

0 50 100 200 500 1000

LEGEND

Study Area

Education Facilities



St Marys Town Centre Revised Masterplan
Figure 8. Educational Facilities

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Queen Street is located just outside the flood plain area and approximately halfway between South Creek and the ridge located on Glossop Street.

The Town Centre has a slight slope from east to west towards South Creek.

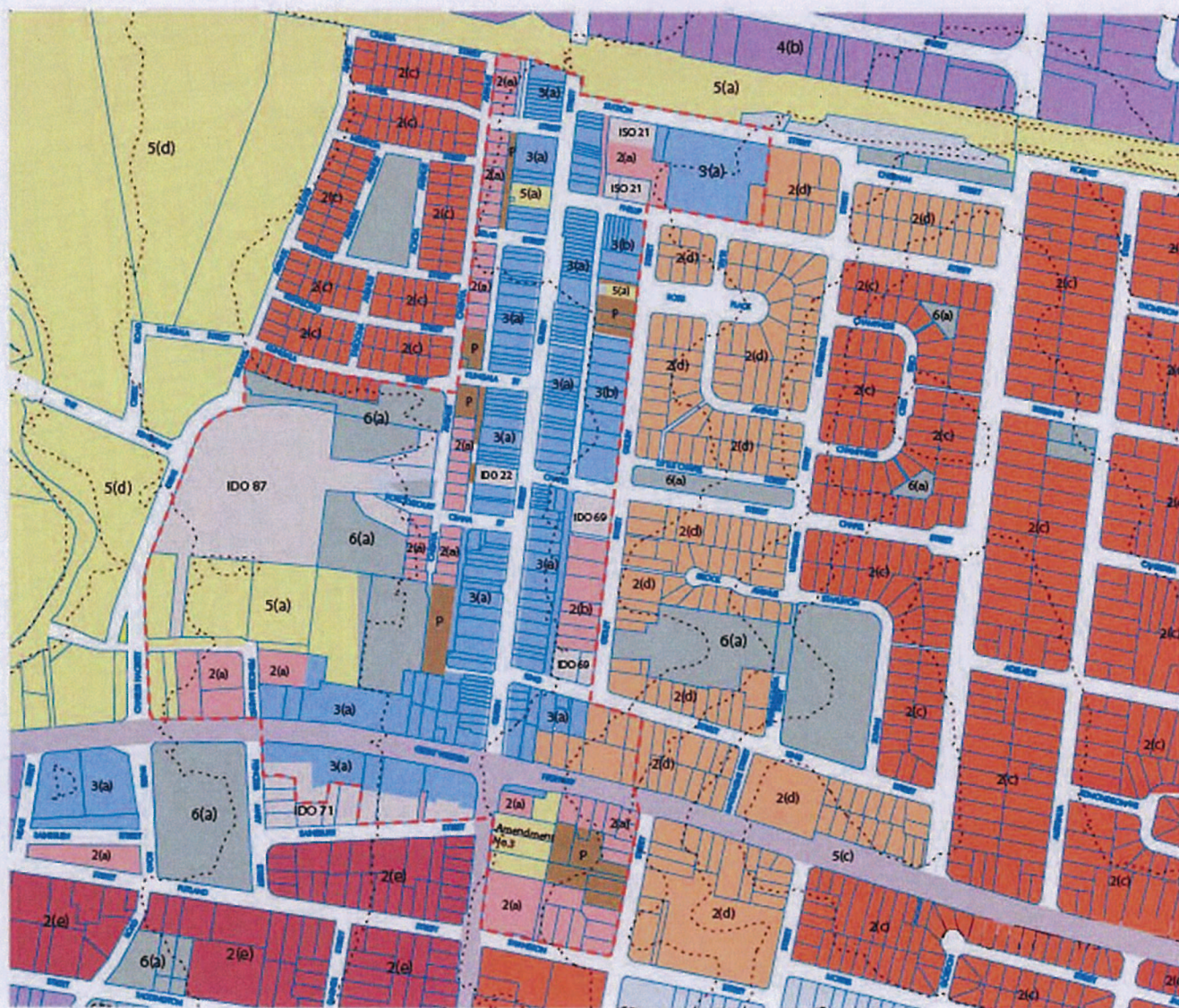
Local high point occurs in Glossop Street on the ridge.

The 100 year flood zone lies below RL20 and occurs along South Creek open space corridor.

Source:

Tim Williams Associates & Government Architect's Office, 2005, *Urban Design Analysis St Mary's Town Centre*, Penrith City Council, November 2005.

St Marys Town Centre Revised Masterplan
Figure 9. Topography



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- 2(a) Residential (Urban and Landscape Protection)
- 2(b) Residential Low Density
- 2(c) Residential (Low - Medium)
- 2(d) Residential (Medium Density)
- 2(e) Residential (Medium - High Density)
- 3(a) Mixed Uses
- 3(b) Mixed Uses
- 4(b) Industrial Land LEP 201
- 5(a) Special Uses
- 5(d) Rural Lands LEP 201
- 5(c) State Road and State Road Widening
- 6(a) Public Recreation and Community Uses
- P Parking

St Marys Town Centre is predominantly zoned mixed use. Other uses include special uses and public recreation and parking and low density residential.

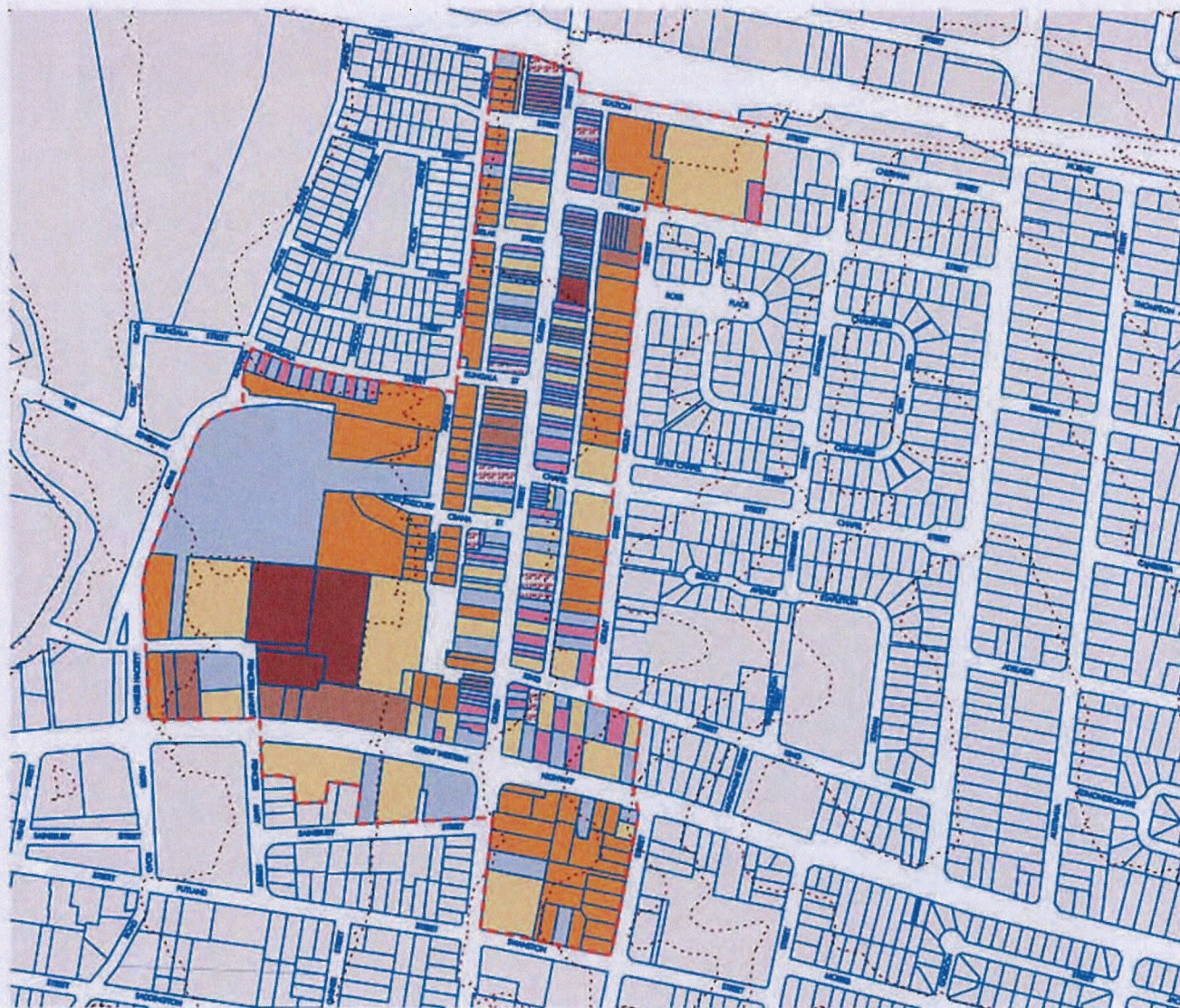
This zoning map illustrates that the highest residential density (2e) occurs the furthest from the train station, south of the Great Western Highway.

An opportunity exists to change the zoning of existing low density residential and car parking to mixed use. Community uses south of the Great Western Highway are disconnected from the Town Centre and could be relocated north of the Great Western Highway close to the Library.

Source :

Tim Williams Associates & Government Architect's Office, 2005, Urban Design Analysis St Mary's Town Centre, Penrith City Council, November 2005.

St Marys Town Centre Revised Masterplan
Figure 10. Zoning



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- Penrith City Council
- Strata Plan
- Multiple Plot Owners
- Multiple Plot Owners
- Individual Plot Owners
- Individual Plot Owners
- Individual Plot Owners

Council is a major land owner especially around the perimeter of the town centre. This land is currently used for surface parking and recreational open space.

Most of Queen Street is in separate ownership of small lots. Larger lots of land are owned in the western part of the town centre.

Source :
Tim Williams Associates & Government Architect's Office, 2005, Urban Design Analysis St Mary's Town Centre, Penrith City Council, November 2005.



This diagram analyses solid and void space in St Marys Town Centre. The black shapes are the building footprints and the white areas are the spaces between them.

Typical of main streets, Queen Street has fine grained building footprints with no side setbacks creating a street wall.

Queen Street is characterised by distinctive building setbacks. The result is that footpath widths vary from 3.5m to 6.5m.

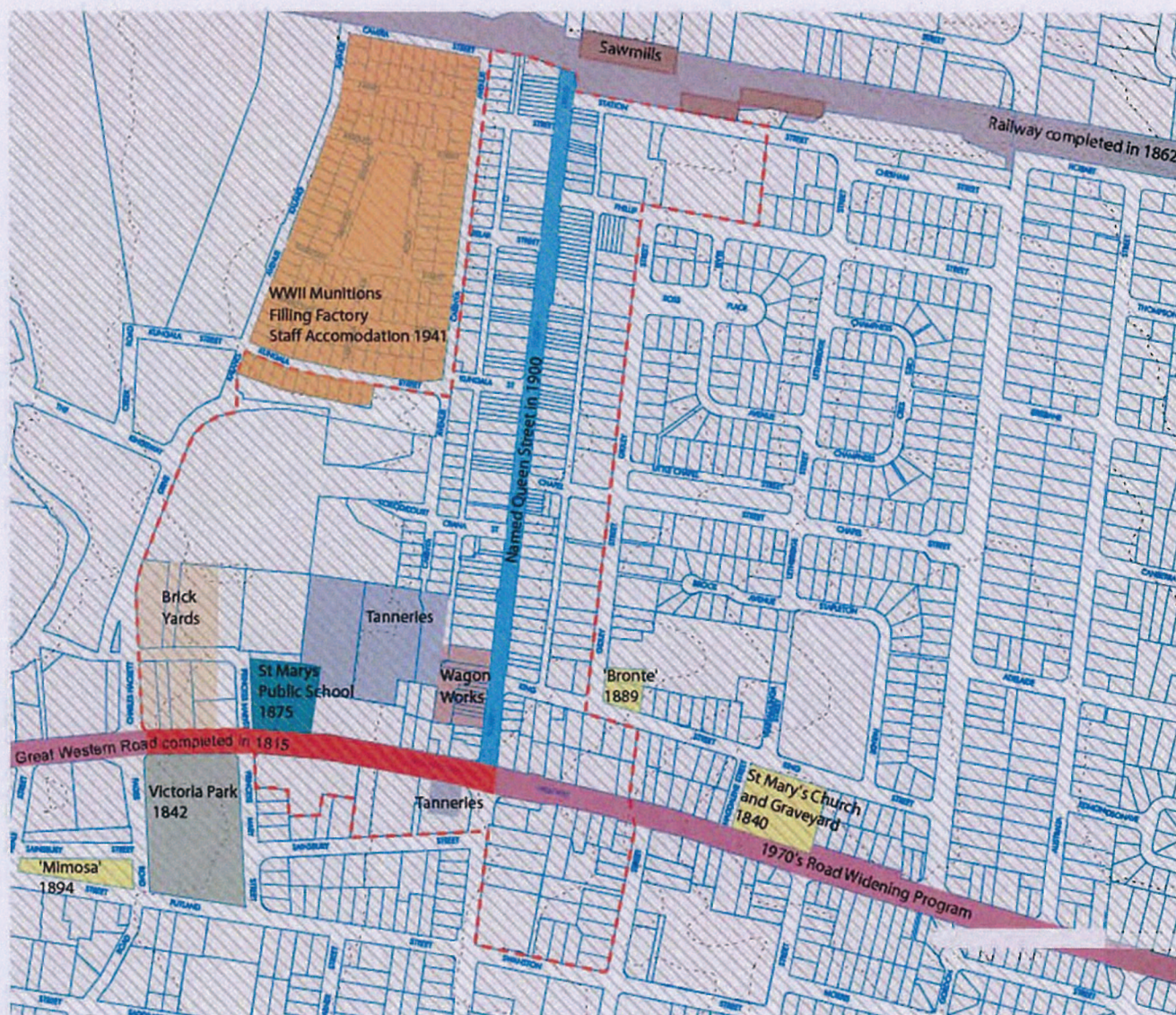
The varying footpath along Queen Street allows for the strong avenue of street trees to be established.

The remainder of the town centre to the south-west and south have buildings in a landscape setting such as the school or with side front and rear setbacks typical of residential uses.

Medium sized building footprints occur on Gidley Street and are representative of hardware stores, medical centres and supermarkets, and south of Great Western Highway where community uses and medical centres are located.

Larger building footprints in St Marys Town Centre represent the two shopping centres on Station Street Plaza and the Village Centre.

Source :
Tim Williams Associates & Government Architect's Office, 2005, Urban Design Analysis St Mary's Town Centre, Penrith City Council, November 2005.



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- | | | | |
|---|---------------------------------------|---|--------------|
|  | Gomerrigal-Tongarra Clan Tribal lands |  | Old Sawmills |
|  | Main Street (Town Centre Post WWII) | | |
|  | Original Town Centre | | |
|  | Great Western Highway | | |
|  | Heritage Listed Buildings | | |
|  | Victoria Park | | |
|  | WWII Suburban Development | | |
|  | Old Tannery Locations | | |
|  | Old Brickyard Locations | | |
|  | Old Waggon Works | | |

St Marys is named after the parish church of St. Mary Magdalene. The area was first called South Creek, because the European settlement was originally centred along the banks of the creek.

Originally, the village of St Marys was located on the Great Western Highway between Pages and Mamre Roads. It was a convenient staging post due to its location on the Great Western Highway.

St Marys has traditionally had a strong industrial base, with tanneries, sawmills, brick makers and wheelwrights developing from the use of local resources.

In 1862 Railway Station opened but the focus of the town remained along the Great Western Highway. Development continued to centre along the Great Western Highway until after the Second World War.

Source :
Tim Williams Associates & Government Architect's Office, 2005, Urban Design Analysis St Mary's Town Centre, Penrith City Council, November 2005.

St Marys Town Centre Revised Masterplan
Figure 14. Historical Features



A strong avenue of street trees exists along Queen Street, and contributes to the civic quality of the street. East-west streets within and beyond the town centre boundary have little or no street tree planting, with the exception of Charles Hackett Drive.

There is a significant opportunity to connect the east-west streets from the ridge and the river to Queen Street through street tree planting. Kokoda and Lang Park are large parks within the town centre. Better pedestrian connections can be made between Queen Street and these parks.

A small pocket park exists on the corner of Kungala Street and Queen Street. Replacing the asphalt surface with a lighter colour paving would improve the quality of this park and its amenity as a civic area.

Similarly, the large areas of surface car parking and the bus interchange could be improved with tree planting.

Residential pocket parks outside of the town centre provide opportunities to create green fingers that connect the residential areas to Queen Street (eg. Victoria Park).

Source :

Tim Williams Associates & Government Architect's Office, 2005, Urban Design Analysis St Mary's Town Centre, Penrith City Council, November 2005.



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-  Regional Views
-  Local Views
-  Main Street Views
-  Landmarks

Vista along Queen Street contributes to an urban and civic image of St Marys Town Centre.

The railway station campanile is a landmark that marks the arrival at St Marys Town Centre by train.

Gentle east-west slope views are offered to the Blue Mountains along east-west streets towards west.

Significant regional views to the Blue Mountains are possible from the ridge along Glossop Street and along the Great Western Highway they contribute to the sense of place. Any future development within St Marys Town Centre should protect these views.

Source :
Tim Williams Associates & Government Architect's Office, 2005, Urban Design Analysis St Mary's Town Centre, Penrith City Council, November 2005.



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- Railway Station and Interchange
- Shopping Centre Precinct
- Community Arts Precinct
- Aquatic Centre
- Highway Frontage Mixed Use
- Parking Areas
- Green Spaces
- Railway Easement
- Main Street

Queen Street is the ordering element of the town centre, it is the retail, commercial and civic spine of the town centre.

The majority of the town centre lies within 5 - 10 minute walk from the train station. Included within the 5 minute walk from the train station are the bus interchange, Station Street Plaza, commercial and retail uses, medical centres, residential areas and pocket parks.

In addition to retail and commercial uses, the Village Shopping Centre and civic / community uses such as the library, bowling club, St Marys Public School, childcare facilities and public swimming pool are included within the 10 minute walk from the train station.

Outside of the 10 minute walk on the south side of the Great Western Highway lies the community centre that contains the Senior Citizens Library, Health Centre, Arts Centre, and Don Bosco Youth Centre. These community uses could be better served by relocating them within the 10 minutes walk from the railway station.

Surrounding the town centre are industrial lands to the north. To the east and the south are residential uses and to the east is predominantly recreational parkland.

Source :
Tim Williams Associates & Government Architect's Office, 2005, Urban Design Analysis St Mary's Town Centre, Penrith City Council, November 2005.



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- Main Street
- Primary Roads
- Secondary Roads
- Minor Roads
- Laneways
- Surface Parking
- Pedestrian Access
- Transport Hub
- Bus Interchange
- Bus Routes

Queen Street, the main street has a high level of pedestrian amenity. The high level of pedestrian amenity is due in part to the Great Western Highway and Glossop Street removing heavy traffic from within the town centre to the periphery.

West and East Lanes also contribute to the pedestrian amenity of Queen Street, and are important as they provide secondary access for servicing and loading to the existing shops.

The opportunity exists to create frontages to these lanes to improve safety and surveillance. All east-west streets create a T-intersection with Queen Street, and this provides a point of reference within the town centre.

A large proportion of land in the St Marys Town Centre is Council owned surface parking. This parking is located at the edges of the town centre and is connected to secondary roads; people walk from carparks through arcades and through site links to Queen Street.

Pedestrian through site links especially on the eastern side of Queen Street where the street blocks are longer connect Queen Street to parking areas.

The town centre is well serviced by bus routes to Werrington, University of Western Sydney, Colyton, St Clair and Erskine Park. The Great Western Highway arterial road traverses the southern section of the study area in the east-west direction.

Source :
Tim Williams Associates & Government Architect's Office, 2005, Urban Design Analysis St Mary's Town Centre, Penrith City Council, November 2005.



LEGEND

- Local Parks + Reserves
- Footpath links
- Through block links

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PRINCIPLES AND STRATEGIC FRAMEWORK

Urban Design Principles employed in the St Marys Town Centre Revised Master Plan:

1. Increase Density around the railway station
2. Maintain the Character and scale of Queen Street
3. Provide for a central Square that will be a focus for the town centre.
4. Integrate the Commercial Centres into the life of Queen street
5. Allow views through the Town Centre towards the Mountains
6. Allow for a healthy mix and spread of residential, retail and commercial development
7. Allow landscape elements to filter through the Town Centre
8. Allow for sensible servicing of retail and commercial areas.
9. Ensure equitable sun access to residential developments
10. Allow for a variety of lot amalgamations to occur.

1. Increase Density around the railway station

The Department of Planning 's Metro Strategy has identified that town centres located along transport corridors, such a St Marys, should be developed to allow for an increased density that will benefit from the proximity to public transport.

The Station precinct at St Marys has the potential to be developed with high-density towers that will be in very close proximity to the station and provide a gateway signal to the town centre from the Railway station. The commercial centre in the station precinct could be expanded westward to take in some of the Council owned land. The depth of the block from the station southward is such that there would be minimal overshadowing impact on neighbouring residential or commercial property. We have identified 5 sites that could take towers up to 16+levels, which could provide for a variety of apartment housing types.

The remainder of the built form in St Marys will be of a smaller scale, more related to the scale of the streets and the depths of the blocks.

2. Maintain the Character and scale of Queen Street

Queen Street is the Main Street in St Marys. It runs North/south and is relatively wide due to council enforced setbacks. It has well advanced street trees and plenty of footpath width in which active street life such as outdoor dining can occur. The scale of the buildings on Queen street is one or two storeys, which allows for daylong sun penetration into the street. The revised Master Plan continues the existing pattern of use in the street by formalising the two storeys on either side of the street for an average shop depth of 15m.

The blocks to the east of the street are relatively narrow and the whole of the ground floor is intended to be commercial or retail with a 15m wide band of commercial space above.

The west side of Queen Street is will also have a 15m wide two-storey strip to form the street edge, however the depth of the block lends them to a different configuration from the eastern side.

Both sides of the street will allow for residential blocks of about six storeys to be built up to the outside edge of the 15m-perimeter block built form.

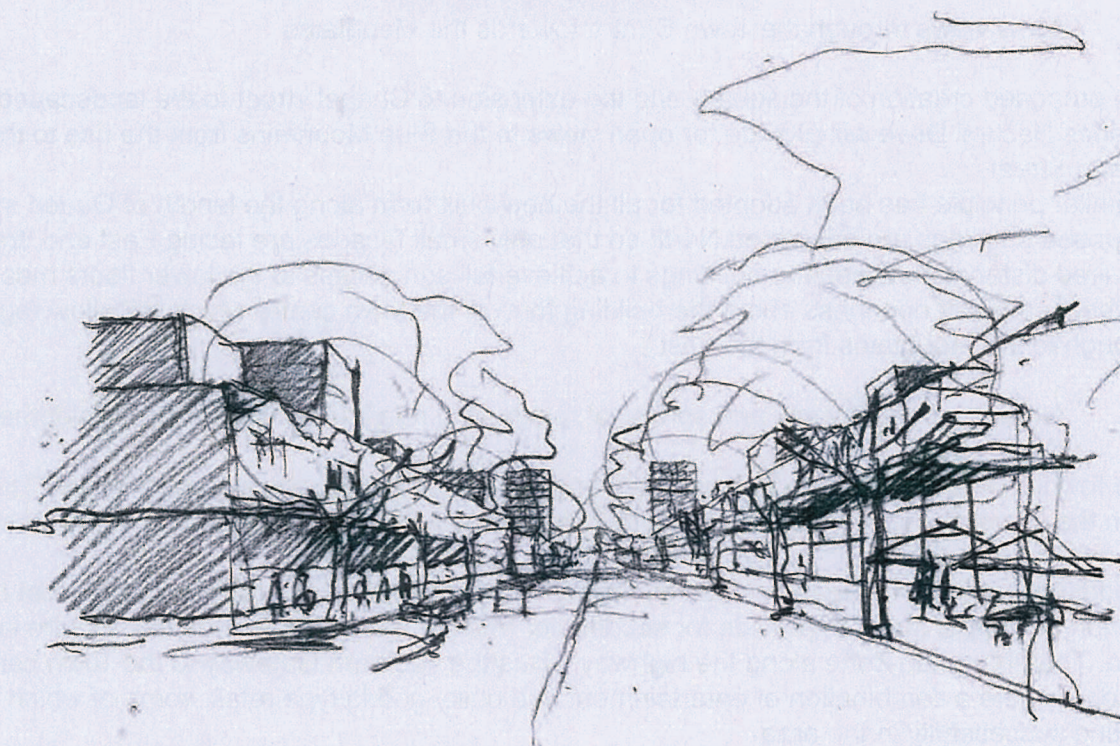


Figure 20. Looking North from Queen Street

3. Provide for a central Square that will be a focus for the town centre. It has been observed and pointed out during consultation, that the Town Centre lacks a focal point or public Square in which celebrations can occur, crowds can gather and allow for a sense of belonging. A space has been identified that is approximately half way between the Railway Station and the Great Western Highway.

There are currently no east-west streets North of the highway that cross Queen Street. The extension of the most important east-west street, Chapel Street, across Queen street will create a natural focal point, which will form a link from the creek, and leisure centre to the west to the green landscape areas up the hill to the east.

It is likely that the residential area to the east of Queen street will soon be redeveloped and Chapel street will act as a local feeder street to the town centre and the Square.

A community building such as a Library or community centre is identified on the west side of the new square. It will be the major building addressing the square and will give the square a civic function.

The square also becomes the major pedestrian connection from the Commercial centre to the west of the square back to Queen Street.

4. Integrate the Commercial Centres into the life of Queen street

The commercial centre at the Railway Station end of town is expanded westward towards Queen Street. A pedestrian entrance arcade is proposed to Queen Street in order to create a natural connection with the Main street.

Similarly, the Commercial centre adjacent to the new Town Square is expanded eastward to the edge of Carinya Avenue so that it too can contribute more fully to the life of the town centre and create a natural attractor at the other end of the town centre from the Northern centre.