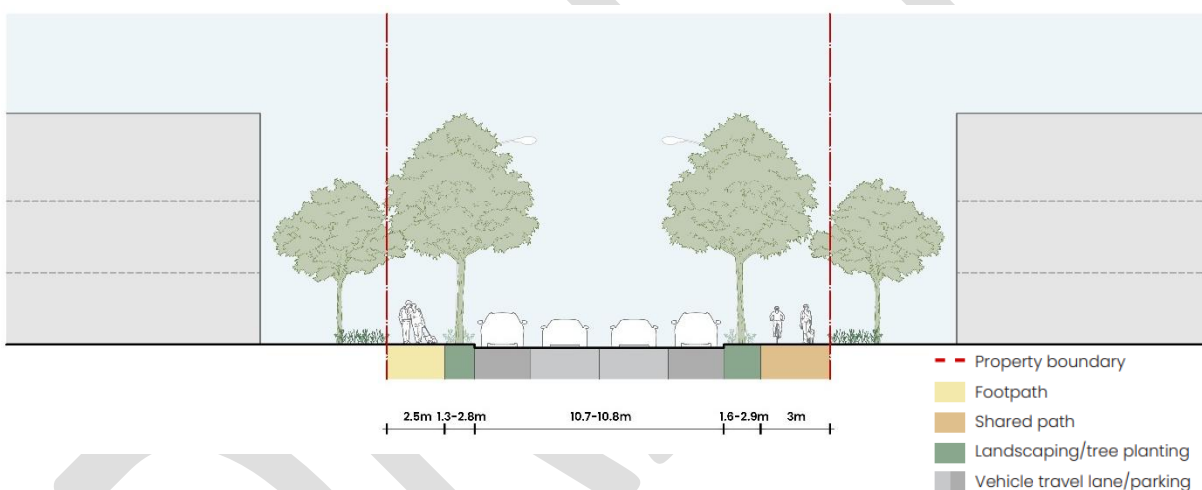


Figure E15.40 – King Street (Between Queen and Gidley Streets)

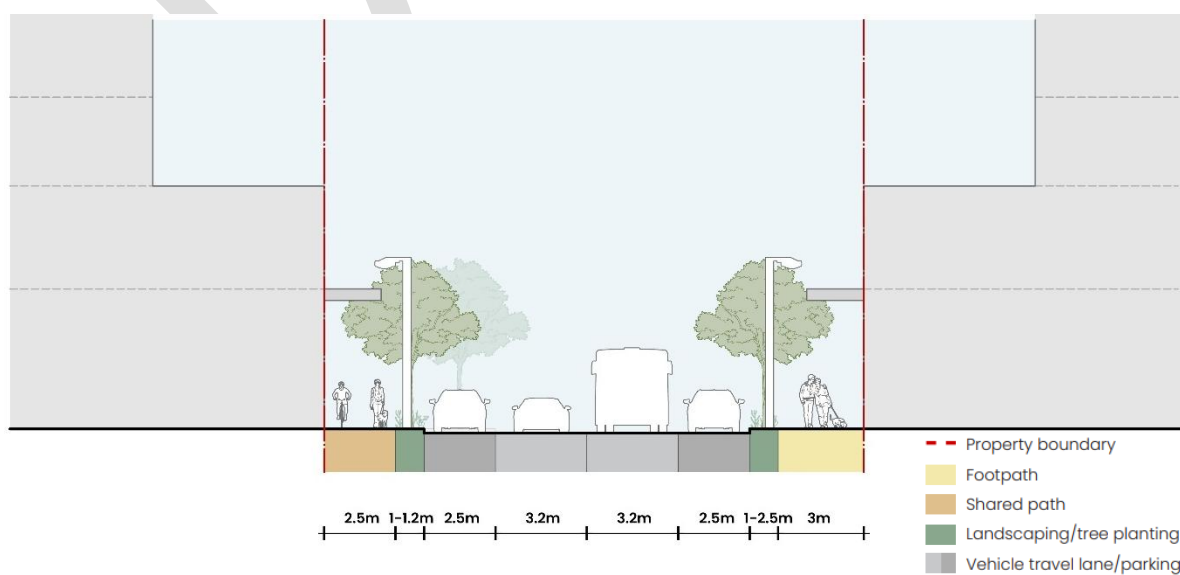


Figure E15.41 – Nariel Street (Between Carinya Avenue and Queen Street)

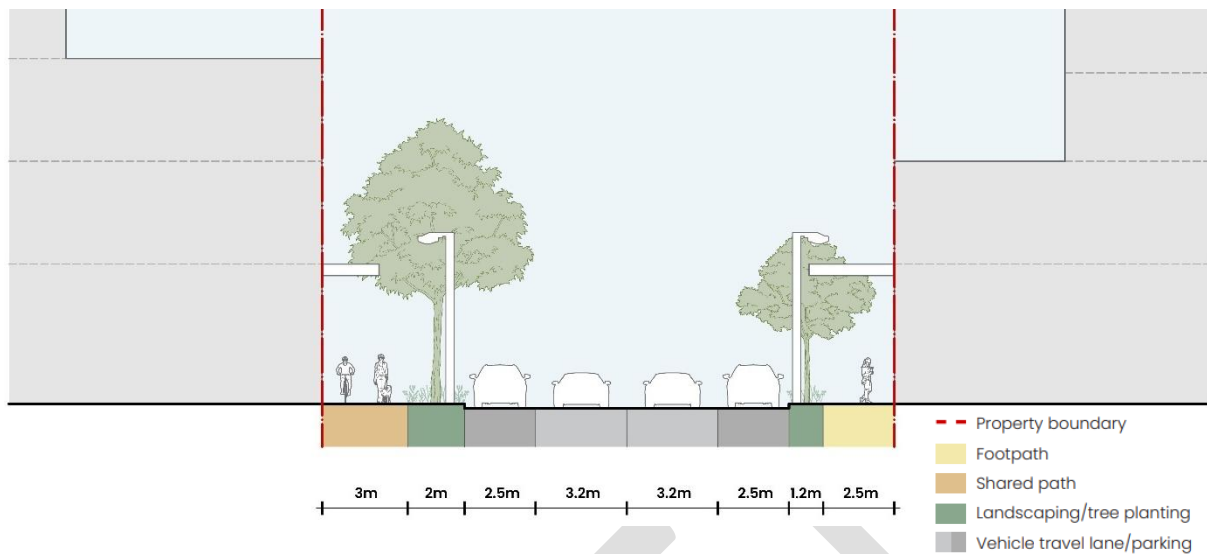


Figure E15.42 – Crana Street (Between Carinya Avenue and Queen Street)



Figure E15.43 – Phillip Street (Between Lethbridge and Glossop Streets)

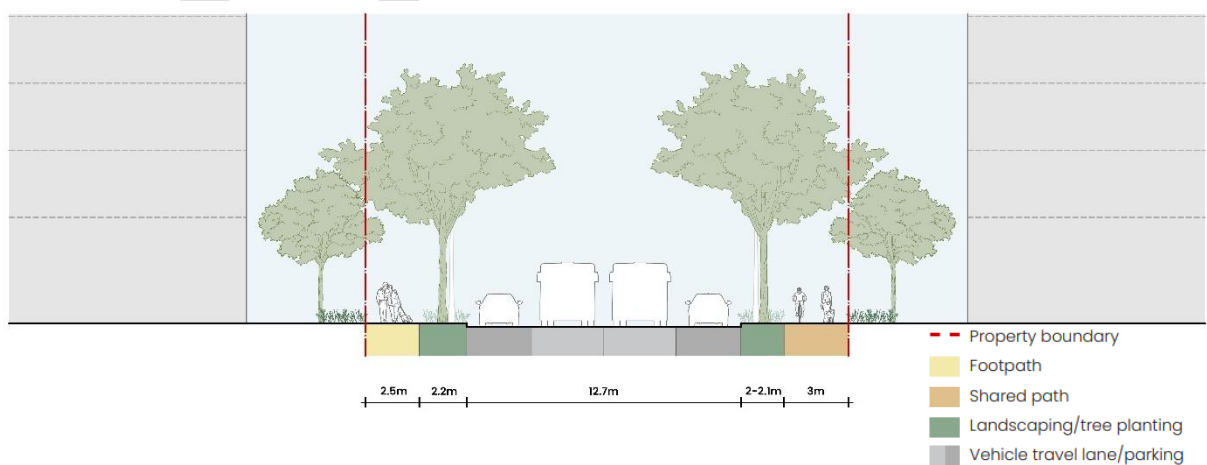


Figure E15.44 – Harris Street (Between Forrester and Glossop Streets)



Figure E15.45 – Phillip Street (Between Queen and Lethbridge Streets)

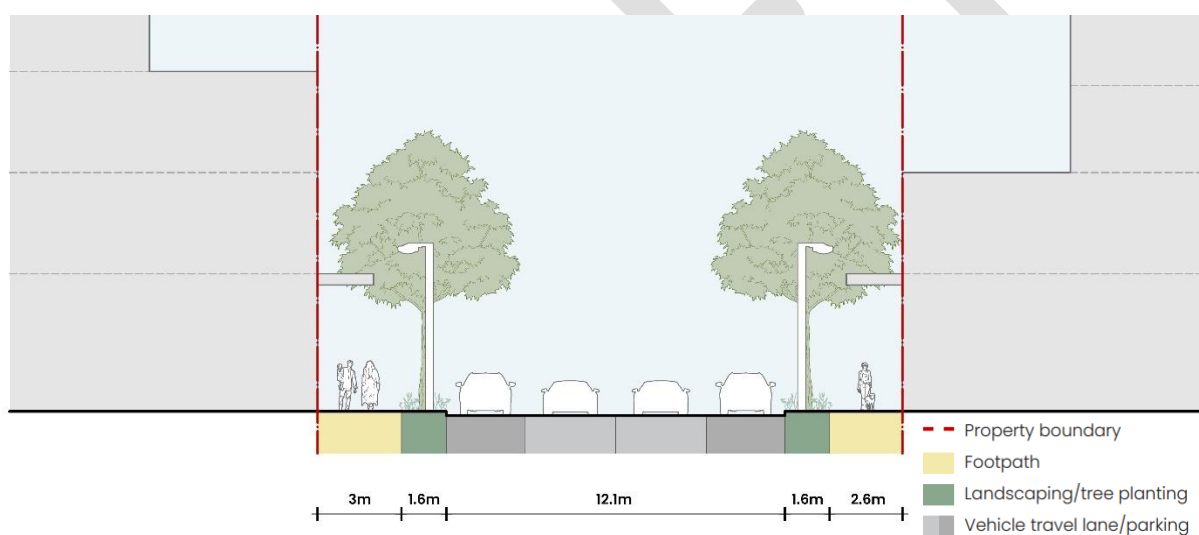
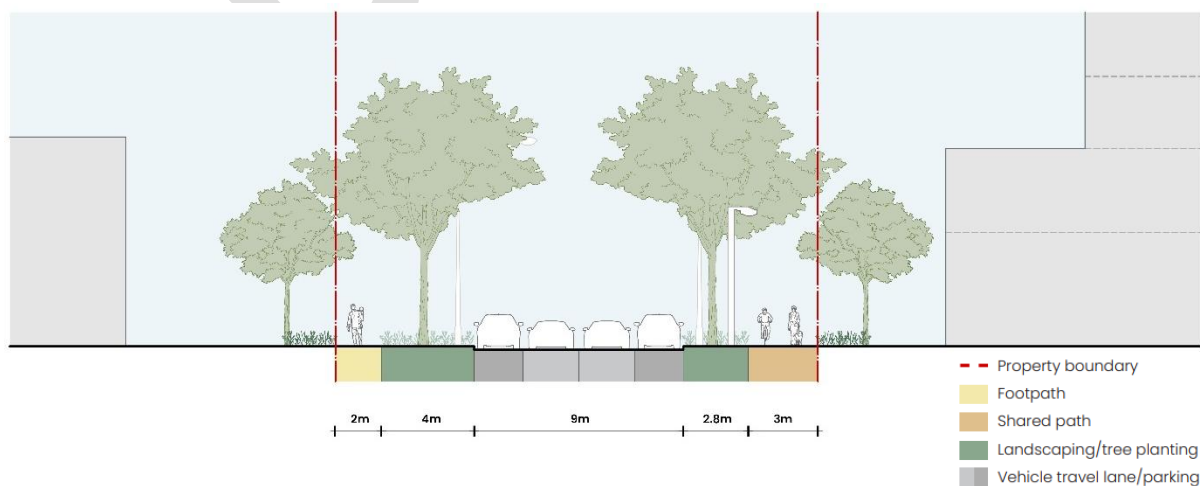


Figure E15.46 – Harris Street (Between Forrester and Glossop Streets)



15.7 Mixed Use and Commercial Development

Application

This section provides objectives and controls to guide the following development:

- Mixed use development in the St Marys Town Centre; and
- Commercial development in the Commercial Core Precinct in the St Marys Town Centre.

A. Objectives

- a) Encourage a variety of mixed use and commercial developments in the Town Centre;
- b) Create lively streets and public spaces in the Town Centre;
- c) Contribute to the legibility of the City and provide a strong definition of the public domain;
- d) Ensure that development is consistent with the desired future character of precincts as set out in this Chapter, and responds to heritage values;
- e) Promote high quality architectural buildings, and create gateway statements at the northern and southern arrivals into the Town Centre;
- f) Ensure that building designs adhere to the principles of Crime Prevention Through Environmental Design (CTPED).

15.7.1 Development Site and Setbacks

A. Objectives

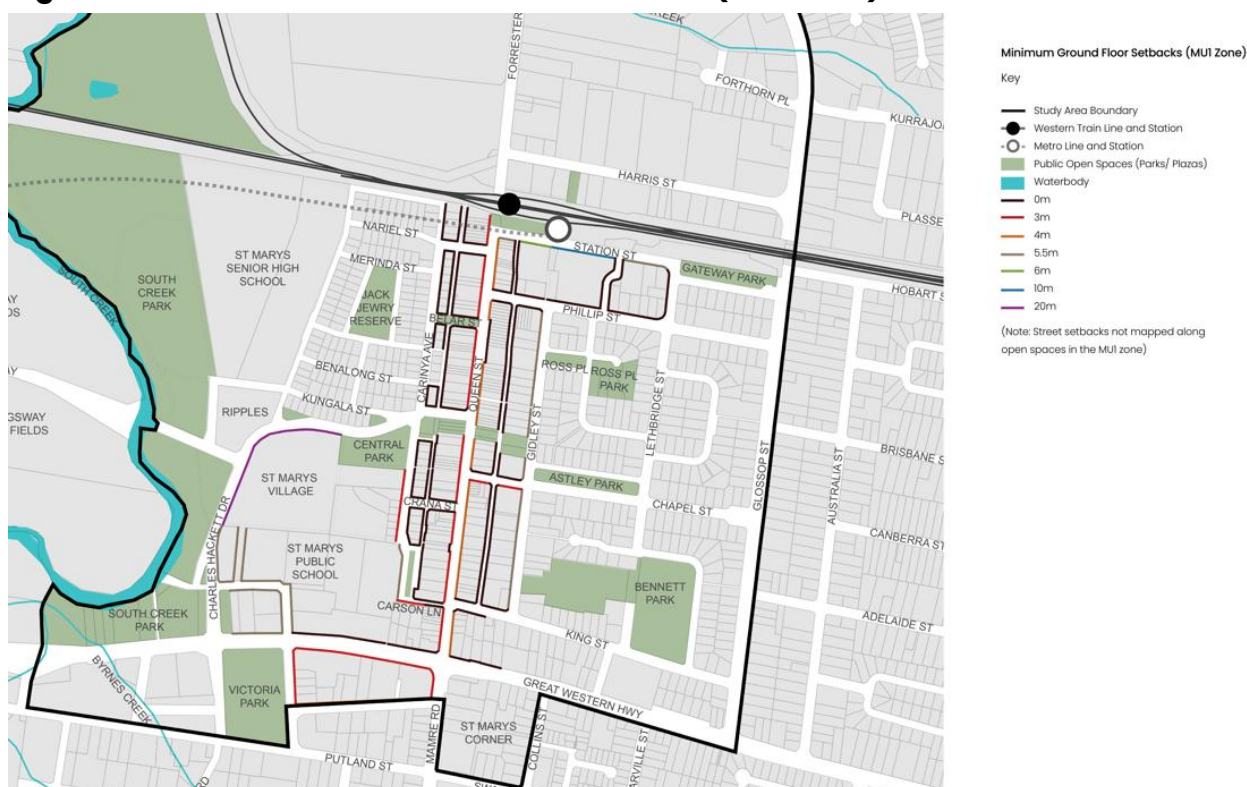
- a) Encourage development that responds to the local fine grain lot pattern and fragmented ownership pattern;
- b) Ensure that development sites have appropriate dimensions for access and servicing;
- c) Establish consistent building alignments to the street;
- d) Establish the desired spatial proportions of the street, and to define the street edge;

- e) Provide street setbacks appropriate to building function and character, and where relevant reinforce a desired future character area;
- f) Create a transition between public and private space;
- g) Maximise the impact of active frontages, locating active uses, such as shopfronts closer to pedestrian activity areas;
- h) Allow for high-quality street landscape character that contributes to the amenity of the Town Centre and a sustainable urban environment;
- i) Minimise overshadowing and maintain solar access to the public domain throughout the year;
- j) Reinforce east-west regional views to the Blue Mountains; and
- k) Retain a human-scale streetscape through consistent street frontage heights proportionate to street width and by setting back upper floors.

B. Controls

- 1) A minimum lot width of 20m is required for mixed use development.
- 2) Minimum ground floor building setbacks are specified in Figure E15.47 and are to be complied with. Where unspecified in Figure E15.47, ground floor setbacks should be consistent with the prevailing street setbacks in the immediate context, and will be subject to a merit assessment.
- 3) Minor projections into front building lines and setbacks for sun shading devices, entry awnings and cornices are permitted.
- 4) 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.

Figure E15.47: Minimum Ground Floor Setbacks (MUI Zone)



5) Street frontage heights must be consistent with Figure E15.48: *Street Frontage Heights in Storeys (MUI Zone)*.

6) Minimum building setbacks at upper floor (podium level) are to be in accordance with Figure E15.49, and as illustrated in typical section drawings at Figures E15.50 to E15.57.

Note: Building separation for residential uses are to comply with the State Environmental Planning Policy (Housing) 2021 (or as amended) and supporting design guide, as relevant. In the event of an inconsistency, the provisions of the SEPP and supporting design guide prevail.

7) Minimum building setbacks for the uppermost two floors are to be as follows:

- i. 20 metre setback from West Lane for the development site between West Lane, Charles Hackett Drive and Queen Street.

- ii. 12 metre setback from Charles Hackett Drive for the development site between West Lane, Charles Hackett Drive and Queen Street.
- 8) Development with an interface to the Historic Living Precinct is to provide a transition to the lower-scaled built form and include appropriate articulation to fit with the context.

Figure E15.48: Street Frontage Heights in Storeys (MUI Zone)

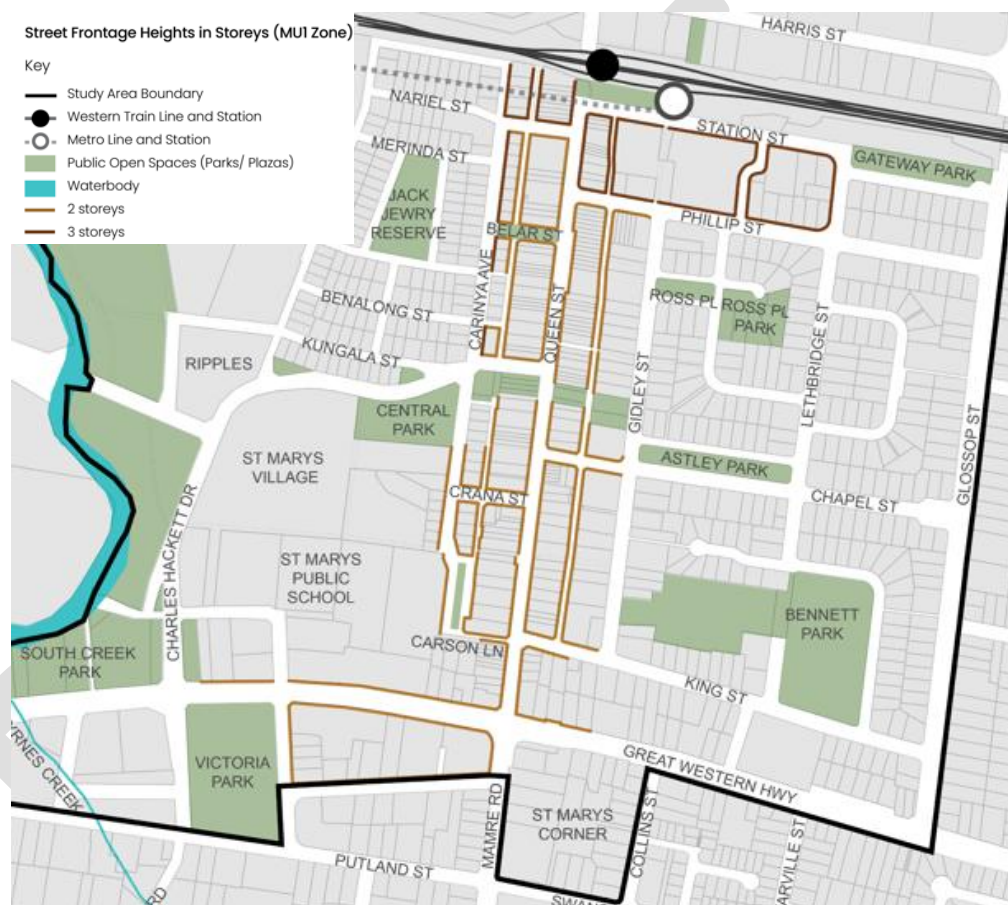


Figure E15.49 Minimum Upper-Level Setbacks at Podium Level (MUI Zone)



Figure E15.50 Typical Sections



Figure E15.51 Typical Section Across Queen Street (Section A)

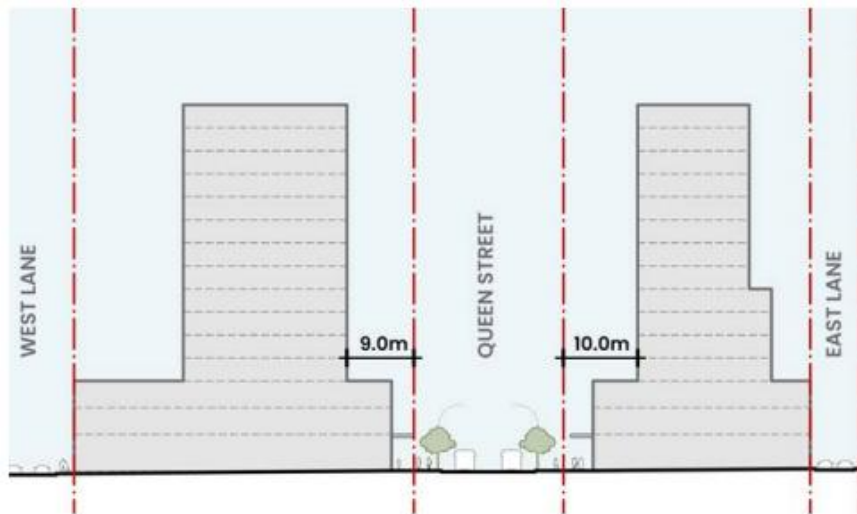


Figure E15.52 Typical Section Across Queen Street (Section B)

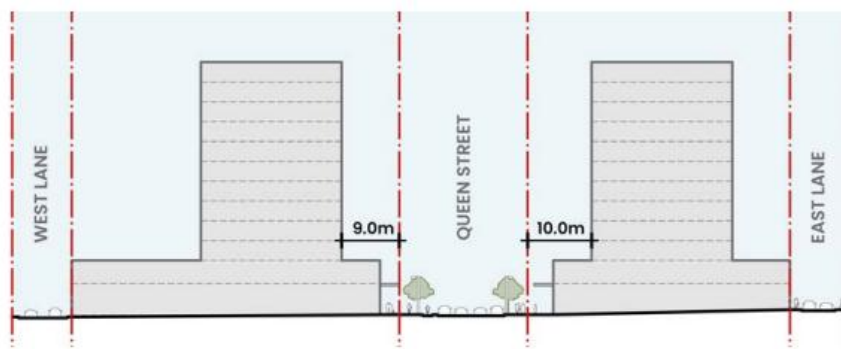


Figure E15.53 Typical Section Across Phillip Street (Section C)

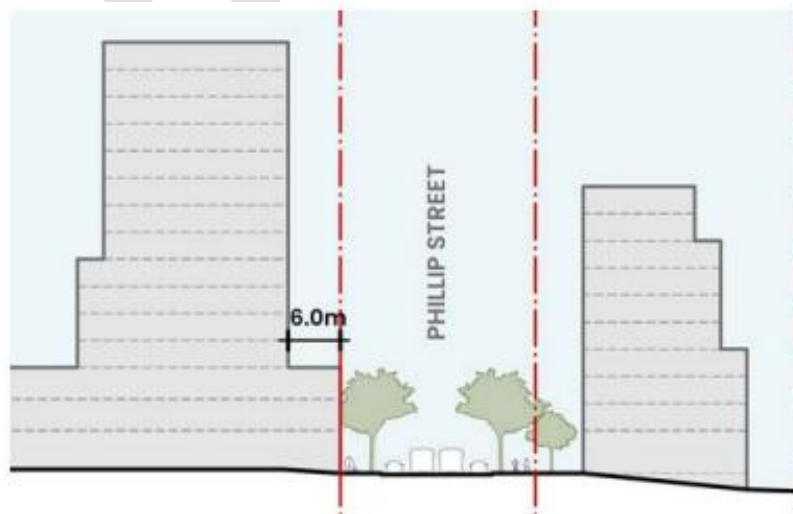


Figure E15.54 Typical Section Across Belar Street (Section D)

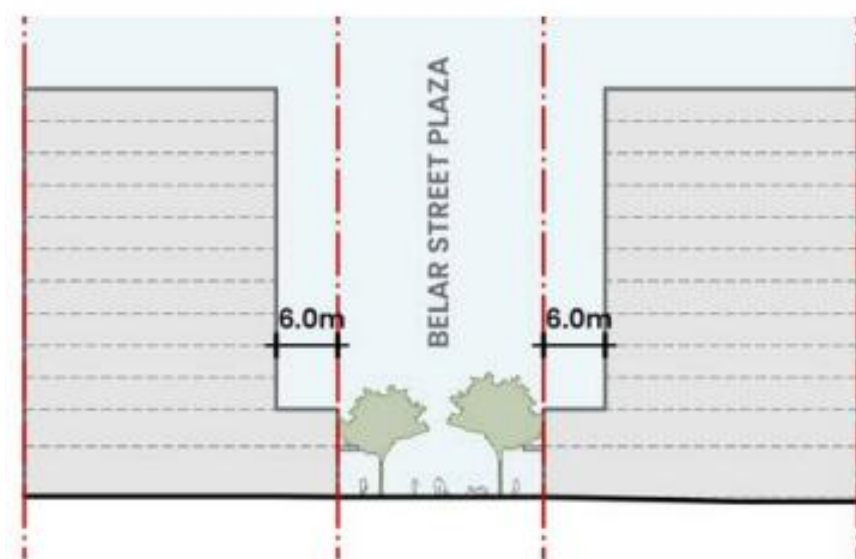


Figure E15.55 Typical Sections Across Carinya Avenue (Section E)

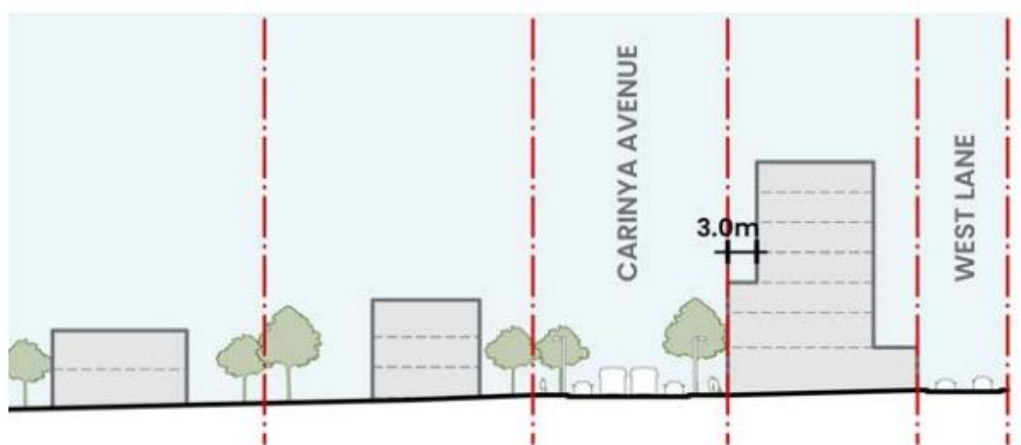


Figure E15.56 Typical Section Across Carinya Avenue (Section F)

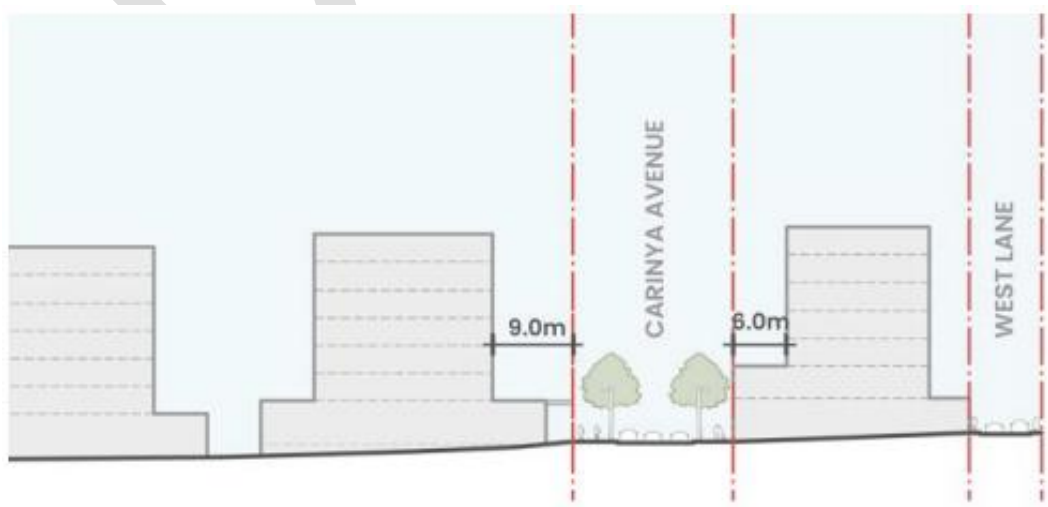
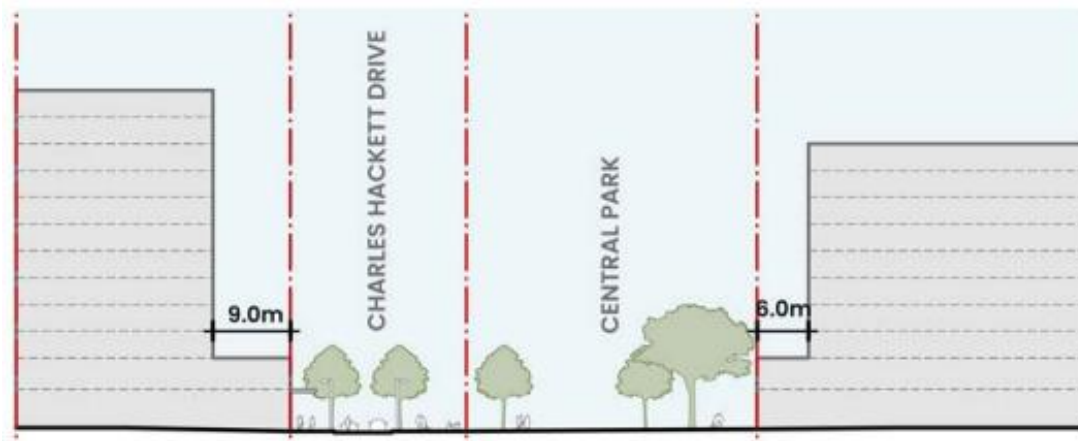


Figure E15.57 Typical Section Across Central Park Showing Building Envelopes To Its North And South (Section G)



15.7.2 Building Heights in Storeys and Dwelling Mix

A. Objectives

- a) Achieve gradation of building heights to ensure appropriate management of overshadowing, access to sunlight and privacy;
- b) Ensure floor to ceiling heights provide adequate amenity for building occupants, support a range of uses and allow for flexibility of uses over time; and
- c) Provide rooftop access for use as communal open space and landscaped gardens.

B. Controls

- 1) The maximum number of storeys is to be no greater than the equivalent height in metres detailed in Table E15.4: *Building Height in Storeys*.
- 2) Buildings must be designed to provide adequate height clearance to permit Council's Standard Waste Collection Vehicles to safely enter and exit the building for waste collection. The city-wide controls relating to waste management in Penrith DCP and supporting Waste Management Guideline apply and are to be complied with.

3) Minimum floor to ceiling heights are to be in accordance with Table E15.5: *Minimum Floor to Ceiling Height*.

Table: E15.4 Building Height in Storeys

Maximum Building Height under Penrith LEP	Maximum Height in Storeys
8.5 metres	2 storeys
10-12 metres	3 storeys
16.5 metres	4 storeys
22.5 metres	6 storeys
25.5 metres	7 storeys
29 metres	8 storeys
32 metres	9 storeys
35-35.5 metres	10 storeys
41.5 metres	12 storeys
50.5-51.5 metres	15 storeys
61m	18 storeys

Table E15.5 Minimum Floor to Ceiling Height

Land Use	Floor	Minimum Floor to Ceiling Height
Mixed use	Ground	• 4.5m
	Above Ground Floor	• 3.3m for all floors within the building podium (i.e. first and second floors where applicable); and • As per the relevant SEPP and supporting Guideline for floors above the building podium.
Commercial	Ground	• 4.5m

	Above Ground Floor	<ul style="list-style-type: none"> • 3.3m for commercial office use; and • 3.5m for active public uses.
Residential	Ground	<ul style="list-style-type: none"> • 2.7m for habitable rooms
	Above Ground Floor	<ul style="list-style-type: none"> • 2.7m for living rooms; and • 2.4m for habitable rooms (excluding living rooms).

- 4) Mixed use developments are to 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.
- 5) Developments that contain 10 or more dwellings are to provide the following mix of apartments:
 - 1-bedroom units: 25% of the total dwelling yield.
 - 2-bedroom units: 55% of the total dwelling yield.
 - 3-bedroom units: 20% of the total dwelling yield.
- 6) 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.
- 7) Development applications 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)

15.7.3 Building Depth, Bulk and Separation

A. Objectives

- a) Establish an appropriate scale, dimension, form and separation of buildings;
- b) Provide viable and useable commercial floor space;
- c) Allow for view sharing and view corridors; and
- d) Reduce the apparent bulk and scale of buildings by breaking up expanses of building walls with modulation of form;
- e) Provide adequate privacy, access to light, air and outlook for the occupants of buildings, neighbouring properties and future buildings;
- f) Ensure sunlight penetrates through to street level to protect the amenity of pedestrians and to ensure that street trees grow.

B. Controls

- 1) For buildings 12m in height or above, the maximum building depth for residential uses is 18m from glass line to glass line (excluding balconies) for cross-over or cross-through apartments.
- 2) Notwithstanding the above control (15.7.4.B.1), a maximum building length of 50m is permitted for buildings that are 24m in height or greater.
- 3) All points of an office floor are to be no more than 10m from a source of daylight (e.g. window, atria, or light wells) in buildings less than 24m in height, and no more than 12.5m from a window in buildings over 24m in height.
- 4) Building separation is to be provided in accordance with the State Environmental Planning Policy (Housing) 2021 (or as amended) and supporting design guide.

- 5) In the case where a development results in an isolated site, the development may need to provide greater separation to ensure the isolated site can be reasonably developed.

15.7.4 Site Coverage and Deep Soil Zones

A. Objectives

- a) Ensure developments contribute to mitigating urban heat impacts by increasing canopy coverage and deep soil planting and retaining existing canopy trees on sites.
- 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 coverage and minimum deep soil zones for development are specified in Table E15.6.
- 2) Deep soil zones are to:
 - i. have a minimum width of:
 - 3 metres for sites with an area between 650m² and 1500m²
 - 6 metres for sites with an area greater than 1,500m²to enable the planting of and healthy growth of medium to large canopy trees;
 - ii. retain existing canopy trees onsite;
 - iii. contain unexcavated soil with no encroachment of basement, structures, works, services, car parking, hardstand or the like; and
 - iv. Planting on structures will not be included in the calculation of the minimum deep soil zone.

Table E15.6 Site Coverage and Deep Soil

Precinct / Use	Maximum Site Cover	Minimum Deep Soil Zone (% of site)
MU1 Mixed Use Zone (Commercial Core Precinct; Town Centre Core Precinct except for lots with a frontage to the Great Western Highway).	100%	0%
MU1 Mixed Use Zone (Lots with a frontage to the Great Western Highway in the Town Centre Core Precinct)	70%	30%
E3 Productivity Support Zone (Co-Working and Creative Industry Precinct)	-	15%

15.7.5 Commercial Development in the Commercial Core Precinct

A. Objectives

- a) Facilitate growth in commercial office space to support professional, knowledge and innovation businesses and employment.
- b) Provide a high-level of amenity for business growth;
- c) Respond to the fine grain lot pattern and fragmented ownership pattern;
- d) Ensure that development sites have appropriate dimensions for access and servicing; and
- e) Provide a large-format supermarket within the Commercial Core Precinct.

B. Controls

- 1) A minimum lot width of 20m is required for commercial development.

- 2) Development applications are to address the minimum non-residential floor space ratio requirements that apply to the Commercial Core Precinct under Penrith LEP 2010.
- 3) Minimum ground floor building setbacks are specified in Figure E15.47 and are to be complied with.
- 4) A street frontage height of 3 storeys is required for commercial development in the Commercial Core Precinct, consistent with Figure E15.48.
- 5) Minimum building setbacks at upper levels (podium level) are to be in accordance with Figure E15.49.
- 6) Minimum building setbacks from side boundaries are:
 - i. Buildings up to 12 metres in height: 0m
 - ii. Buildings above 12 metres in height: in accordance with the relevant SEPP and any supporting design guideline.
- 7) Minimum building separation between non-residential buildings on the same site are to be in accordance with the following:
 - i. 0 metres for buildings up to 12m in height
 - ii. 10 metres for buildings 12m-24m in height
 - iii. 15-24 metres for buildings over 24m in height (15m separation between east-west facing facades of buildings and 24m separation between north-south facing facades)
 - iv. Courtyards or internal atriums to have 2:1 or 3:1 width to depth ratio to ensure effective air circulation and avoid trapped odours.
- 8) A maximum building length of 50m is permitted for buildings that are 24 metres in height or greater.

- 9) Buildings are to be articulated, and large expanses of any single material is to be avoided. Buildings over 30 metres in length are to be separated into at least two parts by a significant recess or projection.
- 10) All points of an office floor are to be no more than 10 metres from a source of daylight (e.g. window, atria, or light wells) in buildings less than 24 metres in height, and no more than 12.5m from a window in buildings over 24 metres in height.
- 11) Commercial development in the Commercial Core Precinct is permitted to have a maximum site cover of 100% of the site area, and 0% deep soil planting area.
- 12) The minimum floor to ceiling height, and floor to floor height are to be in accordance with the following:
- **Ground Floor:** 4.5 metres floor to ceiling height; and 4.9m floor to floor height.
 - **Upper Floors:** 3.3 metres floor to ceiling height for commercial office use; and 3.5 metres floor to ceiling height for active public uses.
- 13) An area of communal open space is to be provided for staff recreation, appropriate to the needs of the premises, and integrated with adjacent open space or natural areas.
- 14) Development applications are to demonstrate that developments will achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2-hours between 9am and 3pm on 21 June (mid-winter).
- 15) Buildings are to be designed to provide adequate height clearance to permit Council's Standard Waste Collection Vehicles to safely enter and exit the building for waste collection. The city-wide controls

relating to waste management in Penrith DCP and supporting Waste Management Guideline apply and are to be complied with.

15.7.6 Active Street Frontages, Building Entries, Awnings and Outdoor Dining

A. Objectives

- a) Achieve active street frontages with good physical and visual connections between buildings and the street;
- b) Maximise active frontages along select streets and public places to encourage community activity and contribute to the liveliness of the Town Centre;
- c) To promote safety, natural surveillance and territoriality of the public domain;
- d) Encourage an address to the street outside of areas where active street frontages are required;
- e) Require awnings where high pedestrian activity occurs to provide weather protection and to create a comfortable pedestrian environment;
- f) Ensure a high quality and consistent street frontage;
- g) Minimise conflicts between uses within mixed use development;
- h) Provide a high level of residential amenity; and
- i) Encourage outdoor dining in suitable locations within the St Marys Town Centre.

B. Controls

- 1) Active street frontages are to be provided in accordance with Clause 7.8-*Active Street Frontages* of Penrith LEP.
- 2) Ground floor active street frontage uses must be at the same level as the adjoining footpath and are to be directly accessible from the street.

3) Active street frontage uses at street level may include one or a combination of the following:

- I. Shop front
- II. Entrance to retail premises
- III. Café or restaurant if accompanied by an entry from the street
- IV. Active office uses, such as reception if visible from the street; and
- V. Public building if accompanied by an entry from the street.

4) Continuous street frontage awnings must be provided for all new developments that are required to have active street frontages under Clause 7.8 of Penrith LEP.

5) Awnings are to:

- i. Be a minimum 2.8m deep where street trees are not required, otherwise a minimum 2.4m deep;
- ii. Have a minimum soffit height of 3.2m and a maximum of 4m;
- iii. Be stepped for design articulation or to accommodate sloping streets, integrate with the building design and not exceed 700mm;
- iv. Be low profile, with slim vertical fascias or eaves (generally not to exceed 300mm height);
- v. Be set back from the kerb to allow for clearance of street furniture, trees, etc (minimum 600mm);
- vi. Be designed to match building facades and be complementary to those of adjoining buildings;
- vii. Wrap around corners for a minimum 6m;
- viii. 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;
- ix. No more than one under-awning sign may be attached to the awning and must be 6m away from the sign of the adjoining

property.

Note: a separate approval to erect an awning over the road reserve including a footpath is required under the Roads Act and the Local Government Act.

- 6) Outdoor dining areas are encouraged in areas shown in Figure E15.58.

Note: a separate approval from Council is required under the Roads Act and Local Government Act for outdoor street dining.

- 7) Restaurants, cafes and the like shall provide openable shopfronts.
- 8) Solid roller shutters and fixed bars are not to be installed on windows and doors of shop fronts. Only open grill or transparent security shutters are permitted to retail frontages and shall be fitted to be fully retractable.
- 9) Buildings are to address the public domain. Street address is defined as entries, lobbies and habitable rooms with clear glazing to the street and not be more than 1.2m above street level.
- 10) Activation of rear lanes at ground level is encouraged.
- 11) Building entries are to provide direct access to the street. Entries are to be clear of obstructions, providing a clear sight line from the street to the building and from the building to the street.
- 12) Large developments should provide multiple entrances including an entrance on each street frontage.
- 13) Mixed use developments are to provide:
- i. Separate and defined entry and vertical circulation for each use within the development.
 - ii. Separate service provisions for commercial and residential activities within a development, including but not limited to

loading docks, waste collection, and servicing. Refer to Section 15.10 of this Chapter for further controls regarding servicing.

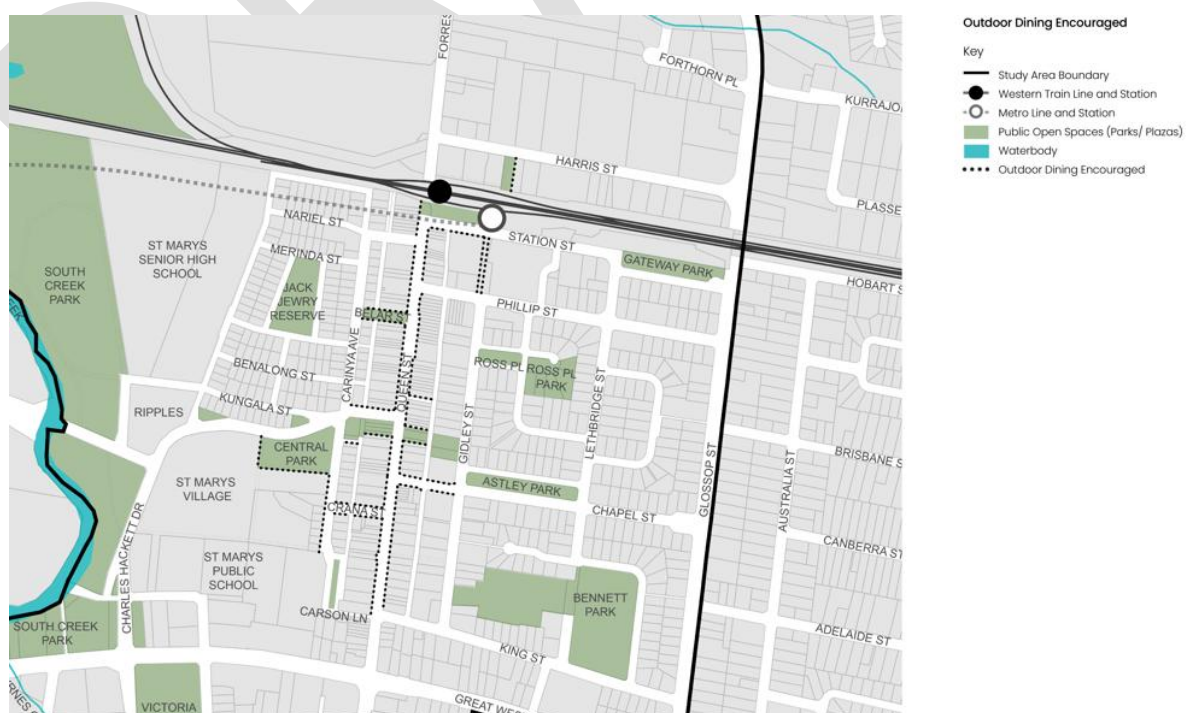
- iii. Security access controls to all entrances into private areas, including car parks, internal courtyards and the like.
- iv. Screening for rear and at grade car parks when adjacent to the public domain.

14) 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:

- i. Access requirements including access for people with disability;
- ii. Any upgrading works necessary for compliance with the Building Code of Australia; and
- iii. Appropriate floor to ceiling heights.

15) Blank building walls at ground level are to be avoided.

Figure E15.58: Outdoor Dining Encouraged



15.7.7 Night-Time Economy

Night-time economy refers to any activity which takes place between 6pm–6am. The night-time economy is usually driven by core activities such as food, drink, entertainment and creative and cultural events, as well as supporting activities such retail, transport, accommodation and education.

Night-time economy plays an important role in the St Marys Town Centre as it contributes to active and vibrant centres, creates opportunities for growth, improves safety at night and builds identity and culture.

Application

This section applies to any development application within the Town Centre Core, Commercial Core, and Co-working and Creative Industry Precincts as identified on Figure E15.3 that seeks to:

- a) Operate between 6pm–6am, including temporary uses and events; or
- b) Intensify or change an existing late-night trading use.

This Section does not apply to sex service premises and restricted premises.

Figure E15.59 Examples of Night-Time Economy Activities

 Entertainment	<ul style="list-style-type: none">• Performing arts and live music• Cultural events• Recreational activities• Galleries
 Food & Dining	<ul style="list-style-type: none">• Cafes and restaurants• Bars• Food trucks• Food markets
 Retail & Services	<ul style="list-style-type: none">• Supermarkets• Pharmacies• Dry cleaning• Hair dressing and massage• General retail

A. Objectives

- a) Promote and encourage night-time economy activities within identified precincts in the St Marys Town Centre;
- b) Create a vibrant evening economy that serves residents, workers and visitors;
- c) Provide a high level of amenity for business growth;
- d) Encourage development that enhances and contributes to economic and social sustainability;
- e) Support and enhance retail, hospitality, entertainment and tourism industries to undertake late-night trading in appropriate locations;
- f) Enhance public safety by increasing activity in the public domain at nighttime;
- g) Ensure night-time economy activities are appropriately managed and operated to minimise privacy and amenity impacts on neighbouring land uses;
- h) Ensure the operation of night-time economy activities will not result in unreasonable safety and security impacts to patrons, staff and the general public; and
- i) Protect local amenity within close proximity of night-time economy activities and ensure any potential land use conflicts with adjoining uses are minimised.

B. Controls

- 1) Development Applications must demonstrate that the type of activity, including hours of operation, is suitable for the location and is unlikely to have an adverse impact on surrounding land uses.
- 2) In determining the suitability of a proposed night-time economy use, Council will consider the following matters:
 - a) The type of land use and proposed hours of operation;
 - b) The size of all buildings and structures associated with that use;
 - c) Staff and patron capacity;

- d) Whether a live performance space or amplified music is proposed;
 - e) Whether alcohol will be served on the premise;
 - f) Patron queuing and dispersal;
 - g) Existing hours of operation of surrounding businesses and how the proposal interacts with these;
 - h) Availability and frequency of public transport or safe areas to park during operating hours, including taxi services;
 - i) Safety, security and crime prevention measures for patrons, the immediate public domain and surrounding area;
 - j) Potential amenity impacts to surrounding uses, by way of noise, lighting, traffic and parking;
 - k) The impact of the premises on the mix, diversity and possible concentration of uses in the locality;
 - l) The location of the activity and its proximity to sensitive noise receptors, including residential development;
 - m) The size and nature of public spaces or temporary structures;
 - n) Availability of public toilets or temporary public toilets;
 - o) Waste and recycling management.
- 3) Development Applications must demonstrate that the proposed hours of operation are appropriate, having regard for the type of land use and its size, capacity and location.
- 4) The design of late-night trading premises shall ensure sources of noise, such as waste collection, deliveries, ventilation systems, parking areas and mechanical heating/cooling units are sited away from adjoining lots with acoustic treatments implemented.
- 5) Shopfront entrances and outdoor dining areas shall be located away from immediately adjoining residential zoned properties to ensure there are no amenity impacts.

- 6) Late-night trading premises are to be designed in accordance with requirements under the Safety and Security section within Chapter C1 of this DCP.
- 7) All areas intended to be used at night must provide appropriate levels of visibility for staff and patrons. Lighting must be installed to enable visibility and surveillance of car parking areas and the entrances and exits.
- 8) After-hours lighting is to be provided in shopfronts to prevent areas of concealment and discourage undesirable behaviors.
- 9) Where trading after 2am is proposed, Council will assess a proposal on its merit, having regard to:
 - i. The nature of the use, size and potential capacity;
 - ii. Hours of operation of surrounding businesses and how proposed hours interact with these;
 - iii. Availability and frequency of public transport or safe areas to park;
 - iv. The likelihood of the proposed use to promote antisocial activities, such as lewd acts, or violence;
 - v. The level of public lighting available at and to the site;
 - vi. Amenity impacts of surrounding premises and sites;
 - vii. Cumulative impact of uses in one location; and
 - viii. The location of the premises and the proximity of residential and other sensitive uses, including any external areas (not fully enclosed).
- 10) An application for late-night trading outside of the Town Centre Core, Commercial Core and Co-working and Creative Industry Precincts will be considered on a merit assessment and will depend on the nature and scale of the use and any potential amenity impacts.

15.8 Streetscape

Application

This section applies to all development in the St Marys Town Centre.

A. Objectives

- a) Encourage variety in architectural styles for visual interest and to reinforce desired future character of precincts;
- b) Contribute positively to the streetscape and the public domain by means of high-quality architecture and robust selection of materials and finishes;
- c) Promote high-quality architectural buildings to create gateway statements at the northern and southern arrivals into the Town Centre;
- d) Maintain a human-scale built form in the articulation and detailing of lower levels of buildings;
- e) Provide richness of detail and architectural interest at visually prominent parts of a building, including lower levels and rooftops;
- f) Present appropriate design responses to nearby development that complement the streetscape;
- g) Ensure building services are designed and located to minimise impacts on the streetscape;
- h) Minimise untidy 'back-of-house' presentation to service lanes; and
- i) Encourage undergrounding of powerlines to minimise impacts of services on tree canopy cover.

B. Controls

- 1) Adjoining buildings are to be considered when designing new buildings and extensions to existing buildings in terms of:
 - i. Appropriate alignment and street frontage heights;
 - ii. Setbacks above street frontage heights;
 - iii. Selection of appropriate materials and finishes;
 - iv. Facade proportions including horizontal or vertical emphasis; and
 - v. Provision of enclosed corners at street intersections.

- 2) Buildings designs are to incorporate balconies and terraces, 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.
- 5) To assist articulation and visual interest, large expanses of any single material must be avoided.
- 6) Glazing for retail uses is to be maximised, but broken into sections to avoid large expanses of glass.
- 7) Development in the vicinity of Heritage Items mapped under Penrith LEP 2010 shall provide a curtilage to the satisfaction of Council.
- 8) Lift overruns, air-conditioning and plant equipment is to be integrated into the overall architecture of the building and screened from the public domain.
- 9) Building design must promote natural surveillance of rear lanes.
- 10) Where required by development, service infrastructure (such as electricity substations/kiosks, fire pumps and hydrants, and fire escapes and the like) must be addressed at development application stage and shown on the development application plans. Service infrastructure must be located on secondary streets or rear lanes. Where this is not possible, services infrastructure must be integrated

into the building form, designed to minimise impacts on the streetscape, and concealed from public view.

- 11) For Residential Flat Buildings and buildings that are 3-storeys or greater, all existing (aerial) and proposed services for the development, including those across the frontage of the development are to be located or relocated underground in accordance with the relevant authorities' regulations and standards.

15.9 Residential Development

Application

This section applies to all development zoned residential within the St Marys Town Centre. This section must be read in conjunction with relevant city-wide sections within Penrith Development Control Plan 2014, which continues to apply except as amended by this section.

Residential flat building development with 3 or more storeys, and 4 or more dwellings, is to comply with the relevant State Environmental Planning Policy (SEPP) and any supporting design guideline. Where there is an inconsistency between this DCP and a SEPP or supporting design guideline, the SEPP and/or supporting design guideline prevail to the extent of the inconsistency.

A. Objectives

- a) Ensure a high standard of residential development is achieved in the St Marys Town Centre;
- b) Promote residential development that responds to the planned future character of the identified precincts within the Town Centre;
- c) Promote a mix of residential housing types and dwelling sizes to meet the increasingly diverse needs of the local community;
- d) Ensure the bulk and scale of dwellings does not have an adverse impact on privacy and solar amenity;
- e) Encourage attractive streetscapes that provide enhanced amenity for pedestrians and occupants;

- f) Ensure appropriately scaled and designed development occurs within and adjacent to sensitive interfaces such as the Historic Living Precinct;
- g) Retain the existing subdivision pattern with the Historic Living Precinct;
- h) Encourage rooftop access for use as communal open space and landscaped gardens within residential development in the R4 High Density Residential zone;
- i) Ensure development incorporates contemporised environmental design elements to create sustainable and liveable places compatible with the desired character of the relevant precinct;
- j) Ensure that buildings are responsive to the character and heritage values of the St Marys Town Centre; and
- k) Ensure regional views to the Blue Mountains are preserved and protected.

15.9.1 Setbacks

A. Objectives

- a) Establish consistent building alignments that complement the streetscape;
- b) Minimise impacts of development on neighbouring properties with regards to overshadowing, views, privacy and amenity;
- c) Provide sufficient setbacks that create an appropriate spatial arrangement for all development types;
- d) Ensure garages don't dominate the streetscape; and
- e) Provide opportunities for landscaping and deep soil planting zones between neighbouring properties.

B. Controls

- 1) The minimum building setbacks for dual occupancy development and multi dwelling housing are to be in accordance with Table E15.7.

Table E15.7 Minimum setbacks

Dwelling Type	Side Setback (m)	Rear Setback (m)
Dual Occupancy	1.2 metres (ground and upper floor component)	8 metres (ground and upper floor component)
Multi-dwelling housing and Manor Houses	2m for not more than 50% of a boundary (ground and upper floor).	6 metres

Table E15.8 Minimum setbacks for Residential Flat Buildings

Dwelling Type/ Location	Front Setback	Secondary Street Setback	Setback along Public Open Spaces
Residential Flat Building (unless otherwise specified below)	<ul style="list-style-type: none"> 5.5m 	<ul style="list-style-type: none"> 5.5m 	<ul style="list-style-type: none"> 2m for not more than 50% of the total building elevation.
Lots that are North of Ross Place Park (Between Blair Ave and Lethbridge St)	<ul style="list-style-type: none"> 5.5m up to 24m in height. 8.5m above 24m in height. 	<ul style="list-style-type: none"> 5.5m 	<ul style="list-style-type: none"> 2m for not more than 50% of the total building elevation; and upper floor setback as per front setback control.
Lots with a frontage to Little Chapel Street (North of Astley Park)	<ul style="list-style-type: none"> 5.5m for the lower four floors. 8.5 metres for the 	<ul style="list-style-type: none"> 5.5m 	<ul style="list-style-type: none"> 2m for not more than 50% of the total building elevation; and

	uppermost two floors		<ul style="list-style-type: none"> • upper floor setback as per front setback control.
Lots with a frontage to Chesham Street	<ul style="list-style-type: none"> • 0m up to 12m in height. • 6m for above 12m in height. 	<ul style="list-style-type: none"> • 5.5m 	<ul style="list-style-type: none"> • 2m for not more than 50% of the total building elevation.
Side and rear setbacks are to be provided in accordance with the relevant State Environmental Planning Policy and any supporting design guideline.			

- 2) Rear setback areas are to provide a green corridor of trees and shrubs which may be utilised as part of a dwelling's private open space.
- 3) Notwithstanding controls within Table E15.7, a greater setback to a side or rear boundary may be required if:
 - i. There are anticipated to be adverse privacy impacts to adjoining properties;
 - ii. The topography of the site is sloping to the rear and has a gradient of 30 degrees or more across the site; or
 - iii. Where there is an adjoining lower-density zone or lot that does not have higher-density development potential.
- 4) Balconies may project up to 600mm into front building setbacks if:
 - i. 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; and
 - ii. There is no conflict with tree canopies within the front setback.

- 5) Covered car parking areas for dual occupancy developments must be located a minimum of 0.5 metres behind the front building line.
- 6) Patio and porch areas for dual occupancy developments are permitted to encroach the front building line by a maximum of 1 metre.

15.9.2 Building Design, Bulk and Scale

A. Objectives

- a) Encourage innovative and quality designs of residential development that enhances the built form and streetscape character for the relevant precinct;
- b) Ensure development is of an appropriate scale to protect and enhance residential amenity;
- c) Reduce the visual bulk and scale of garages, ensuring they do not dominate the building façade;
- d) Encourage visual interest and designs of high architectural quality through incorporating a variety of articulation measures; and
- e) Encourage casual surveillance of the street through building design.

B: Controls

- 1) All residential development must demonstrate that it responds to the adopted vision and future desired character for the applicable precinct as contained within Appendix A of this Chapter.
- 2) Dual occupancy developments within the Historic Living Precinct are to ensure that garages do not dominate the building frontage and are to incorporate a combination of the below articulated elements within the building façade:
 - i. External structures, finishes, etchings and recessed patterns;
 - ii. Decorative features, textures and colours;

- iii. Windows on every elevation of the front building façade;
 - iv. A variety of building materials, roof forms and pitches;
 - v. Highlighting entries within front façades to provide a sense of address and visual interest from the streetscape; and
 - vi. Protrusions and penetrations in building elements.
- 3) Double garages are not permitted within dual occupancy developments located in the Historic Living Precinct.
- 4) A maximum of two driveways shall be permitted to service dual occupancy development. Driveways are to be 3 metres wide, be designed and sited to maximise landscaped areas and tree planting within the front setback area, and be designed in accordance with Council's engineering specifications.
- 5) The maximum site coverage for dual occupancy developments is 60% of the size of the lot. For the purpose of this control, site coverage includes all buildings and structures on the site, including the following:
- i. Awnings
 - ii. Basements
 - iii. Detached studios
 - iv. Driveways
 - v. Outbuildings
 - vi. Swimming Pools
 - vii. Any balcony, deck, pergola, terrace, verandah, carport and garage, whether covered, enclosed or unenclosed
 - viii. Waste and recycling storage and collection areas
 - ix. Service infrastructure
- 6) Windows and balconies on upper floors should be positioned above garages where possible for development in the Historic Living Precinct.

- 7) Where development is located adjacent to public open space or other public areas, buildings are to be designed to positively address this interface through a combination of design measures including:
- I. Habitable room windows facing the public domain;
 - II. Street access, pedestrian paths and building entries;
 - III. Paths, low fences and planting that clearly delineate between public/private domains.
- 8) Development that adjoins a through-site link is to ensure that habitable rooms face through-site links, to promote passive surveillance of through-site links.
- 9) All building forms are to be articulated to reduce visual bulk and scale of a dwelling and add visual interest to the streetscape. At minimum, the following must be incorporated into the design of the building:
- i. Windows on every elevation
 - ii. Stepped roof forms and pitches
 - iii. A variety of building materials and finishes
- 10) The minimum dwelling sizes for multi-dwelling housing developments are to be as follows:
- i. 90m² for 2-bedroom dwellings (one toilet);
 - ii. 115m² for 3+ bedroom dwellings (one toilet);
 - iii. An additional 5m² is required for each additional toilet
- 11) Development Applications for residential development are to address relevant requirements under State Environmental Planning Policy (Sustainable Buildings) 2022 or as amended.

- 12) Applicants must demonstrate that the proposed configuration of the development is suitable for the size, width, orientation and topography of the lot.
- 13) Development on corner lots must address both primary and secondary road frontages with the incorporation of design features such as building entrances, windows, verandahs and other architectural features.
- 14) Garages must not dominate the dwelling façade or road frontage.
- 15) All development is to incorporate passive design measures in line with Chapter C14 – Urban Heat Management of this DCP.
- 16) 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.
- 17) External solar shading on all residential development types should be provided to glazing on the north, east and western facades where it is not significantly overshadowed by neighbouring buildings or shaded by the inclusion of balconies. The solar shading should be designed to maximise the protection of the glazing from the summer sun and maximise solar transmission in the winter sun.
- 18) The minimum internal dwelling dimensions for residential development are to be provided in accordance with Table E15.9: *Minimum Internal Dwelling Dimensions*.

Table E15.9 – Minimum Internal Dwelling Dimensions

Dwelling Type / Precinct	Living Room (m)	Combined Living/Dining (m²)	Bedroom (m) (excluding wardrobe space)
Attached Dual Occupancy (Historic Living Precinct)	<ul style="list-style-type: none"> • Minimum width: 4m 	Minimum area: <ul style="list-style-type: none"> • 2-bedroom dwelling: 24m² • 3+bedroom dwelling: 28m² 	<ul style="list-style-type: none"> • Minimum width: 3m
Multi-Dwelling Housing	<ul style="list-style-type: none"> • Minimum width: 4m 	Minimum area: <ul style="list-style-type: none"> • 2-bedroom dwelling: 24m² • 3+bedroom dwelling: 28m² 	<ul style="list-style-type: none"> • Minimum width: 3m
Residential Flat Building	As per relevant SEPP and Supporting Design Guide		

15.9.3 Landscaping and Deep Soil Planting Zones

A. Objectives

- To maximise deep soil zones on sites for canopy tree planting;
- To achieve canopy tree targets that will contribute to mitigating urban heat impacts;
- Ensure development sites have an appropriate spatial arrangement for sufficient landscaped area and deep soil zones; and
- Enhance the quality of the built environment and create desired streetscapes.

B. Controls

- Minimum landscaped areas and deep soil planting zones are to be provided as a percentage of the total site area in accordance with Table E15.10.

Table E15.10 Minimum Landscaped Area and Deep Soil Planting Zones

Dwelling Type / Precinct	Minimum Landscaped Area (% of site)		Minimum Deep soil planting zone (% of site)
Attached Dual Occupancy (Historic Living Precinct)	40% (20% per dwelling)		20% (10% per dwelling)
Multi Dwelling Housing	35%		15%
Residential Flat Building	35%		7% of site area with minimum dimensions as the following: <ul style="list-style-type: none"> • 650m² – 1500m² = 6m • >1500m² = 6m
Manor house	Sites 600-799sqm	30%	20%
	Sites 800sqm+	50% of the site area minus 100sqm	

2) Landscaped area is to:

- i. Have a minimum width of 2 metres;
- ii. Have no basement encroachment and contain unexcavated soil to promote landscaping that is effective and healthy; and

- iii. Not include substantially paved areas such as driveways and car parking; buildings including garages and sheds; impervious surfaces, waste storage areas; and the like.
- 3) Landscaping is to be designed to integrate developments with the streetscape character and reflect attributes such as topography, views and vistas.
- 4) Landscaping is to be provided within the front, rear and side boundary setback areas and along driveways to improve visual amenity.
- 5) Landscaping and canopy tree planting shall be provided between detached buildings to improve privacy and amenity and provide a green outlook for dwellings.
- 6) Deep soil zones are to:
- i. Have minimum width of 3 metres, or in accordance with the relevant requirements of State Environmental Planning Policy and the supporting Design Guide, to enable the planting of and healthy growth of medium-large canopy trees and vegetation and ensure that tree canopy targets can be achieved.
 - ii. Retain existing canopy trees onsite;
 - iii. Contain unexcavated soil with no encroachment of basement, structures, works, services, car parking, hardstand or the like; and
 - iv. Planting on structures will not be included in the calculation of the minimum deep soil zone.
- 7) Deep soil zones may form part of the landscaped area.
- 8) A minimum of two deep soil zones are to be provided on development sites, with one located in the front yard and one located in the rear yard. The location of deep soil zones is to maximise the achievement of sunlight to ensure the growth of trees.

- 9) Where open parking spaces are proposed between development blocks, a landscaped verge is to be provided, consisting of small to medium canopy shade trees to create a landscaped buffer.
- 10) Artificial or synthetic grass will not be included in the landscaped area calculation and will be treated as an impervious surface. Artificial and synthetic grass are not considered to be ecologically sustainable and can have detrimental impacts regarding drainage, odour, toxic run-off, reduction in biodiversity and in addition pose surface heat concerns to animals.

15.9.4 Apartment Mix (Residential Flat Buildings and Shop Top Housing)

A. Objectives

- a) Establish a mix of residential housing types and dwelling sizes to meet the increasingly diverse needs of the local community;

B. Controls

- 1) Developments that contain 10 or more dwellings are to provide the following mix of apartments:
 - 1-bedroom units: 25% of the total dwelling yield.
 - 2-bedroom units: 55% of the total dwelling yield.
 - 3-bedroom units: 20% of the total dwelling yield.

15.9.5 Building Height and Separation

A. Objectives

- a) Ensure building heights are compatible with the desired future character of the relevant precinct;
- b) Ensure building heights achieve built form outcomes that reinforce quality urban design; and

- c) Ensure dwellings are adequately separated from adjoining lots to protect privacy and amenity of occupants.

B. Controls

- 1) The minimum floor to floor and floor to ceiling heights are to be in accordance with Table E15.12.
- 2) The maximum number of storeys for residential development is to be no greater than the equivalent height in metres as detailed in Table E15.11.
- 3) Notwithstanding the provisions in Table E15.12, buildings must be designed to provide adequate height clearance to permit Council's Standard Waste Collection Vehicles to safely enter and exit the building for waste collection. Refer to Chapter C5 Waste Management and the supporting Waste Management Guideline for further requirements.

Table E15.11 Maximum Storeys for Residential Development

Maximum Building Height Under Penrith LEP	Maximum Height in Storeys
8.5 metres	2 storeys
10-12 metres	3 storeys
16.5 metres	4 storeys
18 metres	5 storeys
21-22.5 metres	6 storeys
25.5 metres	7 storeys
29 metres	8 storeys
32 metres	9 storeys
35 metres	10 storeys

41.5 metres	12 storeys
50.5 metres	15 storeys

Table E15.12 Minimum Floor to Floor and Floor and Ceiling Heights

Dwelling Type	Minimum Floor to Ceiling Heights and Floor to Floor Heights
Dual Occupancy	Ground Floor: <ul style="list-style-type: none"> 3.1 metres floor to floor height. 2.7 metres floor to ceiling height for habitable rooms.
	Upper Floor Component: <ul style="list-style-type: none"> 2.4 metres floor to ceiling height for habitable rooms.
Multi-dwelling housing and Manor houses	Ground Floor: <ul style="list-style-type: none"> 3.1 metres floor to floor height. 2.7 metres floor to ceiling height for habitable rooms.
	Upper Floor Component: <ul style="list-style-type: none"> 2.4 metres floor to ceiling height for habitable rooms.
Residential Flat Buildings (R4 zone)	Ground Floor: <ul style="list-style-type: none"> 4.9 metres floor to floor height. 4.5m floor to ceiling height.
	Upper Floor Component: <ul style="list-style-type: none"> As per SEPP/Supporting Design Guideline

- 4) A minimum building separation for multi-dwelling housing and manor houses of:
 - i. 4 metres is required between the sides of each development block where no windows or habitable rooms are located.
 - ii. 6 metres between the sides of each building block where windows and habitable rooms are located.

- 5) A minimum separation of 6 metres is required between the front and rear of each development block for multi dwelling housing and manor houses.

- 6) The maximum building length for Multi-dwelling housing development is as follows:
- 20 metres for lots facing side boundaries;
 - 45 metres for lots facing the street, rear boundary or public open space.

15.9.6 Private and Communal Open Space

A. Objectives

- Ensure development sites have an appropriate spatial arrangement for sufficient private and communal open space.
- Provide a high level of amenity with opportunities for outdoor recreation and outdoor dining;

B. Controls

- The minimum private and communal open space area is to be provided in accordance with Table E15.13.

Table E15.13 Minimum Private and Communal Open Space

Dwelling Type / Precinct	Private Open Space	Communal Open Space
Attached Dual Occupancy in Historic Living Precinct	<ul style="list-style-type: none"> Minimum 50m² per dwelling; and Minimum width of 4 metres. 	N/A
Multi-dwelling housing and Manor Houses	<ul style="list-style-type: none"> 35m² per dwelling; and Minimum width of 4 metres. 	<p>For developments with 15 or more dwellings: an outdoor communal open space area that is:</p> <ul style="list-style-type: none"> 10% of the minimum landscaped area; and

		<ul style="list-style-type: none"> • Minimum width 4 metres
Residential Flat Buildings (R4 zone)	<ul style="list-style-type: none"> • As per relevant SEPP and supporting design guide. 	<ul style="list-style-type: none"> • 25% of the total site area • Minimum width 3 metres

2) Private open space is to:

- i. Be provided as one single area to ensure functionality;
- ii. Include an area that is a minimum 6 x 4 metres which is suitable for outdoor dining; and
- iii. Located immediately adjoining and level with a living, dining or kitchen area.

3) Developments should be designed to align with the adjoining lots' private open space area to help achieve a corridor of trees and vegetation along rear boundaries.

4) Development applications for multi dwelling housing are to demonstrate that the development will achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2-hours between 9am and 3pm on 21 June (mid-winter).

5) Communal open space is to be:

- i. Centrally located so it can be conveniently and safely accessible by all residents in the development;
- ii. Located behind the building line;
- iii. A minimum of 3 metres wide;
- iv. Designed to enable it to be used for passive recreational activities; and
- v. Screened from adjoining lots and the public domain.

- 6) Cool refuges are to be incorporated into communal open space areas where possible through the use of landscape design elements and may include:
- I. Canopy shade trees that contribute to increased canopy coverage;
 - II. Clustering of shrubs and planting to improve their combined cooling effect;
 - III. Trees are supported by understory planting.

15.10 Parking, Access and Servicing

Application

This section applies to all development in the St Marys Town Centre. This section must be read in conjunction with relevant city-wide sections within Penrith Development Control Plan 2014, which continues to apply except as amended by this section.

15.10.1 Public Parking

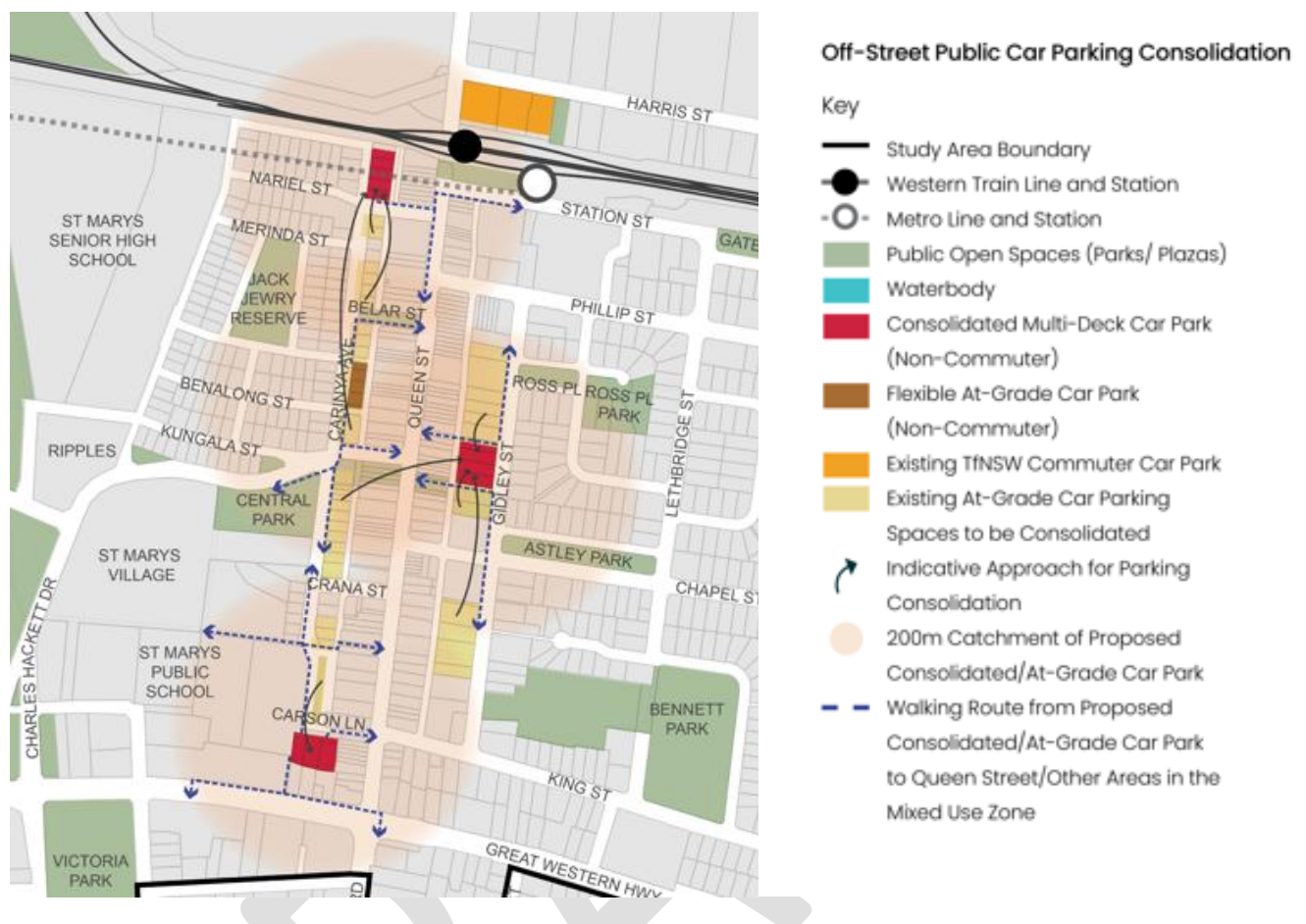
A. Objectives

- a) Retain the existing supply of public parking spaces within the Town Centre, and provide for a mix of short, medium and long stay parking; and
- b) Identify desired consolidation of certain at-grade public car parks into multi-deck facilities, maximising parking at accessible and convenient locations and encouraging efficient use of land.

B. Controls

- 1) As redevelopment occurs, the consolidation of at-grade car parks is encouraged to provide for multi-deck facilities as identified in Figure E15.60. Multi-deck parking facilities are to be non-commuter, with desired locations being directly accessible from the peripheral movement network with convenient access to Queen Street.

Figure E15.60 Desired Off-Street Public Parking Consolidation



15.10.2 On-site Parking

A. Objectives

- Provide an adequate supply of on-site parking to cater for a mix of development types, and to minimise impacts on local roads;
- Encourage a shift from private vehicles to sustainable and communal modes of transport, including cycling, walking, public transport and car sharing;
- Encourage basement parking, and to minimise the visual impact of on-site parking from the public domain; and
- Ensure that new development is equipped with necessary infrastructure to support the uptake of electric vehicles.

B. Controls

- 1) On-site car parking is to be provided in accordance with the parking rates shown in Table E15.14 below:

Table E15.14 Parking Rates

Land Use	Car Parking Rate
Retail Premises	1 space per 30m ² of GFA
Business and Office Premises	1 space per 50m ² of GFA
Any other use	As specified in C10 Transport Access and Parking of Penrith DCP
Accessible car spaces are to be provided in accordance with Access to Premises Standards, Building Code of Australia, and AS2890.	

- 2) New residential flat buildings and mixed use developments must comply with the requirements in Deemed-to-Satisfy Provisions of the National Construction Code 2022 Volume One Part J9D4 Facilities for electric vehicle charging equipment or any subsequent amendment.
- 3) The provision of car-share scheme parking spaces within private developments are encouraged.

5.10.3 On-Site Bicycle Parking and End of Trip Facilities

A. Objectives

- a) Promote the use of bicycles and provide sufficient supply of bicycle parking that is safe, secure and convenient; and
- b) Provide end of trip facilities within new commercial developments and encourage travelling by bicycle or on foot.

B. Controls

- 1) Bicycle parking is to be provided in accordance with the rates shown in Table E15.15 below:

Table E15.15: Minimum Bicycle Parking Rates

Development	Minimum Bicycle Parking Rate
Residential flat buildings, or residential component of mixed use building	1 space per 3 dwellings; and 1 space per 10 dwellings for visitors
Retail premises	1 space per 300sqm of GFA
Business and Office premises	1 space per 200sqm of GFA
Note: minimum number of bicycle parking spaces is to be rounded up to the nearest whole number.	

- 2) Bicycle parking is to be:
- Designed in accordance with Australian Standard AS2890.3: Bicycle Parking Facilities.
 - Provided in secure and accessible locations. Where bicycle parking is provided in a basement, it is to be located close to entry/exit points, within clear sight of entry/exit points, and on the uppermost level of the basement.
 - Accessible via a ramp, if not provided at grade.
 - Provided with weather protection.
 - Clearly defined with line marking and identified by signage.
 - Located to not obstruct or hinder pedestrian access ways, loading zones, public help access points, fire hydrants, fire escapes or the like.
 - Where the building is to be strata-titled, bicycle parking and end of trip facilities are to be made available to all occupants of the building.
- 3) For commercial developments providing employment for 20 or more employees, end of trip facilities are to be provided in accordance Table E15.16: *End of Trip Facilities*.

Table E15.16 End of Trip Facilities

Bicycle parking	Facilities required
Up to 10 bicycle parking spaces	1 shower and change cubicle.
11-20 bicycle parking spaces	2 shower and change cubicles.
21+ bicycle parking spaces	2 shower and change cubicles. Plus, an additional shower and change cubicle for each additional 20 bicycle spaces thereafter.
Note: Showers and change facilities may be provided in the form of shower/change facilities in a unisex area; or in both female and male change rooms.	

15.10.4 Access, Vehicular Driveways and Servicing

A. Objectives

- a) Minimise the impact of vehicle access points on the quality of the public domain.
- b) Minimise the impact of driveway crossovers on pedestrian safety and streetscape amenity.
- c) Minimise conflicts between uses within mixed use developments.

B. Controls

- 1) No vehicle entry is permitted via Queen Street and other key streets as indicated in Figure E15.61: *Restrictions on Vehicular Entries*.
- 2) Despite the requirements within control (15.10.4.1) above, Council's Standard Waste Collection Vehicles are permitted to enter/exit Carinya Avenue (between Charles Hackett Drive and Nariel St) to ensure the safe access and vehicular manoeuvring for the purpose of on-site waste collection can be undertaken.

- 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. Note: this control does not apply to single dwellings.
- 4) Driveways are to be:
 - i. Provided from lanes and secondary streets rather than the primary street wherever practical.
 - ii. Located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees.
 - iii. Set back a minimum 6m from the tangent point in the kerb.
 - iv. Located to minimise noise and amenity impacts on adjacent residential development.
- 5) Vehicular crossings and driveways are to be designed in accordance with Council's Engineering Construction Specification for Civil Works.
- 6) Vehicle access is to be integrated into the building design so as to be visually recessive.
- 7) Access ways to underground parking are to be sited to minimise noise impacts on adjacent habitable rooms, particularly bedrooms.
- 8) For mixed use developments, separate loading/unloading areas are to be provided for commercial/retail, and residential uses.
- 9) Loading/unloading areas to:
 - i. Be integrated into the design of developments.
 - ii. Separate from car parking and waste storage/collection areas.
 - iii. Be located away from the circulation path of other vehicles.
 - iv. Be designed for commercial vehicle circulation and access complying with AS2890.2.
 - v. Allow for vehicles to enter and exit the site in a forward direction.

Figure E15.61 Restrictions On Vehicular Entries (MUI Zone)



15.11 Key Precinct and Site Controls

Application

This section applies to development within the following precincts:

- Commercial Core Precinct;
- Gateway Living Precinct;
- Green Spine Precinct;
- Town Centre Core- Civic Heart Precinct;
- Co-Working and Creative Precinct;
- As well as specific sites located within the above precincts and identified in the Figures in this section, which are significant due to their size, location, and broader strategic function within the St Marys Town Centre.

This section applies in addition to all other relevant provisions contained in this Chapter.

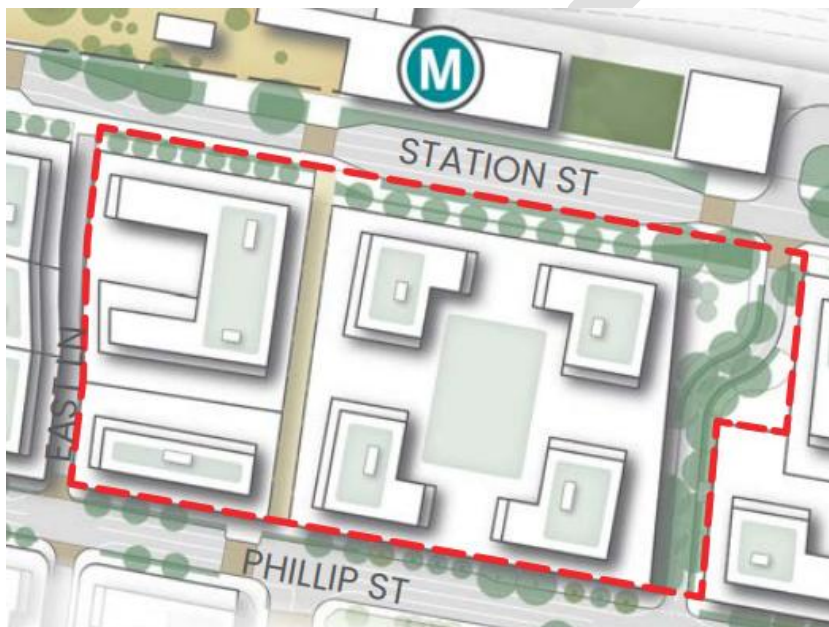
15.11.1 Commercial Core Precinct

15.11.1 (i) Sydney Metro Divestment Site – Former Station Plaza Shopping Centre

Application

This section applies to the site that is located within the Commercial Core Precinct, which is bounded by Station Street to the north, East Lane to the west, Phillip Street to the south, and the property boundary that is east of the new road extension that connects Station Street and Phillip Street, and as identified in Figure E15.62.

Figure E15.62 Sydney Metro Divestment Site– Former Station Plaza Shopping Centre



A. Objectives

- a) Provide a diversity of uses that strengthen the role of the Commercial Core Precinct, and generate employment opportunities and economic growth;
- b) Deliver a high-quality architectural, urban and landscape design response given the site's proximity to the transport interchange, being a key arrival point to the St Marys Town Centre;
- c) Provide a high-quality interface between the development and extended Southern Plaza;

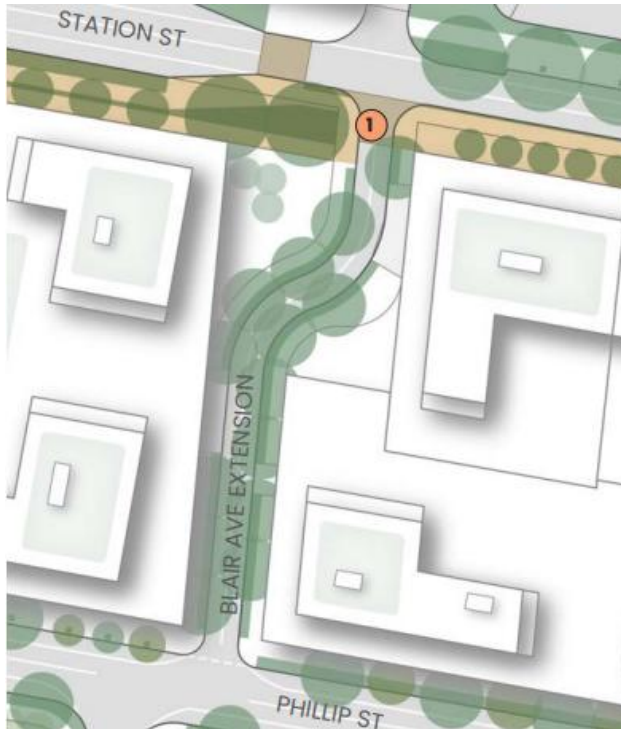
- d) Provide a share path along Station Street to facilitate a pedestrian and cycling route and canopy tree planting to support an urban ecology corridor;
- e) Encourage large-format retail uses, including a supermarket;
- f) Promote lot amalgamation for orderly development of land and delivery of public infrastructure;
- g) Deliver a north-south pedestrian through-site link;
- h) Deliver a new local road, connecting Phillip Street and Station Street for improved permeability, access into the site and to adjacent sites;
- i) Require vehicle access into the site from East Lane and the new local road connecting Phillip Street and Station Street; and
- j) Provide active frontages to streets, the through-site link, and the public plaza, promoting vibrancy and surveillance, including at night.

B. Controls

- 1) A north-south through-site link is to be delivered, providing a pedestrian connection between Station Street and Phillip Street. Refer to *Section 15.6.2: Pedestrian Connections and Through-Site Links* in this Chapter, and the S7.12 Contribution Plan for St Marys Town Centre for further requirements.
- 2) A new road connecting Station Street and Phillip Street and as indicated in Figure E15.61 is to be delivered. Refer to *Section 15.6.3: Street Network* in this Chapter, and the S7.12 Contribution Plan for St Marys Town Centre for further requirements.
- 3) Vehicle access to the site is not permitted from Phillip Street or Station Street. Vehicle access is to be provided from East Lane and/or the new road connection between Phillip Street and Station Street.
- 4) Consolidate existing land ownership patterns to allow for orderly development of land and deliver local infrastructure.

- 5) Active street frontages must be provided along Station Street, Phillip Street, and along the full length of the north-south pedestrian through-site link in accordance with Penrith LEP.

Figure E15.63 New Local Road Connection

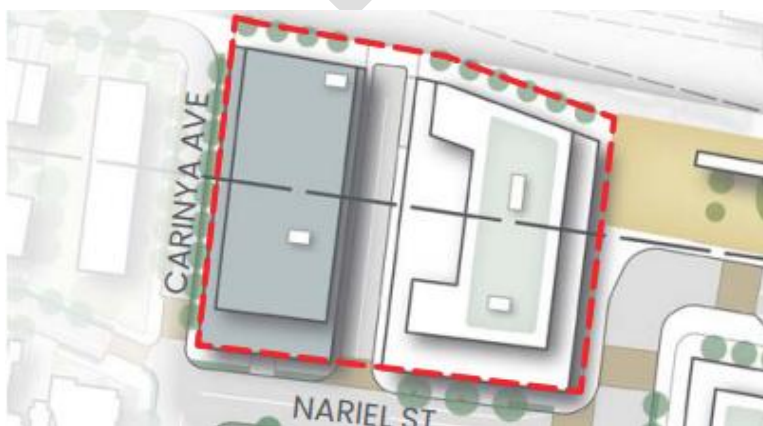


15.11.1 (ii) Northern Landmark Site

Application

This section applies to the site which is bounded by Queen Street to the east, Nariel Street to the south, Carinya Avenue to the west, and the railway land to the north, and as shown in Figure E15.64.

Figure E15.64 Northern Landmark Site



A. Objectives

- a) Create a landmark mixed-use development site to 'bookend' the northern extent of Queen Street and provide a statement entry to the Town Centre;
- b) Encourage lot amalgamation to optimise development potential and promote the orderly development of land;
- c) Encourage the consolidation of public at-grade car parking to support the delivery of a multi-deck public car park;
- d) Deliver a high-quality architectural, urban and landscape design response given the site's proximity to the transport interchange, being a key arrival point to the St Marys Town Centre;
- e) Provide a diversity of uses that strengthen the Commercial Core Precinct, and generate employment opportunities and economic growth;
- f) Provide activate frontages to Queen Street, Nariel Street and the railway corridor to promote vibrancy and surveillance, including at night-time; and
- g) Provide a transition in built form to lower scale development in the Historic Living Precinct.

B. Controls

- 1) The amalgamation of Lot 925 DP1288339 and Lots 1-4 SP12965 and as indicated Figure E15.64 is encouraged.
- 2) Active street frontages are required along Queen Street, Nariel Street, and the railway corridor in accordance with Penrith LEP.
- 3) Vehicle entries to the site are not permitted on Nariel Street, Queen Street and Station Street.

15.11.2 Gateway Living Precinct

Application

This section applies to all development in the Gateway Living Precinct.

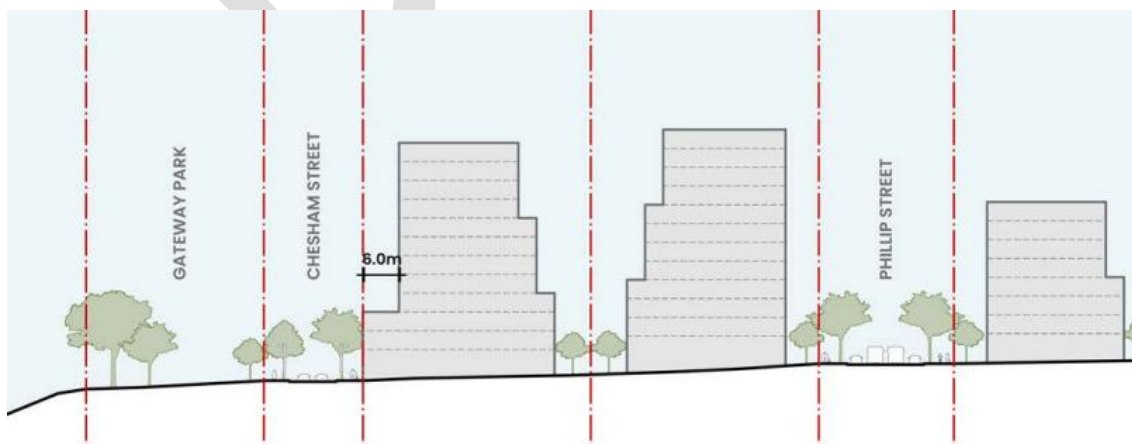
A. Objectives

- a) Promote contemporary architectural design to integrate development in the Gateway Living Precinct with the adjoining Commercial Core Precinct;
- b) Provide a defining entry statement to the Town Centre;
- c) To maintain adequate solar access to Gateway Park.

B. Controls

- 1) Maximum 3 storey podium height is permitted for development in the Gateway Living Precinct.
- 2) A 0m building setback to Chesham Street is permitted, as illustrated in the typical section at Figure E15.65.
- 3) A minimum 6m upper floor building setback to Chesham Street is to be provided.

Figure E15.65 Typical Section



15.11.3 Town Centre Core- Civic Heart Precinct

15.11.3 (i) St Marys Village Centre

Application

This section applies to the site in the Town Centre Core-Civic Heart Precinct which is bounded by Charles Hackett Drive to the north-west and west, Central Park to the north-east, Carinya Avenue to the east, and the St Marys Primary School to the south, and as identified in Figure E15.66.

Figure E15.66 St Marys Village Centre



A. Objectives

- a) Provide a diversity of land uses with high amenity that support the Civic Heart Precinct;
- b) Provide east-west walking and cycling links, connecting the Civic Heart Precinct with the South Creek Precinct;
- c) Provide north-south walking links to connect the Civic Heart Precinct with key activity nodes, including school sites;
- d) Provide a high-quality street presentation to Charles Hackett Drive;
- e) Require a landscaped setback to Charles Hackett Drive, providing a blue-green overland flow path through the site along Charles Hackett

- Drive, enhancing connectivity between Central Park and South Creek Park, and supporting stepping stone habitats for biodiversity;
- f) Preserve views within the Civic Heart Precinct;
 - g) Consolidate the delivery and service access along the western boundary of the site; and
 - h) Minimise amenity impacts on adjoining sensitive uses, including adjoining school site.

B. Controls

- 1) A minimum 20m landscaped building setback to Charles Hackett Drive is to be provided consistent with Section 15.7.1: Development Site and Street Setbacks in this Chapter.
- 2) Loading and service access to retail development must be consolidated and be provided on Charles Hackett Drive (west) at the southern end of the precinct.
- 3) Basement car parking with underground access shall be provided from Charles Hackett Drive (west).
- 4) For development with an interface to St Marys Public School, increased upper-floor building setbacks are required to minimise privacy and overlooking impacts, and to maintain solar access to the school site.
- 5) Deliver an east-west walking and cycling connection through the site, and a north-south walking connection through the site. The desired location for walking and cycling connections are identified in *Section 15.6.2: Pedestrian Connections and Site Through Links*.
- 6) Development is to be designed to provide landscaped setback to walking and cycling links, and active frontages along their full length

to promote passive surveillance. Refer to Section 15.6.2 in this Chapter for further requirements.

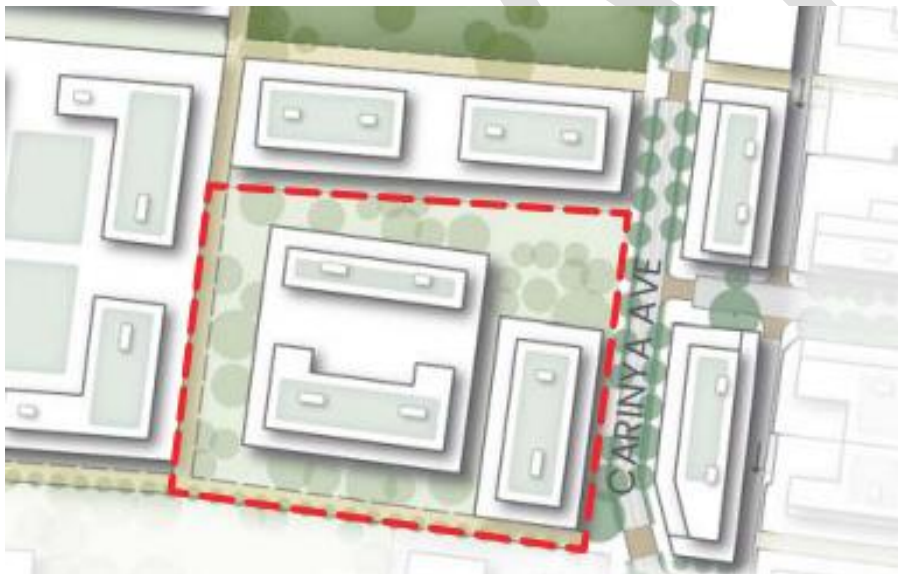
- 7) Active street frontages along Carinya Avenue and Central Park are to be provided in accordance with Penrith LEP.

15.11.3 (ii) Lang Park

Application

This section applies to the site located within the Town Centre Core-Civic Heart Precinct which is bounded by the St Marys Village Centre to the north and west, Carinya Avenue to the east, and the St Marys Primary School to the south, and as identified in Figure E15.67.

Figure E15.67: Lang Park Site



A. Objectives

- a) Provide a diversity of uses that support the Civic Heart Precinct and generate employment opportunities;
- b) Deliver a high-quality architectural, urban and landscape design response;
- c) Encourage lot amalgamation for orderly development of land;

- d) Provide for east-west and north-south walking/cycling routes to provide connections to St Marys Village, St Marys Public School and Central Park;
- e) Provide landscaped setbacks to all new pedestrian routes, including increased tree canopy to reduce urban heat;
- f) Dedicate land for road widening of Carinya Avenue;
- g) Retain existing vegetation particularly along lot boundaries to adjoining sites;
- h) Acknowledge and respond to the Munitions Memorial Garden in the Lang Park site as part of any future development;
- i) Provide active frontages to Carinya Avenue and street setbacks suitable to accommodate landscaping, seating and outdoor dining; and
- j) Maintain solar access and reduce overlooking of St Marys Public School and outdoor play areas, and achieve a consistent human scale street frontage height within the Civic Heart Precinct.

B. Controls

- 1) Lots are to be amalgamated as indicated in *Figure E15.66: Lang Park Site*.
- 2) Deliver east-west and north-south active transport connections as indicated in *Section 15.6.2 Pedestrian Connections and Site Through Links* in this Chapter, including:
 - i. An east-west walking and cycling connection through the site;
 - ii. A north-south pedestrian connection through the site; and
 - iii. A north-south walking and cycling share path along the Carinya Avenue frontage within the road reserve. Refer to *Section 15.6- Access and Movement* in this Chapter for indicative road cross-sections.
- 3) Development is to be designed to provide landscaped setback to walking and cycling links, and active frontages along their full length

to promote passive surveillance. Refer to *Section 15.6.2 Pedestrian Connections and Site Through Links* in this Chapter for further requirements.

- 4) The dedication of land is required to facilitate the widening of Carinya Avenue to a minimum road reserve width of 18 metres between property boundaries. The western verge is to be a minimum 5 metres wide, inclusive of a 3.5 metre wide share path. Refer to *Section 15.6- Access and Movement* in this Chapter for indicative road cross-sections.
- 5) Development is to be designed to provide landscaped setback to walking and cycling links, and active frontages along their full length to promote passive surveillance. Refer to *Section 15.6.2* for further requirements.
- 6) Active street frontages along Carinya Avenue are to be provided in accordance with Penrith LEP.

15.11.4 Green Spine Precinct

Application

This section applies to all development in the Green Spine Precinct.

A. Objectives

- a) Provide a sensitively designed presentation to Charles Hackett Drive and promote passive surveillance;
- b) Provide north-south pedestrian link to support a broader north-south pedestrian route connecting Jack Jewry Reserve and St Marys Public School.

B. Controls

- 1) A minimum 6m ground floor building setback to Charles Hackett Drive is to be provided for development in the Green Spine Precinct.

- 2) Provide a north-south pedestrian connection between Charles Hackett Drive and Kungala Street. The desired location for a pedestrian connection is identified in Section 15.6.2. Development is to be designed to provide landscaped setback to walking and cycling links, and active frontages along their full length to promote passive surveillance. Refer to Section 15.6.2 for further requirements.

15.11.5 Co-Working and Creative Industry Precinct

Application

This section applies to all development in the Co-Working and Creative Industry Precinct.

Penrith LEP permits limited residential development on land zoned E3 Productivity Support zone within the Co-Working and Creative Industry Precinct when carried out in association with Light Industry uses. For mixed-use development comprising Light Industry with limited residential uses, this section must be read in conjunction with the additional requirements under Penrith LEP.

A. Objectives

- a) Create a new hub of activity on the northern approach to the Town Centre and provide a dynamic and innovative interface between the Commercial Core Precinct and Dunheved Business Park Precinct;
- b) Support small scale live-work enterprises, including emerging industries and creative and cultural enterprises;
- c) Ensure that live-work relationships are integrated and conserved in perpetuity;
- d) Contribute positively to the streetscape and the public domain by means of high-quality architecture and robust selection of materials and finishes;

- e) Encourage building designs that are suitable to accommodate creative spaces and light industrial uses;
- f) Ensure developments contribute to mitigating urban heat impacts by increasing canopy coverage and deep soil planting and retaining existing canopy trees on sites;
- g) Minimise conflicts between residential and non-residential uses to provide a safe and liveable urban environment;
- h) Encourage well designed residential development in conjunction with permissible ground floor uses to support employment, and which affords a high level of residential amenity; and
- i) Provide a green buffer to the rail corridor and screening through canopy tree planting; and

B. Controls

- 1) For mixed use development, applications are to address relevant controls in Section 15.7– Mixed Use and Commercial Development in this Chapter, except where those controls are amended by this section.
- 2) Minimum building setbacks are to be in accordance with the following:

Table E15.17: Minimum Building Setbacks

Minimum Setback (m)	
Front:	5.5m
Secondary Street: (Corner Site)	5m
Rear:	6m
Side: (for residential component)	in accordance with the relevant State Environmental Planning Policy and any supporting design guide.

- 3) Front and secondary street setback must be landscaped and include canopy tree planting.

- 4) A minimum tree canopy target of 10% of the site area is to be provided. Refer to Section 15.4 Landscape and Environment in this Chapter for further requirements.
- 5) A minimum deep soil planting zone of 15% of the site area is to be provided with no encroachment of basement, hardscaped areas or infrastructure.

Private open space for residential uses is to be provided in accordance with Table E15.19: *Minimum Private Open Space Requirements*

- 6) Private open space is to be located at podium level and above podium level (balconies) above street level and in locations that contribute to passive surveillance of the public domain.

Minimum dwelling sizes shall be in accordance with Table E15.20: *Minimum Dwelling Sizes*

- 7) Minimum internal dimensions of dwellings shall be in accordance with Table E15.21: *Minimum Internal Dimensions of Dwellings*.
- 8) Minimum floor to ceiling heights shall be in accordance with Table E15.18: *Minimum Floor to Ceiling Heights*.

Table E15.18: Minimum Floor to Ceiling Heights

Floor	Minimum Floor to Ceiling Height (m)
Ground Floor	<ul style="list-style-type: none"> 4.9m (with 5.3m floor to floor height)
Upper-Floors	<ul style="list-style-type: none"> 3.3m for non-residential uses; 2.7m for habitable rooms within residential uses; and

	<ul style="list-style-type: none"> • 2.4m for non-habitable rooms within residential uses.
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9) Suitable visual and acoustic privacy measures shall be incorporated to protect the amenity of residents. A plan of management detailing how the Light Industry will operate and manage its impacts, particularly on residential uses, shall be submitted with the development application.

10) Noise and vibration guidelines published by the NSW Government apply. A noise impact assessment may be required to be submitted to demonstrate compliance with relevant residential requirements.

Table E15.19: Minimum Private Open Space Requirements

Level	Private Open Space Requirement (Minimum)
Podium Level	<ul style="list-style-type: none"> • 15m² with a minimum depth of 3m.
Above Podium Level (balconies)	<ul style="list-style-type: none"> • 4m² for studios. • 8m² for 1-bedroom apartments with a minimum depth of 2m. • 10m² for 2-bedroom apartments with a minimum depth of 2m. • 12m² for 3+bedroom apartments with a minimum depth of 2.4m.

Table E15.20 Minimum Dwelling Sizes

Apartment Type	Minimum Area of Apartment (with one toilet)
Studio	35m ²
1-bedroom	50sm ²
2-bedroom	70m ²
3-bedrooms	90m ²
*each additional toilet: +5m ²	

Table E15.21: Minimum Internal Dimensions of Dwellings

Room / Unit Type	Minimum Area, Width and Depths (excluding wardrobe space)
Master Bedroom	<ul style="list-style-type: none">• Minimum area of 10m²• Minimum 3m width
Bedroom	<ul style="list-style-type: none">• Minimum area of 9m²• Minimum 3m width
Living Room and Combined/Dining Room	<ul style="list-style-type: none">• Minimum 3.6m width for studio and 1- bedroom apartments.• Minimum 4m width for 2-bedroom and 3-bedroom apartments.
Cross-Through Apartments	<ul style="list-style-type: none">• 4m width of cross-over or cross-through apartments
Habitable Room	<ul style="list-style-type: none">• Habitable room depths to be limited to a maximum of 2.5 times the ceiling height.

Appendix A: Planned Character Statements

The Commercial Core

The Commercial Core precinct adjacent to the Railway and Metro station is the northern gateway to the Town Centre. The Commercial Core precinct integrates employment, retail, hospitality, professional services and residential dwellings with efficient transport connectivity, and is the economic heart of the Town Centre.

Buildings heights range from 15 to 18 storeys with greater building setbacks at ground floor of 3m-4m to Queen Street and 5.5m-10m to Station Street and activated ground floor uses to all street frontages and through-site links.

The precinct is characterised by its high accessibility with easy connections to public transport including trains, metro, buses and cycling infrastructure. Pedestrian movement is prioritised, with an enhanced public domain and public plaza to encourage people to socialise and engage in street level activity. Traffic flows will be limited.

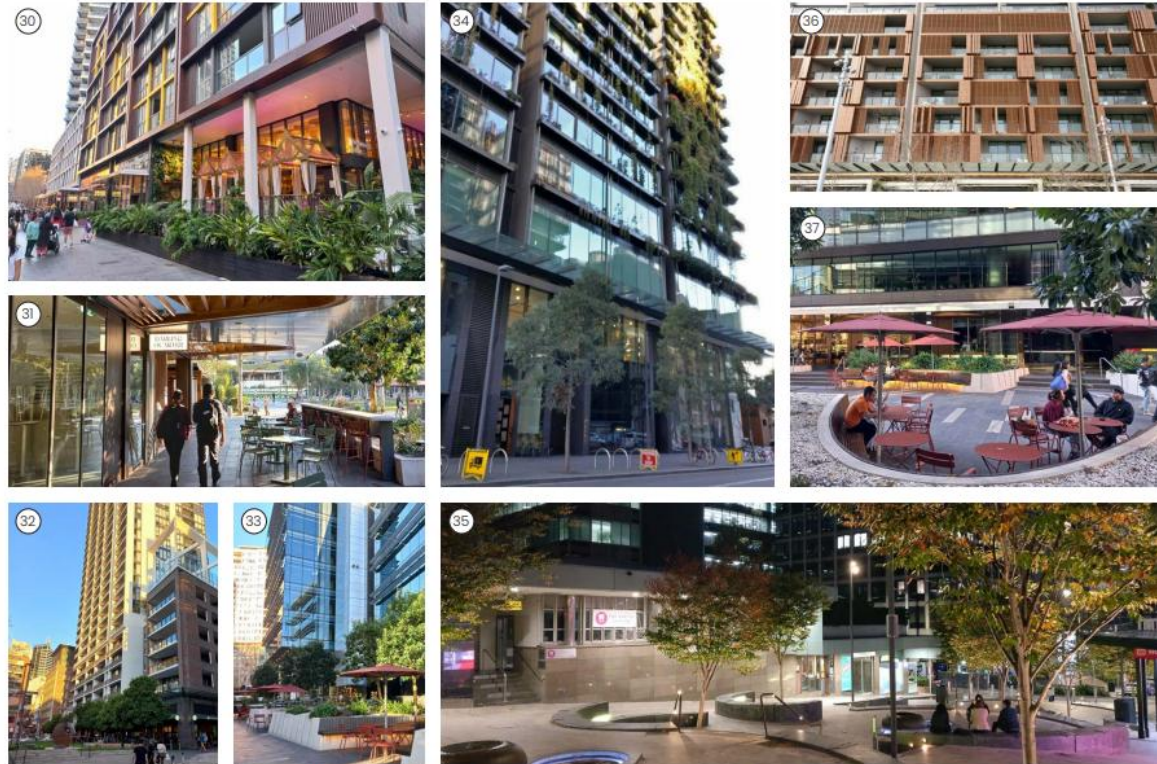


Fig 30 - 33 and 37: Mixed-use development with spaces for outdoor dining and greenery, Haymarket NSW. Fig. 34: Mixed-use development with lower levels of non-residential uses and green building facades at Central Park, Chippendale NSW. Fig. 35: Plaza within a commercial area with trees, seating, water features and artwork, illuminated at night, North Sydney NSW. Fig. 36: Elements such as screens on building facades not only aid in shading indoor spaces but contribute to visual character, Zetland NSW.

Town Centre Core – Green Spine Living

Comprises low to mid-rise residential apartments with building heights of up to 4-storeys. The precinct provides an active pedestrian and cyclist focused green spine connecting residents to the Town Centre Core and South Creek Park.

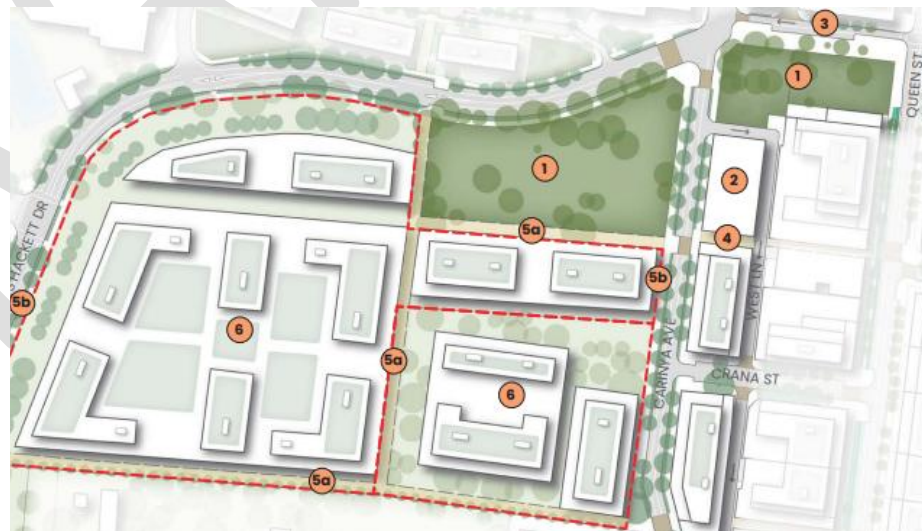
The precinct offers high amenity with streets prioritising space for walking, cycling and tree planting. One-way vehicle movements along Kungala Street (westbound), Benalong Street (eastbound) and Taroona Avenue (southbound) allow for widened verges for wider footpath/share path and tree street tree planting.



Town Centre Core – Civic Heart

Is the central gathering place of the Town Centre comprising a concentration of community focused uses. The precinct is anchored by St Marys Central Park, which combines Coachmans Park and Kokoda Park into a continuous open space area, and community facilities providing flexible and multi-purposes spaces.

Building heights range from 7 to 10 storeys with activated ground floor uses along Central Park and fronting part of Carinya Avenue, Charles Hackett Drive and through-site links. At the eastern end of Charles Hackett Drive, a shared zone with high place function provides one-way vehicle movements and a pedestrian friendly interface to Central Park. A landscaped setback of 20m along Charles Hackett Drive continues an east-west blue-green spine across the Town Centre.



Town Centre- Entertainment and Eat Street Living

(North & South)

The Town Centre- Entertainment and Eat Street Living is a mixed use precinct offering places to live, work, shop, dine and gather at the core of the Town Centre. Queen Street is the focus of this precinct for social and economic activity.

The precinct is characterised by fine-grain built form and quality human-scale architecture. Building heights range from 7 to 12 storeys, with a transition in building scale to adjacent to residential precincts. Ground floor building setbacks of 3-4m to Queen Street and activated ground floor uses to Queen Street and along connecting side streets and through-site links encourage activity at street level. The precinct comprises a north and south end, as described below.



Fig. 41: Streetscape with active frontages, dining and greenery along Crown Street, Surry Hills NSW. Fig. 42: An activated laneway with outdoor dining and artwork, Darlinghurst NSW. Fig. 43: Streetscape within Rouse Hill Town Centre, NSW. Fig. 44: Green shopfronts at James Street Precinct, Fortitude Valley QLD. Fig. 45: Physically separated cycleway, Campbell Street, Surry Hills NSW. Fig. 46: Mixed-use development with ground floor retail space, Sydney Olympic Park NSW.

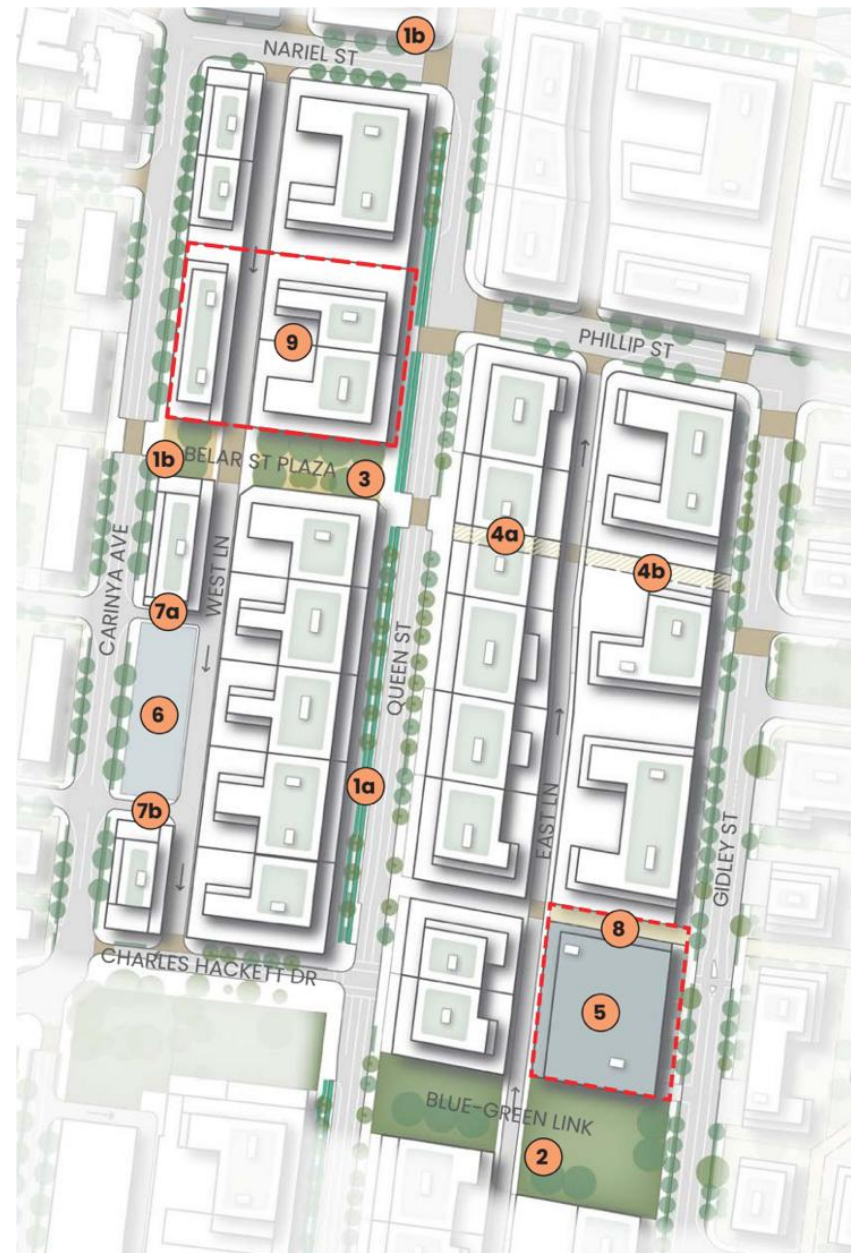
North:

The closure of Belar Street to vehicles enables a vibrant civic plaza to be created (Belar Street Plaza), bounded by Carinya Avenue and Queen Street. The civic plaza enhances pedestrian movement, and offers opportunities for outdoor dining, and temporary events. The civic plaza will be embellished with landscaping, seating and public art, and fronted by specialised retail and active uses, such as cafés and restaurants.

A new multi-functional blue-green link is designed to manage stormwater from local overland flows along East Lane and serving as a green corridor linking Astley Park to South Creek.

Existing publicly accessible arcades in private developments along Queen Street to be retained to maintain permeability, and pedestrian through-site link to be extended to Gidley Street as part of new development proposals supporting the connection to adjacent residential precincts. A dedicated pedestrian connection from Queen Street through to East Lane increases permeability and supports east-west connectivity, with a minimum width of 6m and open to sky.

Dedicated bi-directional cycleway along Queen Street to Nariel Street, with a shared path from Nariel Street to Station Street provides high connectivity to the north of the Town Centre.



Map 23: Town Centre Core - Entertainment and Eat Street Living Precinct - North

South:

South of Charles Hackett Drive, a mix of cafes, local business, services and entertainment options will cater to a range of community needs and interests, alongside complementing the residential uses.

A dedicated pedestrian connection from Queen Street through to West Lane increases permeability and supports east-west connectivity, with a minimum width of 6m and open to sky. Existing publicly accessible arcades in private developments along Queen Street are to be retained to maintain permeability. Pedestrian through-site links to be extended to Carinya Avenue and Gidley Street as part of new development proposals supporting the movement of people from adjacent residential precincts into the Town Centre Core.

A bi-directional cycleway along Queen Street up to King Street, and a shared path from King Street to the Great Western Highway provides connectivity to the south of the Town Centre.



Ridgetop Living

A vibrant, high density residential area situated within a short walk to transport, essential services, employment opportunities and a range of hospitality and shopping options.

The precinct benefits from regional views to the Blue Mountains, enhancing connection to the natural landscape, and is characterised by modern, high-quality residential buildings set within landscaped setbacks. Buildings heights range of 6 to 10 storeys with a transition in scale to lower densities towards the periphery of the Town Centre.

A new local park (Ross Place Park) provides open space with landscaping, areas for relaxation and social gatherings set within a high-density living environment, in addition to Astley Park. Residential building setbacks ensure adequate solar access to Ross Place Park.

Existing publicly accessible through-site link connecting Blair Avenue and Little Chapel Street is to be retained to maintain pedestrian connections into the Town Centre. Desired pedestrian connections north of Ross Place Park linking to Lethbridge Street is an opportunity for enhanced permeability of the precinct and walkability to key destinations.

Share paths along Chapel Street, Glossop Street and Phillip Street encourage walking and cycling.



Gateway Living

The Gateway Living Precinct is a defining entry statement providing a sophisticated sense of arrival into the Town Centre. The precinct is characterised by high density urban residential development of contemporary architectural design, integrating with the adjoining Commercial Core precinct.

A new local park (Gateway Park) bounded by the rail corridor, Chesham Street, Station Street and Glossop Street provides a green interface to the rail corridor and enhanced urban ecology corridor promoting environmental outcomes.

Building heights are up to 15 storeys, with buildings permitted to be built to front boundaries on Chesham Street with upper levels setback. Communal open space and landscaping on podiums and rooftops afford a high level of amenity.



Fig. 76: Taller residential flat buildings in Parramatta NSW. Fig. 77: Built form with a taller street frontage height and upper level setbacks, Rhodes NSW. Fig. 78: Built form with statement architectural features, Parramatta NSW. Fig. 79: Open space surrounded by residential development, Redfern NSW. Fig. 80: Waterfall apartments, Waterloo NSW.

Park Living

The Park Living precinct provides for medium density residential dwellings adding to the diversity of housing within the Town Centre.

The precinct surrounds Bennett Park and is characterised by its highly landscaped park setting. The precinct offers new play spaces, filtered views to the Blue Mountains and integrated wetland feature to improve water catchment health and contribute to the amenity of open space.

Buildings heights range from 3 to 6 storeys with a transition in scale moving away from the Town Centre. Existing through-site link connecting Brock Avenue to Gidley Street is to be retained to maintain pedestrian connections into the Town Centre, and share paths along Chapel Street, Lethbridge Street, King Street and Glossop Street offer amenable walking and cycling routes to local shops and school.



Historic Living

The Historic Living Precinct is characterised by its strong association with the history of St Marys, connecting the Town Centre to its rich past, whilst embracing the future. The original subdivision pattern is preserved and a focus on Jack Jewry Reserve maintained.

The precinct is characterised by low-scale character, with an emphasis on low-rise dwelling typologies including dual occupancies and townhouses. Building heights are predominately 2 storeys with 3-storeys buildings permitted along Carinya Avenue North as an interface to the adjoining mixed use development.

One-way vehicle movements along Benalong Street (eastbound), Merinda Street (eastbound), Nariel Street (westbound) and Taroona Avenue (southbound) allow for widened verges for wider footpaths/shared paths and street tree planting encourage cycling and walking and afford high pedestrian amenity.

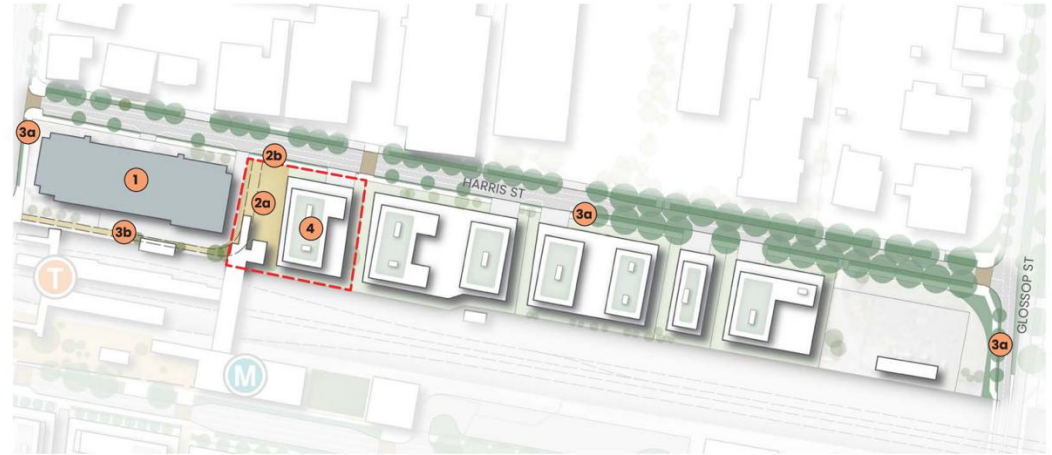


Co-Working and Creative Industry

The Co-Working and Creative Industry precinct offers a mixed-use environment for emerging industries and creative enterprises with limited ancillary residential accommodation.

Building heights of 12m is permitted with increased floor to floor heights to accommodate create spaces and light industrial uses. Landscaped setbacks along Harris Street ensure a high level of amenity is maintained.

Key to the precinct is the Transport Interchange and associated public plaza (Northern Plaza). The existing commuter car park adjacent to the station is to be retained, and taxi and kiss-and-ride parking provided along Harris Street. An active transport connection along the rail corridor and shared paths along Harris Street, Glossop Street ensures high level of connectivity.



South Creek Park

The South Creek Park precinct is envisioned as a gateway for recreation and environmental perseverance, with South Creek Park together with the adjoining Kingsway Playing fields offering contemporary sports and active recreation facilities, and cool, green open spaces for passive recreation and respite. A network of walking and cycling paths connecting to and along Wianamatta South Creek promote activation, and new regional treatment basin to improve water quality and contribute to biodiversity and recreational amenity outcomes.

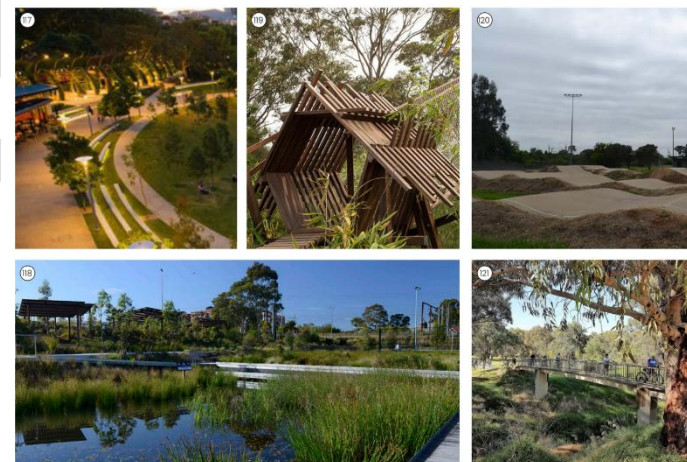


Fig. 17: Open space along the riverfront in Brisbane QLD. Fig. 18: Wetland within Francis Park, Blacktown NSW. Fig. 19: Public artwork and playspace in Ian Potter Children's Wild Play Garden, Centennial Park, NSW. Fig. 20: BMX track in South Creek Park, St Marys NSW. Fig. 21: Recreational cycling route across North Para River, SA.

Dunheved Business Park

The Dunheved Business Park Precinct is to be retained as an employment precinct that will continue to provide a high number of jobs and a diversity of industrial uses contributing to the local and regional economy. The precinct's high level of amenity enhanced green streets, and sustainable buildings will attract businesses and workers.

Access to the precinct will be improved with the Metro Station, with new walking and cycling paths located within existing street corridors and new overbridges to safely connect areas north of the rail line including North St Marys with the Town Centre Core and Commercial Core precincts.

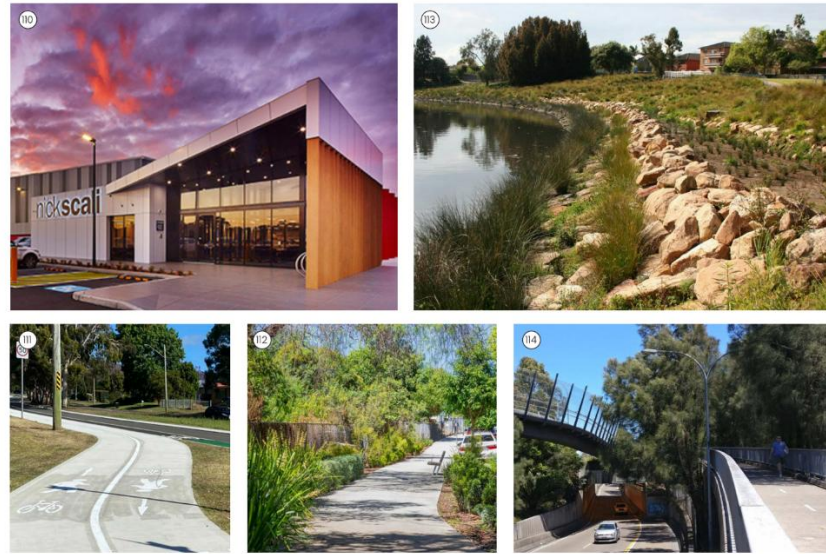
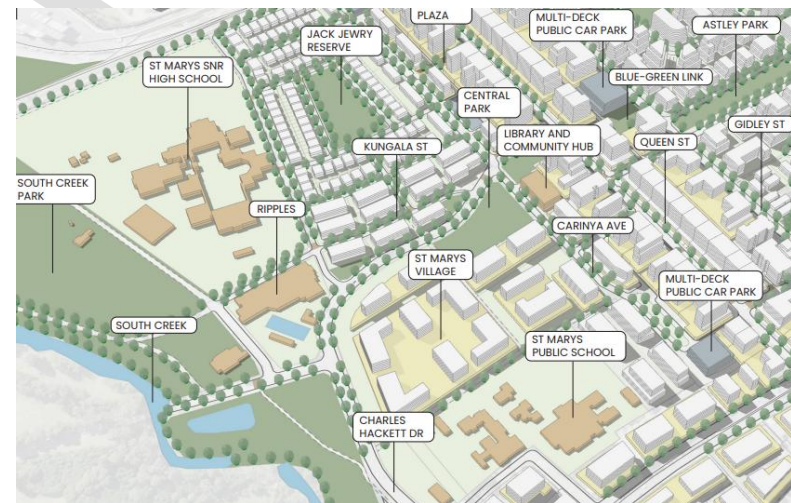


Fig 110: Six star 'Green Star' rated state-of-the-art facility in Frasers Property Australia's Horsley Drive Business Park, Wetherill Park NSW. Fig 111: Shared walking and cycling path. Fig 112: Greenery along streets in Arncliffe Town Centre NSW. Fig 113: Cooks River naturalisation project, NSW. Fig 114: Active transport overbridge in inner west Sydney NSW.

Education

Comprises two distinct areas, with St Marys Public School located to the south-west of the Town Centre, and St Marys Senior High School located to the north-west of the Town Centre.

Well integrated with places to live, work, shop and catch public transport, with improved walking and cycling connections for students, workers and the wider community. A new share path along the northern side of Kungala Street (between Creek Road and Charles Hackett Drive) provides connections to the east and west from St Marys Senior High School, with future opportunities for desired share paths along Kalang Avenue and the rail corridor, and the northern boundary of St Marys Public school.



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