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# Part C 164 Station Street, Penrith

## 1 Site analysis and local context

### 1.1 Land and purpose to which this section applies

This section applies to land located at 164 Station Street, Penrith as shown below (Figure 1), comprising 7.855Ha of land which has been identified to accommodate high density residential land uses consisting predominantly of high density housing/units. This purpose of this section is to facilitate the development of residential land uses in accordance with the envisaged future character of the site.

**Figure 1: Land to which this section applies**



### 1.2 Site Vision

The urban vision for the redevelopment of the former Panasonic industrial site is to create a new residential neighbourhood at the southern edge of Penrith City Centre which respects and acknowledges the significance of the area including the city's urban vibrancy adjacent to the Blue Mountains. The site will act as the southern gateway to the Penrith City Centre and the new residential neighbourhood is consistent with the Penrith Progression Structure Plan 2015.

### 1.3 Site Objectives

The development of the site is to meet the following site objectives:

- Create a benchmark in urban residential neighbourhood development for Penrith;
- Create a built form formulated around large areas of public and community open space which provided connectivity through the site;
- Provide well connected and accessible areas of open space which link the site to the surrounding context;
- Provide an inviting and secure site with limited vehicular movement above ground level to enhance pedestrianisation;
- Provide a diverse range of high density housing products which respond to growing household.

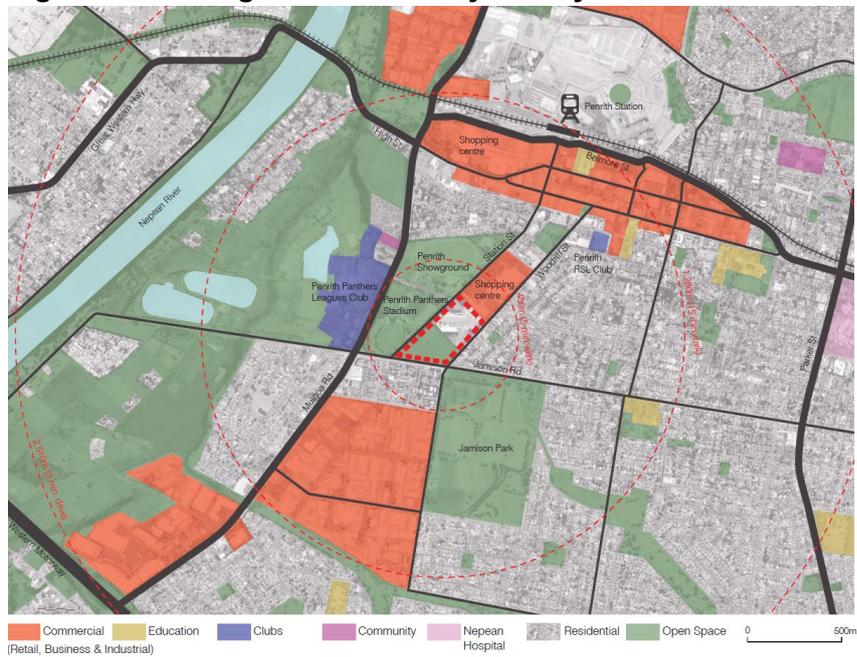
**Figure 2: Landscape Masterplan**



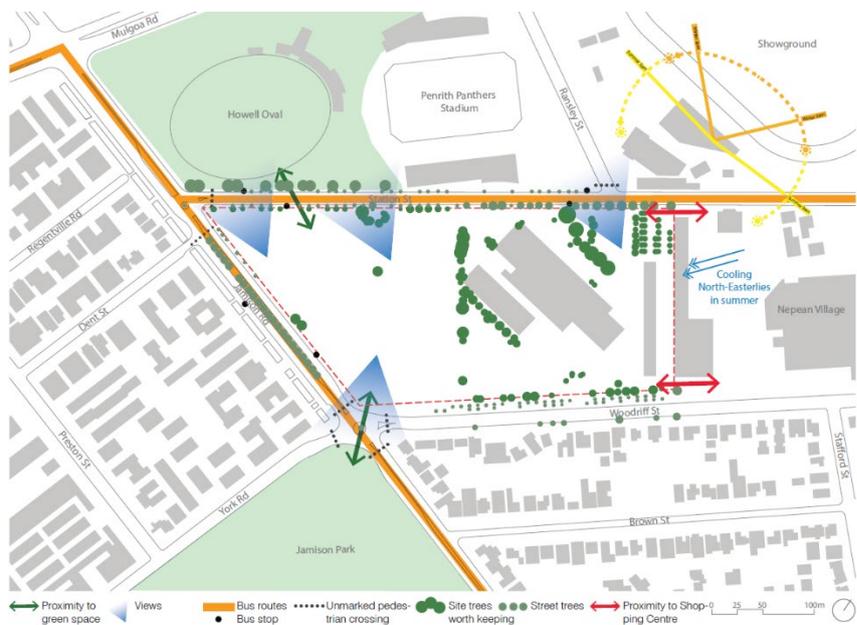
## 1.4 Local Context

The site location within proximity to the Penrith City Centre, Penrith Station and the areas broader context can be seen in terms of the city context and adjacent existing land uses. Refer to Figures 3 and 4:

**Figure 3: Existing Land Use Analysis City Context**



**Figure 4: Site Context**



## 2 Structure Plan

### 2.1 Urban Structure

The urban structure for the site is envisaged to be one centralised around the local and communal open space on the site, complimented by high quality public domain elements and architectural forms. In reference to architectural diversity and built form, the following objectives should be followed:

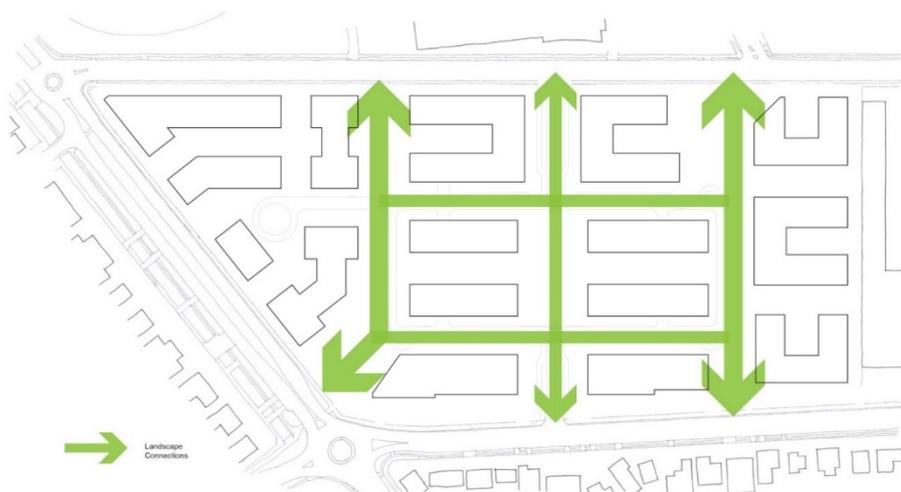
#### Objectives:

- To establish the urban image of the development by differences in public domain, built form and architectural diversity that enhance its prominent location within Penrith's city centre;
- To provide differences in streetscape treatment and urban character;
- To mark the pedestrian and vehicular entry points into the development off Station Street with formal urban strategies;
- To ensure a variety of pedestrian focused spatial experiences and safe social opportunities across the development.

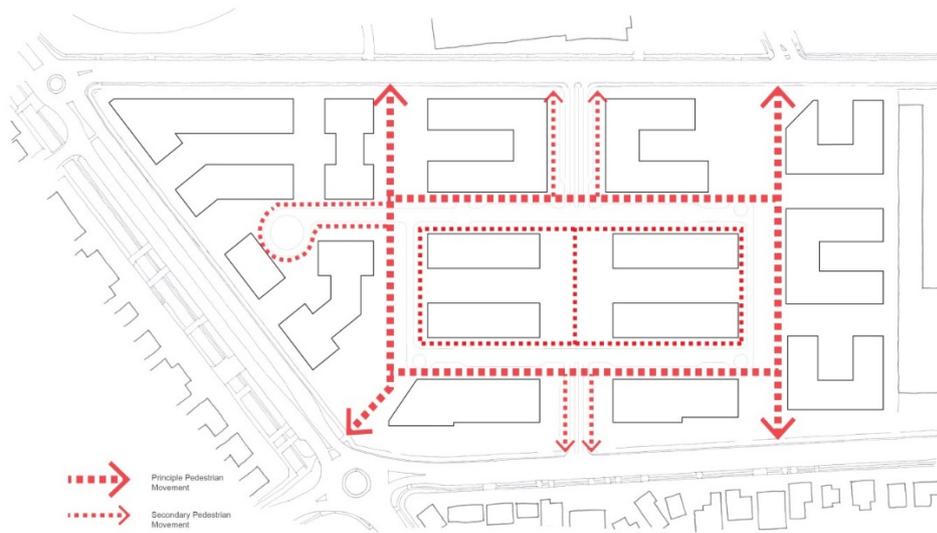
#### Controls:

- To accommodate mixed uses and local retail off Station Street;
- To have a permeable pedestrian access structure with controlled vehicle circulation;
- To incorporate views and vistas across the site which accommodate Crime Prevention Through Environmental Design (CPTED) principles;
- Provide strong public landscape connections through the site in accordance with Figure 5;
- Encourage pedestrian access/movements through the site in accordance with Figure 6;
- Encourage through site views and vistas in accordance with Figure 7.

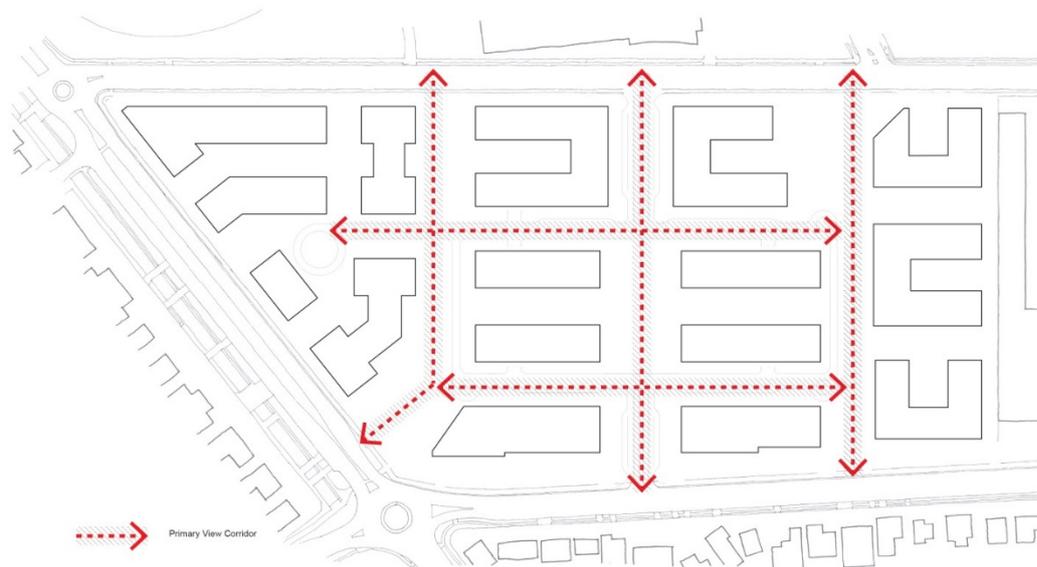
**Figure 5: Urban Structure: Landscape and Open Space Connections**



**Figure 6: Urban Structure Access Patterns**



**Figure 7: Urban Structure Views and Vistas**



## 2.2 Landscape Structure

### Objectives:

The public domain and landscape character within the development pursues the following qualities as detailed in Figure 8:

- A permeable, safe and pedestrian friendly landscape for community use;
- A formal entry boulevard with retail and community uses;
- Neighbourhood tree lined streets for enhanced urbanity and pedestrian friendly use;
- Picturesque linear parks with shared pedestrian and bicycle paths;
- Pedestrian links to Jamison Park to provide for passive recreation opportunities;
- A formal Station Street Plaza/Park;
- Landscaped buffers to adjacent developments;
- Opportunity for a diversity of Communal Gardens (private open space).

Public domain/landscape detail is the subject of a landscape design competition. The above principles will be maintained throughout the competition stages.

**Figure 8: Indicative Landscape Character Zones**



### 2.2.1 Landscape and Public Domain Allocation

A landscape design competition is required to be undertaken for public domain/public landscaping within the site. This competition is to run in accordance with the recommendations of the Government Architect and NSW State Governments Director Generals Design Excellence Guidelines. The Landscape Competition will relate to public open space (including the south finger parklands, the central boulevard garden and the north

finger parklands and plaza). An indicative landscape and public domain allocation plan is provided in Figure 9.

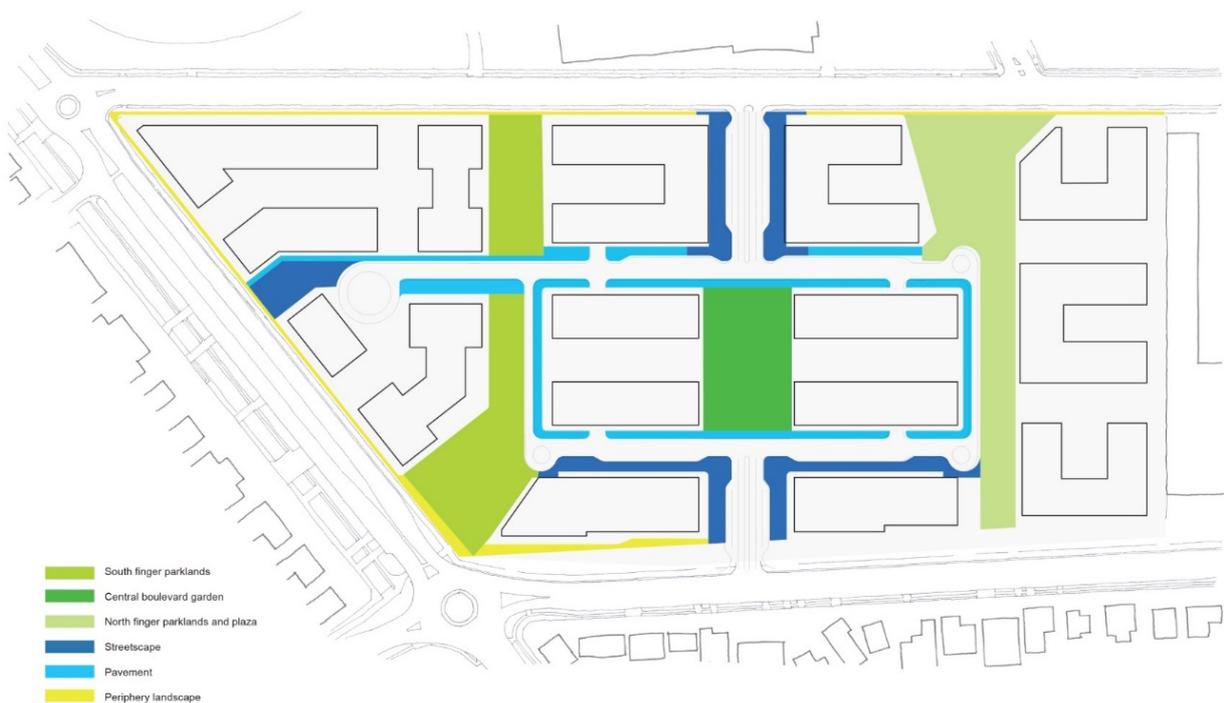
### Controls

- A range of community uses within communal areas of open space are to be provided (including children’s play areas and BBQ facilities);
- Private open space is to be clearly separated from public open space via level changes (see Figure 12)
- The following minimum area of public open space is to be provided on the site
 

Southern Finger and Linear Parkland	4,000 sqm
Central Boulevard	2,000 sqm
Northern Finger Linear Parkland with Station Street Plaza	4,000 sqm
Streetscape and pavement treatments	5,500 sqm
Boundary edges to Station Street, Jamison Road and Woodriff Street	1,000 sqm

Note detailed character of each of these landscaped areas will be undertaken by the successful competition entrant.

**Figure 9: Landscape and Public Domain Allocation**



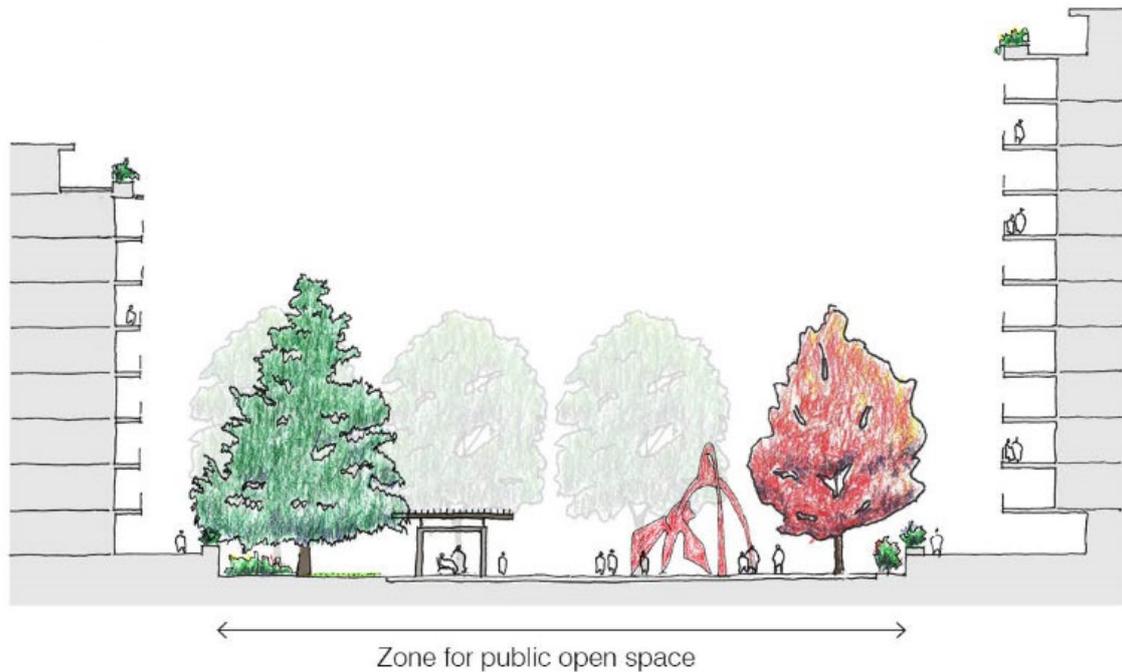


**Figure 10: Illustrative Indicative Landscape Masterplan: Northern Finger Linear Park with Station Street Plaza. (Detailed Design subject to Landscape Competition)**



**Figure 11: Illustrative Indicative Landscape Masterplan: Southern Finger Linear Park. (Detailed Design subject to Landscape Competition)**

**Figure 12: Typical section plan demonstrating level transition from public v private open space**



Typical section private space to public open space.  
Note level changes.

## 2.3 Character Areas and Urban Precincts

Built form is to spatially frame new streets and linear parks. Taller built form is located along Jamison Road to define the importance of the southern urban edge to Penrith's city centre. Additional height is to be located at the corner of Jamison and Station Street as urban markers and in association with the linear parks. Elsewhere, the modulation of built form will 'close off' and spatially frame internal vistas. This will accentuate the urban experience when moving between the various urban precincts.

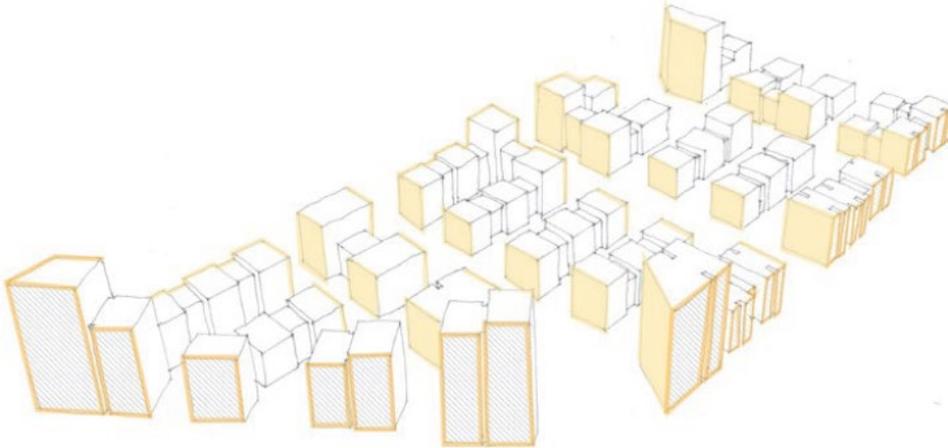
The following section provides a breakdown of key precincts within the site. The broader urban form strategy can be seen below in *Figure 13*. Detailed design for buildings within these precincts will be provided at Development Application phase.

### Objectives:

- Provide a sequence of urban precincts which provide design excellence in the provision of public domain landscaping and built form articulation;
- Provide urban precincts which respect the surrounding character of the site and its context within Penrith.

**Controls:**

- Development Applications are to follow precinct specific objectives and controls as they relate to different parts of the site in line with precincts identified in Figures 15 to 17.

**Figure 13: Urban Form Strategy****2.3.1 Key Urban Building Form**

The following corner sites are key urban building points within the site which will maintain the highest scale on the site.

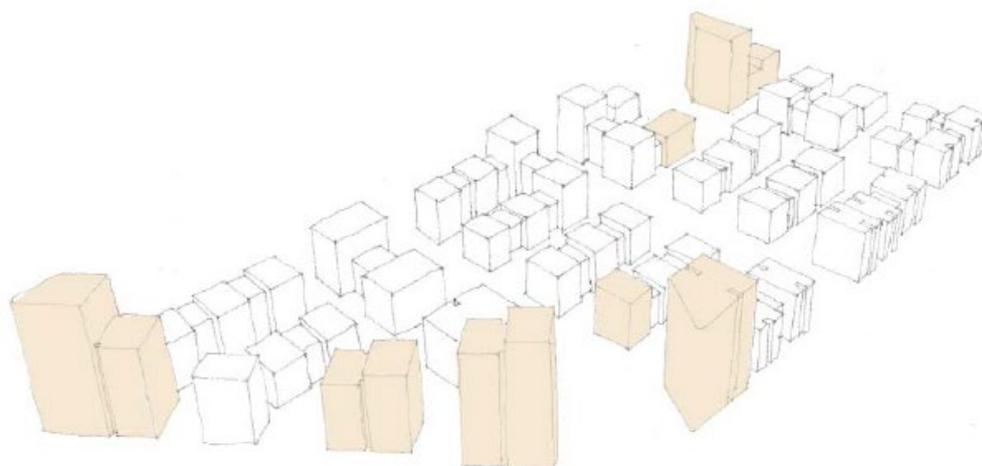
**Objectives:**

- Provide varied built forms across the site to improve vistas and visual presentation of buildings.

**Controls:**

- Pinnacle built forms are to be predominantly located on key building corners on the sites edges as identified in Figure 14.

**Figure 14: Key Urban Forms**



### **2.3.2 Urban Precinct: Station Street and Entry Boulevard**

This section relates to the frontage of the site to Station Street and the entry boulevard into the site as identified in Figure 15.

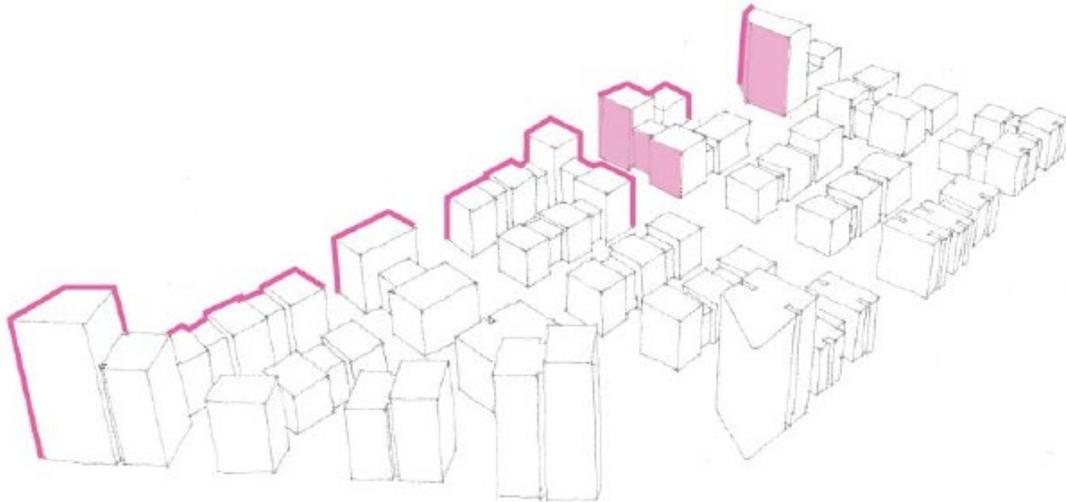
#### **Objectives:**

- Provide a constant scale and allow for balcony projections which are set back into the building block;
- Allow for articulated entry points which are appropriately scaled;
- Provide for pedestrian access via defined access ways within the building wall;
- Provide a distinction between ground floor uses and upper floors for residential uses in the area for the entry boulevard (ground level retail and residential above);
- Provide street awnings with a recessed ground floor where local retail uses are proposed.

#### **Controls:**

- Retail uses should be contained to the entry boulevard off Station Street and consist of localised retail uses which complement the predominantly high density residential use of the site (i.e. cafes, pharmacies, newsagencies, general practitioners);
- Provide footpath seating adjacent to the entry boulevard to the site off Station Street.

**Figure 15: Station Street and Entry Boulevard Precinct**



### **2.3.3 Urban Precinct: Jamison Road**

This section relates to the Jamison Road site frontage, being the southern edge of Penrith's city centre, as identified in Figure 16.

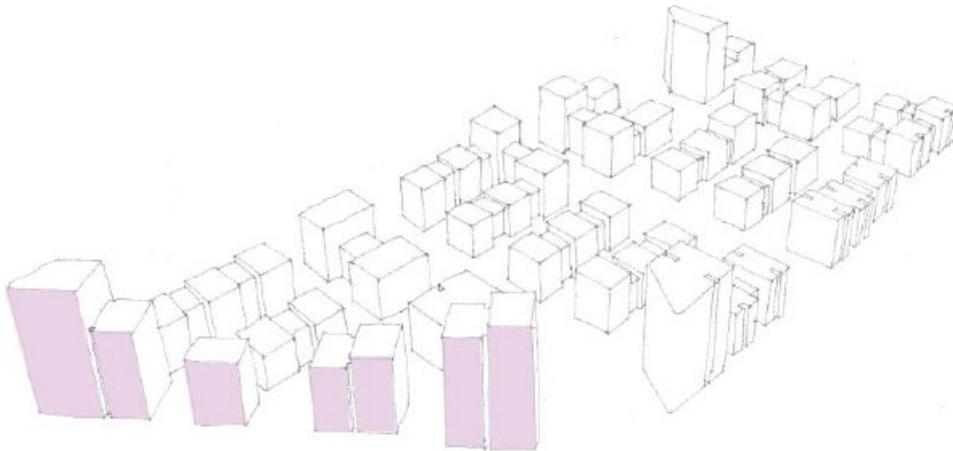
#### **Objectives:**

- Provide street corner articulation and urban markers;
- Reinforce the geometry of Jamison Road through a constant setback;
- Emphasise the vertical element of the buildings through modulation and articulation.

#### **Controls:**

- Built form to demonstrate design excellence and present as modulated and articulated to the street;
- Provide a distinction between ground floor apartments and upper floors.

**Figure 16: Jamison Road Precinct**



### **2.3.4 Urban Precinct: Woodriff and Park Edge**

This section relates to the Woodriff Street frontage of the site and adjoining park edges as identified in Figure 17.

#### **Objectives:**

- Provide transitional built form;
- Encourage the retention of public verge open space adjoining Woodriff Street.

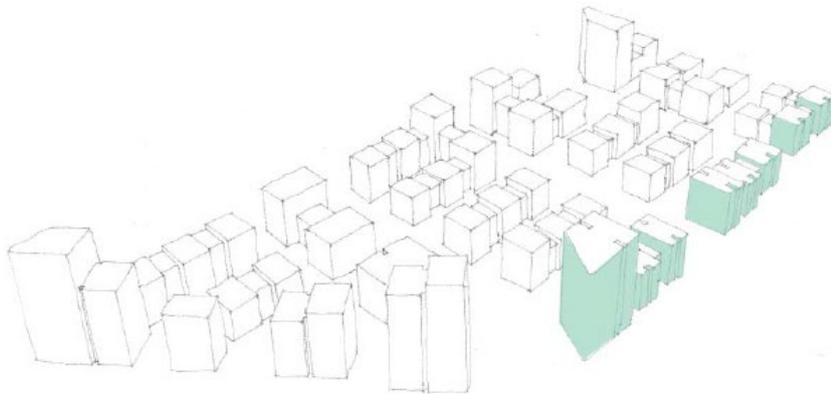
#### **Woodriff Street Controls:**

- Provide an appropriately scaled residential development to be set against a wide landscape verge;
- Create a varied building edge with a rhythm and modelling in the built form.

#### **Park Edge Controls:**

- Provide elevated ground floor units integrated with balcony terraces and screening to provide suitable privacy and interface with the public domain/landscaped verge fronting Woodriff Street.

**Figure 17: Woodriff and Park Edge Precinct**



## 2.4 Dwelling Density

### Objectives:

- To provide a range of high density residential buildings to cater for housing demand and needs;
- To ensure that all residential development on the land is of a high quality and provides amenity;
- Appropriately cater for residential growth and housing demand within Penrith through delivery of dwelling yields illustrated.

### Controls:

- The minimum residential dwelling densities should be achieved within each of the project stages;
- Higher density forms to be located on key corners of the site (urban markers). Lower scale form to be provided on eastern edge fronting Woodriff Street to respect the amenity of the adjoining low density residential uses;
- The following minimum apartment yields apply to the subject site at both a 2:1 compliant FSR and 2.5:1 FSR under the incentives clause

<b>Dwelling Density</b>	<b>Current controls</b>	<b>Incentives clause</b>
- Stage 1:	Minimum: 480	Minimum: 600
- Stage 2:	Minimum: 80	Minimum: 100
- Stage 3:	Minimum: 400	Minimum: 500
- Stage 4:	Minimum: 190	Minimum: 240
- Stage 5:	Minimum: 320	Minimum: 400
<b>Minimum</b>	<b>1470 dwellings</b>	<b>1840 dwellings</b>

## 2.5 Indicative Development Staging

### Objectives:

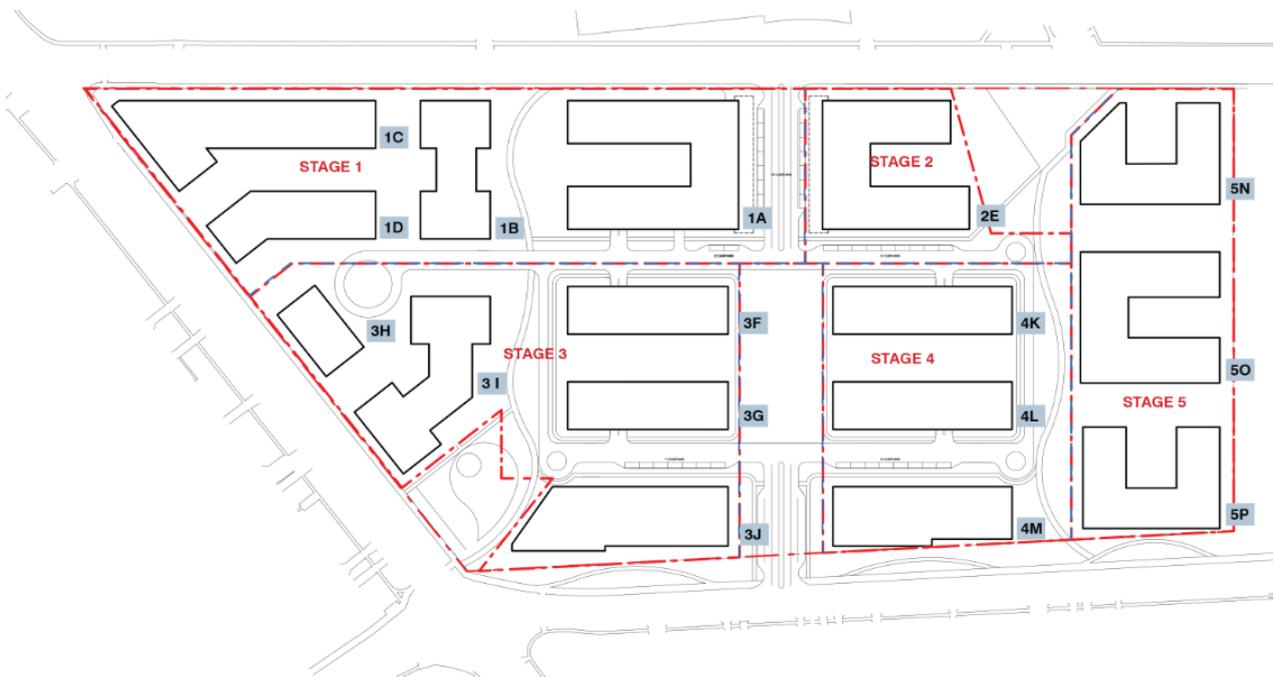
- Stage development to limit issues associated with construction and traffic;
- Stage construction promoting the use of both site frontages;
- Provide quality housing and amenities for each stage limiting associated construction issues.

### Controls:

Undertake development in line with the indicative development staging plan identified in Figure 18:

- Stage 1 Station Street and Entry Boulevard (South) Precinct
- Stage 2 Station Street and Entry Boulevard (North) Precinct
- Stage 3 Jamison Road, Woodriff Street and Central (South) Precinct
- Stage 4 Woodriff Street and Central (North) Precinct
- Stage 5 North Precinct

**Figure 18: Staging Plan**



## **3 The Public Domain**

### **3.1 Street Network and Design**

#### **Objectives**

- Reduce vehicular movements at grade to maximise the presence and permeability of the ground level public domain and open space which connects the site to the surrounding context;
- Encourage primary vehicular movements to basements.

#### **Controls**

- Section 10.4 of the Penrith DCP 2014 applies in regard to road configuration and road hierarchy requirements

### **3.2 Pedestrian and Cyclist Networks**

Pedestrian and cyclist movements should be incorporated into any design proposed on the site.

#### **Objectives**

- The public domain of the streetscape is to define the urban character of the development as a pedestrian friendly neighbourhood precinct;
- To ensure that the streets are safe for pedestrian and cyclist movements incorporating Crime Prevention Through Environmental Design principles;
- The site is to become a focus for community activity;
- Encourage a shared use path along the Station Street frontage;
- The pedestrian and cyclist paths are to be integrated within the existing and proposed open space networks

#### **Controls:**

- Pedestrian and cyclists paths are to be provided within the public domain and public open space areas providing connectivity between the site;
- Safe public thoroughfares are to be provided which connect the public domain to residential buildings and adjoining road networks.

### **3.3 Public Open Space and Landscape Network**

The public open spaces are to set a high standard in urban design quality. These spaces are to allow passive and active recreation uses, accommodate safe pedestrian circulation during the day and at night, adopt water sensitive principles and tell a story about the richness of living in a residential neighbourhood within Penrith's city centre. The detailed design of public open spaces across the site will be the subject of a landscape design competition.

### Objectives:

- To provide a variety of high quality public domain and public areas of open space within the street including quality pavement, tree lined streets and well delivered pocket parks;
- To provide high quality parkland spaces;
- To provide a diversity of open space that facilities pedestrian linkages across the site;
- To provide superior quality landscaping to the site.

### Controls:

- A minimum of 10,000 square metres of land is to be allocated to the provision of public open space (excluding streetscape improvements). Delivery of landscaping and building construction to be carried out simultaneously in accordance with the indicative staging plan in Figure 18;
- Provide comprehensive public and private landscaping in accordance with the indicative landscape plan provided in Figure 19;
- Creation of a linear landscape corridor through the central area;
- Create new public domain areas and public open spaces to frame key site entry areas and encourage pedestrian movements throughout the site
- Public art will be provided in key locations throughout the site.

**Figure 19: Illustrative Landscape Masterplan**



### 3.4 Above Ground Basements

#### Objectives:

- Improve basement circulation throughout the site

#### Controls:

- Above ground basements less than 1m above natural ground level can be provided on site where appropriate to assist natural ventilation to the basement;
- Basement openings above ground are to be adequately screened through building edge landscaping which separates the basement opening from the public domain and residential balconies as indicated in Figure 20.

**Figure 20: Public Domain and Basement Interface**



## 4 Residential Development

### 4.1 Key Design Principles

#### Site Design Objectives

- Provide good east-west and north-south connectivity with new public streets that are clearly integrated with the existing street network;
- Locate non-residential uses towards the northern end of the site where they will be in closer proximity to the city centre;
- Emphasise the significance of the site as the southern gateway to the city centre through the built form;
- Provide high quality public domain interface with existing streets surrounding the site;
- Consider interface with heritage conservation area on the eastern side of Woodriff Street.

#### Built Form Objectives

Provide a variety of building heights throughout the site which:

- Result in well-defined and visually interesting built form;
- Reflect the gateway treatment to the corner of Station Street and Jamison Road with opportunities for increased building heights;
- Provide appropriate transition to surrounding land uses which is sensitive to amenity and visual impact of surrounding or nearby development; and
- Taller buildings to be located and orientated to minimise the shadow impact on future buildings within the site and to avoid adverse impacts on the surrounding uses.

### 4.2 Building Height, Massing and Siting

Building height, massing and siting is to respect the surrounding urban context, public domain and landscaping provided on the site.

#### Objectives

- Where applicable, buildings should incorporate varying scales to improve articulation and modulation in addition to street presentation and architectural diversity. This includes varied heights and transition from low to medium to high rise buildings within specific precincts.

#### Controls

A range of building heights will be provided as indicated in *Figure 21*.

- **Station Street:** Predominantly medium building heights street edge alignment with higher building heights on key corners (Station Street and Jamison Road);
- **Jamison Road:** Key urban markers incorporating medium to high building heights;
- **Woodriff Street:** Predominantly low building heights appropriately setback from the road via the existing road reserve. High building heights will be on the corner of Woodriff Street and Jamison Road ;
- **Entry Boulevard:** Higher buildings on street edges with low to medium building heights at the connector road interface;

- **Connector Road/Park Precinct:** Predominantly low to medium building heights to maintain solar access to key areas of public open space.

Note: The building heights are subject to consistency with incentives provisions under the any Penrith LEP 2010. This includes Floor Space Ratio, Height of Building and any site specific or public-benefit based incentives.

The number of storeys indicated below are indicative only and will be subject to a Design Jury process.

**Figure 21: Indicative Building Heights**



### 4.3 Building Setbacks

Building setbacks are required to maintain appropriate separation between buildings in accordance with the controls of the NSW Apartment Design Guidelines.

#### Controls:

- 1) The following setbacks should be provided as identified in Figure 22
  - Station Street Frontage: 5m from site boundary (minimum)
  - Woodriff Street Frontage: 5m from site boundary (minimum)
  - Jamison Road Frontage: 5m from site boundary (minimum)
  - Buildings fronting public open spaces, parks and internal streets (other than entry boulevards): 2.5 m (minimum)
  - Entry Boulevarde off Station Street: 2.5m (minimum)
  - Northern Boundary: 6m (minimum)
  
- 2) Other setbacks (side and rear) will be governed via the separation controls of the Apartment Design Guidelines as follows:

#### **Up to four storeys (approximately 12m):**

- 12m between habitable rooms/balconies
- 9m between habitable and non-habitable rooms
- 6m between non-habitable rooms

#### **Five to eight storeys (approximately 25m):**

- 18m between habitable rooms/balconies
- 12m between habitable and no-habitable rooms
- 9m between non-habitable rooms.

#### **Nine storeys and above (over 25m):**

- 24m between habitable rooms/balconies
- 18m between habitable and non-habitable rooms
- 12m between non-habitable rooms.

**Figure 22: Built Form Frontages Setback Plan**



## 4.4 Private Open Space

Private open space must be provided for residential units on the site for each building

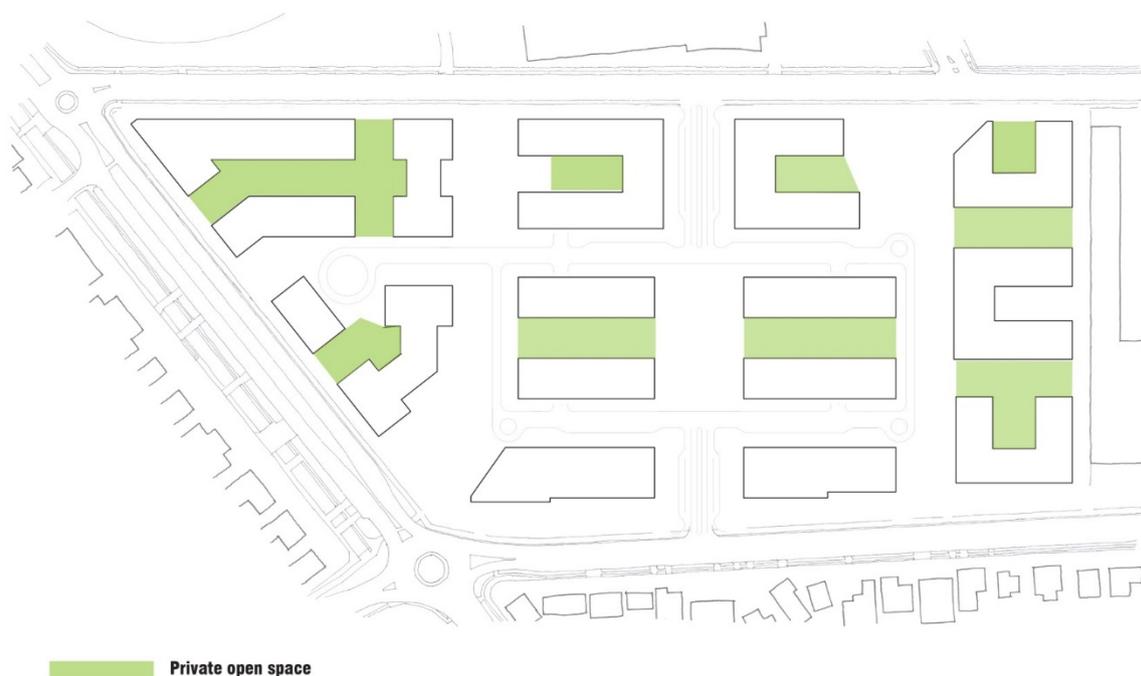
### Objectives:

- Provide suitable private open space for future occupants of the site;
- Encourage the provision of rooftop private open space where possible.

### Controls:

- Private open space to be provided within proximity of building envelopes within each site;
- Private open space is to be provided on the site via a combination of communal gardens, rooftop gardens and balconies;
- Private open space is to be provided in addition to the public open space within the site;
- Private open space is to be provided in accordance with SEPP 65 and Apartment Design Guideline provisions;
- Ground level public open space is to be provided in general accordance with Figure 23.

**Figure 23: Indicative Ground Level Private/Communal Open Space Plan**



## 4.5 Mixed Use Buildings

### Objectives:

- Provide a number of mixed use buildings which provide localised retail and community uses;
- Provide localised services to meet the needs of future residents.

### Controls:

- Provide a minimum of 1000 square metres of retail space surrounding the entry boulevard off Station Street as identified in Figure 24;
- Provide for other non-residential uses such as a child care centre within close proximity to the entry boulevard.

**Figure 24: Indicative Ground Floor Retail and Childcare Centre Location**



## 4.6 Housing Diversity

### Objectives:

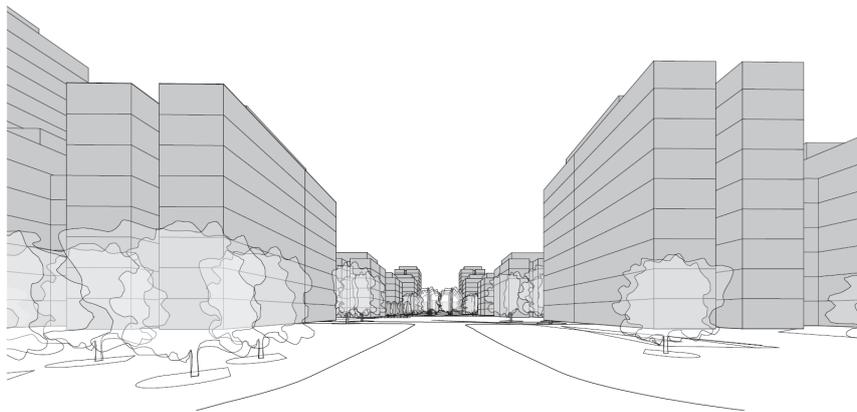
- A range of apartment sizes, types, forms and specifications are to be provided on the site.

### Controls:

The following apartment mix will be achieved on the site:

- 1 Bedroom: 15-25%
- 2 Bedroom: 60-65%
- 3 Bedroom: 5 – 10%

**Figure 25: Indicative Visualisation of Central Boulevard looking north-west demonstrating diversity of built form and through site thoroughfare**



## 5 Environmental and Residential Amenity

### 5.1 Visual Privacy and Acoustic Amenity

#### Objectives:

- To ensure buildings are designed to achieve the highest possible levels of visual privacy, building quality and acoustic privacy;
- To protect visual privacy by reducing direct overlooking of habitable rooms and private open space (use provisions of blank walls for key buildings with public space interfaces); and
- To contain noise within dwellings and apartment buildings through appropriate design, use of building materials and minimise the intrusion of noise from outside sources.

#### Controls:

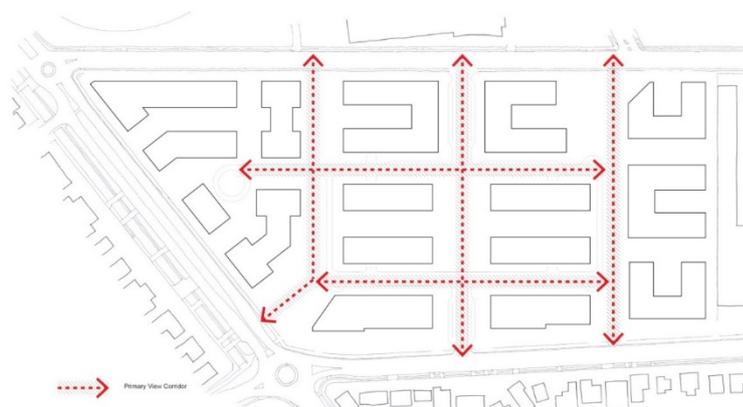
- Development Applications should address acoustic and visual amenity including both internal and external impacts;
- Buildings to comply with separation distances prescribed by SEPP 65 and the Apartment Design Guidelines.

## 5.2 View Corridors

### Objectives:

- Maintain key view corridors through the site which provide enhanced views of areas of public open space and key thoroughfares;
- Enhance north south and east-west view corridors through the site to surrounding road networks as identified in Figure 26.
- Provide view corridors which support crime prevention through environmental design.

**Figure 26: Primary View Corridors**



## 6 Access, parking and servicing

### 6.1 Vehicle Access

#### Objectives:

- Minimise vehicular access across the site to improve pedestrian connections;
- Limit vehicular access and exits to the site to two primary intersections off Station Street and Woodriff Street;
- Limit service vehicular access around the site to areas identified in Figure 27.

#### Controls:

- Vehicular access and movements are to be predominantly undertaken within the basement;
- Above ground vehicle movements are to be predominantly used for basement access and service and emergency vehicles
- The vehicle movements identified in Figure 27 are indicative only and are subject to the outcomes of a traffic analysis and the satisfaction of Council.

## 6.2 Pedestrian Access and Mobility

### Objectives:

- Create large pockets of public open space within the site to encourage pedestrian use of open space;
- Provide pedestrian access paths through the entire site to promote the movement of people within and across the site;
- Provide pedestrian access from all of the sites key frontages (Station Street, Woodriff Street and Jamison Road) to allow the distribution of people throughout the site
- Encourage the provision of a shared user path along the Station Street frontage of the site.

### Controls:

- Pedestrian and bicycle access paths to be provided connecting the site to adjoining streets consistent with the indicative pedestrian movements identified in Figure 27;
- Provide clear pathways from hardscape public domain through to public open space to encourage community use.

**Figure 27: Vehicle Access and Pedestrian Movement Plan**



## 6.3 On-Street Parking Options

This section relates to the provision of on street parking arrangements for visitors, residents, taxis, retail uses and the general public.

### Objectives

- Where possible encourage the provision of on-street parking to support the community;
- Encourage the use of on-street loading bays adjacent localised retail uses to be used for loading facilities outside of peak hours;
- Encourage the provision of residential visitor parking to be provided at ground level across the site.
- Provide short term parking for the public wishing to use the public open space provided on site.

### Controls:

- All parking to be provided on site;
- Parking is to be provided in accordance with the parking rates within Table C10.2 of the Penrith Development Control Plan 2014.

## 6.4 Parking requirements for Residential Apartments

### Controls:

- Parking is to be provided in accordance with the parking rates within Table C10.2 of the Penrith Development Control Plan 2014;
- Resident parking is to be provided in basement levels.

## 6.5 Service Roads and Emergency Vehicles

The site will provide service and emergency vehicles road access via two east-west laneways off the primary t-intersection roads. These shared pathways will be made available for emergency and service vehicle access.

### Controls:

- East-West road access for emergency and service vehicles is to be provided as identified in Figure 27 and 28.

**Figure 28: Service and Emergency Vehicle Access**

