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Part A - Riverlink Precinct (Excluding Panthers Penrith Site)

A. A. Background

The Riverlink Precinct has a rich and diverse history. Originally settled by the local Aboriginal peoples (Mulgowey and Booroonboorongal people), the area was first settled by Europeans in 1803 when land along the east bank of the Nepean River was surveyed. Land lots adjacent to the river were granted by Governor King to free settlers, ex-military men and ex-convicts.

Following further European settlement in the early 1800s, the Nepean River was crossed in 1813 by Gregory Blaxland, William Lawson and William Wentworth, who sought greater grazing lands in the western plains in order to help sustain the growing colony. This resulted in new towns along the river providing a gateway to the west. The construction of a road connecting Emu Plains to Sydney in 1815 resulted in further growth in the area. The construction of the Victoria Bridge in 1867 and the Regentville Bridge (also known as the M4 Bridge) further shaped development of the Riverlink Precinct. Ongoing development in the area over time has resulted in the Precinct's diverse land uses which exist today, such as residential, employment and entertainment facilities.

This section of the DCP applies to development on land known as the Riverlink Precinct as identified in Figure E13.1: Riverlink Precinct Location Map. This section provides specific controls for the Riverlink Precinct and is to be read in conjunction with other parts of the DCP.

Documents which are to be considered in the context of E13 Riverlink Precinct include:

a) Riverlink Precinct Plan (2008)

b) Riverlink Precinct Urban Design Study (2009)

c) Traffic, Transport and Access Study (2009)

d) Economic Impact and Land Use Analysis (2010)

e) The Future of Penrith, Penrith of the Future (2012)

f) 'Our River' Master Plan Report (2013)

The Riverlink Precinct is located within a 2km radius of the city centre and is approximately 370 hectares in area. The Precinct is bounded by the eastern bank of the Nepean River to the west, Mulgoa Road to the east, the M4 Motorway to the south and the Western Railway line to the north. It includes the Penrith Panthers Club and associated lands and facilities as shown in Figure E13.1.

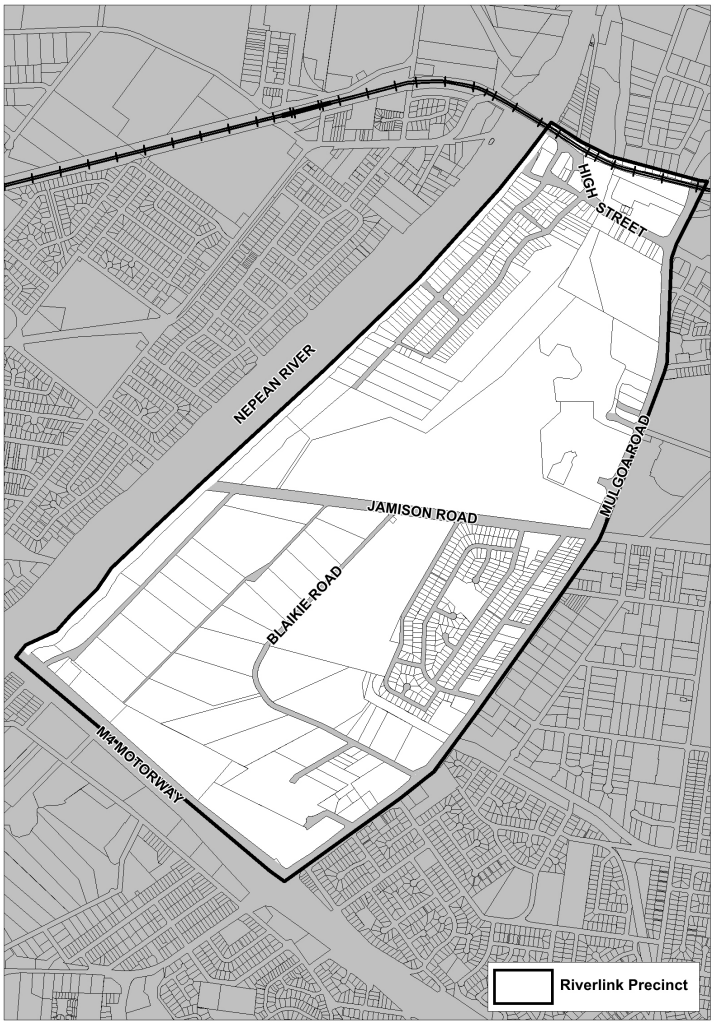
The Precinct comprises a mix of uses including:

- Residential – rural and suburban – single detached houses, townhouses/villas, retirement housing.
- Bulky goods retail/warehousing – large floorplate with at grade car parking.
- Leisure/entertainment – large floorplate commercial buildings with at grade car parking.
- Hotels/motels – large floorplate, 2+ storey commercial buildings with at grade car parking.
- Open space – Tench Reserve, drainage easements, stormwater drainage.

The Precinct has the broad goal of creating a living, entertainment and working hub to link the city centre to the Nepean River. It seeks to create a cohesive and well-connected precinct by:

- Enhancing and activating Mulgoa Road as a significant approach to Penrith City Centre
- Reinforcing key intersections as gateways to the Precinct and the Penrith City Centre
- Creating a clear and legible public domain framework of streets and open space
- Creating a new local north-south access link between Jamison Road and the Great Western Highway
- Extending Ransley Street west through the Panthers site, connecting to the open space corridor
- Creating an exciting core of entertainment, leisure and lifestyle uses around the existing club
- Incorporating sustainability best practice
- Connecting Riverlink pathways with the Great River Walk
- Encouraging views of the Blue Mountains from the public domain
- Encouraging design excellence
- Improving connectivity through the Precinct
- Enhancing Peachtree Creek.

Figure E13.1 Riverlink Precinct Location Map



Riverlink Precinct Vision

The Riverlink Precinct will be a living and working hub providing residential and employment activities with a key focus on the Nepean River. The Precinct will comprise a mix of activity nodes, with a diverse range of land uses and services and a substantial entertainment and leisure-based focus. A range of entertainment activities will be provided which will attract visitors from an extensive catchment in addition to servicing the local community. Community and cultural needs, including additional cultural facilities will be provided at the Western Gateway to the Penrith CBD and provide a distinctive architectural focus.

The public domain and open space character will be treed and green and relatively open, revealing views and vistas to the Blue Mountains, Peachtree Creek parklands and the Nepean River. View corridors to the Blue Mountains will be reinforced. A series of open space linkages will preserve areas for active and passive recreation, ensure land remains for natural habitats and incorporate water sensitive design. The public domain throughout the Precinct will be permeable and connected to its context and feature design excellence. A series of pedestrian and cyclist pathways will encourage walkability and easy access to the CBD and water activity nodes in the Precinct. Gateways for entering the sites will be strengthened and reinforced from major roads and thoroughfares. Mulgoa Road will be a high quality, urban entry to the Penrith CBD environs.

Built form development in the Precinct will be of a high quality, providing visual and landscape amenity for workers and residents befitting the site's proximity to the Penrith CBD. Development will incorporate best practice in terms of sustainability and urban design outcomes. The heritage significance of all heritage items and the natural landscape features in the Precinct will be recognised, reinforced and valued.

B. B. Precinct Objectives

1) Connectivity and links

a) To create strong synergies with the Penrith City Centre by optimising the proximity to the centre and complementing its land uses and character areas.

b) To create the Riverlink by strengthening the relationship to and connection with the Nepean River.

c) To reinforce transport links and pedestrian connections to the Penrith City Centre and public transport hubs.

d) To improve links and connectivity across the Precinct and between the various landholdings.

2) Co-operation

a) To address precinct issues such as flooding and access through collaboration with key stakeholders within the Riverlink Precinct.

3) Local character and regional appeal

a) To reinforce and enhance local identity and sense of place through public domain and building design.

b) To create a highly desirable visitor destination.

c) To create an exciting new entertainment, leisure and lifestyle hub.

4) Design excellence

a) To meet and exceed sustainability benchmarks, including water quality.

b) To achieve public domain and architectural design excellence.

13.1 Urban Framework

The Urban Framework focuses on the broad scale and the long term, and sets an overall planning and design context within which more detailed and localised strategies, studies and projects can be coordinated. The Urban Framework provides a physical interpretation of Riverlink's vision and strategies. It helps to ensure that the built environment created reflects the community's vision and Council's strategies, and it underpins an integrated approach to better physical environments.

13.1.1 Landscape Structure

C. A. Background

The largely undeveloped and floodplain nature of the Precinct means that the existing character is predominantly 'green', grassed and open with a rural and undeveloped feel. There is a mixture of public domain and park planting , private domain larger site planting (front and rear), and riparian planting (creek or river vegetation). There are some small neighbourhood parks associated with the residential areas.

The Landscape Structure seeks to integrate the natural and civic areas of the site through strong landscape links from the riparian areas back along the tree linked roadways to the Mulgoa Road frontage. Landscape components and strategies that underpin the Landscape Structure include:

- Landscaping streets, site boundaries and interfaces that contribute to the landscape identity of the Precinct.
- Acknowledging and responding to the site flooding events through landscape, environmental, engineering, built form and site management elements.
- Provision of a green interface with Mulgoa Road.
- Developing an interesting and culturally engaging component to connect the Great River Walk along the Nepean River.
- Enhancing the flood prone areas and riparian areas along Peachtree and Surveyors Creek as open space with a variety of active and passive recreational areas including a pedestrian/cyclist network. Naturalise, rehabilitate, and re-establish indigenous plantings along Peachtree and Surveyors Creeks.
- Maintaining the 'green' character by requiring setbacks for front gardens or plantings.
- Enhancing views to the Nepean River through management of the riparian plantings at Jamison Road and other public streets.
- Creating access points to the water for a wide range of passive and recreational activities.
- Creating shade in summer and solar access in winter.

D. B. Objectives

a) To create well designed active and passive recreation areas and open spaces;

b) To ensure the landscape contributes to the amenity of streets, including shade, especially the active streets;

c) To maintain view corridors to the mountains;

d) To reinforce the city's ecology by using appropriate species for the area;

e) To improve urban air quality and contribute to biodiversity;

f) To ensure landscaping designs incorporates methods for conserving mains water; and

g) To incorporate WSUD principles and contribute to the reduction of stormwater runoff.

E. C. Controls

1) General

a) A long-term landscape concept plan must be provided for all landscaped areas including the deep soil landscape zone in accordance with the Landscape Design section of this DCP.

b) Remnant vegetation and riparian areas in the precinct are to be protected and enhanced where possible.

c) Any significant stands of mature trees are to be assessed and where the health and vigour of the stand is demonstrated, are to be retained.

d) Landscaping is to be integrated in the front setback of the development to provide an attractive outlook within buildings, an attractive edge to the footpath, and to screen and breakdown the apparent scale of large areas of façade, bulk of building mass and urban form.

e) Where the setback area is a deep soil zone, clear-trunk canopy trees shall be planted.

f) Where an established planting character exists, this is to be continued into adjacent new development sites.

g) Native or indigenous plants that have lower water requirements are to be incorporated.

h) Landscaping of balconies, walls or roofs (vertical gardens/pots) should be provided to help visually minimise building mass and help soften the building. These areas should be designed for optimum conditions for plant growth by:

i. Providing soil depth, soil volume and soil area appropriate to the size of the plants to be established;
ii. Providing appropriate soil conditions and irrigation methods
iii. Providing appropriate drainage.
iv. The mix of plants in a planter, for example, where trees are planted in association with shrubs, groundcovers and grass.
v. Ensuring appropriate long term maintenance will be provided.

2) Street Design

a) All streets are to provide verge planting in local streets and full width decorative paving in pedestrian areas with high activity.

b) The street detailing, furniture, lighting and finishes are to be developed to respond to the specific character of the Precinct and are to complement the design palette in the draft Penrith Public Domain Technical Manual.

13.2 Connectivity

Connections for pedestrians, cyclists, public transport, cars, trucks and service vehicles through new and existing links to the Great River Walk, City Centre and surrounding areas ensures key activity nodes are activated. Key links through the Precinct as shown in Figure E13.2 will acknowledge views to the Blue Mountains and connections to the River.

13.2.1 Permeability

A. Background

Within the non-residential areas of the Precinct, there is a limited street network reflecting the large scale building footprint of land uses and activities and lack of development due to flooding. Large blocks reflect existing uses – bulky goods and entertainment. Rural residential, smaller blocks and lots (which are finer grain) reflect smaller scale residential uses.

Through site links provide access connections between the long sides of street blocks for pedestrian and vehicular access at street level. These links provide an important function in the form of lanes, shared zones, arcades and pedestrian ways.

B. Objectives

a) To retain and enhance existing through site links as redevelopment occurs.

b) To enhance connections between the Riverlink Precinct and surrounding areas, both along and across the Nepean River and through existing and new street networks.

c) To take advantage of all possible pedestrian connections to enable the site to function physically as a 'Riverlink' to the City Centre.

d) To connect the Riverlink pedestrian/cyclist network to the Great River Walk.

e) To improve the visual connection through the precinct to the river and mountains.

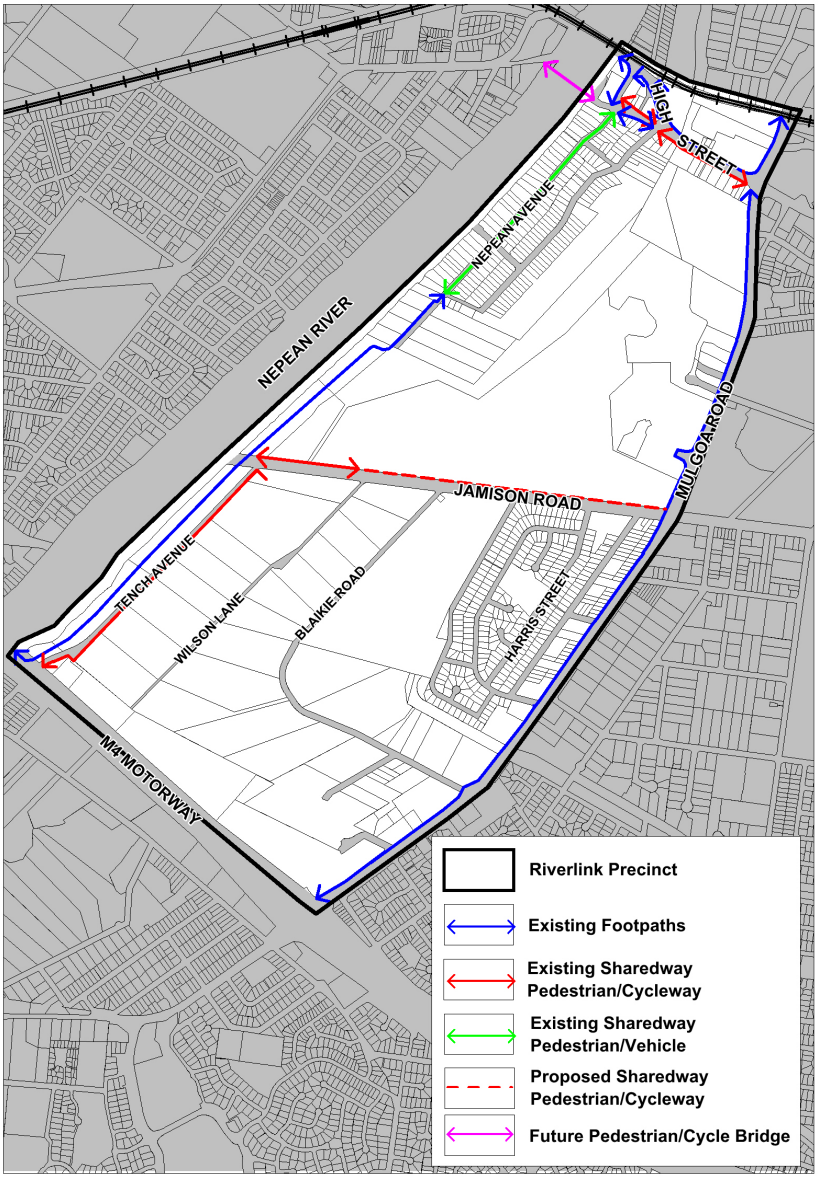
f) To improve permeability of large sites when they are redeveloped for more intensive uses.

g) To provide for pedestrian amenity and safety.

C. Controls

1) Through site links are to be provided as shown in Figure E13.2: Existing and Proposed Connections with accessible paths of travel that are:
    a) a minimum width of 4m for its full length and clear of all obstructions including columns, stairs, etc
    b) Direct and publicly accessible thoroughfares for pedestrians; and
    c) Open-air for its full length and have active frontages or a street address.
2) Ensure new streets and through site links extend and reinforce the existing street and block pattern as shown in Figure E13:2.
3) New through site links should be connected with existing and proposed through block lanes, shared zones, arcades and pedestrian ways and opposite other through site links.
4) The redevelopment of sites with an extra area of 5 hectares or more are to include new streets, lanes and/or site links to ensure permeability and encourage public access throughout the site.
5) Locate vehicular access and entries to parking on secondary streets or at the rear of buildings.
6) Existing publicly and privately owned links are to be retained.
7) Signage is to be located at street entries indicating public access through the site as well as the street to which the link connects.

Figure E13.2: Existing and proposed connections



13.2.2 Pedestrian and Cycle Network

A. Background

A series of linkages will encourage walkability and easy access to activity nodes in the Precinct as shown in Figure E13.2 Existing and Proposed Connections. Better pedestrian and cycleway connections will be created by new links and connections between existing pathways. Safety will be enhanced by designing buildings that have natural surveillance of pathways, laneways, parks, open space corridors or other elements of the public domain.

B. Objectives

a) To provide safe and easy access to buildings to enable better use and enjoyment by people regardless of age and physical condition, whilst also contributing to the vitality and vibrancy of the public domain

b) To provide a safe and accessible public domain

c) To create an extended and enhanced pedestrian and cycling network.

d) To provide continuous trafficable footpaths to all streets.

e) To provide opportunities for casual surveillance, places to enjoy views, and place to site and rest along the off road pedestrian and cycle network.

f) To ensure adequate provision for expansion of the cycle network.

F. C. Controls

1) Paved surfaces are to be designed to delineate between different uses including pedestrian areas, car parking spaces and driveways.

2) Signage is to be located at street entries indicating public access through the site as well as the street to which the link connects.

13.3 Built Form

The development provisions in this section are intended to encourage high quality design for new buildings, balancing the character of the Riverlink Precinct with innovation and creativity. The resulting built form and character of new development should contribute to an attractive public domain and produce a desirable setting for its intended uses.

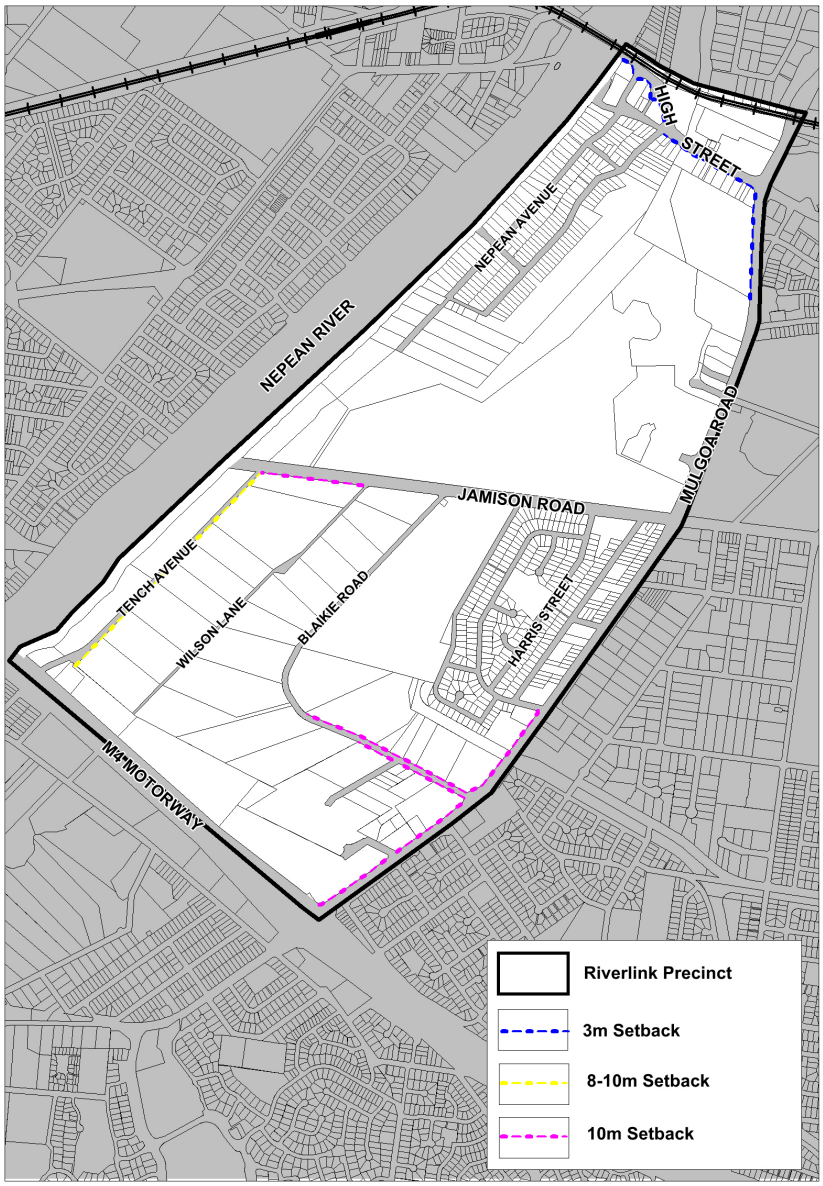
13.3.1 Street Alignment and Setbacks

G. A. Background

Street setbacks and building alignments establish the front building line. They help to create the proportions of the street and can contribute to the public domain by enhancing streetscape character and continuity of street facades.

Street setbacks can be used to enhance the setting and address for the building. They provide for landscape areas, deep soil zones and entries to ground floor apartments. Setbacks allow ventilation, daylight access and view sharing and increase privacy.

Figure E13.3 Street Setbacks



B. Objectives

a) To establish consistent building alignments to the street.

b) To provide street setbacks appropriate to building function and character.

c) To establish the desired spatial proportions of the street and define the street edge.

d) To create a transition between public and private space.

e) To locate active uses closer to pedestrian activity areas.

f) To maintain solar access to the public domain.

g) To protect important views to the Blue Mountains escarpment.

h) To ensure an appropriate level of amenity for building occupants in terms of daylight access, outlook, view sharing, ventilation, wind mitigation, and privacy.

i) To achieve usable and pleasant streets and public domain areas in terms of wind mitigation and daylight access.

j) To provide building separation for visual and acoustic privacy

k) To provide deep soil zones within sites and maintain mature/significant vegetation where possible.

C. Controls

1) Street setbacks are to be in accordance with those shown in Figure E13.3. Where an area is not identified in Figure E13.3 applicants should refer to other sections of this DCP for minimum setback requirements.

2) Provide slender buildings aligned to the street or pedestrian walkways where possible.

3) Minor projections into front building lines and setbacks for sun shading devices, entry awnings and cornices are permissible.

4) Buildings must demonstrate that views to the Blue Mountains escarpment are maintained through the provision of technically accurate perspectives to the satisfaction of Council officers.

5) The following development is permitted and preferred within the 8-10m setback along Tench Avenue:

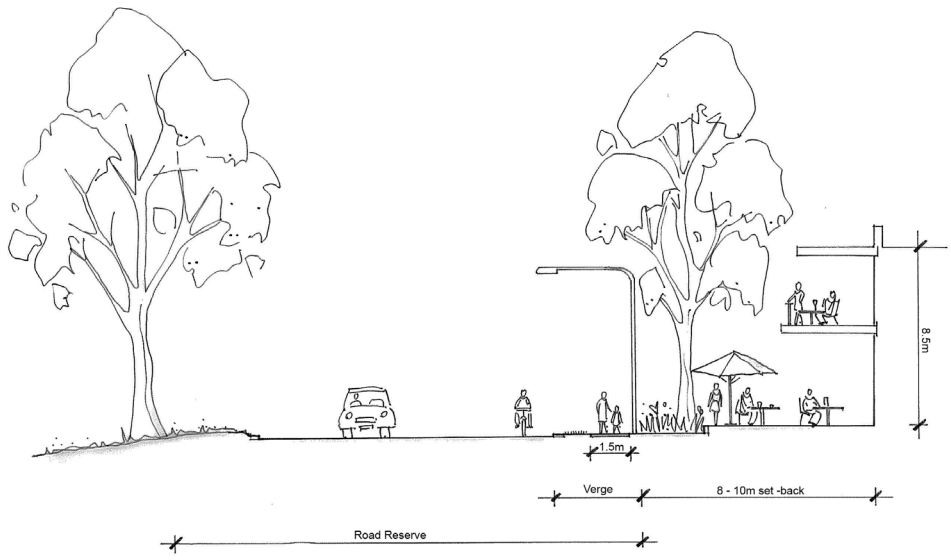
   a) Outdoor dining and awnings, including upper storey dining, where appropriate, to maximise views to the river;

   b) Landscaping, including shade trees; and

   c) Limited signage and parking.

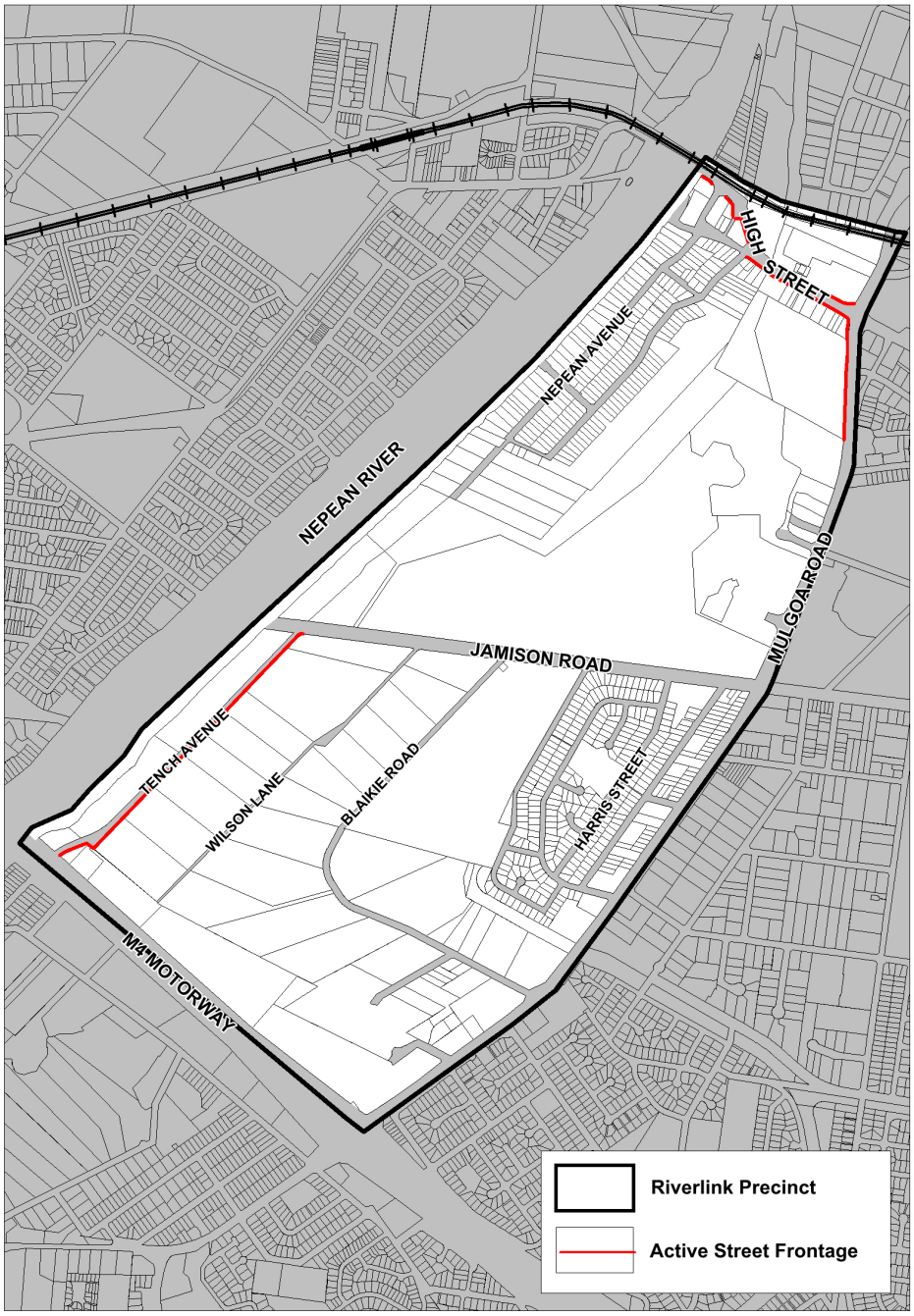
   A cross section of preferred development within the 8-10m setback along Tench Avenue is illustrated in Figure E13.4 below.

Figure E13.4: Cross section of preferred development within 8-10m setback along Tench Avenue



13.3.2 Active Street Frontages

Figure E13.5: Active Street Frontages



A. Background

Active frontages promote an interesting and safe pedestrian environment. Due to the size of the area, it is recognised that not all streets will develop as active pedestrian areas. As shown in Figure E13.5 Active Street Frontages have been identified where active ground level uses are to be consolidated, creating vibrant streetscapes in areas with high pedestrian traffic and possibly located close to public transport and public open space.

Active uses include:

- Shop fronts

- Retail/service facilities with a street entrance
- Cafe or restaurants with street entrance
- Community and civic uses with a street entrance
- Recreation and leisure facilities with a street entrance.

B. Objectives

a) To promote pedestrian activity and safety in the public domain.

b) Achieve active street frontages with good physical and visual connections between buildings and the street

c) To create vibrant streetscapes around areas of high pedestrian traffic.

d) To encourage activity within the site outside commercial business hours.

e) To provide a mix of uses to support an increasing employment and visitor population over time.

f) To enhance pedestrian safety, security and amenity.

C. Controls

1) Active ground level uses are to be located as shown in Figure E13.5.

2) Entries to active frontage tenancies are to be accessible and at the same level as the adjacent footpath.

3) Vehicular access points should not be located at primary active frontages or adjacent to building entry points.

4) Ground level uses at active frontage zones are to be located at or close to street level.

5) Transparency and openings to the street are to be maximised and blank walls, fire exits and building services elements are to be minimised.

6) Locate primary pedestrian entries to buildings on the street frontage.

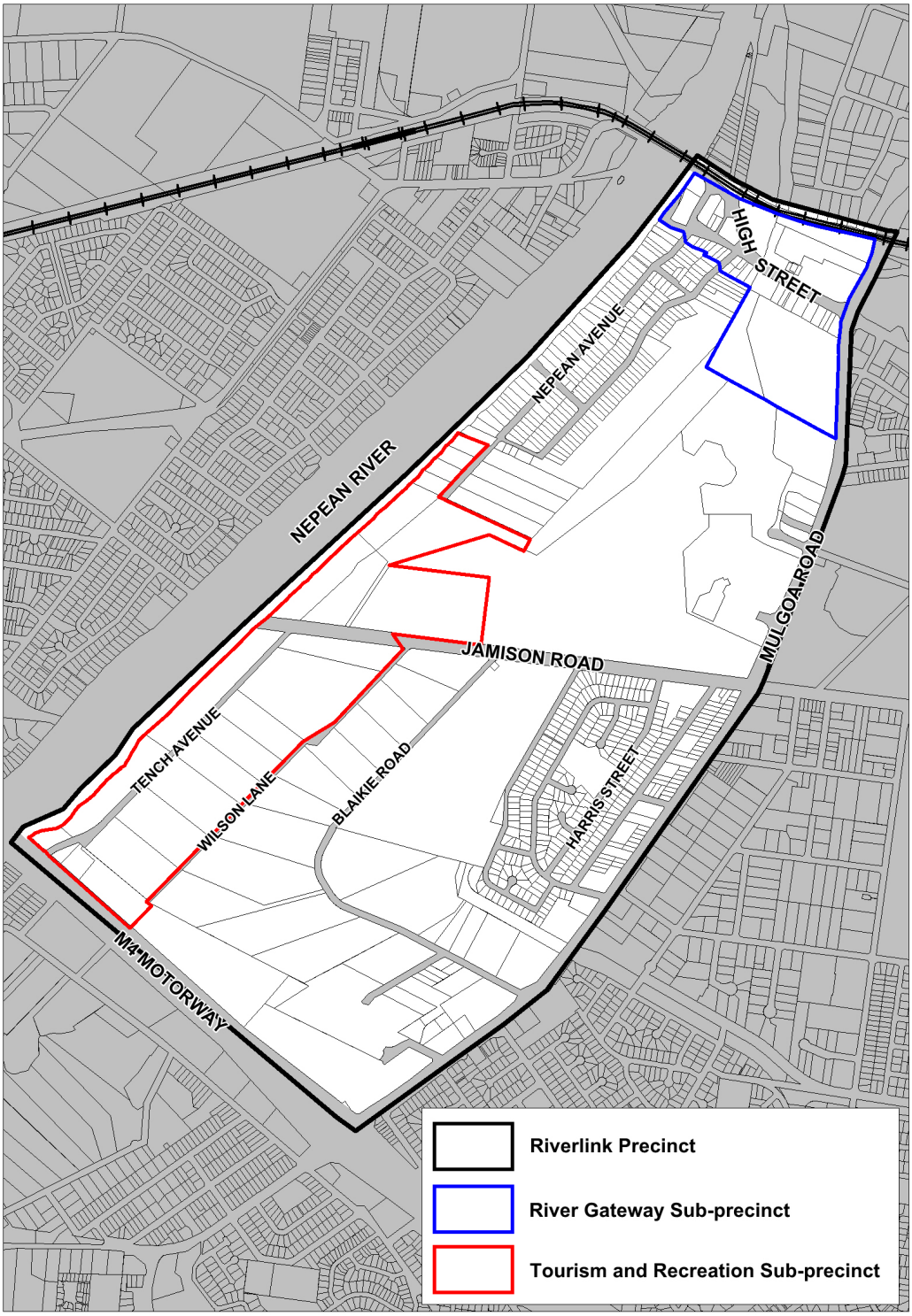
7) Design setback areas to provide interest and maximise opportunities for casual surveillance.

8) Design openings, including main entries, to the street to activate the street and to provide passive surveillance and overlooking of the public domain

9) Development on High Street may be built to the street frontage to encourage active uses including restaurants and cafes.

13.4 Future Character Strategy for Sub Precincts

Figure E13.6: Sub Precincts



A. Introduction

Character is determined by the differing combinations of physical elements that give an area a distinctive quality. These elements refer to the physical setting, the economic and land use patterns over time, and the social and cultural history.

Due to the size and strategic importance of the Riverlink Precinct, specific design principles and development outcomes have been identified for sub precincts. Large parts of the Precinct are in transition and will have a different character in time to what currently exists.

This part seeks to encourage urban design and architectural excellence as well as environmental sustainability in both the public and private domain for these key precincts.

Built form and public domain controls need to retain positive character elements such as built form and landscape elements and control future development to achieve a desired future character. Development within sub precincts as shown in Figure E13.6 is to consider the desired character of that precinct.

Architectural excellence is particularly important where the building is highly visible from the public domain outside the Precinct. Good building design should positively contribute to the overall architectural quality of the city and provide buildings appropriate to their context. In some circumstances, this contribution may be as an iconic or landmark building, but more typically it is as a well-mannered building that fits sensitively into the streetscape.

The maintenance and improvement of the public domain is dependent on a high quality approach to the design of new development including the articulation and finish of building exteriors. Careful consideration must be given to the built form, quality of materials, integrity of the design concept and its contribution to the public domain.

Sub precincts are also rich in panoramic and focused street views to the Blue Mountains escarpment. These views are fundamental to the identity of the region and characterise this area of Penrith. Views are regarded as significant when they terminate at places of architectural, landscape, or cultural significance. This may include views of the Nepean River, public open space areas or heritage buildings. It is important that views to the Blue Mountains be maintained from as many points as possible at street level. In the redevelopment of key sites consideration should be given to opening up new significant views.

B. Objectives

a) To create a framework that is flexible enough to accommodate a changing range of uses over time and respond to market opportunities

b) To facilitate the orderly development of key precincts

c) To create distinctive places activated by a mix of uses

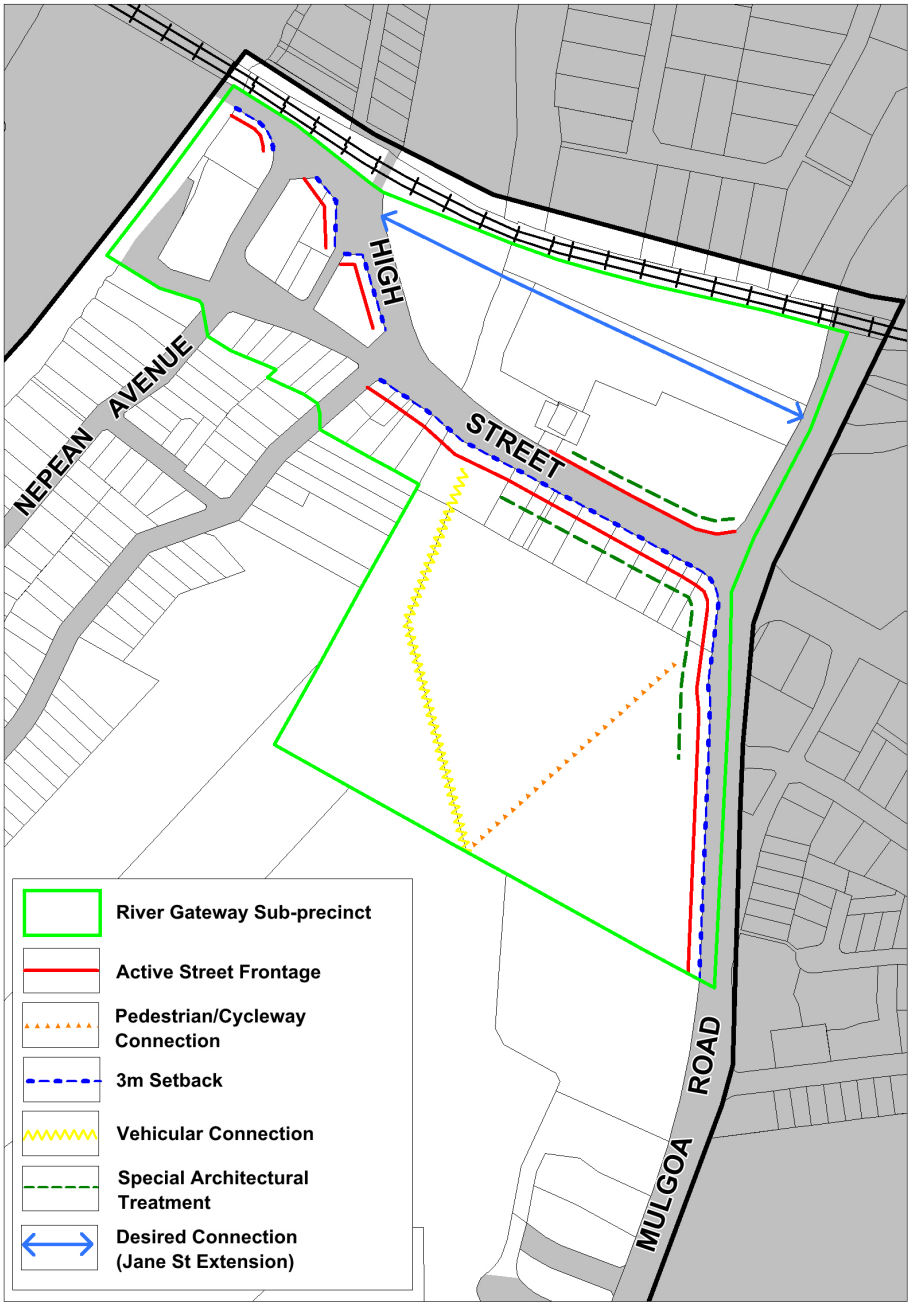
d) To ensure that development contributes to the overall creation of a destination within Penrith

e) To retain and enhance panoramic views to the Blue Mountains escarpment and the Nepean River from existing streets and the public domain

f) To retain and enhance views to natural and cultural landmarks and heritage items

13.4.1 River Gateway

Figure E13.7: River Gateway sub-precinct



A. Background

The River Gateway sub precinct as shown in Figure E13.7 is an integral part of the 'Riverlink', the reconnecting of the City Centre with the River, to better link the beauty of the City's natural landscape with its urban environments. This Precinct, along with the Carpenters site and Woodriff Gardens, proposes the re-visioning of public transport, stronger pedestrian and cycling networks, green spaces and a pedestrian bridge. In addition, there has been identified a community desire for an activated river frontage, as well as a strategic mix of indoor and outdoor areas which encourage people of all ages to come together to build a sense of community.

B. Objectives

a) To connect the Penrith City Centre with the River and Penrith Lakes

b) To create multi-modal opportunities for people to engage with the River

c) To optimise views of the Victoria Bridge, Nepean Valley and the Blue Mountains eastern escarpment

d) To connect Penrith, Emu Plains and the Blue Mountains

e) To respect the historic setting and place

f) To provide an iconic bridge, dedicated to pedestrians and bicycle riders, over the Nepean River

g) To ensure buildings and structures are iconic and regionally significant, and which distinguish Penrith from other places

h) To integrate with a green network that connects the Penrith City Centre with the River and environs – the' Riverlink'

C. Controls

1) The built form within this sub precinct must provide a transition from the City Centre to the active, recreational edge of the Nepean River and the lower density residential surrounds.

2) Development should be massed to the High Street corners at Mulgoa and Castlereagh Roads to mark the City Centre Western Gateway.

3) Development must provide an active edge to High Street, street address and continuation of High Street to the water.

4) Power lines are to be located underground.

5) Where power lines cannot be located underground, development may need to be set back from the corridor to allow for an appropriate buffer zone (may require up to 30 metres each side – with exact dimensions to be confirmed by utility authorities).

6) Civic and cultural elements of the City Centre should be incorporated and extended through to the Nepean River via High Street.

7) Landmark and gateway locations are to have buildings that demonstrate architectural excellence in the following ways:
    a) How the building reinforces and enhances significant vistas and view corridors.
    b) How the building will enliven the public domain it adjoins.

8) Particular attention is to be paid to detailing of materials. In general:
    a) Painted surfaces are not appropriate especially at street 'level'.
    b) External walls should be clad with high quality and durable materials and finishes.
    c) Architectural form/design uniqueness is to be considered.

9) Provide an architecturally distinctive, high quality, unique and well-designed building, which responds to the character of the region and establishes the site as a special place.

10) Buildings are to be simple, elegant and well proportioned.

11) Balconies and terraces should be provided, particularly where buildings overlook parks and on low rise parts of buildings. Gardens on the top of setback areas of buildings are encouraged.

12) Façades are to be articulated so that they address the street and add visual interest.

13) To assist articulation and visual interest, large expanses of any single material are to be avoided.

14) Adjoining buildings (particularly heritage buildings) are to be considered in the design of new buildings in terms of:

    a) datum of main façade and roof elements,

    b) appropriate materials and finishes selection,

    c) façade proportions including horizontal or vertical emphasis.

15) Parking areas must not dominate the street frontage.

16) Mixed use buildings are to provide pedestrian friendly, active street edges.

17) A street should be provided on the boundary of the Mountain View Retirement Village complex to activate this edge.

18) A north-south vehicular link should be provided through the sub precinct from Great Western Hwy/High Street to the southern boundary (Panthers Precinct).

19) A view connection should be created from Penrith Civic Centre through the sub precinct on the corner of Mulgoa Road and High Street in the form of a pedestrian through link.

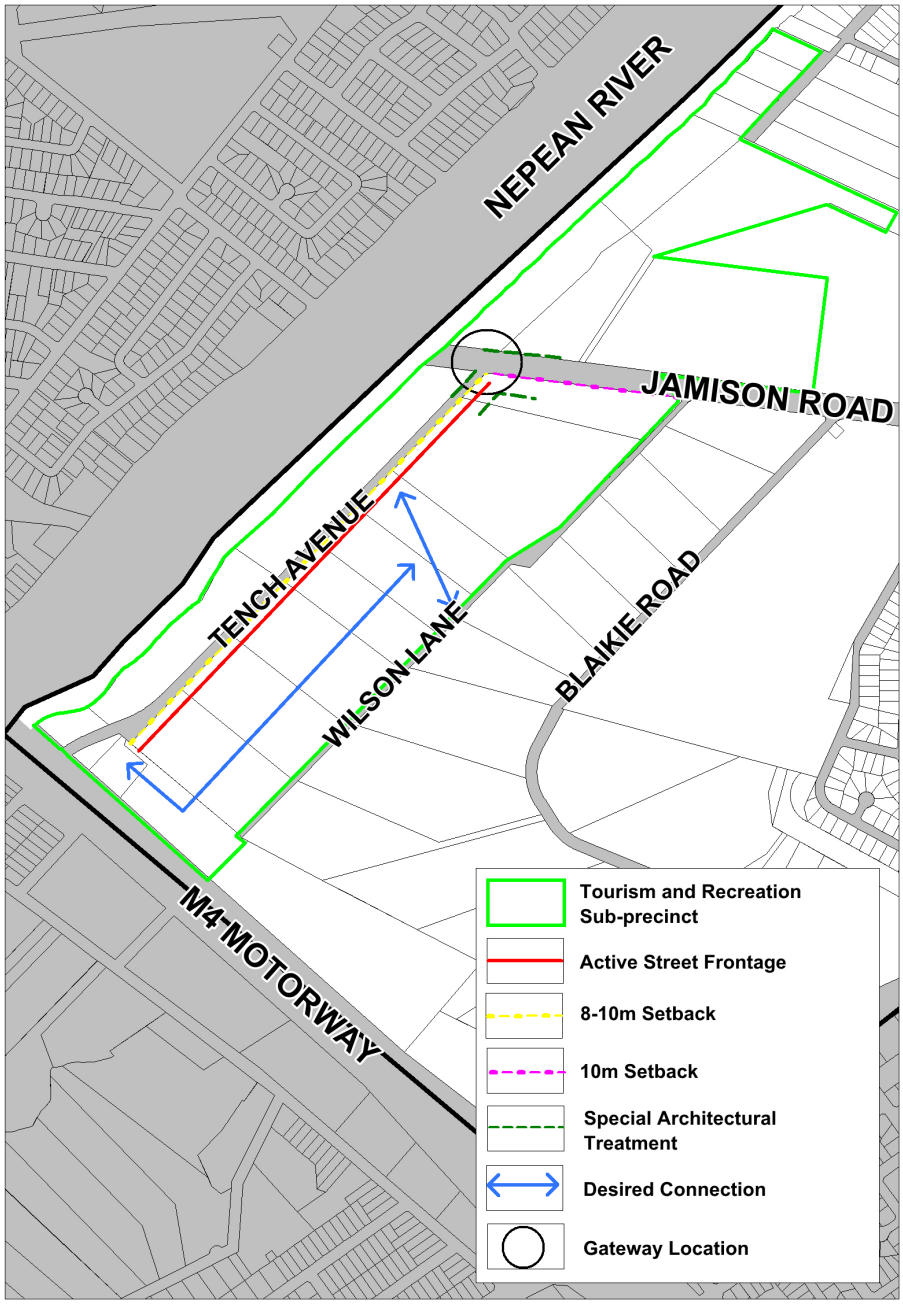
20) A landscaped public domain is to be provided with water features and public art incorporated at street level.

21) The city edge should be defined through the use of formal structured plantings, banners on light poles, and street treatments in line with the City Centre.

22) Environmental and sustainable initiatives are to be incorporated into new buildings.

13.4.2 Tourism and Recreation Precinct

Figure E13.8: Tourism and Recreation Precinct



A. Background

The Nepean River has a long cultural history, dating back thousands of years. As a spectacular natural and cultural landscape setting, the river provides the opportunity for a series of memorable spaces and places each with their own focus and character, a place to celebrate the community's culture and diversity.

The Tourism and Recreation Precinct as shown in Figure E13.8 is focused around the River and provides a sequence of foreshore open spaces of different sizes, shapes and characters that contribute to a rich and varied promenade experience that draws people along the

waterfront. The river is a significant and important recreational asset in the region. An active and vibrant river should provide a wide range of recreational opportunities both on and off the water, making the river a place to be enjoyed by all.

B. Objectives

a) Be a destination – provide a river park for the people

b) Provide a strong sense of arrival along Jamison Road

c) Create a connected, active and vibrant river with a wide range of recreational opportunities at hubs both on and off the water

d) Create spaces and places for people to celebrate the community's culture and diversity

C. Controls

1) Facilitate access and areas for casual spectator vantage points for river based events

2) Facilities for water related uses should be provided at major points along the River such as pontoons, wharf structures, boardwalks and viewing decks.

3) Improved vehicle circulation and parking should be provided, including trailer parking near boat launch areas.

4) Improvements to the public domain are to be implemented such as street lighting and continuous street planting.

5) Vehicular access points and entries to parking areas are to be located on secondary streets or at the rear of buildings.

6) Landmark and gateway intersections are to be reinforced with buildings and structures and are to demonstrate architectural excellence in the following areas:

   a) How the building reinforces and enhances significant vistas and view corridor
   b) How the building will enliven the public domain it adjoins.

7) Materials are to be selected for durability and quality. In general painted surfaces are not appropriate especially at street 'level'.

8) Particular attention is to be paid to detailing of materials.

9) Balconies and terraces should be provided, particularly where buildings overlook parks and on low rise parts of buildings. Gardens on the top of setback areas of buildings are encouraged.

10) Facades are to be articulated so that they address the street and add visual interest.

11) To assist articulation and visual interest, large expanses of any single material are to be avoided.

12) External walls should be clad with high quality and durable materials and finishes.

13) Adjoining buildings (particularly heritage buildings) are to be considered in the design of new buildings in terms of:

   a) datum of main façade and roof elements,
   b) appropriate materials and finishes selection,
   c) façade proportions including horizontal or vertical emphasis.

14) Buildings are to be simple, elegant and well proportioned.

15) Environmental and sustainable initiatives are to be incorporated into new buildings.

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13.4.2.1 2 Tench Avenue, Jamisontown

13.4.2.1.1 Introduction

A. Land to which this section applies

This section applies to development permitted pursuant to clause 7.29 of Penrith LEP 2010 at 2 Tench Avenue, Jamisontown (Lot 1 DP 38950) as identified in Figure E13.9.

Figure E13.9: Aerial Image of the Subject Site (Source: Six Maps 2018)

B. Relationship of this section to the Riverlink Precinct Section

Clause 7.29 of Penrith LEP 2010 permits a development on the site that incorporates an indoor ski slope.

This section provides specific controls for a development on the site that incorporates an indoor ski slope, in addition to the general controls elsewhere in this DCP. Where there is an inconsistency between this section and the rest of the DCP, the requirements of this section prevail.

C. Vision

It is envisaged that the subject site will be developed for an indoor skiing facility, utilising the site-specific provisions under LEP clause 7.29 and this section of the DCP.

The development will potentially accommodate an indoor ski slope and a range of other facilities such as an ice-skating rink, ice climbing facilities, rock climbing facilities, snow play areas, a gymnasium and training facilities. The development

may also accommodate hotel accommodation, function centre and food and drink premises.

D. Objectives

(a) To contribute to the attainment of the objectives of the SP3 Tourist zone and Riverlink Precinct and Tourism and Recreation sub-precinct by facilitating the development of a unique indoor recreation facility that offers a range of winter sport related activities that will attract local, interstate and international visitors;

(b) To promote quality urban design, architectural excellence and environmental sustainability in the planning, development and management of the development of the site;

(c) To encourage the development of a high-quality building that positively contributes to the skyline and view corridors to and from the Blue Mountains and escarpment and provides an appropriate architectural response to the Gateway location of the site;

(d) To ensure that the development provides an appropriate interface with the public domain and contributes to a positive pedestrian experience for visitors to the precinct;

(e) To ensure that massing, setbacks, design and landscaping of the development minimise the visual, privacy, acoustic and overshadowing impacts of the development on this site;

(f) To ensure the development is compatible with the flood characteristics of the site and that any development on the site has no impact on adjoining or upstream or downstream properties; and

(g) To ensure local traffic impacts of the development are appropriately managed and adequate parking is provided on site.

13.4.2.1.2 Design Excellence

A. Background

This Part seeks to encourage urban design and architectural excellence as well as environmental sustainability. This Part supports the requirement of clause 7.29 of the Penrith LEP 2010 for a design competition to be held for the future development of the site.

Achieving design excellence for the development is particularly important given the building will be a visually prominent building.

B. Objectives

a) To ensure that the development achieves design excellence;

a) To encourage a high level of design consideration;

b) To ensure that buildings contribute positively to the precinct character.

c) To encourage the development of sustainable design.

d) To encourage the use of high quality, durable and robust materials.

C. Controls

1) The development must achieve design excellence. In deciding whether the development exhibits design excellence, the following matters are to be taken into consideration:

(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,

(b) whether the form and external appearance of the development will improve the quality and amenity of the public domain,

(c) Whether the building reinforces and enhances significant vistas and view corridors,

(d) how the development will address the following matters—

(i) the impact of the development on the heritage significance of 'Madang Park' which is listed as a heritage item with local significance in Schedule 5 of the Penrith LEP 2010.

(ii) the relationship of the development with buildings on neighbouring sites in terms of separation, setbacks, amenity and urban form,

(iii) bulk, massing and modulation of the building,

(iv) environmental impacts such as sustainable design, overshadowing, and reflectivity,

(v) the achievement of the principles of ecologically sustainable development,
(vi) pedestrian, cycle, vehicular and service access, circulation and requirements,
(vii) the impact on, and any proposed improvements to, the public domain.
(viii) achieving appropriate interfaces at ground level between the building and the public domain.
(ix) excellence and integration of landscape design.

2) Any future development application must be accompanied by a report that details how the building achieves design excellence in relation to these matters.

13.4.2.1.3 Built Form

13.4.2.1.3.1 Indicative Building Envelope

A. Background

This section of the DCP will guide the building envelope for development on this site to control and minimise the potential environmental impacts of future development on this site on the surrounding properties and ensure that the development delivers an appropriate streetscape outcome along both Tench Avenue and Jamison Road.

Controlling the height and setbacks of the building will be essential to reducing the apparent bulk and scale of the building, creating an appropriate landscaped setting for the building and providing a physical and visual transition between the building and the surrounding properties. The setbacks will also ensure a reasonable level of solar access will be maintained to the adjoining properties.

B. Objectives

a) To ensure future development achieves a high-quality streetscape;
b) To minimise the impacts of overshadowing; and
c) To ensure adequate separation and amenity is provided to the surrounding properties.
d) To ensure the development is compatible with the flood characteristics of the site and that any development on the site has no impact on adjoining or upstream or downstream properties.

C. Controls

1) The building height and setbacks are to be generally consistent with the height and setbacks shown in Figures E13.10, E13.11, E13.12 and E13.13. The building envelope depicted in these Figures is indicative only and is to be refined through the design excellence process.

2) The ski slope may extend up to 2 metres into the 10 metre setback to Jamison Road, above a height of 6 metres above ground level, to allow for the articulation and modulation of the ski-slope.

3) The ski slope is to be setback from the southern boundary to minimize the visual and solar access impacts of the slope on the adjoining property. The height and setback of the ski slope from the southern boundary should be consistent with the indicative building envelope diagram included as Figure E13.12.

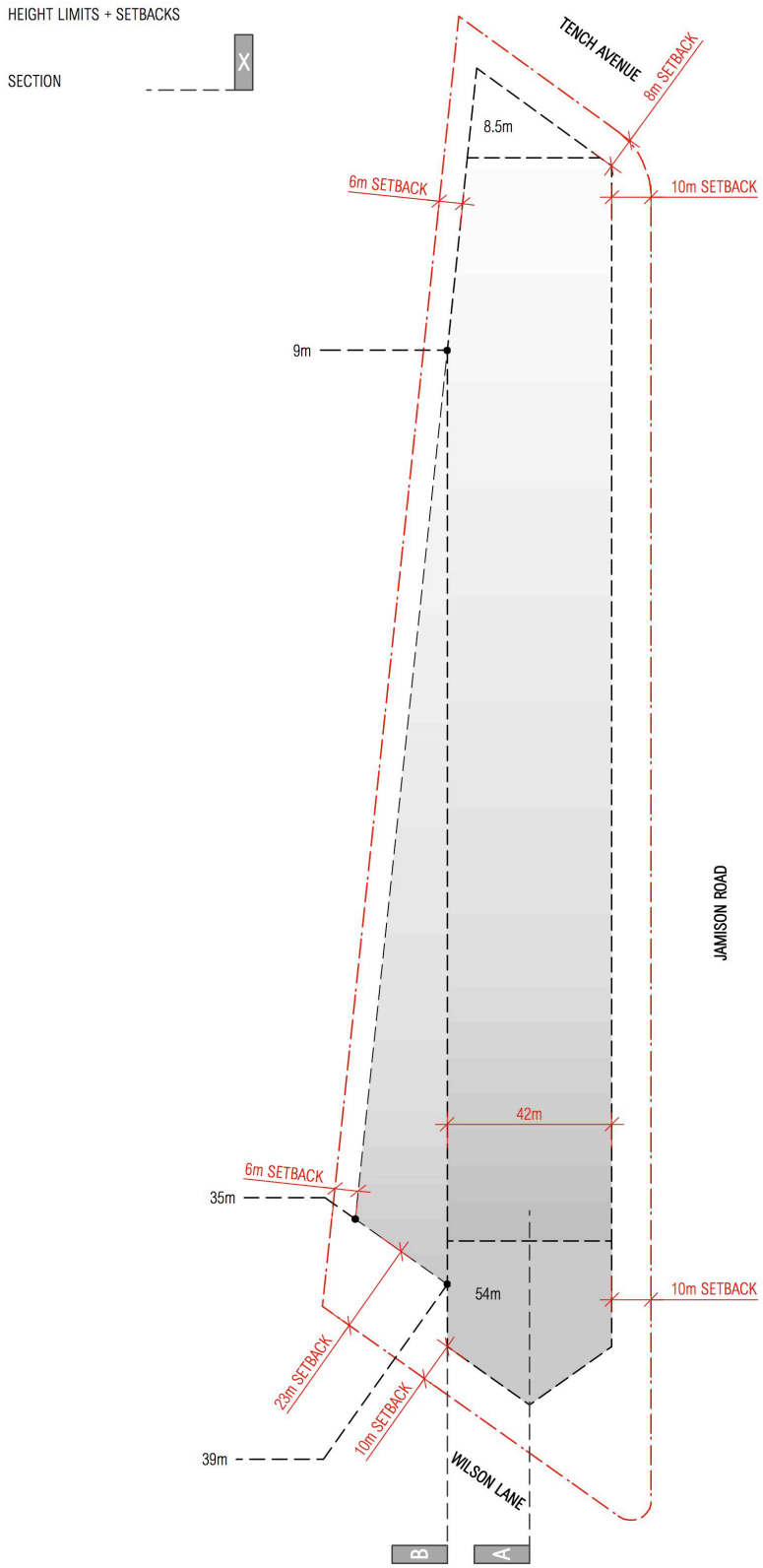
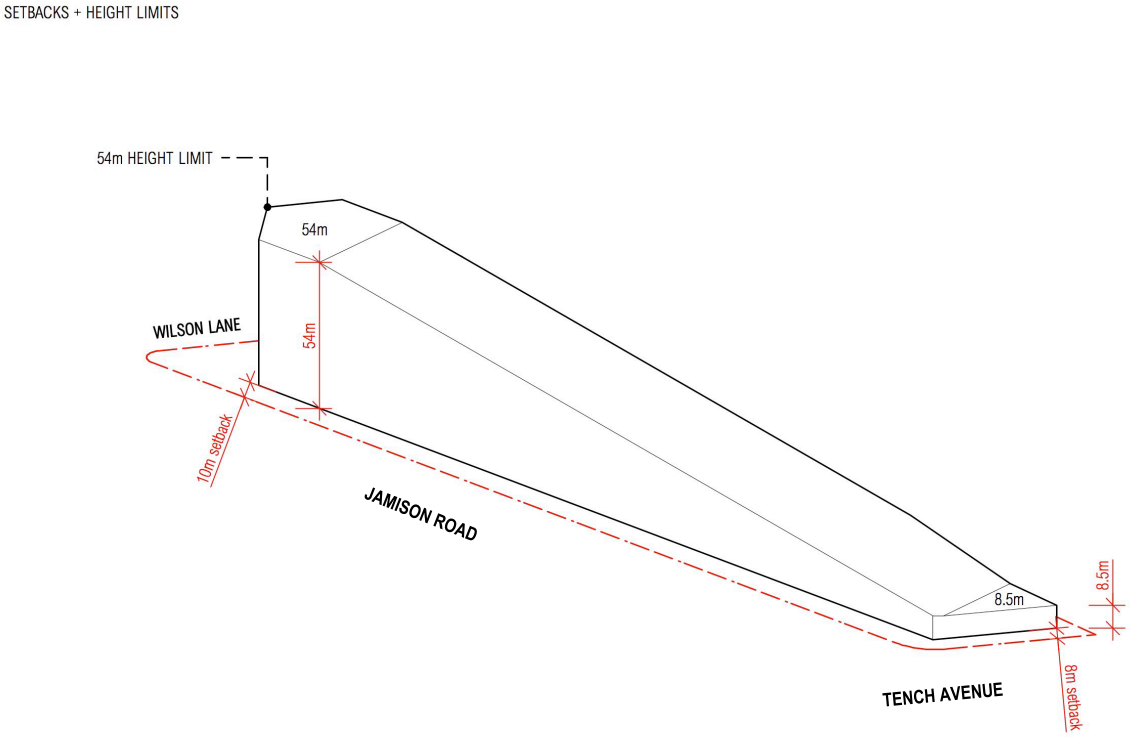


Figure E13.10: Site plan view of height limits and setbacks



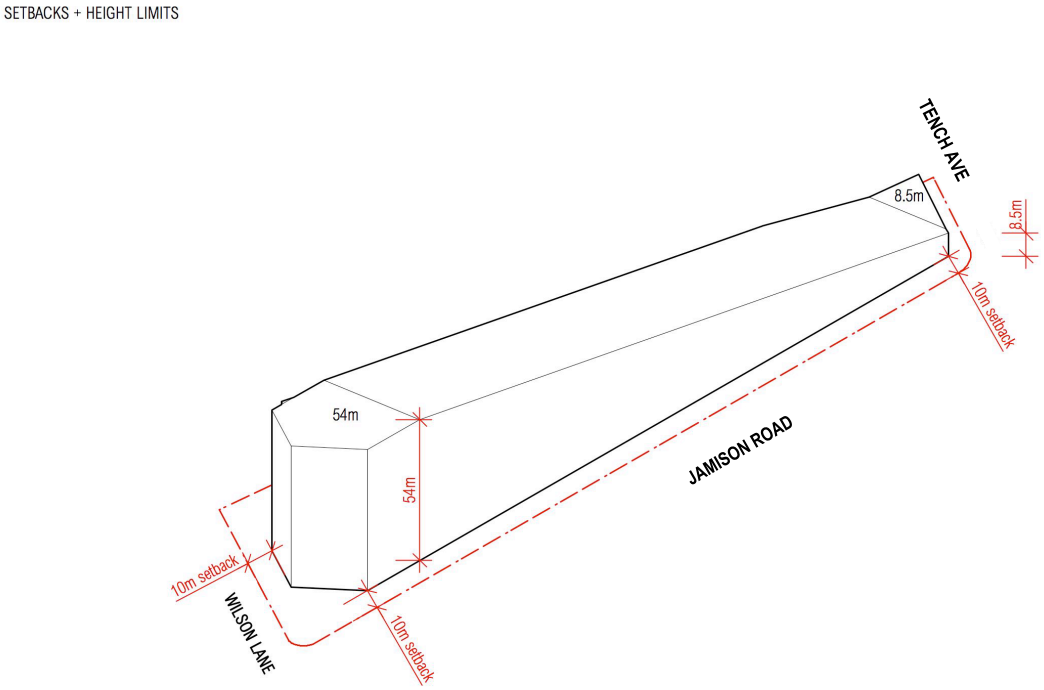
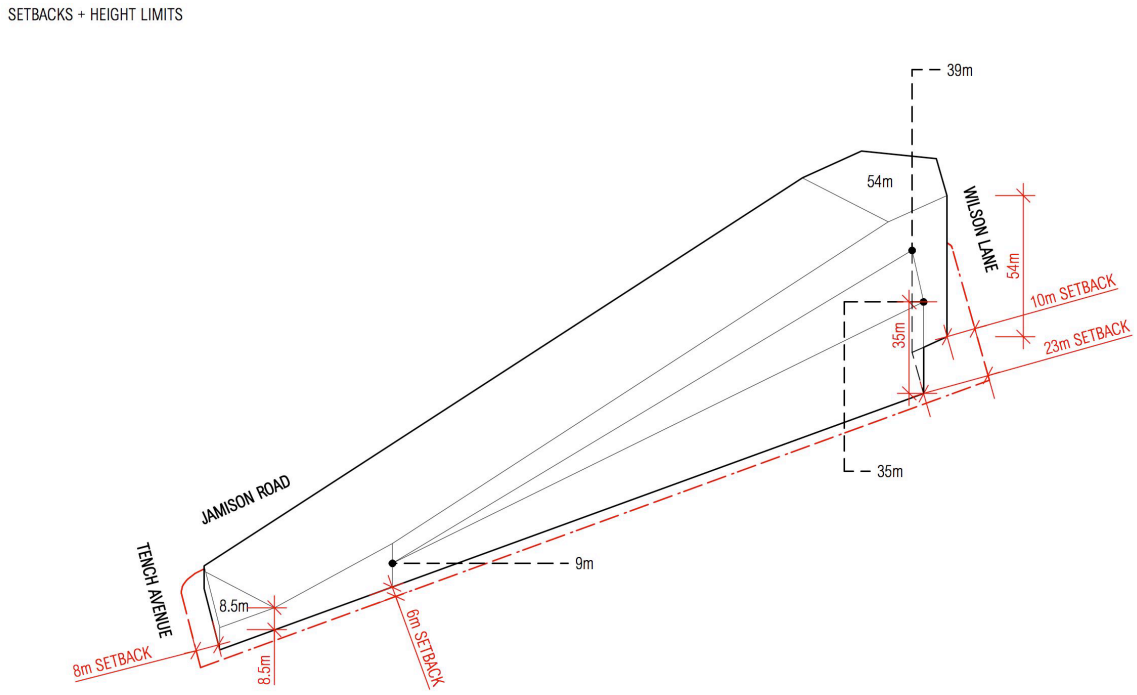


Figure E13.11: Indicative Building Envelope – Height limits and setbacks



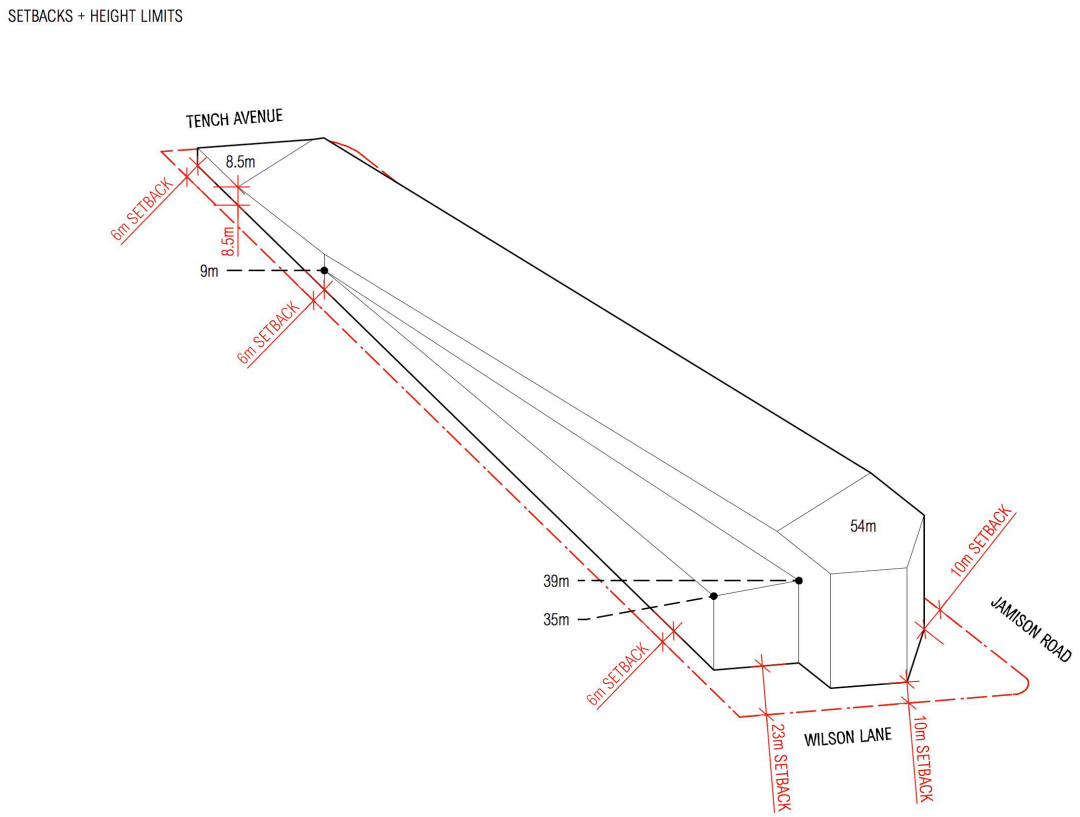


Figure E13.12: Building Envelope – Height limits and setbacks

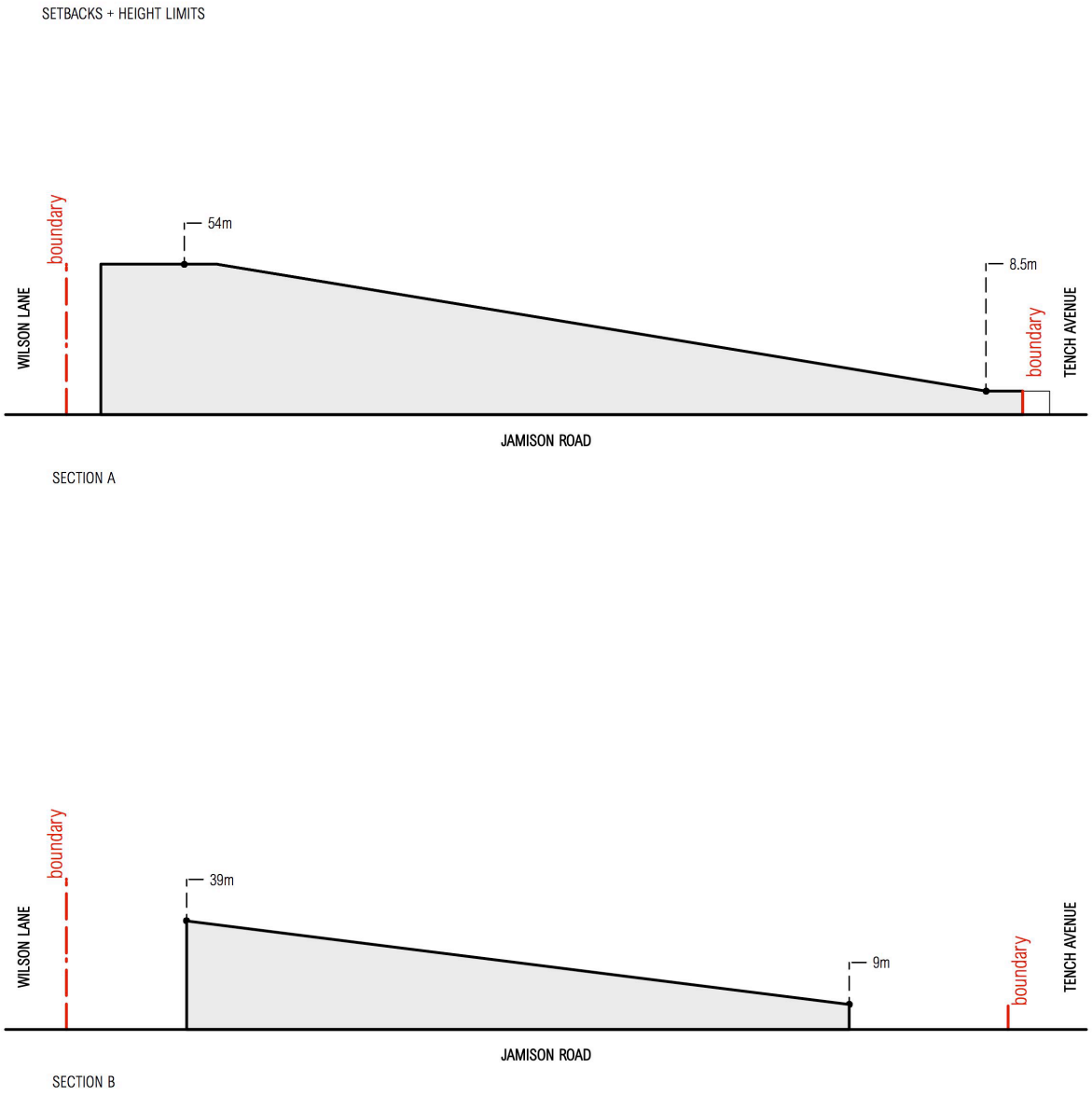


Figure E13.13: Sections – Height limits and setbacks

13.4.2.1.3.2 Building Design and Articulation

A. Background

The future development will be designed to be a landmark building for the area due to its height and unique shape. A high-quality architectural design is required for the building to ensure that the landmark building provides a positive contribution to the local skyline and attracts visitors to the Riverlink Tourism and Recreation Precinct.

The composition and detailing of the building façade will influence the apparent bulk and scale of the building, the success of the building's relationship with the public domain and the visual impact on the surrounding properties. The pattern or rhythm established by the proportions of the façade, the modulation of the external walls, the design of façade elements and the quality of the materials are therefore all-important considerations.

B. Objectives

a) To ensure that new development makes a positive contribution to the skyline, streetscape and public domain;
b) To ensure that the building's facades define and enhance the public domain.
c) To create a transition between public and private space;
d) To maintain a usable and pleasant public domain at street level;
e) To ensure that an appropriate architectural treatment is provided at the intersection of Jamison Road and Tench Avenue; and
f) To ensure that building elements such as awnings, screens, shading devices, roof structures and service elements are integrated into the overall building form and façade design.

C. Controls

a) As the building will be visible from vantage points throughout the local area, both the northern and southern sides of the building are to be articulated and modulated to provide visual interest.
b) Long continuous walls are to incorporate design treatments to reduce their visual mass and bulk. Such design treatments may include the use of architectural treatments or elements that serve to provide building articulation and modulation, the inclusion of greenwalls and the use of a variety of high quality external colours and materials.
c) The intersection of Jamison Road and Tench Avenue is identified as a Gateway Location in the Riverlink Tourism and Recreation Precinct section of this DCP. The building is to respond to the Gateway Location of the site by:

- Incorporating an active frontage to Tench Avenue (as required by the Riverlink Active Street Frontages section of this DCP),
- Providing pedestrian access to the building from Tench Avenue. The building entry point is to be clearly visible from the street and enhanced as appropriate with awnings, building signage or high-quality architectural features that improve the clarity of a building's address and contribute to visitor and occupant safety and amenity.

- Delivering high quality building facades complemented by a landscape design that enlivens the public domain and contribute to a strong sense of arrival.

d) A range of high quality, attractive and durable materials are to be used. A detailed schedule of external colours and finishes and photomontages are to be submitted with the development application.
e) Building services such as roof plant and parking ventilation are to be coordinated and integrated with the overall façade and building design and screened from view.
f) Ventilation louvres and car park entry doors are to be coordinated with the overall façade design.
g) The building and landscaping design is to incorporate the strategies outlined in the Penrith Council Cooling the City Strategy. The Statement of Environmental Effects is to detail how the development is consistent with the strategies outlined in the Penrith Council Cooling the City Strategy.

13.4.2.1.3.3 Landscape and Public Domain Design

A. Objectives

a) To ensure landscaping is integrated into the design of the development;

b) To provide landscaped areas and deep soil zones within the site and maintain mature/significant vegetation where possible; and

c) To ensure that the use of potable water for landscaping irrigation is minimized.

d) To ensure landscaping is compatible with the flood constraints of the site.

B. Controls

1) A detailed Landscape Plan and Public Domain Plan prepared by a suitably qualified professional is to be submitted with the development application.

2) The Landscape Plan must address, and be consistent with, the requirements of the Landscape Design section of this DCP.

3) The Landscape Plan and Public Domain Plan must include details of the landscape treatment of the public domain between the site and the adjacent roads/lane. Cross-sections are required to be submitted to detail verge widths, footpath locations and space for tree plantings.

4) The public domain design must improve accessibility to the site by foot, bike and public transport by providing appropriate connections to the existing shared path on the northern side of Jamison Road and the bus stop on Tench Avenue.

5) A minimum setback of 6 metres is required to the southern boundary at ground level. The existing mature vegetation along the southern boundary is to be retained where possible and enhanced.

6) Landscaping is to be integrated in the setbacks of the development to Tench Avenue and Jamison Road to provide an attractive edge and shade to the footpath, and to screen and soften the bulk and scale of the façade.

7) The building's setback to the southern boundary, Jamison Road and Tench Avenue is to be a deep soil zone, except where pedestrian pathways and vehicular crossings are required.

8) Consideration should be given to including green walls into the façade design.

9) Recycled water should be used to irrigate landscaped areas. Details are to be submitted with the development application.

10) The development application should address the development's consistency with the Greener Places Design Guide Framework.

11) An urban tree canopy of at least 25% should be achieved in accordance with the Draft Greener Places Design Guide prepared by the Government Architect New South Wales.

12) Details of any proposed landscaping shall be included in a Flood Impact Assessment.

13.4.2.1.4 Views and Visual Impact

A. Background

The Penrith LEP 2010 permits a maximum building height of 54 metres for the development. The future development of the site will be a local landmark and visible from vantage points in Penrith and outside the area.

To ensure that view corridors to and from Penrith and the Blue Mountains are not adversely impacted by the development, and to ensure the development has a positive impact on the local skyline, a high standard of architectural design is required.

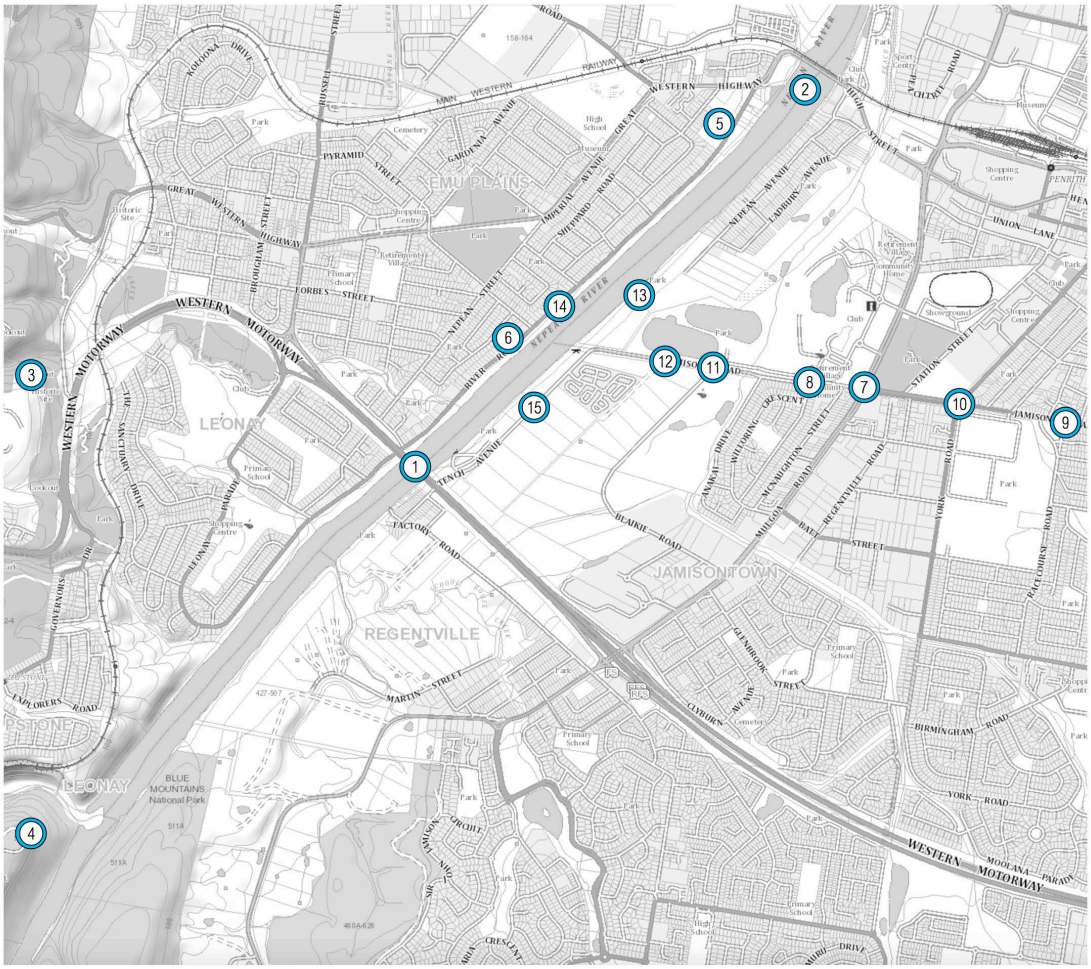
B. Objective

a) To ensure the building provides a positive contribution to the local skyline and reinforces view corridors to the Blue Mountains.

C. Controls

1) The form and detailing of the building should create a visually interesting and attractive façade when viewed from the surrounding public domain and from a distance.
2) The building is to be setback from Jamison Road in accordance with the setbacks specified in the Indicative Building Envelope section of this Part of the DCP to ensure the view corridor along Jamison Road to the Blue Mountains is maintained and to minimize the visual dominance of the building on the view corridor.
3) Landscaping is to be provided in the building's setback to Jamison Road to soften the view corridor to the west from Jamison Road and to contribute to the landscaped, open character of the Precinct.
4) The building is to be setback from Tench Avenue in accordance with the setbacks specified in the Indicative Building Envelope section of this Part of the DCP to provide a consistent landscaped setback along Tench Avenue and ensure that views along Tench Avenue are not adversely impacted by the building.
5) The western façade of the building is to have a maximum height of 8.5 metres to provide consistency in the height of development adjacent to Tench Avenue and to provide an appropriate transition in scale from the foreshore park to the highest point of the building.
6) A Visual Impact Assessment (VIA) is to be submitted with the development application. The VIA is to be prepared in accordance with the relevant NSW Land and Environment Court Planning Principles. All photographs and observations should be made by a suitably qualified expert.
7) Photomontages showing the building from the key vantage points identified in Figure E13.14 are to be submitted to show how the building will reinforce and enhance significant vistas and view corridors.

VANTAGE POINTS



VANTAGE POINTS:
01. From the M4 Bridge
02. Yandhai Nepean Crossing
03. The Blue Mountains escarpment
04. Mt Portal lookout
05. Regatta Park
06. Lewers Gallery (Heritage Item)
07. Corner Jamison Rd and Mulgoa Rd
08. Corner Jamison Rd and Harris St
09. Corner Jamison Rd and Racecourse Rd
10. Corner Jamison Rd and York Rd
11. Corner Jamison Rd and Blakie Rd
12. Corner Jamison Rd and Wilson Ln
13. Madang Park
14. River Rd
15. Tench Avenue

Figure E13.14: Vantage point locations for photomontages

13.4.2.1.5 Sustainability

13.4.2.1.5.1 Environmental Performance

A. Background

Ecologically sustainable development principles are to be applied in the design, construction and ongoing operation of the development to minimise the use of non-renewable resources.

B. Objectives

a) To apply principles and processes that contribute to ecologically sustainable development (ESD);
b) Minimise the impacts of the development on the environment;
c) Minimise the use of potable water and encourage water re-use; and
d) To minimise non-renewable energy consumption in the construction and use of the building.
e) Consider the use of sustainable materials and building components.

C. Controls

Thermal Efficiency

1) The thermal performance of the building is to be optimised by using building materials and insulation that maximise the thermal efficiency of the building.
2) No direct external glazing to external walls to be provided from the snow and ice areas.
3) The areas of the building that accommodate uses reliant on snow and ice are to be sealed to reduce energy consumption in temperature regulation and to slow the decline of snow and ice quality.

Energy Efficiency

1) Development is to be designed and constructed to reduce the need for active heating and cooling by incorporating passive design measures including design, location and thermal properties of glazing, natural ventilation, appropriate use of thermal mass and external shading.
2) A renewable energy source is to be provided for the building, such as a Photovoltaic Solar System, that contributes to making electricity for the uses of the building.
3) Where possible heat removed from the snow and ice areas is to be captured and re-used.
4) Car parking areas are to include electric vehicle charging points.
5) Where possible, the responsible sourcing of construction and fit out materials are to be used, including recycled content and recyclable materials.

Water Efficiency

1) The following water saving measures are to be incorporated into the development:

a) Where possible recycled or harvested rainwater is to be used for water use in the building and watering new gardens and landscape features.
b) Snow and ice scraped off for cleaning / re-topping is to be placed in a drainage holding area so the ice can be melted, filtered and stored in the main water tank.
c) Snow and ice melted from the bottom layer is to be drained and filtered into the main water tank.
d) All water fixtures (low flow shower heads and taps, dual flush toilets, low flush/waterless urinals, etc) are to be the highest Water Efficiency Labelling Scheme (WELS) star rating available at the time of development.
e) Stormwater capture and reuse, including water quality management is to be in accordance with Council's Policy Water Sensitive Urban Design Policy.
f) Water efficient plants and / or locally indigenous vegetation are to be used for landscaping.

Requirements for Specific Uses

Indoor ski slope

After commissioning the ski slope, the ski slope component of the building shall meet the following criteria:

- 100% green energy sourced from the building, or other sources, such that the operations are energy carbon neutral for the making of snow, conditioning and lighting of the space and all internal power requirements.
- 100% of all water required for snow and ice making shall be sourced from the roof and water tanks specially constructed for the purpose.

Ice Hockey arena and ice climbing area

After commissioning the ice hockey arena and ice climbing area, this component of the development shall meet the following criteria:

- 100% green energy sourced from the building, or other sources, such that the operations are energy carbon neutral for the making of snow, conditioning and lighting of the space and all internal power requirements.
- 100% of all water required for snow and ice making shall be sourced from the roof and water tanks specially constructed for the purpose.

Snow centre foyer and reception, hotel and all ancillary retail areas

The snow centre foyer and reception, hotel and all ancillary retail areas shall be designed to achieve the equivalent of a Green Building Council of Australia Green Star 5-star rating.

13.4.2.1.5.2 Reflectivity

A. Background

Reflective materials used on the exterior of building can result in undesirable glare for pedestrians and potentially hazardous glare for motorists. Reflective materials can also impose additional heat load on other buildings. The excessive use of highly reflective glass should be discouraged. Buildings should be designed to minimise hazardous or uncomfortable glare arising from reflected sunlight.

B. Objective

a) To restrict the reflection of sunlight from buildings to surrounding areas and buildings.
b) to encourage the consideration of the use of sustainable materials and building components

C. Controls

1) Finishes and materials are to be of a low reflectivity. Visible light reflectivity from building materials used on the façades of new buildings should not exceed 20%.

2) New buildings and facades should not result in glare that causes discomfort or threatens safety of pedestrians or drivers.

3) Given the height of the building and proximity of the site to major roads a Reflectivity Report, prepared by a suitably qualified professional, is to be submitted that analyses the potential solar glare from the proposed development on pedestrians and motorists.

13.4.2.1.6 Amenity of Surrounding Properties

A. Background

The development of the site will need to be carefully managed to ensure the changing character of the Precinct does not unreasonably impact on the amenity of existing surrounding uses.

The design of the indoor skiing facility should minimise the potential visual, solar, privacy and acoustic impacts on the surrounding properties.

B. Objectives

a) To maintain a reasonable level of amenity for the surrounding properties;

b) To ensure the shadow cast by the development does not exceed the shadow generated by the permitted building envelope;

c) To ensure that the noise generated by the uses and any associated plant and machinery complies with the relevant standards to protect the amenity of the surrounding properties;

d) To ensure that development will not result in light overspill or glare from artificial illumination; and

e) To provide clear and direct pedestrian entrances to the building to avoid unnecessary disturbance to the surrounding properties.

C. Controls

General

1) A Plan of Management is to be submitted with the development application for the indoor skiing facility to ensure that the development operates with minimal impact on the surrounding properties. The Plan of Management is to include details of:

- Hours of operation. Where uses within the development have different hours these hours must be clearly identified.
- Noise control measures including measures to be implemented to minimize the noise impact of visitors entering or leaving the premises between 10pm and 6am.
- Deliveries and rubbish collection and details of measures to be implemented to minimize any impacts on the amenity of the surrounding properties.
- Cleaning and maintenance of the grounds of the future development of this site.
- Fire safety and emergency access
- Flood evacuation procedure
- Complaint management
- Safety and security measures including:
  - Perimeter lighting.
  - Surveillance or security cameras.

- Fencing and secure gates.

Solar Access

1) The development is to comply with the indicative building envelope shown in Part 13.4.2.1.3.1 of this DCP to limit the extent of shadow cast by the development.

2) The development is not to result in any additional shadowing than is shown on the shadow diagrams that identify the shadow cast by the indicative building envelope. The shadow diagrams are included as Figures E13.15, E13.16 and E13.17.

3) The extent of shadow cast by the development is to be minimized. A design statement is to be submitted that outlines how the shadow cast by the building has been minimized.

4) Shadow diagrams showing the impact of the proposed development at each hour between 9am and 3pm on 21 June are to be submitted with the development application.

Visual and Privacy Impacts

1) The southern elevation must include visual interest through the modulation and articulation of the façade to provide an appropriate outlook from the adjoining property. The southern elevation should incorporate a range of materials to contribute to the visual interest of the façade and consideration should be given to the inclusion of green walls.

2) The setback of the ski slope to the southern boundary should accord with the setbacks shown in Figures E13.10 and E13.12 in order to limit the visual impact of the building on the properties to the south.

3) The number of windows and openings on the southern elevation is to be minimized in order to maintain a reasonable level of visual privacy to the adjoining properties to the south and prevent light spill. Generally only high-level windows should be provided. Where windows are necessary on the levels below the ski slope, measures to protect the privacy of the adjoining property are to be considered such as high sill windows, translucent glass windows or windows with privacy screens.

4) The overspill from artificial illumination is to be minimised. Indicative nighttime views are to be submitted with the application to demonstrate the extent of nighttime illumination.

Acoustic Impact

1) The developments must comply in all respects with the *Protection of the Environment Operations Act 1997*, and other relevant legislation.

2) Where possible noise generating plant and machinery are to be located away from noise sensitive uses on the surrounding properties.

3) A Noise Impact Statement is to be submitted with any future development application. The Noise Impact Statement is to be prepared by a qualified acoustic consultant in accordance with the requirements set out in Appendix F3 DA Submission Requirements of this DCP.

Signage

1) Signage for the development is to be integrated into the design of the building.

2) A Signage Strategy must accompany the development application that provides details of all directional and business identification signage required for the development.

3) Signage for the development is to be consistent with the Advertising and Signage provisions of the DCP.

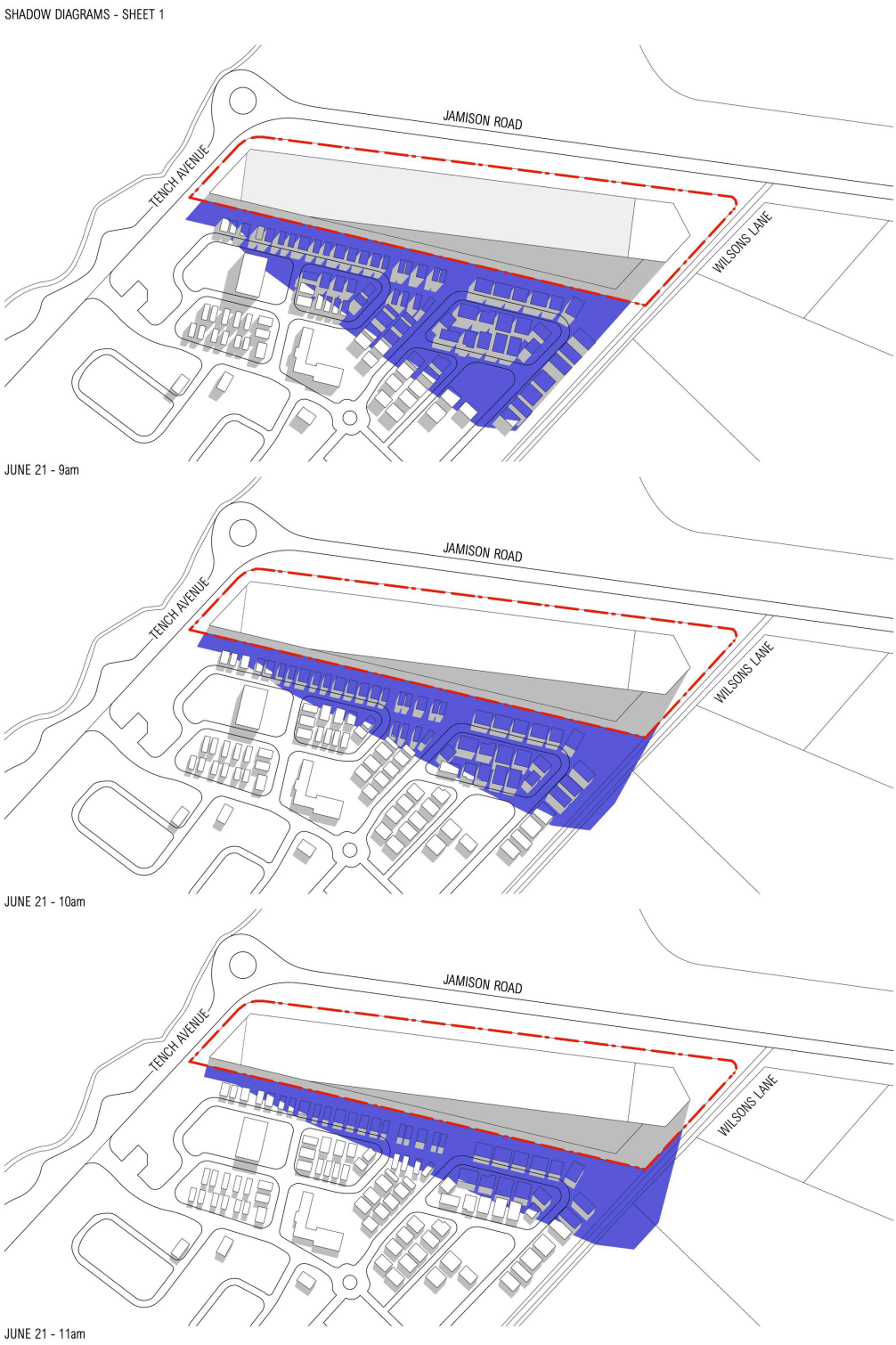


Figure E13.15 Shadow diagrams generated by the indicative building envelope showing maximum extent of shadow

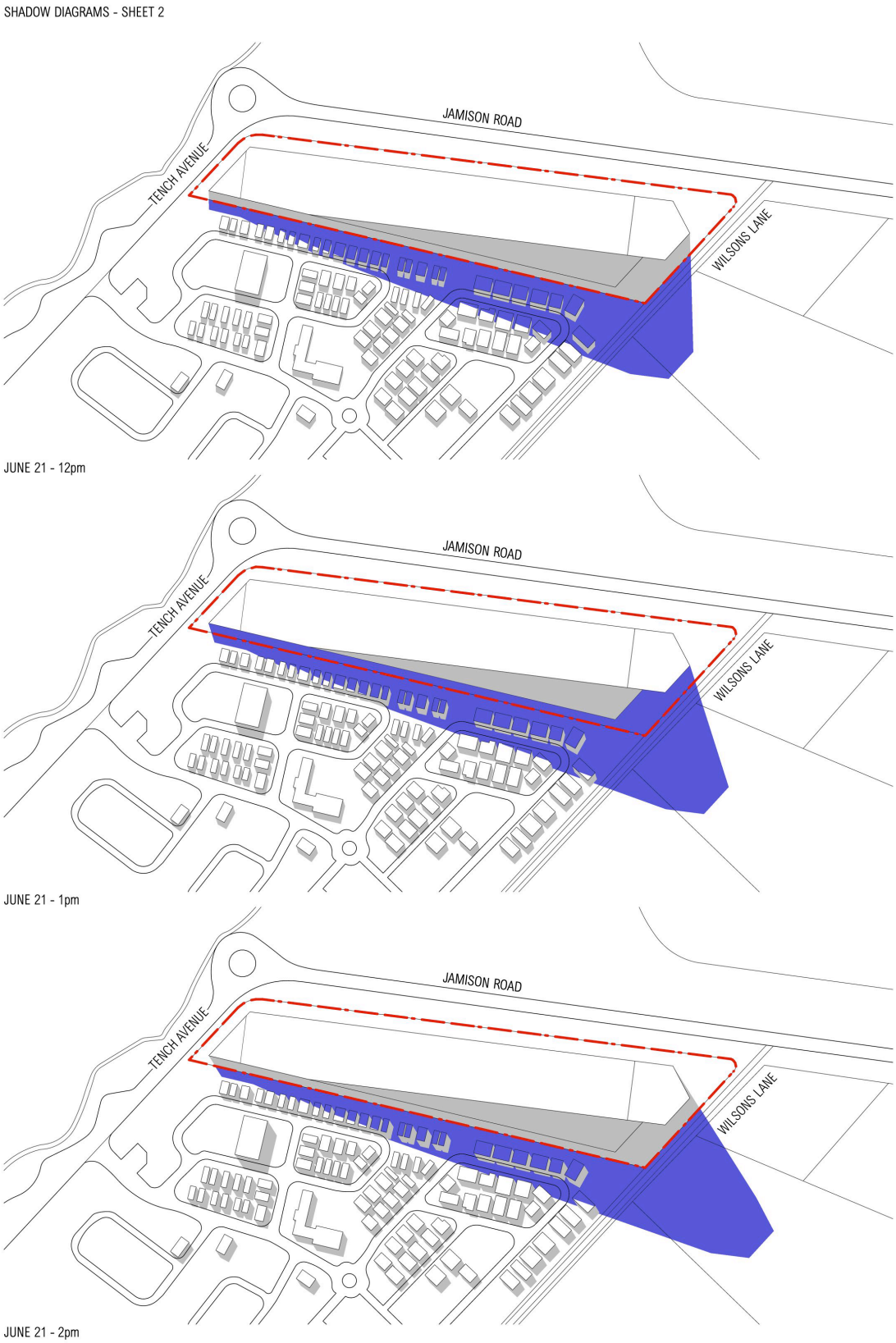


Figure E13.16 Shadow diagrams generated by the indicative building envelope showing maximum extent of shadow

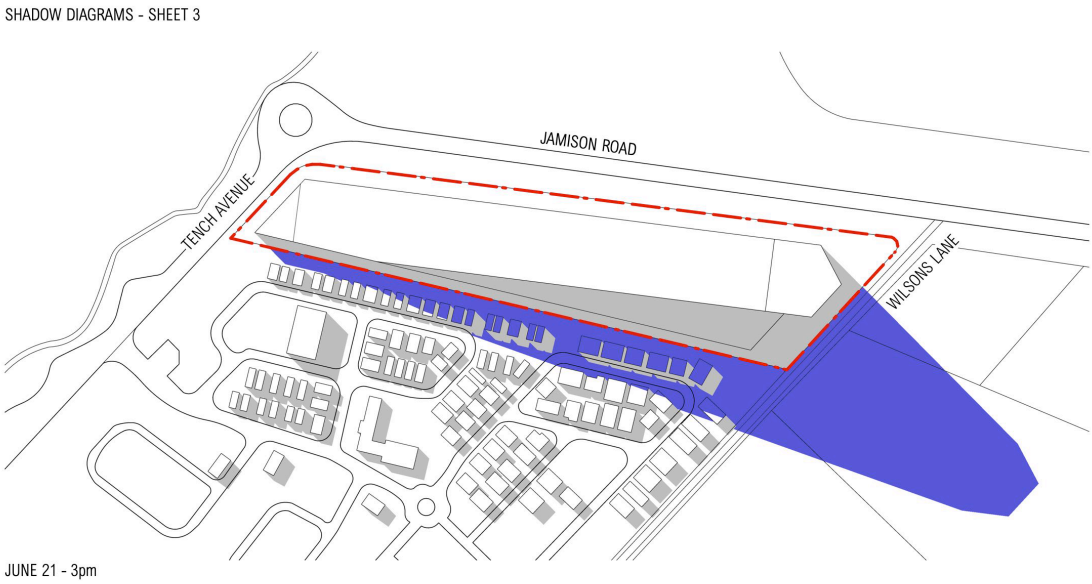


Figure 13.17 Shadow diagrams generated by the indicative building envelope showing maximum extent of shadow

13.4.2.1.7 Traffic, Parking and Site Access

A. Background

The future development on this site will accommodate a unique combination of uses. The traffic generation and parking needs will therefore differ from traditional single use sites and require site-specific responses and treatments.

B. Objectives

a) To ensure that adequate car, motorcycle and bus parking is provided on site for staff and visitors;
b) To ensure that driveways and parking structures do not dominate the public domain.
c) To integrate adequate car parking and servicing access without compromising street character, landscape or pedestrian amenity and safety;

C. Controls

Traffic and Access

1) A Travel / Transport Plan is to be submitted with the development application and is to contain a range of measures to promote and maximise the use of more sustainable modes of travel to and from the site.

2) A Traffic Report is to be submitted with the development application for the development. The Traffic Report is to be prepared in accordance with the requirements set out in Appendix F3 DA Submission Requirements of this DCP.

3) The Traffic Report is to assess the impact of the development on the efficiency of the local road network and the performance of intersections.

4) The intersection of Jamison Road / Blaikie Road is to be upgraded in the form of an urban Channelised Right Turn treatment (CHR) to accommodate predicted traffic volumes during the AM and PM peak. The upgraded layout of the Jamison Road intersection with the CHR treatment is shown in Figure E13.18.

5) Vehicular access to the site is to be provided from Jamison Road or Wilson Lane in the zones shown in Figure E13.19.

6) All vehicular access to the development is to comply with Australian Standard AS2890.1 and AS2890.2 and accommodate vehicles up to and including a 14.5-metre-long bus/coach.

7) Potential pedestrian/vehicle conflict is to be minimised by:

   a) Limiting the width and number of vehicle access points;

   b) Ensuring clear site lines at pedestrian and vehicle crossings;

   c) Separating pedestrian and vehicular accessways.

8) All vehicles must enter and leave the site in a forward direction.

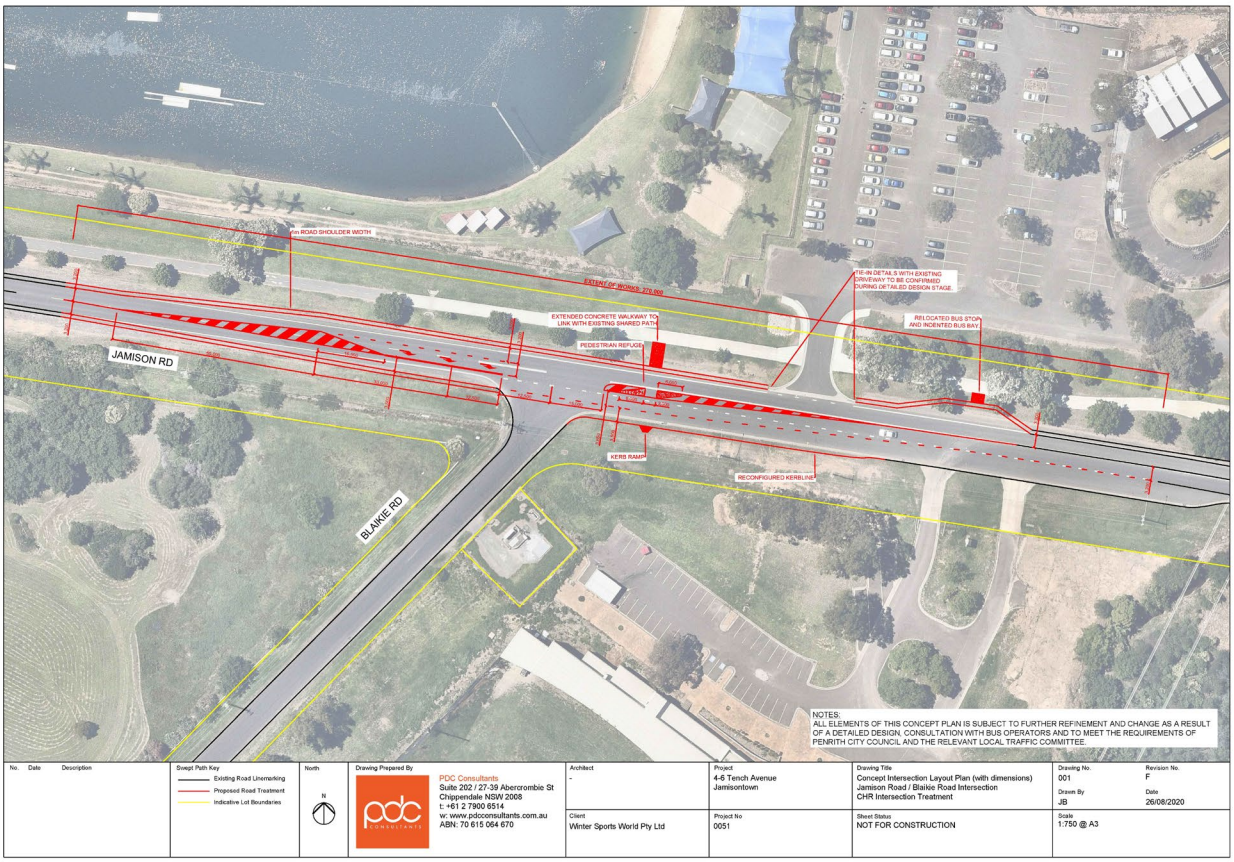


Figure E13.18: Upgraded layout of the Jamison Road and Blaike Road intersection with the CHR treatment

Figure E13.19: Vehicular access points

Parking

1) Car parking is to be provided at the following minimum rates:

Use	Parking Requirement
Indoor Recreation Facility	Visitor: 1 space per 2.5 persons Staff: The staff parking rate shall be confirmed by a survey of a similar site in the Penrith LGA. The parking rate for staff shall be either 1 space per 2 staff or at the rate determined from a survey of a similar site in the Penrith LGA, whichever is the higher rate.
Hotel	Visitor: 1 space per room Manager: 1 space per manager Employees: 1 space per 6 employees
Function Centre	Table C10.2 of the DCP provides a parking rate for function centres of 1 space per 3.5 seats or 1 space per 3.5sqm of gross floor area, whichever is the greater. Given the people attending large functions would also stay at the hotel and use the indoor recreation facility, the lesser car parking rate should be applied for a function centre that forms part of the development.

2) The Traffic Report is to assess the likely demand for bus, motorcycle and bicycle parking. The development must be designed to accommodate the assessed demand for bus, motorcycle and bicycle parking on the site.

3) All internal car, service vehicle and bus/coach parking facilities are to be designed in accordance with the relevant requirements of Australian Standards AS2890.1, AS2890.2, AS2890.3 and AS2890.6.

4) Bicycle parking and storage facilities shall be designed in accordance with Australian Standard AS2890.3 – Bicycle Parking Facilities.

5) The appearance of car parking and service vehicle entries is to be improved by locating parking, garbage collection, loading and servicing areas away from the street or screening these areas.

6) Structured parking that extends above ground where viewed from the public domain is to be architecturally treated or where possible sleeved with development.

7) The car park shall meet the minimum standards required under Section J of the National Construction Code.

13.4.2.1.8 Flooding and Drainage

A. Background

Flooding and stormwater are major considerations for the development.

A Stormwater Management Strategy (SMS) will minimise the impact on water quality, identify opportunities to maximise the reuse of stormwater runoff, reduce the demand on potable water supplies, reduce pollutants and enhance the landscaping opportunities within the development.

The SMS will be based upon the principles of Water Sensitive Urban Design (WSUD) and will be underpinned by a stormwater harvesting strategy aimed at maximizing the reuse of runoff for non-potable purposes, maintaining the ecological integrity of Peach Tree Creek and the Nepean River and complying with Penrith City Council's water management requirements as set out in Section C3 of this DCP.

The development will require an appropriate level of flood assessment and will include the need to undertake a detailed Flood Impact assessment. The applicant should recognise that a Flood Impact Assessment was not undertaken in preparation of this section of the DCP and as such the building footprint may need to be amended or reduced to ensure that any proposed development has no impact on upstream, downstream or adjoining properties when considering pre and post development flows. The assessment will need to include consideration of flood behaviour and hazard, and any mitigation measures required to ameliorate any impacts identified.

B. Objectives

a) To manage development of the site with respect to its flooding characteristics;

b) To develop the site in accordance with sound flood management principles;

c) To achieve high quality outcomes for water quality and quantity; and

d) To provide opportunities for WSUD initiatives.

C. Controls

1) The development application is to address the relevant sub-sections of the Water Management section of this DCP.

2) Any proposed development must have no adverse impacts on upstream, downstream or adjoining properties when considering pre and post development scenarios for all storms up to and including the 1% AEP.

2) A Stormwater Management Strategy (SMS) is to be prepared and be submitted with the development application and should identify and address:

a) Impacts of stormwater generated both on and off the site;

b) Overland flow paths;

c) Opportunities to maximise the reuse of stormwater runoff;

d) Means to reduce the demand on potable water supplies; and

e) Reductions in pollutants entering the water system.

3) A Flood Study must be prepared in accordance with the Water Management section of the DCP and Councils Stormwater guidelines for Building Developments. The Flood Study must address:

- the Low Flood Island and any loss of flood storage and how this is proposed to be mitigated
- impacts of the development on the flood
- the impacts of flooding on the development

4) Any future Development Application is to be supported by a comprehensive Flood Evacuation Strategy and Emergency Response Plan, that is consistent with the relevant NSW State Emergency Service flood evacuation plan.

5) Any future Development Application is to be supported by a comprehensive Flood Impact Assessment. The flood impact assessment shall include but not be limited to an assessment of the proposed development and its impacts on upstream and downstream properties. The Development shall be designed to ensure that there are no impacts on upstream, downstream or adjoining properties with regard to increases in depth or velocity comparing pre and post development conditions.

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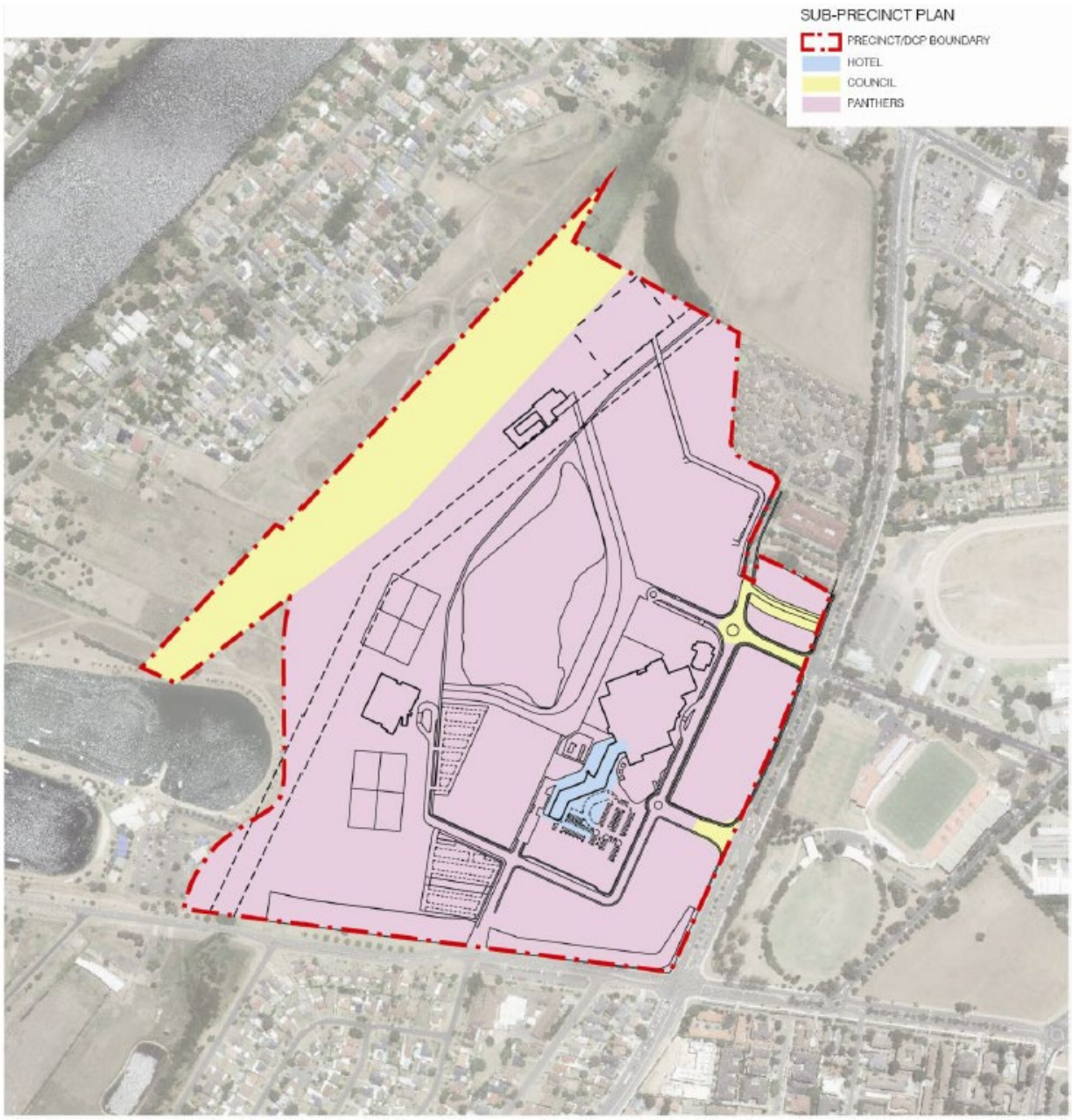
Part B – PANTHERS PENRITH PRECINCT

13.5. Panthers Penrith Site

Figure E13.9: Ownership - Panthers Penrith Precinct Area



13.5.1. Background

This section applies to development on land known as Panthers Penrith Precinct as identified in Figures E13.9 and E13.10. This section provides specific controls for Panthers Penrith in addition to the general controls elsewhere in this DCP. Where there is an inconsistency between this section and the rest of this DCP, the requirements of this section prevail.

The Panthers Penrith Precinct is located within a 2km radius of the City Centre and is approximately 68.1ha in area. It is bounded by Mulgoa Road to the east, the Nepean River, Nepean and Ladbury Avenue residences to the west, Council's 'Carpenter's site' to the north and Jamison Road to the south. It includes the Panthers Club and associated lands and facilities.

The agglomeration of land uses, within an entertainment core east of Peachtree Creek that incorporates the existing Panthers Club will be revitalised, as an entertainment, leisure, lifestyle and sporting precinct. Possible uses include cinemas, bowling, restaurants, cafes, limited retail, health, wellness and aquatic facilities, sporting facilities, accommodation and a multi-use events/exhibition centre. It will be surrounded by a mix of residential offerings and campus style business park accommodation. Recreational opportunities will be enhanced with green parks and open spaces, as well as walking and cycling tracks. The part of the precinct that has been identified for entertainment, retail, business and residential use in the Panthers Penrith Planning Proposal is 51.11ha in area.

The aim of the controls in this section of the DCP is to provide more detailed provisions for development in the Panthers Penrith Precinct that will:

a) Contribute to the growth and character of Panthers Penrith Precinct as a cohesive and active entertainment, leisure, lifestyle (including sporting) precinct that will contribute to Penrith as a regional city;

b) Deliver a balanced social, economic and environmental outcome; and

c) Protect and enhance the public domain.

E13.10: The Panthers Penrith Precinct relationship to Penrith City Centre

13.5.2. Riverlink Precinct Plan

The Panthers Precinct lies within the area considered in the Penrith Riverlink Precinct Plan (adopted by Council 5 May 2008) – a vision plan for the area on the eastern bank of the Nepean River between the Main Western Railway Line and the M4 Motorway (Figure E13.11). It includes the area known as Blaikie Road and Tench Avenue, south of Jamison Road and identifies locations and types of future activity nodes, view corridors, key gateway locations and connections for the precinct including the Concept Plan area.

The Riverlink Precinct Plan has the broad goal of creating a living, entertainment and working hub to link the City Centre to the Nepean River. It seeks to create a cohesive and well-connected precinct by:

a) Enhancing and activating Mulgoa Road as a significant approach to Penrith City Centre

b) Reinforcing key intersections as gateways to the Precinct and the Penrith City Centre

c) Creating a clear and legible public domain framework of streets and open space

d) Creating an exciting core of entertainment, leisure and lifestyle uses around the existing club

e) Incorporating sustainability best practice

f) Connecting Riverlink pathways with the Great River Walk

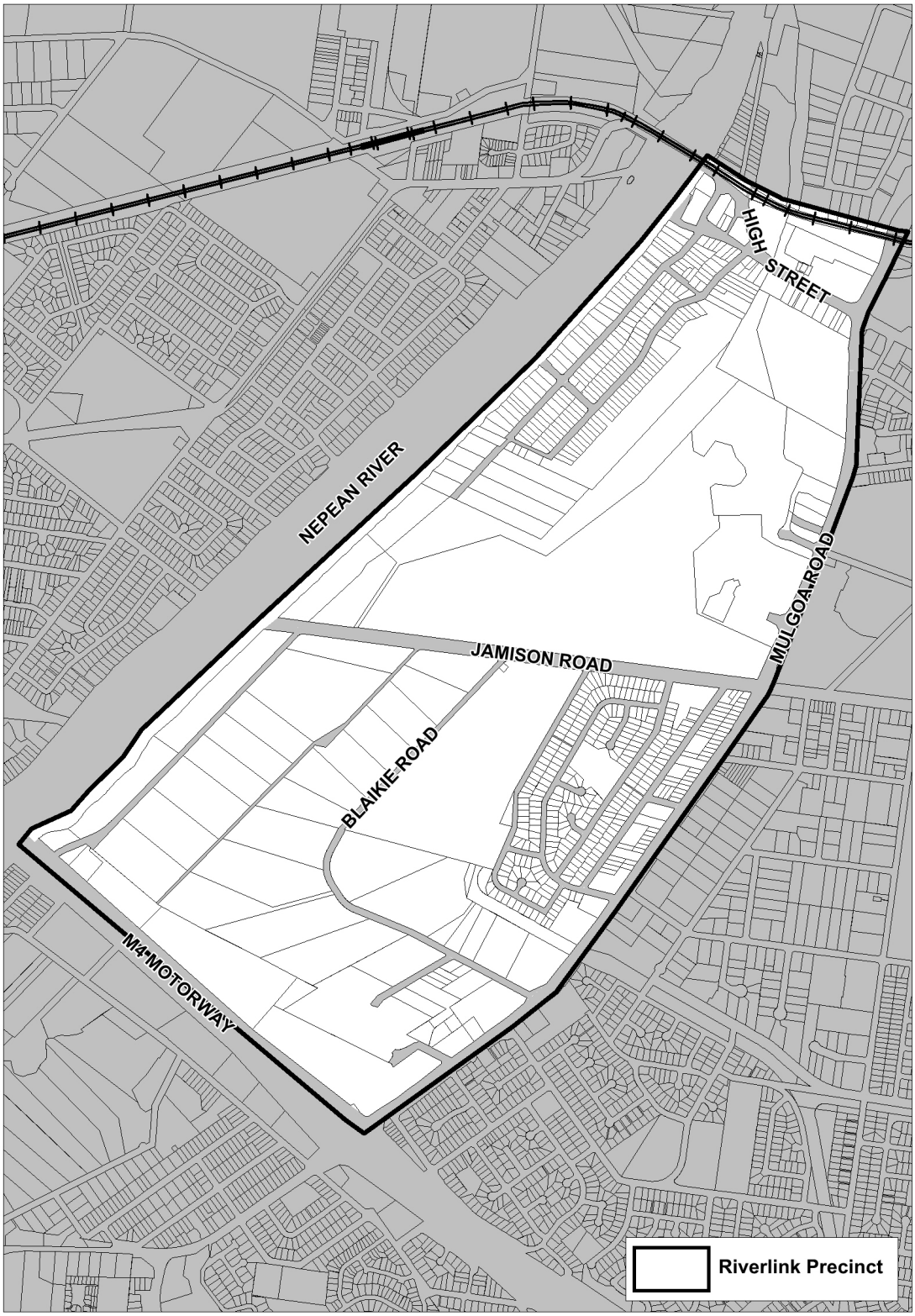
g) Encouraging views of the Blue Mountains from the public domain

h) Encouraging design excellence

i) Improving connectivity through the Precinct

j) Enhancing Peachtree Creek with the planting of indigenous riparian vegetation.

Figure E13.11: The Riverlink Precinct



13.6 PANTHERS PENRITH PRECINCT VISION

13.6.1. Panthers Penrith Precinct Vision

Figure E13.12: Panthers Penrith Illustrative Concept Plan showing indicative land uses

1. Entertainment Uses

2. Outlet Retail

3. Multi Use Facility

4. Commercial Uses

5. Cafes and Restaurants

6. Medium density housing

The Panthers Penrith vision is to create a vibrant entertainment, leisure, lifestyle and sporting precinct that offers a range of activities to attract a diverse mix of locals and intrastate, interstate and international visitors.

Panthers Penrith Precinct will be a dynamic and sustainable place, providing a new workplace, day and night-time entertainment, a new and different shopping experience, food and beverage opportunities, conferencing and accommodation. It will be linked to the Penrith City Centre by public transport, pedestrian and cycle pathways.

In addition to building on the Panthers Penrith Precinct as a core entertainment, leisure and lifestyle offer for the region, the plan aims to provide open space and access that will benefit the wider community and to contribute to Penrith's role as a regional city. The illustrative plan developed for the precinct (Figure E13.12) shows the proposed concept with the anticipated building footprint.

The Panthers Penrith Precinct will enable better integration with and connection to neighbouring lands and will facilitate improved management of precinct-wide issues such as flooding. The regionally important Riverlink will be incorporated into the structure, providing a key missing pedestrian and cycle connection between the Nepean River and the city centre. In addition, the needs of adjoining sites have been taken into account.

The Panthers Penrith Precinct is to be a pedestrian oriented, quality-landscaped and urban public domain with equitable access throughout the precinct for pedestrians, public transport, cyclists and cars. The new landscaped public domain is to improve amenity for workers and residents of the nearby areas in addition to providing convenient and logical internal linkages.

13.6.2. Precinct Objectives

a) To facilitate the development of the place by promoting redevelopment and urban sustainability;

b) To promote quality urban design, architectural excellence and environmental sustainability in the planning, development and management of the place;

c) To create a high quality public domain and ensure development integrates and relates to the public domain;

d) To provide for mixed use development (entertainment, limited retail, hotel, campus style office development, residential, seniors living, multi-use events /exhibition) which provide high levels of amenity for occupants and visitors;

e) To provide high levels of accessibility within Panthers Penrith, connecting significant activity nodes, public open space and surrounding residential and mixed use areas;

f) To encourage development within Panthers Penrith that gives primacy to the public domain and creates an attractive and vibrant centre;

g) To encourage integration of the existing Panthers Club with residential and non-residential land uses and improved access to transport facilities;

h) To ensure that development at Panthers Penrith is consistent with the desired future character of the precinct and sub-precincts as described in the following section;

i) To provide clear connectivity through the site and to the surrounding neighbourhood;

j) To ensure that view corridors are maintained to the lake and Blue Mountains escarpment;

k) To provide the framework to facilitate and encourage the use of public transport, safe pedestrian and cycle movement and vehicular movement;

l) To create a sensitive buffer between the development within the precinct and neighbouring properties, where required; and

m) To maximise opportunities for pedestrian activities around the lake at the centre of the precinct to create an active promenade and waterside edge and allow for lakeside circulation.

13.7 URBAN FRAMEWORK

13.7.1. Structure Plan

Figure E13.13: Panthers Penrith Structure Plan

A. Background

A new public domain defined by streets and blocks and interface between buildings and the lakeside will create new site connectivity, links to existing surrounding areas and safe and legible access for pedestrians, cyclists, public transport, cars, trucks and service vehicles.

The Structure Plan is based around the creation of a new integrated street network that will be designed to Penrith Council standards. Cycle paths will be provided in appropriate

locations in the open space network. The creek open space corridor will be activated by the construction of a new road along the western edge of the site known as the Riverlink.

The plan has been developed to accommodate a range of flexible uses within a new framework of roads and open space opportunities. It allows for a variety of complementary uses to be developed on the site over the next 20 years.

The landscaped public domain will improve amenity for workers, visitors, patrons and residents of the nearby areas in addition to providing convenient and clear internal linkages. Key links through the site will acknowledge views to the Blue Mountains and connections to the River.

- **B. Objectives**

a) To create a new entertainment, leisure, lifestyle (including sporting) precinct that contributes to Penrith's role as a regional city;

b) To create a well defined and accessible public domain that is connected to the CBD, river and recreation system;

c) To achieve active street frontages with good physical and visual connections between buildings and the street;

d) To provide for pedestrian comfort, amenity and protection from weather conditions;

e) To provide for quality landscape to contribute to user amenity and a sustainable urban environment;

f) To maintain and enhance important views to surrounding natural landscape features, including the lake and the Blue Mountains;

g) To establish the scale, dimensions, form and separation of buildings appropriate for the setting;

h) To develop a built form and density that reflects the location and proximity to the city centre;

i) To protect and enhance the amenity of residents in the vicinity of the development; and

j) To create an active and well defined lake's edge that is accessible and provides a central focal point for the site.

C. Controls

Future development is to be consistent with Figure E13.13 and is to:

1) Develop a public domain based on the lake's edge, new streets and blocks.

2) Extend key streets from the existing network.

3) Facilitate access to the Peachtree Creek corridor.

4) Create view corridors that open views to the Blue Mountains.

5) Focus activity around the lake's edge and Ransley Street.

6) Create a high quality address to Mulgoa Road.

7) Develop high quality buildings that in particular respond to gateway locations.

8) Create new pedestrian and cyclist links along the Riverlink corridor.

13.7.2. Landscape Structure

Figure E13.14: Landscape Structure

A. Background

The plan seeks to create a vibrant new destination with integrated public domain, streetscapes, built form and sophisticated coordinated range of finishes, furniture, lighting, street trees and landscaping. Water Sensitive Urban Design (WSUD) features, signage systems, canopies and other public domain elements will add to the detailed resolution of the public domain.

The Landscape Structure seeks to integrate the natural and civic areas of the site through strong landscape links from the riparian areas back along the tree lined roadways to the Mulgoa Road frontage. Proposed landscape components and strategies that underpin the Landscape Structure include:

a) Enhancement of the linear north-south open space and riparian corridor that links Penrith and the Riverlink Precinct Plan structure of pedestrian and cycleway connectivity, and strong integration of the surrounding area with the Panthers precinct.

b) Reinforcing the central lake as a focal landscape element, and creating an active lakeside that provides a high level of amenity within the precinct.

c) Create a civic identity through a parkland and playing fields area that extends west of the lake to integrate and transition between the developed eastern portion of the site, and the open space and riparian zone to the west of the site.

d) Acknowledgement of and a response to the site flooding events through landscape, environmental, engineering, built form and site management elements.

e) Framing western views to the mountains.

f) Creation of shade in summer and solar access in winter to key public spaces.

g) Provision of a landscaped interface with Mulgoa Road.

h) The creation of defined site entries that integrate with new public domain areas and open spaces to the north, south and west.

i) Development of an interesting and culturally engaging component to connect to the Great River Walk along the Nepean River.

j) Create a landscaped precinct that integrates with the precinct's surrounds.

k) The detail design response of all landscape areas is to be the subject of on-going consultation with Council in order to develop a specific Panthers precinct identity and landscape character, while also referencing the existing open space and urban design palette of Penrith.

B. Objectives

a) To ensure landscaping is integrated into the design of the precinct and development sites;

b) To ensure landscape design is flood compatible so that works proposed improve safety and do not adversely flood impact others;

c) To reinforce and enhance the entries and gateways to the precinct from Mulgoa and Jamison Roads;

d) To create well designed active and passive recreation areas, open spaces, and lakeside promenade;

e) To create a well defined high amenity and active lakefront;

f) To ensure that landscape contributes to the amenity of streets, including shade, particularly to the active streets;

g) To maintain select view corridors to the mountains and the lake;

h) To reinforce the city's ecology and biodiversity by using appropriate species for the area;

i) To improve urban air quality;

j) To ensure that the use of potable water for landscaping irrigation is minimised;

k) To incorporate WSUD principles and contribute to the reduction of stormwater runoff; and

l) To improve the microclimate within the development.

C. Controls

1. General

a) A detailed landscape/public domain design is to be submitted with a development application. In addition to this section refer to Section C6 of this DCP.

b) The landscape treatment of precincts within the site is to be developed based on the following controls for open space uses, landscape character and the Landscape Principles for the precinct. Remnant vegetation and riparian areas in the precinct are to be protected and enhanced where possible.

c) Any significant stands of mature trees are to be assessed and where possible, are to be retained.

d) The vegetation within the area identified as “Landscape Buffer” on Figure E13.14 is to be retained.

e) Water management principles are to be incorporated as per the Water Management Section of this DCP.

2. Street Design

a) Verge planting is to be provided in local streets and full width paving in pedestrian areas with high activity.

b) New streets in the precinct are to have a strong landscape character with planting of trees consistent with Council policy. East-west street trees are to be predominantly native and north-south streets deciduous.

c) The street detailing, furniture, lighting and finishes are to be developed to respond to the specific character of the Panthers precinct and its sub-precincts and are to complement the design palette in draft Penrith Public Domain Technical Manual.

3. Lake Edge

a) The lake edge is to be developed as a pedestrian promenade that links that retail outlet centre to the north, club and club expansion to the east, and multi-purpose facility to the south. The promenade will become a key focus for activity in the precinct and will allow for adjacent land uses to ‘spill out’ to the lake frontages.

b) The lake edge treatments will appropriately include trees, shade structures, seating and other amenity elements that will encourage gathering and active uses at the water edge. The design is to vary to respond to the adjoining conditions including roadways, the promenade, passive and active recreational areas, development zones and the parkland interfaces:

- Western edge - predominantly a soft landscape interface with easy transition of slopes back to the adjoining Riverlink pathway and open space areas. The edge provides a future north-south link through the precinct.
- Eastern and northern edge – a formalised promenade edge to the lakeside that will be the primary focal point of the site, drawing activity from the various uses across the eastern portion of the site.
- Southern edge – An edge defined by the multi-use facility that allows interaction with the waterfront.

c) Views of mountains and access to the water are to be key elements in the landscape/public domain design.

d) The promenade and lake edge is to provide sufficient area to accommodate a range of uses such as festivals, markets, passive and active recreation and interaction with the lake.

e) The lakefront open space and promenade will accommodate spill over from any multi use facility to the south and is to integrate food, beverage and outdoor dining and recreational opportunities provided by the club expansion and retail outlet centre at the eastern and northern edges of the lake.

f) Provide pedestrian connectivity from the active eastern part of the precinct to the western edge of the lake.

4. Ransley Street

a) The Ransley Street character is to be designed as the main entry to the precinct. It is to be lined with active land uses, and lead to the active promenade at the lake frontage.

b) Wide pavements are to be provided to allow for active adjacent land uses. In particular the southern side is to allow for generous pedestrian circulation and outdoor eating areas. These pavement areas will connect to a lakefront promenade and to parkland to the west and are to be suitable for active uses.

c) The view corridor is to be maintained along the street to the mountains.

d) Provide a focal point at the end of Ransley Street to draw visitors to the lake edge and to activate the precinct.

e) A well designed urban space at the end of the Ransley Street activity zone is to be provided.

f) The street should be characterised by active uses at ground floor level.

5. Recreational Open Space

a) Detailed design is to allow parkland areas to transition from high amenity and useable trees-in-grass style parkland, to more densely vegetated areas with strong riparian character and content.

b) The central visual axis along Ransley Street is to be extended to a visual element across the lake and the parkland.

c) Areas for services and associated uses should not impact on the functionality or amenity of the recreational precinct.

d) Parking areas serving the active recreation areas are to be suitably located and are to incorporate suitable landscaping and tree planting.

e) A plan for the landscape treatment of Peachtree Creek is to be developed by the owners of the creek - Penrith City Council and Panthers Penrith.

f) Any development application in the Recreational Precinct in regards to Peachtree Creek rehabilitation must take into consideration conditions of previous approval for a golf course on the site.

6. Mulgoa Road Frontage

a) Acknowledging the importance of this major regional roadway, the landscape treatment along Mulgoa Road is to be high quality design and is to be well maintained in the future.

b) A 5m landscape setback along this frontage is to continue the nearby character of lawns, grasses and low native planting and retain the existing native canopy trees.

c) Planting is to provide framed and filtered views and exposure to the new buildings along this frontage.

7. Jamison Road Frontage

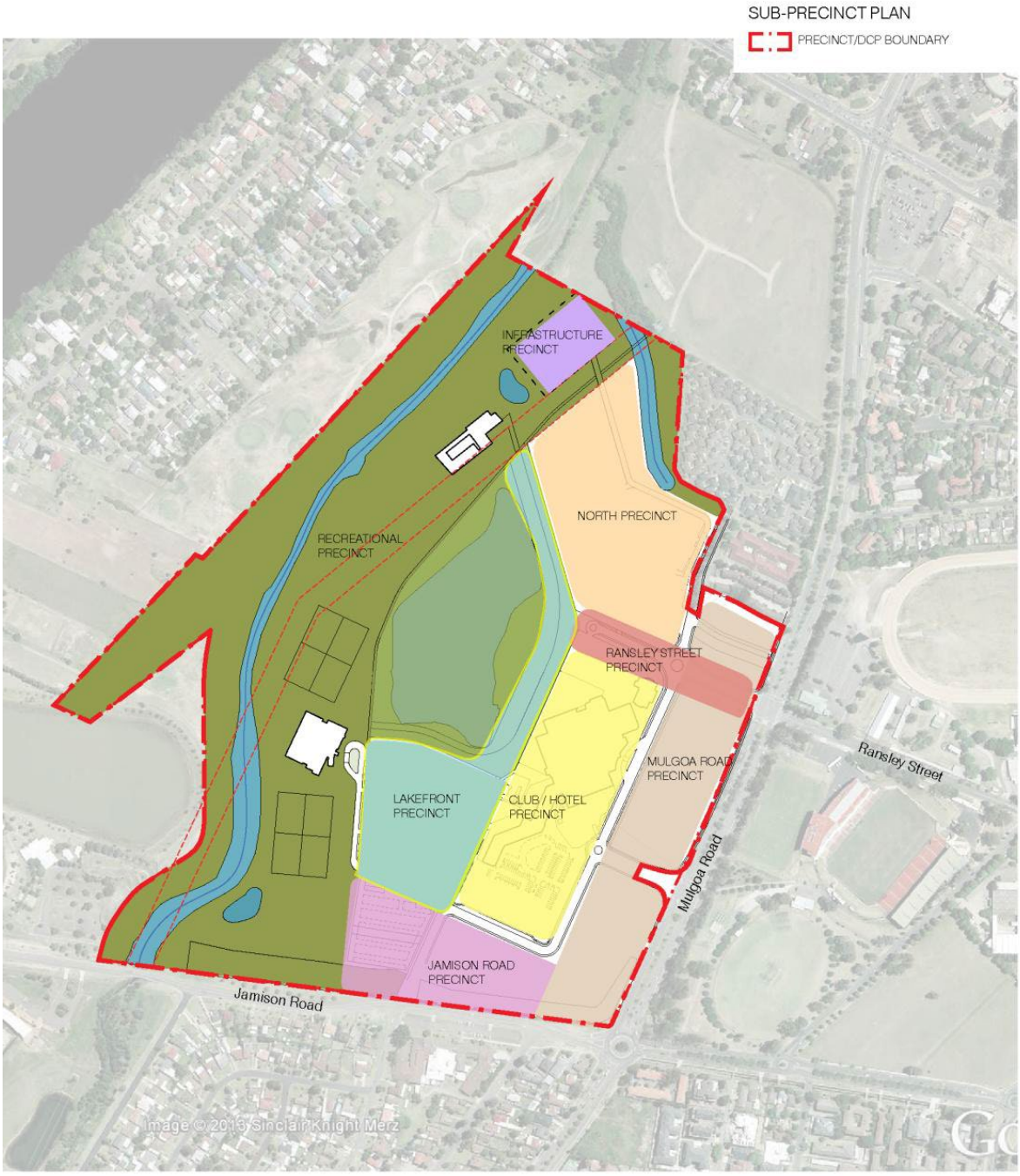
a) Jamison Road is to provide a transitional landscape character, continuing the Mulgoa Road landscape character with scattered canopy trees east of the new Harris Street intersection, and a more open parkland landscape character to its west.

b) A landscape setback is to accommodate overland flow from land to the east.

c) Landscape east of the overflow at-grade car park along the Jamison Road frontage is to successfully interface with adjoining playing fields and Peachtree Creek open space.

13.7.3 Sub Precincts

Figure E13.15: Sub Precincts



A. Background

The Panthers Precinct comprises a series of integrated sub precincts, each with a distinctive character and role. The sub precincts are defined by varying uses and built form, which are interconnected through the key focal points, being the lake's edge, Ransley Street and the site's street network.

Within each sub precinct there are a wide range of uses possible. These uses are not necessarily limited to a particular sub precinct however development must address the

envisaged character of each sub-precinct. It is the mix of these uses that provide a net community benefit to Penrith in delivering an entertainment, leisure and lifestyle precinct.

The following is the envisaged character and range of indicative uses for each sub precinct:

1. Ransley Street sub precinct

Ransley Street links the main entry from Mulgoa Road west to the Lakefront and Recreation precinct. This sub precinct, centred on Ransley Street will be a pedestrian oriented place, is linked by a range of active uses on both sides at street level.

The Ransley Street alignment and the alignment of buildings on either side provide a vista to the mountains, visible on entry to the Panthers Precinct as well as from Ransley Street to the east of Mulgoa Road. It will be an active street that will become a destination and strong entry to the precinct.

Indicative land uses within this sub precinct include a mix of uses comprising staged retail (limited to 12,500m2 GFA), entertainment and possibly residential uses above. These sites are seen as having active edges that encourage both a vibrant street life and a rich public domain. Cafes, restaurants and ground level retail will generate activity through the day and into the evening as the Precinct becomes a unique urban environment.

2. Mulgoa Road sub precinct

Mulgoa Road is one of the major entries to Penrith City and therefore the sub precinct fronting it is an important ‘front door’ and gateway to the city itself.

This frontage is currently characterised by a ‘green’ landscaped edge to both sides of Mulgoa Road. It is proposed to strengthen this frontage with a well defined built form that reinforces the landscape setback.

While buildings within the Mulgoa Road precinct will not have direct vehicle access off Mulgoa Road, the buildings are to address this frontage, not ‘turn their backs’ on Mulgoa Road.

Open space between the Club and Mulgoa Road is to enhance the clubs address to the street. This open space is to be defined by a strong built edge to the north and south and will open up the site to its surrounds.

The north-west corner of the Jamison and Mulgoa Road intersection will be highly visible and will require high quality architectural and landscape design.

Indicative land uses include:

a) Campus-style office development that is differentiated from, but complements, office space in the Penrith City Centre.

b) A mix of uses that attract and sustain a vibrant and active day and night time economy.

c) Sporting and recreation uses.

3. Club/Hotel sub precinct

There are existing buildings and facilities associated with the Club and Hotel within this sub precinct.

A key objective of the Panthers Precinct, and reinforced in this sub precinct, is to create a series of connections between this core and its surroundings including east to Mulgoa Road, west to the open space and recreation facilities as well as to the north towards the city.

Future development and/or expansion of the existing Club and existing Hotel should take advantage of views over the lake and towards the Blue Mountains.

It is proposed that new buildings will improve the activation of the public street edges of this precinct including the relationship with new Ransley Street area and the western edge.

Indicative land uses may include:

a) Extension to the existing Club.

b) Indoor/outdoor dining will be a vibrant and exciting new destination for Penrith.

c) Food and beverage outlets and live entertainment venues.

d) Hotel uses with synergies with conference and meeting events.

e) A mix of uses that attract and sustain a vibrant and active day and night time economy.

f) An aquatic centre.

4. Lakefront sub precinct

This sub precinct sits between the existing club core and recreation and open space area to the west. It is therefore an important linking sub precinct as well as the primary focus for pedestrian activity and active uses that 'spill out' to the lake, and the precinct's open space corridor. The Lakefront should also provide good pedestrian amenity.

The sub precinct will activate both the open space generally and the Lakefront in particular providing an excellent outlook to open space and the mountains.

Indicative uses may include:

a) A Multi use events/ exhibition centre which would be a significant asset for Penrith and the region. The facility would host conferences, exhibitions, sporting events and concerts. Associated uses may include a gymnasium, sports medicine facility, café, community services and supporting facilities.

b) Serviced apartments/ hotel uses with synergies with conference and meeting events.

c) Café/restaurants to activate the Lake edge.

5. Jamison Road sub precinct

This Precinct is the southern edge of the Panthers site and is immediately north of Jamison Road and the largely residential areas to the south.

The precinct also addresses the open space recreational area to the west and a range of precincts to the north and east.

Indicative land uses may include:

a) Residential development to provide additional activity and year round activation of the Precinct. A range of options exists on the site for medium and higher density residential and aged housing. Planning will take advantage of water and open space views with residents enjoying the range of uses and facilities within the precinct.

b) Car park to support adjoining development.

6. North sub precinct

This sub precinct sits immediately north of Ransley Street and is located adjacent to the open space recreational area and lake.

The sub precinct creates a transition from the Panthers site to the Council owned 'Carpenter's site' that sits to the north which then connects to the Penrith City.

Retail uses within the zone will contribute to the activation of the Ransley Street precinct and the lakefront.

Indicative land uses may include:

a) A retail outlet centre (limited to 25,000m^2 net usable floor area) which focuses on discounted and discontinued retail lines has been proposed in concept planning for the

precinct. The scale of the centre and its parking requirement will be subject to feasibility studies and traffic assessment. Rather than an internalised mall, there is an opportunity for the centre to explore the provision of outdoor dining and lakefront retail and take advantage of views over the lake and to the Blue Mountains.

b) A mix of uses such as cafes, restaurants and ground level retail will generate activity through the day and into the evening as the Precinct becomes a unique urban environment.

7. Recreational sub precinct

The recreational sub precinct is the largest precinct on the Panthers site, occupying almost half the entire area. The precinct includes Peachtree Creek and the Riverlink which connects green space from Jamison Road northwards to Penrith City Centre via Council's 'Carpenter's site'.

This sub precinct will be characterised by landscaping, creek, lake and outdoor playing fields. The fields will be integrated into the landscape design to create distinctive linear parkland with a water focus at the termination of Ransley Street.

Indicative land uses may include:

a) Sports facilities available to the wider Greater Western Sydney community as well as to elite training to allow promotion of excellence and participation.

b) A range of active and passive recreation uses are to be accommodated including playing fields for a range of sporting codes.

c) Temporary markets and community events.

8. Infrastructure sub precinct

Major services on the site will be located on land in the north of the precinct. High tension lines run through the site and it will be the location for substations and other service uses. Landscape buffers to the road, creek and adjoining site will be provided as necessary. This sub precinct can accommodate site maintenance facilities as required.

B. Objectives

a) To create distinctive places activated by a mix of uses compatible with each sub precinct;

b) To create a framework that is flexible enough to accommodate a changing range of uses over time and respond to market opportunities;

c) To facilitate the orderly development of the precinct;

d) To encourage high quality urban design, architectural excellence and environmental sustainability;

e) To minimise potential conflicts and achieve compatibility between different uses;

f) To guide development of sub-precincts across the site;

g) To ensure that development contributes to the overall creation of a destination within Penrith;

h) To plan uses in the most appropriate locations; and

i) To preserve views to surrounding places where identified.

C. Controls

1. General

a) A development application within each sub precinct is to consider the desired character of that sub precinct and the Panthers Precinct.

2. Mulgoa Road sub precinct

a) Any proposed residential uses are to be located at the southern end towards Jamison Road and north of Ransley Street within this sub precinct.

b) Development is to take advantage and respond to the high visibility of the Mulgoa Road frontage. A high quality architectural response is required for development along the Mulgoa Road frontage and is to address this road.

c) Campus style office development is to complement office space within the City Centre through features such as low rise, large floor plate development.

3. Club/Hotel sub precinct

a) Future expansion of the existing club is to take advantage of views to the lake and Blue Mountains and allow for associated outdoor areas for club use.

b) Pedestrian linkages through the sub precinct are to be provided.

4. Ransley Street sub precinct

a) Ransley Street is to be developed as the main street to the Precinct with a range of active street level uses including restaurants and cafes. The sub precinct is to support uses to the immediate north and south of Ransley Street.

b) A focal point is to be provided at the lakefront end of the street to create a sense of arrival.

c) Development is to facilitate connectivity between Ransley Street and the Stadium to connect patrons between the two sites and generate activity by providing an attractive pedestrian environment.

d) Development in Ransley Street is to take into consideration views towards the lake and the Blue Mountains.

5. Mixed Use Controls (not limited to Ransley Street sub precinct)

a) Developments with a mix of uses must have 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.

b) Development with a mix of uses is to have a minimum floor to floor height of 3.6m in order to provide for flexibility of future use.

c) The commercial and residential activities of the building are to have separate service provision, such as loading docks and residential access and servicing needs.

d) Residential pedestrian and vehicular entries shall be clearly marked and provide direct access to the street. Pedestrian entrances are to address the main streets.

e) Commercial and residential uses should have clearly separate pedestrian and vehicular entries and internal vertical circulation.

f) Security access controls must be provided to all entrances into private areas, including car parks and internal courtyards.

g) Buildings are to front onto major streets with active uses.

h) Blank building walls with frontage to streets or open space are to be avoided.

6. Lakefront sub precinct

a) A landmark building (up to 32m) is to be located on the lake adjacent to the Ransley Street termination.

b) Develop an accessible frontage to the lakefront. Ensure shade through the provision of trees and shade structures.

c) A well designed landscaped promenade is to be developed on the lakefront, connecting the retail outlet centre, the Club and the multi-use facility.

7. North sub precinct

a) Large scale retail outlet centre use in the sub precinct is to explore the possibility of open air shopping and must develop a strong relationship to the lake and Ransley Street activity zone.

b) Any uses within this sub precinct are to consider the privacy and amenity of adjoining residences.

c) A landscape buffer is required at the interface with existing adjoining residential development.

8. Recreational sub precinct

a) On-grade parking areas are to be located adjacent to sports fields with suitable landscaping so as to minimise visual impact and to provide shade.

b) Development within the Recreational sub precinct will be required to demonstrate compatibility and flood conveyance and must not adversely affect the existing flood conditions.

9. Jamison Road sub precinct

Residential (not limited to Jamison Road sub precinct)

a) In addition to other controls in this DCP, State Environmental Planning Policy No.65 – Design Quality of Residential Flat Development (SEPP 65) and the accompanying Residential Flat Design Code apply to residential development in the Panthers Penrith Precinct including flats, multi dwelling housing, any residential component of a mixed use development, and serviced apartments that are strata titled.

b) In particular, Parts 2 and 3 of the Residential Flat Design Code will apply to the precinct and include provisions for the following:

- Site configuration including deep soil zones, fences and walls, landscape design, open space, orientation, planting on structures, and stormwater management
- Site amenity including safety and visual privacy
- Site access including building entries, parking, pedestrian and vehicle access
- Building configuration including apartment layout, balconies, ceiling heights, flexibility, ground floor apartments, internal circulation, mixed use and storage
- Building amenity including acoustic privacy, daylight access and natural ventilation
- Building form including awnings, facades and roof design
- Building performance including energy efficiency, maintenance, waste management and water conservation.

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

i) Where residential units are proposed at ground level in a zone nominated as an Active Frontage, 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:

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

ii) 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.

iii) Where possible, the mandatory adaptable dwellings shall be located on the ground floor. Adaptable dwellings located above the ground level of a building may only be counted towards the minimum required where lift access from the basement is available within the building.

iv) The development application must be accompanied by certification from an accredited Access Consultant confirming that the adaptable dwellings are capable of being modified, when required by the occupant, to comply with the Australian Adaptable Housing Standard (AS 4299-1995).

v) Car parking and garages allocated to adaptable dwellings must comply with the requirements of the relevant Australian Standard regarding parking for people with a disability.

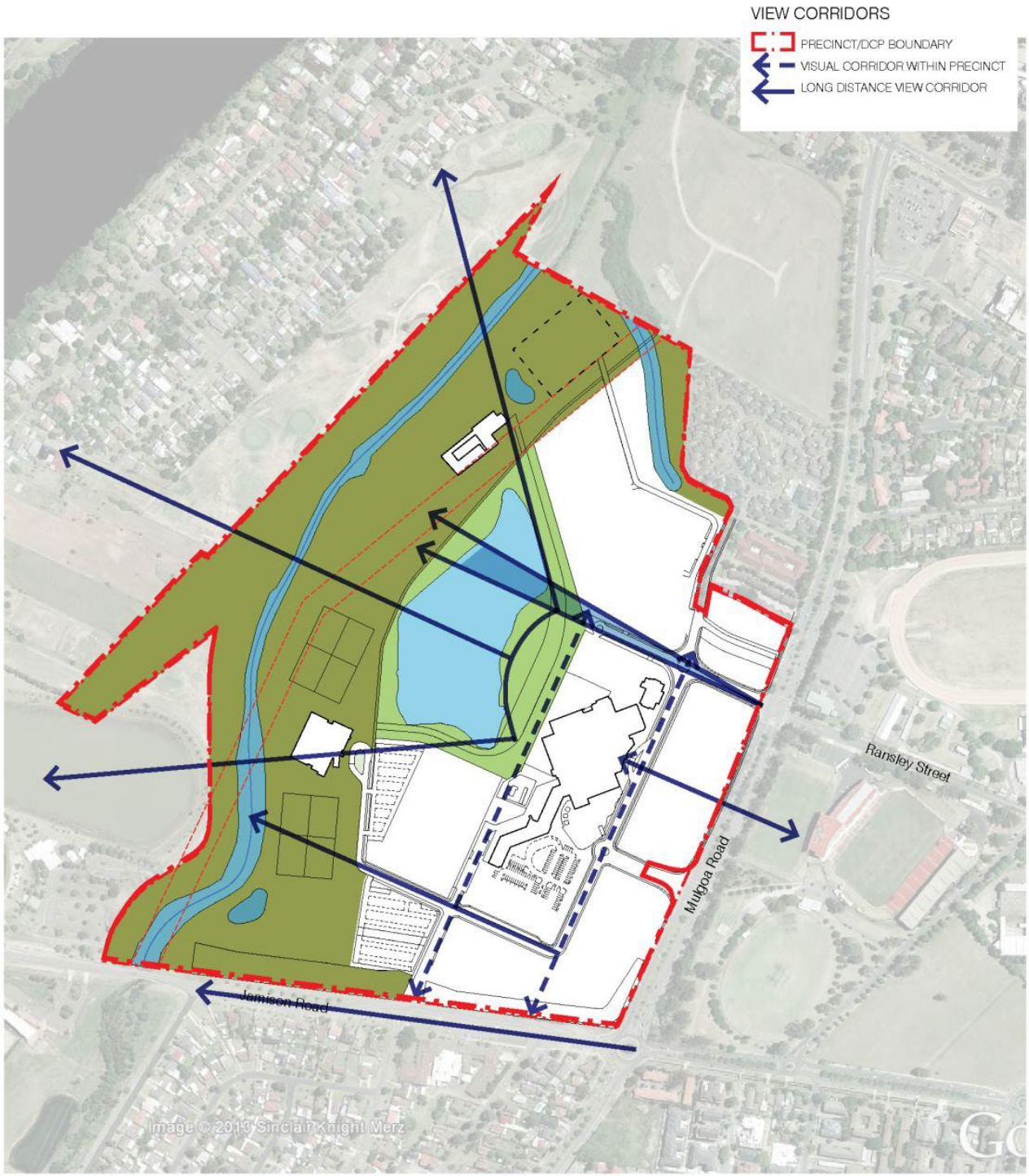
10. Infrastructure sub precinct

a) Development must preserve amenity of existing adjoining residences and a landscape buffer must be maintained.

b) Landscaped setbacks shall be provided from the river walk edge to screen and minimise visual impacts from any utilities locating within this sub precinct.

c) Development application for infrastructure is to consider any visual impacts.

13.7.4 Views


VIEW CORRIDORS
PRECINCT/DCP BOUNDARY
VISUAL CORRIDOR WITHIN PRECINCT
LONG DISTANCE VIEW CORRIDOR
Ransley Street
Mulgoa Road
Jamison Road
Image © 2013 Sinclair Knight Merz

A. Background

There are a number of existing distant views, especially from the eastern edges, looking west across the site. These views are important to the identity of the region and characterise this area of Penrith.

The Blue Mountains can be seen from various points along Mulgoa Road and along the Ransley Street alignment at the Panthers site. There are important views between the Panthers Club and the Penrith Football Stadium across Mulgoa Road. Figure E13.16 shows the views corridors on the Site to the mountains and between the Panthers Club and the Penrith Football Stadium.

B. Objectives

a) To maintain identified views and vistas;

b) To reinforce the visual connection between Mulgoa Road and the mountains;

c) To protect and provide visual connectivity between sub precincts and towards the site recreational areas;

d) To improve legibility and sense of place from within the site;

e) To visually connect the Precinct to the wider area; and

f) To create new view corridors where possible, to maximize views over the lake and towards the Blue Mountains.

C. Controls

1) Development is to preserve major views /vistas as identified on Figure E13.16.

   a) Extension of Ransley Street view corridor to the Blue Mountains

   b) The view from the Club entry to the Stadium

   c) Views from the eastern edge of the lake to the Blue Mountains.

13.7.5 Public Art Strategy

A. Background

Panthers Penrith is an entertainment, leisure, lifestyle and sporting precinct with a unique sense of place. It is a key destination for the Penrith Community and the Western Sydney region that will be further realised by the vision of the master plan. The provision of public art within open space is an important step in contributing to this sense of place in the precinct and the creation of an enlivened public domain.

Public art should be developed with the engagement of professional artists, and reflect and interpret matters of local significants.

An art strategy for the precinct is to be developed that responds to the architectural character and environment of the Panthers Penrith precinct through the staged integration of public art with public spaces as the precinct is delivered.

B. Objectives

a) To integrate urban art within the public domain and property development;

b) To position Penrith as an internationally renowned arts destination;

c) To encourage excellence in the development of urban art initiatives;

d) To create opportunities for landmark statements in the Penrith landscape; and

e) To enrich the public domain through the installation of artworks in the open space network, particularly around the lakeside promenade.

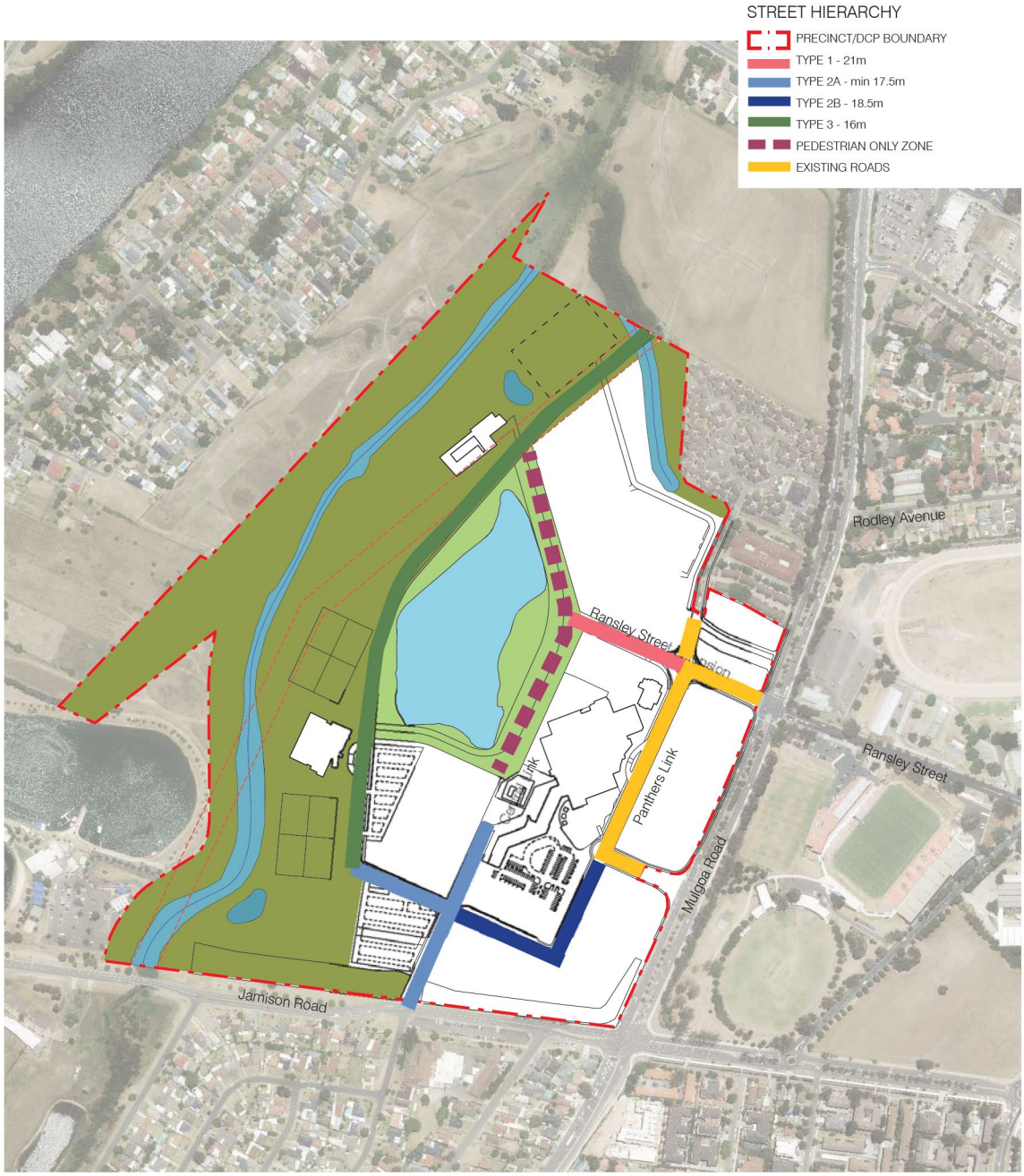
C. Controls

1) A Public Art Strategy is to be prepared by a specialist art consultant for the whole Precinct prior to approval of the first major building development application $5 million in value.
2) The Public Art Strategy is to be relevant and site specific for the precinct and is to address:
   a) Context of precinct within Penrith and the Penrith Community
   b) Community / public artist engagement
   c) Location of installations/art work
   d) Themes and narrative
   e) Procurement strategies
   f) Maintenance strategies
   g) Decommissioning strategies.

13.8 CONNECTIVITY

13.8.1. Street Design and Character

Figure E13.17: Street Hierarchy



A. Background

The Panthers Penrith Precinct currently has three existing streets: Ransley Street, Panther Place and the road between Ransley Street and Panther Place in front of the Club. The expanded street network encourages pedestrian permeability, public transport, cycle and local vehicle and service access and movement across the Site and to adjoining places.

A clear hierarchy of street types is proposed throughout the site.

The street character is local in nature with street tree planting used to reinforce the character of the street. Generous footpaths and setbacks allow for cafes and outdoor seating opportunities. Consistently spaced street tree planting will create a generous landscape treatment framing the street, providing shade to the street and complementing the green corridors of Mulgoa Road and the north-south open space green corridor.

It is anticipated that Panthers Penrith will have a variety of new streets:

Ransley Street extension (Type 1 - Primary Street)

The Ransley Street extension provides the primary point of address to the Site, linking Mulgoa Road physically and visually to the Site and to the mountains beyond. The opening up of this link will also create a memorable sense of arrival. The interface and intersections of this link create the most important address points to the Site. Its character will be active with some outdoor seating, and with buildings built to the boundary. It will provide an appropriate prelude to the vibrancy of the lake promenade and adjacent uses.

Panthers Link (Existing Road to remain)

The Panthers Link is currently the primary north-south vehicular link within the Site. This road will be maintained with public domain improvements. The public bus will use this street with the front entry to Panthers the main stop within the Site.

Central Link (Type 2 Secondary Street)

The Central Link roads will provide vehicular access within the Site, from Jamison Road at the south to Panthers Link. They will be designed to accommodate events and exhibition traffic and service vehicles.

Peachtree Creek Edge & Riverlink (Type 3 - Park Edge Street)

The Peachtree Creek edge will be defined by a low volume north-south vehicular link through the Site from Jamison Road at the south, past the western edge of the existing lake to the northern boundary of the site. A footpath and cycleway will be developed the full length of the north-south corridor providing an essential part of the link from the CBD leading to the Nepean River. The street will be strongly pedestrian focussed but it will accommodate slower vehicular traffic with the ability to close the street if required for events or at other times.

B. Objectives

a) To create a quality public domain that provides legible, safe and comfortable street environments, in terms of daylight, scale, sense of enclosure and wind mitigation;

b) To ensure good circulation within the site;

c) To encourage sunlight access to new public spaces; and

d) To facilitate view corridors to the Blue Mountains.

C. Controls

1) All streets will be constructed in accordance with Council's standards.

2) The dimensions of each road as noted in Figure E13.17 will be:

Road Type	1	2	2a	3
	Primary Street	Secondary Street (without parking)	Secondary Street (with parking)	Park Edge Street
Total width	21.0 m	17.5m	18.5m	16m
Road width	7.0 m	10.5m	6.5m	6.5m
Parking	2 x 2.5 m	NA	2 x 2.5 m	1 x 3.0m
Footpath & verge	2 x 4.5m	2 x 3.5m	2 x 3.5m	1 x 6m

3) Street sections are illustrated in Figures E13.18-21.

Figure E13.18 Primary Street – Type 1

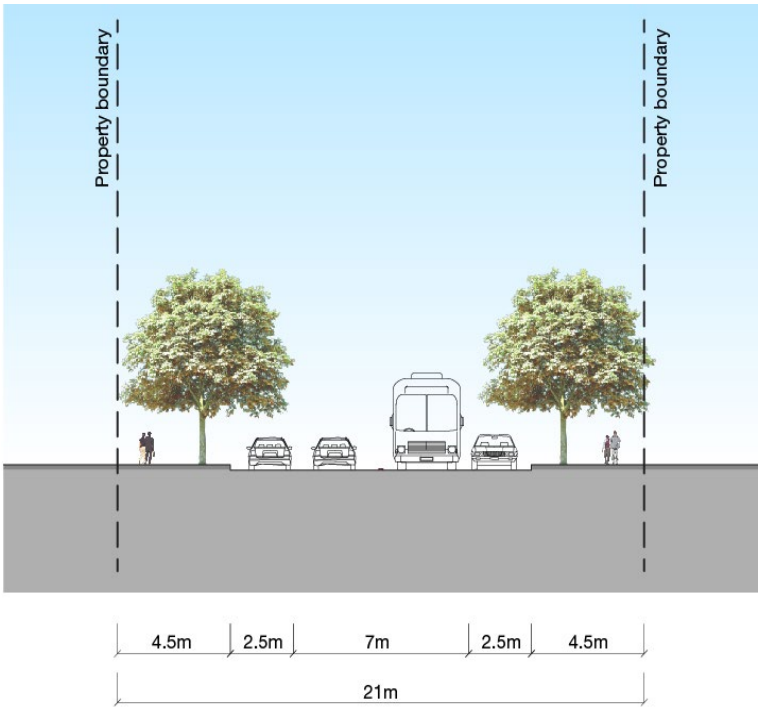


Figure E13.19 Secondary Street (without parking) – Type 2

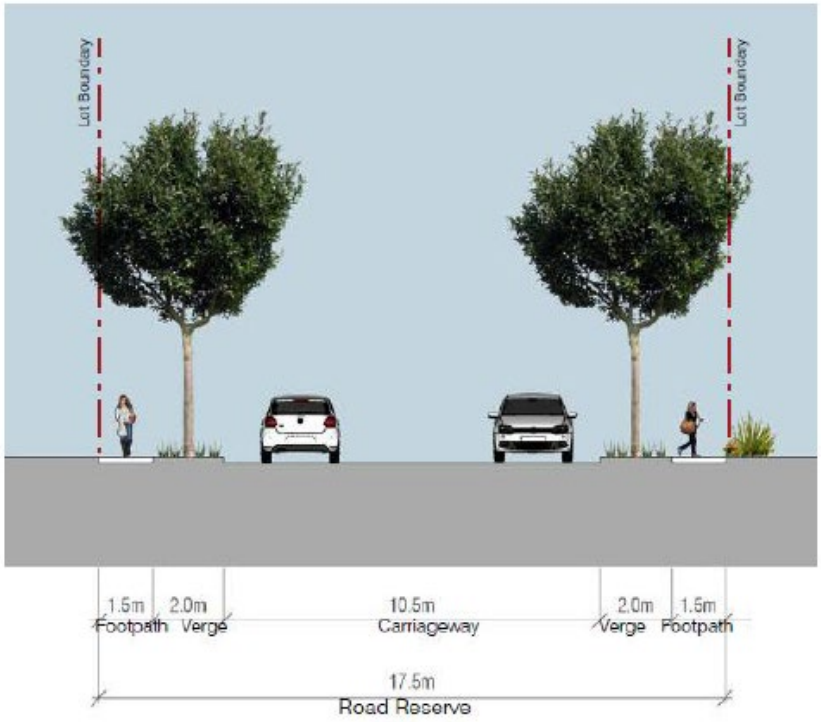


Figure E13.20 Secondary Street (with parking) – Type 2a

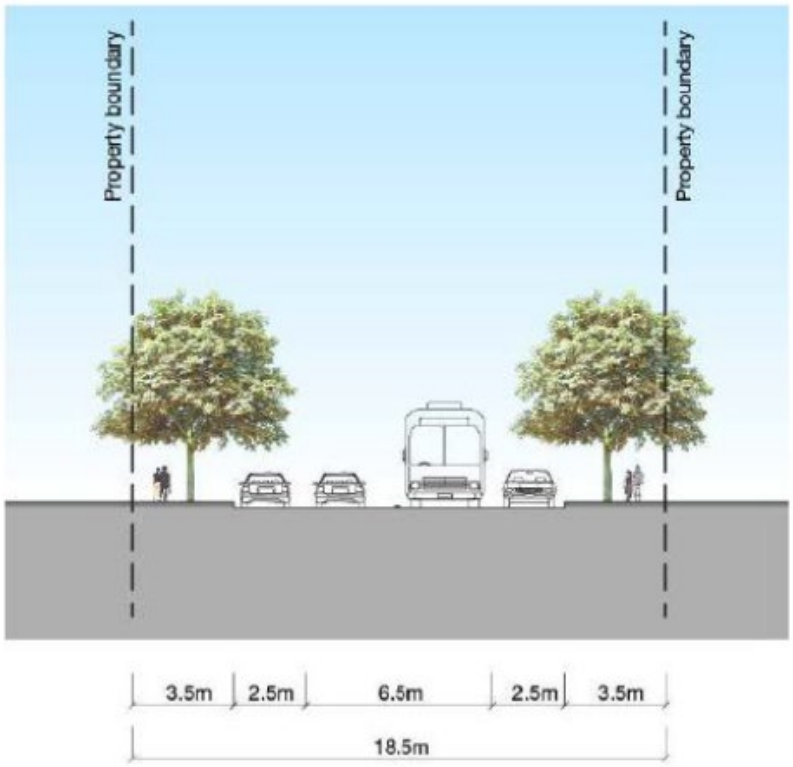
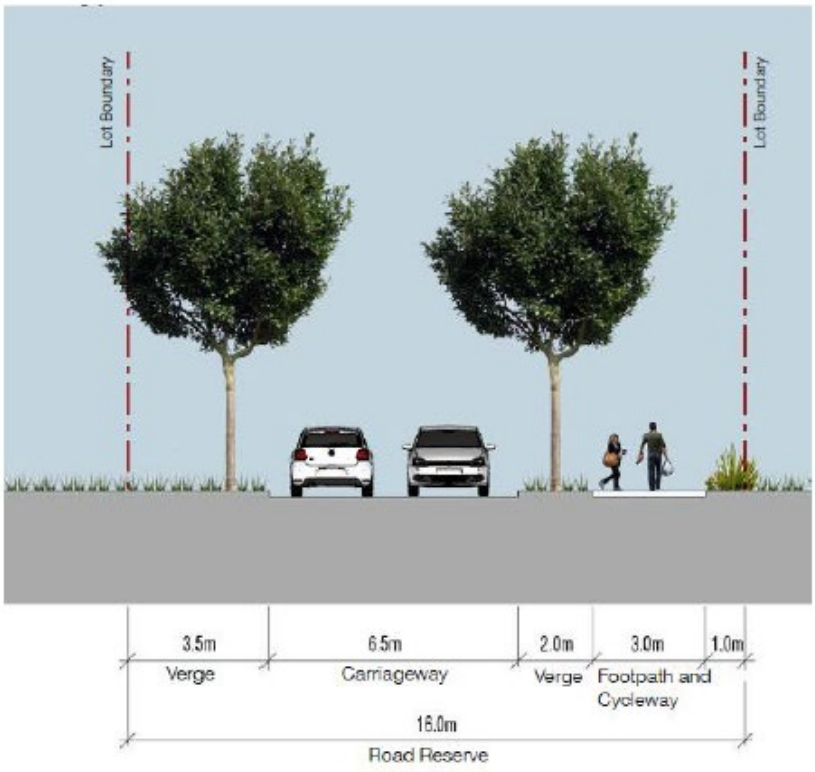


Figure E13.21: Park Edge Street – Type 3



13.8.2. Pedestrian and Cycle Network

Figure E13.22: Pedestrian and Cycle Network

A. Background

The new road network forms the basis of both pedestrian and cycle access within the site. Generous footpaths accommodate pedestrian movement and wide lanes and in some areas dedicated cycleways facilitate bicycle movement around the precinct.

B. Objectives

a) To improve access in the Panthers Penrith by providing through site links as development occurs;

b) To retain and enhance existing through site links as redevelopment occurs;

c) To encourage active street fronts along the length of through site links where possible;

d) To provide for pedestrian amenity and safety;

e) To improve the permeability of large sites when they are redeveloped for more intensive uses; and

f) To provide a lakefront promenade that provides a central pedestrian connection to the various lakeside sub precincts.

C. Controls

1) Pedestrian and cycle access within the site is to be provided as indicated in Figure E13.22.

2) A dedicated cycle lane is to be provided to the park edge.

3) Pedestrian links are to make use of existing crossings within the Peachtree Creek zone.

4) Pedestrian links are to facilitate future connections from outside the site.

5) Through site links are to be provided as shown in Figure E13.24 with accessible paths of travel that are:

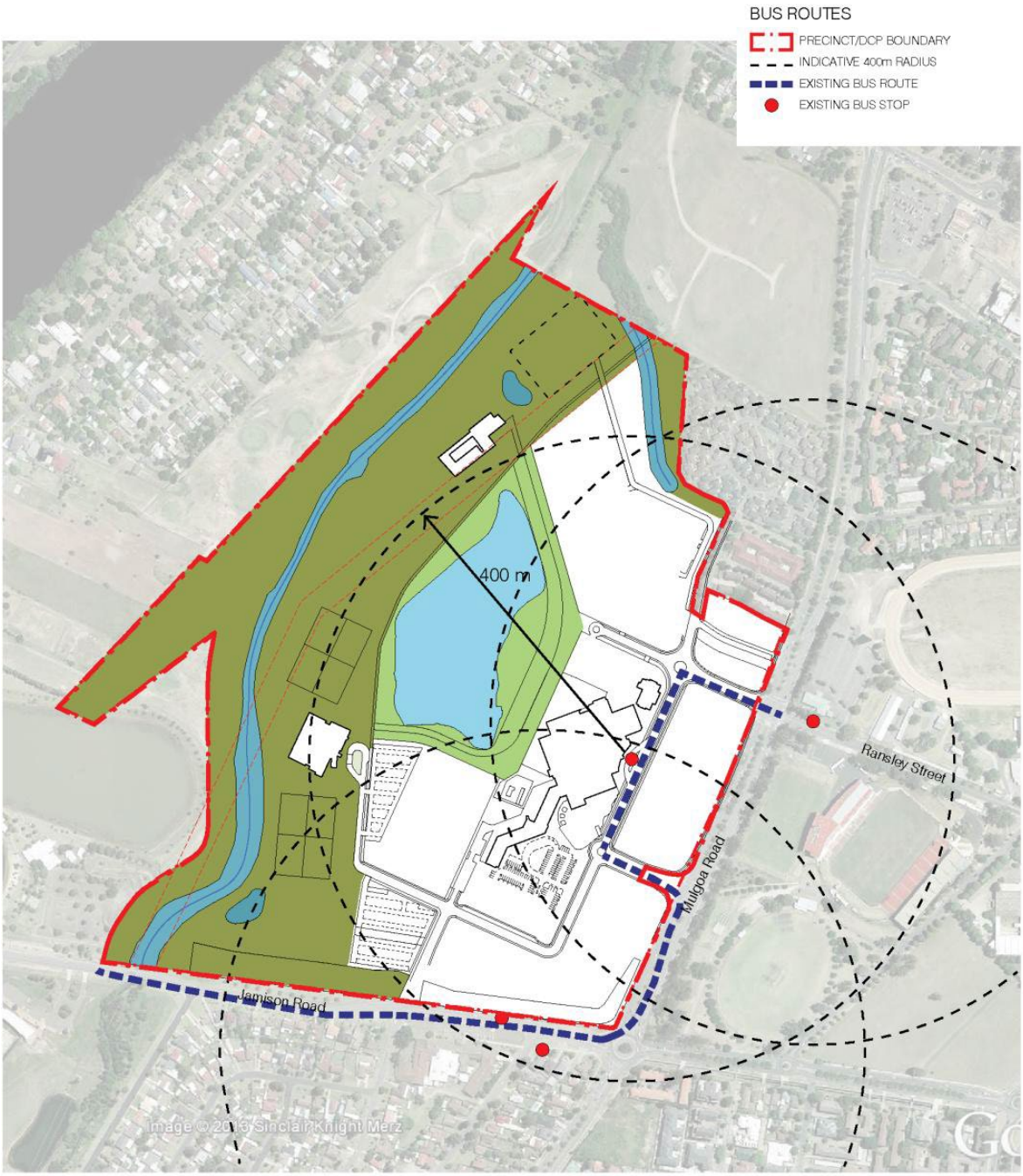
   a) A minimum width of 4m for its full length and clear of all obstructions including columns, stairs, etc.

   b) Direct and publicly accessible thoroughfares for pedestrians.

6) Signage is to be located at street entries indicating public access through the site as well as the street to which the link connects.

13.8.3. Public Transport

Figure E13.23: Public Transport Nodes



A. Background

The Site benefits from its relatively close proximity to Penrith railway station – the station is within 20 minutes casual walking distance to the north of the precinct.

A number of bus routes travel north-south along Mulgoa Road, providing access to the railway station and Penrith city centre. Jamison Road has a weekday bus service. Panthers has a bus stop for public buses serving Penrith and the Blue Mountains.

B. Objectives

a) To locate higher density development near public transport opportunities;

b) To explore extension of bus services into the site; and

c) To ensure adequate infrastructure for pedestrian amenity and safety.

C. Controls

1) The public transport route is shown as per Figure E13.23.

2) New development is to respond to public transport opportunities within and adjacent to the site.

3) Ensure adequate infrastructure for bus users such as seating and shelters are provided at bus stops within the site.

13.8.4. Traffic, Parking and Site Access

Figure E13.24: Restricted Vehicular Access

A. Background

The Panthers Penrith Precinct will accommodate a range of uses and traffic generation and parking needs will differ from traditional single use sites.

Panthers have entered into a Voluntary Planning Agreement with the roads and Maritime Services and Council to deliver local and State road infrastructure as result of traffic generated by the development within the Precinct.

B. Objectives

a) To ensure that traffic generation of development on the Panthers Penrith Precinct does not exceed agreed limits;

a) To integrate adequate car parking and servicing access without compromising street character, landscape or pedestrian amenity and safety;

b) To ensure that adequate parking to serve development is provided on site;

c) To encourage shared use of parking;

d) To allow flexibility in parking rates to reflect shared use or best practice;

e) To ensure that parking structures do not dominate the public domain; and

f) To control site entry points to encourage the active use of street frontages.

C. Controls

Traffic and Access

1) Development applications for major development proposals should be accompanied by an appropriate Traffic Report that details the assessed impact of projected vehicular traffic associated with the proposal. Traffic on the site is not to exceed limits identified in the Voluntary Planning Agreement supporting Traffic Management Report.
2) Any Traffic Report or Traffic Impact Statement is required to address the following issues:
    a) The objectives of this section relating to transport and land use;
    b) The objectives of this section relating to traffic management and safety; and
    c) The objectives and controls of this section relating to traffic generating developments.
3) A Traffic Plan that addresses Special Event traffic conditions is to be submitted with any DA for event or major sporting facilities on the site.
4) Vehicular access is not permitted in zones nominated in Figure E13.24 and where practicable, vehicle access is to be from secondary streets.
5) A new median in Jamison Road is to be provided.
6) Potential pedestrian/vehicle conflict is to be minimised by:
    a) Limiting the width and number of vehicle access points;
    b) Ensuring clear site lines at pedestrian and vehicle crossings;
    c) Utilising traffic calming devices; and
    d) Separating and clearly distinguishing between pedestrian and vehicular accessways.

Parking

1) The appearance of car parking and service vehicle entries is to be improved by locating or screening parking, garbage collection, loading and servicing areas visually away from the street.
2) Structured parking that extends above ground where viewed from the public domain is to be architecturally treated or where possible sleeved with development.
3) Any development application within the Mulgoa Road sub precinct is to submit a car parking strategy that details the location and provision of the displaced existing parking as a result of any development within this sub precinct.

13.9 BUILT FORM

13.9.1. Street Alignment, Wall Height and Setbacks

Figure E13.25: Setbacks

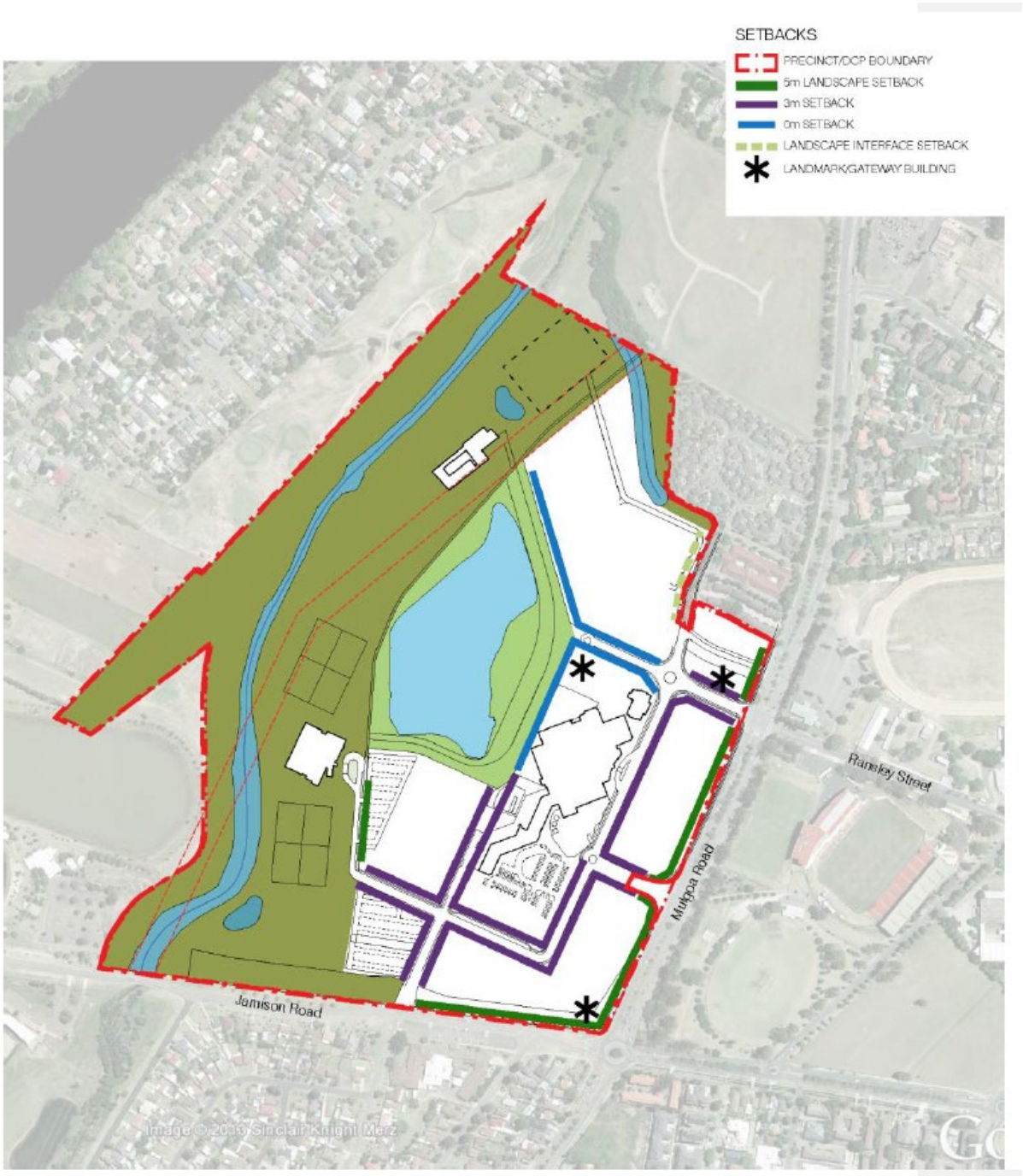
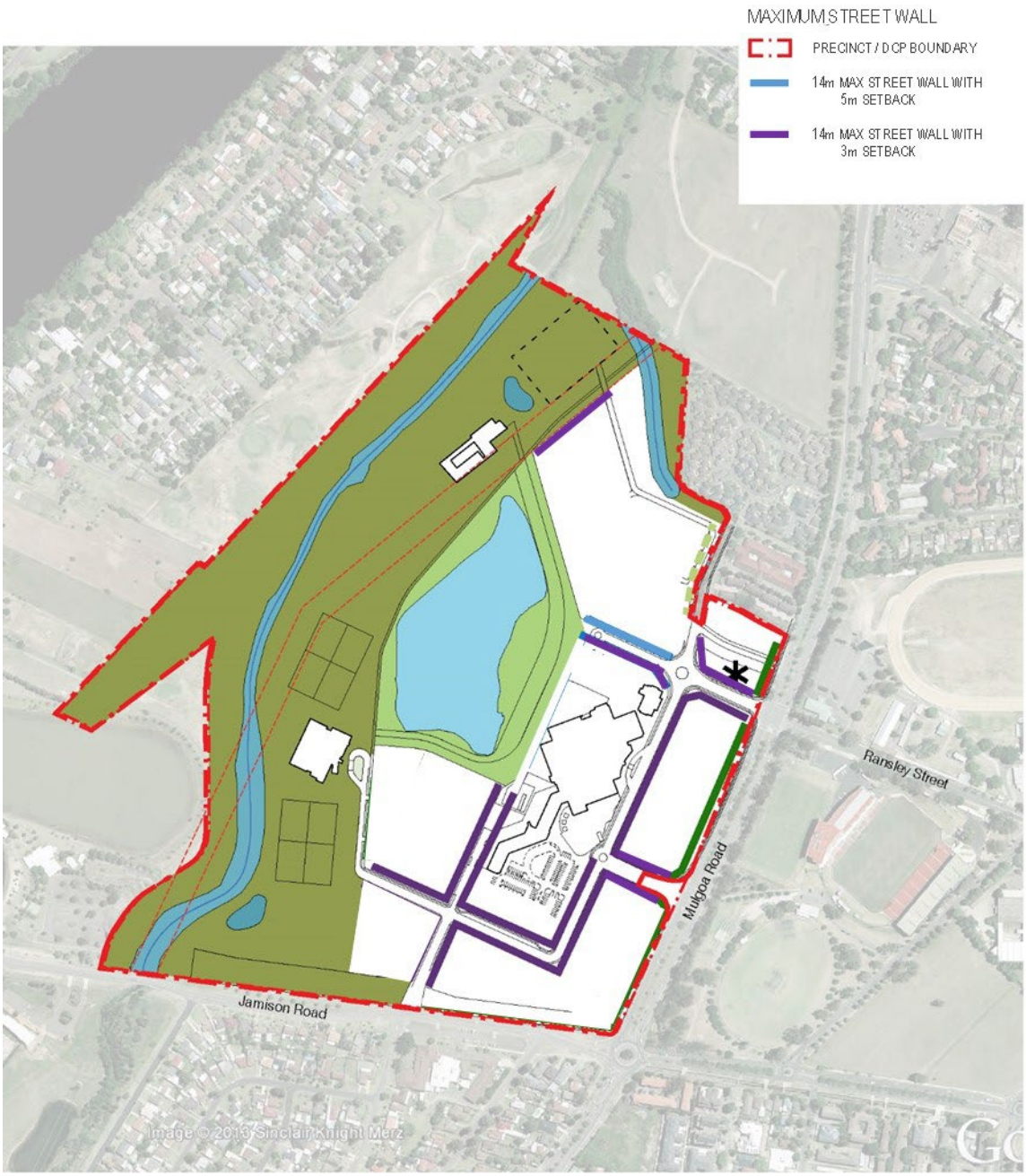


Figure E13:26 Street Wall Height



A. Background

Zoning of the site allows for heights up to 24m with a landmark building site of 32m. The establishment of a clear and cohesive built form framework allows for flexibility of building use.

Street setbacks and building alignments establish the front building line. They help to create the proportions of the street and can contribute to the public domain by enhancing streetscape character and continuity of street facades.

Street setbacks can also be used to enhance the setting and address for the building. They provide for landscape areas, entries to ground floor apartments and deep soil zones. Setbacks allow ventilation, daylight access and view sharing and increase privacy.

Buildings should be built up to the street alignment to reinforce the urban character and improve pedestrian accessibility amenity and activity at street level. Above street frontage height, buildings are to be set back to provide sunlight access to streets, pedestrian areas and lower levels of other buildings. These setbacks allow view corridors, an appropriate building scale for pedestrians, and good growing conditions for street trees.

B. Objectives

a) To establish consistent building alignments to the street;

b) To provide street setbacks appropriate to building function and character;

c) To establish the desired spatial proportions of the street and define the street edge;

d) To create a transition between public and private space;

e) To locate active uses closer to pedestrian activity areas;

f) To maintain sun access to the public domain;

g) To protect important views to the Blue Mountains escarpment;

h) To ensure an appropriate level of amenity for building occupants in terms of daylight access, outlook, view sharing, ventilation, wind mitigation, and privacy;

i) To achieve usable and pleasant streets and public domain areas in terms of wind mitigation and daylight access;

j) To provide building separation for visual and acoustic privacy; and

k) To provide deep soil zones within sites, and maintain mature/significant vegetation where possible.

C. Controls

General

1) Street building alignment and street setbacks are specified in Figure E13.25 and Figure E13.26.

2) Balconies may project up to 600 mm into front building setbacks, provided the cumulative width of all balconies at that particular level totals no more than 50% of the horizontal width of the building façade, measured at that level.

3) Minor projections into front building lines and setbacks for sun shading devices, entry awnings and cornices are permissible.

4) The minimum height of development built to the side boundary should comply with the maximum street frontage height requirement as shown in Figures E13.27-31. Exceptions

to this control can occur for parts of a building's frontage provided it is not more than 40% of that buildings frontage and such exemption is justified on architectural merit.

5) Where 0m side and rear boundary setbacks are permissible, it must be demonstrated that 0m setbacks provide amenity in terms of day light access and ventilation.

Gateway Buildings

1) Gateway sites have been nominated at the corner of Jamison and Mulgoa Roads and at the site entry off Mulgoa Road at Ransley Street. Special emphasis through architectural quality and detailing is required.
2) These buildings are to be iconic in form and will denote and provide emphasis to the main Blue Mountain view corridors from Mulgoa Road.
3) Buildings are to address the corner condition with an emphasis on the approach along Mulgoa Road.

Figure E13:27 Setbacks on existing North/South Street

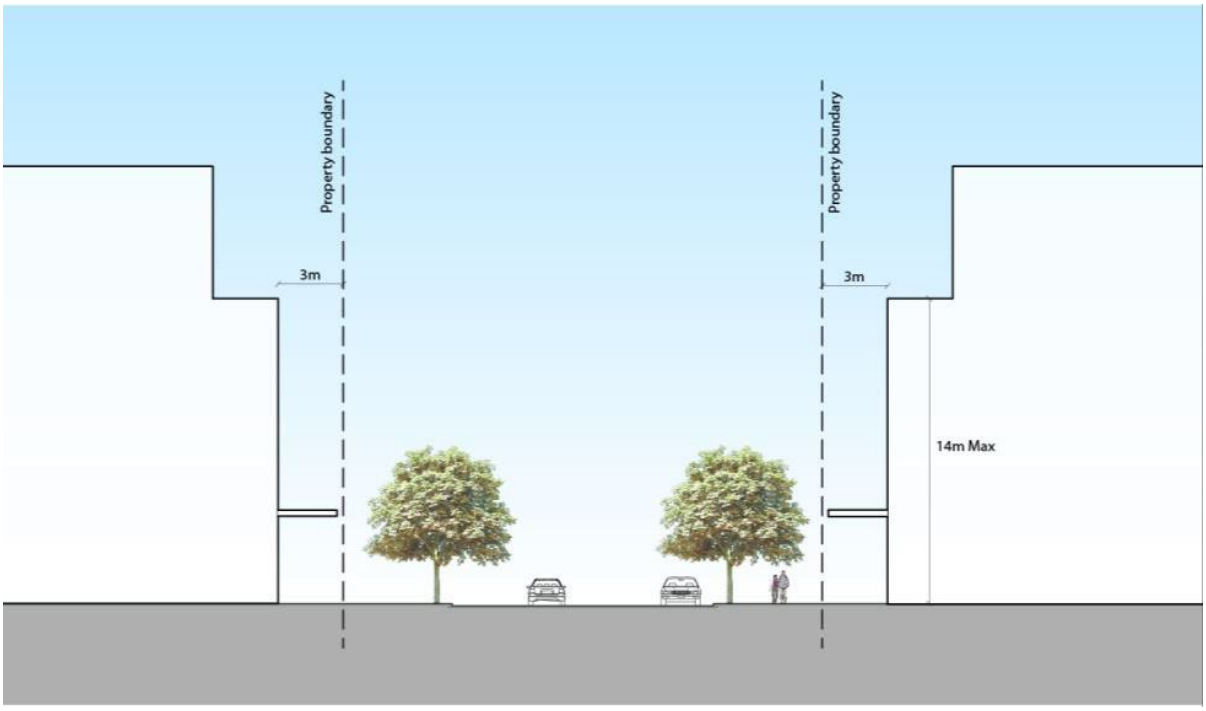


Figure E13:28 Setbacks West of Existing Hotel

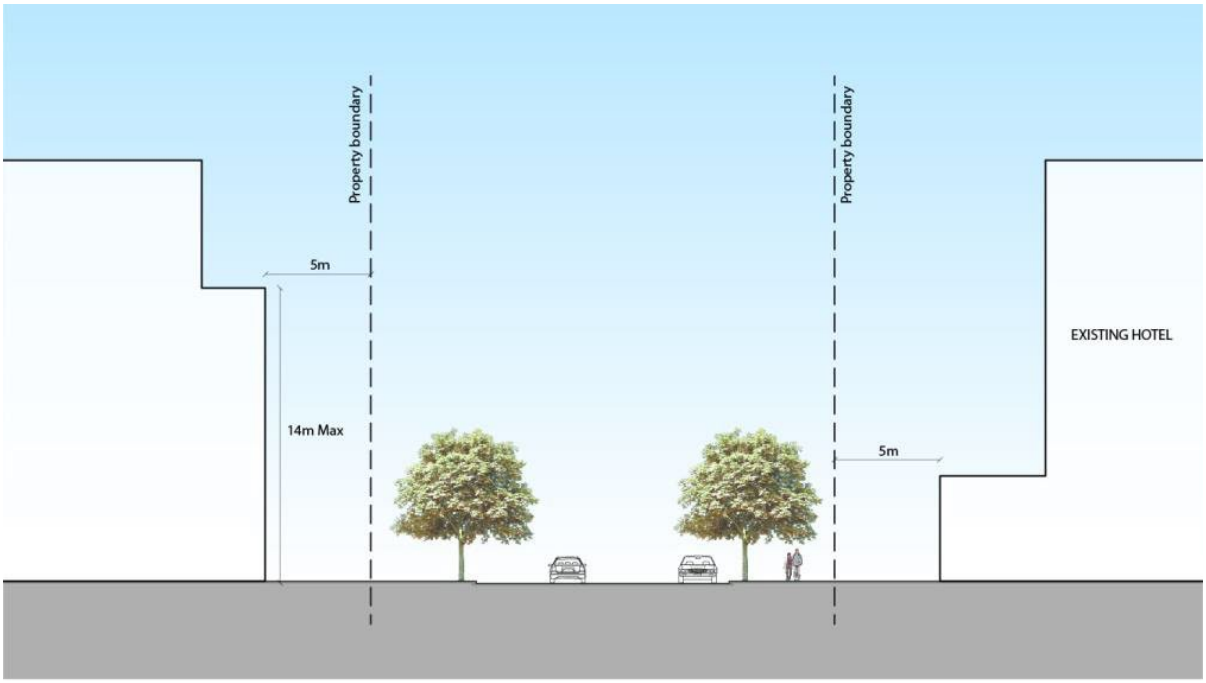
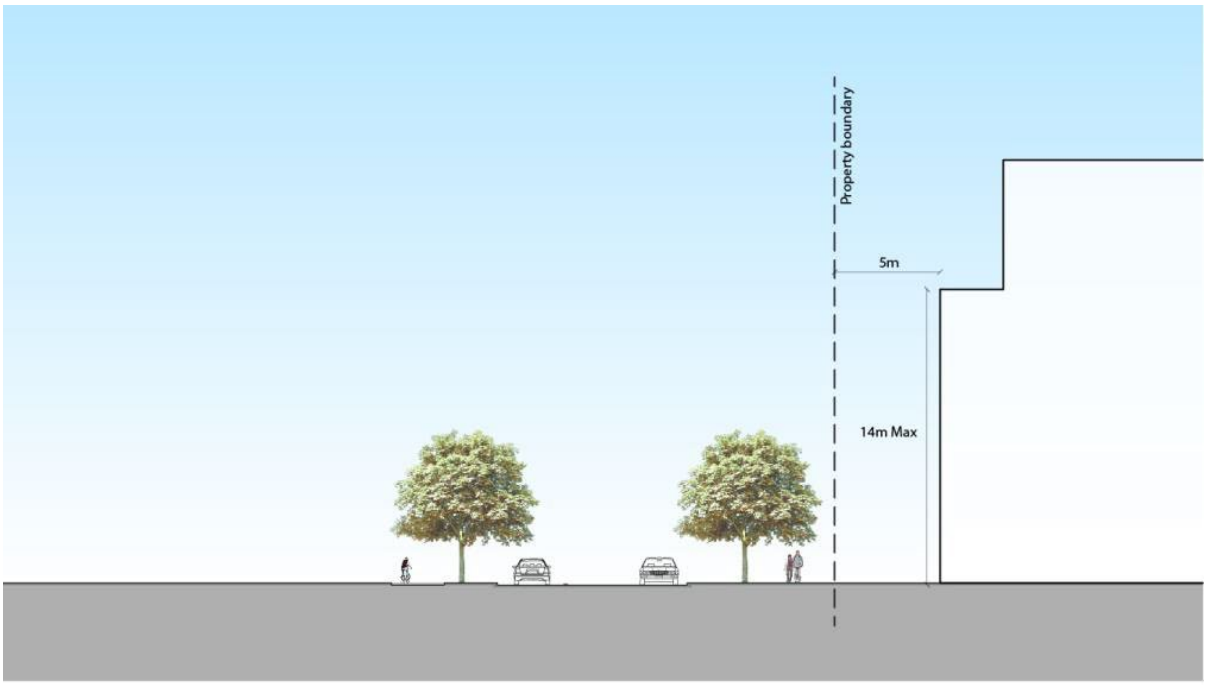


Figure E13:29 Setbacks on Ransley Street

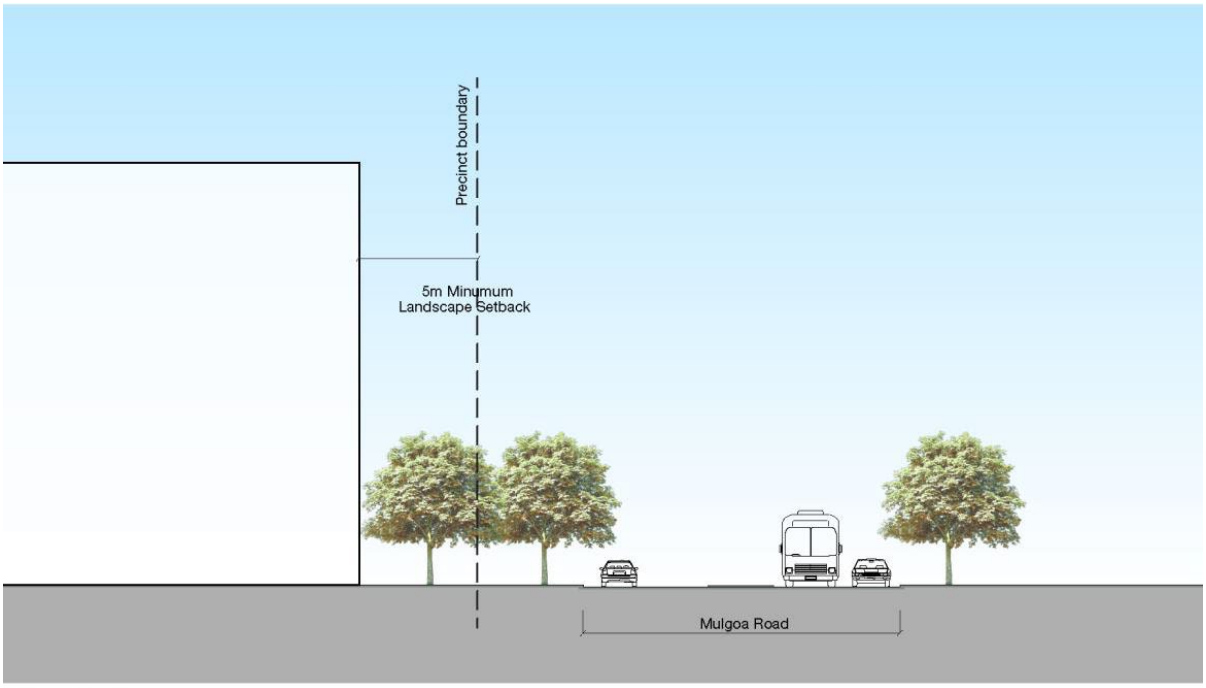
Ransley Street

Figure E13:30 Setbacks Park Edge Street



Park Edge

Figure E13:31 Mulgoa Road Frontage



Mulgoa Road

13.9.2. Active Street Frontages

Figure E13.32: Active Frontages

A. Background

Active frontages promote an interesting and safe pedestrian environment. Due to the size of the area, it is recognised that not all streets will develop as active pedestrian areas. Active frontages have been identified where active ground level uses are to be consolidated, creating vibrant streetscapes in areas with high pedestrian traffic and possibly located close to public transport and public open space.

Active uses include:

a) Shop fronts

b) Retail/service facilities with a street entrance

c) Cafe or restaurants with street entrance

d) Community and civic uses with a street entrance

e) Recreation and leisure facilities with a street entrance.

B. Objectives

a) To promote pedestrian activity and safety in the public domain;

b) To create vibrant streetscapes around areas of high pedestrian traffic;

c) To encourage activity within the Site outside commercial business hour;

d) To provide a mix of uses to support an increasing employment and visitor population over time; and

e) To enhance pedestrian safety, security and amenity within Precinct.

C. Controls

1) Active ground level uses are to be located as shown Figure E13.32.

2) Active street fronts are to be maximised along Ransley Street, to the lakeside promenade, and in front of hotels and the multi-use facility.

3) Entries to active frontage tenancies are to be accessible.

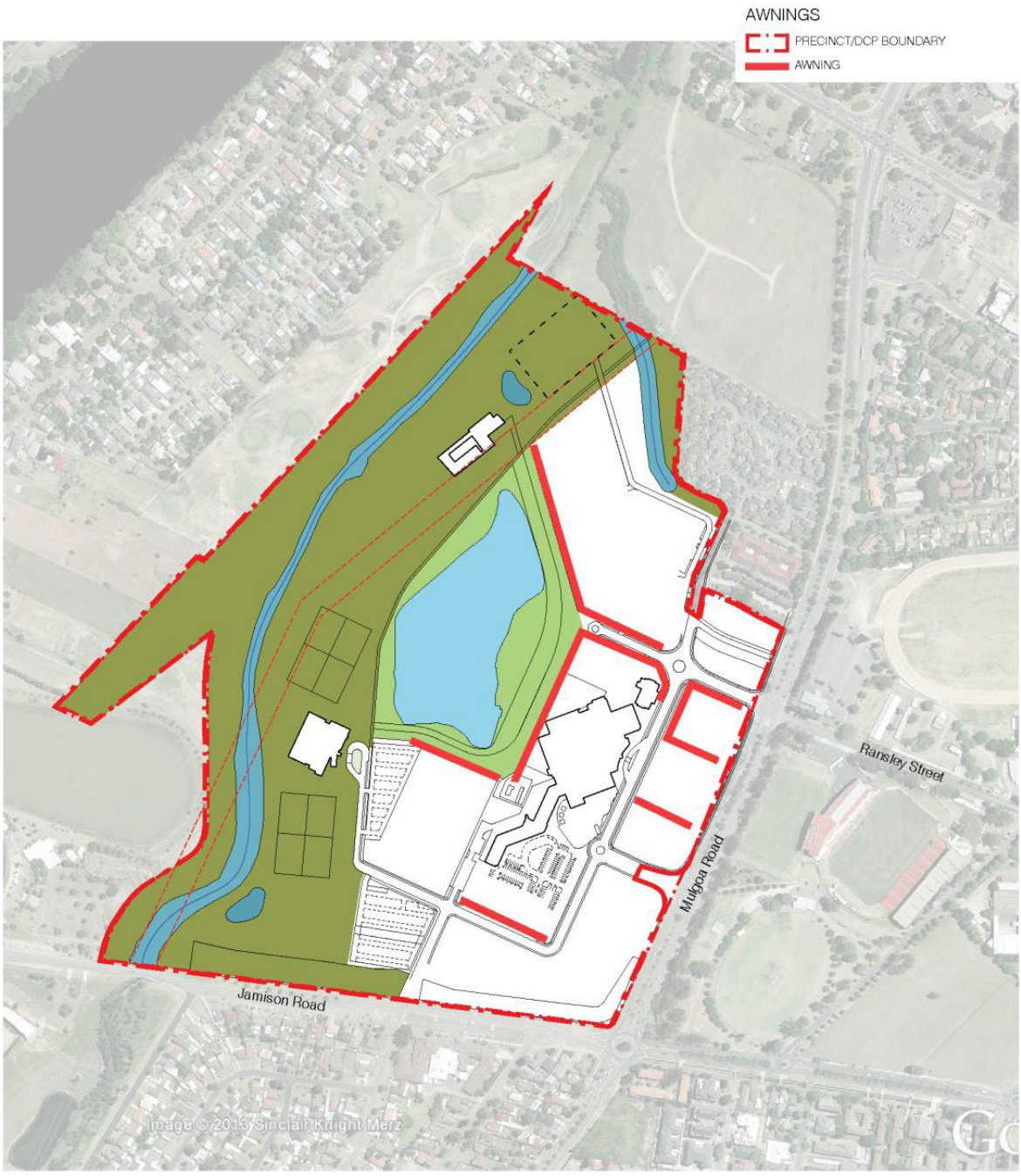
4) Vehicular access points should not, if possible, be located at primary active frontages.

5) Ground level uses at active frontage zones are to be located at or close to street level.

6) Transparency and openings to the street are to be maximised and blank walls, fire exits and building services elements are to be minimised.

13.9.3. Awnings

Figure E13.33: Awning Locations



A. Background

Awnings increase pedestrian amenity by providing shelter and enclosure at a pedestrian scale. They encourage pedestrian activity along streets and, in conjunction with active edges, support and enhance the vitality of the local area. Awnings and entry canopies provide a public presence and interface within the public domain, contributing to the identity of a development.

B. Objectives

a) To provide weather protection, safety and security for pedestrians;

b) To unify the streetscape; and

c) To demarcate building entries and contribute to the image and identity of development.

C. Controls

Awnings

1) Continuous awnings must be provided as shown in Figure E13.33.

2) Awning width is to be a minimum of 3m.

3) Provide awnings with a soffit height of 3.6m above the finished ground floor level. On sloping sites, awning soffit height may vary from 3.6m – 4.2m.

4) Where the topography slopes along the street, awnings are to step to provide a regular height over the footpath. Steps in awnings should not exceed 600mm.

5) Stepped awnings must be detailed to provide continuous weather protection.

6) Glazing is not permitted in continuous awnings.

7) Under awning lighting is to be provided to achieve appropriate luminance levels for pedestrians (Refer to relevant Australian Standards). This should be recessed into the soffit of the awning.

Entry Canopies

1) Entry canopies and discontinuous awnings may be provided to building entries not located along Active Frontages.

2) Entry canopies may be glazed or solid, and are to be coordinated with the overall facade design.

3) Provide canopies with a soffit height of 3.6m – 4.2m.

13.9.4. Building Depth and Bulk

A. Background

The final use of sites remains flexible and subject to market demand and opportunities. Without a clear program of land uses across the precinct, controlling the size of floor plates of buildings and site coverage helps to create good internal amenity, access to natural light and ventilation and reduces potential adverse effects that tall and bulky buildings may have on the public domain, including visual impacts and overshadowing.

Building depth is related to building use.

B. Objectives

a) To promote the design and development of sustainable buildings;

b) To achieve the development of living and working environments with good internal amenity and minimise the need for artificial heating, cooling and lighting;

c) To provide viable and useable commercial floor space;

d) To achieve usable and pleasant streets and public domain at street level;

e) To achieve a skyline sympathetic to the topography and context;

f) To allow for view sharing and view corridors; and

g) To reduce the apparent bulk and scale of buildings by breaking up expanses of building wall with modulation of form.

C. Controls

1) Commercial floor plate sizes are governed by the Panthers Penrith provisions within the LEP.

2) All points of an office floor should 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.

3) Use atria, light wells and courtyards to improve internal building amenity and achieve cross ventilation and/or stack effect ventilation.

13.9.5. Building Articulation

A. Background

Building articulation refers to the three dimensional external modelling of a building façade. Building articulation establishes the relationship of the building with its street. The composition and detailing of the building façade has an impact on its apparent scale as well as its appearance. The pattern or rhythm established by the proportions of the façade, the modulation of the external walls, the design of façade elements, their materials and detailing are all important considerations.

B. Objectives

a) To create buildings with articulated façade that address the public domain;

b) To ensure that new developments have facades which define and enhance the public domain; and

c) To ensure that building elements such as awnings, sun screens, shading devices, roof structures and service elements are integrated into the overall building form and façade design.

C. Controls

1) Facades are to be composed with an appropriate scale, rhythm and proportion, that respond to building use and the desired character by:

   a) Defining a base, middle and top related to the overall proportion of the building;

   b) Expressing key datum lines in the context using cornices, a change in materials or building setback;

   c) Expressing the internal layout of the building, for example, vertical bays or its structure, such as party wall divisions;

   d) Expressing the variation in floor to floor height, particularly at the lower levels;

e) Articulating building entries with awnings, porticos, recesses and blade walls; and

f) Incorporating architectural features which give human scale to the design of the building at street level. These can include entrance porches, awnings, pergolas and fences using recessed balconies and deep windows to create articulation and define shadows thereby adding visual depth to the façade.

2) Facade design is to reflect and respond to the orientation of the site using elements such as sun shading and environmental controls where appropriate.

3) The maximum unbroken facade length is to be 70 metres and it must provide articulation and interest.

4) Important corners are to be expressed by giving visual prominence to parts of the façade (e.g. a change in building articulation, material or colour).

5) Building services such as roof plant and parking ventilation are to be coordinated and integrated with the overall façade and building design, and screened from view.

6) Ventilation louvres and car park entry doors are to be coordinated with the overall façade design.

13.9.6. Architectural Excellence

A. Background

This Part seeks to encourage urban design and architectural excellence as well as environmental sustainability in both the public and private domain.

Architectural excellence is particularly important where the building is highly visible from the public domain outside the precinct.

Good building design should positively contribute to the overall architectural quality of the city and provide buildings appropriate to their context. In some circumstances, this contribution may be as an iconic or landmark building, but more typically it is as a well-mannered building that fits sensitively into the streetscape.

Architectural excellence should be achieved through careful consideration of:

a) Built form – how it relates to its context

b) Quality of materials

c) Integrity of the design concept

d) Its contribution to the public domain.

B. Objectives

a) To encourage a high level of design consideration;

b) To ensure that significant buildings achieve design excellence;

c) To ensure that buildings contribute positively to the precinct character; and

d) To encourage the development of sustainable design.

C. Controls

1) All applications are to explain the design concept including built form, context response and materials selection.

2) Gateway buildings are to demonstrate architectural excellence in the following areas:

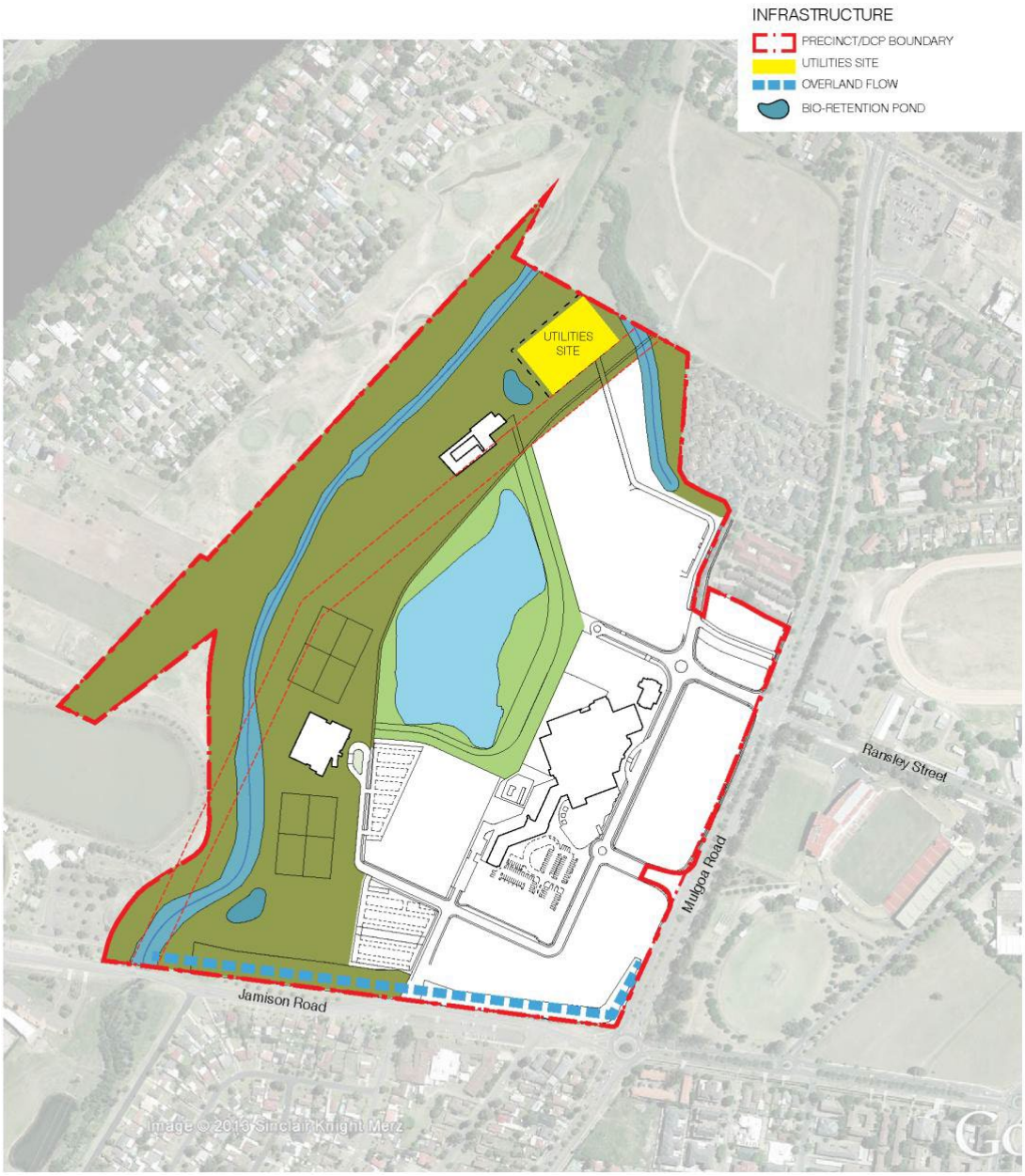
a) How the building reinforces and enhances significant vistas and view corridors

b) How the building will enliven the public domain it adjoins.

3) Materials are to be selected for durability and quality. In general painted surfaces are not appropriate especially at street 'level'.
4) Particular attention is to be paid to detailing of materials.
5) Buildings are to be simple, elegant and well proportioned.
6) Environmental sustainable initiatives are to be incorporated into new buildings.

13.10 DELIVERY

Figure E13.34: Infrastructure Plan



13.10.1. Flooding and Drainage

A. Background

Flooding and stormwater are major considerations on the Penrith Panthers Precinct site. A precinct Stormwater Management Strategy (SMS) will minimise the impact on water quality, identify opportunities to maximise the reuse of stormwater runoff, reduce the demand on potable water supplies, reduce pollutants and enhance the landscaping opportunities within the development.

The SMS will be based upon the principles of Water Sensitive Urban Design (WSUD) and will be underpinned by a stormwater harvesting strategy aimed at maximizing the reuse of runoff for non-potable purposes, maintaining the ecological integrity of Peachtree Creek, and complying with Penrith City Council's water management requirements as set out in Section C3 of this DCP.

Any development that is flood affected will require an appropriate level of flood assessment and may include the need to undertake modelling and prepare flood reports. The assessment will need to include consideration of flood behaviour and hazard, and any mitigation measures required to ameliorate any impacts identified.

Maintaining the regional flood runner function of Peachtree Creek through the site and ensuring no adverse impact upon flood levels and flood conveyance on surrounding properties and in Peachtree Creek is of prime importance. In this regard the adopted flood conveyance principles of Panthers Planning Proposal Appendix H Scenario 4 Flood Model apply to the site (i.e. conveyance of 200 year regional flood).

The flood levels detailed in Panthers Planning Proposal Appendix H table H1.1 have been prepared for strategic planning purposes only. Applicable flood levels for each development shall be determined in conjunction with Penrith City Council at the time of each application.

Figure E13.35: Development Layout as modelled from Panthers / Adopted Scenario 4 development footprint

B. Objectives

a) To manage development of the Panthers site with respect to its unique flooding characteristics;

b) To develop the site in accordance with sound flood management principles;

c) To achieve high quality outcomes for water quality and quantity; and

d) To provide opportunities for WSUD initiatives.

C. Controls

1) All applications are to address the relevant sub-sections of the Water Management section of this DCP.
2) A Stormwater Management Strategy (SMS) is to be prepared for the whole Precinct and be submitted with the first major development application and should identify and address:
   a) Impacts of stormwater generated both on and off the site;
   b) Stormwater easements and overland flow paths;
   c) Opportunities to maximise the reuse of stormwater runoff;
   d) Means to reduce the demand on potable water supplies; and
   e) Reductions in pollutants entering the water system.
3) Any development west of the Club and within the flood flow conveyance corridor is to develop a strategy to ensure that the 200-year regional flood runner is maintained without causing adverse impact to adjoining lands in accordance with the principles of Scenario 4 modelling under Panthers Planning Proposal – Appendix H. The strategy will identify the timing, staging and detailing of necessary works to be undertaken.
4) Development of a comprehensive flood evacuation and emergency response plan as part of the Infrastructure Master Plan.

13.10.2 Utilities

A. Background

The Panthers Penrith Precinct will connect to the local utilities network, with upgrades occurring where required to support the future development. As part of the overall development strategy, alternative services and energy sources will be investigated.

An integral part of determining development suitability for a site involves assessing whether the appropriate utilities and services are available on the site to service the proposed development, and whether they have sufficient capacity to meet the demand of the proposal.

This section aims to ensure that development consent is only granted where a proposal can be appropriately serviced, either through the existing system having sufficient capacity or being upgraded, or an alternative system being provided. In most cases, the developer will be required to fund necessary system upgrades or alternatives.

B. Objectives

a) To ensure that development will not place unreasonable pressure on servicing authorities in terms of timing and extent of supply;
b) To ensure that development will take place only where satisfactory arrangements are made with the servicing authorities; and
c) To ensure that adequate consultation is carried out with the relevant servicing authorities during the formulation of development proposals.

C. Controls

1) All development applications are to address the existing and proposed provision of services/utilities to a site and whether there is satisfactory capacity to address the required demand of the proposal.
2) Satisfactory arrangements are to be made with the servicing authorities for the provision of services to the property.
3) Where possible, services (including easements) should not be located in areas where vegetation will be removed or damaged.
4) Existing easements are to be reviewed and rationalised.
5) A site utilities zone with adequate landscape screening is to be located in the north of the site as indicated in Figure E13.34.

13.10.3 Staging

A. Background

The Panthers Penrith Precinct Structure Plan represents indicative super lots on the site and the order and timing in which elements are to be delivered will be in response to market opportunities.

The delivery of individual developments must be considered in the context of:

a) Available and future infrastructure
b) Site access
c) Flood control
d) Public domain delivery
e) Traffic and parking limits
f) As each development is delivered, the supporting infrastructure must be provided. All relevant supporting studies must be completed with each major development application.

B. Objectives

a) To facilitate orderly development of the site;
b) To ensure that adequate services are provided at each stage of development;
c) To ensure that infrastructure anticipates future development; and
d) To ensure that development does not exceed floor space or traffic and parking limits identified for the Precinct.

C. Controls

1) Each development application for new buildings in excess of 1,000m^2 GFA is to identify the infrastructure provision necessary to service this development. This includes, but is not limited to:
    a) Power
    b) Water and gas supply
    c) Drainage works
    d) Flood control works
    e) Roadworks.

2) Infrastructure provision is to anticipate future development adjacent and linked to the site. The provision is to ensure that any disruption to new roads and services is minimised as future projects are brought on line.

3) Consideration of any flood studies undertaken to determine in particular the timing and delivery of any flood mitigation works (e.g. if required, reducing the ski lake)

4) Major new development in excess of 1,000m^2 GFA will require evaluation of parking and traffic generation based on the findings and limits identified in Supplementary Transport Assessment for the Panthers Penrith Planning Proposal GHD May 2011 and the Panthers Roadworks Planning Agreement.

5) A register of all floor area, use and parking provision in the precinct is to be maintained through the life of precinct development.