

5. Allow views through the Town Centre towards the Mountains

The proposed creation of the square and the extension to Chapel street to the landscaped area along Charles Hackett Drive will provide for open views to the Blue Mountains from the rise to the east of Queen Street.

A similar principle has been adopted for all the new built form along the length of Queen street. The proposed buildings are orientated North so that only small facades are facing East and West. The required distance between the buildings to achieve full sun access to the lower floors means that there will be a sense of openness about the building form of the town centre which will allow regular views through to the mountains from the east.

6. Allow for a healthy mix and spread of residential, retail and commercial development

The town centre will continue to have retail and commercial spine along Queen Street. The 15m buffer from the Street to the start of residential buildings means that there should be minimal conflict from the mix of uses.

In addition to the commercial centres discussed above, commercial space is identified at the intersection of Chapel street to provide for second tier retail or service industries that require larger floor area. The enterprise Zone along the highway forms the southern Gateway to the Town centre and will accommodate a combination of entertainment and bulky goods type retail, some of which is already operating successfully in the area.

7. Allow landscape elements to filter through the Town Centre

The topography of St Marys slopes from east to west towards the creek.

The natural drainage patterns have been reflected in the east west landscape elements existing in the town centre. This existing pattern is reinforced by the extension of existing landscape elements along Chapel Street, Ross Place and Bennet Park. Deep soil planting zones are proposed between the proposed east-west building forms on either side of Queen street. These pockets of green, some public and some private, will give the town centre a strong landscape character and will slow storm water run off.

Existing green corridors such as Charles Hackett drive will be extended to Queen Street via the existing Kungala Street open space.

8. Allow for sensible servicing of retail and commercial areas.

Entrances to car parks, the deliveries and waste removal movements to and from retail premises are important activities to consider in the smooth functioning of a town centre.

The existing north south lane system is maintained and enhanced to allow for the servicing of retail/ commercial even when amalgamated blocks are redeveloped. There are different solutions to this on either side of Queen Street.

9. Ensure equitable sun access to residential developments

As previously mentioned, the bulk of the proposed building form is orientated to the North creating east-west buildings. These buildings are 15m deep (including Balconies) intended to allow dual orientation and flow-through ventilation. The height of the building allowed is directly proportional to the length north-south of the site. The winter solstice midday sun angle of 32 dg will not cast a shadow on the ground floor residence to the south.

The southern side of an east-west street will be similarly protected to allow for sheltered north-facing outdoor areas on the street.

10. Allow for a variety of lot amalgamations to occur.

The lot amalgamations shown in the Master Plan are based on the existing lot sizes being amalgamated in an orderly and cooperative fashion. The reality is that amalgamations will probably occur in a more random fashion. The proposed lot size is therefore flexible with a minimum of 30m in street frontage along Queen street at the north end of a block required for a 6 storey building. As described above, the height of the buildings is proportional to the frontage.

In order for the southern ends of blocks to be effectively developed whilst protecting sun access to the public domain, a device has been proposed whereby Council owned properties may be swapped or sold to developers so that they can increase the size of their developments east or west rather than upwards.

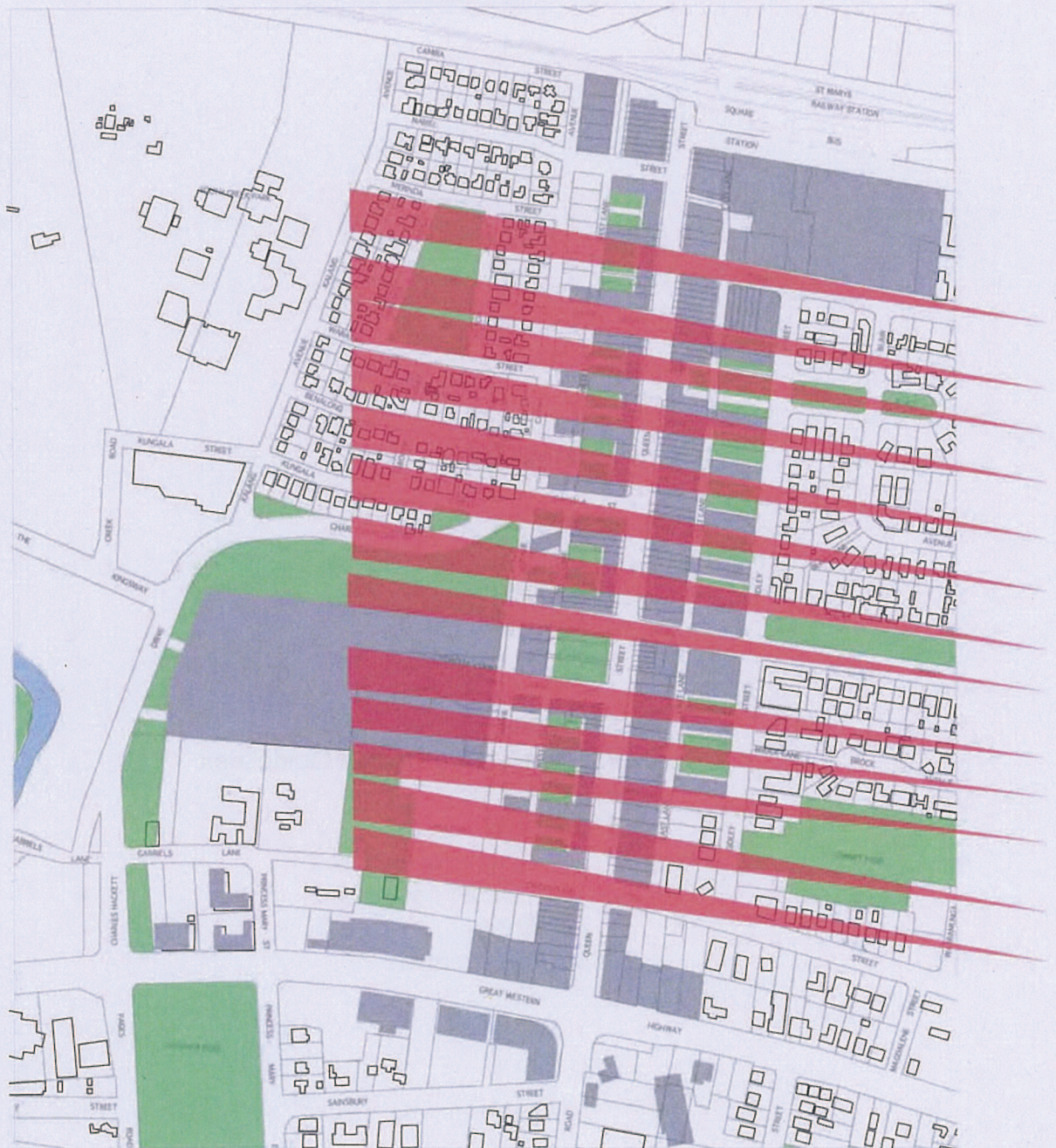
Opportunities

- Form a consistent and continuous pedestrian access that connects the residential areas to shopping, transport, recreation and leisure – form a hierarchy of access connecting attractors in the town centre.
- Enhance existing spaces, and create new spaces to create a range of public spaces including local parks, squares and green links, that allow for diversity of activities and community functions;
- Reinforce street character to define a hierarchy of streets:
 - Highway – through route and a main regional face of the town centre.
 - Gateway treatment.
- Queen Street – main street of the town with wide footpaths, street trees, active uses at ground floor, and high level of pedestrian amenity
- Local distributors – adjunct to main street. Activate side streets in the town centre, and make green links with generous proportions different in character to Queen Street – high level of pedestrian amenity.
- Local connectors of two types – one purely local residential streets, the other forming the interface between residential and commercial.
- Lanes and little streets – shared street with access and service function.
- Pedestrian lanes
- Make a new square that is focussed on Queen Street and activated at the edges, and encourage movement through.
- Consolidate parking in the West Lane car parks, to allow pedestrian routes through and a safe, green edge.
- Connect parking areas to destinations.
- North Facing Frontages -
 - Maximise the amount of North facing buildings to achieve highest amenity for all units.



Urban Structure

Queen Street is the Major North South axis. Chapel Street is roughly halfway between the station and the highway. A visual axis will be maintained along Chapel Street. A new Town Square is proposed in the South-West side of the intersection.



The proposed Built form is designed to maximise North Facing frontages to new buildings and allow views towards the Mountains to be maintained between the buildings.

SUMMARY

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St Marys Town Centre Planning Guidelines

The Existing Public Domain

The study area offers a range of opportunities in the public domain: – it is bounded to the west by regional parklands offering active and passive recreation, and has a variety of local parks through the commercial and residential area. The main street has a generous pedestrian area, connected to open space and community facilities.

The existing open spaces are supplemented by the open green recreation areas associated with the schools on the western edge, combining to make a 'green' landscape character for the centre. Long range views to the mountains strengthen that landscape character.

Issues

The following issues reduce the potential functionality and amenity of the public domain.

- The open space is often poorly connected to the street system, reducing the potential use. Pedestrian connections are incomplete and inconsistent, with footpaths missing in critical places. The long park on Little Chapel Street, which could be a valuable connecting piece in the public domain, has no footpaths.
- Queen Street has a defined character and use, with opportunities for reinforcing civic life, and as such is a strong main street. The quality of streets deteriorates rapidly away from Queen Street: connecting east west streets have little character definition, little amenity and no civic life. Lanes are service lanes only with minimal footpaths, a poor appearance and little pedestrian amenity.
- Existing open spaces in the retail/commercial area are poorly located for activation by shops etc, or by pedestrian movement through. The existing square on Kungala Street has no active uses on Kungala St, and is poorly connected to Queen Street. The square at the railway station seems isolated and poorly used.
- The park on Charles Hackett Drive has good potential for pedestrian flow through, but is poorly linked to Kungala St and is fenced along Carinya Ave, preventing movement from the car parks.
- The council car parks bounded by Carinya Ave and West Lane are potentially active pedestrian areas, but have no footpaths and a poor visual value.

Objectives

The design guidelines for the public domain are intended to:

- set a series of common goals and objectives to guide Council, community and developer decisions;
- develop a location sensitive streetscape typology that recognises the existing qualities of the place, and the aspirations of the community and Council;
- identify improvements to the functionality and liveability of the public domain, illustrated by specific potential projects; and
- provide a balance between pedestrian and vehicle occupation of the city.

Landscape Framework

A strong framework of street trees can make a huge impact on the ecology and comfort of a place. The streets of the centre vary in scale and character, offering different opportunities for planting. Trees should be used to enhance the character of each street and place, and create diversity through the centre.

Many of the existing local parks should be upgraded to improve circulation, recreation opportunities and ecological value.

The following are guiding principles for development of a Landscape Framework.

- retain and supplement the strong planting which now defines and characterises Queen Street;
- introduce small deciduous trees on east west streets in the commercial core, to retain sunlight to south side of streets;
- create a wider framework of indigenous trees to reinforce the identity and visual character of St Marys Town Centre;
- select and locate trees to enhance the visual connections along streets and to form a visual and symbolic link with the landscapes of the regional parklands and the mountains.
- create an ongoing city ecology by using appropriate species for the area, exposure and topography;
- select predominantly evergreen trees to reduce the impact of concentrated seasonal leaf drop;
- retain and build on existing tree planting.

Streets

Street type, as illustrated in Figure 30 Road Hierarchy is determined according to:

- street hierarchy – the importance of the street in the network, and contribution to the life of the city;
- built form – the quality of space created by the built edge, and presence of awnings;
- the level and character of activity within the street – determined by accessibility and use in ground floor buildings and adjacent open space; and
- connections to public buildings and spaces, relationship to important cultural items or landscape elements.

Each street type will have a distinctive character, defined primarily by use and built form, but reinforced through streetscape design elements such as tree planting, paving, lighting and furniture.

- Queen Street should be retained as an active main street with a generous pedestrian zone, and good connections.
- Local connectors need enhanced pedestrian amenity, with defined footpaths and street trees, and well defined, safe connections to open spaces, shopping areas and community facilities.
- Existing little streets and lanes should be upgraded to allow safe and pleasant pedestrian movement as well as having a service function.
- The connecting east west streets – the local distributors for vehicles and pedestrians, should also be generous, well landscaped, and with activity at street level.
- Pedestrian streets provide connections through blocks – these should be minimum 3 metres wide, activated and well lit for night time use.

Parks and Squares

Parks and public spaces should provide a range of public amenity that includes all members of the community. These spaces join with streets to provide a public domain network with a variety of recreation opportunities. The design of each space should reflect the function of the place, its existing or potential character, and its place in the overall structure and hierarchy of the public domain. Design of these spaces should contribute to the overall character and amenity of the town centre.

There are a number of potential projects; two of which are illustrated in this document.

West Lane Car Parks – this area provides an interface between existing low density residential and new medium density development. The car parks are currently poorly laid out and inefficient, with little amenity once one leaves the car. The concept (Refer to Figure 72 West Lane Carpark) illustrates the potential to rationalise car parking, making more efficient spaces with less crossings over the footpaths. The spaces are edged with low planting and street trees to create a landscape setting. A new footpath can be created on Carinya Street and West Lane. The green spaces between provide a setting for buildings and a potential for community gardens.

New Square – the proposed new square is located at a potential hub of activity, at the connection of the shopping village to Queen Street. The square provides new opportunities for community gathering and events. It should be urban in character, designed for a high level of pedestrian activity, and with maximum amenity for users.

Existing local parks on Chapel Street and Ross Place should include good pedestrian circulation and access, as well as enhanced planting to provide shade and improve landscape character.



0 50 100 150 m

LEGEND

 Building Footprint

 Study area

St Marys Town Centre Revised Masterplan
Figure 23. Study Area + Proposed Building Footprint

jila

|||&= ARCHITECTS

PENRITH CITY COUNCIL
Leading Our Community



0 50 100 150 m

LEGEND

- | | |
|--|---|
|  Building footprint |  Enhanced park planting |
|  Retain existing Plane trees |  Enhanced car park planting |
|  Small deciduous trees (East West streets) |  Proposed new green space in private development |
|  Eucalyptus Sp. (Framework of native trees) |  Local Parks + Reserves |

St Marys Town Centre Revised Masterplan
Figure 25. Landscape Framework

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PENRITH CITY COUNCIL
Serving Our Community



LEGEND

- Building footprint
- Public car park + Community gardens
- Squares / Civic parks
- Local parks + reserves
- Regional recreation parks

St Marys Town Centre Revised Masterplan
Figure 26. Public Domain Framework



LEGEND

- - - - - Active Frontage
- Pedestrian Plaza (Public)

St Marys Town Centre Revised Masterplan
Figure 27. Active Frontage + Pedestrian Plaza



LEGEND

- Building footprint
- Regional - Views to mountains
- Primary - Orientation within town centre

St Marys Town Centre Revised Masterplan
Figure 28. Views



0 50 100 150 m

LEGEND

- | | |
|--|--|
|  Building footprint |  Local connector |
|  Highway / Arterial |  Lanes and little streets |
|  Main street |  Pedestrian lanes |
|  Local distributor | |

St Marys Town Centre Revised Masterplan
Figure 29. Road Hierarchy

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LEGEND

- Building footprint
- Local Parks + Reserves
- Primary routes
- Secondary routes

St Marys Town Centre Revised Masterplan
Figure 30. Pedestrian Connectivity